

Sydney Terminal Building Revitalisation

Non-Aboriginal
Heritage impact assessment

February 2023



Acknowledgement of Country

We respectfully acknowledge the Traditional Custodians of the land of Central Precinct and the Sydney Terminal Building, the Gadigal.

From time immemorial, this Country has been a place where people come to connect and reconnect. We pay our respects to all Aboriginal people who have journeyed and will journey through this place and acknowledge their ongoing connection to Country and culture.

We pay our respects to members of the Stolen Generations and their descendants for whom the Sydney Terminal Building will always hold significance. We acknowledge that Platform One played a key role in Aboriginal children being removed from their families and communities.

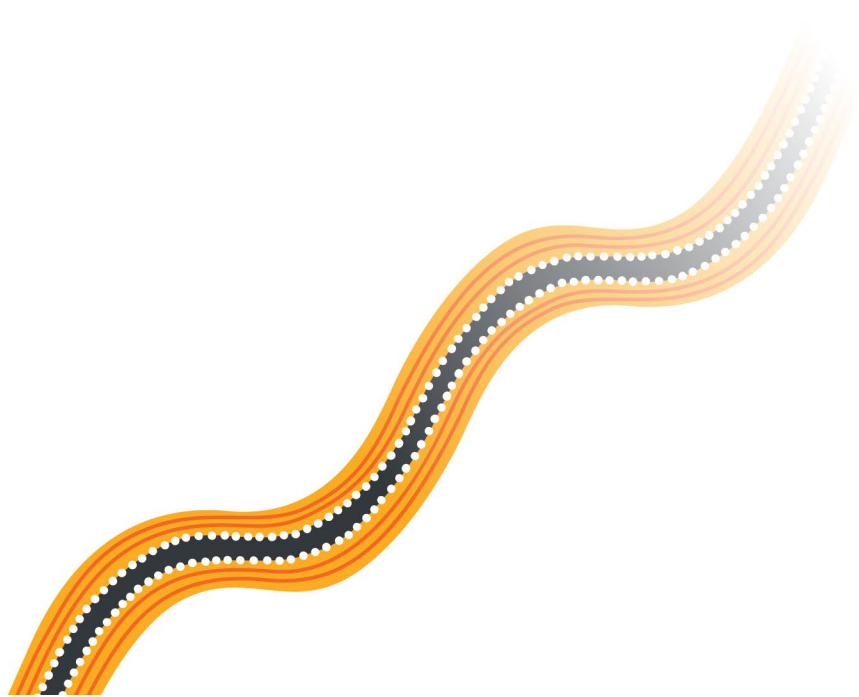


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Abbreviations

Abbreviation	Definition
BOH	Back of house
CMP	Conservation Management Plan
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environmental Protection and Biodiversity Conservation Act 1999</i>
GANSW	Government Architects New South Wales
ICOMOS	International Council on Monuments and Sites
LEP	Local Environmental Plan
LGA	Local Government Area
OSD	Over Station Development
SEARS	Secretary's Environmental Assessment Requirements
TAHE	Transport Asset Holding Entity
TKD	Tanner Kibble Denton Architects
TFNSW	Transport for New South Wales
SDRP	State Design Review Panel
SHR	State Heritage Register
SLEP	<i>Sydney Local Environmental Plan 2012</i>
SEPP	State Environmental Planning Policy
SSI	State Significant Infrastructure

Definitions

Term	Definition
Adaptation	Changing a place to suit the existing use or a proposed use.
Compatible use	A use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.
Conservation	The processes of looking after a place so as to retain its cultural/heritage significance.
Environmental heritage	Places, buildings, works, relics, moveable objects, and precincts, of State or local heritage significance. Significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.
Fabric	All the physical material of the place including elements, fixtures, contents and objects.
Interpretation	The ways of presenting the cultural/heritage significance of a place.
Restoration	Returning a place to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
Reconstruction	Returning a place to a known earlier state and is distinguished from restoration by the introduction of new material.

Executive Summary

Central Station is proposed to be revitalised as part of the Central Precinct Renewal Program. The proposed Sydney Terminal Building Revitalisation ('the project') represents an important component of this program, which seeks to revitalise the Sydney Terminal Building and its public domain interfaces at Eddy Avenue Colonnade, Eddy Avenue Plaza, and the Western Forecourt.

As Australia's busiest railway station, there is a need to ensure that the station operates as an accessible, effective and integrated component of the NSW and Interstate rail network. Central Station is also a place of state heritage significance for its tangible and intangible heritage values, which need to be conserved and considered within any proposed change at the place.

To this end, the project would provide:

- improved pedestrian connections and integration with adjacent public domain areas
- improved lighting, wayfinding, safety, and accessibility
- improved customer amenity, public art, and interpretation
- improved activation of spaces, including high quality retail and community uses that are complementary to the function of the transport interchange
- heritage conservation and enhancement.

The potential impacts of the project on the heritage significance of the Station have been assessed in detail against the identified significance of the place in state and local listings, the policies contained in the 2022 Conservation Management Plan for the place by Artefact Heritage, and the guidance contained in other heritage studies and plans.

The project's concept design has been developed in consideration of:

- Findings from design, heritage and Aboriginal engagement activities detailed in Chapter 6 of the Environmental Impact Statement (EIS)
- Place making and urban design principles and objectives detailed in Chapter 10 of the EIS
- Stakeholder and community feedback as detailed in Chapter 6 and Appendix C of the EIS
- Avoiding and minimising environmental, heritage and social impacts.

The Project is subject to assessment and approval by the Minister for Planning and Public Spaces under Division 5.2 of the NSW Environmental Planning and Assessment Act 1979 (EP&A Act). Tanner Kibble Denton Architects (TKD) were commissioned by Transport for New South Wales (TfNSW) to prepare a Non-Aboriginal Heritage Impact Assessment for the Project, as provided in this report.

The potential impacts of the Project on heritage items have been assessed in accordance with relevant guidelines including *Statements of Heritage Impact* (NSW Heritage Manual) 1996, and the Australia ICOMOS Charter for Places of Cultural Significance 2013 (ICOMOS (Australia), 2013). The potential impacts resulting from the Project are summarised in the table below.

Aboriginal cultural heritage and archaeology have been assessed in separate specialist report prepared by Artefact Heritage (2022).

A summary of the findings of the Non-Aboriginal Heritage Impact Assessment is provided below:

Area	Direct impacts (Fabric; curtilage)	Indirect impacts (Views; setting; intangible values)
GROUND FLOOR LEVEL (LOWER CONCOURSE)		
Eddy Avenue Colonnade, Arcade and Shops		
Colonnade and Arcade	Neutral	Neutral
Shops	Moderate adverse	Moderate adverse
North-west corner	Moderate adverse	Moderate adverse
Pitt Street Colonnade, Arcade and Shops		
Colonnade and Arcade	Neutral	Neutral
Shops	Minor adverse	Minor adverse
Loading Dock (former Luggage Dock)		
Loading dock	Minor adverse	Neutral
Basement		
Electricians' Department	Minor adverse	Minor beneficial
Service corridors	Minor adverse	Minor adverse
Back-of-house areas	Minor adverse	Minor adverse
GRAND CONCOURSE LEVEL		
Grand Concourse and related spaces		
Grand Concourse	Negligible adverse	Moderate beneficial
Former Booking Hall	Major beneficial	Major beneficial
Former Refreshment Rooms	Neutral	Neutral
East and West Passageways	Moderate adverse	Minor adverse
North-East Passageway	Moderate adverse	Minor adverse
WCs	Minor adverse	Minor adverse
Porte Cochere		
Porte Cochere	Negligible adverse	Minor beneficial
CENTRAL ELECTRIC		
Eddy Avenue Plaza	Moderate adverse	Moderate adverse
Central Electric Building	Minor beneficial	Moderate beneficial
East Deck	Moderate beneficial	Moderate beneficial

1. Introduction

1.1 Purpose of this report

This report documents the non-Aboriginal (built heritage) heritage impact assessment conducted to support the Sydney Terminal Building Revitalisation ('the project'). The assessment was completed to support the Environmental Impact Statement (EIS) and address the relevant Secretary's Environmental Assessment Requirements (SEARs) as they relate to non-Aboriginal heritage.

1.2 Project overview

The project comprises the revitalisation of the Sydney Terminal Building and its public domain interfaces, Eddy Avenue Colonnade, Eddy Avenue Plaza, and the Western Forecourt at Central Station. The project would provide:

- improved pedestrian connections and integration with adjacent public domain areas
- improved lighting, wayfinding, safety, and accessibility
- improved customer amenity, public art, and interpretation
- improved activation of spaces, including high quality retail and community uses that are complementary to the function of the transport interchange
- heritage conservation and enhancement.

This project would be undertaken as priority works as part of the wider and longer-term Central Precinct Renewal Program (CPRP). The project is located on Gadigal Country of the Eora Nation, in Haymarket, in the City of Sydney local government area (LGA). The project's concept design has been developed in consideration of:

- Findings from design, heritage and Aboriginal engagement activities detailed in Chapter 6 of the Environmental Impact Statement (EIS)
- Place making and urban design principles and objectives detailed in Chapter 10 of the EIS
- Stakeholder and community feedback as detailed in Chapter 6 and Appendix C of the EIS
- Avoiding and minimising environmental, heritage and social impacts.

A detailed description of the project is provided at Section 7.

1.3 Secretary's Environmental Assessment Requirements

Revised SEARs were issued by the NSW Department of Planning and Environment on 17 October 2022. The table below outlines the SEARs relevant to non-Aboriginal heritage and where they have been addressed in this report.

SEARs relevant to non-Aboriginal heritage

SEARs relevant to this technical report	Where addressed
1. Direct and/or indirect impacts to the heritage significance of: <ul style="list-style-type: none"> (c) environmental heritage, as defined under the <i>Heritage Act 1977</i>; and (d) items listed on the State, National and World Heritage lists; (e) heritage items and conservation areas identified in environmental planning instruments applicable to the project area. 	See Section 9: Assessment of heritage impacts
2. Where impacts to State or locally significant heritage items are identified, the assessment must: <ul style="list-style-type: none"> (a) include a significance assessment, a statement of heritage impact for all heritage items and a historical archaeological assessment; 	See Section 9: Assessment of heritage impacts
<ul style="list-style-type: none"> (b) assess the consistency of the project against conservation policies of any relevant conservation management plan; 	See Section 9.3: Assessment of project against the .
<ul style="list-style-type: none"> (c) consider relevant heritage studies prepared for the Central SSP; 	See Section 9.7: Consistency with heritage studies and policies
<ul style="list-style-type: none"> (d) consider impacts to the item of significance caused by, but not limited to, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual amenity, landscape and vistas, curtilage, subsidence and architectural noise treatment, drainage infrastructure, contamination remediation and site compounds (as relevant) 	See Section 9: Assessment of heritage impacts and Section 9.10 Design Development and Consideration of Options.
<ul style="list-style-type: none"> (e) outline measures to avoid and minimise those impacts during construction and operation in accordance with the current guidelines; 	See Section 9.10 Design Development and Consideration of Options.
<ul style="list-style-type: none"> (f) be undertaken by a suitably qualified heritage consultant(s) (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria). 	This document was prepared by a team of heritage specialists.

1.4 Study area

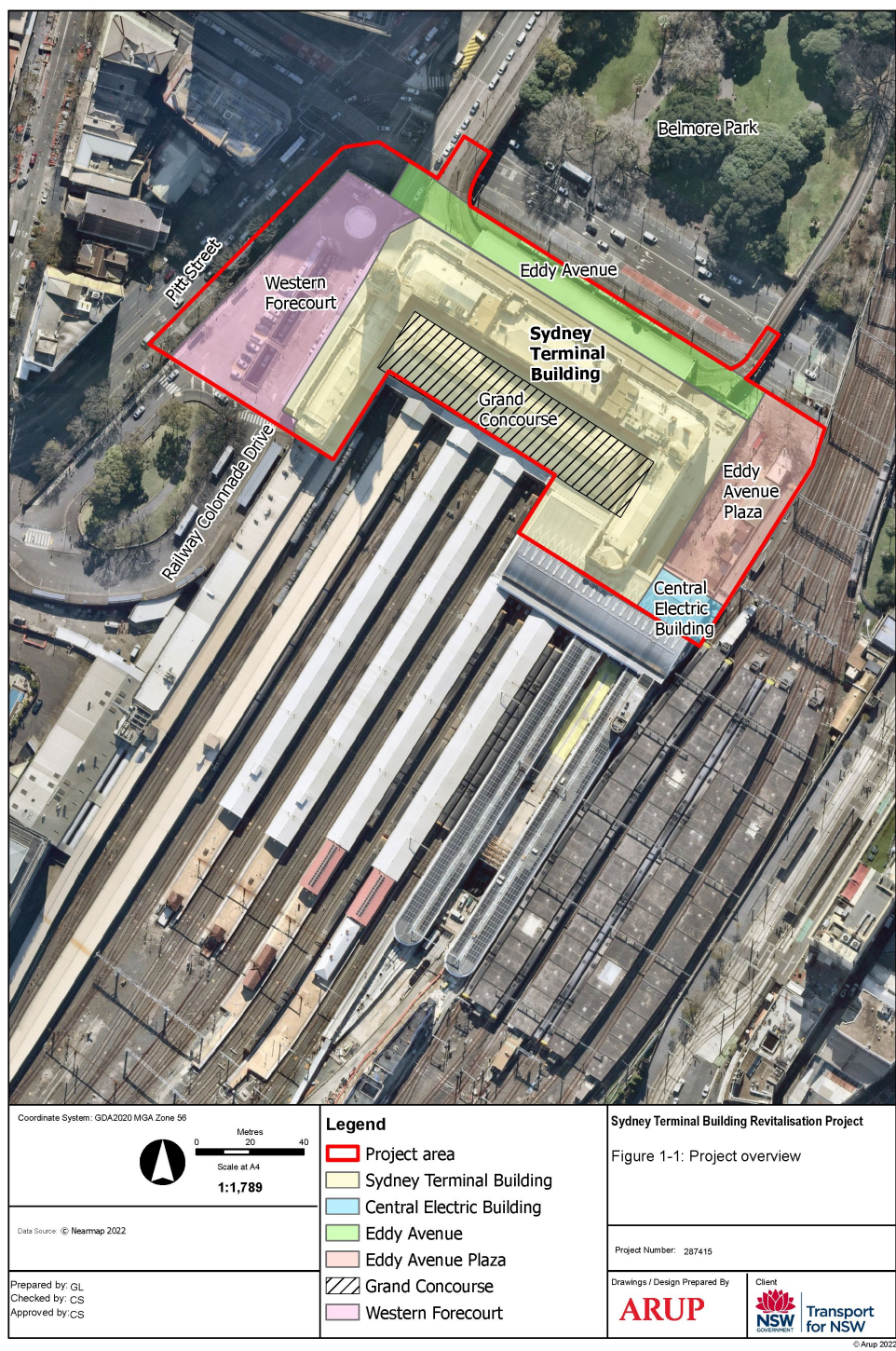
The project is located at Sydney Terminal Building at Central Station. The station was constructed between 1906 and 1921 and is located on Eddy Avenue with frontages to Pitt Street, Eddy Avenue Plaza and Elizabeth Street.

The project area is shown outlined blue on the diagram below. The proposed site compound is shown hatched.



- 1 The project boundary for the Sydney Terminal Revitalisation Project (outline blue).
Source: Arup (2023).

The project boundary for the revitalisation project is shown in the detail aerial diagram below, outlined in red. The project area includes the Sydney Terminal Building, the Grand Concourse, Eddy Avenue colonnade, Eddy Avenue Plaza, the Central Electric Building and the Western Forecourt.



2 The project boundary for the Sydney Terminal Revitalisation Project (outline red).
Source: Arup (2023).

2. Policy and planning context

2.1 Policies and guides

The following policies and guidelines have been considered when undertaking the non-Aboriginal heritage impact assessment:

- NSW Heritage Manual – *Statement of Heritage Impact* (Heritage Office and Department of Urban Affairs and Planning, 1994)
- *Assessing Heritage Significance* (NSW Heritage Office, 2001)
- The Australia ICOMOS *Burra Charter* 2013
- *Central Precinct Renewal Vision and Strategic Framework* (OMA and the NSW Government Architect, 2017)
- *Central Precinct Heritage Framework* (Tonkin Zulaikha Greer Architects, 2021)
- *Central Precinct Design Guide* (Transport for NSW, 2022)
- *Central Precinct Renewal Conservation Management Plan* (Artefact Heritage, 2022)

2.2 Commonwealth legislation

2.2.1 *Environmental Protection and Biodiversity Conservation Act 1999*

Alongside the protection of the natural environment and aspects of national environmental significance, the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) aims to protect and conserve heritage of significance both nationally and globally. World, Commonwealth, and National Heritage lists are governed by this legislation.

Central Station is not listed as a heritage item on National, Commonwealth or World heritage lists. There are no items on National, Commonwealth or World heritage lists near Central Station.

2.3 State legislation

2.3.1 *Environmental Planning and Assessment Act 1979*

The *Environmental Planning and Assessment Act 1979* (EP&A Act) governs development at a State level and promotes socially, economically, and ecologically sustainable development, providing a legislative framework for sound planning and assessment. The Objects of the Act specifically aims to promote the sustainable management of built and cultural heritage. The Act provides the foundation for Local Environmental Plans across the state.

The *State Environmental Planning Policy (Transport and Infrastructure) 2021* also governs the planning and assessment process for infrastructure development, particularly in relation to consultation. Under the policy, rail infrastructure undertaken by Transport is identified as permitted development without consent and can be carried out under Division 5.2 of the EP&A Act. The policy requires consultation with the local Council where a project is likely to impact the heritage significance of a local heritage item, alongside the

provisions of an assessment of heritage impact, though the project does not require consent from the local authority.

2.3.2 *Heritage Act 1977*

The *Heritage Act 1977* (NSW) aims to conserve the environmental heritage of New South Wales. Environmental heritage is broadly defined under Section 4 of the *Heritage Act 1977* as consisting of places, buildings, works, relics, movable objects, and precincts, of State or local heritage significance.

Under section 60 of the *Heritage Act*, any development proposal or works to a place, including disturbance of possible archaeological relics, typically requires the consent of the Heritage Council of NSW. However, the project is exempt from this Section of the Act as State Significant Infrastructure under Section 5.23 of the EP&A Act, meaning that Part 4 approvals (Section 60) are not required and Division 8, Part 6 does not apply. Despite this, the project would be carried out in accordance with the aims and objects of the Act, and includes consultation with the Heritage Council consistent with the intent of this particular section.

State Heritage Register

The Act established the State Heritage Register (SHR) to protect places with particular importance to the people of New South Wales. Central Station was included on the SHR as Item No. 01255) on 31 August 2018. Three other items are in the immediate vicinity of the station, consisting of: Mortuary Railway Station and Site (SHR No. 00167 – approximately 510m from project area); Railway Square Road Overbridge (SHR No. 01232 – approximately 250m from project area); and the Railway Institute Building (SHR No. 01257 – approximately 245m from project area).

Section 170 registers

Section 170 of the Heritage Act requires that NSW Government agencies establish and maintain a 'Heritage and Conservation Register' that identifies all items of environmental heritage that they own or occupy. Government agencies are required to ensure that the items on their register are maintained with due diligence in accordance with State Owned Heritage Management Principles and with heritage asset management guidelines prepared by the NSW Heritage Council. The Transport Asset Holding Entity of New South Wales (TAHE) s170 register includes Central Station (Item No. 4801296 – project area) as well as Mortuary Railway Station and Gardens (Item No. 4803219 – approximately 510m from project area) and Ultimo (Railway Square) Railway Overbridge (Item No. 4801079 – approximately 250m from project area).

2.4 Local government

2.4.1 *Sydney Local Environmental Plan 2012*

The study area is located within the boundaries of the City of Sydney Local Government area. The provisions of the local planning instrument the *Sydney Local Environmental Plan 2012* are still relevant despite the project not requiring consent at a local level.

Central Station is listed on Schedule 5 of the City of Sydney's Local Environmental Plan (LEP) 2012 as 'Central Railway Station group including buildings, station yard, viaducts and building interiors as item No. I824. Five other items are located in the immediate vicinity of the station, consisting of: Belmore Park (Item No. I825 – directly adjoins site); Former Mortuary Railway Station including interior, grounds, fence and railway platforms, (Item No. I194 – approximately 510m from project area); Railway Square Road overbridge, (Item No. I180 Item No. 4801079 – approximately 250m from project area); Former Parcels Post Office, including retaining wall, early lamp post and building interior, (Item No. I855 – approximately 145m from project area); and Former "Railways Institute" building, including fence and interior (Item No. I1472 – approximately 245m from project area).

In addition to heritage item, the LEP also sets out provisions for Special Character Areas, identified as areas of special and distinctive character in the LGA. The project area is located within the Railway Square/Central Station character area. The area is approximately bounded by Regent Street to the west, Railway Square and adjoining properties to the North, Eddy Avenue to the east, and Chalmers Street to the south. It only covers a section of the Central Station LEP and SHR heritage items, extending south-west to approximately the southern end of the regional and interstate platforms.

2.4.2 *Master planning: Central State Significant Precinct*

Central Station is included within a 24-hectare area of land that has been declared a 'State Significant Precinct' under the *State Environmental Planning Policy (State Significant Precincts)* 2005, which allows for amendment of the relevant local environmental plan to allow for new planning controls in areas of State or regional planning significance. The precinct is intended to provide new jobs, homes and open space, and create new connections between Central Station and its surrounds.

The Central Precinct Strategic Framework has been prepared for the precinct, outlining the vision and principles for development in the Central Precinct. One of the main aims of the Central Precinct as outlined in this document is to celebrate and protect heritage buildings. Rezoning of blocks of land in proximity to the station has already taken place, with rezoning of the station area itself currently proposed.

2.5 Statutory heritage listings

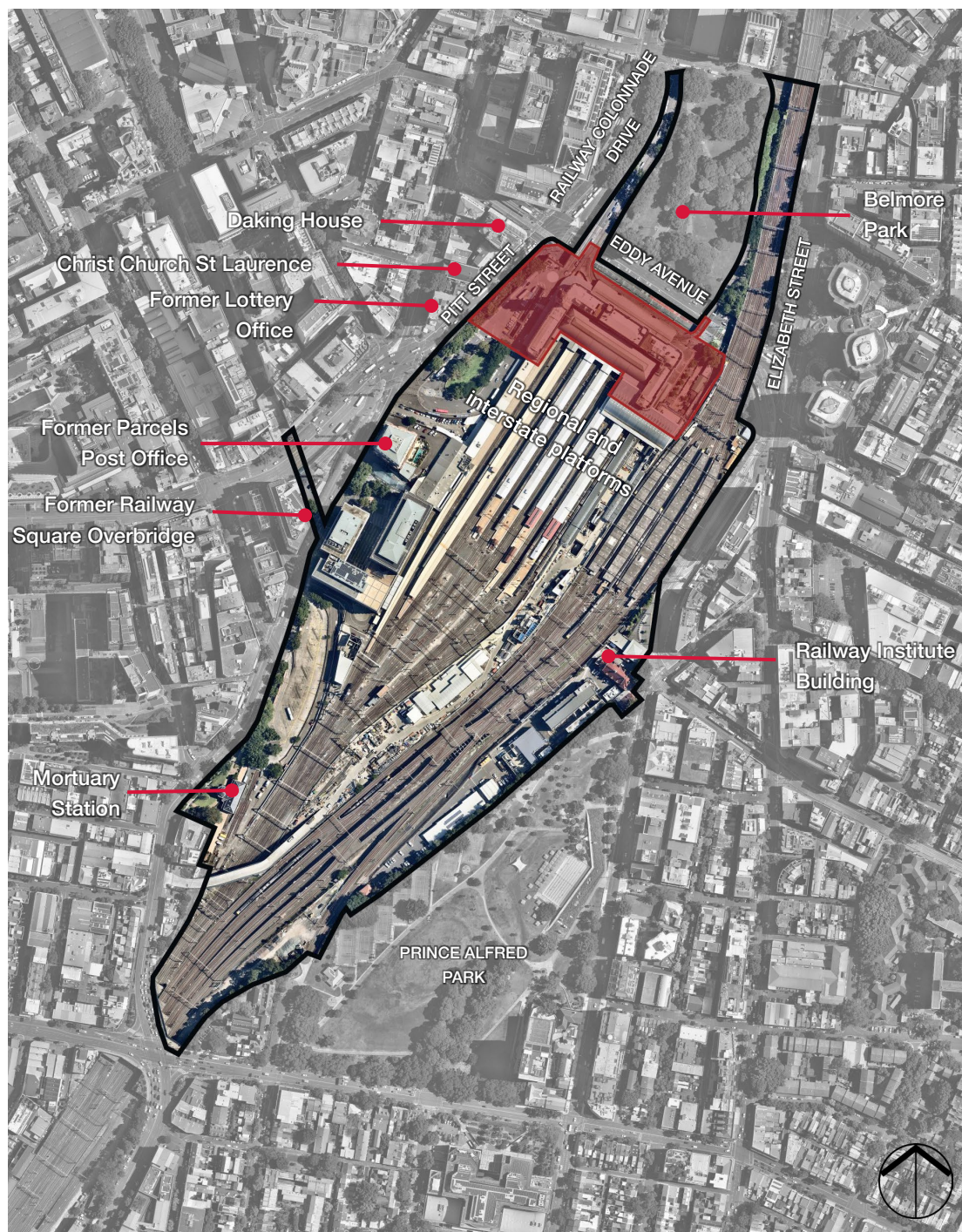
The following tables summarise the heritage listings which apply to the Main Terminal Building at Central Station:

Statutory Instrument	Item Name	Item Number
Sydney Local Environmental Plan 2012	Central Railway Station group including buildings, station yard, viaducts and building interiors	I824
TAHE Section 170 register	Central Railway Station and Sydney Terminal Group	4801296
State Heritage Register	Sydney Terminal and Central Railway Stations Group	01255

Non-statutory register	Item Name	Item Number
Register of the National Estate	Central Railway Station	2196
National Trust Heritage Register (NSW)	Sydney Terminal and Central Railway Stations Group	C61721
RAIA Register of Significant Buildings in NSW	Central Railway Station Terminal and Viaduct	4700667

The following table summarises heritage items in the vicinity of the Terminal Building:

Item Name	Statutory listing	Item Number
Mortuary Railway Station	State Heritage Register	00167
	TAHE Section 170 register	4803219
	Sydney Local Environmental Plan 2012	I194
Railway Square Road Overbridge	State Heritage Register	01232
	TAHE Section 170 register	4801079
	Sydney Local Environmental Plan 2012	4801079
Railway Institute Building	State Heritage Register	01257
	Sydney Local Environmental Plan 2012	I1472
Former Parcels Post Office	Sydney Local Environmental Plan 2012	I855
Belmore Park	Sydney Local Environmental Plan 2012	I1825
Commercial building 'Daking House'	Sydney Local Environmental Plan 2012	I863
Former Lottery Office	Sydney Local Environmental Plan 2012	I1848
Christ Church St Laurence Group	Sydney Local Environmental Plan 2012	I849
	State Heritage Register	00123



3 Aerial plan showing heritage items located in proximity to the Sydney Terminal Building. Project area shown shaded red.
Source: Nearmap with TKD Architects overlay (2022).

3. Methodology

3.1 Approach to heritage values of the place

The term heritage (or 'cultural') significance is used to describe the value or importance of a place to the community. It is defined in the Australia ICOMOS Burra Charter as the 'aesthetic, historic, scientific, social or spiritual value for past, present or future generations.'

The assessment of cultural significance establishes why a place or item is considered important and valued by the community. Significance may be embodied in the fabric of the place, its setting, the historical records associated with the place and the response that the place evokes in the community. The significance of a place may change over time. It may increase as more is learnt about the past or as places become rare or endangered. Conversely, significance may decrease over time, for example when the condition of an element deteriorates to the point where associations are lost.

Section 5 identifies the heritage significance for Central Station. The assessment is intended to inform the basis for all decisions about its future conservation and management. A clear understanding of the significance of the building allows informed decisions to be made to ensure that its heritage values are retained and conserved for future generations.

3.2 Heritage impact assessment

Potential impacts of the proposed revitalisation project on the cultural significance of the place have been carried out in accordance with all relevant guidelines including *Statements of Heritage Impact* published by the NSW Department of Department of Urban Affairs & Planning, in 1996 (revised 2002).

Impacts on the heritage significance of the place are described in detail in Section 9. Impacts are either:

- Direct impacts, resulting in the demolition or alteration of fabric of heritage significance, and changes or encroachment on the curtilage of heritage items;
- Indirect impacts, resulting in changes to the setting of heritage items or places, historic streetscapes or views, as well as impacts on intangible values such as uses, meanings and associations.

The project has been assessed with reference to the statement of significance and the policies contained in the 2022 'Central Precinct Renewal Conservation Management Plan' prepared by Artefact Heritage.

The impact assessment considers impacts on the heritage values of the place that may occur during construction and operation.

The heritage values of the Terminal Building are both tangible, related to the physical fabric and configuration of the space, as well as intangible, related to uses, meanings and associations. A detailed heritage fabric analysis undertaken by TKD Architects has informed the assessment of heritage impacts to fabric. The analysis is contained within the 'Heritage Opportunities and Constraints' report prepared by TKD Architects.

The assessment demonstrates how the current design has been selected from a range of options and modified to minimise adverse impacts on the significance of the place. Mitigation measures are also provided to ensure that the heritage significance of the place, as imbued in its fabric and spaces, is protected throughout further design development and future construction and operational phases.

3.3 Heritage significance assessment

No new heritage significance assessment has been carried out for the project, as detailed significance assessment was undertaken as part of the *Central Precinct Renewal Conservation Management Plan* for the place prepared by Artefact Heritage in 2022. The assessment covered in detail the heritage values of the project site. Heritage significance assessment in the Conservation Management Plan is consistent with the relevant guidelines, chiefly *Assessing Heritage Significance* (NSW Heritage Office, 2001).

4. Historical background

The following historical summary is based on the historical context prepared by Artefact Heritage in the Conservation Management Plan for Central Station 2022 ('Central CMP 2022'). It provides context to the heritage significance of the place and to the impact assessment contained in Section 9 of this report.

4.1 Summary of historical context

The Gadigal People are the traditional owners of the land on which Central Station was built. The Gadigal people occupied the area around Sydney Cove and its nearby bays and harbours for tens of thousands of years prior to European settlement, caring for the country and supported by its plentiful natural resources. The coastal environment provided a variety of resources to support their social, economic, and spiritual systems. Despite the destructive nature of European settlement, Gadigal culture survived, and descendants maintain connections to the country and community of the local area to the present day.

The present Central Station represents the third iteration of the Sydney Rail Terminus on this site. Eight hectares of land representing the Government Paddocks were acquired by the Sydney Railway Company in 1849, located between Devonshire and Cleveland Streets. In September 1855, the first Central Station (then known as 'Redfern Station') began operation out of a temporary timber building with iron shed, providing the first passenger railway line in NSW. It connected Sydney to 'Parramatta Junction' near modern day Granville, with a branch line to Darling Harbour. In 1874, the temporary timber building was replaced with a more substantial stone terminus building on the site of the old terminus.

By 1888, proposals for a new and improved station closer to the city had arisen in conjunction with the work of Railway Commissioner Edward Eddy to quadruple the Western Line to Homebush and duplicate other suburban lines. Shortly after in 1891, Eddy proposed the acquisition of the site of the current building, which at that time was occupied by a collection of institutional buildings. These included a Benevolent Asylum, Good Samaritan buildings, Police Barracks, and the former Devonshire Cemetery. In 1897 a Royal Commission suggested the siting of a new station in Hyde Park, but the current location was ultimately decided upon after proposals drawn up in 1900. The drawings for the original scheme demonstrate the desire to separate passenger, vehicle, train and tram services through a multi-level interchange to ensure safety and efficiency. It was designed to accommodate 40,000 passengers in any one day.

Construction on the Devonshire Street site began in 1901, with the scheme for the main terminus published in early 1902, designed by the Office of the Government Architect under the leadership of Walter Liberty Vernon. The foundation stone for the new main terminus was laid in April 1902. The new station building officially opened in August 1906 and services commenced, despite the suite of works not being finished at that point. The original building contained the grand space of the Main Concourse, the Booking Hall, Waiting Rooms, Dining and Refreshment Rooms, Cloak Room, and a Barbers Saloon.

The early to mid-twentieth century saw a period of continued development and expansion at the site. In 1908, the 'Royal Commission on Sydney Improvements' explored ways to integrate the station with nearby Belmore Park. In 1914, plans for the second stage of the Main Terminus were revisited and modified from the original 1902 scheme, and consisted predominately of offices and dining rooms. In 1915, approval was granted for construction on a suburban electric and underground railway, which was to form the Central Electric

section of the station. This incorporated a system of technically significant 'flying junctions' or 'flyovers' which allowed trains to move from one line to another without crossing over a line operating in the opposite direction. Work on Central Electric commenced in 1917 but was put on hold in 1918. Alongside this, works to the second stage of the terminus building began in 1916 and were mostly completed by 1919. The clock tower component was not completed until 1921. It was colloquially known as 'the worker's watch' by employees in local business who used the faces of the clock to keep time. Central Electric construction resumed in February 1922, with the first electric train service running in March 1926.

Central Station continued to grow and evolve in the mid to late twentieth century as construction of the Eastern Suburbs Railway line commenced, though not coming into operation until 1979. In 1958, tramlines were removed from their approaches to central as the services were phased out. A modernisation program emerged in 1980 which sought to improve passenger convenience and comfort at the station, continuing throughout this decade. In the last decade of the twentieth century a new branch line to the airport was constructed to facilitate travel during the 2000 Sydney Olympic Games. In 1997, Central became the terminus of Sydney's Light Rail system, which reused the paths of the former tramline. Further works have taken place in recent years including the connection of the station to Light Rail Services, upgrades to railway infrastructure and systems, extension of platforms, new escalators to suburban platforms, and upgrades to the north concourse including a new canopy designed and built by Woods Bagot.



4 Central Station in the 1920s.
Source: State Records, NSW.



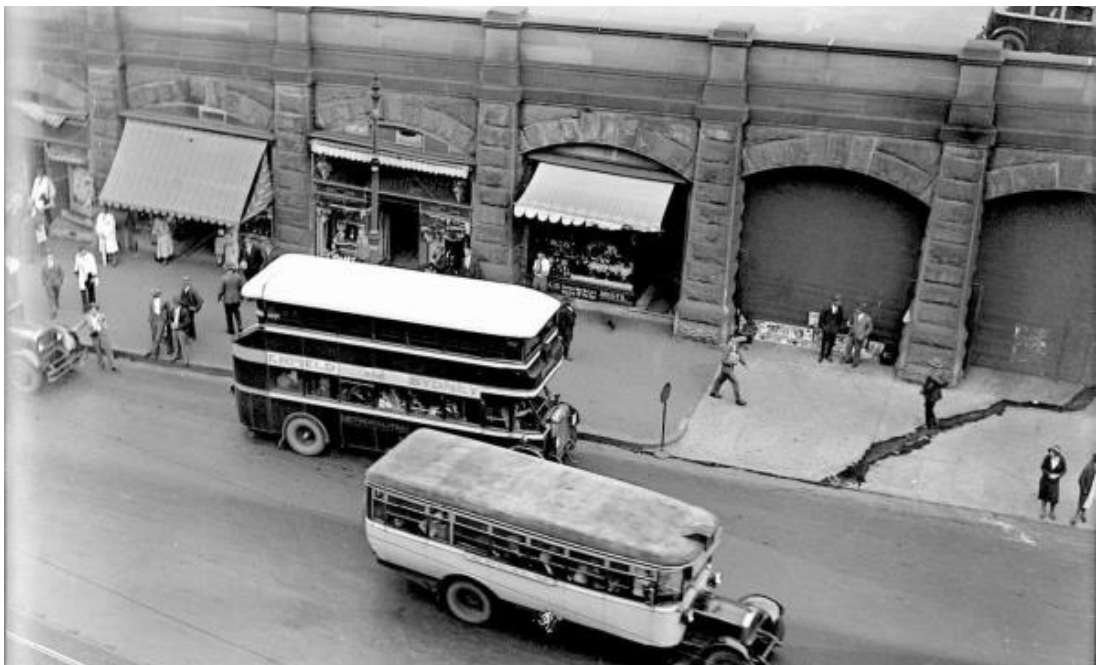
5 The Grand Concourse in 1906.
Source: State Records, NSW.



6 The Booking Hall in 1906.
Source: State Records, NSW.



7 View within one of the dining rooms (date unknown).
Source: State Records, NSW.



8 Pitt Street Arcade in 1930s.
Source: State Records, NSW.



9 Corner of Eddy Avenue Colonnade and Pitt Street Arcade in 1963.
Source: City of Sydney Archives.



10 Eddy Avenue Plaza in 1938.
Source: Max Dupain photograph in State Library of NSW.



11 Luggage Dock, c1930s.
Source: Sam Hood collection, State Library of New South Wales.



12 The Porte Cochère c1908.
Source: City of Sydney Archives.



13 Interior of Central Electric station, c1926.
Source: Sydney Metro.



14 The Grand Concourse in the 1980s.
Source: State Records NSW via TFNSW.

5. Existing environment

5.1 Site location and description

Central Station is located to the south of the Sydney CBD. The area is contained within the City of Sydney Local Government area. The Main Terminal Building is bounded by Pitt Street and Railway Colonnade Drive to the West, Eddy Avenue to the North, and Elizabeth Street to the East. Platforms serving Regional and Intercity trains extend from the immediate south of the Main Terminal Building.



15 Aerial image of Central Station and the construction footprint outlined.
Source: Arup.

5.2 Setting

The setting of the site to the east and west is characterised by multi-storey and high-rise commercial development. To the north of the Main Terminal Building is Belmore Park, representing quite densely treed parkland with a long historical association with the station. To the south of the building are several related rail yards and buildings, including the Railway Institute Building, Mortuary Station and the former Parcels Post Office in proximity to Railway Square.



16 View of Belmore Park.



17 View looking south toward station from Belmore Park.



18 View of Railway Square



19 Looking towards the former Parcels Post office from Railway Square.



20 General view of setting, looking to west of station.



21 Setting of the station on Pitt Street, with Western Forecourt to right of image.

5.3 The Main Terminal Building

Constructed of sandstone, the Main Terminal Building comprises a basement/lower concourse level, the Grand Concourse level, and two storeys of offices. The 75-metre tall clocktower is sited at the north-western corner of the building and is a prominent local landmark. The northern wing of the building accommodates offices on the upper levels, above the Porte Cochere on the Grand Concourse level and Eddy Avenue colonnade at street level. Two former tram ramps (now accommodating the light rail) extend from the Porte Cochere down to the ground level alongside Belmore Park. The western wing of the building features offices on the upper levels, a tram ramp and deck on the Grand Concourse level, and a colonnaded ground floor at the north-western corner. It transitions to a one-storey range of offices extending south alongside Platform 1, with views of the landscaped Western Forecourt. The east wing of the building comprises offices on the upper levels with a modern brick deck (the East Deck) wrapping around the north-eastern corner. It houses modern retail shops below. The platforms of the regional and interstate services extend south from the Grand Concourse.

5.3.1 Exterior



22 Eddy Avenue (north) elevation of the Main Terminal Building.



23 Northern approach and tram ramp to the Terminal Building and Clocktower.



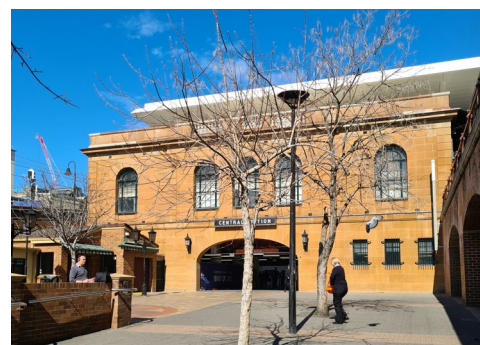
24 Eddy Avenue Plaza.



25 Pitt Street Colonnade and retail.



26 Western approach and forecourt.



27 Central Electric Station

5.3.2 Interior: Ground (lower concourse) level

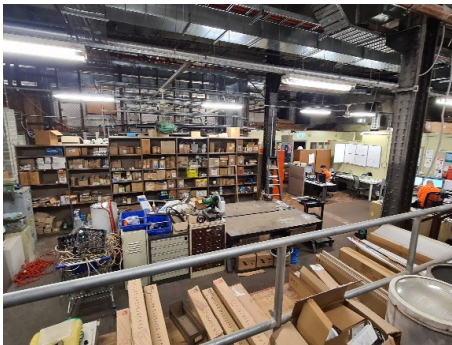
The Lower Concourse level accommodates retail stores along Eddy Avenue and Pitt Street, offices, and back of house areas.



28 Luggage Dock on Lower Concourse.



29 Eddy Avenue colonnade and retail.



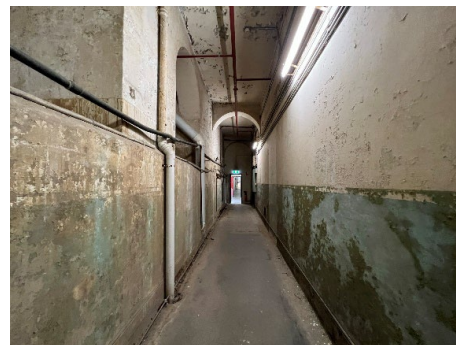
30 Electrician's Department, Basement.



31 North-south corridor, Basement



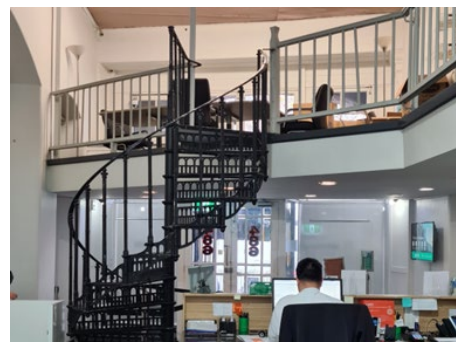
32 Eddy Avenue corridor, Basement.



33 Office area, Basement.



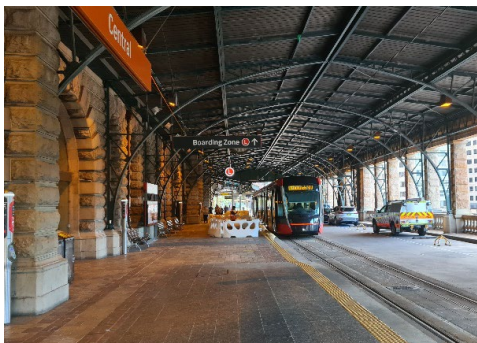
34 Eddy Avenue shop interior. .



35 Pitt Street shop interior.

5.3.3 Interior: Grand Concourse level

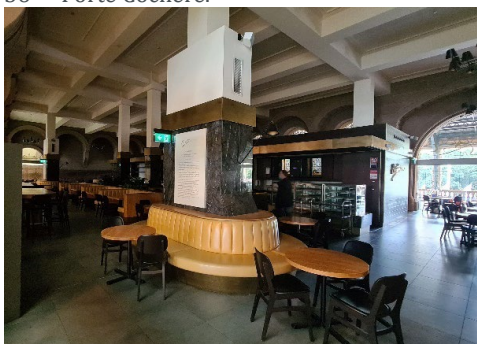
The Concourse level comprises the Grand Concourse and related spaces of significance including the Booking Hall and former Interstate Booking Office.



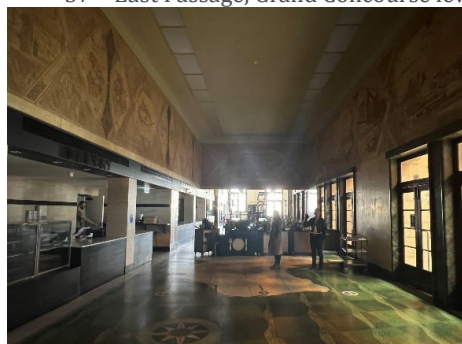
36 Porte Cochère.



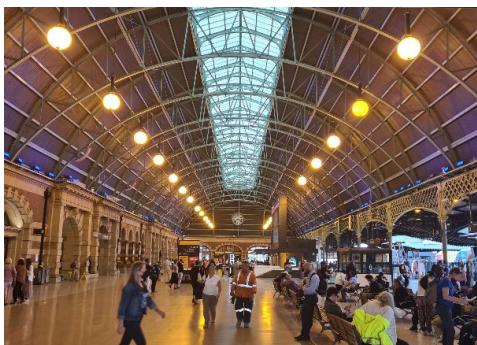
37 East Passage, Grand Concourse level.



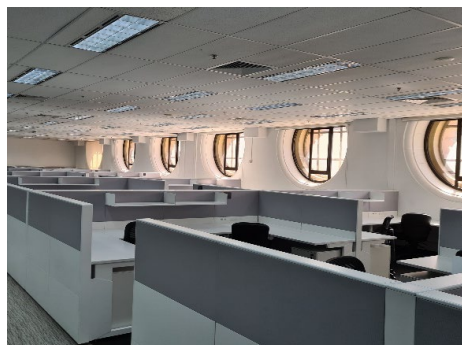
38 Former Booking Hall.



39 Former Interstate Booking Office.



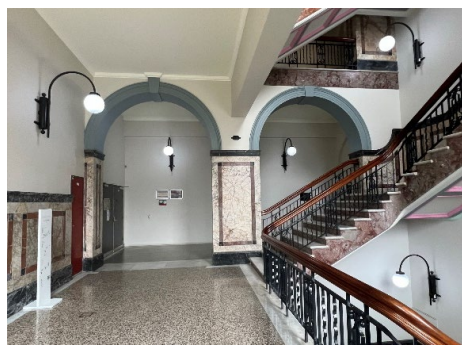
40 The Grand Concourse.



41 First floor offices.



42 Clocktower stair.



43 Grand stair.

6. Heritage significance

6.1 Heritage significance of Central Station

The heritage significance of the station has previously been assessed as part of the local and state heritage listings for the place and in the Central CMP 2022. The statements of significance are excerpted from each listing to provide context to the heritage assessment contained in Section 9, which considers the potential impacts of the project on the identified heritage values of the place.

6.1.1 State Heritage listing

Sections of the Statement of Significance contained in the State Heritage Register listing for the item are excerpted below, as relevant to the project area.¹

THE SYDNEY TERMINAL AND YARDS:

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

¹ For the full statement of significance, see the State Heritage Listing at:
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012230>

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

...

PRECINCT 3: THE SYDNEY TERMINAL - THE TERMINUS

- *The first major terminus, and the only high level terminal, to be constructed in Australia, the design of which was overseen by experts from NSW, Victoria and Queensland. Comparative in scale and quality of design to the major European and American termini;*
- *A major transport interchange, with numerous tram lines on different levels, the most complex in Australia;*
- *A major planned urban design aimed at improving Sydney, in contrast to the haphazard beginning and former unplanned growth of the rail termini. The only major building of this period in Sydney where the urban setting was consciously designed to complement, and provide views of the main structure;*
- *A symbol of the progress of the development of the city and the railway;*
- *A major public building designed by the Government Architect WL Vernon, and detailed by GM Blair, and completed by his successor George McRae. The only railway station designed by Vernon, and his most adventurous free classical design;*
- *A major sandstone building, one of the few to be constructed, in Sydney, outside of the heart of the CBD. The use of sandstone reflected the status of the building as a major public building;*
- *For its design as an elaborate progression of spaces, from the tram portico to the booking hall to the concourse and into the (proposed) train shed, enhancing the sense of journey. This contrasted with the previous station which had grown into an unplanned conglomeration of platforms;*
- *The largest station to have been constructed in NSW, previously the major country stations such as Albury were grander both in scale and decorative detail than the Sydney Terminal;*
- *The Sydney Terminal would have been even grander had the train shed been constructed covering the platforms. The changing of the design as a cost cutting measure reflects the economic conditions of the time. The construction of Stage*

Two during the war years, however, reflects the importance of this transport link to the Australian economy;

- *A rare example, in Sydney, of the use of multi level vehicular approaches, the separate approaches for tram, pedestrian and vehicle, being identified at the outset as being a particular feature;*
- *The clocktower, completed as part of the second stage, is a well known Sydney landmark, nicknamed "the working mans watch";*
- *Containing such planning innovations as separate subways for passengers and baggage handling and the main assembly platform [concourse];*
- *Further investigation may reveal the main assembly platform to be one of the earliest uses of reinforce concrete floor slabs in NSW;*
- *Marking a period of prosperity for the railways and a subsequent decline in other forms of transport, in particular the more unreliable coastal shipping, following construction of the north coast Railway 1910-1922;*
- *The manner in which different structural systems, such as the three pin and crescent truss roofs, were used throughout the design to form a variety of spaces;*
- *The original floor plan indicates separate waiting facilities for different classes of passenger and for women. These distinctions have largely disappeared, with the exception of the use of a system of classes on the transcontinental trains and the XPT and Explorers;*
- *For the inclusion, in the design, of up-to-date technology including telephones and telegraphs.*

...

PRECINCT 5: THE CENTRAL ELECTRIC STATION

- *Association with JJC Bradfield and the construction of the City Electric Railway, and the Sydney Harbour Bridge in the late 1920s;*
- *One of a number of inner Sydney stations designed by JJC Bradfield, of which two are above ground, Milsons Point and Central Electric;*
- *Containing the most elaborate station entrance (Elizabeth Street), of the City Circle stations;*
- *For the continuation of the neo-classical architectural vocabulary and the use of sandstone for the station building and the viaduct;*
- *For its continuous use as a commuter station for the Sydney suburban lines;*
- *For the use of 'state of the art' reinforced concrete construction.*

6.1.2 Local heritage listing

Sections of the Statement of Significance contained in the local heritage listing for the item are excerpted below, as relevant to the project area.²

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

6.1.3 Conservation Management Plan

Sections of the Statement of Significance contained in the Conservation Management Plan for the item are excerpted below, as relevant to the project area.³

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

Central Station

Central Station site contains evidence of the first phase of railway construction in NSW and has been the major hub of rail transportation in NSW since the mid-19th century. 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.

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.

² For the full statement of significance, see the local heritage listing at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2424249>

³ For the full statement of significance, see the *Central Precinct Renewal Conservation Management Plan* by Artefact Heritage (2022), p168.

The Main Terminus Building is enhanced by its Neo-classical architectural features together with the high-quality workmanship and materials it contains, from carved sandstone, marble and terrazzo to cedar joinery, acid etched glazing and metalwork balustrades. The same fine quality in design, materials and workmanship is seen in Mortuary Station, the Railway Institute and also in the Neo-classical Chalmers Street Entrance, the Central Electric Station main façade and the Parcels Post Office, all of which tends to unify these buildings with the main terminus.

Various notable 19th and 20th century architects and engineers have worked on the development of the study area 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 (Whitton), 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 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.

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.

6.2 Fabric Analysis

A detailed fabric analysis has been undertaken by TKD Architects, based on a thorough investigation of the Sydney Terminal Building. The analysis identifies the provenance of the building fabric (i.e., whether it is original/early or non/original modern), alongside changes to openings and the insertion of non-original mezzanines and partitions. It also describes the current and original uses of each space.

The fabric analysis has been appended to the Heritage Opportunities and Constraints report, prepared by TKD Architects. The scope of the report focuses on the parts of the building subject to STBR project. The report summarises the findings of the fabric analysis, identifies significant elements to be retained and where there are opportunities for change or sympathetic new works within the building.

The Heritage Opportunities and Constraints report, in conjunction with the fabric analysis, supplements the assessment and gradings of significance in the CMP by identifying early and original fabric, and supporting an understanding of the extent of direct impacts of the project. These outputs have both informed the design and contributed to the impact assessment findings.

7. Proposed works

7.1 Overview of project

The project comprises the revitalisation of the Sydney Terminal Building and its public domain interfaces, Eddy Avenue Colonnade, Eddy Avenue Plaza and the Western Forecourt at Central Station ('the project'). The project would provide:

- Improved pedestrian connections and integration with adjacent public domain areas
- Improved lighting, wayfinding, safety and accessibility
- Improved customer amenity, public art and interpretation
- Improved activation of spaces, including high quality retail and community uses that are complementary to the function of the transport interchange
- Heritage conservation and enhancement

These works would be carried out as priority works as part of the wider and longer-term Central Precinct Renewal Program. The project is located on Gadigal Country of the Eora Nation, in Haymarket, in the City of Sydney local government area (LGA).

7.2 Photomontages

The concept design photomontages are provided in the following figures.



44 Perspective render showing the proposed works to Eddy Avenue Plaza.
Source: Grimshaw and Virtual Ideas, January 2023.

- 45 Perspective render showing the proposed works to the Grand Concourse.
Source: Grimshaw and Virtual Ideas, January 2023.



- 46 Preliminary perspective render showing the proposed reinstatement of the double-height space to the former Booking Hall.
Source: Grimshaw and TKD Architects, September 2022.

7.3 Detailed description

7.3.1 Sydney Terminal Building: Ground (lower concourse) level

The following key features of the project would improve access, connectivity, activation and amenity of the ground level of the Sydney Terminal Building, whilst celebrating its heritage character and significance.

- Improving pedestrian circulation through and around the Sydney Terminal Building via new entrances, exits and lifts and escalators, supporting key strategic planning objectives. This includes new entry points at:
 - Eddy Avenue to connect the ground level to the Grand Concourse as well as a new access at the north-western corner to provide access to the western loading dock
 - Eddy Avenue Plaza to provide access to the Sydney Terminal Building
 - Pitt Street to provide access to the Sydney Terminal Building and western loading dock
- Activation of the ground level, including adaptive reuse of the back of house areas of the Sydney Terminal Building including a market style activation within the western loading dock to create a vibrant new publicly accessible space. This space would optimise the heritage character of the building to create a unique customer experience through a network of lanes and retail offerings at the ground level
- Provision of new toilets near the new entry points to the Sydney Terminal Building from Pitt Street and Eddy Avenue on the Grand Concourse level and next to the Eddy Avenue Plaza entrance on the ground level
- Creation of a new multipurpose space on the ground level of the Sydney Terminal Building. The new multipurpose space will be able to support a range of events such as art exhibitions, cultural experiences, concerts and other events
- Widening of Eddy Avenue footpath between Pitt Street and Eddy Avenue Plaza
- Public domain improvements along Pitt Street and Eddy Avenue Plaza.

The following annotated plan summarises the proposed works to the lower concourse level.



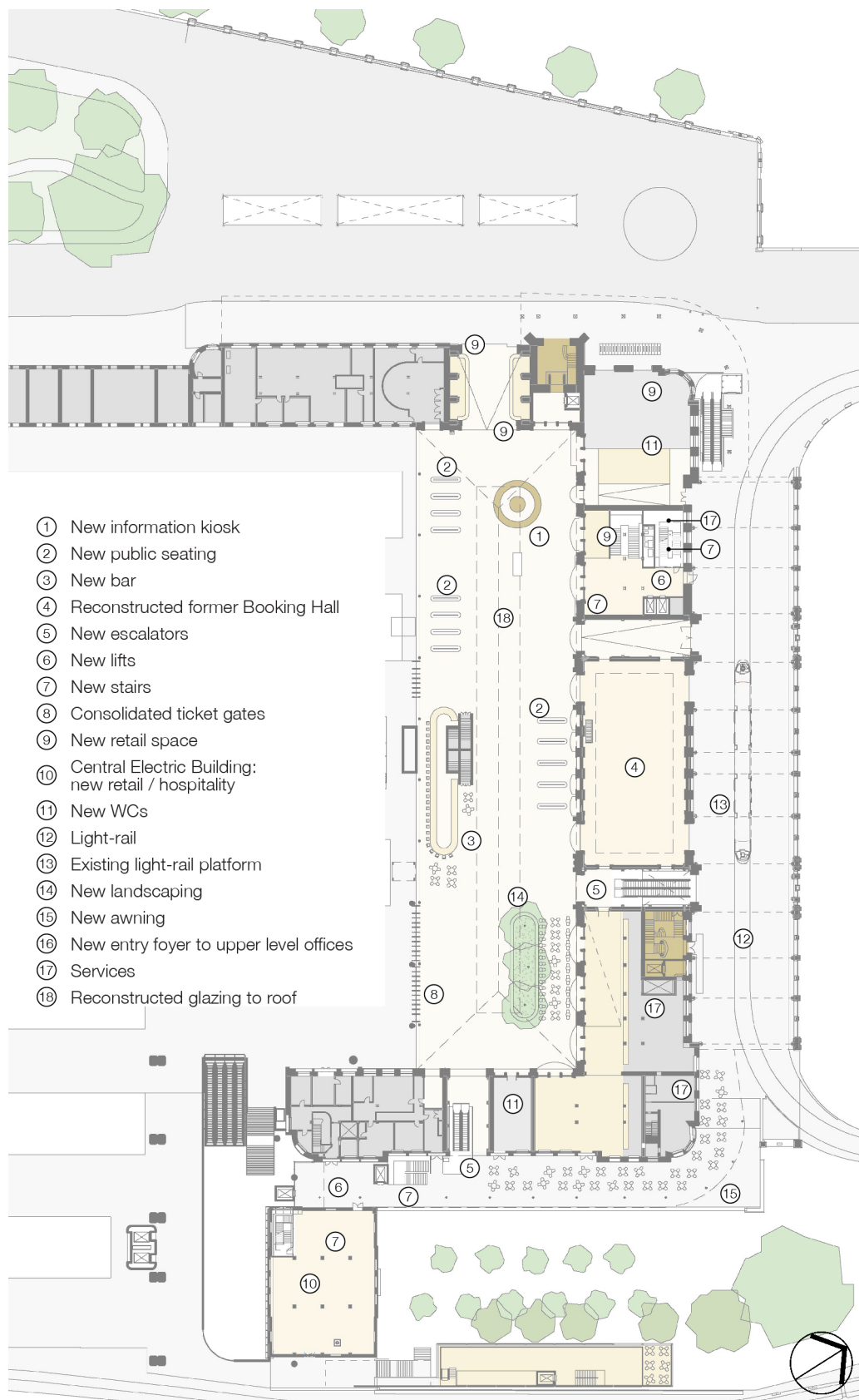
47 Ground Floor (lower concourse): proposed plan.
Source: Grimshaw with annotations by TKD Architects, 2022.

7.3.2 Sydney Terminal Building: Grand Concourse level

The following key features of the project would improve access, connectivity, activation and amenity of the Grand Concourse level of the Sydney Terminal Building, whilst celebrating its heritage character and significance.

- Improvements to pedestrian flow including new escalators, stairs and elevators to support direct connection between Eddy Avenue and Eddy Avenue Plaza to the Grand Concourse
- New and enhanced retail uses that service customers and create a vibrant and exciting destination which offers a diverse range of food and beverage options and cultural, events and entertainment spaces.
- Station administration functions will be accommodated in the east wing and adjacent to Platform 1 with regional services relocated adjacent to the Western Forecourt
- Relocation of toilets at the Grand Concourse of the Sydney Terminal Building
- The original volume of the Booking Hall will be reinstated by removing the concrete floor inserted in 1937 to reinstate the original double height space. This space will be a publicly accessible space which may be used in a variety of ways, such as for food and beverage offerings, retail, cultural and community uses
- New finishes to the Grand Concourse roof to restore it to its original 1906 design, for improved light and aesthetic restoration, including additional structural support for safety.
- New floor finishes throughout the Grand Concourse, respective of its heritage significance
- New awning over the eastern balcony of the Sydney Terminal Building, adjacent to Eddy Avenue Plaza to match the existing awning at the north-western corner and to create building symmetry
- Realignment of the light rail track under the Porte Cochère of the Sydney Terminal Building to enable platform widening to improve safety and improve passenger flow and movement.

The following annotated plan summarises the proposed works to the concourse level.



48 Grand Concourse level: proposed plan
 Source: Grimshaw with annotations by TKD Architects, 2022.

7.3.3 Eddy Avenue Plaza

The following key features of the project would improve access, connectivity, activation and quality of Eddy Avenue Plaza.

- Adaptive reuse, additions and alterations of retail space within Eddy Avenue Plaza including a new two storey retail building adjacent to the rail line. The Eddy Avenue Plaza will also be levelled providing better access and pedestrian flow through the plaza and to the Sydney Terminal Building
- New lifts and stairs to provide access to the Central Electric Building and Grand Concourse
- New landscaping and paving reflecting a Connecting with Country approach
- Public seating in Eddy Avenue Plaza

7.3.4 Central Electric Building

The Central Electric Building will be repurposed to allow for new retail space on Level 1 and on the rooftop. New access points to the Central Electric Building will be created between the new two storey retail space in Eddy Avenue Plaza and the Grand Concourse level of the Sydney Terminal Building.

7.3.5 Operational ancillary facilities and infrastructure

Operational ancillary facilities and infrastructure that would support the operation of Central Station include:

- Wayfinding and signage throughout the Sydney Terminal Building, Eddy Avenue Plaza and Central Electric Building
- Lighting and CCTV to comply with the Disability Standards for Accessible Public Transport 2002 and CPTED Guidelines
- Upgrades to the passenger information systems (e.g., passenger information displays, public address and hearing loops)
- Emergency equipment (for fire and life safety)

7.4 Connecting with Country

Balarinji was engaged by Transport for NSW to develop a Connecting with Country Framework for the Central precinct. This framework consisted of thirteen themes to be integrated into future design at the place. Balarinji prepared a refined set of seven themes relevant to the Sydney Terminal Building Revitalisation project. They are proposed to be incorporated into the design in the following ways:

- *A connection to Sky Country and cosmology* through the design of the Grand Concourse roof to allow for a direct view of the sky during the day and evening
- *A meeting place* provided through the development of a multi-purpose event spaces to provide areas for people to connect in both the former Booking Hall and the Electrical Department
- *Connecting to Country through layers of sandstone* through the design of Eddy Plaza and entries within Eddy Avenue Colonnade.

- *The legacy of Sydney Trains* through an interpretative element within the Interstate Booking Office which responds to the existing Terrazzo floor with a map of Australia
- *Six seasons planting* through the selection of indigenous planting within Eddy Plaza and the Grand Concourse that has been identified within the Connecting with Country Framework
- *Welcome to Country* integration with entrances to the Sydney Terminal Building and within the Grand Concourse floor (major artwork commission)
- *Acknowledging and healing* will be addressed through ongoing consultation and working groups to address the association of Platform 1 and Central Station with the Stolen Generations This project does not propose or assume what the outcome of this process will be, but has taken particular care to not impact Platform 1.

Refer to the Place and Urban Design Report (December 2022) prepared by Grimshaw Architects for further information.

8. Stakeholder consultation

This section describes the main consultation undertaken during the development of the concept design.

8.1 Heritage Council of New South Wales

Consultation with the Heritage Council of New South Wales has been undertaken throughout the concept design development process of the Sydney Terminal Building Revitalisation project. The project was presented three times to the Heritage Council. Their advice – and commentary on how it has been addressed – is set out below.

Presentation 1: 7 September 2022

The TKD Architects and Grimshaw provided a briefing to the Heritage Council which outlined the history and significance of the Terminal Building and provided an analysis of opportunities for its revitalisation. This presentation shared the insights TKD had gained from the detailed fabric analysis of the building which had been undertaken to date.

HCNSW comment / recommendation	Response
The Council strongly recommends that TfNSW continue the development of the detailed heritage analysis to identify the significance of elements and spaces in order to appropriately identify opportunities and constraints and assess the heritage impacts.	The detailed fabric analysis is complete and is included in the Heritage Opportunities and Constraints Report prepared by TKD Architects. The report summarises the findings of the fabric analysis, identifies significant elements to be retained and where there are opportunities for change or sympathetic new works within the building.
The development of this proposal should also consider reinstating elements of heritage significance and realising opportunities to offset potential impact by proposals within the Central Precinct.	Elements that are proposed to be reinstated as part of the Sydney Terminal Building Revitalisation Project include: <ul style="list-style-type: none"> reconstruction of the former Booking Hall, recovering concealed and lost elements and reinstating its original double-height volume construction of the eastern canopy that was envisaged as part of the original 1906 design reconstruction of the glazed roof lantern in the Grand Concourse implementation of colour schemes that are appropriate to the building.
They also support TfNSW's intent to work with Balarinji and applying holistic design principles.	Balarinji continued to work closely with Grimshaw and TKD Architects throughout the development of the concept. The recommendations contained in Balarinji's Connecting with Country framework have been adopted in the concept design.

Presentation 2: 22 October 2022

The second meeting with the Heritage Council comprised a half-day out-of-session presentation conducted in the building. The presentation provided:

- an architecture and urban design overview that described the concept design as it had progressed to date
- an overview of the Connecting with Country framework prepared by Balarinji, and how Connecting with Country principles had informed the concept design
- a detailed architecture and heritage strategy of each area of the building where changes are proposed. This section was presented jointly by Grimshaw and TKD Architects and described how the heritage analysis has informed the concept design.

The presentation was followed by a site tour of the building and a question-and-answer session.

The Heritage Council did not provide any comments following this presentation.

Presentation 3: 7 December 2022

A third meeting with the Heritage Council was held on 7 December 2022. The presentation provided:

- an update on the progress of the concept design to date
- an analysis of the proposed concept designs for the north-western entrance, the eastern canopy and Eddy Avenue Plaza
- a discussion regarding the proposed options for each area.

Following the presentation, the Heritage Council provided feedback indicating a preference for Option 4 for the north-western corner, emphasising the need for practicality and interpretation of the former structure. The Heritage Council also recommended that a cohesive colour scheme be developed in the future based on investigations.

8.2 State Design Review Panel

The project team presented the project to the State Design Review Panel on three occasions during the concept design phase. The SDRP's role is to provide independent, consistent design quality advice on projects of a state significant nature.

SDRP provided written advice following each presentation. Their advice – and commentary on how it has been addressed – is set out in the following tables.

Presentation 1: 7 July 2022

SDRP comment / recommendation	Response
Continue the development of the detailed heritage analysis to identify the significance of elements and spaces, the opportunities and constraints arising from significance, and their tolerance for change. Demonstrate how this has informed each strategy.	The detailed fabric analysis is complete and is included in the Heritage Opportunities and Constraints Report prepared by TKD Architects. The report summarises the findings of the fabric analysis, identifies significant elements to be retained and where there are opportunities for change or sympathetic new works within the building.
Given the station has functioned as the main transportation hub in Sydney for over 100 years and supports an expanding population, all strategies are to prioritise the continued functioning and viability of the transport interchange including its sense of place and arrival, while at the same time conserving and celebrating elements and spaces of exceptional and high significance.	The proposal facilitates the continued and enhanced use of Central Station as a multi-level transport interchange whilst respecting its significant elements and spaces.
Demonstrate how the cultural heritage analysis and framework prepared by Balarinji has informed the design principles and approach.	From the outset, the project team sought to acknowledge and respect Aboriginal cultural heritage and consider meaningful ways to embed Connection with Country into the concept design. Balarinji prepared a Connecting with Country framework specifically for the Terminal Building and, with the design team, identified opportunities to respond to seven Connecting with Country principles. Balarinji's recommendations for ways in which the project can contribute to reconciliation and healing – as well as communicate the history of the site and country to people taking their first steps on Gadigal land at Central Station – have all been incorporated into design and interpretation. Refer to the 'Terminal Building Key Opportunities Report' prepared by Balarinji and the 'Architecture and Urban Design Report' prepared by Grimshaw Architects.
Provide early detailed analysis of proposed uses of spaces including their ancillary functions and service needs, to prevent incompatible uses that may require additional interventions into the built fabric.	The proposed uses of spaces and attendant functions are considered and provided for in the current proposal. Retail would be concentrated in areas which were originally proposed for use as retail despite later occupation of many tenancies by rail departments.

SDRP comment / recommendation	Response
Consider the significance of the later interventions in the Eternity restaurant area and former booking hall to the north of the Grand Concourse. Interventions are to reinforce and enhance fabric that contributes to the heritage significance of the STB and Precinct.	<p>The present Eternity restaurant fitout within the former Booking Hall contributes little to the significance of the space and would be removed. The 1938 mezzanine is not assessed in the CMP; however, it is intrusive and obscures the understanding of the original double-height space. It is proposed to be removed.</p> <p>The early 1950s modifications to the former Refreshment Rooms (including mural and terrazzo flooring) are assessed variously as being of high and exceptional significance. They would be retained and conserved.</p>
Consider opportunities to reinstate lightwells which have been removed or infilled so that they can again deliver light to the subterranean service spaces. This includes the pavement lights and translucent roof panels in the Porte Cochere, and the scalloped pavement lights in the Grand Concourse.	The pavement lights are proposed to be reinstated within the Grand Concourse where compatible with proposed uses of the basement spaces.
Consider the opportunity to restore the original extent of natural lighting provided through the roof of the Grand Concourse, identifying the impact the future OSD will have in this area	<p>Reconstruction of the glazed clerestory within the roof of the Grand Concourse is proposed as part of the revitalisation project.</p> <p>Consideration of the impact of future OSD on these works is outside of the scope of this report.</p>

Presentation 2: 29 September 2022

The SDRP provided eighteen recommendations on the concept design. Those relating to Connecting with Country and Heritage are extracted here:

SDRP comment / recommendation	Response
Connecting with Country	
1. Acknowledging the history of Platform 1 and its role as a processing station for the Stolen Generations is one of the fundamental opportunities presented by the revitalisation project. The proposal to curate a temporary exhibition program to interpret this is an exciting opportunity to honour diverse voices and stories. In addition to this, the creation of a prominent permanent memorial is considered critically important and requires careful attention.	The concept design adopts the recommendations of Balarinji's 'Key Opportunities Report' to communicate the significance of the Terminal Building to the local Aboriginal community.
2. Commitment is required to ensure that the permanent and temporary opportunities in point 1 are successfully realised.	Balarinji's report outlines in detail the consultation requirements to provide an appropriate and meaningful memorial for Platform 1 that reflects the authentic voice of survivors of the Stolen Generation. This is necessarily a lengthy process that will continue throughout the design development phase of the project.

SDRP comment / recommendation	Response
Heritage	
3. The daylighting analysis demonstrated the important opportunity to reinstate the original lightwells so that they can again deliver light to subterranean services spaces.	The pavement lights are proposed to be reinstated within the Grand Concourse.
4. The proposal to restore the original extent and configuration of the Grand Concourse skylight is supported, refer above. Opportunities to ensure continued visibility through the skylight should be prioritised considering the criticality of providing a connection to Sky Country combined with the challenges of regular maintenance and cleaning (such as self-cleaning glazing).	The reconstruction of the original extent of glazing to the roof lantern in the Grand Concourse is proposed as part of the revitalisation project. The design development phase will resolve functional considerations relating to maintenance and cleaning.

Presentation 3: 17 November 2022

The SDRP provided twelve recommendations on the concept design. Those relating to Heritage are extracted here:

SDRP comment / recommendation	Response
Heritage / Architecture	
<p>5. The northwest corner of the lower concourse is one of the most critical entries to the Terminal Precinct, and presently the most compromised in relation to legibility and circulation. A major intervention into the existing fabric is warranted to provide a sense of arrival commensurate with its intended prominence, to resolve circulation into the Terminal and provide visibility into the retail marketplace. As the corner is further developed, consider the following:</p> <ul style="list-style-type: none"> a. Removing the northern tenancy and associated masonry structure (options 3 and 5) will enable broader sightlines from the corner and support a narrower entry to the retail marketplace. b. The complete removal of structure would be encouraged, as the pursuit of a decisive and purposeful exposed steel structural solution with appropriate fine grain detailing to improve sightlines of the vertical transport and marketplace retail; if fire rating requirements can be successfully resolved. c. Given the scale of the space, pursue options to deliver natural light from above. Consider how sculptural pavement lights, which have historically been used in this precinct might preserve the structural capacity of the Western Forecourt slab. 	<p>Removal of the northern tenancy would result in the loss of original fabric and the legibility of the original design of the north-west corner. Potential heritage impacts may be balanced by benefits to the enhanced and continued use of the station including improved commuter circulation and wayfinding.</p> <p>The design of the north-west corner will be further developed during the detailed design stage.</p>

SDRP comment / recommendation	Response
<p>11. In the development of the eastern awning, consider the following:</p> <ul style="list-style-type: none"> a. A design that is clearly contemporary is supported. b. The form of the ellipsoid arch is generally supported. c. A lightweight and finely detailed contemporary approach for the structure supporting the eastern awning is encouraged. d. The roof inflection at the eastern Terminal entry point from Eddy Plaza appear incongruous with the character of the awning. e. The junction between the awning and the Central Electric building requires further resolution. 	<p>The design of the eastern awning will be developed further during the detailed design stage to reflect these comments and suggestions.</p>

9. Assessment of heritage impacts

9.1 Introduction

The following sections assess the project's impacts against:

- Statutory heritage values
- Relevant policies contained in the 2022 Conservation Management Plan
- Central Precinct Design Guide
- Central Precinct Heritage Framework
- Central Precinct Vision

The relevant statements of significance are repeated from Section 6 above for ease of reference and comparison with the discussion of impacts.

Impacts on the heritage significance of the place are described in detail below, and fall into one of two categories:

- Direct impacts, resulting in the demolition or alteration of fabric of heritage significance, and changes or encroachment on the curtilage of heritage items;
- Indirect impacts, resulting in changes to the setting of heritage items or places, historic streetscapes or views.

Consistent with the ICOMOS Guidance on Impact Assessment, impacts are summarised by magnitude:

- Major beneficial - A beneficial change to key historic building elements that contribute to the heritage value such that the resource is totally altered. A beneficial comprehensive change to its setting.
- Moderate beneficial - A beneficial change to many key historic building elements, such that the resource is significantly modified. A beneficial change to the setting of an historic building, such that it is significantly modified.
- Minor beneficial - A beneficial change to key historic building elements, such that the asset is slightly different. A beneficial change to setting of an historic building, such that it is noticeably changed.
- Negligible beneficial - A slight beneficial change to historic building elements or setting that hardly affect it.
- Neutral - No change to fabric or setting.
- Negligible adverse - A slight adverse change to historic building elements or setting that hardly affect it.
- Minor adverse - An adverse change to key historic building elements, such that the asset is slightly different. An adverse change to setting of an historic building, such that it is noticeably changed.
- Moderate adverse - An adverse change to many key historic building elements, such that the resource is significantly modified. An adverse change to the setting of an historic building, such that it is significantly modified.
- Major adverse - An adverse change to key historic building elements that contribute to the heritage value such that the resource is totally altered. An adverse comprehensive change to its setting.

Archaeological impacts are separately assessed in a specialist report prepared by Artefact Heritage.

9.2 Impacts on statutory values

9.2.1 State

Statement of significance

Sections of the Statement of Significance contained in the State Heritage Register listing for the item are excerpted below, as relevant to the project area., with impacts against the identified values assessed.⁴

THE SYDNEY TERMINAL AND YARDS:

SHR Significance	Discussion	Impacts
As the site of the first Sydney Terminal and the starting point of the main line, from which the NSW rail network grew; As the site of one of the first passenger stations in NSW;	The project would not impact on the associations of the site with the first Sydney Terminal Station or as the starting point of the Main Line. Little physical evidence of the earlier station survives, limited to archaeology, which is assessed separately in a specialist report.	Neutral
for its continuity of railway use since 1855;	The project aims to enhance and upgrade the transport precinct to allow its continued and enhanced operation as a transport interchange, for which it was originally designed. The project would improve the efficiency and amenity of the station through providing improved paths of movement through the building, and providing a variety of retail and food and beverage offerings to attract people to the place. This would improve user experience, complementing the primary use of the place and improving the ability of the station to serve the increasing commuter population.	Moderate beneficial
As a major terminal by world standards, comparable with late Victorian and Edwardian metropolitan stations in Europe, Great Britain and North America;	The project does not propose any major change to the station or affect its status as a major terminal building. The project would revitalise the station building, serving to elevate its status and visitation.	Minor beneficial
Containing the Mortuary Station, one of five pre 1870 stations surviving in the State;	Not applicable. No works to Mortuary Station proposed.	Neutral
As the first major terminus to be constructed in Australia and the only example of a high level terminus in the country;	The project does not propose any major change to the station or affect its status as a major terminus or high level terminus. It would enhance the ability of the station to continue acting in this function as commuter populations increase.	Minor beneficial

⁴ For the full statement of significance, see the State Heritage Listing at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012230>

SHR Significance	Discussion	Impacts
As a unique terminal, in NSW, not only in extent but also for the high standard of design of the associated buildings in particular the Mortuary Station, Railway Institute and the Parcels Post Office;	The project would not compromise the high standard of design of the terminal building, having only minor impact on the architectural significance of the building. Interventions have been designed to be logically sited within the plan of the building, utilising contemporary and complementary design and materials. No changes are proposed to Mortuary Station, Railway Institute or the Parcels Post Office.	Minor adverse
Containing two of the three station buildings, in NSW designed by the Colonial or Government Architect in NSW;	The association of the station buildings with their original designer would not be affected. The project would result in only minor heritage impacts on the place and would not compromise the original design.	Neutral.
As one of the two longest continuously operating yard/workshop complexes in Australia, dating from the 1850s. Although many of the original functions have been superseded, or operations transferred to other sites, evidence of the working 19th century yard remains extant;	Not applicable. No works to yards or workshops proposed.	Neutral
As a major multi-level transport interchange between pedestrians, vehicular traffic and trains and later trams and subsequently buses. Since its establishment in 1855 it has been one of the busiest transport interchanges in Australia;	The project aims to enhance and upgrade the transport precinct to allow its continued and enhanced operation as a transport interchange, for which it was originally designed. The project would improve the efficiency and amenity of the station through providing improved paths of movement through the building, and providing a variety of retail and food and beverage offerings to attract people to the place. This would improve user experience, complementing the primary use of the place and improving the ability of the busy station to serve the increasing commuter population.	Moderate beneficial
As the largest formally planned addition to the urban fabric of Sydney prior to World War 1, intended to form a gateway to the city;	The project would not impact on the planning of the station and its environs. It would improve movement and wayfinding into and through the building from the local area.	Minor beneficial
As the site of the Benevolent Asylum and Carters Barracks and Devonshire Street Burial Ground and Stations, evidence of which is likely to be found in the archaeological record;	Little physical evidence of the earlier institutions and stations on the site survive, limited to archaeology, which is assessed separately in a specialist report.	Neutral

SHR Significance	Discussion	Impacts
As a major public work undertaken in numerous stages between 1855 and 1930 by two branches of the Department of Public Works, the Railway and Tramway Construction Branch and the Colonial (later Government) Architects Branch;	The association of the station buildings with the associated government departments would not be affected. The project would result in minor impacts on the place and would not compromise the original design.	Neutral
For the evidence provided of the changing technology of train travel from steam to electric trains, indicated not only by the declining yard workforce but also by the changes in yard layout and signalling work practises;	The Central Electric building, key evidence of the electrification of the network, would be retained by the project. The tangible evidence it provides of this historical phase would not be impacted, and it would continue to serve as a station entry.	Neutral
As point of entry to the city for visitors from country NSW and a major departure point for travellers within Australia;	The status of the station as a major entry and exit point from Sydney would be unaffected. The project would enhance the user experience of visitors through improved movement and wayfinding within the building, complemented by revitalised retail and food offerings.	Minor beneficial
The railway yards, the Mortuary Station, Railway Institute Building, terminus and clock tower are familiar Sydney landmarks, particularly to rail travellers.	Not applicable. No works to Mortuary Station, the Railway Institute Building or the clocktower are proposed. The landmark status of the Terminal Building would not be affected as the impacts of the proposal are not visible from exterior views of the building.	Neutral

PRECINCT 3: THE SYDNEY TERMINAL - THE TERMINUS

SHR Significance	Discussion	Impacts
The first major terminus, and the only high level terminal, to be constructed in Australia, the design of which was overseen by experts from NSW, Victoria and Queensland. Comparative in scale and quality of design to the major European and American termini;	The project does not propose any major change to the station or affect its status as a major terminus or high level terminus. It would enhance the ability of the station to continue acting in this function as commuter populations increase.	Minor beneficial
A major transport interchange, with numerous tram lines on different levels, the most complex in Australia;	The project aims to enhance and upgrade the transport precinct to allow its continued operation as a transport interchange, for which it was originally designed. The project would improve the efficiency and amenity of the station through providing improved paths of movement through the building, and providing a variety of retail and food and beverage offerings to attract people to the place. This would improve user experience, complementing the primary use of the place and would improve the ability of the station to serve the increasing commuter population.	Moderate beneficial
A major planned urban design aimed at improving Sydney, in contrast to the haphazard beginning and former unplanned growth of the rail termini. The only major building of this period in Sydney where the urban setting was consciously designed to complement, and provide views of the main structure;	The project would not impact on the planning of the station and its environs. It would improve movement and wayfinding into and through the building from the local area.	Neutral
A symbol of the progress of the development of the city and the railway;	The project would not impact on the symbolic value of the station building as tangible evidence of the development of the city and the railway.	Neutral
A major public building designed by the Government Architect WL Vernon, and detailed by GM Blair, and completed by his successor George McRae. The only railway station designed by Vernon, and his most adventurous free classical design;	The association of the station building with its original designers would not be affected.	Neutral

SHR Significance	Discussion	Impacts
A major sandstone building, one of the few to be constructed, in Sydney, outside of the heart of the CBD. The use of sandstone reflected the status of the building as a major public building;	The nature of the Terminal Building as a prominent sandstone public building would not be affected by the project.	Neutral
For its design as an elaborate progression of spaces, from the tram portico to the booking hall to the concourse and into the (proposed) train shed, enhancing the sense of journey. This contrasted with the previous station which had grown into an unplanned conglomeration of platforms;	The progression of spaces and sense of journey throughout the building – including from the Porte Cochère to the Booking Hall, to the Grand Concourse – would be enhanced by the reactivation of the Booking Hall. Reconstruction of the Booking Hall would allow for an improved understanding of the original design of the space and its relationship with the Grand Concourse.	Moderate beneficial
The largest station to have been constructed in NSW, previously the major country stations such as Albury were grander both in scale and decorative detail than the Sydney Terminal;	The nature of the Terminal Building as a large-scale and highly decorative station building would not be impacted by the project.	Neutral
The Sydney Terminal would have been even grander had the train shed been constructed covering the platforms. The changing of the design as a cost cutting measure reflects the economic conditions of the time. The construction of Stage Two during the war years, however, reflects the importance of this transport link to the Australian economy;	The project would not impact on the evidence of the construction of the second stage of the building during World War II. This evidence is predominately comprised of the upper office levels and the clocktower would not be affected by the proposal.	Neutral
A rare example, in Sydney, of the use of multi-level vehicular approaches, the separate approaches for tram, pedestrian and vehicle, being identified at the outset as being a particular feature;	The project would not impact on the multi-level vehicular approaches of the building. It would enhance pedestrian approaches to the building at ground level.	Minor beneficial
The clocktower, completed as part of the second stage, is a well known Sydney landmark, nicknamed "the working mans watch";	Not applicable. No works to the Clocktower proposed.	Neutral

SHR Significance	Discussion	Impacts
Containing such planning innovations as separate subways for passengers and baggage handling and the main assembly platform [concourse];	Not applicable. No works to the separate subways for passengers and baggage proposed.	Neutral
Further investigation may reveal the main assembly platform to be one of the earliest uses of reinforce concrete floor slabs in NSW;	Removal of localised areas of the floor slab are required to accommodate new planters.	Minor adverse.
Marking a period of prosperity for the railways and a subsequent decline in other forms of transport, in particular the more unreliable coastal shipping, following construction of the north coast Railway 1910-1922;	The project would not impact on the evidence which the building provides of the prosperity of the railway in the early twentieth century.	Neutral
The manner in which different structural systems, such as the three pin and crescent truss roofs, were used throughout the design to form a variety of spaces;	The project would not impact on the aspects of technical significance within the building. Structural systems of the building – including steel roof trusses, terracotta lumber flooring and steel framing – would be retained.	Neutral
The original floor plan indicates separate waiting facilities for different classes of passenger and for women. These distinctions have largely disappeared, with the exception of the use of a system of classes on the transcontinental trains and the XPT and Explorers;	Not applicable. No evidence remains of the original plan that separated classes of passengers and women.	Neutral
For the inclusion, in the design, of up-to-date technology including telephones and telegraphs.	Not applicable. No historic telephone or telegraph facilities survive.	Neutral

PRECINCT 5: THE CENTRAL ELECTRIC STATION

SHR Significance	Discussion	Impacts
Association with JJC Bradfield and the construction of the City Electric Railway, and the Sydney Harbour Bridge in the late 1920s.	The Central Electric building is the key element associated with JJC Bradfield that is located within the project scope. The building would be maintained as part of the revitalisation project, and its function as part of the City Electric Railway would continue. None of the proposed works to the building would diminish its associations with Bradfield.	Neutral
One of a number of inner Sydney stations designed by JJC Bradfield, of which two are above ground, Milsons Point and Central Electric.	The Central Electric Building would be retained by the project and would become the primary visual focus of the renewed Eddy Avenue Plaza.	Neutral
Containing the most elaborate station entrance (Elizabeth Street), of the City Circle stations.	Not applicable. No works to the Elizabeth Street entry are proposed.	Neutral
For the continuation of the neo-classical architectural vocabulary and the use of sandstone for the station building and the viaduct.	The project would maintain the Central Electric Building as the key element within the project scope that is associated with JJC Bradfield. The proposed refurbishment of Eddy Avenue Plaza would reveal more of the principal façade of the Central Electrical Building, which would become the primary visual focus of a new landscaped avenue.	Moderate beneficial
For its continuous use as a commuter station for the Sydney suburban lines.	The Central Electrical Building would maintain its function as the entrance to the Sydney suburban lines. The proposed refurbishment of Eddy Avenue would improve commuter circulation and wayfinding. The upper level – presently used by station staff – would be adapted for retail use. The change of use would not diminish the continued commuter use of the building.	Minor beneficial
For the use of 'state of the art' reinforced concrete construction.	The visually intrusive mezzanine addition would be removed to reveal the original reinforced concrete construction of the building. Legibility of the reinforced concrete construction would be enhanced by the project.	Moderate beneficial

9.2.2 Local

Statement of Significance

Sections of the Statement of Significance contained in the local heritage listing for the item are excerpted below, as relevant to the project area, with impacts against the identified values assessed.⁵

LEP Significance	Discussion	Impacts
Aesthetic significance The Central Railway Station Terminus forms a landmark feature at the southern end of Central Sydney. It is a vast structure of particular architectural merit located to dominate its surroundings. It is the only true terminus building in Australia preventing further extension of rail lines and is significant as one of the largest covered public spaces in the city. It is one of the finest examples of the classically inspired Beaux Arts style in Railway buildings in Australia.	<p>The STBR project would not impact on the landmark status of the Terminus building or the ability to understand Central as one of the finest Beaux Arts style railway buildings in Australia.</p> <p>The project would enhance the permeability of the building by creating new entries and improving movement into and through its spaces. Proposed interventions are considered and well-designed to balance the importance of the significant fabric and spaces with the functional needs of a major railway station. They would not detract from the architectural quality of the building or its ability to serve as a fine example of the classically inspired Beaux Arts style. New interventions would be clearly distinguishable as new.</p> <p>None of the proposed interventions of the project compromise the status of the station as the only true terminus building in Australia, or as one of the largest covered public spaces in the city.</p>	Minor adverse
Historic significance It has historic significance as being an important design of the Colonial Architect Walter Liberty Vernon. It was one of the first major rail termini to be constructed in Australia and has had a lengthy association with rail transport in New South Wales and with a variety of historically important persons.	<p>The project would sustain the historical significance of the place by continuing and enhancing its continued use as a major rail terminus. The project would not impact on the long-term associations of the building with significant people, government departments, or with rail transport.</p>	Neutral

⁵ For the full statement of significance, see the local heritage listing at:
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2424249>

LEP Significance	Discussion	Impacts
Technical/scientific significance It has scientific significance for its unique use in New South Wales (and probably in Australia), of the three pin truss to the porte-cochere for the trams, which was similar to the Galerie des Machines in Paris. It is significant for the multi level segregation of trams, trains and vehicular traffic. It was reputed to be the first large scale use of reinforced concrete slab construction in New South Wales.	The technical values of the place would not be impacted, because no works are proposed to any of the features of technical significance.	Neutral
Social significance The building is socially significant as a purpose built railway terminus demonstrating the growth and change of transport, and as an important symbol for the social history of the nation.	The renewal of retail facilities and improved connectivity between the spaces of the buildings and its surrounds would amplify the social significance embodied in the place. The project would not impact on the social significance of the place to the community as an important symbol of the history of the nation.	Neutral.

9.2.3 Items in the vicinity and Special Character Area

Items in the vicinity:

- LEP Item I1825 – Belmore Park
- LEP Item I863 – Commercial building 'Daking House'
- LEP Item I1848 – Former Lottery Office
- LEP Item I849 – Christ Church St Laurence Group

Locality Statement – Railway Square/Central Station Special Character Area

Railway Square is the major visual and functional gateway to the city from west and south. The intersection of George and Pitt Streets is one of Sydney's busiest and largest intersections, which has traditionally dispersed traffic and pedestrians into and out of the city. The original intersection was of a Y shape and was formed in 1807 by the junction of the old and new connection between George Street and Parramatta Road. The continuation of George Street to the south (Lee Street) in 1843 created the existing X shape of the Square.

The Square has functioned for over 150 years as a railway station and still acts as a major transport interchange node, allowing change between buses, and heavy and light rail. Historically, it has an association with the first railway line and terminal opened further south in 1855 and also has symbolic importance as the focus of a rail system, which has had a great influence on the development of NSW.

The Central Railway Station was opened in 1902, but was not in a complete form at that time. The station was fully completed in 1921 by the addition of the clock tower, which today acts as a landmark contributing strongly to the visual prominence of the Square. The civic heritage of the Central Railway precinct provides historic continuity and physical links to the precinct's past.

The area is typified by a concentration of low-medium scale (3–7 storeys) heritage buildings and streetscapes, a series of varied interrelated open spaces and a rich mix of uses and activities, including commercial, industrial, institutional, residential and hotels. The predominant built form is the multi-storey warehouse typology, as opposed to the tower form, which prevails in the City centre to the north of the area.

Comment

- The STBR Project would not result in adverse impacts on surrounding roads and therefore would not impact on the nature or layout of the surrounding area as a major intersection and gateway to the City. The project would allow the continued, upgraded and efficient operation of Central Station as a major transport interchange node. The project would have no visual or physical impacts on Railway Square.
- The project would not impact the landmark status of the Terminal building or detract from the prominent clocktower. The project has been designed to minimise impacts on heritage fabric as much as possible, and allow the historic contribution of the place to remain. The project would improve existing uses of the building for transport and retail, supporting the rich mix of uses and activities in the surrounding area.
- The project would have very minimal visual impacts on heritage items in the vicinity. The proposed escalator in the former shop on Eddy Avenue, and new retail building in Eddy Avenue Plaza, would be visible from Belmore Park but screened by the vegetation within it. The activation of these largely vacant or underutilised tenancies

would improve the connection of the building with the street and Belmore Park, as originally intended. Heritage items on Pitt Street/Rawson Place would experience negligible visual impacts through the upgrade of retail space within the Pitt Street arcade, with the project activating existing retail space and re-establishing connections with the street.

9.2.4 Impacts on intangible values

The intangible values of the place relate to the historic and social values of Central Station, its setting and views to the buildings. Historic, associational and social values transcend the fabric of the place. Historical values are linked to the long use and function of the place, and its value as a prominent landmark and compelling evidence of the development of Sydney around the turn of the twentieth century. The associational and social values of the place are linked to the associations and connections which people have formed with the place over time, including those of staff, passengers and visitors to the place, and the memories they hold. The place served as a major point of entry and exit from the city, and continues to do so to the present day.

The project on a whole would retain and support the long-standing and original use of the place as a major transport interchange, and would maintain the associations with the place as a major point of entry and exit to the city. It aims to support its ongoing function through upgrades which improve its efficiency and accessibility. It also intends to draw in new audiences by offering new and revitalised commercial, community and cultural uses. This would encourage new connections and associations with the place, furthering community connection and appreciation of the place.

New food and beverage outlets/uses would be located predominately in former retail shops and in Eddy Avenue Plaza, consistent with the original and historical usage of these spaces. Likewise, food and beverage retailers would be provided in the spaces adjoining the Grand Concourse. New public toilets would be located in spaces that have lost connection with their former uses, such in the Newslink which was formerly the men's waiting room.

New uses are proposed for spaces within the basement which historically housed railway functions and operation spaces, used and experienced by rail workers for many decades. Specifically, the Electrical Engineers Department and the Loading Dock are proposed to become public areas through their adaptation to a multi-purpose event space and a marketplace respectively. Changing the use of these spaces truncates their long association with their original functions, and with the staff who used them. To mitigate the indirect impacts of the project on these areas, it is suggested in Section 10 that interpretative media be prepared for/installed within the Loading Dock and the Electrical Engineer's Department. Meaningful interpretation would allow future users of these spaces to continue to understand and appreciate the former uses of these spaces, and the ways which people have experienced them for the last century. The fabric and spatial qualities of these areas would continue to communicate their original uses and utilitarian functional roles within the Terminal Building.

From the 1910s to the 1960s, Central played a key role in trauma experienced by Stolen Generations. The significance of Platform 1 as a place where Aboriginal children were separated from their families would be acknowledged appropriately through a new memorial or artwork. The form and nature of the memorial that reflects the authentic voice of survivors would be realised through engagement with members of the Stolen Generation community.

9.3 Assessment of project against the Central CMP 2022

9.3.1 Compliance with general CMP policies

Policy	Comment
<p>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:</p> <ul style="list-style-type: none"> - 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. 	<p>The STBR Project has been designed in a manner consistent with the overarching heritage management principles espoused in the CMP, Burra Charter and statutory heritage guidelines.</p> <p>The concept design for the revitalisation of the Terminal Building has been developed with input from TKD Architects heritage specialists and architects to ensure the project is consistent with best conservation practice. The project is designed purposefully to avoid, minimise or mitigate potential impacts on the heritage values of the building and its spaces as much as possible.</p>
<p>Policy 5: 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.</p>	<p>A detailed heritage fabric analysis of the Grand Concourse and Lower Concourse levels within the scope of the project was carried out by TKD Architects. This provided a valuable foundation for decision-making during the concept design phase as it clearly showed where new facilities and improved connections could be located with the least impact on the heritage significance of the place.</p>

Policy	Comment
<p>Policy 41: 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. 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.</p> <p>Policy 42: 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.</p>	<p>Limited new uses are proposed in the current project. The project seeks to improve and enhance the under-utilised shops on Eddy Avenue and Pitt Street and to provide improved retail facilities on Eddy Avenue. Where new uses are planned, they are compatible with the spaces they are proposed in, they have been designed to minimise impacts and to be reversible in the future. The project would also provide public access to spaces that were originally designed for railway staff use. Legibility of their historic railway uses would be maintained through the retention of original fabric and spatial qualities and through interpretation.</p>
<p>Policy 43: Alterations and additions should be designed to minimise adverse impacts on the heritage significance of the building and Precinct overall.</p>	<p>Alterations and additions have been designed to minimise adverse impacts on the heritage significance of the Main Terminal Building – Refer to Section 9.3: Significant Areas. The current design has been developed and refined to represent the best heritage outcome for the place while still achieving the necessary upgrades to facilitate the continued and sustainable use of the station.</p>
<p>Policy 45: 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.</p>	<p>New installations including escalators and stairs have been located logically in former passageways, serving to minimise their immediate visual and physical impact when viewed from the exceptionally significant Grand Concourse. The junction between old and new elements would be carefully designed, ensuring new installations complement the significant building fabric, but are clearly distinguishable as contemporary elements. Refer to Section 9.3: Significant Areas</p>

Policy	Comment
Policy 46: Original spaces which have been assessed as Exceptional and/or High significance should be retained and conserved.	<p>All spaces within the building that are assessed as Exceptional and High significance would be retained and their original uses maintained. This includes:</p> <ul style="list-style-type: none"> • The Eddy Avenue Arcade, Colonnade and Shops, • The Pitt Street Arcade, colonnade and shops • The Grand Concourse • Passageways • Former Booking Hall • Former Refreshment Rooms
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.	<p>The project would provide equitable access in the form of new escalators, stairs, lifts and ramps to provide universal access to all publicly accessible areas of the Terminal Building. These have been designed and located to avoid or minimise impacts on the heritage fabric and the setting of the building. Refer to Section 9.3.</p>
Policy 48: Demolition within the Central Station Precinct is subject to the assessed heritage significance of the component and its contribution to the Precinct.	<p>Proposed demolition focuses on fabric identified as non-original/modern fabric in the heritage fabric analysis carried out by TKD Architects. Where impacts must occur to more significant fabric, they are minimised by ensuring demolition is limited to the least amount needed to achieve the desired outcomes that are necessary to improve the functioning, compliance and accessibility of the building.</p>

9.4 Significant areas – Ground (Lower Concourse) level

This section provides a history of the evolution of each key space on the Ground (lower concourse) level and a summary of its significance from the Central CMP 2022. This provides context to the subsequent assessment of the impacts of the project against the area-specific policies, and an itemised assessment of impact against each significant element as identified in the CMP.

9.4.1 Eddy Avenue Colonnade, Arcade and Shops

History

The evolution of this space is summarised in the table below:

Date	Key event
1906	Built as part of the Main Terminus building. Provision for 22 shops with mezzanine level containing bathroom and wash area, accessed by a cast iron spiral staircase from each shop.
By 1916	<p>Focus on creating a commercial centre through accommodation of housing private businesses in shops essentially abandoned with the nationalisation of railway catering services. Shops consequently modified for use for railway functions, particularly the Railway Printing Office which occupied three shops in Eddy Avenue following its relocation in 1917. Later expanded to five.</p> <p>Establishment of Railway Refreshment Rooms in an area to the east of the shops. The RRR was intended to manage the bars, staff rooms, dining rooms and kiosks at Central. The area contained a loading dock, large scale kitchen and storage area.</p>
1976	Railway Printing Office ceases to occupy shops on Eddy Avenue. Railway Refreshment Rooms cease to operate.
1994	<p>Toilets on mezzanine level removed.</p> <p>New concrete slabs to shops, restoration of early shopfront joinery and layouts.</p> <p>Some blind arches opened within partition walls to form double shops.</p>
1997	<p>Original stair connection between porte-cochere and Pitt Street removed, including cast iron balustrade and stone sills from two original archways. New stairs and escalator installed in their place.</p> <p>New paving and new rails laid over the original tram tracks along Eddy Avenue.</p>
2009-2011	Conservation works and cleaning of sandstone to Eddy Avenue and Pitt Street.
Today	Stores leased by various operators including food and retail, while some stores remain used by railway operations and staff.

Significance

The Central CMP 2022 states:

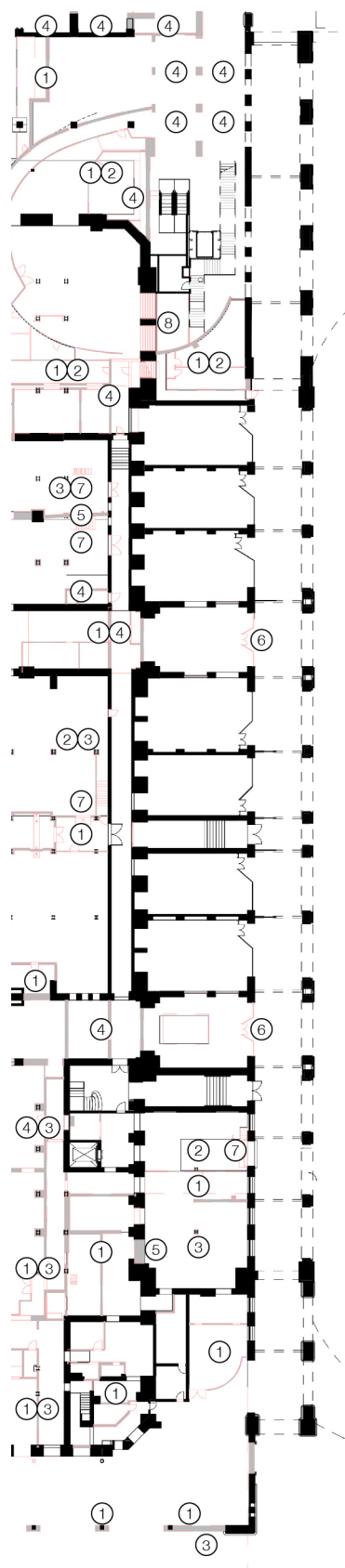
The Eddy Avenue Colonnade, Arcade and Shops are of exceptional significance as an original feature and design of the Main Terminus Building and its presentation to Eddy Avenue, and its interaction with the streetscape and users. It contributes to the landmark vistas of the Main Terminus Building as viewed from Belmore Park and Eddy Avenue.

The area is significant for its aesthetic contribution, exemplifying the Neo-Classical Architectural style which has been used throughout much of the Sydney Terminal Precinct, and the predominant use of sandstone which is typical of important public buildings in the early 20th century. The Eddy Avenue Colonnade and Arcades are technologically innovative through their construction which includes colonnades and steel supported barrel vaults. The shops and RRR areas contribute to the significant and constant use of the spaces for retail/commercial uses and/or railway functions.

The precinct retains a high level of integrity in its retention of original configuration, fabric and decorative features.

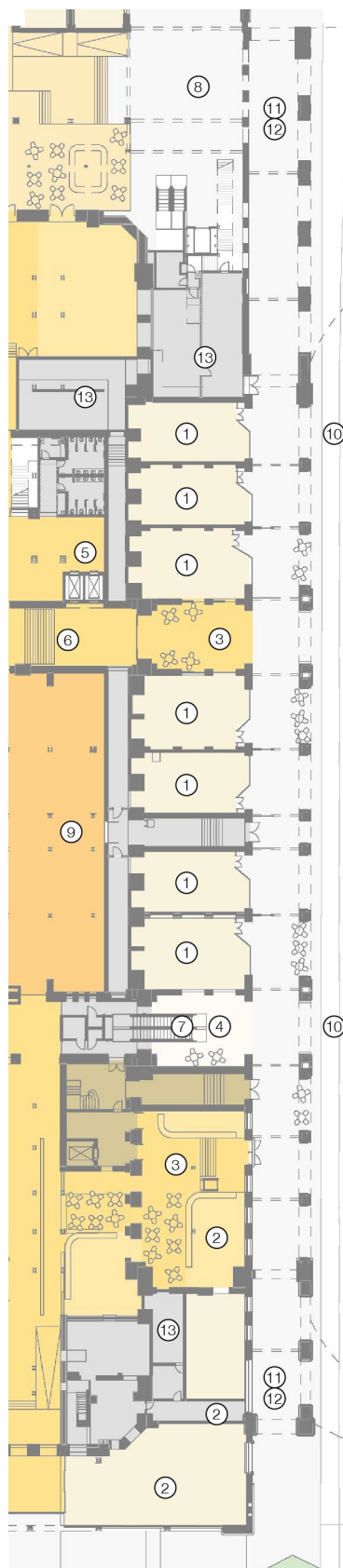
Proposed works

The following annotated demolition and proposed floor plans summarise the proposed works to the Eddy Avenue colonnade and shops.



- ① Demolish non-original partition / wall
- ② Demolish non-original mezzanine
- ③ Demolish services
- ④ Demolish original / early masonry
- ⑤ Demolish masonry infill to re-form original opening
- ⑥ Demolish original shopfront
- ⑦ Remove stairs

49 Eddy Avenue Colonnade and Shops: demolition plan.
Source: Grimshaw with annotations by TKD Architects, 2022.



- ① Refurbished retail space
- ② New retail / hospitality
- ③ New entry to the activated back-of-house area
- ④ New entry to the Grand Concourse
- ⑤ New lift
- ⑥ New stairs
- ⑦ New escalators
- ⑧ Improved north-west entry
- ⑨ New multi-purpose space
- ⑩ Widened footpath
- ⑪ New lighting
- ⑫ New signage
- ⑬ Services



50 Eddy Avenue Colonnade and Shops: proposed plan.
Source: Grimshaw with annotations by TKD Architects, 2022.

Compliance with specific policies

Policy	Comment
<p>5. Item Specific Policy: Use</p> <p>Encourage use of the shops for retail and commercial purposes.</p>	<p>The shops would continue to be used for commercial and retail purposes. The retained shops are designated for retail or food and beverage outlets in the new project.</p>
<p>8. Item Specific Policy: Alterations and Additions</p> <p>Alterations and additions to the Eddy Avenue Colonnade and Arcades should be avoided. Do not paint sandstone facades.</p> <p>Changes to the interior fit-out of the shops is permitted but should not impact original features such as double heighted space, barrel vaulted ceilings and internal inter-tenancy walls.</p> <p>An interior fit-out guide for the shop tenancies should be prepared to help guide future tenancy fit-outs and to provide a level of consistency across the stores in their treatment and protection of the heritage fabric and spaces.</p> <p>Changes to external colours and finishes of window/door joinery should be sympathetic to the heritage fabric and consider where possible the implementation of original or early schemes. If changes to the external colour occur, this should be implemented consistently across all facades of the Main Terminus Building.</p> <p>Installation of street furniture associated with associated transport networks (i.e. Light Rail) can be installed along the colonnade. Furniture should be sympathetic to the historic fabric and setting, but distinctly contemporary.</p>	<p>The project proposes the removal of a total of three shops from the Eddy Avenue Arcade, alongside the removal of columns in the north-western corner.</p> <p>The demolition of one shop at the north-west corner, associated demolition of columns and installation of new beams too support the historic structure represents a major adverse heritage impact to this corner of the building. However, this would greatly improve the functioning and legibility of this pedestrian entry for users and visitors. The loss of original fabric and spatial quality would be balanced by improved legibility, sense of arrival, circulation, wayfinding, and safety. The refurbished entry would provide clear sight lines and would better connect it with its urban environs. While the loss of original fabric would result in adverse heritage impacts, the continued functioning of the station would be enhanced.</p> <p>Likewise, the removal of two shops to create new passages which provide access to the lift and escalator would result in some adverse impacts. These works, however, are required to improve equitable access and provide more legible wayfinding within the building for commuters and visitors. Impacts in this location would be mitigated by the retention of significant features including wall finishes and ceiling as evidence of the shops.</p> <p>The other alterations proposed to the interior spaces of the shops are predominately the removal of later mezzanines and partitions, which reinstates significant earlier room volumes and spatial values.</p> <p>There is an opportunity to investigate or interpret original and early shopfront design and colour schemes as part of the project.</p> <p>No new street furniture is proposed.</p>

Policy	Comment
<p>9. Item Specific Policy: Significant configurations & elements</p> <p>Conserve the significant original configuration and elements of the Eddy Avenue Arcade and Shops including:</p> <ul style="list-style-type: none"> • Arches • Barrel vaults • Pavement widths • Wrought iron 'Railway Station Central' sign at the western arch, intersection with Pitt Street • Left and right-handed shop fronts • Double height spaces • Rendered internal walls to the shops • Spiral stairs 	<p>The significant elements and surviving original configuration of the Eddy Avenue Arcade would remain largely intact, excepting the north-west corner as it connects to the Pitt Street colonnade.</p> <p>As noted above, the removal of original fabric in the north-western section is required to improve the legibility, address, and circulation of the pedestrian entrance for commuters. Impacts resulting from the removal of original fabric would be balanced by the improved functioning of the station.</p> <p>Likewise, the removal of two shops (Shops 1 and 6) would result in moderate adverse impacts to significant fabric. The works would remove part of the floor and the ceiling in Shop 1 with a new opening in the rear wall, and create a new opening in the rear wall of Shop 6. Impacts to significant fabric would be balanced by the functional requirement to improve public movement into and through Central Station. The continued use of the shops on Eddy Avenue would remain and would be activated by the revitalisation project.</p> <p>No works are proposed to the significant components of the shops elsewhere including the barrel vaults, pavement widths, wrought iron 'Railway Station Central' sign, double height spaces, or spiral stairs.</p> <p>As stated above, there is an opportunity to investigate or interpret original and early shopfront design and colour schemes as part of the project. The configuration of original/early left and right-handed shopfronts is not proposed to change.</p> <p>The double height spaces of the shops would be reinstated, which entails the removal of later mezzanines and partition/infill walls.</p>

Policy	Comment
13. Item Specific Policy: Vistas Ensure vistas to the Eddy Avenue Colonnade, Arcades and Shops are not obscured. Significant vistas are from Belmore Park, Eddy Avenue and at the corner of Pitt Street and Eddy Avenue.	The project would have limited visibility from the identified significant vistas, being concealed within the external form of the building. The project would be contained to the interior of the colonnade in the north-west corner and the interior spaces of the affected shops. The bulk of the escalator in the former shop is set back from the shopfront entry limiting its visual impact.

Itemised impact assessment against significant elements

Elements	Grading of significance	Project	Assessment of impacts
<i>Overall</i>	<i>Exceptional</i>	Removal of two shops, potential reinstatement of shopfronts, modification to internal walls and some columns	Moderate adverse impacts would result from the removal of three shops and the columns in the NW corner, but the overall configuration of the Eddy Avenue shops and colonnade would be retained externally. The project would improve the permeability of the lower ground spaces and the movement into and throughout the building. These impacts would be offset by the improved functioning of the station overall.
<i>Views and vistas</i>	<i>High</i>	Limited externally visible works	Works would have very limited visibility when viewed externally, as the new escalator is substantially set back from the outer shopfronts, and the works to the north-west corner would predominately be visible when inside the colonnade.
<i>Context and setting</i>	<i>Exceptional</i>	Extending footpath	<p>The extension of the footpath into the light rail area, pending further investigation and stakeholder consultation, would allow a more generous visual curtilage and improve the setting of this main elevation.</p> <p>It would also provide an opportunity to activate the retail tenancies with outdoor seating and kiosks, facilitating enhanced views to and appreciation of the exterior of the building.</p>

Elements	Grading of significance	Project	Assessment of impacts
<i>Sandstone façade wall, doors, windows, and hardware</i>	<i>Exceptional</i>	Modifications to north-western corner, inner section, shops	Moderate adverse negative impacts would result from the removal of fabric in the north-west corner of the colonnade. The overall configuration and significant external fabric would, however, be retained. Impacts would be balanced by the improved functioning of the entrance for commuters. Original fabric would be salvaged for future repair or reuse.
<i>Sandstone colonnade</i>	<i>Exceptional</i>	No works to outer sandstone façade.	Neutral
<i>RRR store entrance and signage</i>	<i>Exceptional</i>	None	Neutral
<i>Paving, trachyte kerbs, street furniture and bus signage.</i>	<i>Moderate</i>	None	Neutral
<i>Drainage and downpipes</i>	<i>High</i>	None	Neutral
<i>Timber and glass shopfronts, fanlights, ventilation</i>	<i>Exceptional</i>	Loss of three shopfronts.	The overall configuration and layout of the existing shops would be retained. The loss of three shopfronts represents a negative impact because of the loss of original fabric and spaces. Legibility of the shops would be maintained in the Eddy Avenue shops by the retention of the enclosing masonry walls.
<i>Plaster barrel vaulted ceilings and lighting</i>	<i>Exceptional</i>	Removal of 2 shops, no works to retained shops	Ceilings and wall finishes would be retained providing evidence of the removed shops.
<i>Northwest corner escalators and stairs</i>	<i>Intrusive</i>	None	Neutral

Elements	Grading of significance	Project	Assessment of impacts
<i>Northwest corner barrel vaulted ceiling</i>	<i>High</i>	New beams where columns removed	New beams would be installed supporting the historic ceiling/floor structure above in the north-west corner. The supporting beams themselves would have only a minor adverse impact and be clearly distinguishable as a contemporary intervention.
<i>Original double height spatial quality of the shops</i>	<i>High</i>	No works to retained shops, removal of three shops	The double height spatial qualities of the shops would be retained in the shops converted to a corridor and escalator.
<i>Shop interiors, brick arched party walls, vaulted ceilings and spiral stairs</i>	<i>High</i>	No works to retained shops, removal of two shops	<p>The walls to the two eastern shops would be retained with new openings in the location where two shopfronts would be removed. The spiral stair located in the western shop to be removed would be salvaged and relocated to another shop, which is missing its stair.</p> <p>The north, west and east walls of the shop on the north-west corner would be removed entirely, representing a major adverse impact in conjunction with the removal of columns. However, this would greatly improve the amenity of the entrance as discussed above.</p>
<i>Applied finishes</i>	<i>Neutral</i>	None	No impacts.
<i>Introduced services; mechanical, electrical, lighting and data</i>	<i>Intrusive</i>	Limited	<p>Redundant services would be rationalised and removed, and repairs to fabric would take place.</p> <p>Required new services would be designed to avoid physical and visual impacts, by utilising existing paths where possible and using reversible fixings where possible.</p>

Overall, the project would have **major adverse impacts** on the Eddy Avenue Colonnade, arcade and shops, resulting from the loss of three shops and the demolition in the north-west corner. They project would have a major beneficial impact on other project objectives, including improved wayfinding and circulation.

9.4.2 Pitt Street Colonnade, Arcade and Shops

History

The evolution of this space is summarised in the table below:

Date	Key event
1906	Built as part of the Main Terminus building alongside the Eddy Avenue Arcade.
By 1916	Focus on creating a commercial centre through accommodation of housing private businesses in shops essentially abandoned with the nationalisation of railway catering services. Shops consequently modified for use for railway functions including: <ul style="list-style-type: none"> - Staff Credit Union (Shop 11) - Weighbridge Station (Shop 18) - Survey Section (Shop 19)
Mid twentieth century/ post-war	Several shopfronts modified and altered.
1990s	Restoration works to Pitt Street Shops Original stair connection and north-west corner of arcade removed to provide access to the porte-cochere from the Eddy Avenue and Pitt Street intersection.
Today	Stores leased by various operators including private coach services and retail, while some stores remain used by railway operations and staff.

Significance

The Central CMP 2022 states:

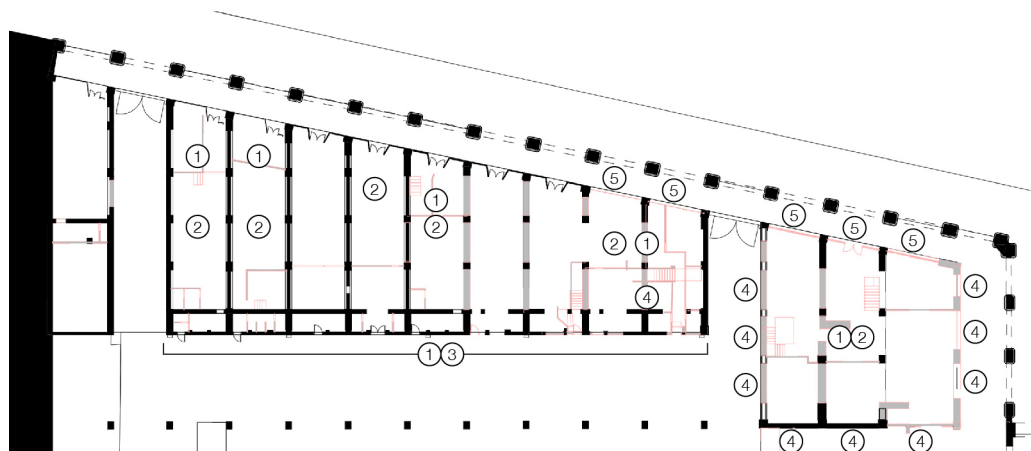
The Pitt Street Arcade is of exceptional significance as an original feature and design of the Main Terminus Building and its presentation to Pitt Street, and its interaction with the streetscape and users.

The area is significant for its aesthetic contribution, exemplifying the Neo-Classical Architectural style which has been used throughout much of the Sydney Terminal Precinct, and the predominant use of sandstone which is typical of important public buildings built in the early 20th century. The Pitt Street Arcade also exemplifies technical innovation through its construction including colonnades and steel supported barrel-vaults. The shops contribute to the significant and constant use of the spaces for retail/commercial uses.

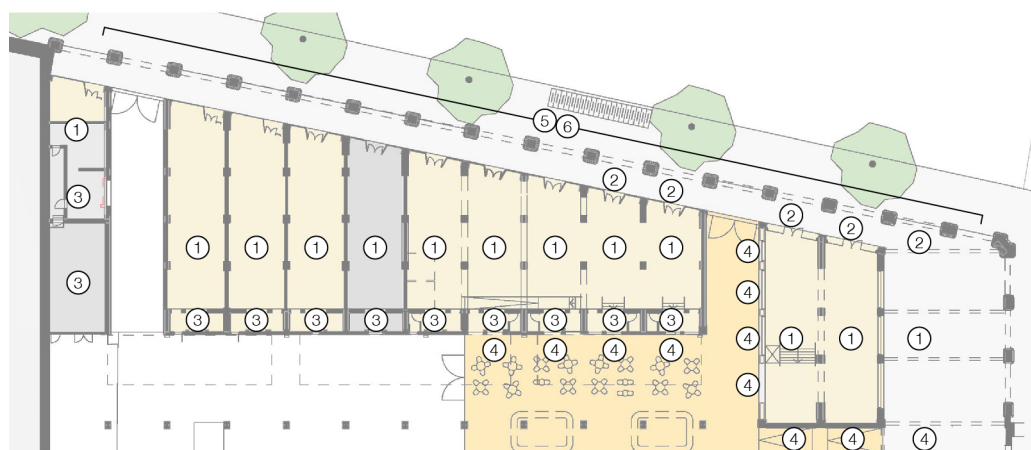
The precinct retains a high level of integrity in its retention of original configuration, fabric and decorative features

Proposed works

The following demolition plan and annotated plan summarise the proposed works to the Pitt Street arcade and shops:



- ① Demolish non-original partition / wall
- ② Demolish non-original mezzanine
- ③ Demolish services
- ④ Demolish original / early masonry
- ⑤ Demolish modern shopfront



- ① Refurbished retail / hospitality space
- ② Reconstructed shop front
- ③ Services
- ④ New opening
- ⑤ New lighting
- ⑥ New signage



51 Pitt Street Arcade, colonnade and shops: demolition and proposed plans.
Source: Grimshaw with annotations by TKD Architects, 2022.

Compliance with specific CMP policies

Policy	Comment
<p>5. Item Specific Policy: Use</p> <p>Encourage use of the shops for retail and commercial purposes.</p>	<p>The shops would continue to be used for commercial and retail purposes. All of the shops are designated for use as food and beverage outlets in the new project.</p>
<p>7. Item Specific Policy: Shopfronts</p> <p>Consider the replacement of the existing modern shopfronts with a design which celebrates the historic precedent.</p>	<p>There is an opportunity to investigate or interpret original and early shopfront design and colour schemes as part of the project. Missing shopfronts would be replaced with shopfronts that interpret the design of the original.</p>
<p>9. Item Specific Policy: Alterations and Additions</p> <p>Alterations and additions to the Pitt Street Arcade should be avoided. Do not paint sandstone facades.</p> <p>Changes to the interior fit-out of the shops is permitted, but should not impact original features such as double height space, barrel vaulted ceilings and internal inter-tenancy walls.</p> <p>An interior fit-out guide for the shop tenancies should be prepared to help guide future tenancy fit-outs and to provide a level of consistency across the stores in their treatment and protection of the heritage fabric and spaces.</p> <p>Changes to external colours and finishes of window/door joinery should be sympathetic to the heritage fabric and consider where possible the implementation of original or early schemes. If changes to the external colour occur, this should be implemented consistently across all facades of the Main Terminus Building.</p>	<p>There would be no external alterations or additions to the front façade of the Pitt Street Arcade. No painting of sandstone facades is proposed.</p> <p>The primary alterations or changes proposed to the interior spaces of the shops are the removal of later (non-original) mezzanines and partitions, which would regain significant earlier room volumes.</p> <p>A tenancy fitout guide would be developed as part of a future the stage of the project.</p> <p>New services and exhaust vents required to service the proposed new retail and food and beverage offerings would be concentrated in the tops of the rear openings of the shops, which face the loading dock. This elevation has undergone a series of changes and modifications to openings, but the proposed works would retain the elevation with evidence of these changes, and would not impact surviving original lintels and wall openings.</p>

Policy	Comment
<p>10. Item Specific Policy: Significant configurations & elements</p> <p>Conserve the significant original configuration and elements of the Pitt Street Arcade including:</p> <ul style="list-style-type: none"> • Arches • Barrel vaults • Pavement widths • Wrought iron signage brackets • Wrought iron 'Railway Station Central' sign at the northern arch, intersection with Eddy Avenue • Shop fronts • Double heighted spaces 	<p>None of the significant elements or aspects of the surviving original configuration of the Pitt Street arcade would be detrimentally impacted by the project. No works are proposed to arches, barrel vaults, pavement widths or the wrought iron 'Railway Station Central' sign.</p> <p>The wrought iron signage brackets are proposed to be reused for future commercial signage, with a lightweight and reversible installation on each sign. As stated above, there is an opportunity to investigate or interpret original and early shopfront design and colour schemes as part of the project. The double height spaces of the shops would be reinstated by the project, which entails the removal of later mezzanines and partition/infill walls. Refer to Section 4.9.1 for impacts relating to the north-west corner, at the intersection of Pitt Street and Eddy Avenue.</p>
<p>14. Item Specific Policy: Vistas</p> <p>Ensure vistas to the Pitt Street Colonnade are not obscured. Significant vistas are from Pitt Street, Eddy Avenue/Rawson Place</p>	<p>No new works would have any visual impact from the public domain, as the only new works in the vicinity (change of use of part of loading dock to marketplace and installation of steel screen) would be entirely concealed behind the Pitt Street Shops.</p>

Itemised impact assessment against significant elements

Elements	Grading of significance	Project	Assessment of impacts
<i>Overall</i>	<i>Exceptional</i>	Removal of non-original fabric and mezzanines, and potential reinstatement of shopfronts, as above	The project would have a minor beneficial impact by removing non-original partition walls and mezzanines, reinstating the double-height volume of the spaces. Unsympathetic modern shopfronts, would be replaced with new shopfronts that interpret the design of the original.
<i>Views and Vistas</i>	<i>High</i>	None	Minor adverse impacts on views. Refer to Section 9.8.1.

Elements	Grading of significance	Project	Assessment of impacts
<i>Context and setting</i>	<i>Exceptional</i>	None	No impacts on setting
<i>Sandstone façade wall, doors, windows and hardware</i>	<i>Exceptional</i>	No works to surviving fabric	No impacts on surviving fabric. Refer to Section 9.4.1 for impacts relating to proposed works at the north-west corner.
<i>Sandstone colonnade</i>	<i>Exceptional</i>	No works to surviving fabric	No impacts on surviving fabric
<i>Original/early shopfronts with recessed entrances, glazing and glazing bars</i>	<i>Exceptional</i>	Potential reinstatement of historic shopfronts	The replacement of unsympathetic modern shopfronts would have minor beneficial impacts to the arcade by interpreting its original presentation. Refer to Section 9.4.1 for impacts relating to proposed works at the north-west corner.
<i>Original barrel vaulted ceilings</i>	<i>Exceptional</i>	Removal of later mezzanines	Original ceilings would be revealed throughout the spaces where the removal of later mezzanines is proposed, restoring the double-height spatial volume.
<i>Blind arched party walls</i>	<i>Exceptional</i>	Removal of brickwork within the arches	Minor adverse impacts would result from the removal of the masonry infill walls. The ability to understand the original configuration of the separate shops would remain.
<i>Double height spatial volume</i>	<i>Exceptional</i>	Removal of later mezzanines	The original double height spatial volume of the shops would be regained through the removal of the later mezzanines, resulting in a minor beneficial impact.

Overall, the project would result in **neutral to minor adverse impacts** on Pitt Street Arcade. The project proposes little change to these spaces beyond the revitalisation of their retail uses, removal of non-original partitions and mezzanines, and installation of new services at rear.

Refer to Section 9.4.1 for a discussion about impacts relating to proposed works at the north-west corner.

9.4.3 Loading Dock – Former Luggage Dock

History

The evolution of this space is summarised in the table below:

Date	Key event
1906	Built as part of the Main Terminus building as a passenger luggage dock.
1946	Luggage becomes part of the Inwards Parcel Office operations. Loading dock continues to operate in this new expanded capacity.
Mid twentieth century	Mezzanine level inserted in conjunction with use as Inwards Parcel Office space.
1980s	Loading dock used as a lost property area.
Late twentieth century	Original luggage racks removed
By 2006	Loading dock used as a rubbish disposal and sorting area.

Significance

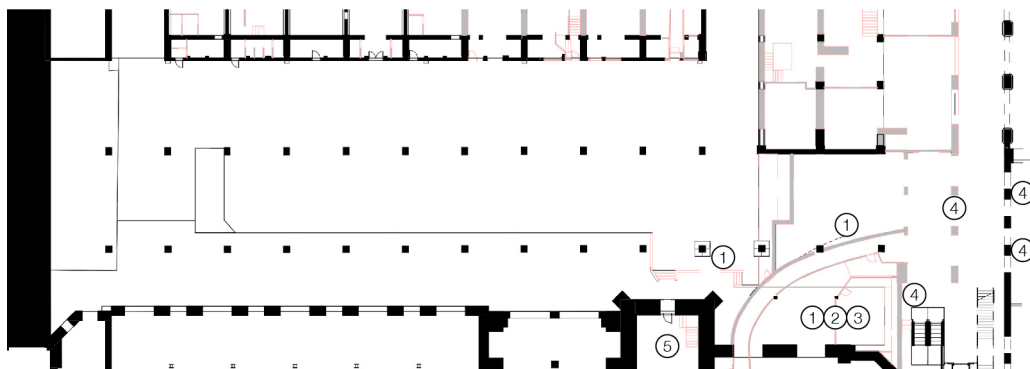
The Central CMP 2022 states:

The Luggage Dock is moderate in significance. The Luggage Dock exhibits historic significance in forming part of the original design and development of the third Sydney Terminus, completed in 1906. Prior to this the land was occupied by Government institutional buildings. Some of these buildings include the Carter's Barracks and Sydney Female Refuge, which date back to as early as the 1820s. The land continued to be used for by these Government institutions well into the 19th century. This previous land history contributes to the luggage dock's high research potential, as well as its historical significance.

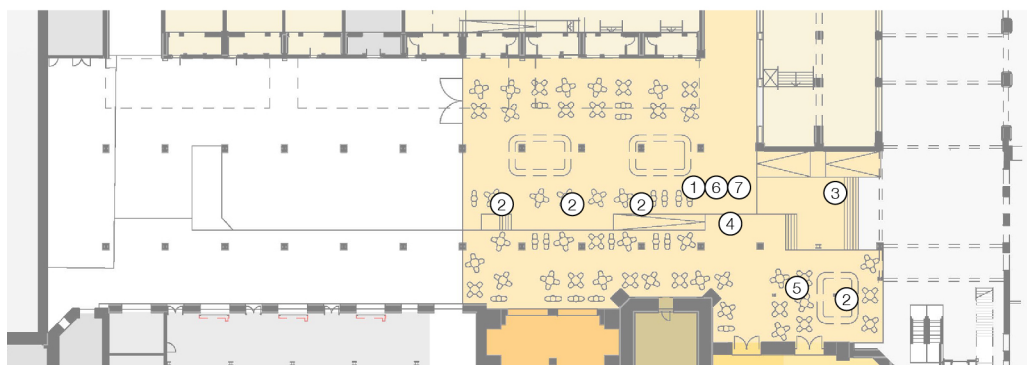
The Luggage Dock holds historic significance pertaining to its role in providing luggage services to travellers from 1906 up until the 1946, when it became occupied by the parcels office. Then in 1980s it was converted into a lost property area. The dock has since been converted into a rubbish disposal area. The original luggage racks were removed, resulting in a loss of original material and integrity.

Proposed works

The following demolition plan and annotated plan summarise the proposed works to the loading dock:



- ① Demolish non-original partition / wall
- ② Demolish non-original mezzanine
- ③ Demolish services
- ④ Demolish original / early masonry
- ⑤ Demolish stairs



- ① New market place
- ② New retail / hospitality kiosk
- ③ New ramp
- ④ New stairs
- ⑤ New deck
- ⑥ New lighting
- ⑦ New signage



52 Loading dock: demolition and proposed plans.
Source: Grimshaw with annotations by TKD Architects, 2022.

Compliance with specific policies

Policy	Comment
5. Item Specific Policy: Use Promote compatible use for the interior and exterior spaces of the Luggage Dock. Preference to semi-industrial uses related to the function of the Station.	<p>The Luggage Dock area would retain its historic uses related to the function of the station through the ongoing housing of a loading dock and back of house (BOH) services in the southern section of the dock area.</p> <p>It is proposed to adapt the northern section for use as a marketplace, separated from the loading dock by a steel screening element. While not a semi-industrial use, the proposed use is reversible. It would result in a minor adverse impact from the loss of its original use.</p>
7. Item Specific Policy: Configuration Retain the original configuration including: <ul style="list-style-type: none"> • passageways through the arcade • lightwells • steel columns and girders • barrel vaults, including permanent corrugated iron formwork. 	<p>Existing passageways through the arcade, lightwells, steel columns and girders, and barrel vaults would all be retained. A new steel screening element would be installed separating the proposed marketplace from the existing loading dock/BOH area in the southern section. The permeable nature of the screen would allow the original configuration of the loading dock to be read, and allow the possibility of reinstating the space in the future.</p>
8. Item Specific Policy: Intrusive fabric. Demolition of, or changes to, the existing intrusive building services should be allowed without formal approval provided no significant fabric is impacted on by the change.	<p>Redundant services would be rationalised and removed, and repairs to fabric would take place.</p> <p>Required new services would be designed to avoid physical and visual impacts, by utilising existing paths, minimising and using reversible fixings where possible.</p>

Itemised impact assessment against significant elements

Elements	Grading of significance	Project	Assessment of impacts
<i>Overall</i>	<i>Moderate</i>	New use as marketplace	The proposed new use is compatible with the Luggage Dock as it is reversible and would involve minimal physical impacts.
<i>Metal entry gates</i>	<i>High</i>	None	Neutral
<i>Passages</i>	<i>High</i>	None	Neutral
<i>Light wells</i>	<i>High</i>	None	Neutral

Elements	Grading of significance	Project	Assessment of impacts
<i>Vehicular area</i>	<i>Moderate</i>	New use as marketplace	Part of the vehicular area behind the shops would no longer be used for parking and would be used for the marketplace and associated temporary furniture. The open nature of the area would be retained and could be returned to vehicular usage in the future if needed.
<i>Baggage Platform</i>	<i>Little</i>	Levelled	The platform is of little significance. Its removal to achieve a more even and accessible level would have no adverse impact on the place.
<i>Lost property room (basement)</i>	<i>Moderate</i>	Use as retail	The columns, walls and surviving original/early fabric would all be retained. The new retail fitout would be designed to be reversible with minimal physical impact.
<i>Doors, windows and hardware</i>	<i>Moderate</i>	None	Neutral
<i>Floors and paving</i>	<i>Little</i>	Levelled	As stated above, the baggage platform, which has little significance, would be levelled with no adverse impact. Likewise, the grade of the floor within the northern section of the dock would be adjusted to form ramps, allowing equitable access to the dock area. Resultant impacts would be very limited as the surface is not original and assessed as having little significance.
<i>Ceilings</i>	<i>Moderate</i>	None	Neutral
<i>Introduced services; mechanical, electrical, lighting and data</i>	<i>Intrusive</i>	Removal of redundant services New services for retail	Redundant services would be rationalised and removed, and repairs to fabric would take place. Required new services would be designed to avoid physical and visual impacts, by utilising existing paths where possible and using reversible fixings where possible.
<i>Fitout</i>	<i>Intrusive</i>	Removed	Elements of the intrusive fitout on the former baggage platform are to be removed. No new fitout would be installed in its place, resulting in a minor beneficial impact. The back of house use of the area under the dock roof would be retained.

Overall, the project would have **minor adverse impacts** on the Loading Dock. The project proposes to change the use of the northern section of the space to a marketplace, requiring limited physical change. Whilst this would impact on the intangible value of the space connected to its former use, the spatial quality and fabric of the space would be retained. Impacts would be minimised by interpretation and the retention of back of house and service spaces in the southern section.

9.4.4 Main Terminus Building: Basement

History

The evolution of this space is summarised in the table below:

Date	Key event
1906	Completed as part of the first stage of the Main Terminus building. Designed to contain a boiler room, barber's salon, cellar, store, kitchen, records/archive store and staff facilities. A substation area comprised the central northern space of the basement.
c1914	Extensive alterations to north-eastern basement rooms, including installation of a coal fired boiler for the expanded kitchen.
1916	Mass production kitchen and loading dock for the Railway Refreshment Rooms (RRR) established in part of the basement. RRR later expanded into the staff dining and kitchen areas of basement.
1976	RRR ceases operation. Basement spaces largely converted to storage or left vacant. The loading dock remained and continues to the present day.

Significance

The Central CMP 2022 states:

The Basement exhibits historic significance in forming part of the original design and development of the third Sydney Terminus, completed in 1906. Prior to this, the land was occupied by Government institutional buildings and the Police Barracks. As such, the area has high research potential and historic significance pertaining to these early institutions, which date back to as early as the 1820s. The land continued to be used for these purposes throughout the 19th century.

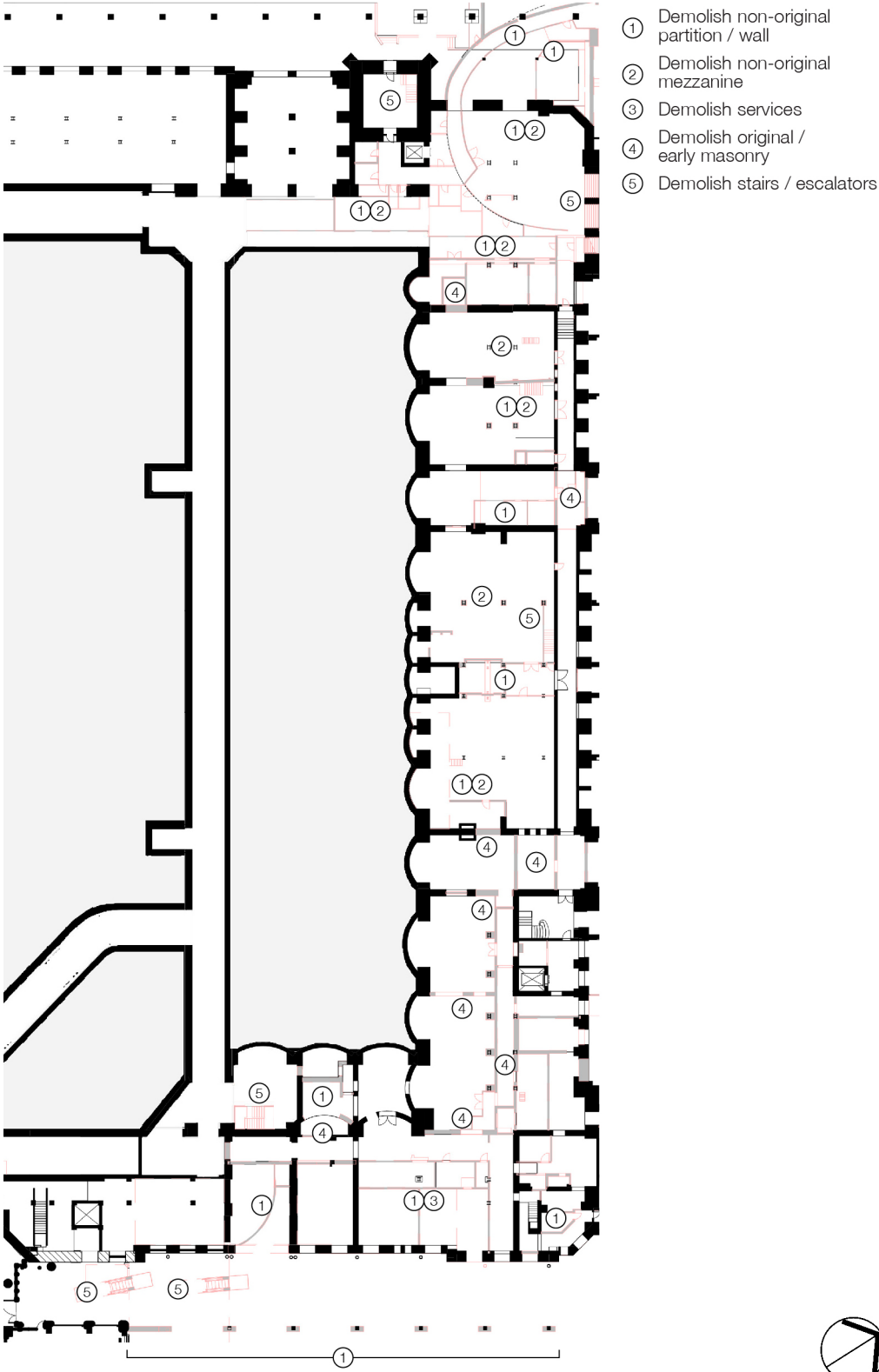
The Basement holds historic associative significance relating to architect George McRae, who oversaw the development of the basement. The basement provided for an above ground level passenger concourse and platform. The basement holds aesthetic significance in its complex design. The basement is largely intact and exhibits technical significance in its design in connecting to the main terminus building, via various modes of access.

Extensive original fabric is retained in the basement entrance hallways from Eddy Avenue. This contributes to sites aesthetic significance in the remaining original architectural elements like its original double-heighted rendered barrel-vaulted ceilings, stairs and joinery and timber panelled entrance doors with glazed fanlights, the westernmost hallway also features an early chain hoist pulley mechanism. This is associated with the Railway Printing Office, which occupied the adjacent shops during the early days of the station. The site therefore has associative significance pertaining to the Printing Office and its history.

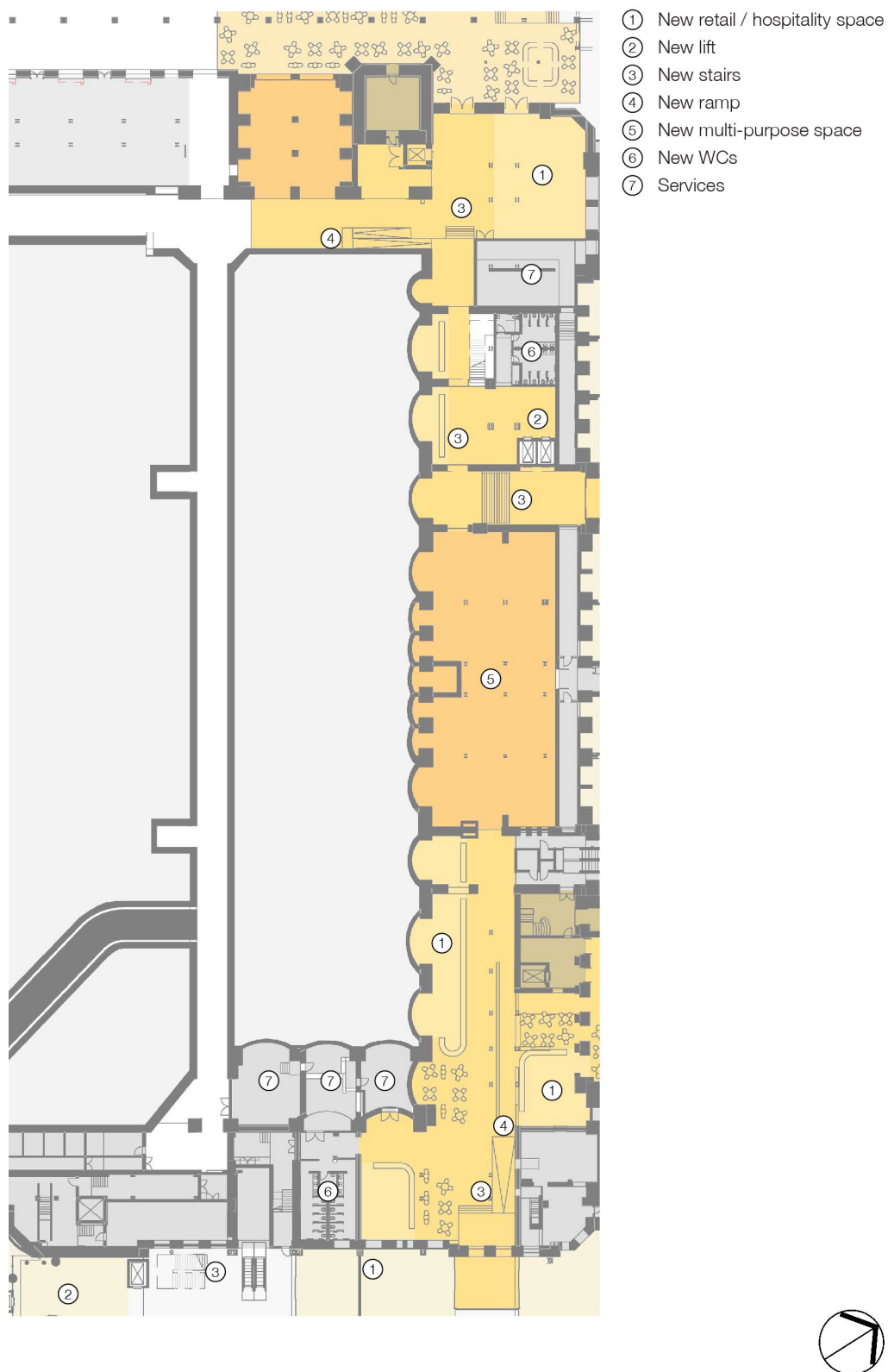
The Basement underwent various modifications and alterations during the first World War. This included the installation of a coal fired boiler. The Railway Refreshment Rooms were established in 1916 in the basement. The space is now used primarily for storage.

Proposed works

The following demolition plan and annotated plan summarise the proposed works to the basement area:



53 Main Terminus Building Basement: demolition plan
Source: Grimshaw with annotations by TKD Architects, 2022.



54 Main Terminus Building Basement: proposed plan.
 Source: Grimshaw with annotations by TKD Architects, 2022.

Compliance with specific policies

Policy	Comment
<p>6. Item Specific Policy: Use</p> <p>Promote compatible use for the area which allows for the sense of a semi-industrial use and spatial values and fabric of High significance.</p>	<p>The basement area would retain its sense of semi-industrial use and its key spatial values through the retention of some back of house facilities in this area. A limited number of retail tenancies are proposed within existing basement spaces, with the former Electrician's Department to be retained and used as a multi-purpose public space. The retention of the electrical engineer's department and associated physical evidence would assist in communicating the historic character of the basement space.</p>
<p>7. Item Specific Policy: Configuration</p> <p>Retain the basic structure of the original configuration including the spaces and corridors.</p>	<p>Overall, the original plan configuration of the basement would be maintained.</p> <p>The removal of non-original partitions, mezzanines and services would result in moderate beneficial impacts, improving the ability to understand the form and fabric of original spaces, particularly the former Electrician's Department. The original east-west service corridor would be retained.</p>
<p>8. Item Specific Policy: Internal Fitout</p> <p>During the design of new internal fitout ensure that past intrusive fabric and structure is removed.</p> <p>An interior fit-out guide for the offices should be prepared to help guide future fit-outs and to provide a level of consistency across the spaces in their treatment and protection of the heritage fabric and spaces.</p>	<p>Later intrusive fabric and partitions would be removed as part of the works. New fitouts to retail spaces would prioritise the treatment and protection of heritage fabric and spaces.</p>

Itemised impact assessment against significant elements

Elements	Grading of significance	Project	Assessment of impacts
<i>Basement overall</i>	<i>Moderate</i>	Modification to columns, changes to levels, demolition of non-original modern partitions and minor demolition of sections of original wall, installation of escalators	Alterations to the basement are focused on areas and fabric of lesser significance, including the demolition of non-original/modern partitions and infill to openings. Minor demolition of sections of original walls to form new openings would result in minor adverse impacts. Impacts would be minimised through the retention of the overall configuration of the spaces as evidence of the basement layout and operation, and the salvage of demolished material for repair and reuse. The demolition would facilitate improved movement throughout the basement.
<i>Form, Views and Vistas</i>	<i>Moderate</i>	No works would be visible from views to the building	Neutral
<i>Context and Setting</i>	<i>High</i>	No works would be visible from views to the building	No visual impact or impacts to setting due to the internal nature of the works.
<i>Passageway and rear entrances to Eddy Avenue Shops</i>	<i>Moderate</i>	None, to remain BOH	Neutral
<i>Entrance Hallways from Eddy Avenue</i>	<i>High</i>	None – entrance hallway to remain	Neutral
<i>Spiral Stair</i>	<i>High</i>	None	Neutral
<i>Mainframe Data Area</i>	<i>Little</i>	None	Neutral

Elements	Grading of significance	Project	Assessment of impacts
<i>Ground Floor Offices</i>	<i>Little</i>	Demolition of sections of original walls and later walls	The proposed minor demolition of sections of original wall and columns would result in minor adverse impacts. Impacts would be minimised through the retention of the overall configuration of the spaces as evidence of the basement layout and operation, and the salvage of demolished material for repair and reuse. The demolition would facilitate improved movement and public access throughout the basement.
<i>Storage and Transformer Rooms</i>	<i>Little</i>	As above	As above
<i>Paving and Floor Tiling</i>	<i>Non-original: Little</i> <i>Remnant early flooring: Moderate</i>	None	Neutral
<i>Ceilings</i>	<i>Little</i>	None	Neutral
<i>Applied Finishes</i>	<i>Little</i>	None	Neutral
<i>Introduced Services; Mechanical, Electrical, Lighting and Data</i>	<i>Intrusive</i>	None/removal or consolidation	Neutral
<i>Pulley System in Entrance Hallway</i>	<i>Moderate</i>	None	Neutral

Overall, the heritage impacts of the project on the Main Terminus Building Basement would be **minor adverse**. The project proposes to change the use of the Electrician's Department to a multi-purpose space, requiring limited physical change in the form of removal of non-original fabric and minor demolition in the vicinity. Whilst this would impact on the intangible value of the space connected to its former use, its spatial qualities, fabric and character would continue to convey its original utilitarian function. The removal of later partitions, mezzanines and services would result in moderate beneficial impacts.

9.5 Significant areas – Grand Concourse level

This section provides a history of the evolution of each key space on the Grand Concourse level and a summary of its significance from the Central CMP 2022. This provides context to the subsequent assessment of the impacts of the project against the area-specific policies, and an itemised assessment of impact against each significant element as identified in the CMP.

9.5.1 Main Terminus Building: Grand Concourse and related spaces

History

The evolution of the Grand Concourse and related spaces is summarised in the table below:

Date	Key event
1906	<p>The Grand Concourse was built as the centrepiece of the Main Terminus building, designed to act as a spacious and commodious shelter and waiting area for passengers. Little furniture was installed within the main space excepting a timber information board, book stalls, and an inquiry and telegraph booth (all since removed). Associated rooms to boundaries of Grand Concourse included:</p> <ul style="list-style-type: none"> • the east, west and both northern (tram) arched passages • the former main dining hall • the former ladies dining room • the former booking hall • the former ladies' room • the luggage room • the foyer for the proposed clock tower • the cloak room and stairs to the under main concourse level men's toilets
1920s	Stationmaster's office in use as pay offices and a toilet.
1937	New ceiling installed in Booking Hall above the crown of the wall arches and below the level of the stone gallery, dividing the double height space to add new offices above.

Date	Key event
1950s-1960s	<p>Modernisation program undertaken to grand concourse space, including the following works: addition of bulkhead murals in cafeteria; replacement of asphalt paving with terrazzo flooring including map of Australia, new timber parquetry, reconfiguration and refurbishment of booking hall; new screens, barriers and some automated sliding doors; new seating and planter boxes; new lighting; refurbishment of kiosks and retail concessions; replacement of original corrugated iron roof sheeting, installation of fiberglass to the roof and roof monitor, and modification to roof structure through removal of strips of barrel vault skylight on either side of roof monitor.</p> <p>Cloak room converted to an Interstate Booking Office.</p> <p>Extensive modifications to booking hall, including removal of original ticket booths and replacement with new circular counter. Installation of new lighting and air conditioning, and timber parquetry flooring and doors.</p>
By 1982	Main indicator board removed, replaced with televised indicator monitors. Removed to the Powerhouse Museum.
By 2006	Modifications to Booking Hall during adaptation for Office of Rail Heritage, RTM Ticket sales and the ARHS Bookshop. Removal of the 1930s ceiling and replacement with new coffered ceiling with deep beams. Contemporary fitout including removal of 1960s circular counter. Installation of unframed glazed doors within arches entries. Televised indicator monitors replaced with electronic monitors.

Significance

The Central CMP 2022 states:

The Grand Concourse and its related spaces form the central core of the Main Terminus Building and are of exceptional significance and are landmark spaces in the overall Sydney Terminal precinct. These spaces are largely intact and have historic, aesthetic, social and technical significance.

The Grand Concourse's design is evidence of the strategic planning undertaken by Henry Deane to provide a large relatively open assembly space, which prioritised the efficient and safe movement of passengers, with transportation of baggage, parcels and mail removed to the basement tunnels. This planning reflects the design of the exterior approaches to the building, which separates vehicles and entry/exit for the efficient movement of passengers, trams, and vehicles to and from the Station.

The Grand Concourse Roof is an element of both aesthetic and technological significance, as one of the largest spanning steel truss vaulted structures of the era, constructed to cover the expanse of the Concourse. The height and volume of the space, the exposed truss work and roof monitor which bathes the Grand Concourse in daylight adds to the aesthetic grandness of this space. The roof retains a high level of integrity.

The perimeter walls of the Grand Concourse feature high quality material and detailing and contribute to the overall aesthetic significance and grandeur of this

main passenger area. This area features sandstone quoined arches in a sunrise motif, with original red western cedar doors and glazing. There is also original leadlight glass glazing on the northern wall. The walls retain a high level of integrity.

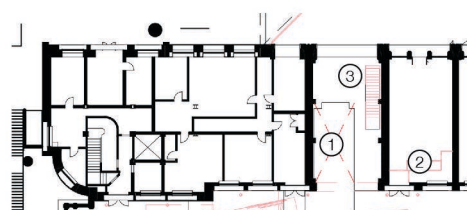
The space also features original or early features such as the clock hanging from the truss work and the timber honour boards on the northern wall. These moveable heritage items are significant to the overall understanding of the space.

The spaces which surround the Grand Concourse and are housed within the Main Terminus Building are exceptionally significant for their use of high-quality materials and their architectural designs. They feature marble panelling, decorative coffered ceilings, elaborate sandstone arches and console brackets, original timber window and door joinery including leadlight glass windows, and terrazzo floors. The former Ladies Dining Room also features a terrazzo and marble floor with the map of Australia, and a large decorative scagliola mural designed and crafted by the renowned Melocco Brothers, which was a finalist in the 1951 Sulman Prize.

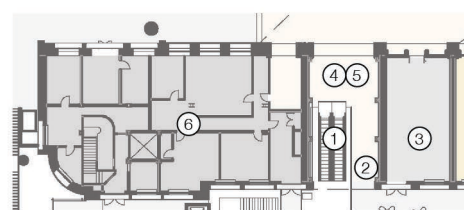
The Grand Concourse and its related spaces are historically and socially significant for their constant use as a passenger thoroughfare, meeting/waiting area and amenities in relation to the use of the area for railway transportation. They are a rare example of an early 20th century covered major transport assembly platform in Australia and is an outstanding example of a covered public heritage space in Sydney, complete with period associated spaces such as booking halls and dining rooms.

Proposed works

The following demolition plans and annotated plans summarise the proposed works to the Grand Concourse and related spaces, including the East Wing, the Grand Concourse, the West Wing, the former Interstate Booking Office and the former Booking Hall and adjoining passageways.

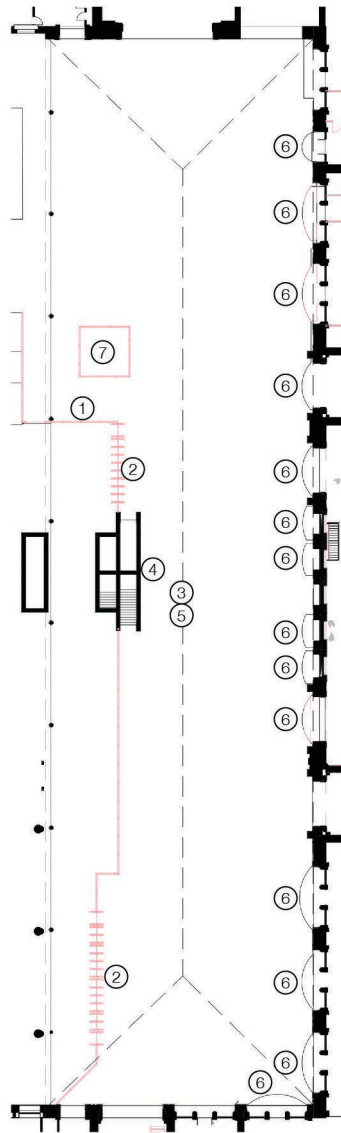


- ① Demolish portion of floor
- ② Demolish modern partitions
- ③ Demolish stairs

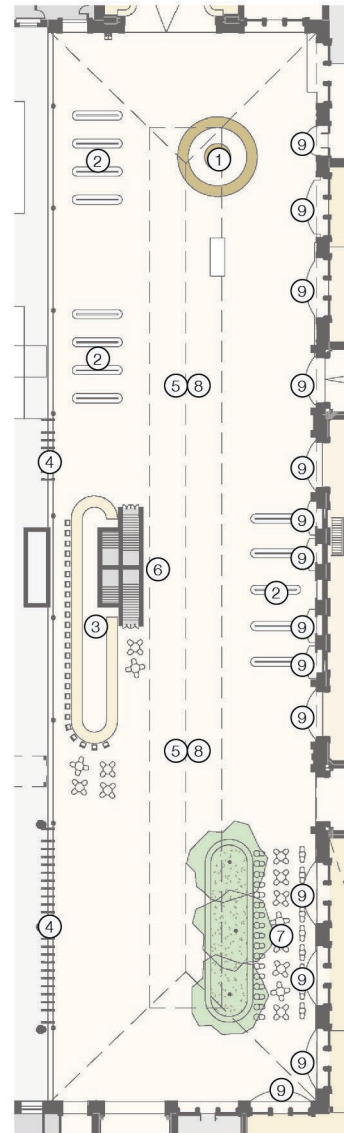


- ① New escalators
- ② New terrazzo paving
- ③ New WCs
- ④ New lighting
- ⑤ New signage
- ⑥ No works





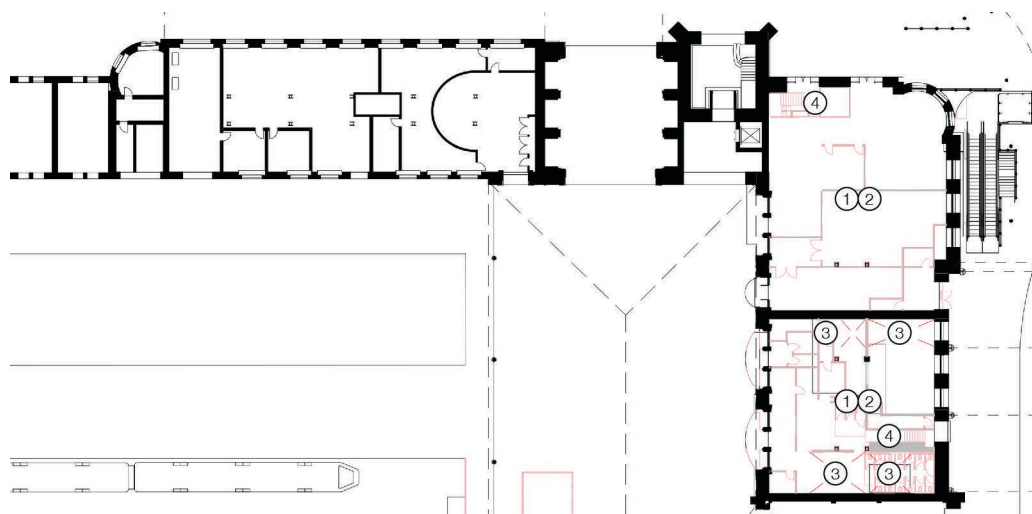
- ① Demolish partitions
- ② Remove ticket gates
- ③ Demolish flooring
- ④ Remove ticket information signs
- ⑤ Demolish roof cladding
- ⑥ Demolish portion of floor for pavement light
- ⑦ Demolish kiosk



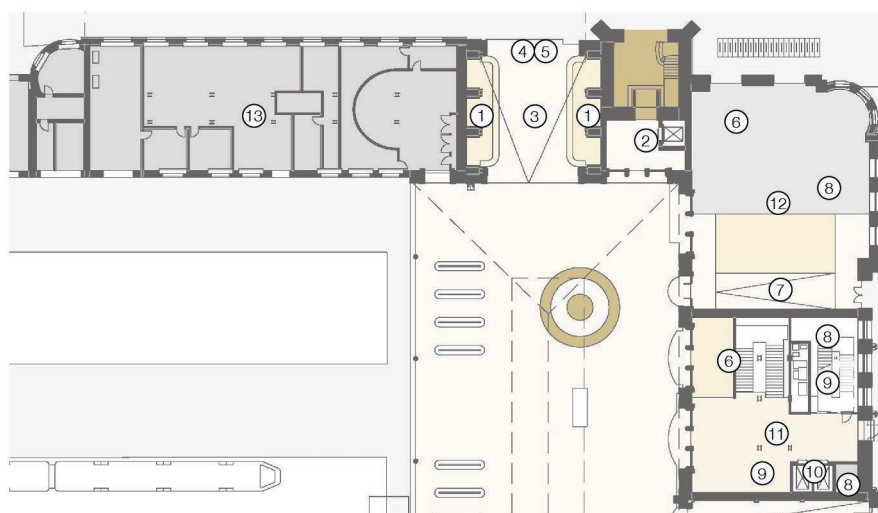
- ① New information kiosk
- ② New public seating
- ③ New retail / hospitality space
- ④ Consolidated ticket gates
- ⑤ New terrazzo flooring
- ⑥ New ticket information signs
- ⑦ New retail space
- ⑧ Reconstructed roof glazing
- ⑨ Reconstructed glass pavement lights



56 Grand Concourse: demolition and proposed plans.
Source: Grimshaw with annotations by TKD Architects, 2022.



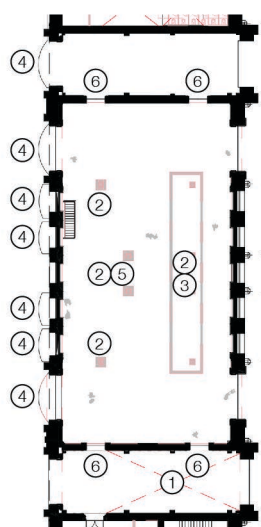
- ① Demolish non-original partition / wall
- ② Demolish non-original mezzanines
- ③ Demolish portion of floor
- ④ Remove stairs



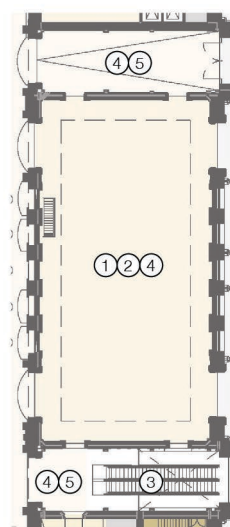
- ① New retail kiosk
- ② New lift in existing lift shaft
- ③ New terrazzo flooring
- ④ New lighting
- ⑤ New signage
- ⑥ New retail / hospitality space
- ⑦ Reinstated passageway to the Porte Cochere
- ⑧ New services
- ⑨ New stairs
- ⑩ New lifts
- ⑪ New foyer to upper level offices
- ⑫ New WCs
- ⑬ No works



57 West wing: demolition and proposed plans.
Source: Grimshaw with annotations by TKD Architects, 2022.



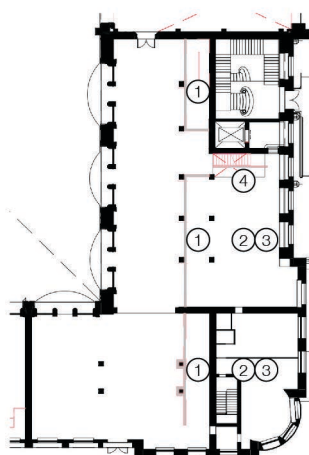
- ① Demolish floor for future escalator
- ② Demolish 1938 columns and mezzanine
- ③ Demolish partitions and bar kitchen
- ④ Demolish portions of floor
- ⑤ Remove existing floor finish
- ⑥ Remove door



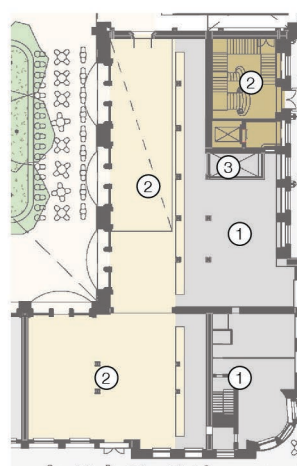
- ① New terrazzo paving
- ② Reconstruct Booking Hall
- ③ New escalators
- ④ New lighting
- ⑤ New signage



58 Booking Hall and passageways: demolition and proposed plans.
Source: Grimshaw with annotations by TKD Architects, 2022.



- ① Demolish non-original partition / wall
- ② Demolish non-original mezzanines
- ③ Demolish services
- ④ Remove stairs



- ① Existing kitchen
- ② Existing space and fabric conserved
- ③ New services riser



59 Former Interstate Booking Office: demolition and proposed plans.
Source: Grimshaw with annotations by TKD Architects, 2022.

Compliance with specific policies

Policy	Comment
<p>6. Item Specific Policy: Fabric</p> <p>Specific elements for conservation include:</p> <ul style="list-style-type: none"> • Grand Concourse volume and spatial qualities • Sandstone quoined arches in sunrise motif • Sandstone skirting, dado panelling and cornice • Sandstone arches and columns • Original timber window and door joinery • Acid etched glazing • Leadlight glazing • Metal barrel vaulted roof truss work, support columns and lattices • Lanterns • Suspended clock • Sandstone console brackets • Marble and terrazzo finishes • Scagliola mural 	<p>All the identified significant fabric would be conserved and retained under the project including all stone elements, all window and glazing elements, all roof and lighting elements, marble and terrazzo finishes, the clock and the scagliola mural inside the former Interstate Booking Office.</p> <p>The volume and spatial qualities of the Grand Concourse would not be affected by the proposed installations within it – which includes the landscaped planter box, new restaurant in place of the former information desk, new information desk near the western entry, and the commuter seating. These installations would be designed to be reversible (and movable as required). All structures would be low in height to minimise intrusion into the spatial character of the Grand Concourse. It should be noted that historical photographs illustrate the variety of information and retail kiosks that have existed in this space through time, establishing the precedent for structures within the open space.</p>

Policy	Comment
<p>7. Item Specific Policy: Use</p> <p>Continue to use the area as the Grand Concourse for inter- city and country trains at Central Station.</p> <p>Ensure uninterrupted passage from porte-cochere to platforms through the Grand Concourse is maintained including use of the existing wide linking corridors.</p> <p>Encourage the use of related grand spaces for their original intended use, e.g., booking halls and passenger amenities such as bar and restaurant facilities.</p> <p>Retain the spatial relationship between the Grand Concourse, platforms and porte-cochere.</p>	<p>The use of the Grand Concourse would not change.</p> <p>The wide north-western corridor would continue to provide access from the port cochere to platforms. A new escalator would be installed within the north-eastern passageway, resulting in moderate adverse impacts to original fabric within the building. Access from the Porte Cochere through the Booking Hall to the Grand Concourse would be maintained. Likewise, the passage running along the eastern side of the baggage store would also be restore. These works would result in minor beneficial impacts in their locations.</p>
<p>8. Item Specific Policy: Reconstruction of lost elements</p> <p>Consider the re-construction (or at least a sympathetic interpretation) of the following:</p> <ul style="list-style-type: none"> • lighting (particularly in the former bar and refreshment areas) • original colour schemes • original signage • glazing • original central glazed roof area • skylights towards the Country and Interstate platform area 	<p>The project includes the reinstatement of the original 1906 extent of the central glazed roof area and reinstatement of glazed pavement lights.</p>

Policy	Comment
<p>10. Item Specific Policy: Alterations and Additions</p> <p>Alterations and additions to the Grand Concourse and its related spaces should be avoided. Do not paint the sandstone or brick facades.</p> <p>Additional kiosks in the Grand Concourse area should not be constructed, to minimise visual clutter and encroachment on the intended open space.</p> <p>Changes to the interior fit-out of the shops is permitted, but should not impact original features such as double heightened space, barrel vaulted ceilings and internal inter-tenancy walls.</p> <p>An interior fit-out guide for the shop tenancies should be prepared to help guide future tenancy fit-outs and to provide a level of consistency across the stores in their treatment and protection of the heritage fabric and spaces.</p> <p>Alterations and additions within spaces should protect the significant fabric, be temporary and readily reversible.</p> <p>Changes to colours and finishes of window/door joinery should be sympathetic to the heritage fabric and consider where possible the implementation of original or early schemes. If changes to the external colour occur, this should be implemented consistently across all facades of the Main Terminus Building.</p>	<p>New escalators would be located in the east and north-eastern passages. While they result in moderate adverse impacts to these spaces, and alter the original circulation patterns, the spatial volumes of the passages and their high ceilings would continue to be legible. They would retain their use as circulation spaces that provide connections to other parts of the building.</p> <p>Other works predominately comprise the removal of modern/non-original partitions walls within the related spaces of the Grand Concourse, the siting of a new lift in the current male lavatory area (contemporary fitout and walls), and the restoration of the Booking Hall space through removal of the later mezzanine. The works would have neutral to moderate beneficial impacts. Pavement lights would also be reinstated as part of the project to increase light to the basement level, resulting in an additional moderate beneficial impact.</p> <p>The non-original flooring of the Grand Concourse would be replaced with a new terrazzo floor that would be designed by indigenous artists as part of the project's Connecting with Country framework.</p> <p>Loose furniture, seating, and two new kiosks (one for a food and beverage vendor, the other for booking) would be installed in the Grand Concourse. This is consistent with the historical use of the space. Photographs and other archival material document the range of retail and information kiosks which occupied the space. They have always been part of the character and experience of the Grand Concourse.</p>

Policy	Comment
<p>11. Item Specific Policy: Intrusive fabric.</p> <p>Demolition of, or changes to, the existing intrusive building services should be allowed without formal approval provided no significant fabric is impacted on by the change.</p>	<p>Redundant services would be rationalised and removed, and repairs to fabric would take place.</p> <p>Required new services would be designed to avoid physical and visual impacts, by utilising existing paths and minimising physical fixings where possible.</p>
<p>12. Item Specific Policy: New Colours & Finishes</p> <p>Ensure a colour and finishes strategy is prepared for the Main Concourse and Related Areas sympathetic to the heritage of the place (including consideration of original or early schemes) and that it is implemented consistently across the Main Concourse and Related Areas.</p>	<p>The colours and finishes, and paint colour schemes across the building more generally, are currently the subject of detailed investigations. Any new colours and finishes would be appropriate for the early 20th century character of the building.</p>
<p>13. Item Specific Policy: Modern fittings</p> <p>Do not clutter the Main Concourse with new elements. Carefully design new elements so that they are either concealed, or present as a coordinated collection of contemporary minimalist elements and services.</p> <p>Base the design of contemporary fittings such as lighting and seating on the original traditional prototypes.</p>	<p>As discussed above, new fittings including seating within the Grand Concourse are consistent with the historical precedents for the space. A variety of kiosks and other installations appear in documentary evidence such as archival photographs.</p>
<p>18. Item Specific Policy: Vistas</p> <p>Ensure vistas through the Grand Concourse are retained and not obscured. Maintain vistas from each entrance archway and through east-west and north-south axes of the Concourse.</p> <p>Significant internal views between the Grand Concourse and the Country and Interstate platforms are to be retained.</p>	<p>Vistas through the Grand Concourse would not be obstructed by the project. Proposed structures would be sited in the location of existing structures (i.e., the bar/restaurant in location of extant information desks). Structures would be low in height to minimise intrusion into the spatial character of the Grand Concourse.</p> <p>Vistas through the Grand Concourse would be enhanced by the project as a result of moving the gate line, consolidating seating areas, reducing visual clutter and increasing the natural light from the roof.</p>

Itemised impact assessment against significant elements - overall

Elements	Grading of significance	Project	Assessment of impacts
<i>Upper Concourse and related spaces overall</i>	<i>Exceptional</i>	New escalators, new lift, relocation of toilets, reopening of baggage store passage new kiosks and seating, demolition of non-original partitions and mezzanine, minor demolition of small sections of original wall.	<p>The project would result in minor adverse impacts on the Grand Concourse level. The works are required to facilitate improved access and connectivity within the building. On a whole the project would retain the exceptional significance of the spaces, enhancing and restoring the significance of the Booking Hall in particular through the removal of the later mezzanine. This, along with the reopening of the passage running along the eastern side of the baggage store, would result in moderate beneficial heritage impacts to these spaces.</p> <p>The moderate adverse impacts to the north-eastern and eastern passage, where escalators are proposed, would result in minor adverse impacts. However, their original function as commuter circulation spaces would continue. Material suitable for reuse and repair elsewhere would also be salvaged. Works such as the relocation of the toilets would have negligible impact as they involve the removal of the facilities from a space of little significance to another space of little significance. Likewise, the new kiosks and seating would have only negligible to minor adverse physical or visual impact. There is historical precedent for information desks, and retail and food outlets within the space.</p>

Elements	Grading of significance	Project	Assessment of impacts
<i>Main Concourse and roof space</i>	<i>Exceptional</i>	New flooring, new seating, new kiosks	The non-original flooring would be replaced with terrazzo incorporating brass strip inlays and interpretative artwork. This is a minor beneficial impact through the introduction of interpretation and installation of an aesthetically considered flooring material. The new seating and kiosks would have negligible impacts and require no alteration to early/original significant fabric. As stated above, such kiosks were historically a feature of the concourse.
<i>Information counter and timetable display</i>	<i>Little</i>	Removal of existing (later) counter, installation of new counter near western passage.	Neutral
<i>Leadlight windows</i>	<i>Exceptional</i>	None	Neutral
<i>Terrazzo flooring</i>	<i>Moderate</i>	Replacement	the installation of new terrazzo flooring would have negligible heritage impact as the present flooring is not original. The new flooring would be designed as part of the project's Connecting with Country framework.
<i>Surrounding brick and sandstone façade walls</i>	<i>Exceptional</i>	None	Neutral
<i>Barrell vaulted roof including trusswork and lanterns</i>	<i>Exceptional</i>	None	Neutral

Elements	Grading of significance	Project	Assessment of impacts
<i>Arched passage entries</i>	<i>Exceptional</i>	Installation of escalator within north-eastern passage	The installation of an escalator within the north-eastern and eastern passage would necessitate the removal of the original floor slabs, resulting in minor adverse impacts. The spaces would continue to be used as thoroughfares as originally intended, and the physical and visual impacts of the new escalators would be balanced by the substantial improvements to commuter circulation and wayfinding.
<i>Arched entries to related spaces</i>	<i>Exceptional</i>	Opening-up of arched entries to Booking Hall	New doors to the Booking Hall would facilitate movement through the arched entries as was historically intended. This would improve access and circulation, resulting in a moderate beneficial impact.
<i>East archway stair connection to Central Electric Station</i>	<i>High</i>	Installation of escalator within eastern passage in place of stair	The installation of an escalator within the north-eastern and eastern passage would necessitate the removal of the original floor slabs, resulting in minor adverse impacts. The spaces would continue to be used as thoroughfares as originally intended, and the physical and visual impacts of the new escalators would be balanced by the substantial improvements to commuter circulation and wayfinding.
<i>Recent vending machines, ATMs and furniture</i>	<i>Little</i>	None/removal or consolidation	Minor beneficial impact: reduced visual clutter.
<i>Recent advertisement, signage and wayfinding</i>	<i>Little</i>	None/removal or consolidation	Minor beneficial impact: reduced visual clutter.
<i>Recent Retail Furniture and Paraphernalia</i>	<i>Little</i>	None/removal or consolidation	Minor beneficial impact: reduced visual clutter.

Elements	Grading of significance	Project	Assessment of impacts
<i>Introduced Services; Mechanical, Electrical, Lighting and Data</i>	<i>Little</i>	None/removal or consolidation	Neutral
<i>Suspended Clock</i>	<i>Exceptional</i>	None	Neutral
<i>Wall Mounted Clock</i>	<i>High</i>	None	Neutral
<i>Whitton Bust</i>	<i>Moderate</i>	None	Neutral
<i>Timber honour boards</i>	<i>High</i>	None	Neutral
<i>Colourbond Zincalume Steel Roof Cladding</i>	<i>Little</i>	Replacement of Grand Concourse roofing	Replacement of the roofing would improve the longevity of the Grand Concourse.

Itemised impact assessment against significant elements – Booking Hall

Elements	Grading of significance	Project	Assessment of impacts
<i>Sandstone Console Brackets</i>	<i>Exceptional</i>	None	Neutral
<i>Leadlight Windows</i>	<i>Exceptional</i>	None	Neutral
<i>Columns</i>	<i>Moderate</i>	Non-original mezzanine and columns removed	The removal of the 1930s mezzanine and columns would reveal the exceptionally significant features of the Booking Hall ceiling and restore the original double-height spatial volume. This would result in major beneficial impacts, allowing the space to be understood as it was originally designed.

Elements	Grading of significance	Project	Assessment of impacts
<i>Doors, Windows and Hardware</i>	<i>Little/Exceptional</i>	No works to exceptionally significant fabric, removal of modern glass infill to door openings.	The project would have no impacts on exceptionally significant fabric. The unsympathetic glass infill to the full-height openings identified as of little significance would be removed and replaced with new doors that are appropriate to the early 20 th century character of the space.
<i>Floors and Paving</i>	<i>Little</i>	None	Neutral
<i>Ceilings and Cornices</i>	<i>Little</i>	1930s mezzanine and columns removed	The removal of the 1930s mezzanine and columns would reveal the exceptionally significant features of the ceiling above and restore the original double-height spatial volume. This would result in major beneficial impacts.
<i>Marble Wall Panelling and Skirtings</i>	<i>Exceptional</i>	Conserved	Minor beneficial impact
<i>Architraves and Linings</i>	<i>Exceptional</i>	Conserved	Minor beneficial impact
<i>Recent Applied Finishes</i>	<i>Little</i>	None	Neutral
<i>Recent Glazed Panels and Fitout</i>	<i>Little</i>	Removal of current fitout and restoration of space	The removal of the current fitout would contribute to reinstatement of the Booking Hall's original spatial configuration. This would result in moderate beneficial impacts.
<i>Introduced Services; Mechanical, Electrical, Lighting and Data</i>	<i>Little</i>	None/removal or consolidation	Minor beneficial impact: reduced visual clutter.

Itemised impact assessment against significant elements – Dining Hall

Elements	Grading of significance	Project	Assessment of impacts
<i>Acid Etched Glass Windows</i>	<i>Exceptional</i>	Overall - retention of space within food and beverage outlet as current	Neutral
<i>Doors, Windows and Hardware</i>	<i>Exceptional</i>	Conserve	Neutral
<i>Recent Floors and Paving</i>	<i>Little</i>	None	Neutral
<i>Console Brackets, Columns, Ceilings and Cornices</i>	<i>Exceptional</i>	Conserve	Neutral
<i>Skirtings, Architraves and Linings</i>	<i>Exceptional</i>	Conserve	Neutral
<i>Recent Applied Finishes</i>	<i>Little</i>	Repaint	Neutral
<i>Recent Fitout</i>	<i>Little</i>	None	Neutral
<i>Recent Signage</i>	<i>Little</i>	Remove/replace	Neutral
<i>Introduced Services; Mechanical, Electrical, Lighting and Data</i>	<i>Little</i>	None	Neutral

Itemised impact assessment against significant elements – Former Ladies Dining Room

Elements	Grading of significance	Project	Assessment of impacts
<i>Doors, Windows and Hardware</i>	<i>Exceptional</i>	Overall - retention of space within food and beverage outlet as current	Minor beneficial
<i>Floor Map, Symbolic Motifs and Paving</i>	<i>High</i>	Conserve	Minor beneficial
<i>Ceilings and Cornices</i>	<i>Moderate</i>	Conserve	Minor beneficial
<i>Skirtings, Architraves and Linings</i>	<i>Exceptional</i>	Conserve	Minor beneficial
<i>Transport Progress in Frieze Mural</i>	<i>Exceptional</i>	Conserve	Minor beneficial
<i>Timber and Marble Panelling</i>	<i>Exceptional</i>	Conserve	Minor beneficial
<i>Recent Applied Finishes</i>	<i>Little</i>	None	Neutral
<i>Recent Fitout</i>	<i>Little</i>	None	Neutral
<i>Introduced Services; Mechanical, Electrical, Lighting and Data</i>	<i>Little</i>	None	Neutral

Itemised impact assessment against significant elements – Station master's office

Elements	Grading of significance	Project	Assessment of impacts
<i>Doors, Windows and Hardware</i>	Exceptional	Not in scope	N/A
<i>Recent Floors and Paving</i>	Little	Not in scope	N/A
<i>Recent Ceilings and Cornices</i>	Little	Not in scope	N/A

Elements	Grading of significance	Project	Assessment of impacts
<i>Skirtings, Architraves and Linings</i>	<i>Moderate</i>	Not in scope	N/A
<i>Staircases and Mezzanines</i>	<i>Moderate</i>	Not in scope	N/A
<i>Lower Offices and Function Rooms</i>	<i>Little</i>	Not in scope	N/A
<i>Recent Applied Finishes</i>	<i>Little</i>	Not in scope	N/A
<i>Recent Fitout</i>	<i>Little</i>	Not in scope	N/A
<i>Introduced Services; Mechanical, Electrical, Lighting and Data</i>	<i>Little</i>	Not in scope	N/A
<i>"NSWGR" Clock by Seth Thomas</i>	<i>Moderate</i>	Not in scope	N/A

Itemised impact assessment against significant elements – Foyer (clocktower)

Elements	Grading of significance	Project	Assessment of impacts
<i>Acid Etched Glazing</i>	<i>Exceptional</i>	None	Neutral
<i>Doors, Windows and Hardware</i>	<i>Exceptional</i>	None	Neutral
<i>Remnant Marble Panelling</i>	<i>High</i>	None	Neutral
<i>Recent Flooring</i>	<i>Little</i>	None	Neutral
<i>Ceilings and Cornices</i>	<i>Moderate</i>	None	Neutral
<i>Recent Applied Finishes</i>	<i>Little</i>	None	Neutral

Elements	Grading of significance	Project	Assessment of impacts
<i>Introduced Services; Mechanical, Electrical, Lighting and Data</i>	<i>Little</i>	New lift within original lift shaft	Neutral

Itemised impact assessment against significant elements – Baggage Store

Elements	Grading of significance	Project	Assessment of impacts
<i>Acid Etched Glazing</i>	<i>Exceptional</i>	None	Neutral
<i>Current Configuration</i>	<i>Little</i>	Removal of modern partitions, use as retail and toilets	No impacts resulting from the removal of recent partitions. Negligible adverse impacts would result from the change of use to retail and toilets, as the store no longer serves its original purpose and is divided into several sections. The reinstatement of the passageway running along the eastern side of the store would result in a minor beneficial heritage impact.
<i>Doors, Windows and Hardware</i>	<i>Exceptional</i>	None	Neutral
<i>Recent Floors and Paving</i>	<i>Little</i>	None	Neutral
<i>Recent Ceilings and Cornices</i>	<i>Little</i>	None	Neutral
<i>Skirtings, Architraves and Linings</i>	<i>Moderate</i>	None	Neutral
<i>Introduced Services; Mechanical, Electrical, Lighting and Data</i>	<i>Little</i>	None	Neutral

Itemised impact assessment against significant elements – Ablution areas

Elements	Grading of significance	Project	Assessment of impacts
<i>Doors, Windows and Hardware</i>	<i>Exceptional</i>	None	Neutral
<i>Floors and Paving</i>	<i>Little</i>	Removal	Neutral. The fabric is of little significance.
<i>Ceilings and Cornices</i>	<i>Little</i>	Removal	Neutral. The fabric is of little significance.
<i>Skirtings, Architraves and Linings</i>	<i>High</i>	None	Neutral
<i>Recent Applied Finishes</i>	<i>Little</i>	Removal	Neutral. The fabric is of little significance.
<i>Recent Fitout</i>	<i>Little</i>	Removal	Neutral. The fabric is of little significance.
<i>Introduced Services; Mechanical, Electrical, Lighting and Data</i>	<i>Little</i>	Relocation of toilets, removal of modern fitouts. Use of space for retail and BOH.	Neutral. The fabric is of little significance.

Itemised impact assessment against significant elements – NewsLink

Elements	Grading of significance	Project	Assessment of impacts
<i>Doors, Windows and Hardware</i>	<i>Exceptional</i>	Overall - conversion of space to toilets from modern retail	The central door would be reopened and the side doors to be locked shut, resulting in no permanent impacts (neutral impacts) to significant fabric. A single entrance to the space, as originally intended, would be returned. No other changes to doors, windows or surviving hardware.
<i>Floors and Paving</i>	<i>Little</i>	New floor finish	Neutral. The fabric is of little significance.
<i>Ceilings and Cornices</i>	<i>Little</i>	New lowered ceiling	Neutral. The fabric is of little significance.

Elements	Grading of significance	Project	Assessment of impacts
<i>Skirting, Architraves and Linings</i>	<i>High</i>	New fitout	Neutral. The fabric is of little significance.
<i>Recent Applied Finishes</i>	<i>Little</i>	New fitout	Neutral. The fabric is of little significance.
<i>Recent Fitout</i>	<i>Little</i>	New fitout	Neutral. The fabric is of little significance.
<i>Introduced Services; Mechanical, Electrical, Lighting and Data</i>	<i>Little</i>	New associated services, utilising existing where possible	No impacts to significant fabric, services concentrated on modern fitout and not to impact sandstone walls or significant openings.

Overall, the heritage impacts of the project on the Main Terminus Building: Grand Concourse and related spaces would be **neutral to moderate adverse**. The adverse impacts of the project are concentrated on the northern and eastern passages, with the new escalators logically sited in these spaces which have always acted as thoroughfares. Impacts of the project would be balanced by the substantial benefits to improved circulation, wayfinding and accessibility for users and visitors. Their original function as circulation spaces would be maintained. The project would also result in **major beneficial** heritage impacts through the reinstatement of the original double-height volume of the highly significant Booking Hall and its entry openings, alongside the reconstruction of the Grand Concourse glazed roof and new finishes to its flooring which reflect Connecting with Country principles.

9.5.2 Porte Cochère

History

The evolution of this space is summarised in the table below:

Date	Key event
1906	Built as part of the Main Terminus building, designed to provide shelter for passengers transferring from trams to train platforms.
Mid to late 1950s	Trams ceased operation. Area used as a carpark.
By 1990s	Floor level had been raised. Tram lines paved over.
1996-1997	Metro Light Rail completed, with tracks following the path of the original tram line, operating in the opposite direction. Upgrade works undertaken including repaving and waterproofing of modern paving. Conservation works including seismic bracing of colonnade through roof of Porte Cochère and repairs to stonework.

Significance

The Central CMP 2022 states:

The porte-cochère is an element of exceptional heritage significance, as part of the original c.1906 design and construction of the Main Terminus Building. The porte-cochère has historical, aesthetic, and technical significance which contributes to the overall significance of the precinct.

Aesthetically, the porte-cochère features fine architectural detailing in its sandstone columns and balusters, the three-pin truss roof, rusticated sandstone walls, arches and decorative leadlight glass of the Main Terminus Building, and early cast iron downpipes and gun metal heads, all which can be viewed prominently from within the porte-cochère, and contribute to the aesthetic composition and understanding of the space.

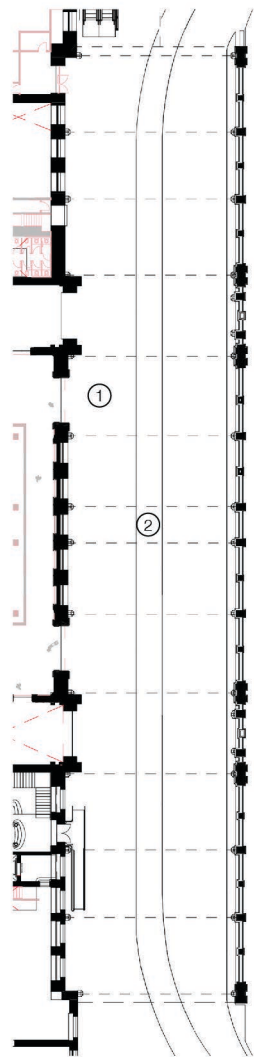
The porte-cochère's three-pin truss roof replicates a design from the Galerie des Machines in Paris, and is evidence of its technical innovation, using an engineering and construction technique which was not used in NSW or Australia at the time.

The area also has archaeological significance for the extant original tram tracks which are beneath the current floor surface and MTR tracks.

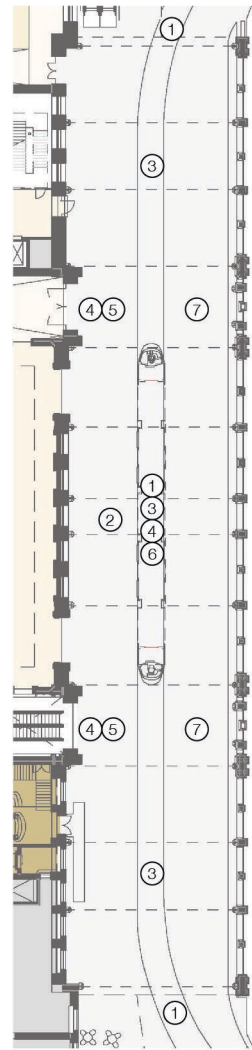
The views and vistas to the porte-cochère from Belmore Park and Eddy Avenue, and understanding of its piano Nobile composition above the Eddy Avenue Colonnade contribute to the significance of this element.

Proposed works

The following demolition plan and annotated plan summarise the proposed works to the Porte Cochère:



- ① Demolish roofing
- ② Demolish light-rail tracks



- ① Re-aligned light-rail tracks
- ② Enlarged platform
Note: Scope under review - refer to realignment studies
- ③ New skylight
- ④ New lighting
- ⑤ New signage
- ⑥ New roofing
- ⑦ New photovoltaic cells



60 Porte Cochere: demolition and proposed plans.
Source: Grimshaw with annotations by TKD Architects, 2022.

Compliance with specific policies

Policy	Comment
<p>6. Item Specific Policy: Use</p> <p>Continue to use the Porte-Cochere as a public assembly area, and for the access of light-rail/trams.</p>	<p>There would be no change to the current use of the porte-coche. The existing light rail tracks would be relocated to the north.</p>
<p>7. Item Specific Policy: Reconstruction of lost elements</p> <p>Consider the re-construction (or a sympathetic interpretation) of the following:</p> <ul style="list-style-type: none"> • Light standards • Traditional asphalt paving • Original colour scheme to metalwork • Original signage • Glazing to the truss roof of the porte-cochere • Skylights • Glazed valances 	<p>New roof glazing is proposed to be installed, interpreting the original roof glazing, resulting in moderate beneficial impacts.</p>
<p>8. Item Specific Policy: Intrusive elements</p> <p>Implement change to remove intrusive fabric and visual clutter along the facades.</p> <p>Consider the removal of the following intrusive paint finish from the existing valances.</p>	<p>Not within the scope of the current project. If an opportunity arose, these elements could be removed which would result in moderate beneficial heritage impacts.</p>

Policy	Comment
<p>10. Item Specific Policy: Alterations and Additions</p> <p>Alterations and additions to the porte-cochere should be avoided.</p> <p>Additions above the porte-cochere is not permissible. The porte-cochere should continue to be understood as a sculptural architectural element. Insertions through the truss roof are not permissible.</p> <p>Changes to external colours and finishes of window/door joinery, steelwork or roofing material should be sympathetic to the heritage building and consider where possible the implementation of original or early schemes. If changes to the external colours occur, this should be implemented consistently across all facades and roof areas of the Sydney Terminal precinct. Do not paint the sandstone facades.</p>	<p>The relocation of the current light rail tracks further north would have no impacts on the extant building fabric. There is potential to uncover evidence of the early tracks below. See Historical Archaeology Impact Assessment prepared by Artefact Heritage for potential archaeological impacts.</p> <p>New PV Cells would be added to the roof of the Porte Cochere. Fixings and penetrations would be minor in extent and nature and would not diminish the significance of the roof structure. Due to the slope of the roof, the cells would not be visible from important public vantage points. Refer to Section 9.8.4.</p>
<p>11. Item Specific Policy: Sequence of Spaces.</p> <p>Enhance the formal progression from the ramps to the Porte-Cochere and into the Grand Concourse of the Terminus.</p>	<p>The progression from the Porte Cochere into the Grand Concourse would be altered by the insertion of an escalator into the north-eastern passage, augmenting the original circulation patterns and floor of the station. However, the reinstatement of the links through the former Booking Hall to the Grand Concourse would mitigate the loss of this connection, and allow the continuation of the formal progression.</p>
<p>14. Item Specific Policy: Vistas</p> <p>Ensure vistas to the porte-cochere outlined in Section 8.6 of this CMP are not obscured. These include vistas from Belmore Park, Eddy Avenue, from the tram ramps and within the porte-cochere.</p>	<p>There would be no impacts to the significant vistas to the Porte-Cochere.</p>

Itemised impact assessment against significant elements

Elements	Grading of significance	Project	Assessment of impacts
<i>Overall</i>	<i>Exceptional</i>	Relocation of light rail tracks	Neutral. Potential to uncover evidence of early tram tracks.
<i>Views and vistas</i>	<i>Exceptional</i>	None	Neutral.
<i>Context and setting</i>	<i>Exceptional</i>	None	Neutral.
<i>Roof trusswork, valance and seismic bracing</i>	<i>Exceptional</i>	None to these elements PV Cells to roof	No adverse visual impacts from installation of PV Cells. Moderate beneficial impacts resulting from installation of roof glazing.
<i>Main Terminus building northern façade, windows and doors</i>	<i>Exceptional</i>	Removal of infill to Booking Hall full height openings.	The removal of infill to the historic Booking Hall openings would result in a moderate beneficial impact, and enhance the connection of the Porte Cochère to the highly significant Booking Hall and the Grand Concourse.
<i>Passage connections to main concourse</i>	<i>Exceptional</i>	New escalator in north-eastern passage	The installation of a new escalator in the north-eastern passage would result in minor adverse impact. Finishes and surrounding features of the passage would be retained. Impacts are concentrated on the passage floor and its non-original finishes. The escalator is required to improve connectivity and access within and into the building. The original function of the space as circulation would be maintained.
<i>Platform and tracks</i>	<i>Little</i>	Relocation of light rail tracks	Neutral.
<i>Remains of early tram tracks</i>	<i>High</i>	Relocation of light rail tracks	Potential to uncover early tram tracks during relocation of tram line further north. See Historical Archaeology Impact Assessment prepared by Artefact Heritage for an assessment of potential impacts.
<i>Clock, early signage, wayfinding</i>	<i>High</i>	None	Neutral.

Elements	Grading of significance	Project	Assessment of impacts
<i>Sandstone colonnade, balustrades, parapet and coats of arms</i>	<i>Exceptional</i>	None	Neutral.
<i>Current paving</i>	<i>Little</i>	Relocation of light rail tracks	Neutral.
<i>Escalator and stair</i>	<i>Intrusive</i>	None	Neutral.
<i>Introduced services; mechanical, electrical, lighting and data</i>	<i>Intrusive</i>	None	Neutral.

Overall, the heritage impacts of the project on the Porte Cochere would be **neutral to minor beneficial**. The project has little impact on this space, limited to the relocation of the light rail tracks further north (which has no built heritage impacts), and minor changes to the access of the area which result from the escalator in the northern passage. The installation of the roof glazing would result in minor beneficial impacts.

9.6 Significant areas – Central Electric

This section provides a history of the evolution of each key space related to Central Electric and a summary of its significance from the Central CMP 2022. This provides context to the subsequent assessment of the impacts of the project against the area-specific policies, and an itemised assessment of impact against each significant element as identified in the CMP.

9.6.1 Eddy Avenue Plaza / Forecourt

History

The evolution of this space is summarised in the table below:

Date	Key event
1926	Formed with the opening of Central Electric Station as a ramped forecourt area lined with trees (known as 'Eddy Avenue Ramp'.
1940s	Trees lining the ramp had been removed, and the ramp had been paved over as a primarily pedestrian accessway.
1940s-1990s	Shops added along sides of the forecourt.
By 2000	Modification of the Eddy Avenue forecourt incorporating paved split-level approach to entrance representing an accessible pathway.

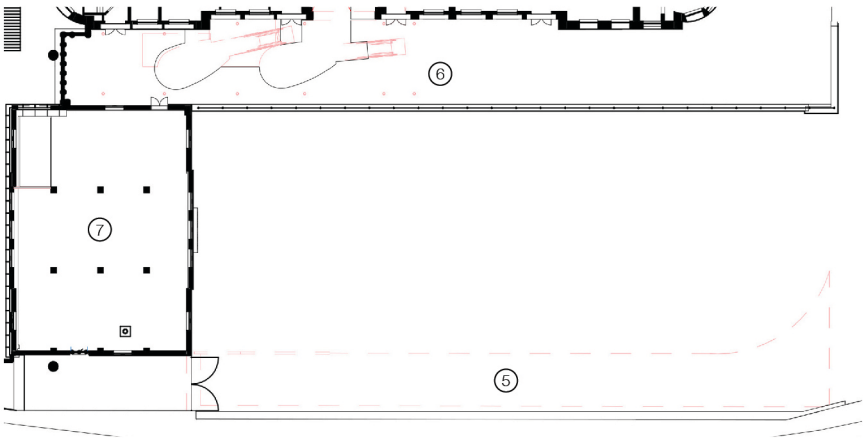
Significance

The Central CMP 2022 states:

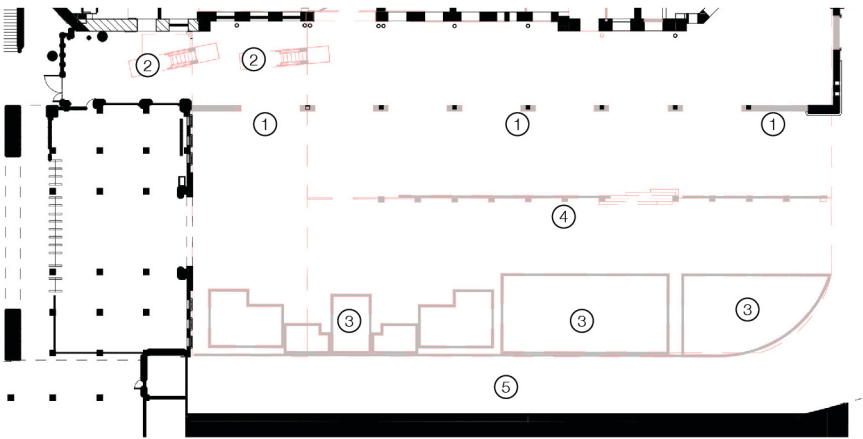
The Eddy Avenue Forecourt, originally known as the Eddy Avenue Ramp holds moderate historical significance, being built as part of Bradfield's plan to electrify the NSW suburban railway which began in 1926. As such, Eddy Avenue also holds associative and representative significance pertaining to renowned engineer Dr John Job Crew Bradfield and his designs. The Eddy Avenue forecourt formed one of the original entrances to the Central Electric Station prior to its connection to the rest of Central Station. Originally constructed as a road, the Eddy Avenue Forecourt became fully pedestrianised around 1940. As such, there is capacity for the area to have research potential pertaining to the early road use. The multiple reconstructions of the forecourt over the years have contributed to its conglomeration of architectural styles which hold aesthetic significance in parts. The southern area of the forecourt holds high aesthetic significance in its neo-classical façade, made from ashlar Maroubra Sandstone which is exemplified along the northern façade of the building. Retail outlets underneath the reconstructed Eastern Deck are of little significance and are contained within the basement of the Main Terminus and date back to the early 20th century. The Eastern Deck exhibits a limited aesthetic significance with its structure dating from the 1990s, including its brick colonnade. These retail outlets hold little aesthetic and historic significance. The forecourt features a heritage style lighting and landscape which attempt to replicate the original style of the space. A large London plane tree dating to the early 20th century, which also holds aesthetic and historic value is situated within the forecourt. The Eddy Avenue forecourt holds social significance as a meeting place for commuters and retailers.

Proposed works

The following demolition plan and annotated plan summarise the proposed works to Eddy Avenue Plaza and the Central Electric Building.



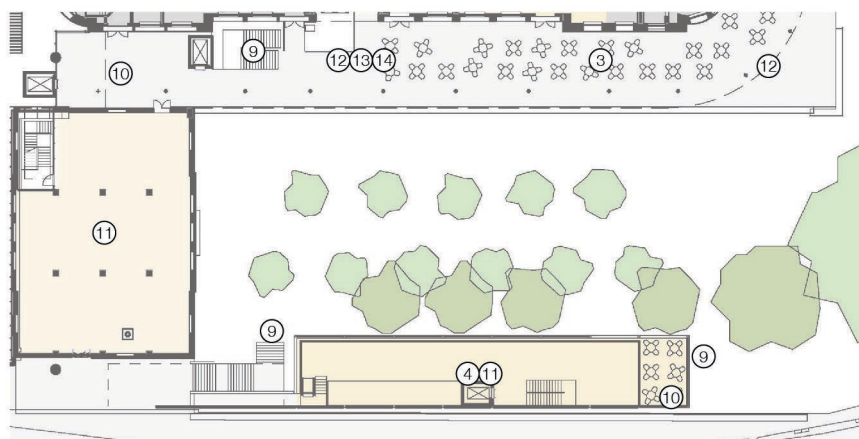
First Floor Plan



Ground Floor Plan

- | | |
|---|-----------------------------------|
| ① Demolish 1990s masonry | ⑤ Demolish ramp |
| ② Demolish 1990s escalators | ⑥ Demolish 1990s awning |
| ③ Demolish kiosks | ⑦ Demolish non-original mezzanine |
| ④ Demolish 1990s paving and landscaping | |





First Floor Plan



Ground Floor Plan

- | | |
|-------------------------------------|------------------------------------|
| ① Regraded plaza | ⑧ New escalators |
| ② New landscaping | ⑨ New stairs |
| ③ New seating | ⑩ New lift |
| ④ New retail / hospitality building | ⑪ New retail / hospitality space |
| ⑤ Services | ⑫ New awning over the east terrace |
| ⑥ New entry to basement retail | ⑬ New lighting |
| ⑦ New entry to the Grand Concourse | ⑭ New signage |



Compliance with specific policies

Policy	Comment
<p>6. Item Specific Policy: Use</p> <p>Continue to use the Eddy Avenue Forecourt as a pedestrian thoroughfare and meeting place and maintain the use of the Eddy Avenue entrance as the primary pedestrian entry into Central Electric. Retain retail presence in the vicinity of the Forecourt.</p>	<p>Eddy Avenue Forecourt would be retained as a pedestrian thoroughfare and meeting place which provides the primary entry into the Central Electric building.</p> <p>Retail presence (food and beverage outlets) would be retained on its east and west sides, upgraded on the east side by a new two-storey structure. This would replace existing structures.</p>
<p>7. Item Specific Policy: Vistas</p> <p>Ensure vistas to the Eddy Avenue entrance when approaching from Belmore Park are not obscured.</p> <p>Ensure vistas to Central Electric building façade are maintained from within Eddy Avenue Forecourt.</p>	<p>Vistas to the Eddy Avenue Entrance and Central Electric building façade would be maintained by the project. The removal of existing kiosks and retail to the east (and consolidation in a new structure on the eastern boundary) would have moderate beneficial impacts by reducing the visual clutter in the open space. The two-storey height of the new structure would be offset by its siting on the boundary, which maintains the key identified vistas.</p>

<p>8. Item Specific Policy: Alterations and Additions</p> <p>Alterations and additions to the Forecourt to improve the area is permissible and should reference historic drawings and photos. Alterations and additions to the Central Electric Building façade should be avoided.</p> <p>Alterations to existing kiosks on the eastern fringe of the Forecourt is permissible, provided adjacent significant fabric in the Forecourt is not impacted.</p> <p>Alterations to kiosks should not result in an increase in building footprint, mass or height.</p> <p>Removal of intrusive kiosks is permissible and the redevelopment of the space as part of a considered design for the overall forecourt is supported.</p>	<p>Additions are proposed in the form of a new structure housing food and beverage outlets to the east. The building is contemporary in design and deferential to the architecture of the Main Terminal building. The simple, lightweight expression of the new two-storey building was informed by design review feedback.</p> <p>Existing kiosks on the eastern side would be removed. The proposed structure in this location would occupy a smaller footprint than the current kiosks combined, and would not impact on any significant forecourt fabric. While the new structure would be two storeys high, its impact would be mitigated by its siting on the boundary, its restrained contemporary design, and the replacement of uncoordinated and intrusive existing structures. The food and beverage outlets it would house are consistent with the historical usage of the forecourt.</p> <p>It is also proposed to demolish the c1920s vehicular ramp to the east to make way for the new two storey building. While it is graded as of high significance in the CMP, its main significance is a result of its continued use as an egress from the platforms to the south. Following the construction of the Main Terminal building two ramps were present around this location, demolished for construction of the Central Electric station. The present ramp was constructed at this time but has been modified. The section of the wall closest to Eddy Avenue was demolished, possibly between 1984 and 1986 when the present corner kiosk building was constructed. While demolition results in a negative heritage impact, it would be mitigated by the new egress from the upper platforms (via a stair), and the alignment of the new building conforming to that of the former ramp. The removal of the ramp would allow Eddy Avenue Plaza to be enlivened as a public space, incorporating quality design, new uses and a consolidated built form on the eastern side.</p>
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Policy	Comment
10. Item Specific Policy: Fabric Specific elements for conservation include: <ul style="list-style-type: none"> - neo-classically detailed stonework - elliptical archway - window joinery - original light fittings 	<p>The elements listed relate to the Central Electric building; refer to Section 9.6.2.</p> <p>No original light fittings survive within the Eddy Avenue Plaza.</p>
11. Item Specific Policy: Intrusive elements Implement change to remove intrusive fabric, visual clutter and the current configuration and presentation of the retail tenancies	<p>The project removes intrusive kiosks, and in doing so minimises visual clutter by rationalising the footprint of commercial structures within the plaza.</p>
15. Item Specific Policy: Development Development should be encouraged to improve the setting, landscape and use of the Forecourt. New retail structures should not be a larger footprint, mass or height than the existing.	<p>The proposed two-storey structure housing food and beverage outlets to the east, and three smaller structures to the west providing similar retail outlets, would rationalise retailing facilities and reduce the existing clutter within the plaza.</p> <p>Their design would be visually recessive and form a coherent group of structures. This would assist in minimising impacts on the plaza. Refer also to discussion above.</p>

Itemised impact assessment against significant elements

Elements	Grading of significance	Project	Assessment of impacts
<i>Overall</i>	<i>High</i>	New two-storey F&B structure to east, new retail kiosks to west, demolition of ramp	<p>As stated above the new structures would be contemporary in design and deferential in terms of form, detail and colour selection to the architecture of the Main Terminal Building and the Central Electric Building.</p> <p>The proposed structures would rationalise existing facilities and reduce clutter in the plaza.</p> <p>The two-storey height of the eastern structure would be mitigated by its design and the continuation of historic uses of the plaza.</p> <p>The ramp has been modified over the years. Its primary significance lies in its provision of access between the platforms and the plaza. Its demolition enables considerable improvements to open space and access. A new stair would provide egress.</p>
<i>Views and Vistas</i>	<i>High</i>	New two storey F&B structure	Limited visual impacts as stated above.
<i>Context and setting</i>	<i>High</i>	New landscaping	Moderate beneficial. New paving, landscaping and removal of sundry kiosks structures would enhance the context and setting of the Central Electrical Building.
<i>Brick colonnade and retail space</i>	<i>Little</i>	Rebuilt	As discussed in the East Deck section below, the unsympathetic modern brick structure would be rebuilt.
<i>Brick walls, paving, steps and balustrades</i>	<i>Little</i>	Levelled and repaved	The removal of the split level to the plaza, relevelling and repaving would restore the single grade nature of the space, improve accessibility, and provide scope to reinstate and introduce new landscaping into the area.
<i>Pedestrian Mall</i>	<i>Little</i>	Rationalised	Positive impact through rationalisation of existing kiosks with well-designed new building – refer earlier discussion.

Elements	Grading of significance	Project	Assessment of impacts
<i>Free standings retail kiosks</i>	<i>Intrusive</i>	Rationalised	Minor beneficial impact through rationalisation of existing kiosks with well-designed new building – refer previous discussion.
<i>Landscape elements including trees and lighting</i>	<i>Moderate</i>	New landscaping	There is currently limited landscaping in the Eddy Avenue Plaza. A small number of trees are planted within the plaza, those on the northern fringe appearing to date to the 1940s. The largest mature tree to the north of the plaza would be retained alongside new landscaping works to the plaza and new plantings.
<i>Archaeological potential</i>	<i>Moderate</i>	New services.	Refer to historical archaeological impact assessment.

Overall, the heritage impacts of the project on the Eddy Avenue Plaza would be **moderate beneficial**. The project proposes the regrading of the plaza and the installation of a new two-storey retail building, removing uncoordinated retail development and the modern split-level surface. This would improve the accessibility and use of the space as well as its appearance in conjunction with new landscaping. Whilst the works entail the demolition of the vehicular ramp, the significance of the element rests predominately in its function as a form of egress from the platforms above. The impacts of the demolition would be balanced by the substantial improvements to commuter circulation and the enhanced setting to the General Electric Building.

9.6.2 Central Electric

History

The evolution of this space is summarised in the table below:

Date	Key event
1926	Designed as a station building to provide passenger access to the new electrified suburban rail lines opened in 1926. The station had two entrances – one at Eddy Avenue and the other at Chalmers Street.
Mid - late 20th century	A mezzanine was inserted into the space to create office space above.
1994	A plant room was installed on top of the Central Electric building.
2022	New Metro canopy installed above the building, designed by Woods Bagot.

Significance

The Central CMP 2022 states:

The Central Electric Station holds historical significance as an important building associated with the electrification of the NSW Railway. The Station opened in March 1926, and the first electric train operated from the station the same day. Prior to the construction of the station, the area was occupied by the short suburban platforms 16-19, the brewery siding and the horse docks. The station therefore holds some research potential, relating to these previous uses and railway infrastructure from the early 20th century.

The Central Electric Station has historical associative significance pertaining to Dr Job Crew Bradfield, who designed and managed the construction of the Station. Dr Bradfield is renowned for his contribution to the construction of the Sydney Harbour Bridge. The Station also holds aesthetic significance in its representation of neo-classical architecture in the building's sandstone facade. The station is technologically significant as it was one of the first building's in the state to use reinforced concrete slabs in its construction. The use of sandstone throughout the station represents the extensive use of this material during the early 20th century. The Station holds social significance for its continued use as a railway station since 1926.

The Central Electric Station is assessed as having state heritage significance.

Compliance with specific policies

Policy	Comment
<p>6. Item Specific Policy: Use</p> <p>Continue to use Central Electric as a major entrance to the Central Station precinct. The building should continue to have transport or rail uses, and upper levels continue to provide administration spaces to facilitate the ongoing use as a transport building.</p>	<p>At ground level there would be no change to the current use of the Central Electric Station as a major entrance to the Central Station precinct. The former upper level offices would house food & beverage facilities, with the roof accessible to the public from here. This is considered appropriate as the upper level offices are assessed as having moderate to little significance and no longer operate as rail offices. Provision of food and beverage facilities provides the potential for increased public visitation to Central Station and the potential to increase public awareness and appreciation of the place and its significance. Dining facilities were an integral part of Station offerings in the past.</p>
<p>8. Item Specific Policy: Fabric</p> <p>Specific elements for conservation include:</p> <ul style="list-style-type: none"> • neo-classically detailed stonework • elliptical archway • window joinery • original light fittings • original illuminated signage to Central Electric Building 	<p>All of the surviving significant fabric listed would be retained and conserved as part of the project. The project would have no adverse heritage impacts.</p> <p>A stair would be reinstated within the south-western corner of the building, in the location of the original stair. It would be configured slightly differently to the original, but would provide access to the upper floor and the roof above. A new frameless glass balustrade would be installed on the roof. These works would result in a negligible heritage impact.</p> <p>The new lift to be installed near the western façade would have no physical impacts on the Central Electric building, and is sited appropriately to ensure it is a recessive element and does not visually detract from the building. The lift overrun would not be visible above the building in views to the north elevation.</p>

Policy	Comment
<p>9. Item Specific Policy: Interiors</p> <p>During major refurbishment take the opportunity to reveal and celebrate the original interior design configuration of the building.</p> <p>Opportunities to restore the original spatial volumes and remove later intrusive accretions and redundant services should be investigated.</p> <p>Consider the removal of the following intrusive paint finish from the existing valances.</p>	<p>The intrusive mezzanine would be removed, regaining the original spatial quality of the first floor interior of the building. This would result in moderate beneficial impacts.</p>
<p>10. Item Specific Policy: Short term uses and changes</p> <p>Do not allow negative impacts on significant fabric, spatial qualities and setting for short term gain. e.g. commercial signage.</p>	<p>The proposed refurbishment of Eddy Avenue Plaza, the Central Electric Building and the adjoining East Deck have been purposefully designed to provide a long-term solution for the accommodation of improved food and beverage tenancies. Sundry kiosks buildings presently clutter and detract from the space would be removed and replaced with a new high quality retail building that responds positively to the setting of the historic buildings. The siting and design of the new building and its new landscaped setting would enhance the spatial quality and functioning of the Plaza.</p>

Itemised impact assessment against significant elements

Elements	Grading of significance	Project	Assessment of impacts
<i>Overall</i>	<i>High</i>	New F&B in non-original first floor, stair, lift	The reuse of the former upper-level offices as a food and beverage facility would have no adverse impacts on the space, identified as being of moderate little significance. The installation of a lift near the western façade and a stair at the original stair location would result in minor adverse visual impact due to the visibility of the overrun from some angles. The frameless glass balustrade on the roof would have a negligible visual impact.
<i>Views and vistas</i>	<i>High</i>	New retail building in plaza and landscaping	Refer to Section 9.8.2. The frameless glass balustrade on the roof would not have any visual impact given its translucent nature; the view behind the balustrade is dominated by the modern Woods Bagot canopy.
<i>Context and setting</i>	<i>High</i>	None	Refer to Section 9.8.2.
<i>Main Sandstone façade, archway and fenestration</i>	<i>High</i>	None	Neutral.
<i>East, west and south sandstone facades</i>	<i>High</i>	New lift near west façade.	The new lift would have no physical impacts on the Central Electric building. The lift shaft would be visible from some vantage points within the plaza and would result in minor adverse visual impacts.
<i>Roof</i>	<i>Little</i>	New publicly accessible roof terrace	Minor adverse visual and physical impacts would result from the adaptation of the space for public use and the visibility of the new lift overrun. The installation of the frameless glass balustrade would have negligible visual impact.

Elements	Grading of significance	Project	Assessment of impacts
<i>Upper level offices and mezzanine level</i>	<i>Little</i>	Reuse for F&B	There would be no adverse impacts from the change of use to the former offices, assessed as having little to moderate significance.
- <i>doors, windows and hardware</i>	<i>Moderate</i>	Replacement of obscure glass with clear glass	Negligible adverse impacts.
- <i>floors and paving</i>	<i>Little</i>	Demolish mezzanine	Moderate beneficial impact
- <i>skirting, architraves and linings</i>	<i>Moderate</i>	None	Neutral.
- <i>applied finishes</i>	<i>Little</i>	Repaint.	Neutral.
- <i>fitout</i>	<i>Little</i>	New fitout	Neutral.
<i>Metro canopy</i>	<i>Little</i>	None	Neutral.
<i>Introduced services, mechanical, electrical, lighting and data</i>	<i>Intrusive</i>	None/removal or consolidation	Minor beneficial impacts.

Overall, the heritage impacts of the project on Central Electric would be **moderate beneficial**. The works are limited to the re-purpose of the upper level offices as a food and beverage outlet, considered appropriate as the space and its fabric are graded as of moderate to little significance and no longer serve their original purpose. A new lift would be provided to the East Deck near the building, but is a physically separate and visually recessive element. A stair would be reinstated in the location of the former stair, resulting in no adverse impacts. Removal of the mezzanine to regain the spatial qualities of the first floor would result in moderate beneficial impacts.

9.6.3 East Deck

History

The evolution of this space is summarised in the table below:

Date	Key event
1906	Original east deck built of brick masonry as part of the first stage of the Main Terminus Building.
1995	East deck demolished and rebuilt in modern brick. New colonnade featured an open under-croft to house relocated shops/tenancies from the forecourt area.

Significance

The Central CMP 2022 states:

The East Deck is part of the original form of the Main Terminus Building as designed in c.1906. Whilst the East Deck has largely been demolished, the reconstructed structure is of a similar scale as the original and is a sympathetic addition to the area, providing additional amenity to through a sheltered under croft in the Eddy Avenue Forecourt. The design of the reconstructed East Deck aesthetically contributes to the surrounding significant areas of the Sydney Terminal and Central Electric Precincts, through its sympathetic arcade design and use of brick materials.

The original eastern stair which connects the Eddy Avenue Forecourt to the Grand Concourse is of historic significance as the only extant element from the original East Deck. The form and scale of the stair has been retained, however its integrity has been impacted due to the altered material finishes.

Compliance with specific policies

Policy	Comment
<p>6. Item Specific Policy: Use</p> <p>Continue to use the East Deck as a pedestrian access point between the Grand Concourse, porte-cochere and Eddy Avenue Forecourt. Ensure the sense of progression from the deck to the Grand Concourse and on to the platforms is maintained.</p>	<p>The east deck would continue to provide an access point for pedestrians travelling between the Grand Concourse, Port-Cochere and Eddy Avenue Plaza. It would also accommodate retail beneath fronting the forecourt, as the existing structure does, which would have no adverse impact.</p> <p>There is a limited sense of progression from the Grand Concourse to the exterior spaces of the Terminal Building at present, as the East Deck is less frequented by the public due to being exposed to the elements. It also provides and an indirect entry/exit route.</p> <p>The proposed awning would provide the shelter originally intended to cover this area, making it a more usable thoroughfare. Early architectural drawings show that an awning was intended to shelter this access path, and the stone was detailed for the insertion of awning trusses.</p>

Policy	Comment
<p>7. Item Specific Policy: Alterations and Additions</p> <p>Alterations and additions to the East Deck should be avoided where possible.</p> <p>Retain an open uncluttered space which is used as a pedestrian thoroughfare or for the use of emergency vehicles.</p> <p>Minimise obstructing views and understanding of the significant sandstone facades of the Main Terminus Building.</p>	<p>The proposed alterations and additions to the east deck would have minor beneficial heritage impacts. They are comprised of the rebuilding of the East Deck support structure built around 1995 to replace an earlier deck structure, and the construction of an awning over the deck. These works would achieve the intended presentation of the elevation and construction of an awning as per the original design for the place. The new structure would be more sympathetic to the historic building than the 1995 deck, and would house retail beneath as the existing structure does.</p> <p>The current escalator would also be relocated into the former east passage, with a lift further south, minimising the visual impact and physical obstruction of these required access facilities. This would result in an improved wayfinding and legibility outcome for passengers moving from Eddy Avenue Plaza to the Grand Concourse.</p> <p>The new structure would continue to provide pedestrian access on the lower and upper sections of the East Deck.</p> <p>The project would not obscure the significant sandstone facades of the Main terminus Building. Rather, they would complement the building and realise the intentions of the original design.</p>
<p>9. Item Specific Policy: Intrusive fabric.</p> <p>Demolition of, or changes to, the existing intrusive building structures and services should be recommended without formal approval provided no significant fabric is impacted on by the change.</p>	<p>The escalator and awning currently noted as intrusive would be demolished as part of the project.</p>

Itemised impact assessment against significant elements

Elements	Grading of significance	Proposed works	Assessment of impacts
<i>East Deck Overall (not original East Deck)</i>	<i>Moderate</i>	Rebuilding, New awning, use for seating connected to new retail	<p>The East Deck was built in 1995 to replace an earlier structure and has moderate significance. The rebuilding of the east deck would be clearly distinguishable as new work, but its design would respond to the architecture of Central Station in a more appropriate manner, improving the contribution of the East Deck to the place. By keeping a deck in this location, the moderate significance of the element would be retained, as well as its ability to house retail tenancies.</p> <p>The construction of an awning over the deck, detailed to match the existing awning extending around the north and west facades, is consistent with the original design intent for the building and would provide important shelter from the sun and rain. The awning design reflects a Burra Charter approach, referencing the western awning as a historic precedent but remaining identifiable as new work incorporating contemporary variations in detail.</p> <p>The secondary use of the deck, providing outdoor seating for the restaurant offerings off the Grand Concourse, would allow the reactivation of those spaces historically used as refreshment rooms, with no impact on the east deck.</p>
<i>Views and vistas</i>	<i>Moderate</i>	Rebuilding deck, new awning	The project would improve the appearance of the East Deck and views to Central Station from the north and north-east.
<i>Context and setting</i>	<i>Moderate</i>	Rebuilding deck, new awning	The project would improve the appearance and functionality of the East Deck and Central Station.

Elements	Grading of significance	Proposed works	Assessment of impacts
<i>Escalator</i>	<i>Intrusive</i>	Relocated	The escalator would be relocated into the east passage, with less visual impact and improved wayfinding and legibility outcomes.
<i>Awning</i>	<i>Intrusive</i>	Replaced	The present awning would be removed and replaced with a more sympathetic awning detailed to interpret the original awning on the north and west elevations. It would be consistent with the original design intent but be distinguishable as new work consistent with the Burra Charter principles.
<i>Terrace and paving</i>	<i>Little</i>	Removed and replaced.	Neutral.
<i>Signage and wayfinding</i>	<i>Little</i>	New signage	Neutral.
<i>Sandstone balustrade</i>	<i>High</i>	None	Neutral.
<i>Metal balustrade</i>	<i>Little</i>	Compliance upgrade works	Minor adverse impacts.
<i>Reproduction carriage lamps</i>	<i>Moderate</i>	Remove	Minor beneficial. The faux heritage lights detract from the presentation of the East Deck.

Overall, the heritage impacts of the project on the East Deck would be **moderate beneficial**. The project involves the rebuilding of the non-original (1995) deck in a design which responds to the architecture of Central Station in a more appropriate manner; improving the contribution of the East Deck to the place and retaining its moderate significance. A new awning would also be provided above the deck to match that on the western side of the building, as was originally envisaged to extend to the east, resulting in beneficial heritage impacts and improved amenity.

9.7 Consistency with heritage studies and policies

9.7.1 Central Precinct Design Guide

The Central Precinct Design Guide was prepared by Transport for New South Wales, and its objectives are required to be considered as part of any future development applications within Central Precinct. The objectives of the Heritage Conservation Section of the guide are as below:

Objective	Comment
<i>i. celebrate the heritage significance of the Central Precinct as a major historic transportation hub.</i>	The project celebrates the heritage significance of the place by facilitating improvements to access and providing spaces for retailing and commercial activities. The revitalisation of existing spaces would assist in conserving the building and its contribution to the Precinct.
<i>ii. embed heritage values into the design and development of a unique, place-based destination by demonstrating design excellence and design quality.</i>	
<i>iii. promote conservation of the heritage values throughout the Central Precinct.</i>	The project is designed to be sympathetic to the place with well-designed works that are clearly distinguishable as contemporary. The new development would revitalise the precinct and improve the amenity of Central for users and visitors.
<i>iv. aim to enhance the aspects of the place that are intrinsic to its value including design, fabric, built form, spaces, uses, functions, settings, landscapes, views, and intangible values.</i>	The project is based on a thorough understanding of the historic development of Central Station and the heritage significance of the place, spaces and fabric.
<i>vi. appropriately respond to the historic visual, physical and spatial character of Central Precinct, having regard for the scale, design and materiality of significant buildings and structures.</i>	The project would enhance and facilitate an increased appreciation of the original spaces, uses and fabric of the place by encouraging and facilitating access to public spaces alongside those formerly reserved for staff.
<i>vii. remain contemporary in architectural expression but sympathetic in design detail, clearly demarcating historic and new fabric.</i>	
<i>ix. prioritise the retention and sensitive adaptive reuse of heritage items, ensuring the protection of their significant features, spaces and fabric and sustaining their long-term viability within the Precinct.</i>	
<i>xi. ensure the legibility of the different phases of historic development at Central Railway Station and its place as the centre of the railways in NSW</i>	
<i>xii. incorporate high quality, holistic interpretation integrated within the design and delivery of new public spaces and experiences.</i>	

Objective	Comment
<i>v. be informed by heritage specialist advice and specialist expertise.</i>	The project has been designed with input from TKD Architects' heritage specialists.
<i>viii. avoid unacceptable visual impacts to identified significant views and vistas.</i>	The project would not result in any unacceptable visual impacts from significant views and vistas. Visual impacts would be minimal as works are largely contained within the building envelope. Works that affect the public domain – particularly Eddy Avenue Plaza – have been designed to minimise impacts on significant views. See Visual Impact Assessment for more detail.
<i>x. deliver high quality entry points to the Precinct that respond to the existing heritage character and fabric whilst improving connectivity to the surrounding city</i>	High quality entry-points, alongside greater and improved access to the place, form a core part of the current proposal. The new entries and movement facilitated into and through the building by the project would enhance the connectivity of the buildings to its urban surrounds.
<i>xiii. ensure interpretation speaks to the diversity, depth, and longevity of the site's history to enrich the visitors experience and understanding of the place.</i>	Interpretation initiatives would be developed for the project area as part of detailed design, in coordination with new signage, wayfinding, public art, and Connecting with Country initiatives.

9.7.2 Central Precinct Heritage Framework

The Heritage Framework prepared by Tonkin Zulaikha Greer Architects contains an overarching vision for the Central Precinct, alongside a set of heritage outcomes against which any future proposals should be assessed. The vision for the Precinct as outlined by TZG is as follows:

To acknowledge, express and enhance the story of transformation of the Precinct, from government and social welfare uses in the nineteenth century and colonial Sydney's second burial ground, to a Precinct whose focus is the iconic hub of the NSW rail network. Underlying this transformation is the continuity of the Precinct as Aboriginal land.

To embed the exceptional and ever-evolving heritage values of the Precinct in design elements, architecture and place-making in a cohesive holistic fashion to facilitate the continued appreciation of the Precinct as an iconic heritage place, whose history gives meaning and richness to its future.

The Heritage Outcomes (Assessment Criteria) outlined in Section 7.4 are inserted into the table below with a comment responding to each.

Heritage Outcome	Comment
1. Retain key heritage values of the precinct by taking a 'tolerance of change' approach when considering fabric, function & relationships of heritage items identified in the Central Precinct Heritage Framework.	The project is generally located in areas that have been modified and to non/original/modern fabric, which has a greater tolerance for change. Only minimal intervention to high or exceptionally significant fabric is anticipated to occur, and where this must happen, fabric to be demolished would be recorded prior to removal, salvaged, and these parts of the building interpreted.
2. Maintain the long-term viability of Central Station as Sydney's primary rail terminus and interchange.	The core aim of the project is to upgrade Central Station to ensure its continued use and long-term viability. Through the targeted changes, user experience and movement throughout the station would be improved and disused parts of the building reinvigorated. Increased amenity and attraction would also be provided to visitors and commuters.
3. Make the main phases of Central Station's evolution legible.	The primacy of the original phases of construction at Central Station would be maintained and enhanced. Where impacts to significant original and early fabric occur, they would be appropriately recorded and interpreted to ensure that the Station's evolution would be understood, through archival recording, interpretation, and considered design of the junction between historic fabric and new interventions.
4. Treat further phases of the Station's evolution as a contemporary overlay.	New works would be clearly distinguished and would be designed to ensure they are deferential to the significant fabric. The materiality of new works would assist in communicating their contemporary nature, with no attempts to disguise new work as old.

5. Activate and adaptively reuse underused heritage items in the precinct and heritage spaces in Central Station to enhance the appreciation of heritage, contribute to place-making and make the Central Precinct a desirable destination.	The project seeks to support and enhance the station's key usage as a major transport interchange. Alongside this, the project proposes the reinstatement of retail activity in original shops, in conjunction with some compatible new uses including small scale restaurants and cafes in former shops, and an event venue within the former Electrician's Department. It is anticipated the project would make Central Station a desirable destination, thus contributing to the Central Precinct.
6. Ongoing heritage management is consistent & coordinated based on an understanding of the complex heritage values of Central Station and other items in the precinct.	The project generally would result in minor adverse impacts on the significant and complex heritage values of the place overall. The project serves to enhance these values and perpetuate the ongoing use of the place for its original functions, through improving movement and wayfinding alongside revitalising secondary uses like retail. The project helps the place achieve the necessary upgrades to ensure it meets the needs and requirements of its users and visitors in the twenty first century.
7. Remove elements that detract from heritage values.	The project includes the removal of a variety of later partitions, mezzanine floors, and infill to original openings, which detract from an understanding of the original spatial qualities and uses of the building.

9.7.3 Central Precinct Vision

The Central Precinct Renewal Precinct Vision and Strategic Framework was prepared by OMA and the NSW Government Architect in 2017. The core elements of the vision are:

Precinct

An iconic precinct at Sydney's heart, regionally specific, globally and locally connected, catalysing the growth of the city and the nation.

Public Domain

Animated, people-oriented public places catering for diverse interests, with seamless movement, access and connections through a variety of parks, streets and squares that enhance the urban and social ecosystems.

Transport and Mobility

A connected transport precinct enabling effortless mobility now and into the future.

Heritage

Lively heritage re-establishing the station terminal's iconic character and integrating the precinct's heritage elements to enrich the identity of the city.

Built Environment

Flexible typologies that accommodate a rich mix of uses ensuring diversity and vitality to drive economic and social resilience

Comment

The project is consistent with the Central Precinct vision as it seeks to upgrade Central Station while contributing to the sense of 'precinct' by upgrading and enlarging areas of people-oriented public space. It would revitalise both the transport and commercial offerings of the area, and provide improved access and wayfinding into and throughout the building. The project treats heritage and place as lively and dynamic concepts by sympathetically managing change, while maintaining the significance of the Terminal Building and its fabric.

9.8 Visual impacts

The potential visual impacts of the projects are illustrated in the following photomontages prepared by Virtual Ideas on 25 November 2022, with comments below.

The views below have been selected to align with relevant significant views identified in the 2022 Central CMP. They are:

- View from corner Eddy Avenue and Pitt Street
- View from Eddy Avenue towards Eddy Avenue Plaza
- View from Eddy Avenue
- View from Railway Colonnade Drive
- View from Broadway
- View from Elizabeth Street at Foveaux Street
- View within the Grand Concourse

9.8.1 Eddy Avenue and Pitt Street



- 63 Existing and proposed views of the building from the corner of Eddy Avenue and Pitt Street.
Source: Virtual Ideas, 2 December 2022.

Comment: The project would result in negligible visual impacts when viewed from the corner of Eddy Avenue and Pitt Street. The only visible element of the project is the new stair and service enclosure on the roof, which is largely screened by the existing parapet.

9.8.2 Eddy Avenue Plaza



64 Existing and proposed views of the building from Eddy Avenue approaching Eddy Avenue Plaza. Source: Virtual Ideas, January 2023.

Comment: The project would result in moderate visual impacts when viewed from Eddy Avenue approaching Eddy Avenue Plaza, as a result of the demolition of the vehicle ramp, the construction of a new retail building, and the rebuilding of the East Deck. These impacts, however, improve the visual appearance of the area by making the Central Electric building the focal point of the plaza, improving the aesthetic contribution of the East Deck, relocating services and consolidating uncoordinated retail development into one building.

9.8.3 Eddy Avenue



65 Existing and proposed views of the building from Eddy Avenue.
Source: Virtual Ideas, January 2023.

Comment: The project would result in negligible to minor adverse visual impacts when viewed from Eddy Avenue. The removal of the two shops and the lift and stair enclosure would have some limited visibility. The roof additions are largely screened by the existing parapet and would be recessive in colour with a corrugated metal materiality. The removed shops (for the creation of a new passage and escalator) would have a moderate visual impact on the streetscape presentation of the building.

9.8.4 Railway Colonnade Drive



66 Existing and proposed views of the building from Eddy Avenue.
Source: Virtual Ideas, January 2023.

Comment: The project would result in minor visual impacts when viewed from Railway Colonnade Drive. The rooftop service additions would be most visible from this view. The additions would be partially screened by the existing parapet and would be recessive in colour to minimise its impact. The proposed PV Cells to the roof of the Porte Cochere would not be visible. The reconstruction of roof glazing would improve light within the space.

9.8.5 roadway



67 Existing and proposed views of the building from Broadway.
Source: Virtual Ideas, January 2023.

Comment: The project would result in no visual impacts when viewed from Broadway. No element of the project would be visible from this view.

9.8.6 Elizabeth Street and Foveaux Street



68 Existing and proposed views of the building from Elizabeth and Foveaux Streets.
Source: Virtual Ideas, January 2023.

Comment: The project would result in minor to moderate visual impacts when viewed from Elizabeth and Foveaux streets. The roof of the new retail building and the roof plant would be visible from this view. However, both the roofing material and the plant will be of a recessive colour and modern materials, to mitigate their visual intrusion on the significant sandstone materiality of the place.

9.8.7 Grand Concourse



69 Existing and proposed views of the building from the Grand Concourse.
Source: Virtual Ideas, January 2023.

Comment: The project would result in minor visual impacts when from the Grand Concourse. The shifting of the ticket gates and removal of the modern timetable board would reduce the visual clutter in the space. The reconstruction of the original extent of roof glazing would have a moderate beneficial heritage and visual impact introducing more natural light. The provision of a bar where the existing information desk sits, alongside new plantings in a planter box and seating, would minor visual.

9.9 Cumulative impacts

The Sydney Terminal Building Revitalisation project, if approved, would take place in the context of major proposed and approved change within the Central Precinct. Three major projects in various stages of approval and completion which relate to the project area include:

- the proposed Central Station State Significant Precinct Masterplan (which includes areas of over-station development)
- the proposed Western Gateway redevelopment (which includes demolition of the Western Forecourt area and new development housing Atlassian, Toga Central and Dexus Frasers development)
- the approved Central Station Metro Main Works currently nearing completion.

The heritage impacts of these projects were separately assessed as part of the Environmental Impact Assessment process for each.

Collectively, these three projects would have major, irreversible heritage impacts on the place. The Heritage Impact Statements for the Environmental Impact Statements for these projects assess them as having moderate to major physical impacts and major visual impacts on the Central Precinct.

The Sydney Terminal Building Revitalisation project would result in an overall minor heritage impact on the place. It positively impacts the place by enhancing and upgrading the Terminal Building to allow its continued operation as a transport interchange. The project would also increase the efficiency and amenity of the station by improving paths of movement through the building and providing a variety of new retail and food and beverage offerings, further facilitating the continued use, visitation and appreciation of the place.

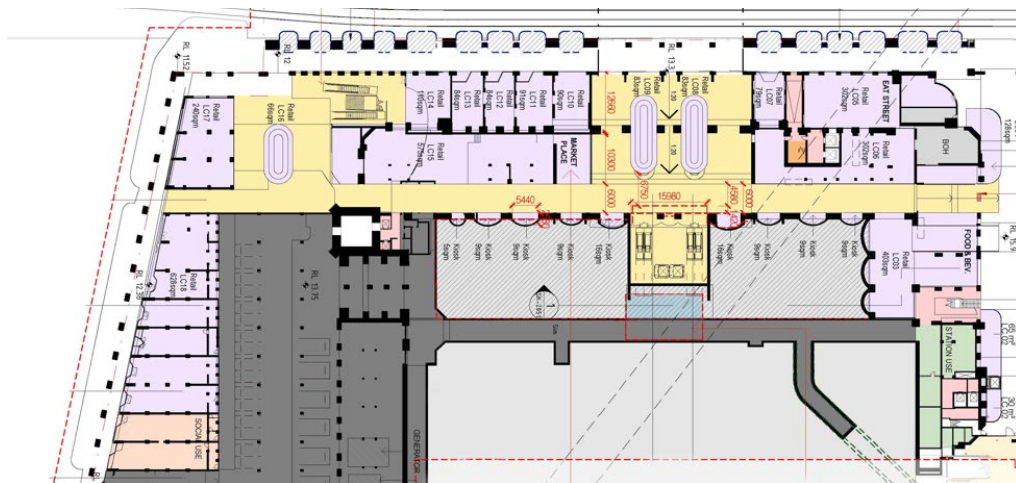
Cumulatively, the Sydney Terminal Building Revitalisation project would have a negligible heritage impact on the Central Precinct, within the wider context of major development and major, irreversible heritage impacts to the place.

9.10 Design development and consideration of options

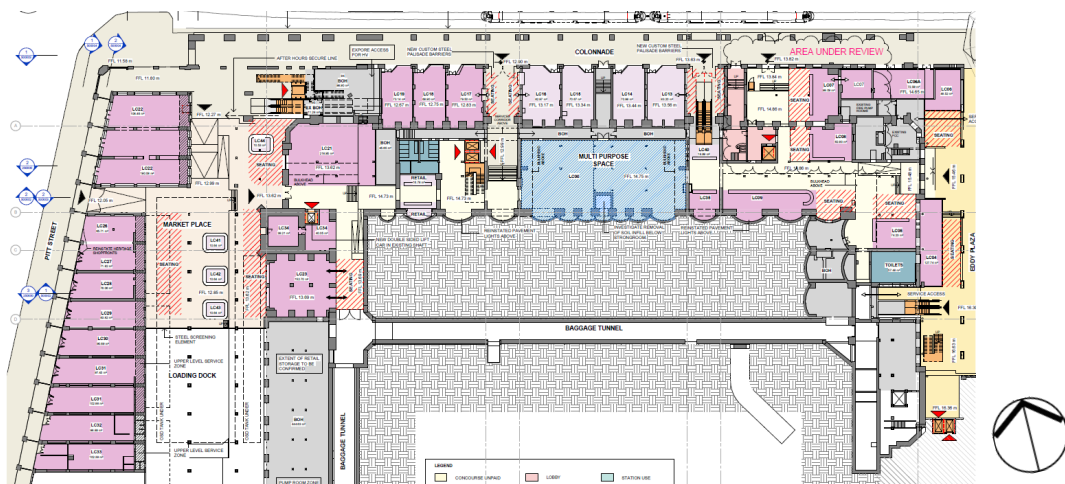
The concept design for the Sydney Terminal Building was based on an earlier preliminary scheme prepared by Architectus. This scheme entailed major excavation, demolition, relocation of services to accommodate new retail uses and public circulation improvements. This section assesses the relative impacts of the preliminary scheme compared with the current scheme.

9.10.1 Ground floor (lower concourse) retail and public access

At ground floor level, the preliminary Architectus scheme involved a major East-West link or tunnel, significant demolition within the basement to create dual-access retail tenancies and passageways, and a large void to access the Grand Concourse via escalators.



70 Preliminary Architectus concept scheme, ground floor (lower concourse) plan, 2021.
Source: Architectus, supplied by Transport for NSW.



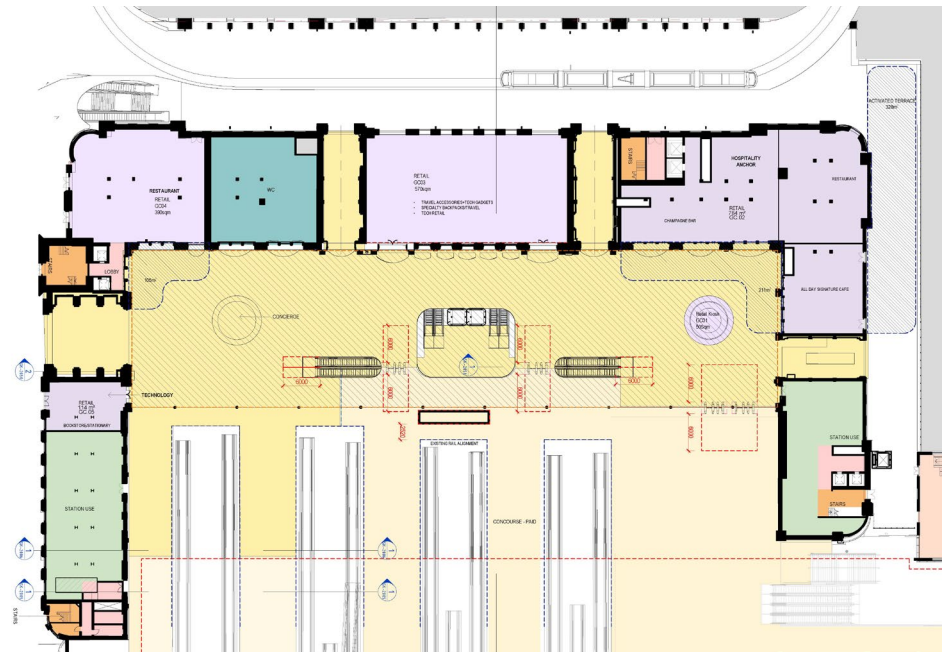
71 Current scheme, ground floor (lower concourse) plan, 2022.
Source: Grimshaw Architects.

Ground floor (lower concourse) level: preliminary concept and current schemes – comparative heritage assessment.

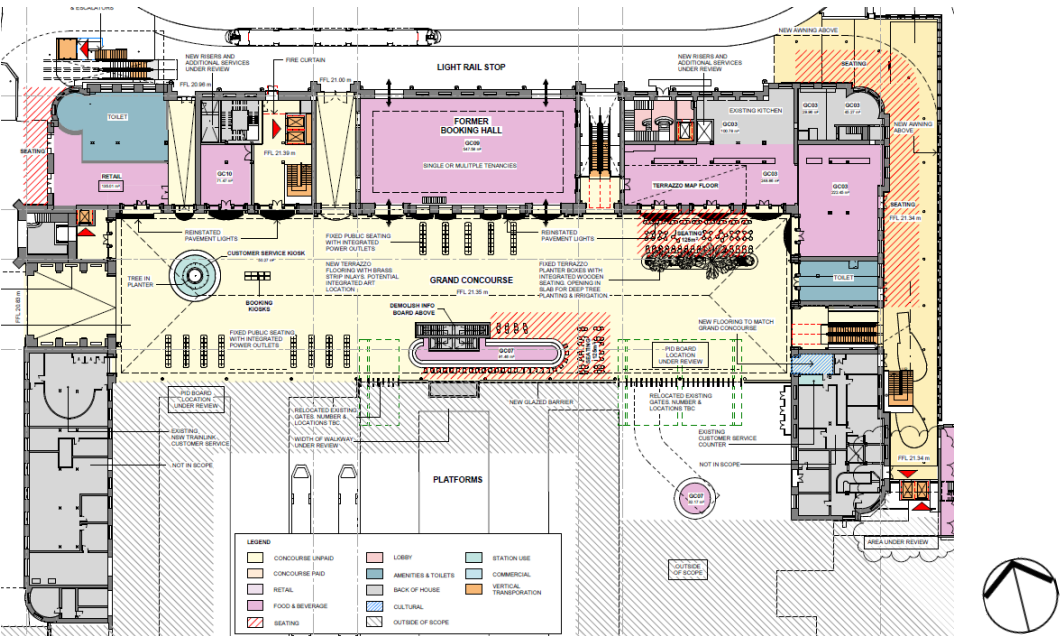
Project works	Direct impacts (Fabric; curtilage)	Indirect impacts (Views, Setting; intangible values)
Architectus concept scheme 2021		
<ul style="list-style-type: none"> New east-west public link extending through the ground (lower concourse) level from Pitt Street to Eddy Avenue Plaza. Activation of the basement areas for new retail. Major new public entry to the Grand Concourse from the centre of the building on Eddy Avenue. 	<p>Major adverse physical impacts resulting from:</p> <ul style="list-style-type: none"> demolition of original masonry walls for new east-west link tunnel and new vertical transport demolition of original and early spaces such as the Electrical Engineers Department, part of the Eddy Avenue colonnade, four Eddy Avenue shops Demolition of rear walls of shops to create dual-access retail tenancies and new connections Installation of large retail pods within former Eddy Avenue Shops Excavation of basement areas to achieve level access. 	<p>Major adverse visual impacts as viewed from Eddy Avenue and Belmore Park resulting from:</p> <ul style="list-style-type: none"> creation of a new large entrance on Eddy Avenue demolition of parts of colonnade. <p>Major adverse impacts on the ability to understand the original configuration of the building and its original and early uses.</p>
Current scheme		
<ul style="list-style-type: none"> Localised demolition in basement areas to provide public access. Activation of the basement areas for new retail. One new public entrance to the Grand Concourse on Eddy Avenue via new escalators. One new public entrance on Eddy Avenue to the activated basement areas. Upgrade works to the north-west corner to improve commuter circulation, wayfinding 	<p>Minor to moderate adverse physical impacts resulting from:</p> <ul style="list-style-type: none"> localised and minimised demolition of columns in the western corner demolition of small sections of wall in the basement area Removal of two shopfronts to create improved thoroughfare Demolition of the floor slab in the north-east passage to accommodate a new escalator. 	<p>Minor adverse to neutral visual impacts as viewed from Eddy Avenue:</p> <ul style="list-style-type: none"> introduction of two new public entrances within the Eddy Avenue colonnade demolition of parts of the Eddy Avenue colonnade <p>Neutral to minor adverse impacts on the ability to understand the original configuration of the building and its original and early uses:</p> <ul style="list-style-type: none"> Original plan-form of basement Electricians' department reinstated Legibility of original service corridors retained Legibility of plan-form of Eddy Avenue shops retained.

9.10.2 Grand Concourse

At Grand Concourse level, the preliminary Architectus scheme proposed large voids within the Grand Concourse to accommodate new escalators and lifts. Refurbished retail spaces were proposed for the spaces to the north of the Grand Concourse.



72 Original Architectus scheme, Grand Concourse level.
Source: Architectus, supplied by TfNSW.



73 Current scheme, Grand Concourse level.
Source: Grimshaw Architects.

Grand Concourse level: preliminary concept and current schemes – comparative heritage assessment.

Project works	Direct impacts (fabric, curtilage)	Indirect impacts (Views, Setting; intangible values)
Architectus concept scheme 2021		
<ul style="list-style-type: none"> • New escalators and lifts in the Grand Concourse • Fully-glazed Grand Concourse roof • New retail kiosk • New concierge kiosk 	<ul style="list-style-type: none"> • Major adverse physical impacts resulting from demolition of portions of the Grand Concourse floor to create openings for escalators and lifts. • Major adverse physical impacts resulting from proposed replacement of all of the roofing with glass. 	<ul style="list-style-type: none"> • Major visual impacts within the exceptionally significant Grand Concourse, also visible from associated spaces • Major adverse visual impacts resulting from proposed replacement of all of the roofing with glass. • Major impacts on the ability to understand the original configuration and volume of the Grand Concourse, its early uses, and its relationship to the basement level. • The introduction of retail and informational kiosks into the space is consistent with historical precedent.
Current scheme		
<ul style="list-style-type: none"> • New escalators in the north-east and east passageways. • New concierge kiosk • New landscaping 	<ul style="list-style-type: none"> • Minor to moderate localised adverse physical impacts resulting from the insertion of two escalators more sympathetically and logically into the north-eastern and eastern passages. • New bar in place of information desk, information kiosk and planters, resulting in minor adverse to neutral physical impacts. 	<ul style="list-style-type: none"> • Minor adverse visual impacts with appropriately scaled structures to minimise intrusion into the spatial character of the Grand Concourse. • Minor to no impacts on an ability to understand the original configuration of the Grand Concourse and its early uses. • The reintroduction of retail and informational kiosks into the space is consistent with historical precedent. • Moderate beneficial impacts would result from the reconstruction of the roof lantern glazing.

10. Mitigation measures and recommendations

This section provides a summary of mitigation measures and recommendations to mitigate, monitor and manage any non-Aboriginal heritage impacts described in Section 9.

Ref	Impact / Uncertainty	Environmental management measure	Timing
Non-Aboriginal heritage			
NAH01	Impact heritage values of the place	<p>Detailed design of the project will be developed in consultation with a suitably qualified heritage architect nominated by Transport. This will ensure that the heritage significance of the place, and its significant fabric and components, are appropriately conserved and protected throughout the new phase of revitalisation works to the building.</p> <p>The heritage architect will ensure that the final design responds to the conservation management plan (Transport for NSW, 2022) and policies contained in the relevant heritage management documents.</p> <p>The following opportunities to improve heritage outcomes will be investigated during detailed design:</p> <ul style="list-style-type: none"> • Reinstatement of glazed lightwells • Reinstatement of roof glazing • Removal of non-original mezzanines to restore spatial qualities within the Sydney Terminal Building. 	Detailed design
NAH02	Impact heritage values of the place	Consultation with relevant stakeholders will continue during detailed design. Consultation with City of Sydney Heritage division will be carried out especially as it relates to streetscape and public domain works in and around Eddy Avenue and Pitt Street.	Detailed design
NAH03	Impact Impact on historical archaeological resources	Archaeological management will follow the zones presented in Figure 8-6. Where required, archaeological management may involve preparing Archaeological Work Method Statements (AWMSs) archaeological testing, recording, salvage and/or monitoring, in accordance with the Archaeological Research Design presented in Section 8 of Appendix G2 (Historic archaeological impact assessment and research design). Detailed design will investigate opportunities to reduce any excavation footprint associated with the Devonshire Street Cemetery within Eddy Avenue Plaza, and, if unavoidable, archaeological management of these areas prior to ground disturbing works within Eddy Avenue Plaza will be undertaken.	Detailed design / pre-construction

Ref	Impact / Uncertainty	Environmental management measure	Timing
NAH04	Impact heritage values of the place	Detailed archival recording of the Sydney Terminal Building will be carried out before starting demolition works. It will capture both the general existing conditions of the building at present, including views and vistas, and the main movement paths through the building. The recording will focus on affected elements that will be altered or removed. The archival recording must be carried out by a suitably qualified and experienced heritage practitioner and a report prepared according to the NSW Heritage Office Guideline: Photographic Recording of Heritage Items Using Film or Digital Capture (2006). A copy of the report will be circulated to Heritage NSW and to the City of Sydney Council upon completion.	Detailed design / pre-construction
NAH05	Impact heritage fabric during construction	An inspection of all rooms on the Grand Concourse and street level of the Sydney Terminal Building will be carried out before starting work, to identify and assess any potential movable heritage items. If any items are identified, they will be photographed and recorded with a written description and added to the Transport Movable Heritage register. They must be identified/tagged and safely stored.	Detailed design / pre-construction
NAH06	Impact heritage fabric during construction	A Heritage Management Plan will be prepared and implemented as part of the CEMP. This will ensure that significant built elements will be protected and monitored throughout the project to prevent any potential damage. Protection systems must ensure significant fabric is not damaged or removed. Regular inspections will be carried out during construction. If inadvertent damage occurs to the building during construction, works in that area will stop and be reported immediately to the Project Manager and heritage practitioner. Any damage will be appropriately rectified based on advice from a heritage specialist. Protective measures will include: <ul style="list-style-type: none"> • A building condition survey will be carried out throughout the building prior to starting work • Monitoring of vibration impacts in all spaces according to industry guidelines • Alternate construction methods and/or design solutions will be employed at or near significant fabric if vibration levels exceed those set out in the relevant guidelines. The Heritage Management Plan will define a requirement for non-Aboriginal historical heritage awareness training for site workers prior to commencement of construction works. The awareness training will promote an understanding of heritage items that may be impacted during the works. The plan will also include any requirements contained within the Central SSP and supporting technical documents where applicable	Pre-construction
NAH07	Impact Impact on historical archaeological resources	An Exhumation Policy and Guideline will be prepared and implemented prior to ground disturbing works. It will be developed in accordance with the Guidelines for Management of Human Skeletal Remains (NSW Heritage Office, 1998b).	Pre-construction

Ref	Impact / Uncertainty	Environmental management measure	Timing
NAH08	Impact Impact on historical archaeological resources	An Unexpected Finds Procedure for archaeological resources will be developed as part of the Heritage Management Plan, consistent with Transport for NSW's Unexpected heritage items procedure (2022) and Skeletal remains: guidelines for the management of human skeletal remains under the <i>Heritage Act 1977</i> (Heritage Office, 1998b).	Pre-construction
NAH09	Impact heritage values of the place	Expanded interpretation of the Sydney Terminal Building will be implemented within the precinct to assist in communicating the important history and significant values of Central Station. Meaningful interpretative media will be installed within important spaces such as the Loading Dock, Electrical Engineer's Department and Eddy Avenue Plaza. It will be guided by the Central Precinct Renewal Heritage Interpretation Strategy (Transport for NSW, 2022) and the Central Precinct Renewal Conservation Management Plan (Transport for NSW, 2022).	Construction
NAH10	Impact heritage fabric during construction	Where demolition is proposed, all suitable material for salvage will be recovered and stored, including sandstone and brick masonry. These materials will be used for future repairs, or reuse in a new context such as interpretation or landscaping. Careful salvage of the following should occur: <ul style="list-style-type: none"> Sandstone from the north-western corner of the Sydney Terminal Building to be used for future repairs Spiral stairs from the retail tenancy in the Sydney Terminal Building, which will be relocated into one of the shops currently missing its staircase Joinery and glazing from removed shopfronts. A detailed schedule of salvageable heritage fabric and a rescue plan will be prepared by a suitably qualified and experienced heritage practitioner once the detailed design is finalised.	Construction
NAH11	Impact Signage	Detailed signage and branding guidelines will be developed to inform a cohesive and heritage sympathetic approach to new commercial and station signage and branding throughout the Sydney Terminal Building, Eddy Avenue Plaza and the Central Electric Building.	Construction

11. Conclusions

Central Station, Sydney's major rail passenger terminal, is a place of exceptional heritage significance and Transport for NSW's principal heritage asset. Constructed on the site of Sydney's first railway station, Central Station comprises the city's largest urban infrastructure project undertaken prior to World War I, a purposefully planned gateway to Sydney. A significant local landmark and a distinctive example of Edwardian architectural design and engineering, the Terminal Building continues to function as a major destination in the state and city rail network and as a major travel interchange.

The heritage significance of the Terminal Building brings both opportunities and constraints. The proposed revitalisation project has been designed with careful consideration of the building's heritage values to ensure these are maintained and celebrated while improving its functioning and enhancing the experience of visitors and users. In all areas where change is proposed to support the project's objectives, alternative options were considered by the project team to avoid, minimise or mitigate potential heritage impacts wherever possible.

Adverse impacts would arise principally from the removal of original fabric to accommodate new entrances, escalators, lifts and stairs. These are required to improve pedestrian circulation, wayfinding and accessibility and would enhance the station's ongoing use. These elements are carefully sited and designed and are integrated purposefully to minimise direct impacts as far as feasible.

Removal of original fabric at the north-west corner entry is proposed to improve its functioning and legibility for users and visitors. It is an important entry to the building whose prominence will be amplified by wider urban renewal proposals. The loss of original fabric and spatial quality would be balanced by improved legibility, sense of arrival, circulation, wayfinding and safety. The refurbished entry would provide clear sight lines and would better connect it with its urban environs. While the loss of original fabric would result in adverse heritage impacts, the continued functioning of the station would be enhanced.

New retail uses are proposed for spaces that were originally designed for (and remain) railway functions. This includes the Electricians' Department, Loading Dock (former Luggage Dock) and ancillary basement areas. These areas would continue to communicate their original uses through their fabric and spatial qualities, and their legibility would be improved by the removal of later ad hoc additions and supported by new heritage interpretation.

Positive outcomes of the project would result from the active reconstruction of lost elements. Reconstruction of the former Booking Hall would result in a major benefit, recovering the original double-height volume and interpreting its original design. The reinstatement of glazing to the Grand Concourse roof – allied with the removal of later additions – would improve the setting and appearance of the Grand Concourse and interpret the original 1906 design intent.

The proposed upgrade to Eddy Avenue Plaza would necessitate some adverse physical impacts in order to improve circulation and wayfinding. Removal of the vehicular ramp – together with the non-significant retail kiosks – would allow for widening of the plaza and the opportunity to refurbish it as a significant and activated public space. The function of the Central Electrical Electric Building as the entrance to the suburban lines would be enhanced, and its principal façade would become the primary visual focus of a new landscaped avenue.

Connecting with Country principles have been implemented as part of a considered and rigorous design approach. Seven key Connecting with Country design themes would be integrated within the design throughout the building. The significance of Platform 1 as a place where Aboriginal children were separated from their families would be acknowledged appropriately through a new memorial or artwork that reflects the authentic voice of survivors.

Considered overall, the Sydney Terminal Building project would enable the continued and improved function of the station as a major transport interchange, for which it was originally designed. The project would minimise and rationalise impacts to significant fabric by focusing new works and interventions on non-original or modern fabric, and modified spaces, as much as possible. Adverse impacts where unavoidable are balanced by the need to improve the functioning of the building and active reconstruction works that recover lost elements and spaces. New works would be discernible as contemporary, but sympathetic in design and appearance. The works would maintain the identified values of the place in its state and local heritage listings. The works would be accompanied by a range of mitigation measures to minimise heritage impacts during further design development and construction.

12. References

The authors reviewed the following resources for this report:

Conservation Management Plans

- Sydney Central Station and Sydney Yard – Conservation Management Plan, 1987, prepared by Howard Tanner and Associates Pty. Ltd. for the State Rail Authority of New South Wales
- Sydney / Central Station Conservation Management Plan, 1995/1996, prepared by Heritage Group State Projects, Department of Public Works & Services
- Central Station Conservation Management Plan, 2013, prepared by Rappoport Pty Ltd and NSW Government Architect's Office for RailCorp
- Central Precinct Renewal Conservation Management Plan, 2022, prepared by Artefact for Transport for NSW

Thematic Studies and Histories

- Central Station 1906-2006 - A History of Central Station, 2006, prepared by MWA International P/L for RailCorp
- Central Station - Heritage, 2021, prepared by Transport Sydney Trains Heritage Specialist Gretta Logue
- Running on time, Clocks and timekeeping in the NSW Railways, 2016, prepared for Transport Sydney Trains
- Thematic History of the NSW Railways, 2009, prepared by McKillop, R.F., MWA International Pty Ltd for Office of Rail Heritage (RailCorp)

Heritage Design Frameworks

- Central Precinct Heritage Framework, 2021, prepared by Tonkin Zulaikha Greer for Transport for NSW
- Central Precinct Vision prepared by OMA and the NSW Government Architect's Office, 2017
- Central Precinct Design Guide prepared by Transport for New South Wales, 2022

Interpretation

- Central Station Main Concourse Interpretation Concept – Government Architect's Office (2015)
- Central Precinct Renewal Heritage Interpretation Strategy – Transport for New South Wales (2022)
- Central Station Metro Heritage Interpretation – Sydney Metro (2019)
- Atlassian Central Heritage Interpretation Strategy – FRD Design (2021)
- Central Station Main Works Heritage Interpretation Plan – OCP Architects and Artefact Heritage (2020)

Historic Plans

- Sydney Trains Plan Room
- Sydney Trains Heritage Reference Library

Historic Photographs

- State Library NSW
- Australian National Maritime Museum
- State Records and Archives NSW
- City of Sydney Archives
- Transport for NSW
- National Archives of Australia
- National Library
- National Museum of Australia
- Museum of Applied Arts and Sciences / Powerhouse Museum
- Newspaper Archives
- Public photo sharing sites on the internet.

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