

Sydney Terminal Building Revitalisation Project

Central Station, Sydney



Heritage Opportunities and Constraints

Report No. CPRPTB001-AURC-HSCEN-HE-RPT-00003





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This Heritage Opportunities and Constraints Report was prepared for Grimshaw and Aurecon by Tanner Kibble Denton Architects.

Cover photo
Sydney Terminal Building, 2022. Photo by TKD Architects.

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TKD Architects acknowledge the traditional custodians of the Central Station Precinct and we pay our respects to Elders past, present and emerging, and their continuing and unbroken connection to the land, water and sky. We express our gratitude for their sharing of knowledge and culture.

1 Introduction



1.1 Background and purpose

This report has been prepared to inform the concept design for the revitalisation of the Sydney Terminal Building at Central Station, Sydney. The proposed concept design builds on a reference scheme prepared by Architectus for Transport for NSW. It was developed to meet the broader project objectives for precinct activation and renewal while seeking to minimise impacts on the transport functions and heritage significance of the Central Station Precinct.

This report identifies cultural heritage opportunities and considers the areas affected by the proposal to revitalise the Terminal Building and its immediate surrounds. This report takes into account the site’s established heritage significance, significant spaces and fabric and existing and former physical connections into and within the building.

The assessment of cultural significance of the Central Station Precinct referred to in this report is based on the 2022 Conservation Management Plan for the site prepared by Artefact for Transport for NSW.

This report has been prepared on behalf of Grimshaw Architects for Transport for NSW.

1.2 Project overview

Central Precinct Renewal

TfNSW has developed a program called Central Precinct Renewal to deliver a master plan for the Central Station Precinct that will support and realise multiple NSW Government objectives, including upholding and contributing to the broader vision for Tech Central.

Central Precinct’s role will broaden from the primary transport hub for Sydney into a dynamic and exciting urban place that is exceptionally well connected both locally and globally. The Central Precinct Renewal Program prepares the planning framework and vision to deliver this promise.

Central Precinct will be a vibrant and exciting place that unites a world-class transport interchange with innovative and diverse businesses and high-quality public spaces. It will embrace design, sustainability and connectivity, celebrate its unique built form and social and cultural heritage, and become a centre for future jobs and economic growth.

The objectives of the Central Precinct Renewal Program are to:

- Revitalise the Precinct with new and enhanced public open spaces, providing a sense of place and celebrating the heritage of Sydney’s Central Station.
- Realise a significantly expanded CBD economy through the creation of jobs of the future.
- Make vibrant place/s and Planning for Country by incorporating Country-centred planning principles and actions that respect the surrounding diverse communities.
- Upgrading Central’s critical infrastructure to meet the needs of a world-class multi-modal transport interchange for local, regional and global travellers.
- Delivering a socially and environmentally sustainable precinct; and leveraging recent Government spending and existing infrastructure within the precinct, in line with global trends.

Sydney Terminal Building Revitalisation

The Sydney Terminal Building Revitalisation Project aims to enhance non-transport related uses of the site, establish the building as a destination and attract new visitors and businesses to the precinct by improving connectivity within the building to create new ways of moving through, experiencing, and appreciating the place.

The objectives of the project are to:

- Improved pedestrian connections and integration with the 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 project scope includes the Grand Concourse and Eddy Avenue levels of the Terminal Building, Eddy Avenue Plaza including the Eastern Terrace, the public domain to Eddy Avenue and stage 1 of the Pitt Street Loading Dock Activation.

- 1 Sydney Terminal Building Revitalisation scope - works limited to red shaded area. Central Station Precinct outlined in black.
Source: NearMap aerial with TKD Architects overlay.



1.3 Heritage objectives

Central Station, Sydney's major rail passenger terminal, is a place of exceptional heritage significance and TfNSW'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 and engineering design, 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. Maintenance of the significant character and fabric of the building and site requires considered planning and a holistic approach. Alterations and new works are required to respond to, respect and enhance the significant qualities of the building and precinct.

The main heritage objectives of the project are to:

- Maintain the ongoing use of Central Railway Station as the primary rail terminus and interchange for Sydney;
- Sympathetically manage change in such way that will enable its enhanced and efficient function as a major transport interchange including supporting public functions;
- Conserve the heritage values of Central Railway Station, the Precincts, Items and Elements as identified in the Conservation Management Plan which contribute to the heritage values and significance of the place;
- Activate underused heritage spaces for public use to help create a renewed sense of place, particularly within the Main Terminal Building and Grand Concourse;
- Ensure the legibility of the main phases of Central Railway Station as the centre of public transport in NSW;
- Minimise impacts on significant fabric and spaces, preferably locating interventions in areas which have already been modified or are modern in nature, thereby achieving the necessary upgrades with the least impact on the significant values of the place;
- Minimise adverse impacts to established significant views and vistas particularly to the Main Terminus Building and Clocktower, as well as internal views through the Grand Concourse and between the Grand Concourse to platforms;

- Not dominate the significant buildings or detract from the immediate and urban setting;
- Reactivate historic connections with surrounding streets by developing new high quality pedestrian entry points to and from Eddy Avenue and Pitt Street that respect the existing heritage character and context of these precincts;
- Respond to the significance of the place by demonstrating design excellence, new development being contemporary but sympathetic and appropriately responding to the scale, design and materiality of the significant buildings and structures;
- Provide a clear distinction between old and new elements so as not to confuse the interpretation of the fabric;
- Incorporate high quality interpretation of history and archaeology that integrates with and adds to the depth of the visitor experience.

1.4 Project Team

The concept design for the Sydney Terminal Building Revitalisation Project was prepared by a consultant team that included:

Architecture:	Grimshaw Architects
Designing with Country:	Balarinji
Heritage:	TKD Architects
Services and structure:	Aurecon
Archaeology:	Artefact
Landscape:	Arcadis
Signage and Wayfinding:	BuroNorth
Building Codes Consultant:	Steve Watson & Partners

1.5 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 entirely 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 (figure 2).

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 (figure 3). 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 (figure 4).

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 by Woods Bagot.



2 Sydney Terminal Building after completion of stage 1- 1906
Source: NSW State Records.



3 Sydney Terminal Building after completion of stage 2, c1920.
Source: NSW State Records.



4 Sydney Terminal Building after completion of Central Electric.
Source: NSW State Records.

2 Ground Floor and Basement



2.1 Overall

The ground and basement levels of the building were completed in 1907 as part of the first stage of the Main Terminus Building. At ground level, shops were located behind sandstone arcades along the Eddy Avenue and Pitt Street frontages of the building. The basement contained a boiler room, barber's salon, cellar, store, kitchen, dining hall, records / archive store and other staff facilities. An electrician's department occupied the central northern space, and a luggage dock (or 'van dock') was located behind the Pitt Street shops.

Ramps and stairs were located at the eastern and western ends to provide passenger access to the Grand Concourse level.

The north-eastern rooms were altered in 1914 with the installation of a coal-fired boiler to services an expanded staff kitchen, as ordered by the Railway Department. In 1916, the mass production kitchen and loading dock of the growing Railway Refreshment Rooms (RRR) were established in part of the basement. In subsequent decades, the RRR expanded into the staff dining and kitchen areas of the basement. The RRR ceased operation in 1976 with basement spaces largely converted to storage or left vacant.

The loading dock remained and continues to operate as a loading dock present day.

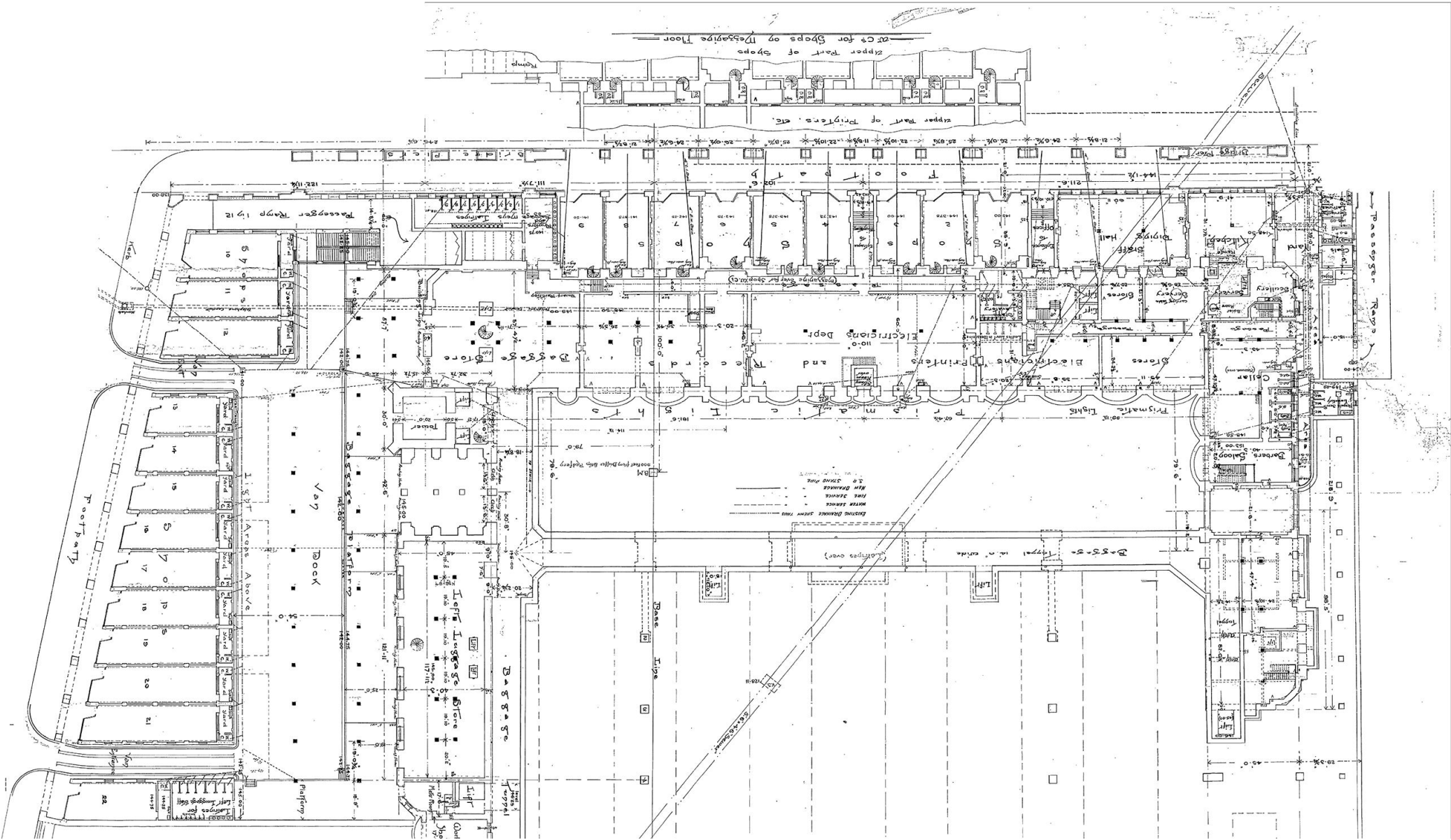
- Significance:
- Overall grading: Moderate
 - Form, views and vistas: Moderate
 - Context and setting: High

- High elements:
- Entrance Hallways from Eddy Avenue
 - Spiral Stair

- Moderate elements:
- Passageway and rear entrances to Eddy Avenue Shops
 - Little remnant early flooring
 - Pulley system in Entrance Hallway

- Little elements:
- Mainframe data area
 - Ground floor offices
 - Storage and transformer rooms
 - Non-original flooring
 - Ceilings
 - Applied finishes

- Intrusive elements:
- Introduced services; mechanical, electrical, lighting and data



5 Extract from 1902 ground basement floor plan prepared by the NSW Government Railways. Source: TfNSW Archives - 0064836_A0C.

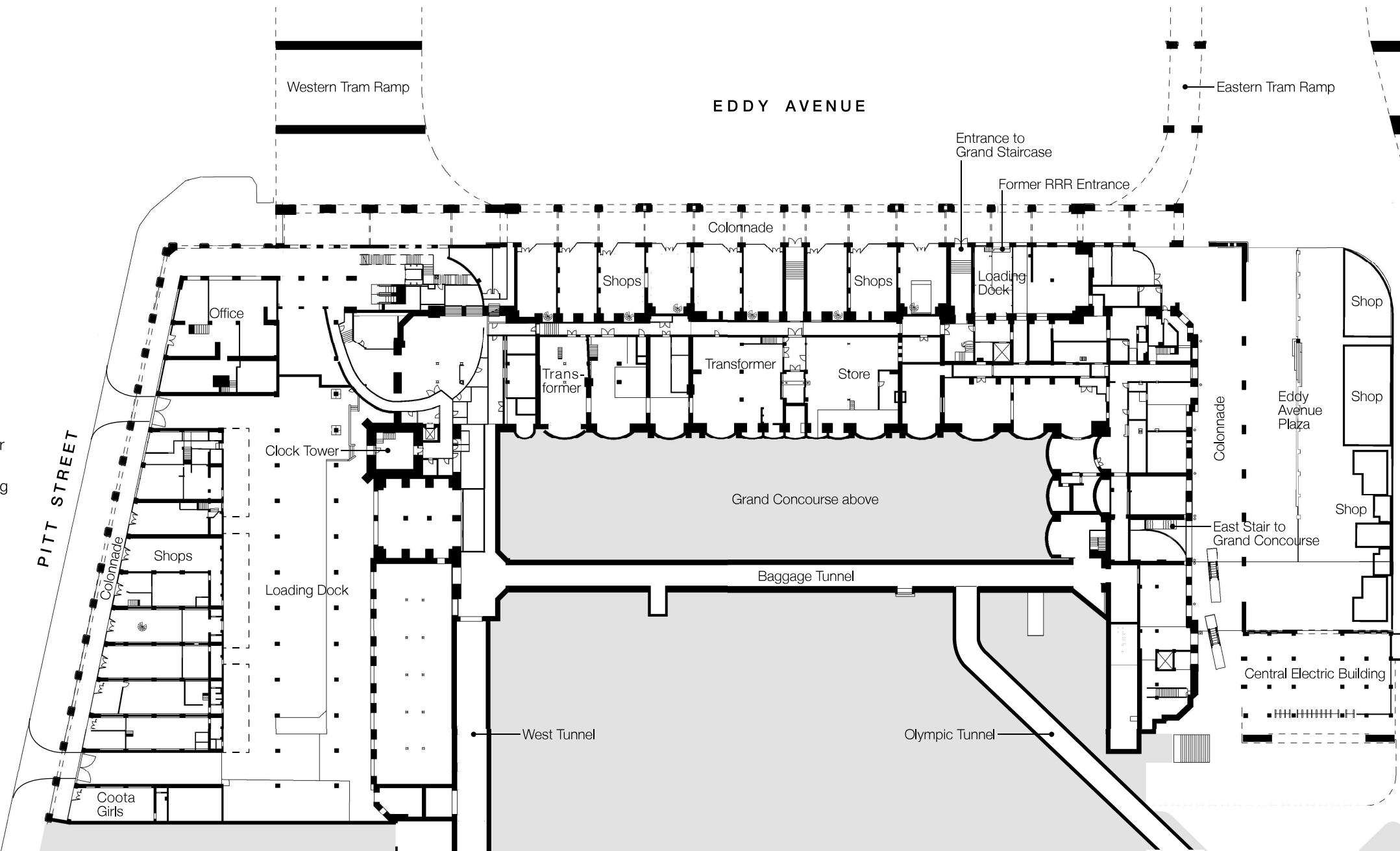
2.2 The ground floor and basement levels today

While the overall plan-form of the ground floor and basement levels remain moderately intact, the functions of many of the spaces has changed. Many of the shops were taken over for railway uses within ten years of the completion of the building.

The former baggage store is now occupied by offices and storerooms, and the electrician’s department has been subdivided and presently accommodates workshops and an electrical transformer.

Mezzanine levels have been installed variously throughout the basement, and modern services introduced to all areas.

The north-western and north-eastern corners have witnessed the most change. The original passenger ramp and stair in the north-west corner were removed and replaced with escalators and a stair in the mid-1990s. These were replaced with new escalators, stair and lift in 2022. Similarly, the original passenger ramp and stair at the north-eastern corner were removed in the 1990s when this part of the building – together with the adjoining eastern wing and Eddy Avenue Plaza, were comprehensively refurbished as part of an upgrade project related to the 2000 Olympic Games.



6 2022 Ground and basement floor plan
Source: Grimshaw Architects and TKD Architects



2.3 Eddy Avenue Colonnade, Arcade and Shops

This part of the building was originally designed to accommodate shops, but used for various railway functions from 1916 onwards. The Railway Printing Office was one of the major departments located in the Eddy Avenue arcade, occupying 3-5 shops throughout the decades, before moving out of the arcade in 1976. The Railway Refreshment Rooms (RRR) were also located in the Eddy Avenue Arcade to the east of the shops from 1916, with extensive basement support facilities. The original kitchen and staff dining room servicing the shops were located in the arcade until replaced by the RRR mass production kitchen and loading dock. The shops were restored and leased out to food, clothing and other retailers from the mid-1990s, with the former RRR spaces of the arcade converted to storage and staff rooms.

- Significance:
- Overall grading: Exceptional
 - Views and vistas: High
 - Context and setting: Exceptional

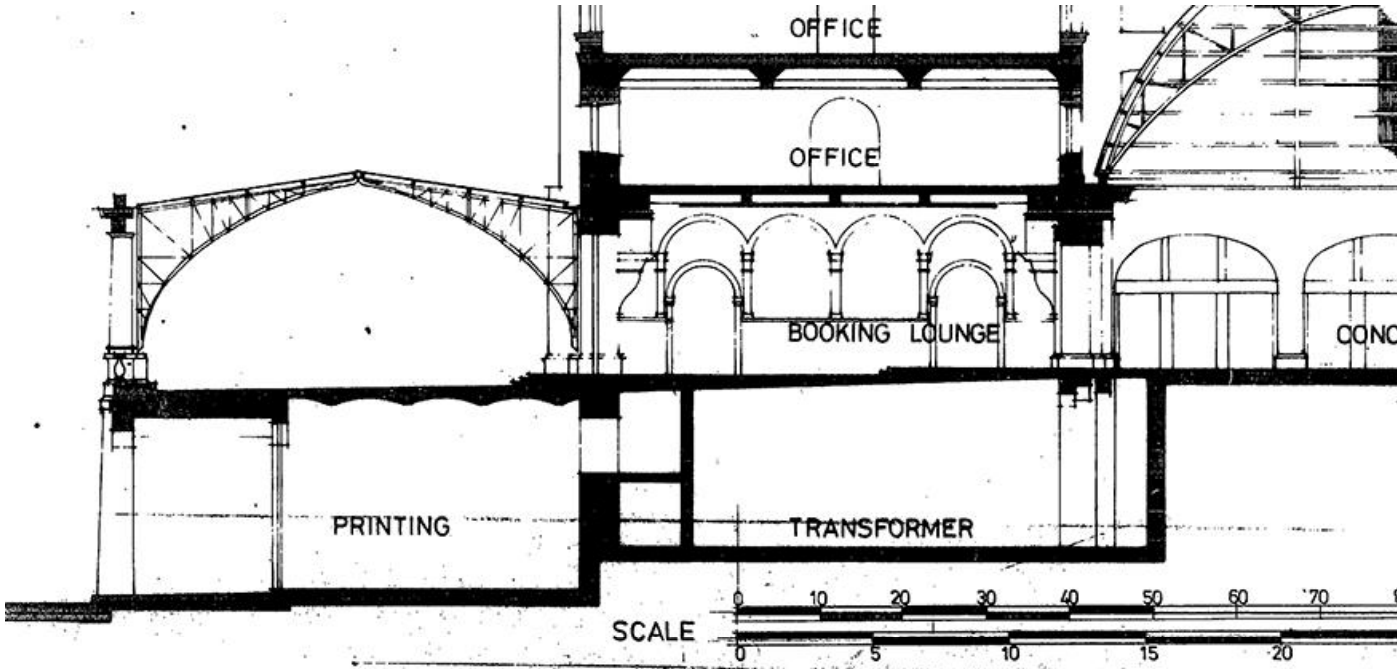
- Exceptional elements:
- Sandstone façade wall, doors, windows and hardware
 - Sandstone colonnade
 - RRR store entrance and signage
 - Timber and glass shopfronts, fanlights, ventilation
 - Plaster barrel vaulted ceilings and lighting

- High elements:
- Drainage and downpipes
 - Northwest corner barrel vaulted ceiling
 - Original double height spatial quality of the shops
 - Shop interiors, brick arched party walls, vaulted ceilings and spiral stairs

- Moderate elements:
- Paving, trachyte kerbs, street furniture and bus signage

- Neutral elements:
- Applied finishes

- Intrusive elements:
- Northwest corner escalators and stairs
 - Introduced services; mechanical, electrical, lighting and data



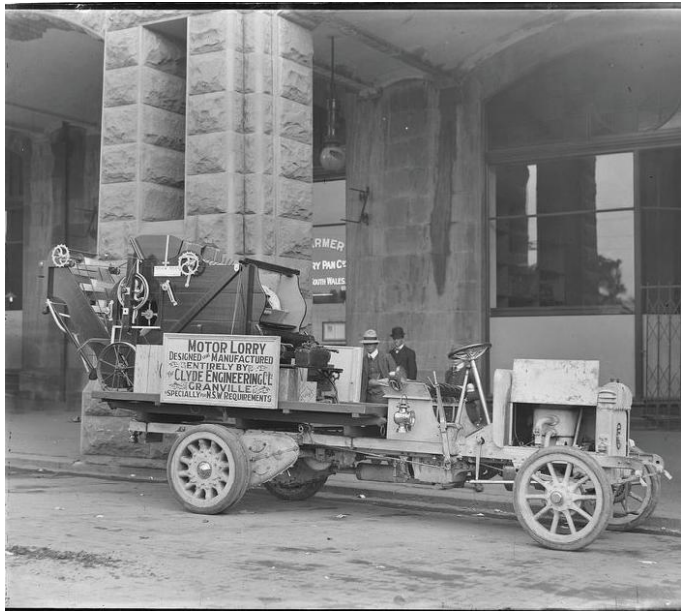
7 1982 Eddy Avenue section (extract), showing the railway printers in the former shops and a transformer in the former Electrician's Department.
Source:TfNSW Archives - 0064441_A0C.



8 c.1910 Eddy Avenue elevation
Source: NSW State Records - FL3803618



9 Eddy Avenue Arcade sandstone colonnade
Source: TKD Architects, May 2022



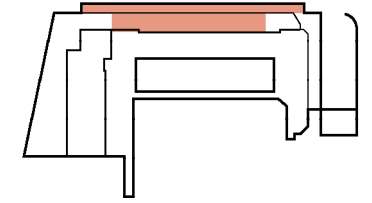
10 c.1900s Vehicle showcase along Eddy Avenue
Source: Powerhouse Museum - 192399



11 1950 parade along Eddy Avenue
Source: Australian National Maritime Museum



12 Eddy avenue west, previous men's lavatory openings
Source: TKD Architects, May 2022



Heritage Spaces, Fabric and Elements

Exterior

- 1 Retain vaulted ceiling structure, and extent of former shops. Retain legibility of former use.
- 2 Retain legibility of RRR (Railway Refreshments Room) entry.
- 3 Retain original shop fronts and interiors.
- 4 Retain original timber panelled doors providing access to the basement and grand staircase.
- 5 Retain signage including ironwork eg brackets

Interiors

- 6 Retain extant original interior fabric, e.g. barrel-vaulted ceilings and iron staircases.
- 7 Retain early chain hoist.
- 8 Retain barrel vaulted ceiling.

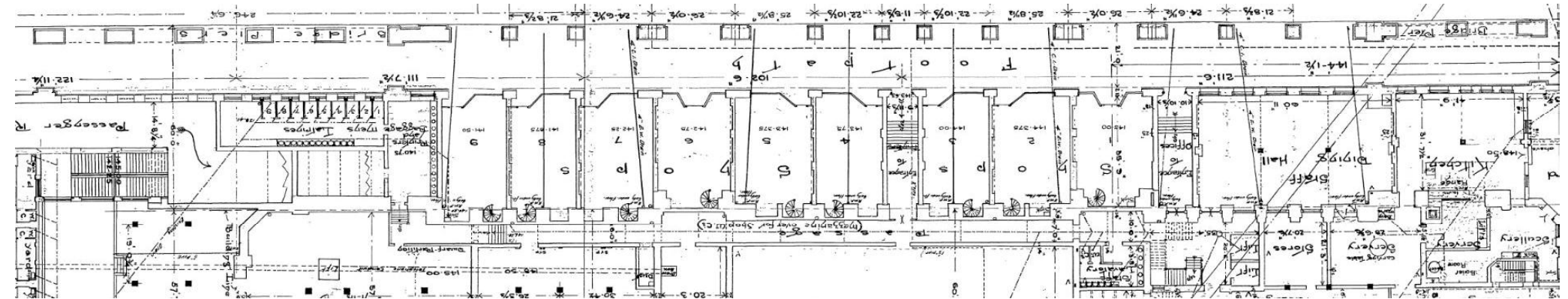
Opportunities

Exterior

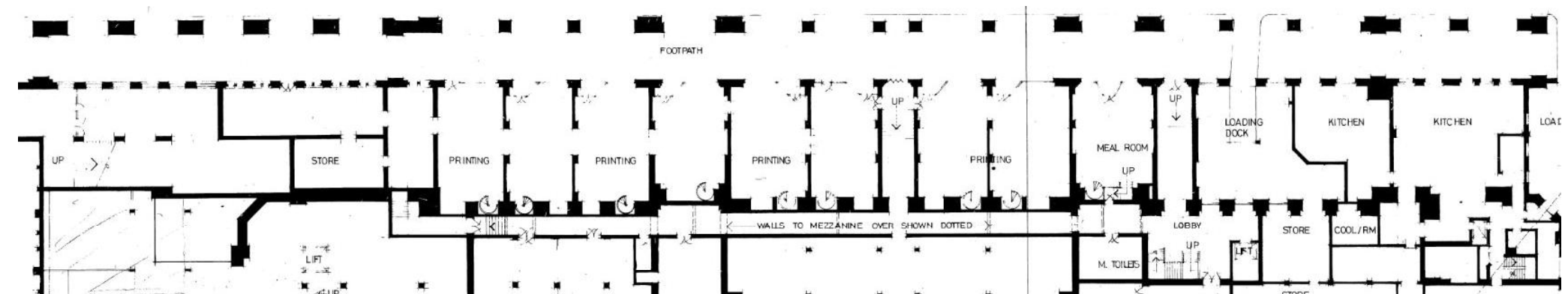
- 1 Recent lifts and escalator lobby: scope to remove or replace.
- 2 Refurbish / remove modern façade.
- 3 Potential to connect Eddy Avenue with levels above.
- 4 Potential to enlarge openings to street level.
- 5 Potential to install new lighting.
- 6 Provide consistent retail signage.

Interiors

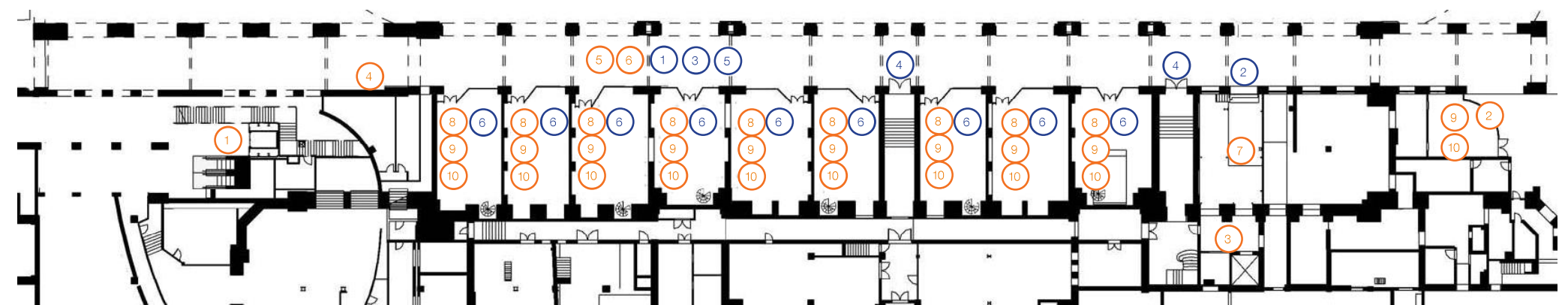
- 7 Former RRR interiors: scope to remove modern mezzanine and adapt / refurbish.
- 8 Shop interiors: potential to adapt and use original extant mezzanine levels.
- 9 Scope to sympathetically adapt / refurbish / reinstate.
- 10 Remove later alterations to reveal original interiors.



13 1902 Eddy Avenue Arcade and Shops plan
Source: TfNSW Archives - 0064836_A0C



14 1982 Eddy Avenue Arcade and Shops plan
Source: TfNSW Archives - 0065226_00C



15 2022 Eddy Avenue Arcade and Shops plan
Source: Grimshaw Architects, edited by TKD Architects

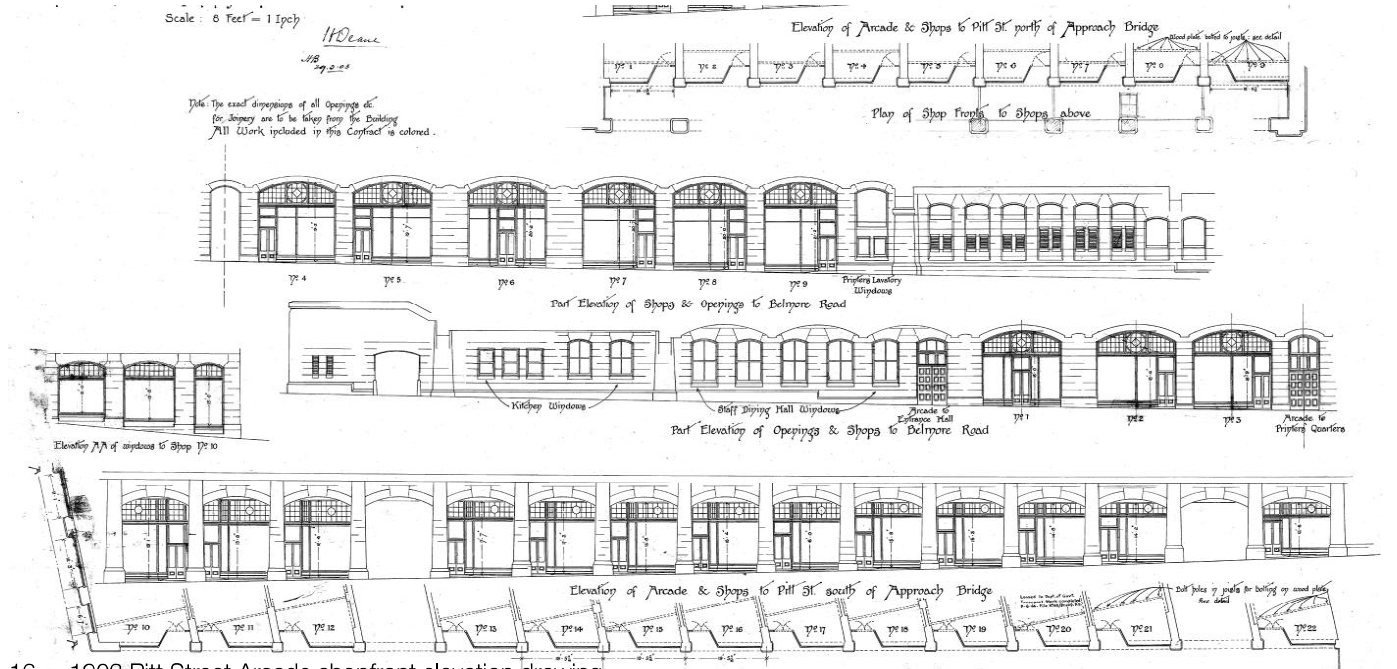


2.4 Pitt Street Arcade and Shops

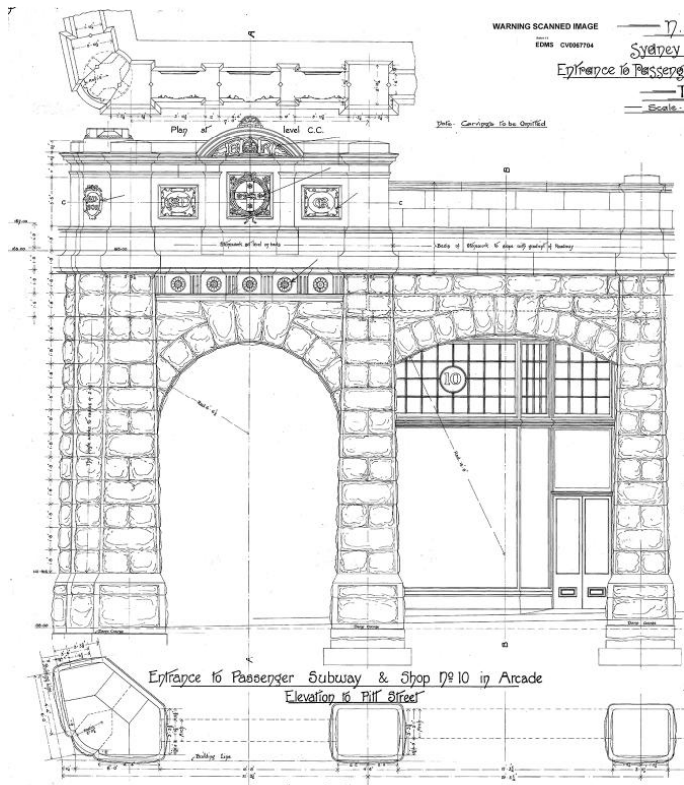
Originally designed to accommodate shops, but used for various railway functions from 1916 onwards. Many of the shops were subsequently modified to suit different rail departments including the Staff Credit Union (Shop 11), the Weighbridge Station (Shop 18) and the Survey Section (Shop 19) all of which fronted Pitt Street. Some did function as shops with shopfronts dating from 1906, the 1920s and the post-war period surviving. The arcade continued to house these functions throughout the later decades of the twentieth century. The shops in more recent years continue to operate as retail, offices for private coach operators, with some still housing railway operation spaces.

- Significance:
- Overall grading: Exceptional
 - Views and vistas: High
 - Context and setting: Exceptional

- Exceptional elements
- Sandstone façade wall, doors, windows and hardware
 - Sandstone colonnade
 - Original/early shopfronts with recessed entrances, glazing and glazing bars
 - Original barrel vaulted ceilings
 - Blind arched party walls
 - Double height spatial volume



16 1903 Pitt Street Arcade shopfront elevation drawing
Source: TfNSW Archives - 0067735_A0C



19 1902 Pitt Street entrance detail (excerpt)
Source: TfNSW Archives - 0067704_A0C



20 Pitt Street Arcade sandstone colonnade
Source: TKD Architects, May 2022



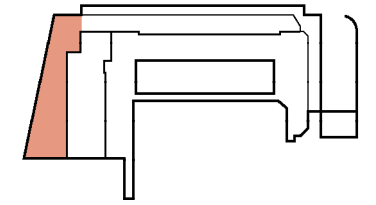
17 c.1910 Corner Pitt Street and Eddy Avenue
Source: NSW State Records - FL3839747



18 Pitt Street Arcade part elevation
Source: TKD Architects, May 2022



21 Corner of Pitt Street Arcade and Eddy Avenue
Source: City of Sydney Archives and Records



Heritage Spaces, Fabric and Elements

Exterior

- ① Retain signage including ironwork: brackets and decorative panel.
- ② Retain vaulted ceiling structure, shop structure and extent of former shops. Retain legibility of former use.
- ③ Retain legibility of vehicular service entries.
- ④ Retain sandstone facade.

Interiors

- ⑤ Retain original shop fronts including interior display and ceilings and any extant original interior fabric, eg vaulted ceilings.
- ⑥ Relocate spiral stair to Eddy Avenue Arcade shops where missing.
- ⑦ Retain legibility of rear service yards.

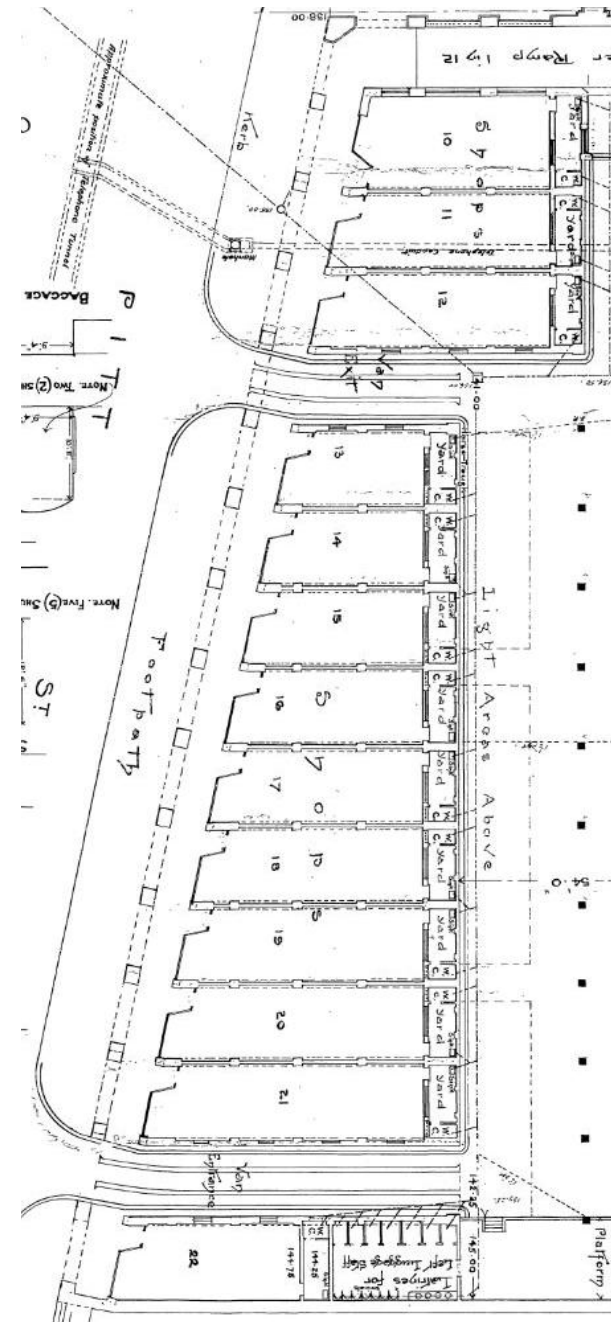
Opportunities

Exterior

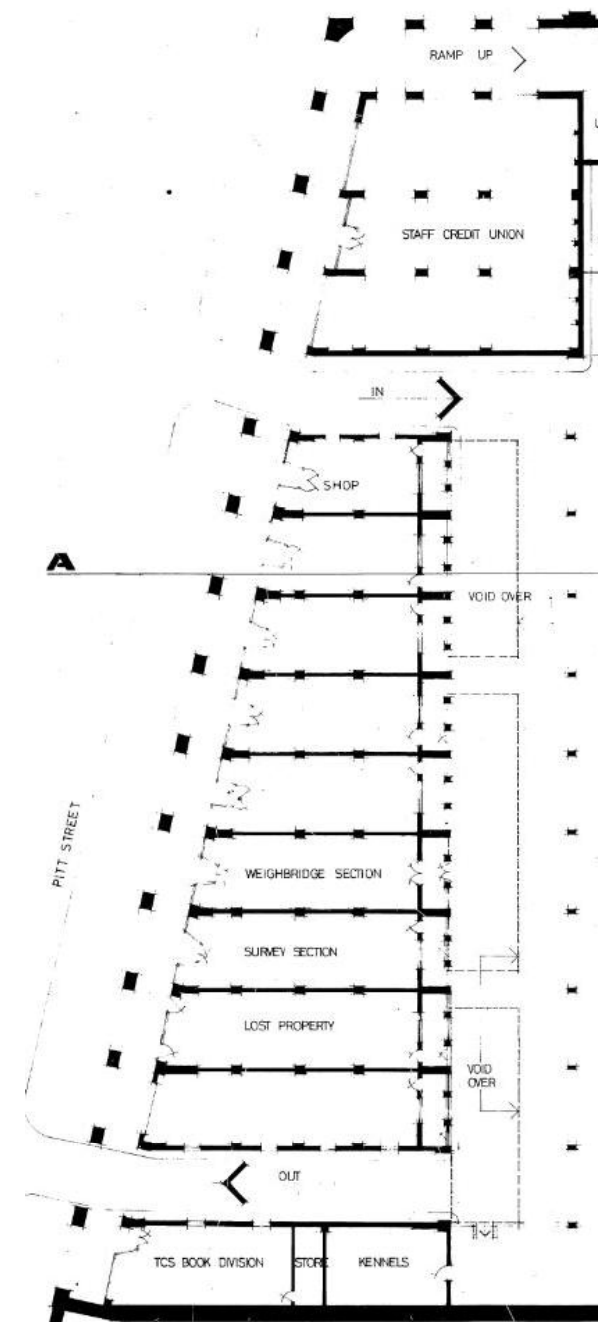
- ① Modified openings: potential to alter or reconstruct.
- ② Modified gate: potential to reinstate original design.
- ③ Potential to install new lighting.
- ④ Provide consistent retail signage.
- ⑤ Reinstate original signage.

Interiors

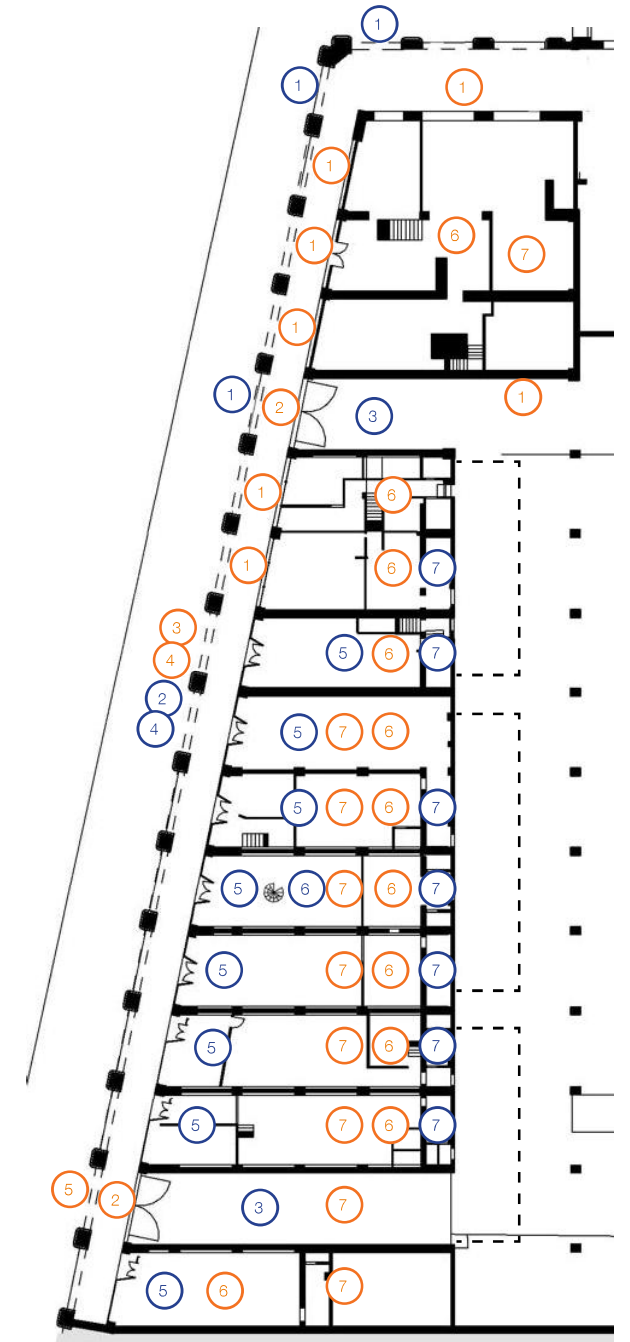
- ⑥ Shop interiors: scope to remove later alterations and adapt / refurbish.
- ⑦ Potential to reinstate prismatic lights to shops (in line with kerb above).



22 1902 Pitt Street arcade and shops.
Source: TfNSW Archives - 0064836_A0C.

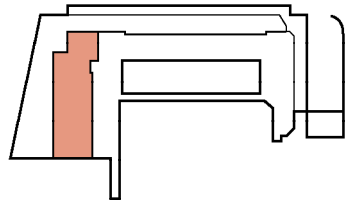


23 1982 Pitt Street arcade and shops.
Source: TfNSW Archives - 0065226_00C.



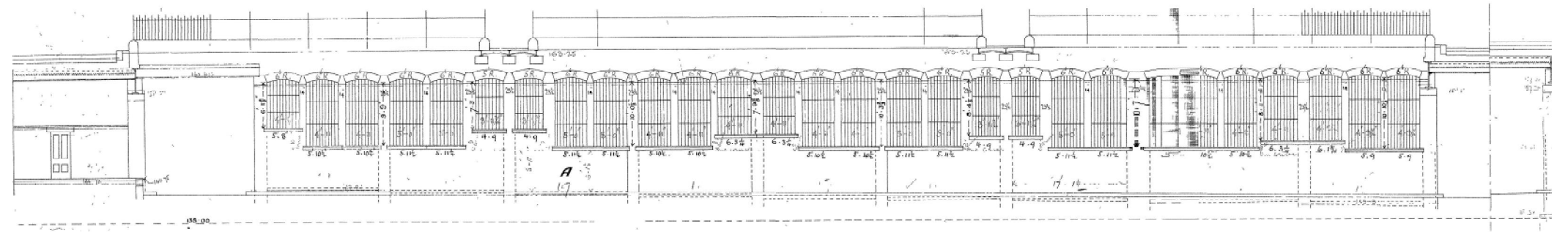
24 2022 Pitt Street arcade and shops.
Source: Grimshaw Architects, edited by TKD Architects.





Heritage Spaces, Fabric and Elements

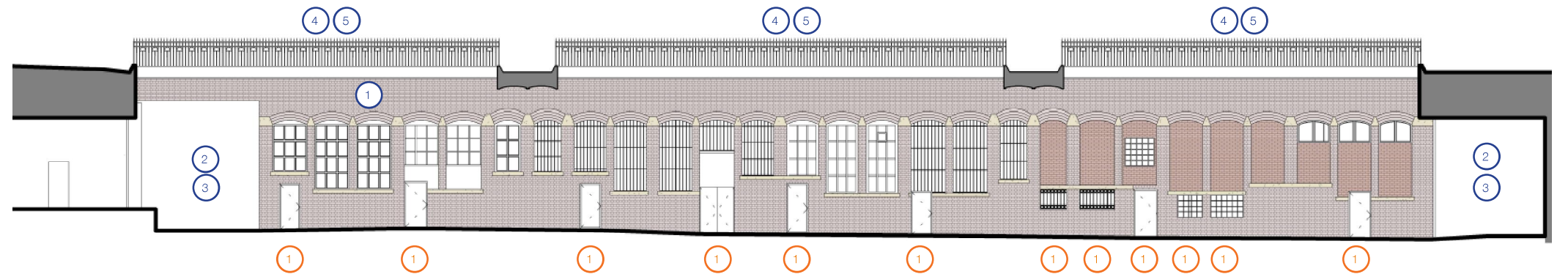
- ① Retain structure and extent of former shops. Retain legibility of former use.
- ② Retain access to luggage dock (N-entry; S-exit).
- ③ Retain legibility of vehicular service entries.
- ④ Retain lightwells, including dwarf sandstone walls and original balustrades around lightwells.
- ⑤ Retain lightwell function - providing light and ventilation to the Luggage Dock below.



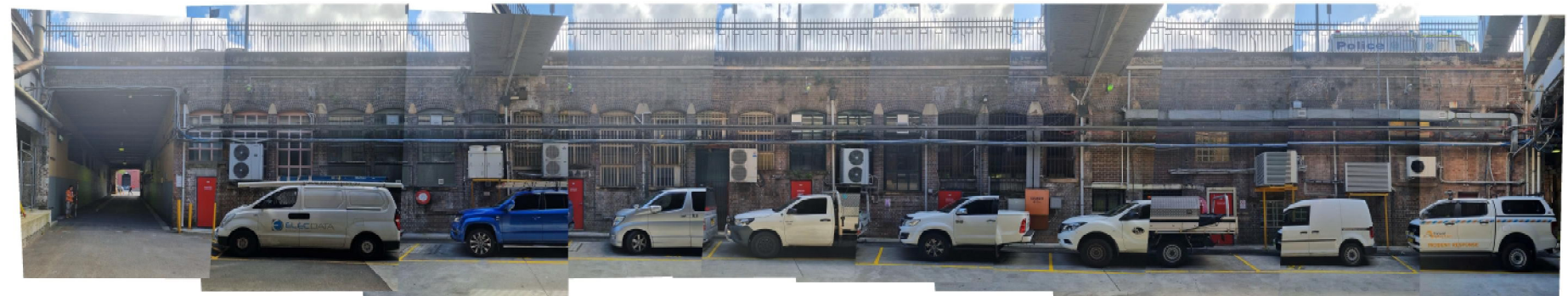
25 1903 Rear of Pitt Street Shops.
Source: TfNSW Archives - 0001706_00C.

Opportunities

- ① Modified openings: potential to alter or reconstruct.

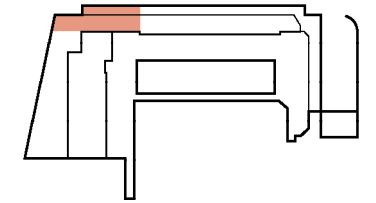


26 2022 Rear elevation of Pitt Street Shops from Loading Dock.



Source: TKD Architects, August 2022.

27 2022 Rear of Pitt Street Shops from Loading Dock.
Source: TKD Architects photomontage, August 2022.



2.5 Northwest Pedestrian Entry

The northwest corner of the building accommodated one of two principal pedestrian entries to the station. A passenger ramp was located behind the sandstone arcade which provided access to a staircase that led to the Porte Cochere above. The entrance was demarcated with ironwork signage set within the sandstone arches fronting Pitt Street and Eddy Avenue.

To the east of the ramp, WCs were provided for male staff. Shops were located to the south of the ramp, fronting Pitt Street.

The passenger ramp and stair survived until the mid-1990s when they were removed and replaced with escalators and a stair. Ceilings within the colonnade were replaced at this time with vaulted corrugated steel that interpret the original ceilings. The men's WC has been removed and some of the original window openings enlarged.

New escalators, lift and a stair were installed in 2022.

The adjoining Pitt Street shops were substantially modified for office use in the 1970s and have been recently refurbished. A mezzanine level has been introduced.

Significance:

- Overall grading: Exceptional
- Views and vistas: High
- Context and setting: Exceptional

Exceptional elements

- Sandstone façade wall, doors, windows and hardware
- Sandstone colonnade
- Original barrel vaulted ceilings

Heritage Spaces, Fabric and Elements

- 1 Retain signage including ironwork: brackets and decorative panel.
- 2 Retain vaulted ceiling structure, shop structure and extent of former shops. Retain legibility of former use.

Opportunities

Exterior

- 1 Modified openings: potential to alter or reconstruct.
- 2 1990s ceiling: retain, modify or replace
- 3 Escalators, lift and stair: retain, modify, replace or relocate
- 4 Improve lighting and signage



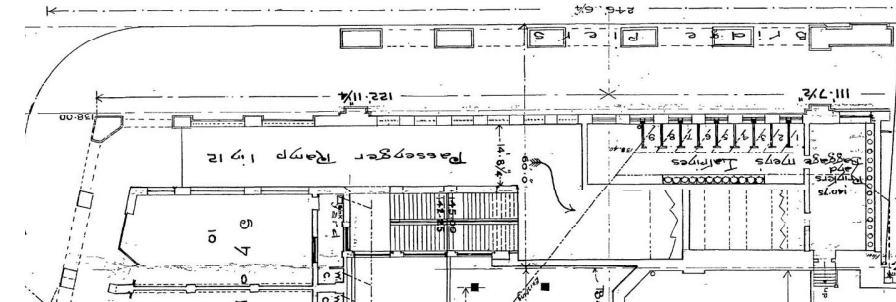
28 1963 Pitt Street entrance and ramp
Source: City of Sydney Archives & History Records - 013522A5



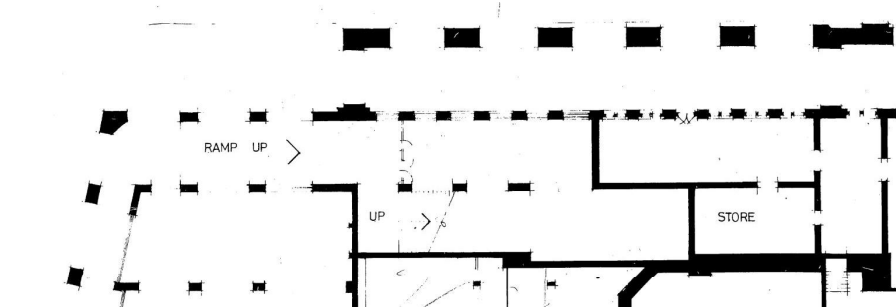
29 1963 Pitt Street entrance
Source: State Library of New South Wales - 013522A5



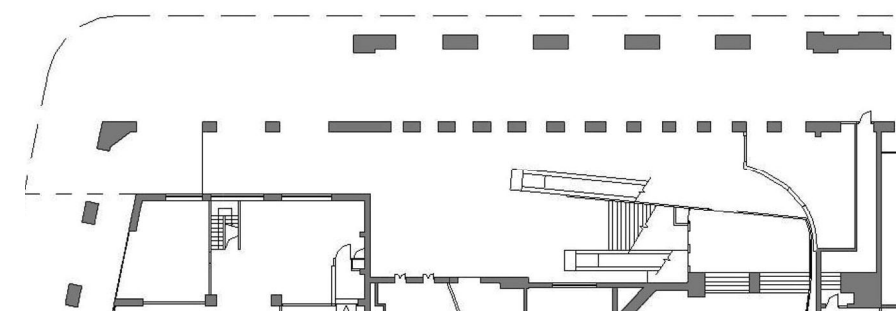
30 1959 Pitt Street entrance
Source: City of Sydney Archives and Records - d2_13623h



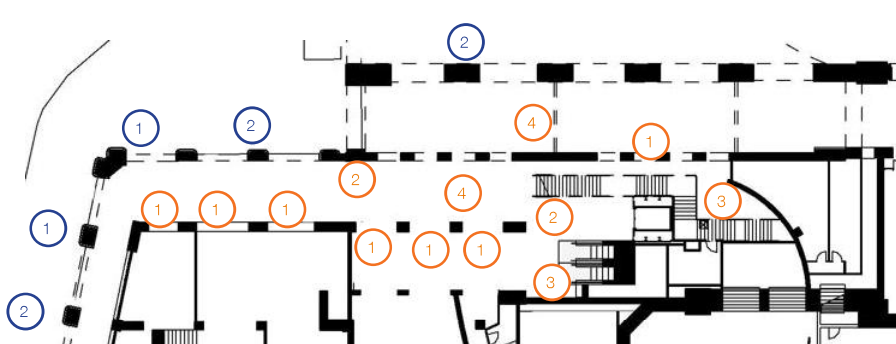
31 1902 plan of the northwest corner.
Source: TfNSW Archives- 0064836_AC.



32 1982 plan of the northwest corner.
Source: TfNSW Archives- 0065266_AC.



33 2005 plan of the northwest corner.
Source: TfNSW Archives- 20220520.



Source: 2022 plan of the northwest corner.
Source: Grimshaw Architects, edited by TKD Architects

2.6 Loading Dock - Former Luggage Dock

Originally designed as a luggage dock within the basement of the Main Terminus Building. The space was designed to allow passengers to leave their luggage at the dock, where it would subsequently be distributed to their trains via the underground passage system. An associated van dock was located within the luggage dock space, used by shops in the Pitt Street arcade. Passageways within the Pitt Street arcade provided access for staff to the Luggage Dock area. In 1946 the responsibility for the handling of luggage was transferred to the Inward Parcels Office, with the subject space subsequently operating as a lost property area. A mezzanine was inserted around this time. During the late twentieth or early twenty-first century the space began to function as a rubbish disposal and sorting area, which it continues to do. A large stormwater detention tank is located under the loading dock.

- Significance:
- Overall grading: Moderate

- High elements:
- Metal entry gates
 - Passages
 - Light wells

- Moderate elements:
- Vehicular area
 - Lost property room (basement)
 - Doors, windows and hardware
 - Ceilings

- Little elements:
- Baggage platform
 - Floors and paving

- Intrusive elements:
- Introduced services; mechanical, electrical, lighting and data
 - Fitout



34 1936 Loading Dock parcel processing
Source: State Library of NSW - FL1404584



36 1936 Loading Dock parcel processing
Source: State Library of NSW - FL16115134



39 1936 Loading dock.
Source: SLNSW_FL16115132



37 View of clocktower through Loading Dock lightwell
Source: TKD Architects, May 2022



40 Loading dock looking north.
Source: TKD Architects, May 2022



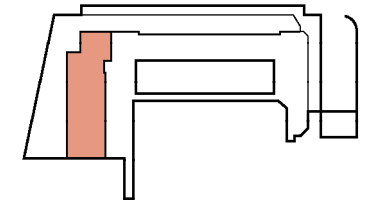
35 Loading Dock exit gate
Source: TKD Architects, May 2022



38 Remnant pavement lights in ceiling
Source: TKD Architects, May 2022



41 Former baggage platform.
Source: TKD Architects, May 2022.

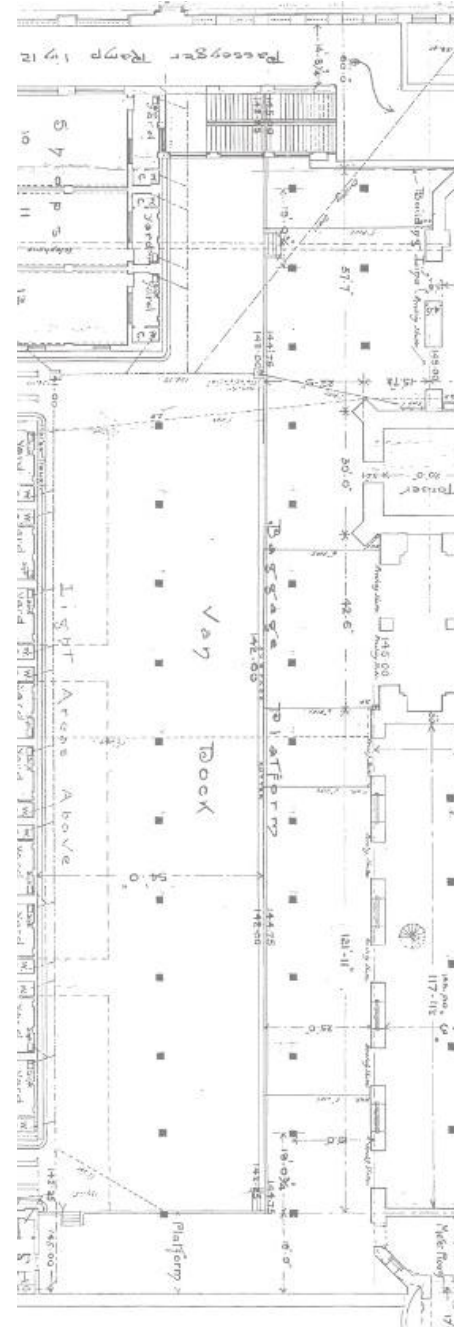


Heritage Spaces, Fabric and Elements

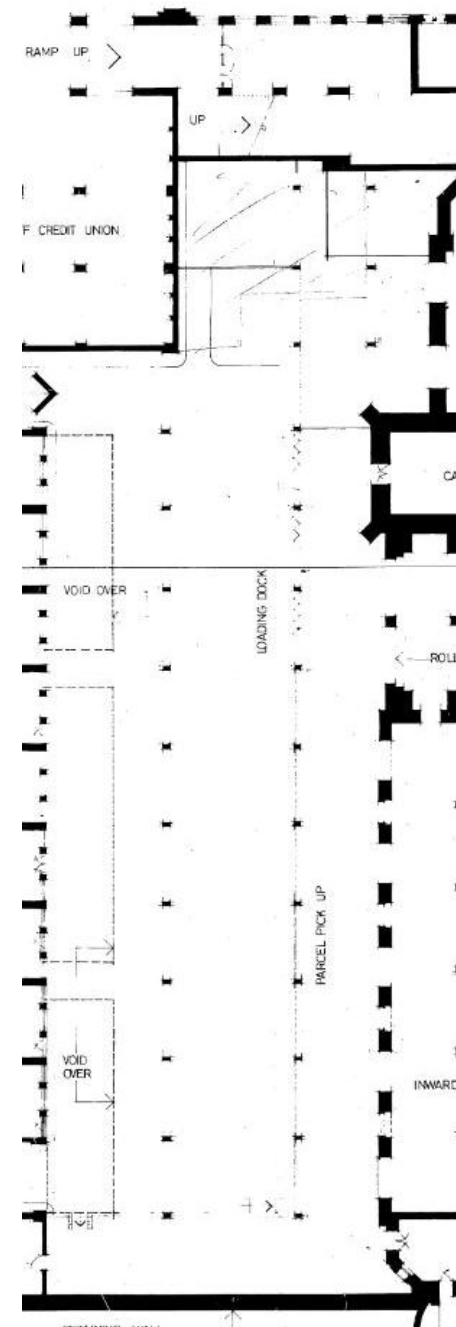
- ① Retain barrel vaulted ceiling and steel columns.
- ② Retain lightwells, including dwarf sandstone walls and original balustrades around light wells.
- ③ Retain light well function - providing light and ventilation to the Luggage Dock below.
- ④ Retain elevated platform
- ⑤ Retain vehicular passageways
- ⑥ Retain steel structure
- ⑦ Retain legibility of clocktower base

Opportunities

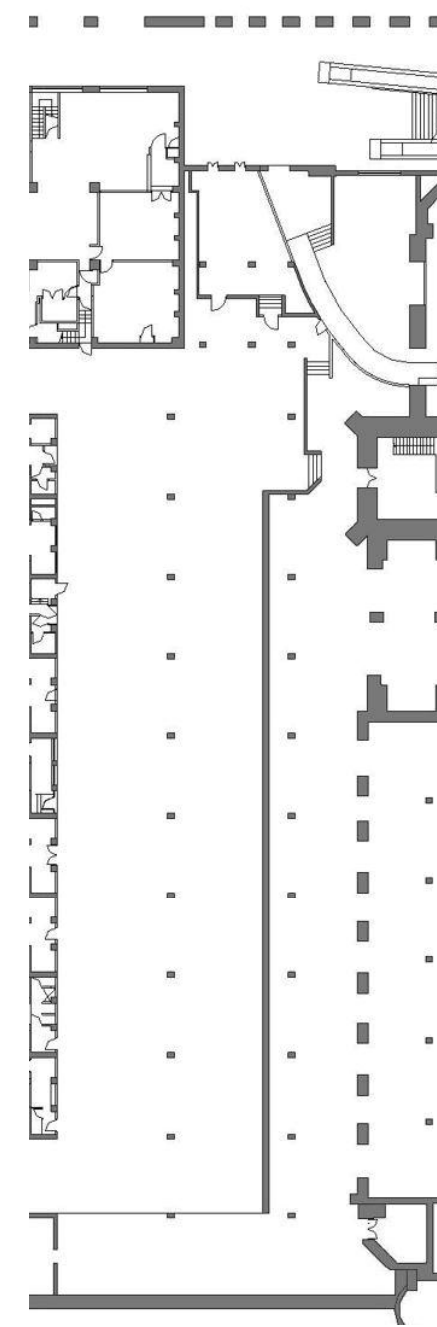
- ① Potential to connect Luggage Dock to eastern side of Station via the passage to the south of the clock tower and former baggage tunnel.
- ② Potential to connect Luggage Dock to Eddy Avenue.
- ③ 1990s fitout: adapt, modify or replace.



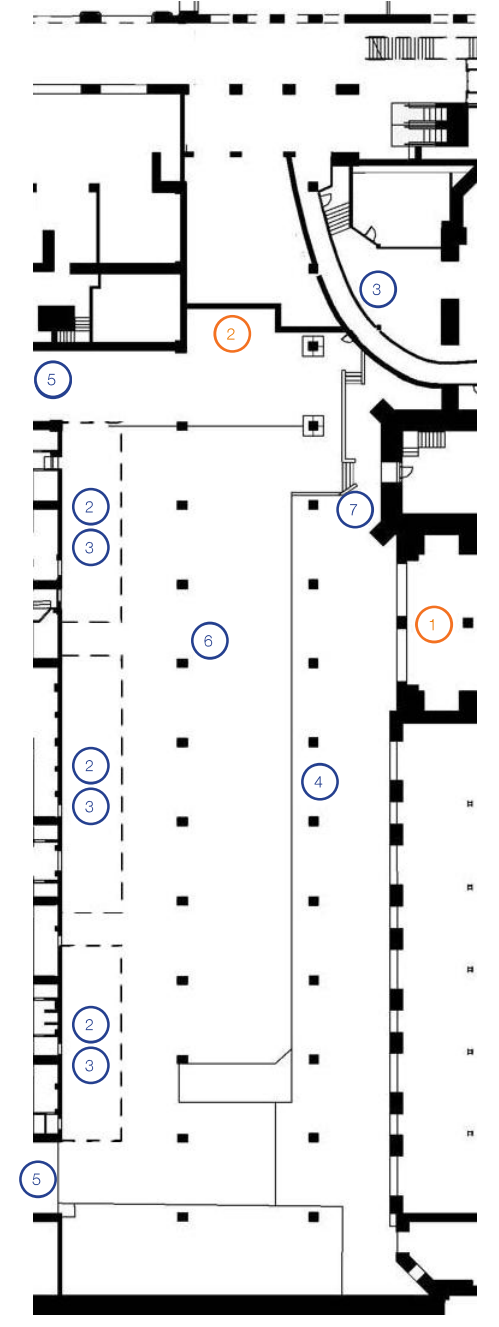
42 1902 Loading Dock - Former Luggage Dock
Source: TfNSW Archives - 0064836_A0C



43 1982 Loading Dock - Former Luggage Dock
Source: TfNSW Archives - 0065226_00C
44 2005 Loading Dock - Former



Luggage Dock (excerpt)
Source: TfNSW Archives,
edited by TKD Architects
45 2022 Loading Dock - Former



Luggage Dock
Source: Grimshaw Architects,
edited by TKD Architects



2.7 Baggage Store and Left Luggage Store

Originally designed to accommodate passenger baggage before its distribution to trains. Baggage was transported from the store to the relevant platforms through a system of subway tunnels in order to maximise safety and efficiency. With the cessation of this use within the main Terminus Building from the mid to late twentieth century (and its movement to the Inwards Parcels Office), the store later became part of the Lost Property Department. During the late twentieth century a mezzanine level was inserted and the space began to be used as a conference room.

- Exceptional elements:
- Doors, windows and hardware

- Moderate elements:
- Skirtings, architraves and linings

- Little elements:
- Current configuration
 - Recent floors and paving
 - Recent ceilings and cornices
 - Introduced services; mechanical, electrical, lighting and data



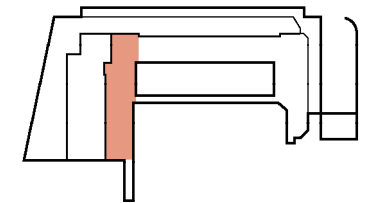
46 Offices within previous Baggage Store
Source:TKD Architects, May 2022



47 Base of Clocktower
Source: TKD Architects, May 2022



48 Store Room within former Left Luggage Store

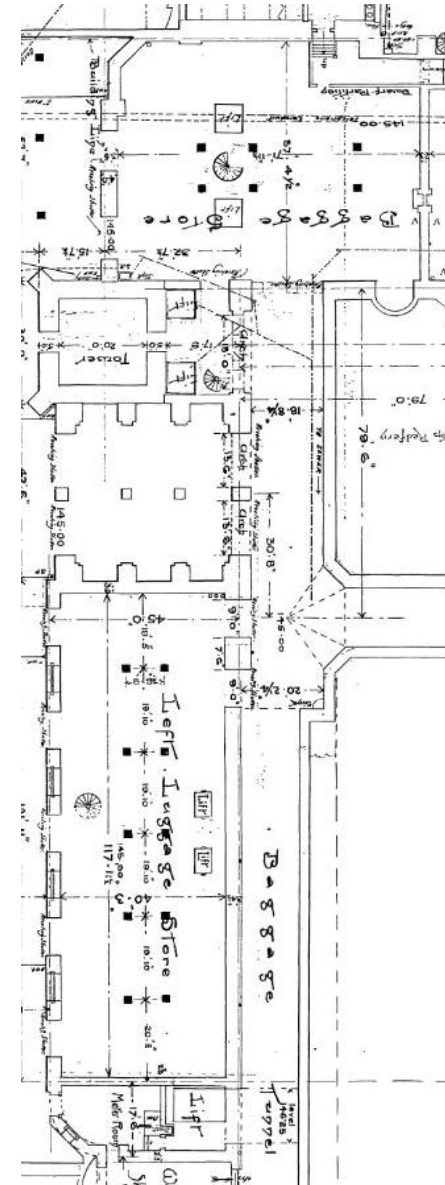


Heritage Spaces, Fabric and Elements

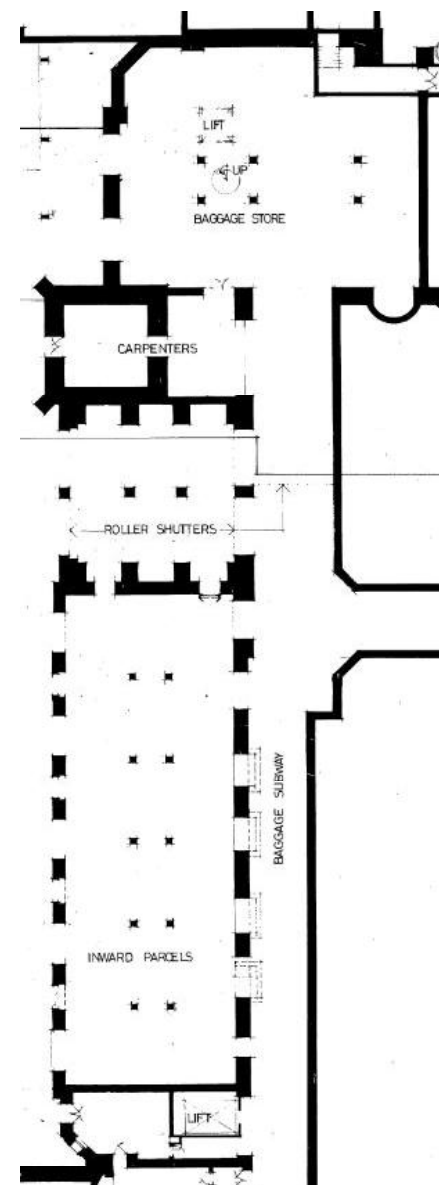
- 1 Retain and continue to store movable heritage and salvaged elements and reuse or interpret where possible.

Opportunities

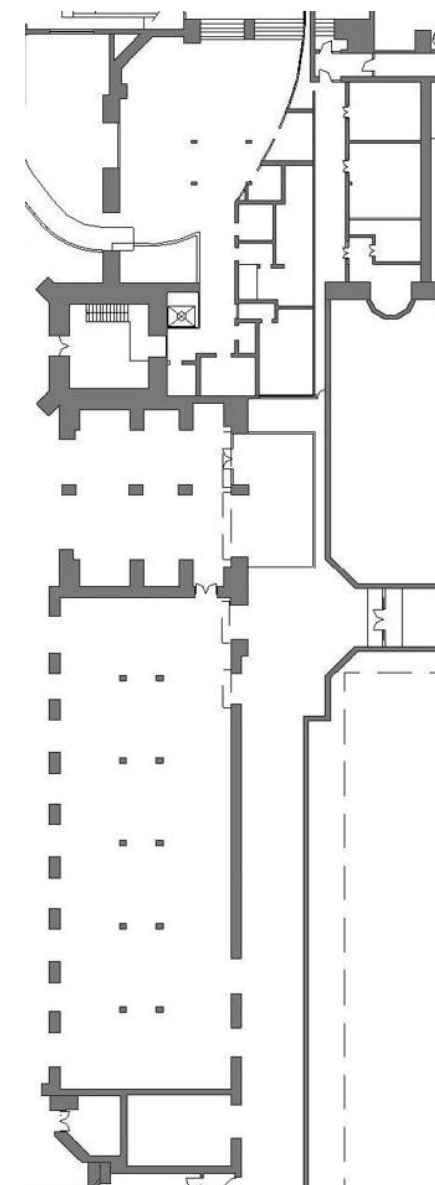
- 1 Potential for sympathetic adaptive reuse including for ancillary functions to support retail.
- 2 Potential to connect Luggage Dock to eastern side of Station via the passage to the south of the clock tower and former baggage tunnel.
- 3 Potential to re-instate original glazed lightwells.
- 4 Potential to remove non-original mezzanines and walls to reveal original spatial qualities of the basement spaces.
- 5 Potential to remove fill and adapt for future reuse.



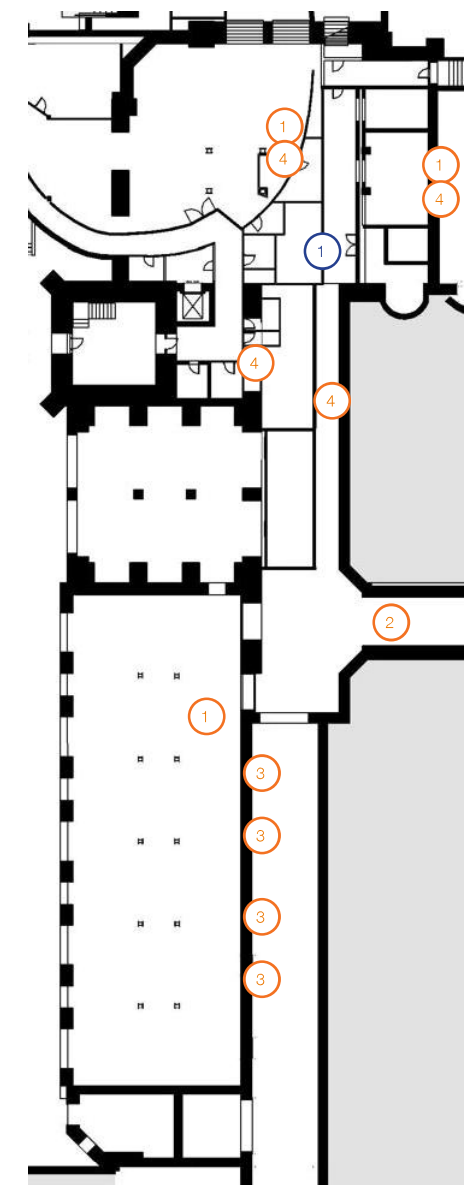
49 1902 Baggage Store and Left Luggage Store
Source: TfNSW Archives - 0064836_A0C



50 1982 Baggage Store and Left Luggage Store
Source: TfNSW Archives - 0065226_00C



51 2005 Baggage Store and Left Luggage Store
Source: TfNSW Archives, edited by TKD Architects



52 2022 Baggage Store and Left Luggage Store
Source: Grimshaw Architects, edited by TKD Architects



2.8 Electricians' Department

Originally designed as a basement workshop to accommodate the railway electrician's department alongside the printer department. The Electricians' Department was sited near to the c1906 substation and other related storage rooms. A strong room was located within the space. The floor of the Electricians' Department was laid with hardwearing magnesite composite tiles on a concrete slab, likely being of the Fama manufacturer, remaining in situ today. The printers department moved out of the space c1916 into Eddy Avenue Shops, with the space subsequently operating as the Electrician and Substation Department throughout the twentieth century.

Significance not specifically graded in Artefact 2022 CMP. Basement office spaces, storage areas and the transformer rooms are graded as Little. General grading of basement elements are provided below.

- Significance:
- Overall grading for Basement: Moderate

- Moderate elements:
- Fama floor

- Little elements:
- Ceilings
 - Applied finishes

- Intrusive elements:
- Introduced services
 - Mechanical
 - Electrical
 - Lighting
 - Data



53 Electricians' Department
Source: TKD Architects, May 2022



54 Remnant skylight within Electrician's Department
Source: TKD Architects, May 2022



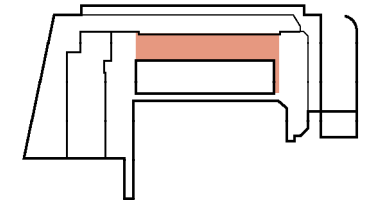
55 Mezzanine above east portion of Electrician's Department
Source: TKD Architects, May 2022



56 Electricians' Department, view from mezzanine
Source: TKD Architects, May 2022



57 Original Fama floor tiles
Source: TKD Architects, May 2022

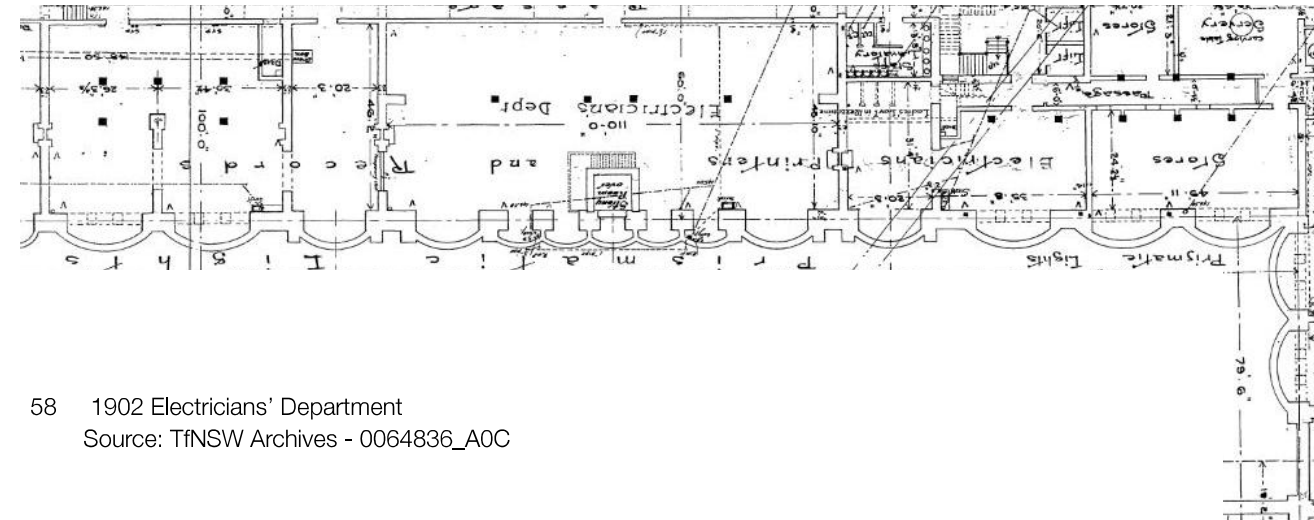


Heritage Spaces, Fabric and Elements

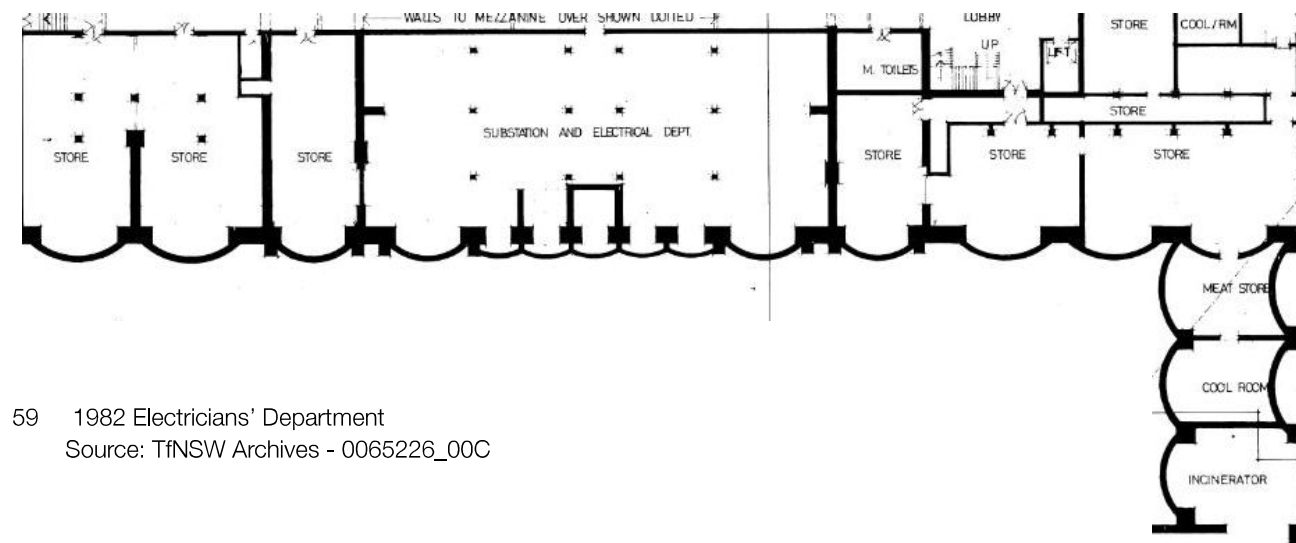
- 1 Retain original Strongroom under the former Booking Hall.
- 2 Retain original lightwells.

Opportunities

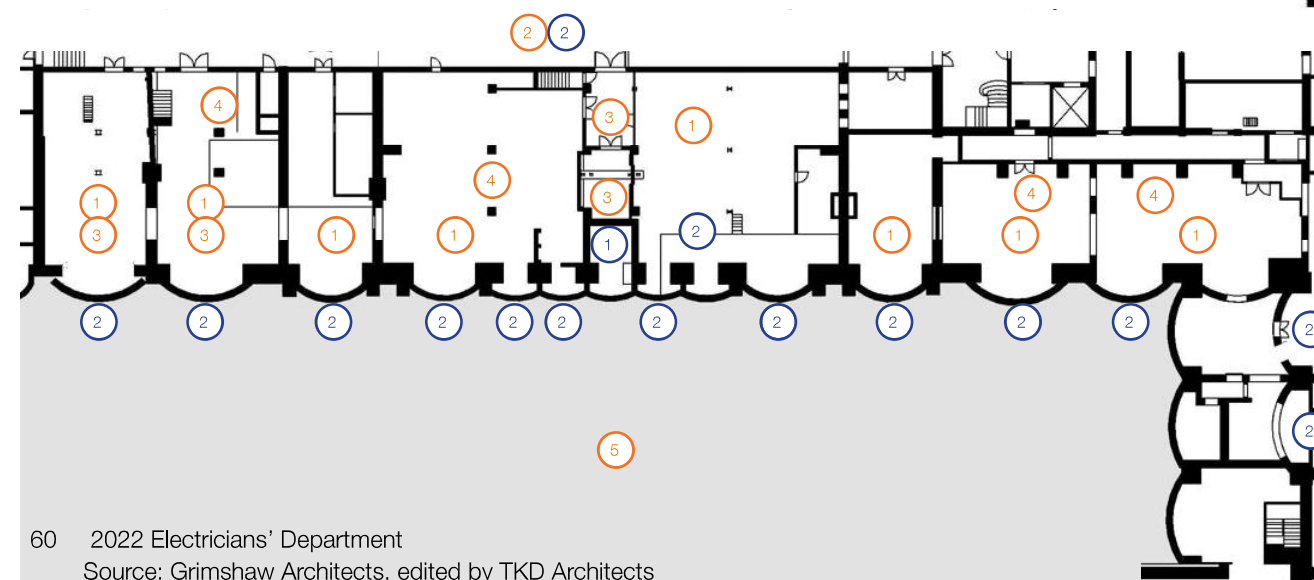
- 1 Potential for sympathetic adaptive reuse including for ancillary functions to support retail.
- 2 Potential to reinstate original glazed lightwells.
- 3 Potential to remove non-original mezzanines and partitions to reveal original spatial qualities of the basement spaces.
- 4 Remove overcladding from steel structure.
- 5 Potential to remove fill and adapt for future reuse.



58 1902 Electricians' Department
Source: TfNSW Archives - 0064836_A0C



59 1982 Electricians' Department
Source: TfNSW Archives - 0065226_00C



60 2022 Electricians' Department
Source: Grimshaw Architects, edited by TKD Architects



2.9 East Wing

Originally designed as office space for the Main Terminus Building, forming part of the U-shaped layout. The specific rail function of these offices is unknown, but they were located in association with two lifts and a tunnel to the floor above. By the mid twentieth century, the northern section of the space was noted as in use as a uniform store suggesting the wider space may have been in use for staff amenities. By the 1980s the space was in use housing boilers and acting and general storage.

Significance not specifically graded in Artefact 2022 CMP. Basement office spaces and storage areas are graded as Little. General grading of basement elements are provided below.

- Significance:
- Overall grading for Basement: Moderate
 - Mainframe Data Area: Little

- Moderate elements:
- Stelcon plate floor

- Little elements:
- Ceilings
 - Applied finishes

- Intrusive elements:
- Introduced services
 - Mechanical
 - Electrical
 - Lighting
 - Data



61 1955 Illawarra booking office in front of south east offices
Source: NSW State Records - FL2030697



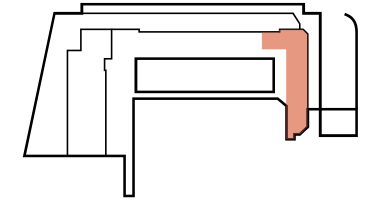
63 Remnant lift shaft within southern end of offices
Source: TKD Architects, May 2022



64 South East Offices hallway
Source: TKD Architects, May 2022



62 Encased columns within offices
Source: TKD Architects, May 2022

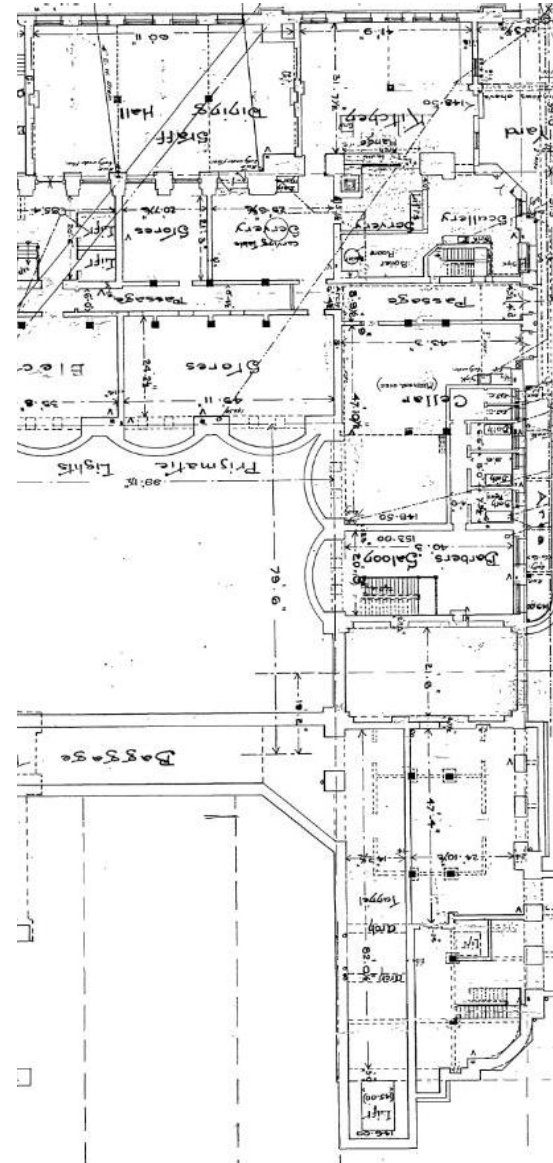


Heritage Spaces, Fabric and Elements

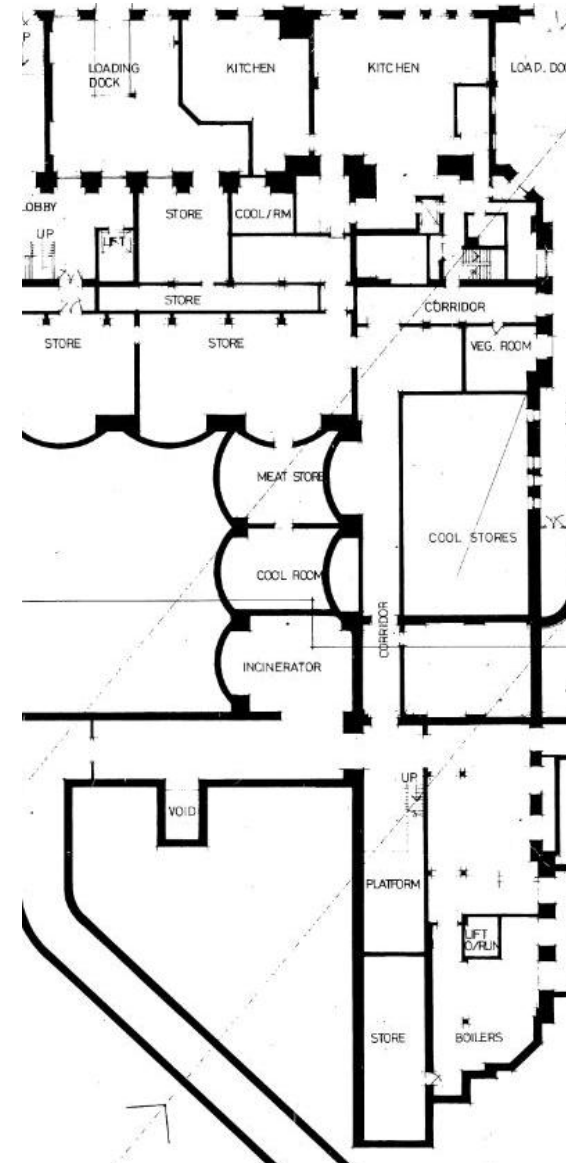
- ① Retain original lightwells.
- ② Retain former baggage hoists.
- ③ Retain remnant Stelcon flooring.

Opportunities

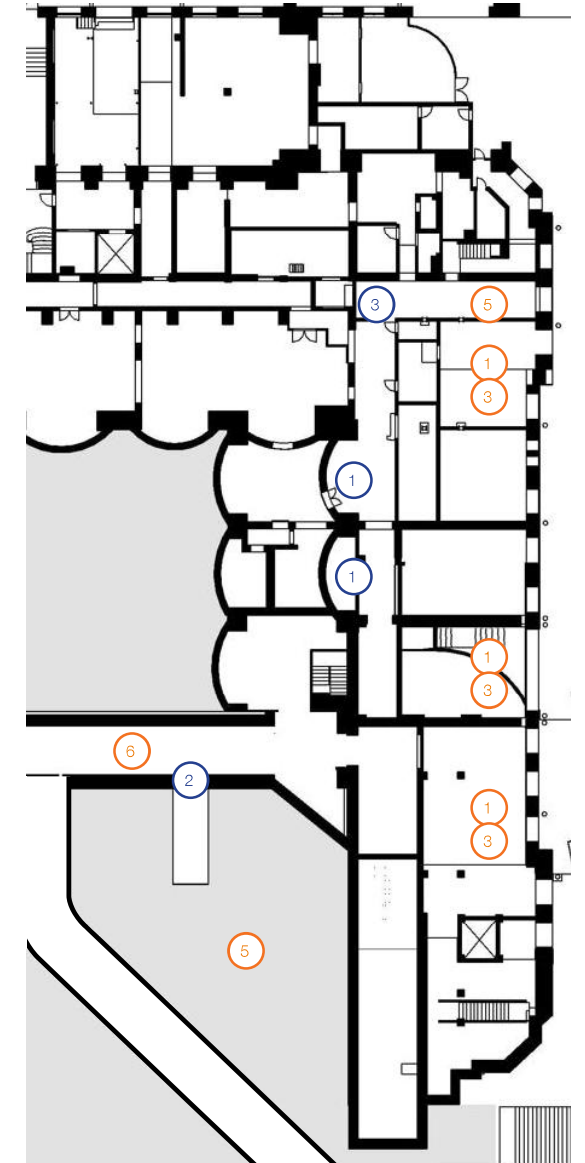
- ① Potential for sympathetic adaptive reuse including for ancillary functions to support retail.
- ② Potential to re-instate original glazed lightwells.
- ③ Potential to remove non-original mezzanines and partitions to reveal original spatial qualities of the basement spaces.
- ④ Potential to remove fill and adapt for future reuse.
- ⑤ Potential to provide public access to activated basement areas.



65 1902 East Wing
Source: TfNSW Archives - 0064836_A0C



66 1982 East Wing
Source: TfNSW Archives - 0065226_00C



67 2022 East Wing
Source: Grimshaw Architects, edited by TKD Architects



3 Concourse Level




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184. INTERIOR, NEW RAILWAY STATION, SYDNEY.

3.1 Overall

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. Associated rooms to boundaries of the Grand Concourse included the stationmaster's office, arched passages to the tramline, dining halls and rooms the booking hall, waiting and luggage rooms and the foyer for the proposed clock tower. A number of kiosks sold goods such as food, drink and books in the Grand Concourse space. Various changes of use of rooms occurred from the 1920s onwards and in the 1950s-1960s a suite of modernisation works were undertaken. Associated spaces have continued to offer supporting services such as food and beverage and retail offerings to the present day.

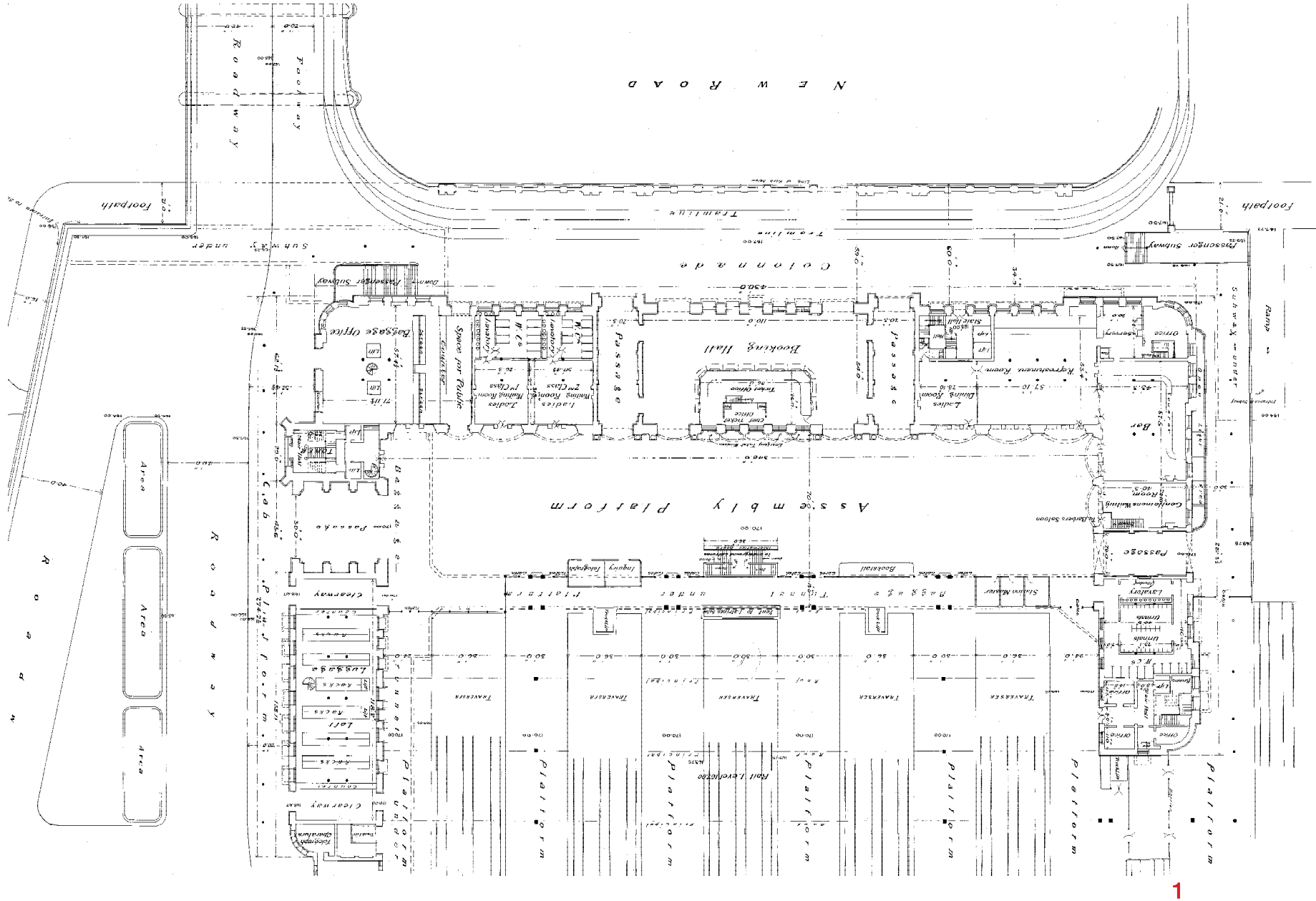
- Significance:
- Upper Concourse and related spaces overall – exceptional
 - Main Concourse and roof space – exceptional

- Exceptional elements:
- Leadlight windows
 - Surrounding brick and sandstone façade walls
 - Barrel vaulted roof including trusswork and lanterns
 - Arched passage entries
 - Arched entries to related spaces
 - Suspended Clock

- High elements:
- East archway stair connection to Central Electric Station
 - Wall Mounted Clock
 - Timber honour boards

- Moderate elements:
- Terrazzo flooring
 - Whitton Bust

- Little elements:
- Information counter and timetable display
 - Recent vending machines, ATMs and furniture
 - Recent advertisement, signage and wayfinding
 - Recent Retail Furniture and Paraphernalia
 - Introduced Services; Mechanical, Electrical, Lighting and Data
 - Colorbond Zincalume Steel Roof Cladding

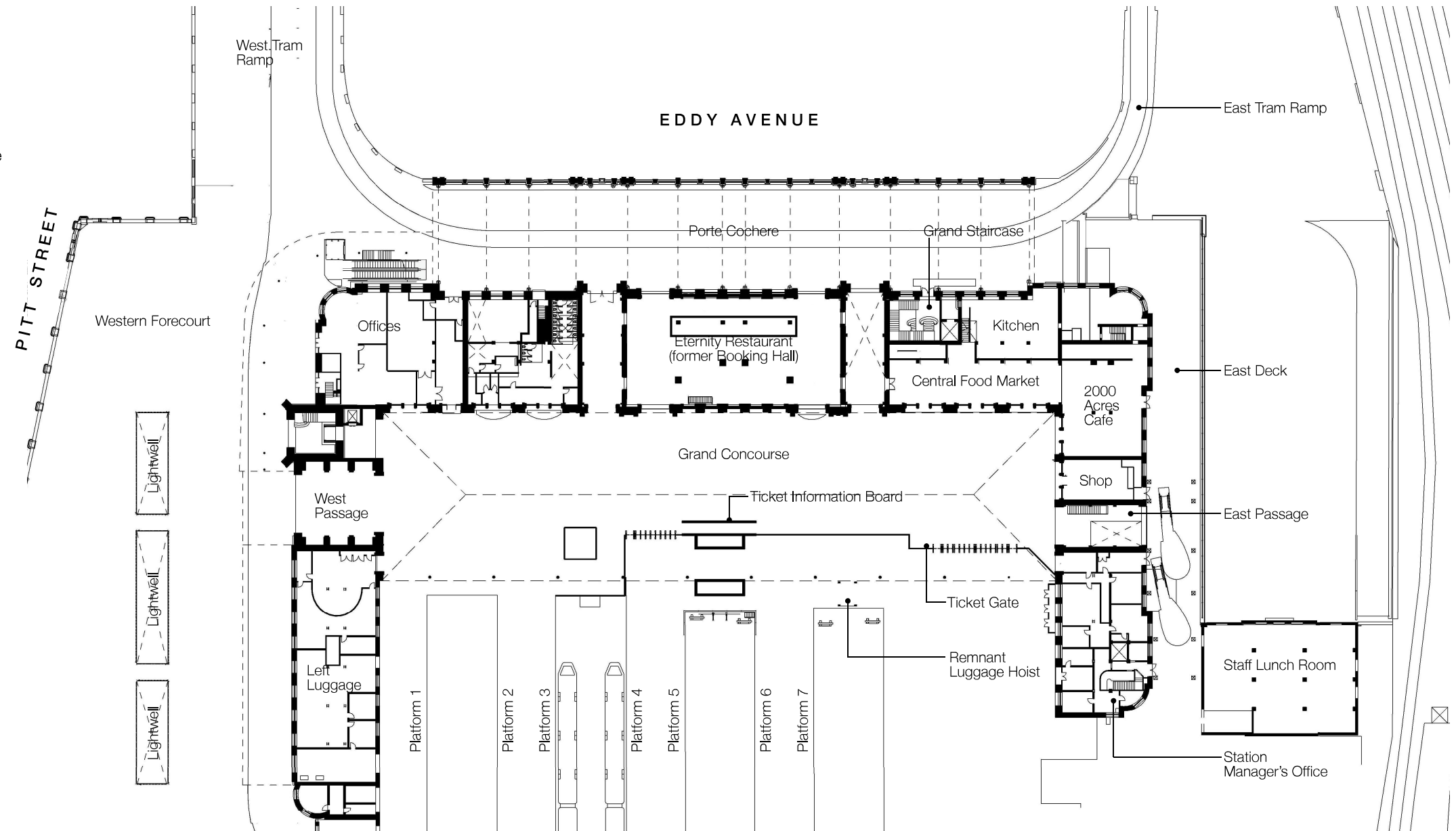


68 1906 Concourse Level floor plan
Source: TfNSW Archives, edited by TKD Architects



3.2 The Concourse Level Today

The Grand Concourse remains the centrepiece of the Main Terminus building. It serves regional and intercity train services platforms and provides luggage collection and drop-off and secure luggage storage for rail patrons. The open expanse of the Grand Concourse is interrupted by a limited amount of seating for people waiting for trains at its western end and a large centrally placed information booth, above which is a timetable display structure. The Grand Concourse is contained on three sides by spaces, several of which although modified still fulfill their original functions. The original booking hall is presently a restaurant while the original refreshment rooms and bar are now food outlets. What was originally a waiting room on the eastern side of the Grand Concourse is now a shop, while toilets continue to occupy the area on its north-western side. Original entry passages remain in use, giving access to the western forecourt, light rail to the north and suburban rail services to the east.



69 2022 Concourse Level floor plan
Source: Grimshaw Architects, edited by TKD Architects



3.3 West Wing (including Baggage Office, Clocktower and West Passageway)

Originally designed as left luggage offices with a telegraph office at the southern end. During the early 1950s the offices were converted to an interstate booking office with open counters installed within the space. Plans show it contained a lounge, cloak room, office, monitor room and apparatus room in connection with this use. The space continues to be used in association with rail services, functioning as the NSW Trainlink office today.

Significance not graded in Artefact 2022 CMP.

3.4 Ladies Waiting Room and WCs

Originally designed as two rooms (entered separately) with linked lavatories to provide a private waiting area for women. The waiting rooms were used for their original purpose until around the mid-twentieth century when sections of the space were partitioned off for storage, though one open waiting room and most of the lavatories at the rear continued to be in use. By the 1980s, most of the space had been given over to lavatories. Today the space is separated into female and male lavatories.

- Exceptional elements
- Doors, windows and hardware

- High elements
- Skirting, architraves and linings

- Little elements
- Floors and paving
 - Ceilings and cornices
 - Recent applied finishes
 - Recent fitout
 - Introduced services; mechanical, electrical, lighting and data



70 Grand Concourse - Ladies Waiting Rooms entrances on left
Source: NSW State Archives - FL422374



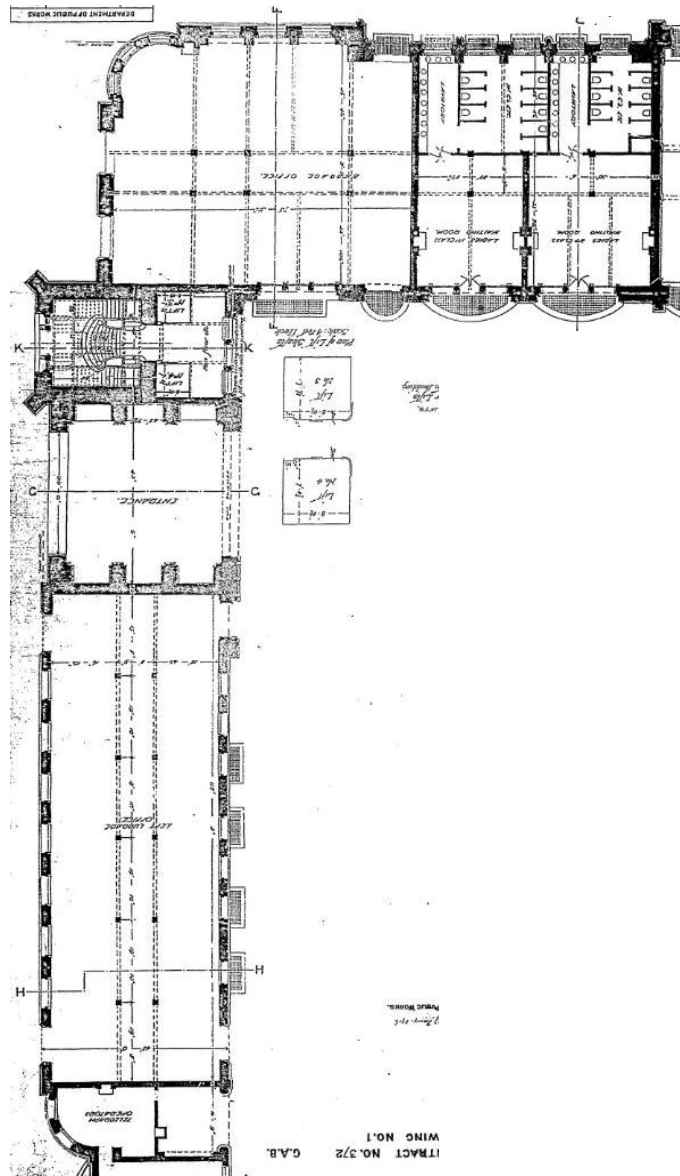
73 View of Central Station showing West Wing and Luggage Store, 1952
Source: National Archives of Australia - a1200_114553



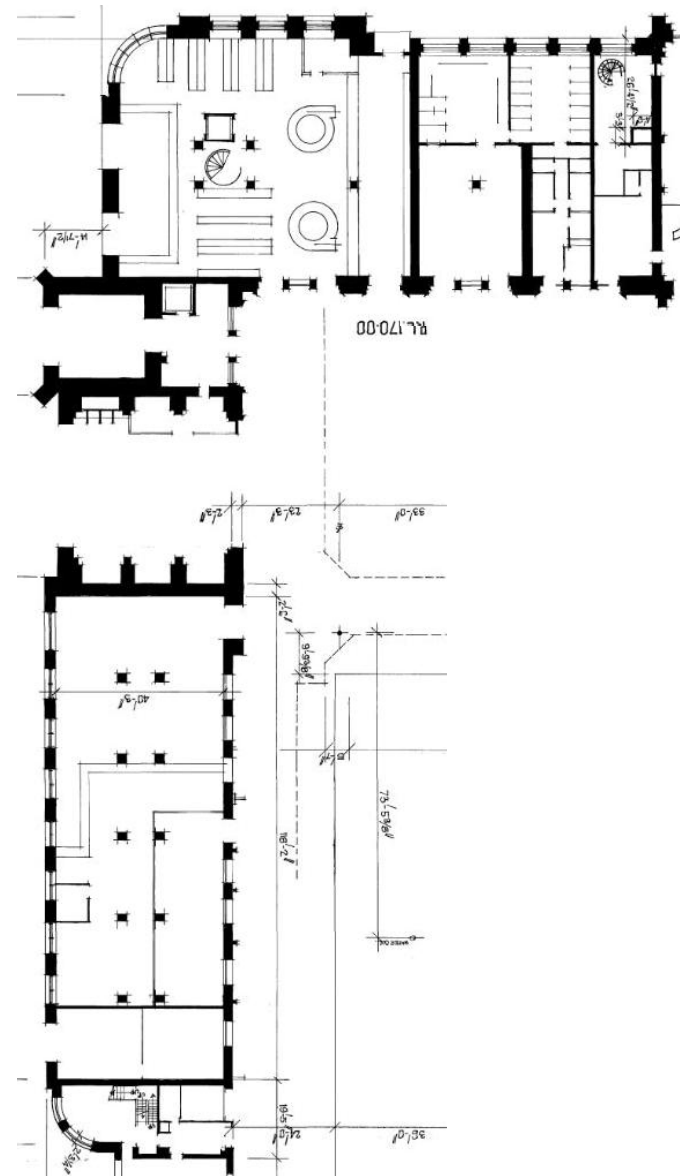
71 1965 West Entry Passage
Source: National Archives of Australia - C4078, N26998



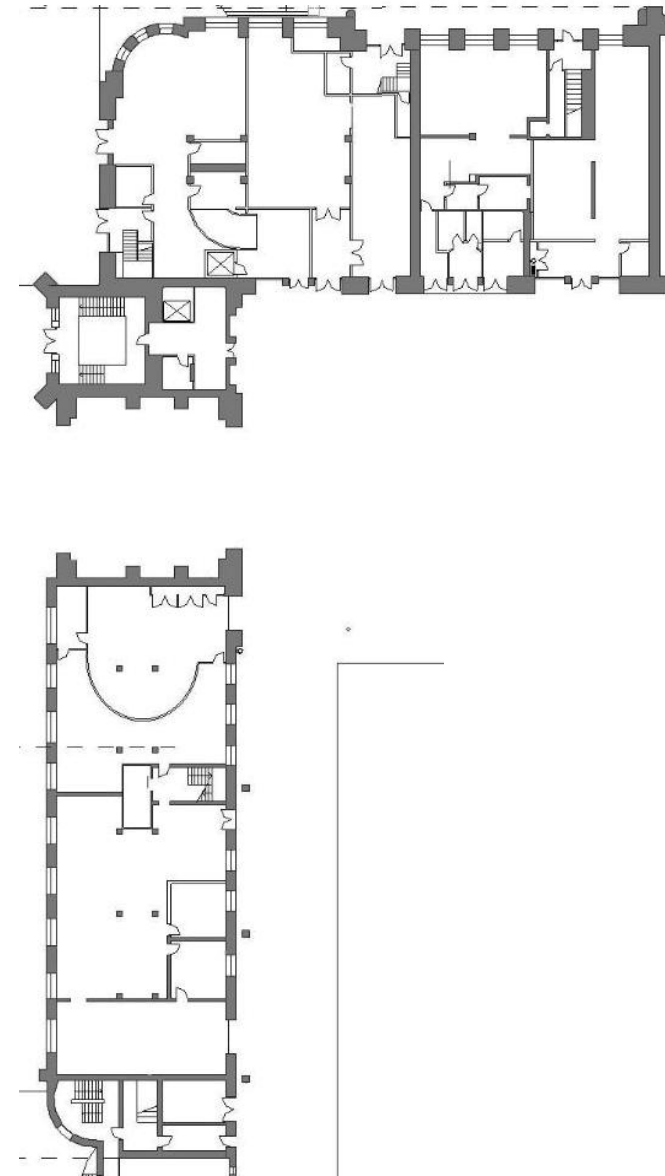
72 Left Luggage Store
Source: TKD Architects, May 2022



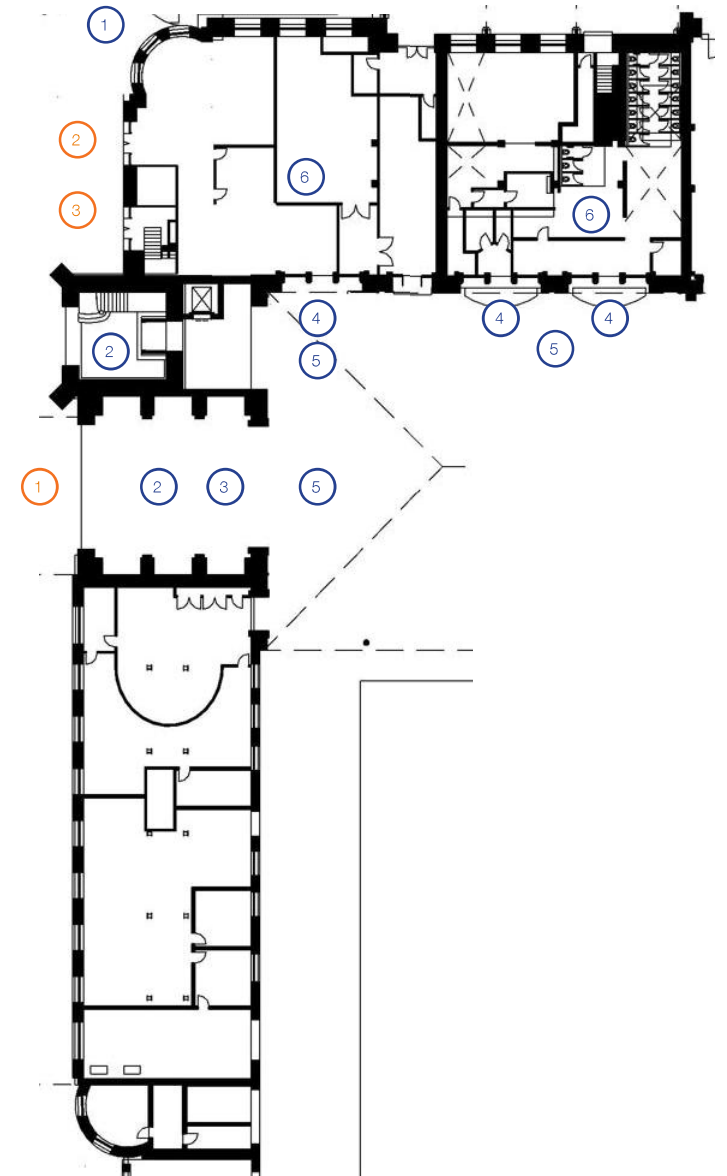
74 1906 West Wing completion plan (excerpt)
Source: TfNSW Archives - 0065226_00C



75 1966 West Wing proposed plan (excerpt)
Source: TfNSW Archives - 0262357_D0c



76 2005 West Wing plan
Source: TfNSW Archives, edited by TKD Architects



77 2022 West Wing plan
Source: Grimshaw Architects, edited by TKD Architects

Heritage Fabric, Spaces and Elements

- 1 Retain and conserve original external brick and sandstone wall fabric, windows and doors. Retain legibility of former uses.
- 2 Retain and conserve all fabric identified as having Exceptional and High significance.
- 3 Retain vaulted form of west passage.

- 4 Remove intrusive signage. New signage should be designed as a co-ordinated and visually related whole.
- 5 Scope to sympathetically adapt/refurbish.

Opportunities

- 1 Rationalise and install consistent integrated signage.
- 2 Co-ordinate paving to enhance the setting of the building.
- 3 Upgrade and co-ordinate lighting.



3.5 Former Booking Hall and Passageways

Originally designed as an important space linked to the Grand Concourse to facilitate the booking of train trips and associated journeys. A new ceiling was installed in the space in 1937 when a mezzanine level for rail offices was former above. The booking hall was subsequently reconfigured and substantially modified in the 1950s-1960s in conjunction with its continued use as a booking hall. Original ticket booths were removed and replaced with a new circular counter, alongside new flooring, doors and services. Further modifications were undertaken in the early 2000s when the space was adapted for the Office of Rail Heritage, RTM Ticket sales and the ARHS Bookshop. These included the removal of the 1930s ceiling and the 1960s counter and a contemporary fitout.

Exceptional elements:

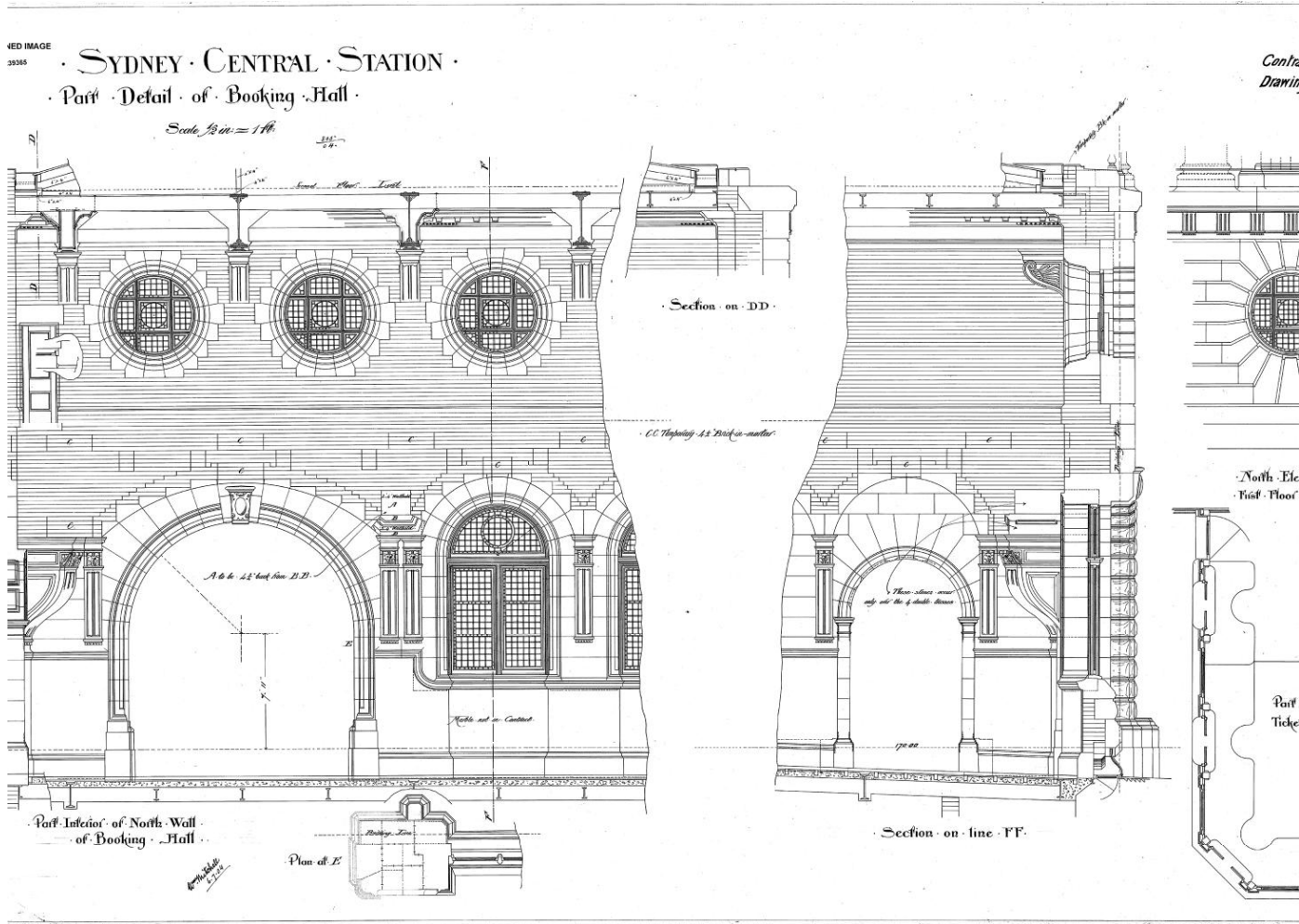
- Sandstone Console Brackets
- Leadlight Windows
- Doors, windows and hardware
- Marble wall panelling and skirtings
- Architraves and linings

Moderate elements:

- Columns

Little elements:

- Doors, windows and hardware
- Floors and paving
- Ceiling and cornices
- Recent applied finishes
- Recent glazed panels and fitout
- Introduced services; mechanical, electrical, lighting and data



78 1904 Booking Hall interior elevation
Source: TfNSW Archives - 0239365_00C



79 1902 Booking Hall interior
Source: NSW State Archives - FL422660



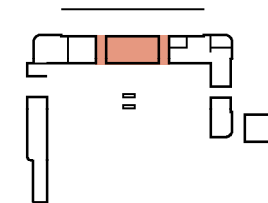
80 1902 Booking Hall interior
Source: TfNSW Archives - 0254312_00C



81 1963 Booking Hall ticket office stall refurbishment
Source: TfNSW Archives - 0063951_A0C



82 1906 Booking Hall ticket offices
Source: TfNSW Archives - d1_10628h

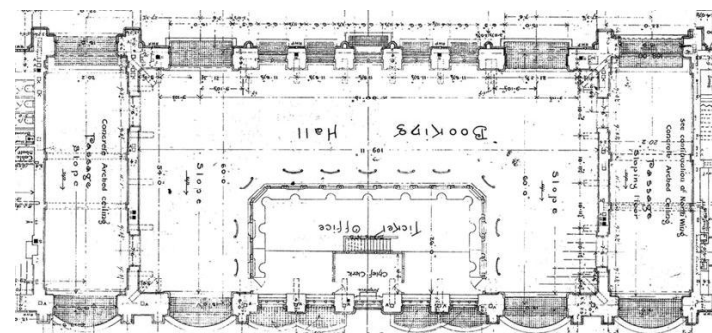


Heritage Spaces, Fabric and Elements

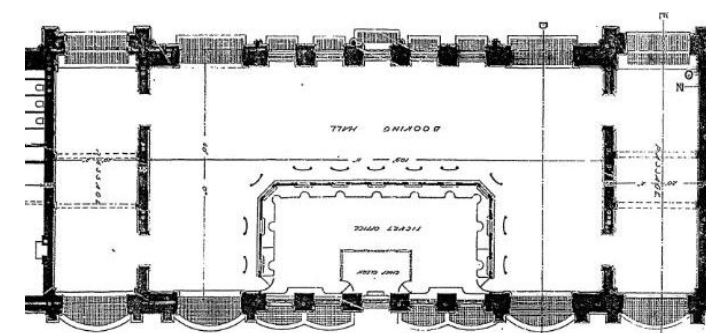
- 1 Remove 1930s mezzanine and existing bar fit-out from the former Booking Hall.
- 2 Reconstruct or interpret decorative plaster ceiling elements where they have been damaged or removed.
- 3 Reveal, reconstruct or interpret original face brickwork and sandstone surrounds to circular windows in the upper section of the former Booking Hall.
- 4 Reconstruct the gallery and sandstone balustrading.
- 5 Investigate and reinstate early colour schemes.
- 6 Scope to sympathetically adapt the former Booking Hall.

Opportunities

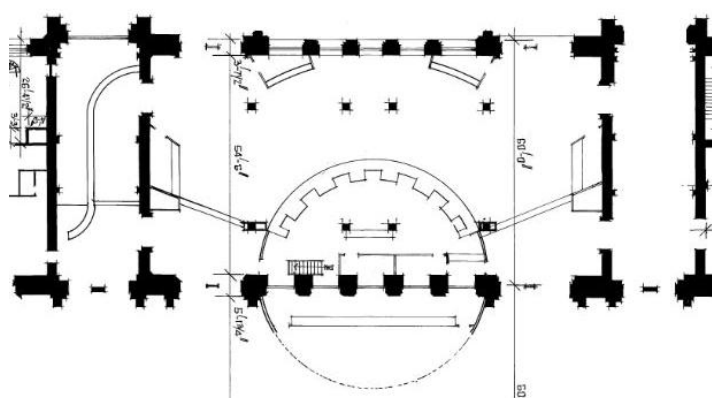
- 1 Retain and conserve all fabric identified as having Exceptional and High significance.
- 2 Retain vaulted structure of passages.
- 3 Retain the passages as pedestrian connections between Eddy Avenue and the Grand Concourse.
- 4 Demolish the 1938 ceiling and regain the original double-height volume



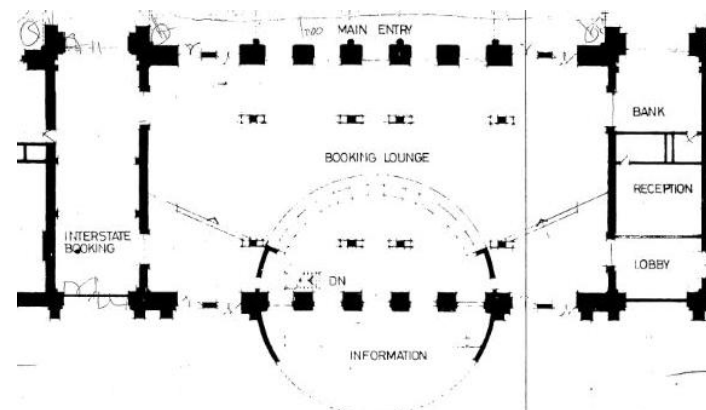
83 1904 Booking Hall and Passageways
Source: TfNSW Archives - 0065226_00C



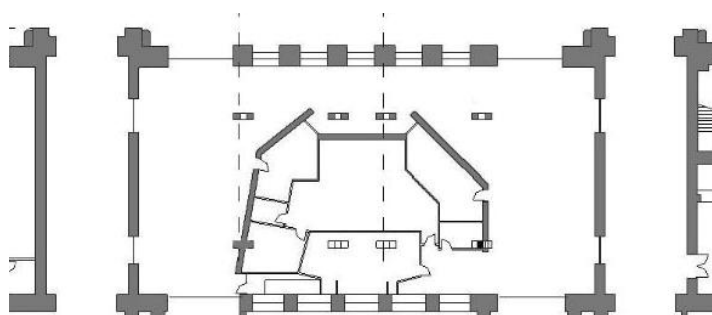
84 1906 Booking Hall and Passageways
Source: TfNSW Archives - 0065226_00C



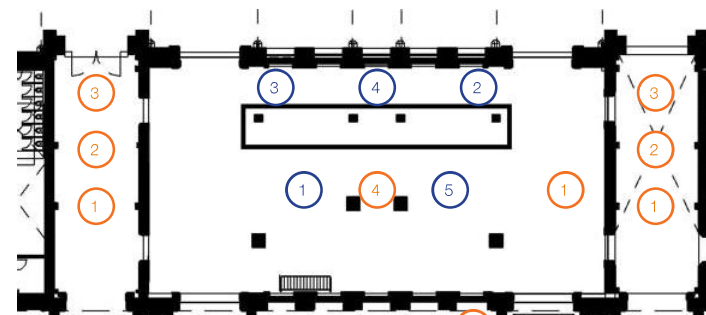
85 1966 Booking Hall and Passageways
Source: TfNSW Archives - 0063169_A0C



86 1982 Booking Hall and Passageways
Source: TfNSW Archives - 0064525_A0C

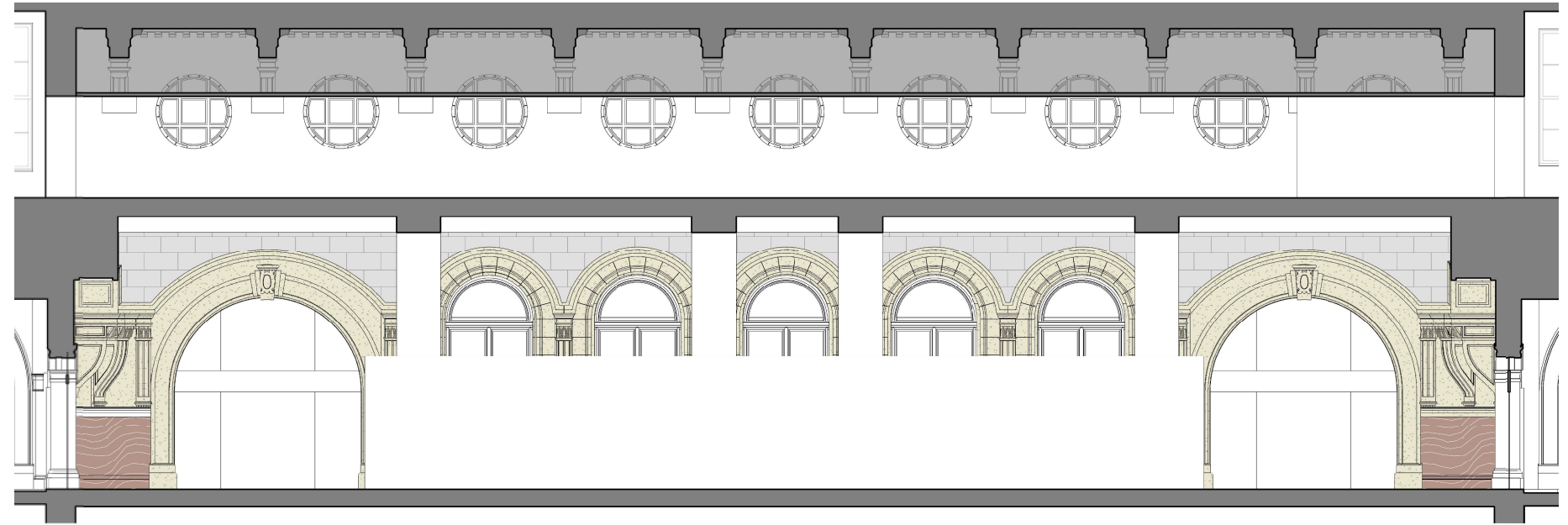


87 2005 Booking Hall and Passageways
Source: TfNSW Archives, edited by TKD Architects

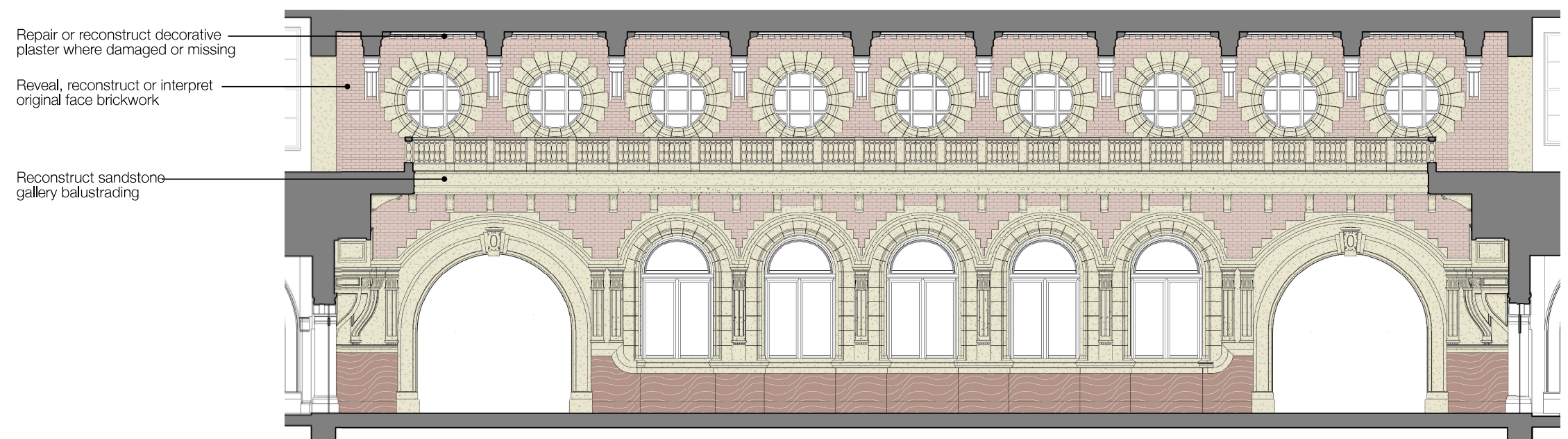


88 2022 Booking Hall and Passageways
Source: Grimshaw Architects, edited by TKD Architects

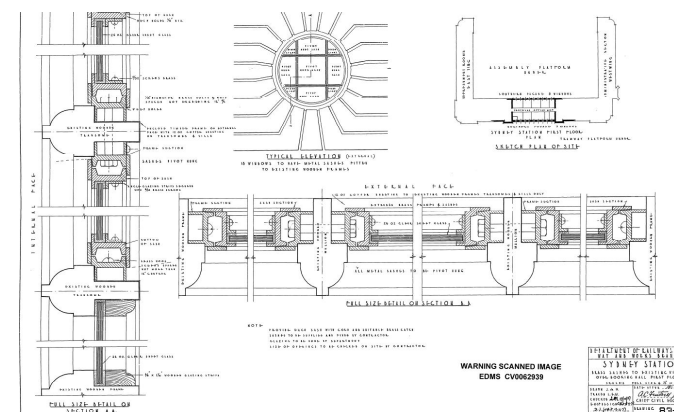
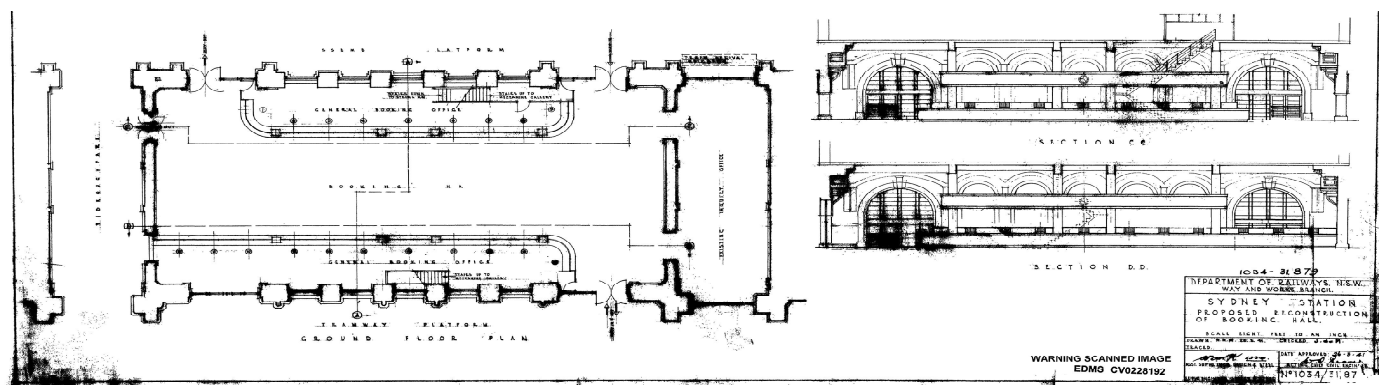
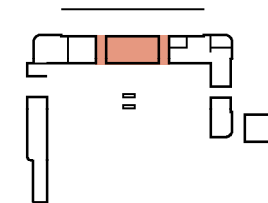




89 2022 “Eternity” bar within former Booking Hall
Source: TKD Architects, August 2022



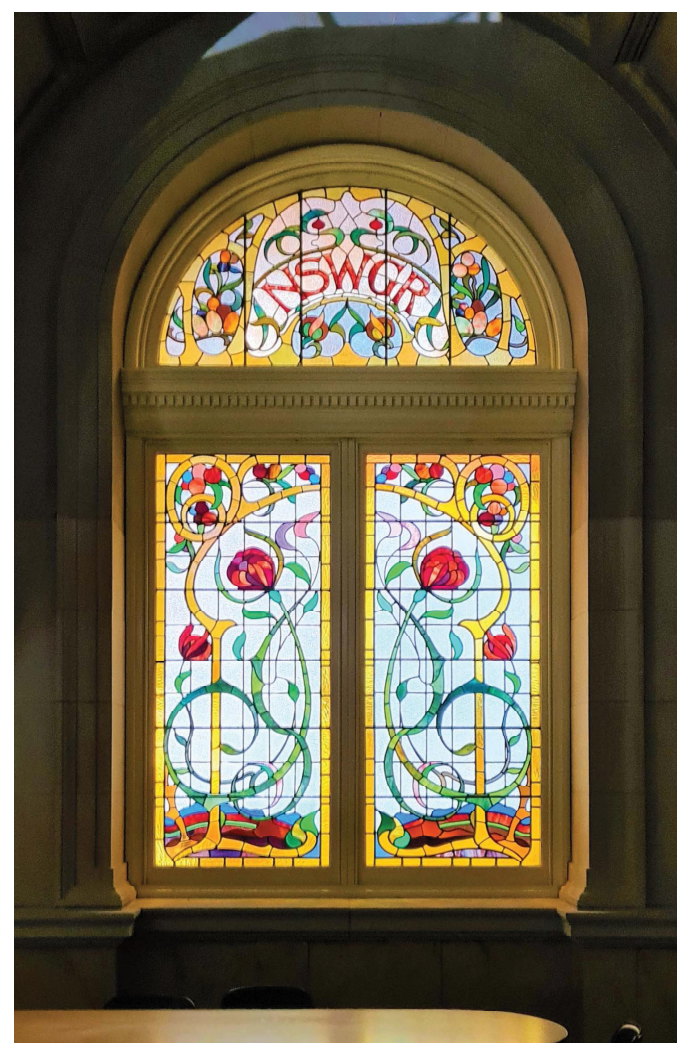
90 2022 Proposed Booking Hall
Source: Grimshaw Architects and TKD Architects



91 1941 Booking Hall interior fitout plan and elevations.
Source: TfNSW Archives - 0228192_00c.

92 1937 Booking Hall window detail
Source: TfNSW Archives - 0062939_A0C

93 Booking Hall Passage corbel details
Source: TKD Architects, May 2022



94 Booking Hall marble dado wall
Source: TKD Architects, May 2022

95 Booking Hall window detail
Source: TKD Architects, May 2022

96 Booking Hall passage vaulted ceiling
Source: TKD Architects, May 2022

97 Booking Hall masonry corner detail
Source: TKD Architects, May 2022

3.6 Former Refreshment Rooms and Grand Stair

Originally designed as restaurant spaces to provide food and drink to passengers. The mass production kitchen of the Railway Refreshment Rooms (RRR) service which operated these rooms was located in the basement level below. The refreshment rooms and RRR ceased operating around the 1970s, with the refreshment room spaces subsequently being used for similar hospitality purposes, most recently as “Central Food market” with associated kitchens in former refreshment room space to the north-eastern corner of the building.

[PART OF FORMER LADIES DINING ROOM (CENTRAL FOOD HALL) AND FORMER DINING HALL (2000 ACRES) in CMP]

FORMER REFRESHMENT ROOMS

- Exceptional elements:
- Acid etched glass windows
 - Doors, windows and hardware
 - Console brackets, columns, ceilings and cornices
 - Skirtings, architraves and linings
 - Transport Progress in frieze mural
 - Timber and marble panelling
- High elements:
- Floor map, symbolic motifs and paving
- Moderate elements:
- Ceiling and cornices (Former Ladies Dining Room / Central Food Hall)
- Little elements:
- Recent floor paving (Former Dining Hall / 2000 Acres)
 - Recent applied finishes
 - Recent fit-out
 - Recent signage
 - Introduced services: mechanical, electrical, lighting, data etc

GRAND STAIR

- Exceptional elements:
- Stairs, balustrades and soffits
 - Marble panelling and dado
- High elements:
- Doors, windows and hardware
 - Floors and paving
 - Ceilings and cornices
 - Skirtings, architraves and linings
- Little elements:
- Applied finishes
 - Introduced services: mechanical, electrical, lighting, data etc



98 Refreshment Room ceiling details
Source: TKD Architects, May 2022



99 1950s wall mural detail
Source: State Library of NSW Archive - FL16116418



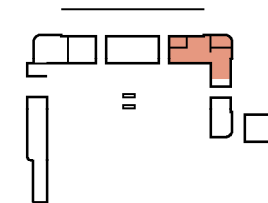
100 1906 Former Dining Hall
Source: State Library of NSW Archive - d1_10630h



101 1906 Former Refreshment Room
Source: TfNSW Archives - 0064525_A0C



102 c.1950s Former Interstate Booking Office
showing Melocco marble floor mural
Source: State Library of NSW Archive - FL16116404

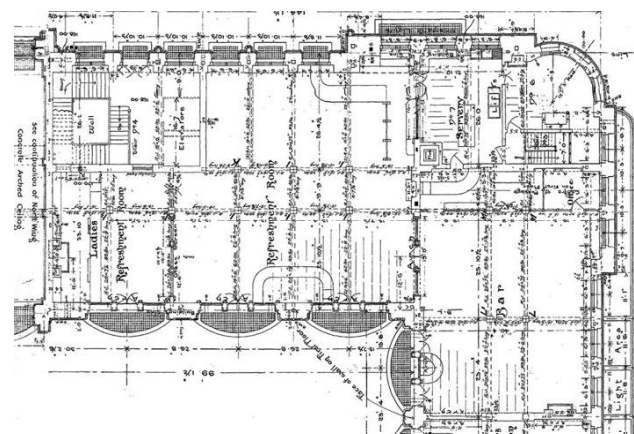


Heritage Spaces, Fabric and Elements

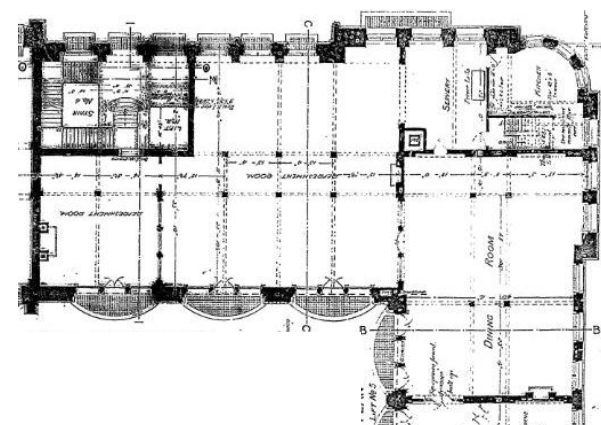
- 1 Retain and conserve all fabric identified as having Exceptional and High significance.

Opportunities

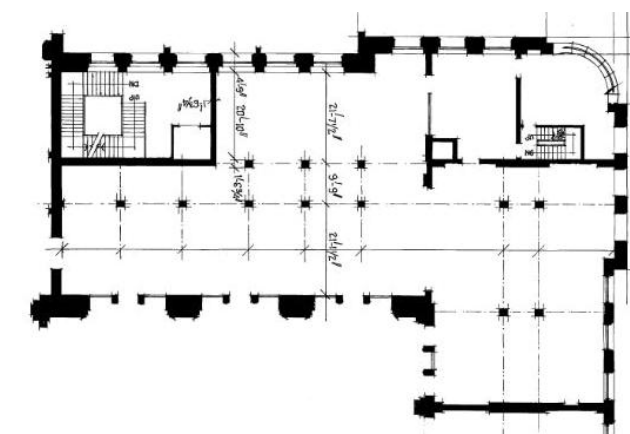
- 1 Maintain use of Refreshment Rooms as outlet for food
- 2 Reinstate dadoes to walls and base of columns
- 3 Investigate original colour schemes and reinstate
- 4 Design new fit-outs that do not detract from the character of the spaces and do not clutter them with distracting elements



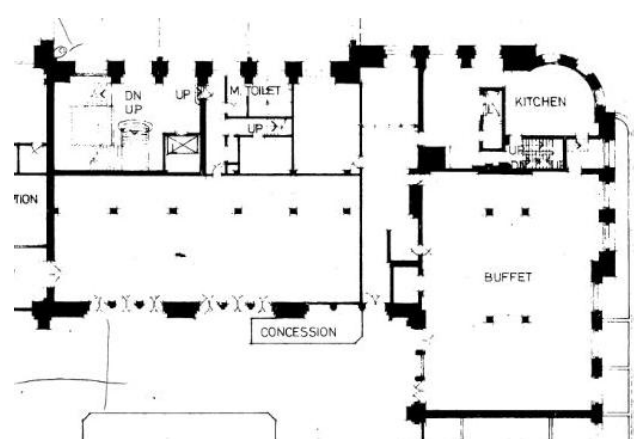
103 1904 Refreshment Rooms
Source: TfNSW Archives - 0065226_00C



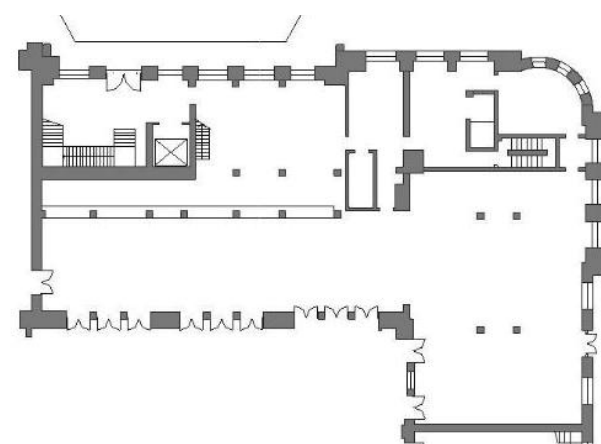
104 1906 Refreshment Rooms
Source: TfNSW Archives - 0065226_00C



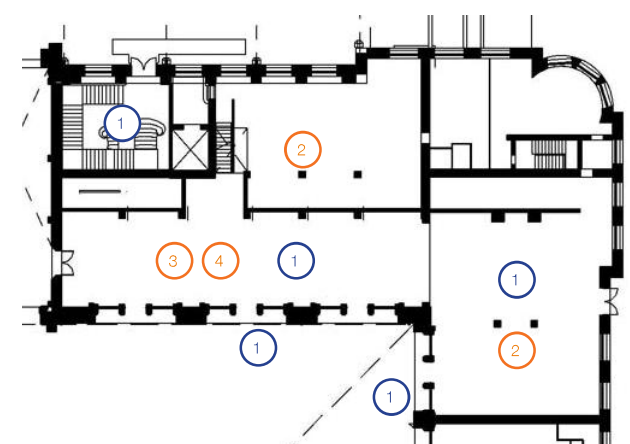
105 1966 Refreshment Rooms
Source: TfNSW Archives - 0063169_A0C



106 1982 Interstate Booking Hall
Source: TfNSW Archives - 0064525_A0C



107 2005 Catering Areas and Kitchens
Source: TfNSW Archives, edited by TKD Architects



108 2022 Catering Areas and Kitchens
Source: Grimshaw Architects, edited by TKD Architects



3.7 East Wing (including East Passageway)

Originally designed to accommodate station offices, a stair, lift and lobby in the southern section, with urinals and a lavatory to the northern section. The space continued to provide these functions until the mid to late twentieth century when it appears to have been converted to storage. It also includes the former Gentlemen’s Waiting Room (Newslink).

Significance not specifically graded in Artefact 2022 CMP. However Main Terminus Building: office spaces provides the following general gradings:

- Significance:
- Main Terminus Office spaces overall: High

- Exceptional elements:
- Oeil-de-boeuf clerestory windows
 - Original ceiling and cornices
 - East Passageway

- High elements:
- Doors, windows and hardware

- Little elements:
- Recent floor finishes
 - Recent ceilings and cornices
 - Recent skirting, architraves and linings
 - Recent applied finished
 - Recent fitout
 - Introduced services; mechanical, electrical, lighting and data

Significance for the Former Gentlemen’s Waiting Room (Newslink) is graded in the Artefact 2022 CMP

- Exceptional elements:
- Doors, windows and hardware

- High elements:
- Skirtings, architraves and linings

- Little elements:
- Floors and paving
 - Ceilings and cornices
 - Recent applied finishes
 - Recent fit-out
 - Introduced services: mechanical, electrical, lighting, data etc



109 East Wing east elevations
Source: NSW State Archives - 17420_a014_a014001456



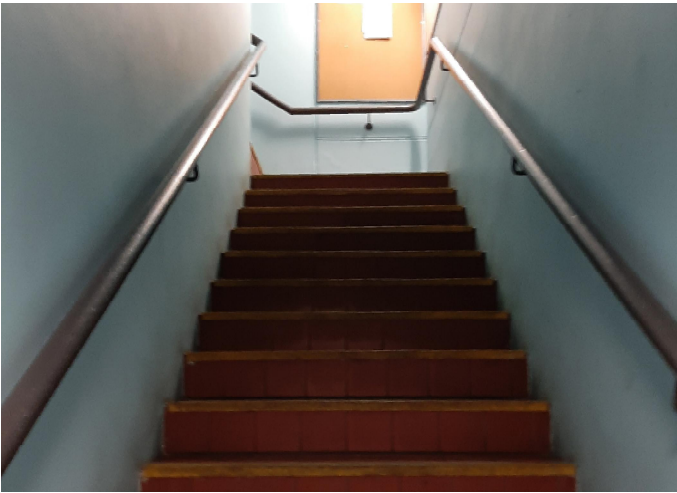
112 East Wing west elevation detail
Source: TKD Architects, May 2022



113 East Wing south elevation detail
Source: TKD Architects, May 2022



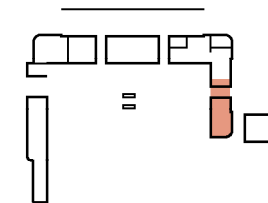
110 East Wing south elevation
Source: TKD Architects, May 2022



111 East Wing stairs
Source: TKD Architects, May 2022



114 East Wing south elevation detail
Source: TKD Architects, May 2022

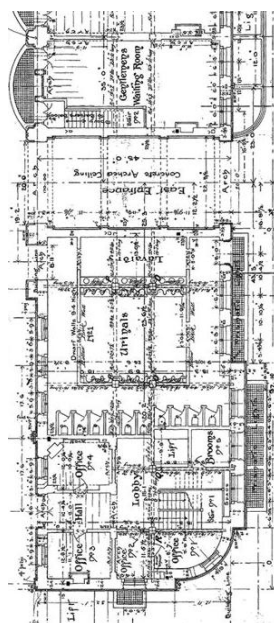


Heritage Spaces, Fabric and Elements

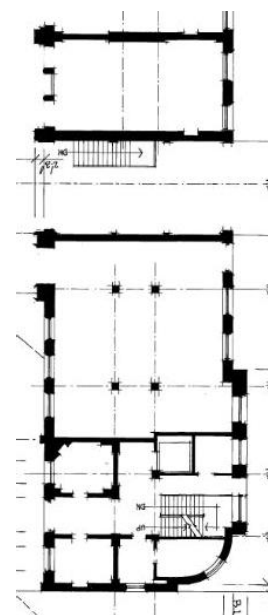
- 1 Retain and conserve all fabric identified as having Exceptional and High significance

Opportunities

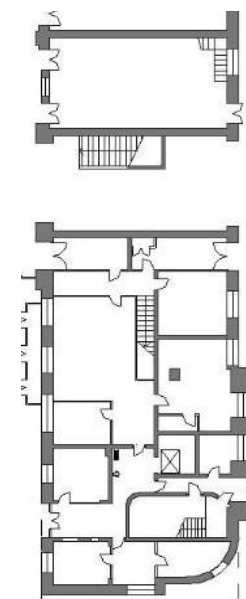
- 1 Retain East Passageway as a pedestrian pathway. Retain vaulted structure. Should the stair to the level below be modified, salvage metal balustrading and base around the void opening
- 2 Maintain retailing or comparable compatible use in the former Gentleman's Waiting Room that does not require modifications to the significant fabric of the space
- 3 Investigate and reinstate early colour schemes
- 4 Scope to sympathetically adapt office spaces within the East Wing



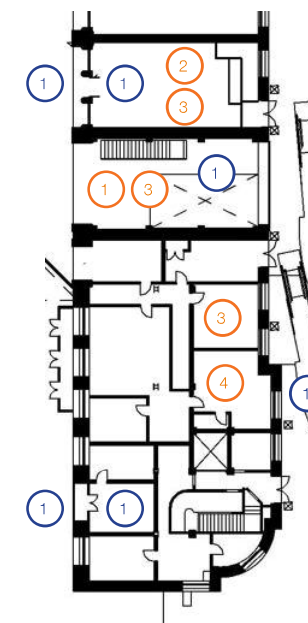
115 1904 East Wing
Source: TfNSW Archives
- 0065226_00C



116 1966 East Wing
Source: TfNSW Archives
- 0063169_A0C



117 2005 East Wing
Source: TfNSW Archives,
edited by TKD Architects



118 2022 East Wing
Source: Grimshaw Architects,
edited by TKD Architects



3.8 **Porte Cochere**

Originally designed as a shelter for passengers transferring from the trams to train platforms via the Grand Concourse area. The floor of the space was asphalt with wood blocks laid alongside the tram tracks. With the cessation of the tram system in the late 1950s, the tracks became redundant and the space was subsequently used as car parking. The tracks were paved over in the 1990s. A new Metro Light Rail line was installed in 1996 which followed the path of the original tram line but operated in the opposite direction.

Significance:

- Overall grading: exceptional
- Views and vistas: exceptional
- Context and setting: exceptional

Exceptional elements:

- Roof trusswork, valance and seismic bracing
- Main Terminus Building northern façade, windows and doors
- Passage connections to main concourse
- Sandstone colonnade, balustrades, parapet and coats of arms

High elements:

- Remains of early tram tracks
- Clock, early signage, wayfinding

Little elements:

- Platform and tracks
- Current paving

Intrusive elements:

- Escalator and stair
- Introduced services; mechanical, electrical, lighting and data



119 The Porte Cochere depicted in a 1908 postcard.
Source: State Archives and Records - 4359.



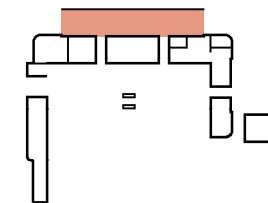
121 Undated (c 1920s) stair exit to corner of Pitt Street and Eddy Avenue.
Source: TKD Architects 2022.



120 The Porte Cochere today.
Source: TKD Architects 2022



122 Stair exit to corner of Pitt Street and Eddy Avenue.
Source: TKD Architects 2022.

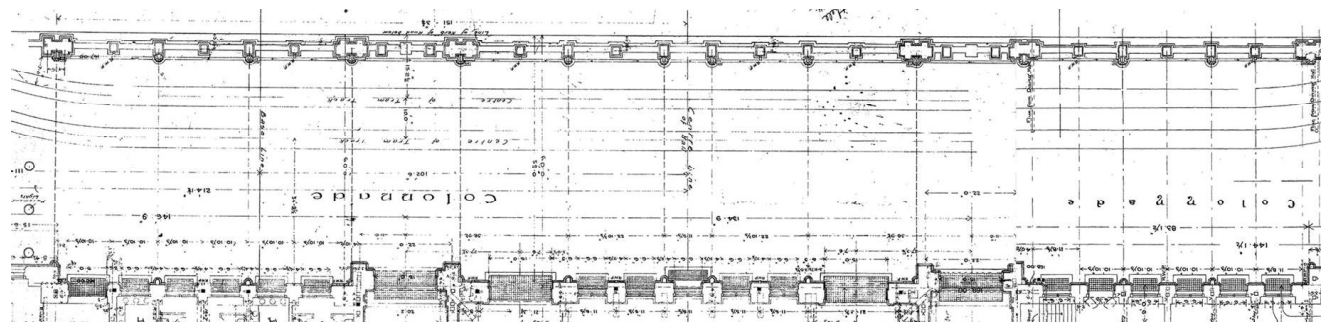


Heritage Spaces, Fabric and Elements

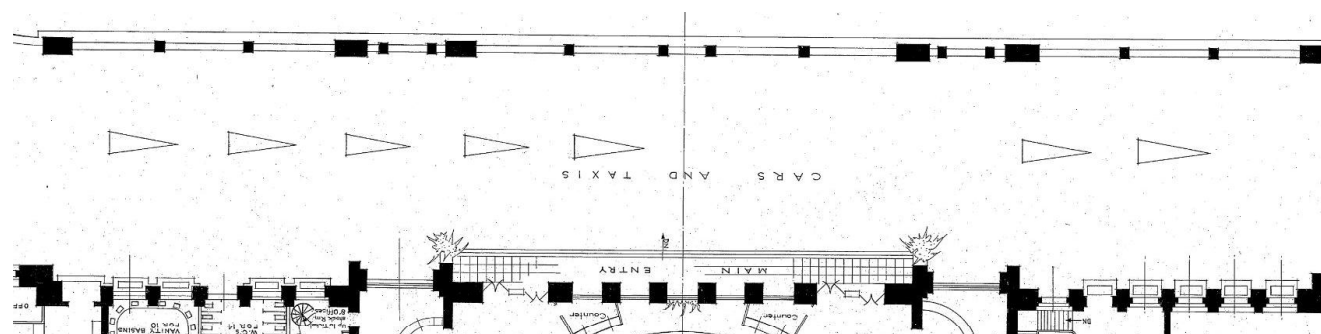
- 1 Maintain views and vistas, and context and setting, of the Porte Cochere
- 2 Maintain and conserve all elements identified as having Exceptional and High heritage significance
- 3 Maintain open character of the space within the Porte Cochere

Opportunities

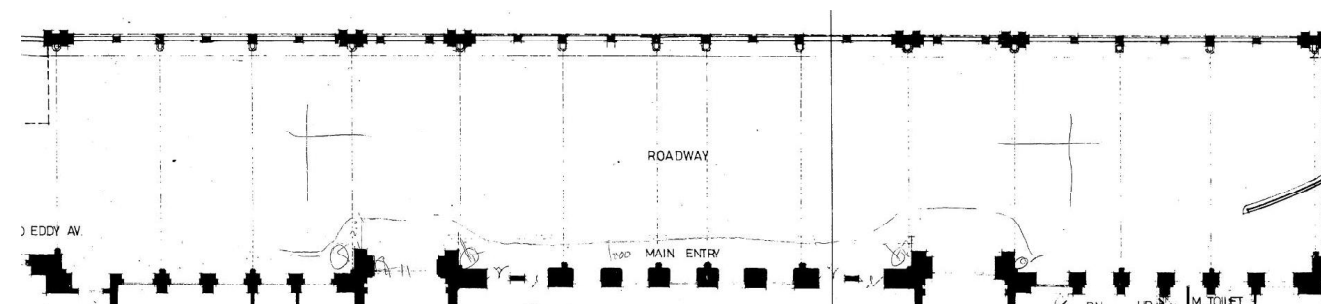
- 1 Consider relocation of light rail tracks to the northern side of the Porte Cochere
- 2 Enhance user amenity through well designed paving and other elements such as seating
- 3 Reinstate glazing to the Porte Cochere roof
- 4 Integrate signage so that its impacts on the space are minimised. Co-ordinate the design of signage
- 5 Upgrade lighting with well designed luminaires that are sympathetic to the architectural character of the space



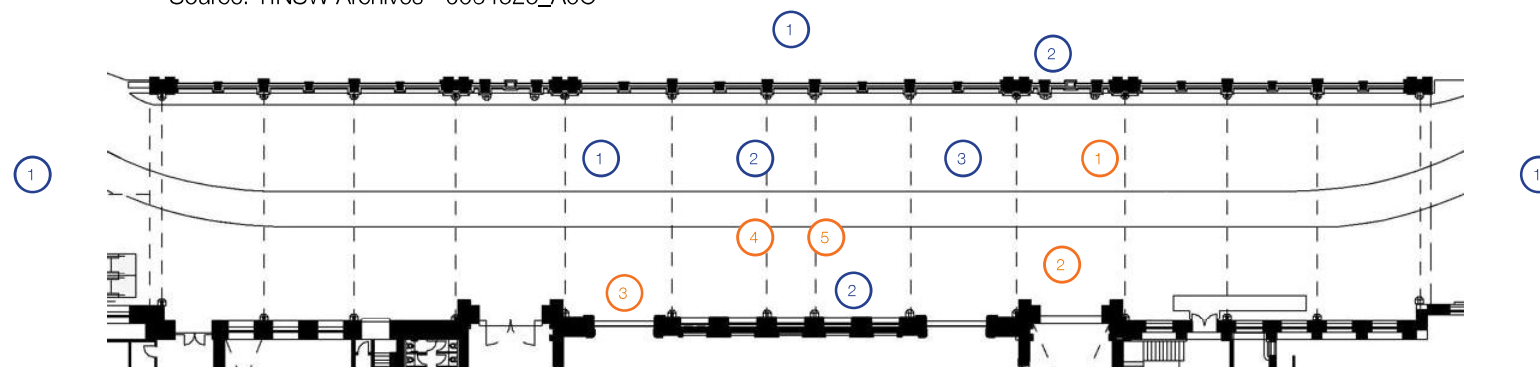
123 1904 Porte Cochere
Source: TfNSW Archives - 0065226_00C



124 1963 Porte Cochere
Source: TfNSW Archives - 0262357_D0c



125 1982 Porte Cochere
Source: TfNSW Archives - 0064525_A0C



126 2022 Porte Cochere
Source: Grimshaw Architects, edited by TKD Architects



3.9 Assembly Platform

Originally designed as an Assembly Platform (also known as the 'Grand Concourse') for Central Station. The space was intended to be commodious and large so that commuters would have ample room and experience less commotion during their travels, rather than being channelled through a narrow space. A number of kiosks and stalls were located within and along the sides of the space from its opening through to the late twentieth century. Over time these included book stalls, milk bars, soda fountains, and fruit and pastry stands. A large timber information board was also an important focal point of the space from its opening until 1982 when it was removed to the Powerhouse Museum. It was replaced by television train indicator monitors which have since been replaced by electronic indicator boards. Very limited retail/food offerings exist on the platform today.

Exceptional elements:

- Leadlight windows
- Surrounding brick and sandstone façade walls
- Barrel vaulted roof including trusswork and lanterns
- Arched passage entries
- Arched entries to related spaces
- Suspended Clock

High elements:

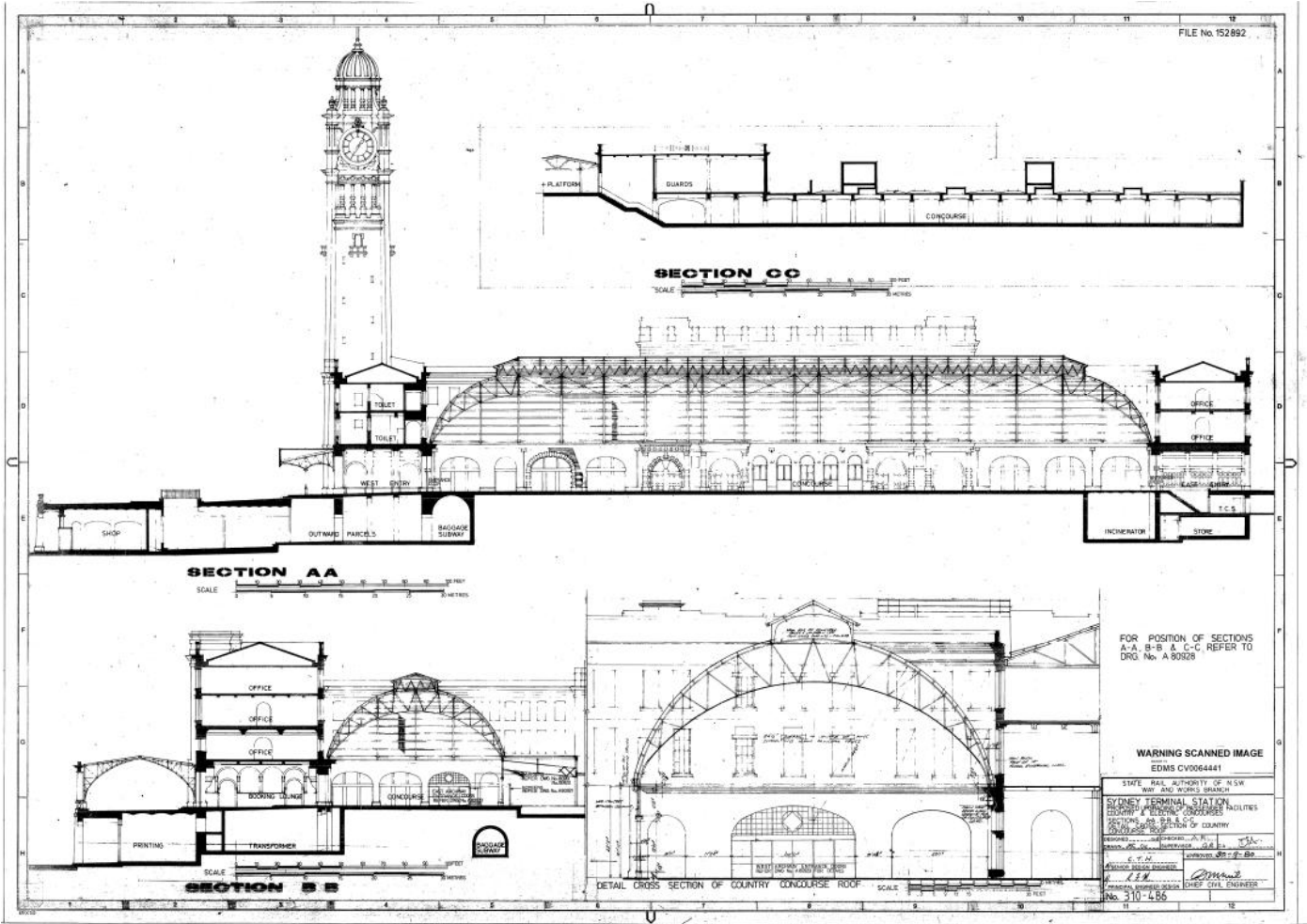
- East archway stair connection to Central Electric Station
- Wall Mounted Clock
- Timber honour boards

Moderate elements:

- Terrazzo flooring
- Whitton Bust

Little elements:

- Information counter and timetable display
- Recent vending machines, ATMs and furniture
- Recent advertisement, signage and wayfinding
- Recent Retail Furniture and Paraphernalia
- Introduced Services; Mechanical, Electrical, Lighting and Data
- Colorbond Zincalume Steel Roof Cladding



127 1980 Assembly Platform section
Source: TfNSW Archives - 0064441_A0C



130 c.1920s Assembly Platform
Source: NSW State Archives - d1_15503h



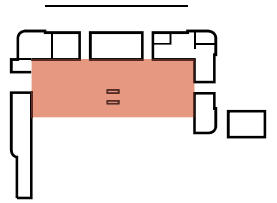
131 1958 Assembly Platform
Source: NSW State Archives - 17420_a014_a014001409



128 1906 Assembly Platform construction
Source: State Library of NSW Archives - FL1820519



129 1906 Assembly Platform construction
Source: NSW State Archives
- f582505b26eb956ed99aadcfcc7ce0ef

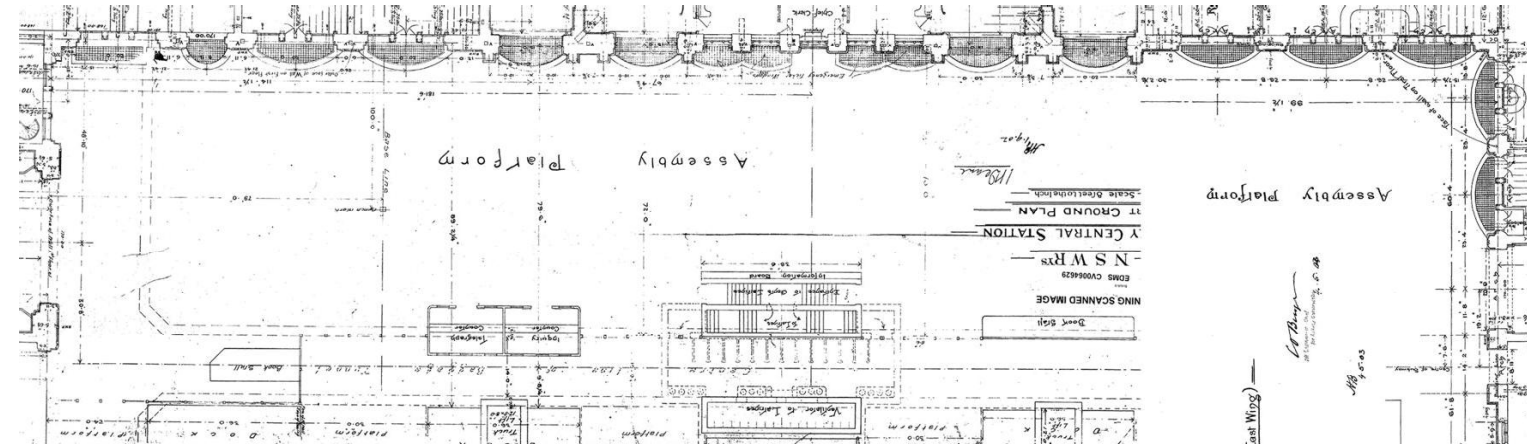


Heritage Spaces, Fabric and Elements

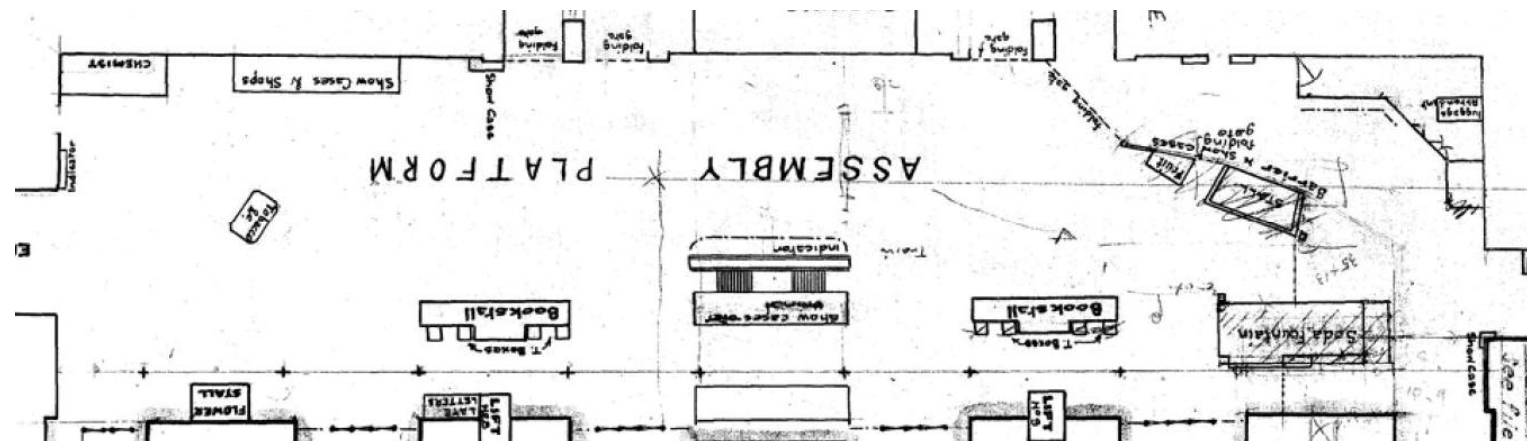
- 1 Retain and conserve all fabric identified as having Exceptional and High heritage significance

Opportunities

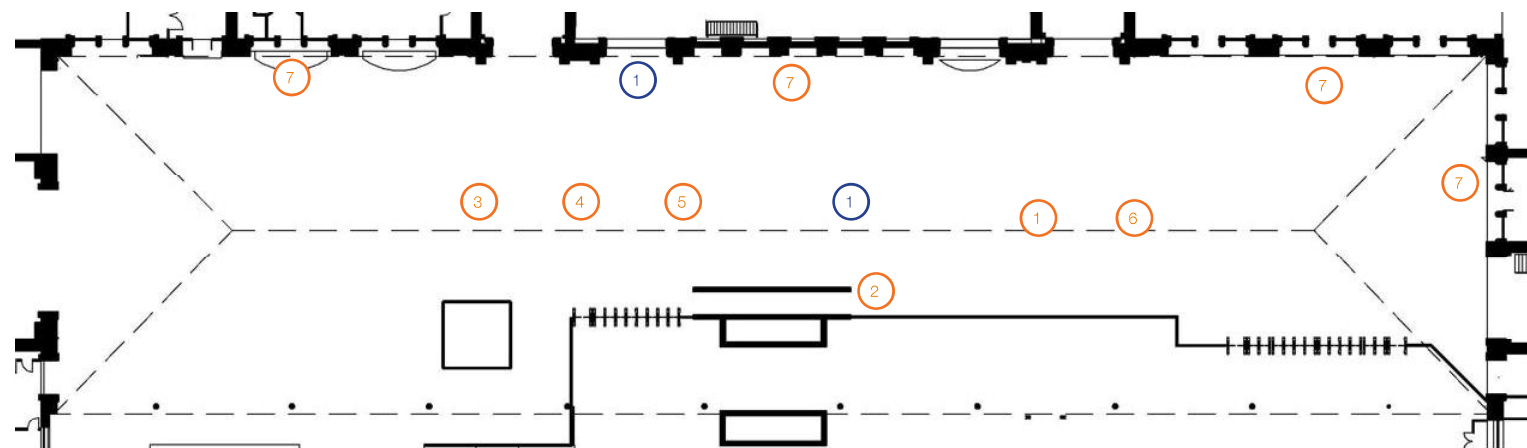
- 1 Reconstruct original glazing in the roof over the Assembly Platform
- 2 Locate passenger information so that it does not impede movement through the Assembly Platform
- 3 Investigate interpretive opportunities within the Assembly Platform
- 4 The design of signage should be the subject of a signage strategy. New signage should be co-ordinated so that it does not detract from the significance of the space
- 5 Food, refreshment and retail outlets should be located in existing spaces around the Assembly Platform
- 6 Investigate and reinstate early colour schemes where fabric is painted
- 7 Reinstall glazed pavement lights



132 1904 Assembly Platform
Source: TfNSW Archives - 0065226_00C

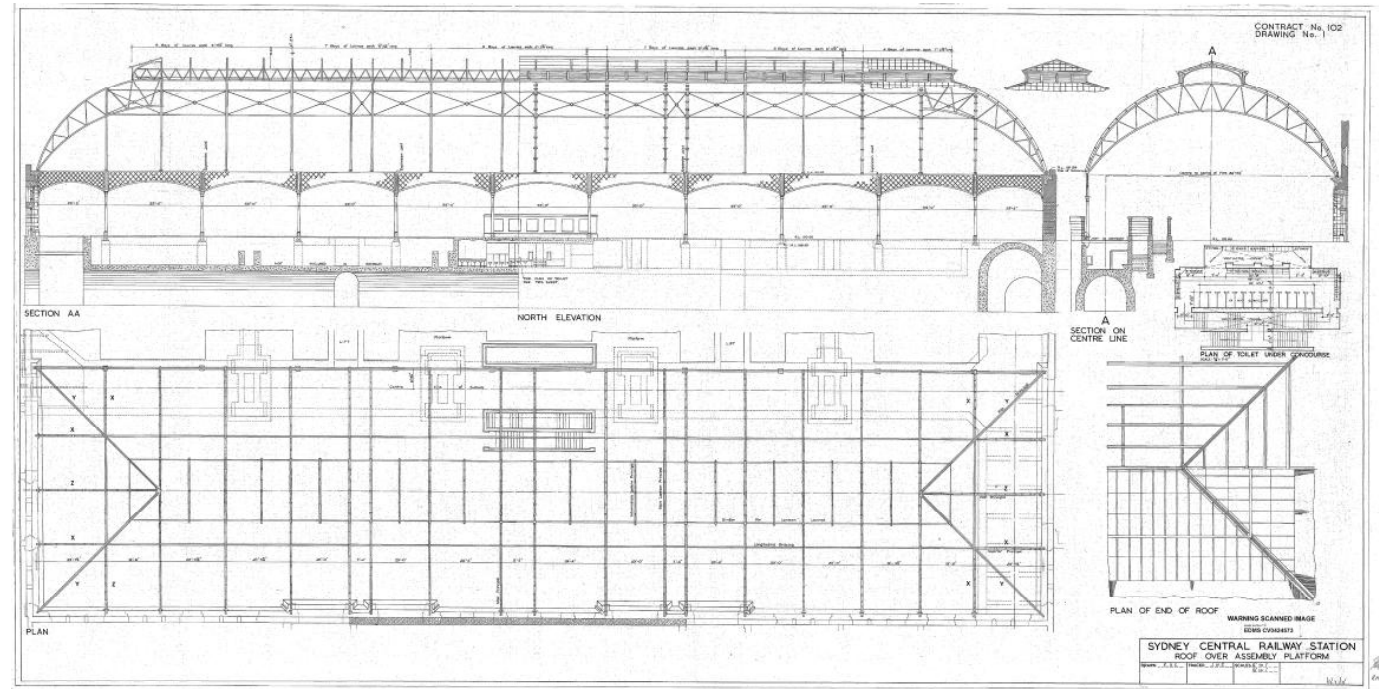


133 1920s Assembly Platform
Source: TfNSW Archives - 0064835_00C



134 2022 Assembly Platform
Source: Grimshaw Architects, edited by TKD Architects





135 Undated roof structure details.
Source: TfNSW Archives - 0424573_00C.



136 c.1920s Assembly Platform soda fountain kiosk
Source: NSW State Archives - 3985318764_dd81703c5b_b



137 1958 Assembly Platform
Source: NSW State Archives - 17420_a014_a014001409



138 1981 Assembly Platform
Source: NSW State Archives - 17420_a014_a014001410a



139 UD Assembly Platform milk and snack bar kiosk
Source: State Library of NSW Archives - FL420928

4 Central Electric



4.1 Eddy Avenue Plaza

Eddy Avenue Plaza was originally a forecourt known as Eddy Avenue Ramp containing a road leading from the road to the station's arched entry, lined by planting. In the 1920s the area was excavated for the construction of the Central Electric Station below the ground level of the main Terminus Building and a ramped forecourt with landscaping was created, providing access to the 1926 Central Electric Building.

By the 1940s the planting on either side of the ramp had been removed and it was a predominately pedestrian accessway, with retail shops and kiosks developed within the space. In the mid-1990s the East Deck was demolished and rebuilt in brick with an upon undercroft to house retail shops previously located within the forecourt.

- Significance:
- Overall grading: High
 - Views and vistas: High
 - Context and setting: High

- Moderate elements:
- Landscape elements including trees and lighting
 - Archaeological potential

- Little elements:
- Brick colonnade and retail space
 - Brick walls, paving, steps and balustrades
 - Pedestrian Mall

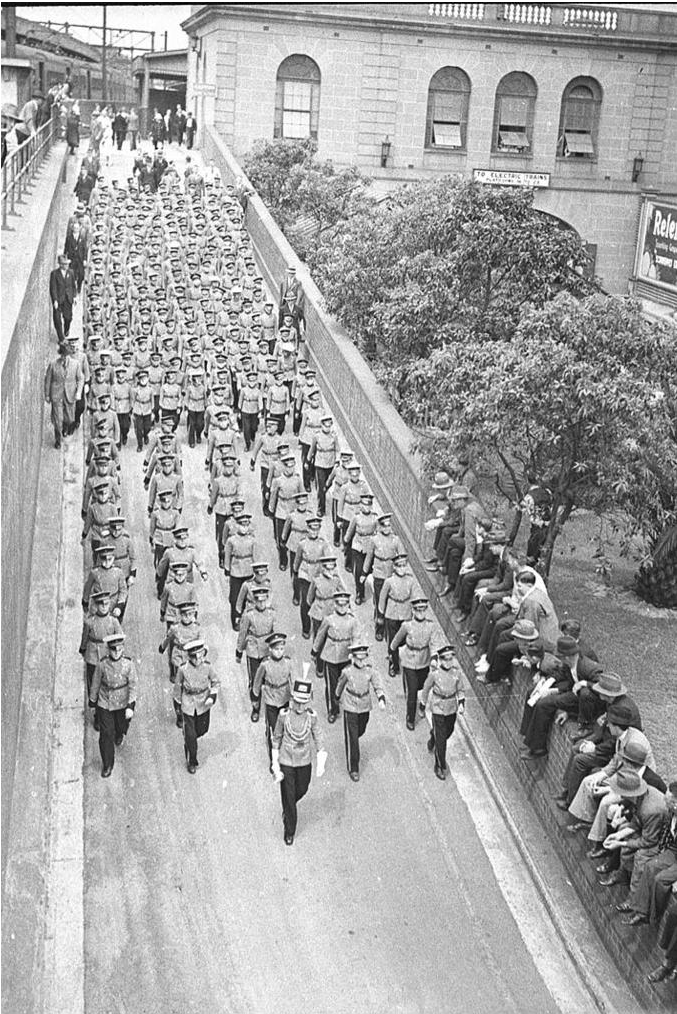
- Intrusive elements:
- Free standings retail kiosks



145 1915 Eddy Avenue ramp prior to construction of Central Electric.
Source: Central Station Archives - 7107897571.



146 c.1950s Eddy Avenue Plaza orange trucks.
Source: NSW State Archives - FL1824201.



147 1937 Eddy Avenue Plaza, looking south.
Source: State Library of NSW, FL1314629.



148 1984 Eddy Avenue Plaza.
Source: City of Sydney Archives & History Records - 053648.



149 1984 Eddy Avenue Plaza, view of East Deck to the left.
Source: City of Sydney Archives & History Records - 053650.



150 Eddy Avenue Plaza today – the east colonnade created in the 1990s.
Source: TKD Architects 2022



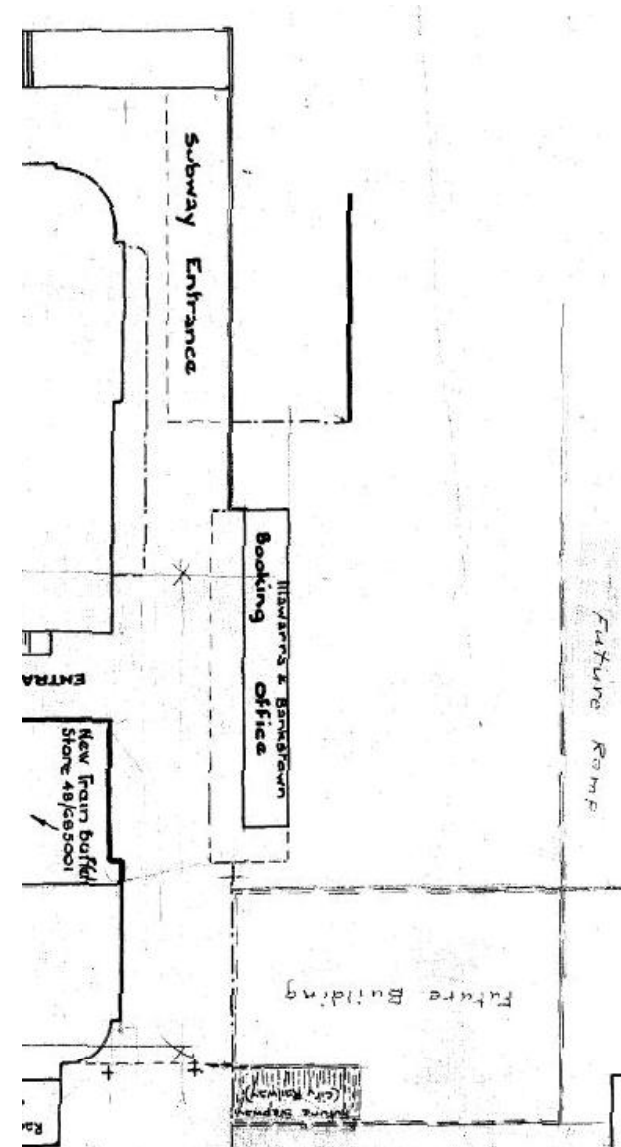
151 Eddy Avenue Plaza today.
Source: TKD Architects 2022

Heritage Spaces, Fabric and Elements

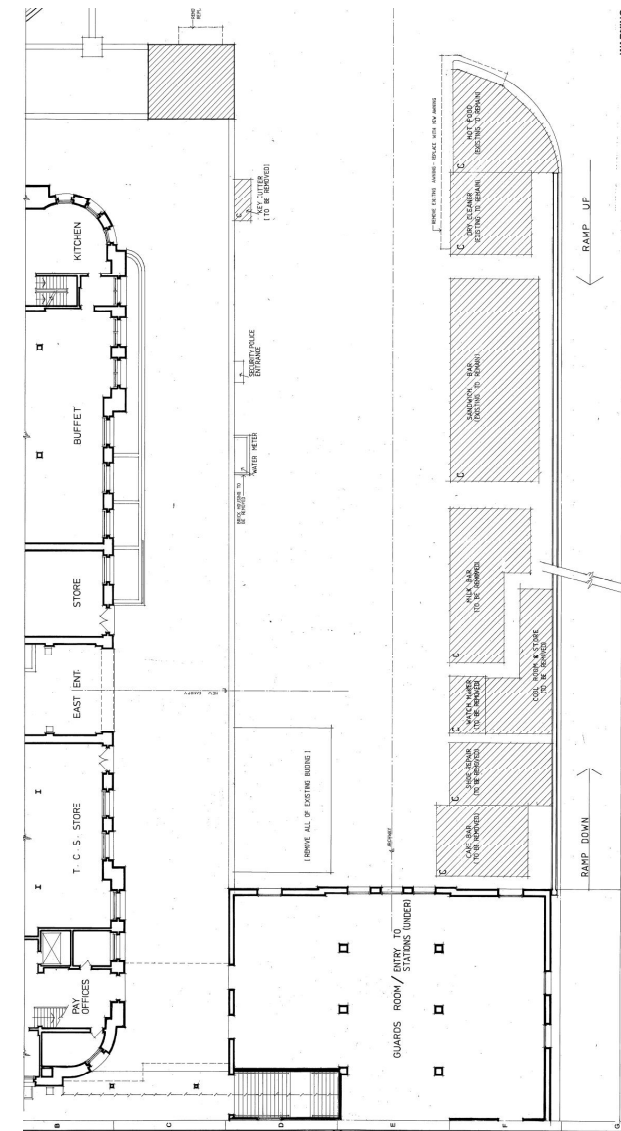
- 1 Retain original sandstone corner façade.
- 2 Retain visual prominence of Central Electric Building.
- 3 Retain open spatial quality of the plaza.

Opportunities

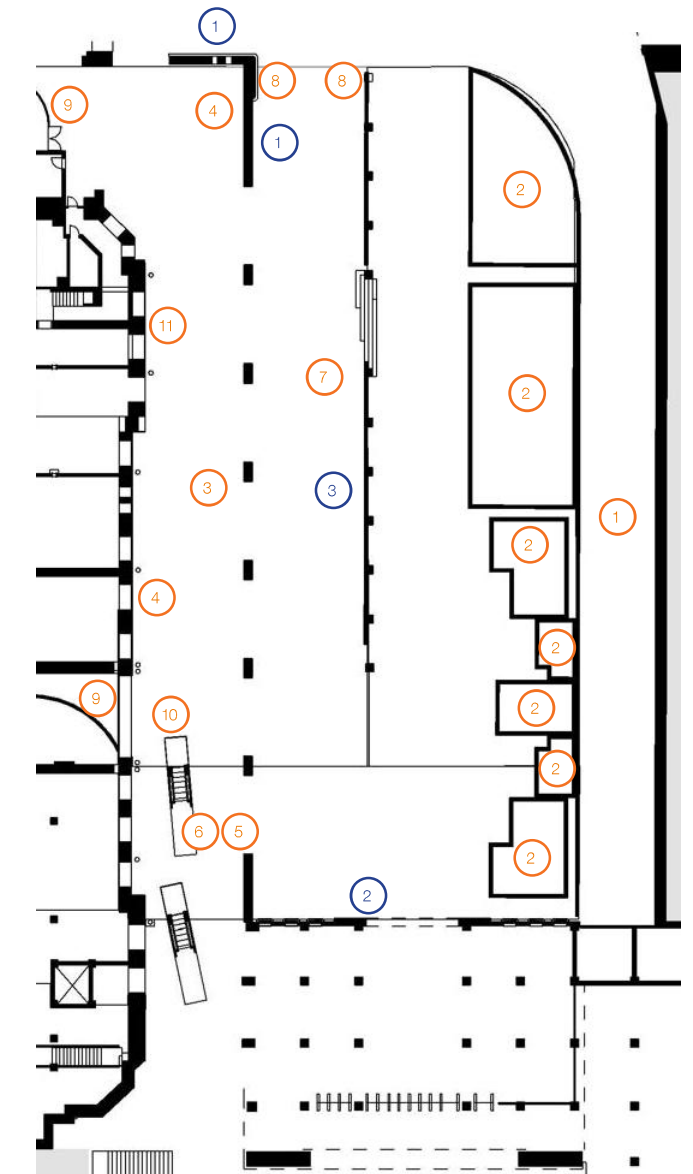
- 1 Retain, modify or remove the ramp. Potential location for new low scale building/s.
- 2 Kiosks / shops can be demolished. Location for new low scale building/s.
- 3 Potential to modify / demolish / replace c1990s/2000s East Deck and Arcade.
- 4 Potential for new openings in deck, in the locations of former lightwell and stair.
- 5 Preferably remove modern awning at concourse level.
- 6 Preferably remove modern vertical circulation.
- 7 Potential to regrade plaza if required.
- 8 Preferably relocate services to less prominent location.
- 9 Refurbish / modify modern façades.
- 10 Potential to introduce new escalators / stairs to concourse level.
- 11 Modified openings: potential to enlarge to street level.



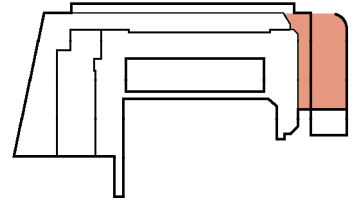
152 c.1920 Proposed Plaza on Eddy Avenue.
Source: TfNSW Archives - 0064835_00C.



153 1982 Eddy Avenue Plaza.
Source: TfNSW Archives - 0064413_A0C.



154 2022 Eddy Avenue Plaza.
Source: Grimshaw Architects, edited by TKD Architects.



4.2 Central Electric Building

The Central Electric Building was 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. A mezzanine was inserted into the space during the mid to late twentieth century to create office space above. In 1994 a plant room was installed on top of the Central Electric building.

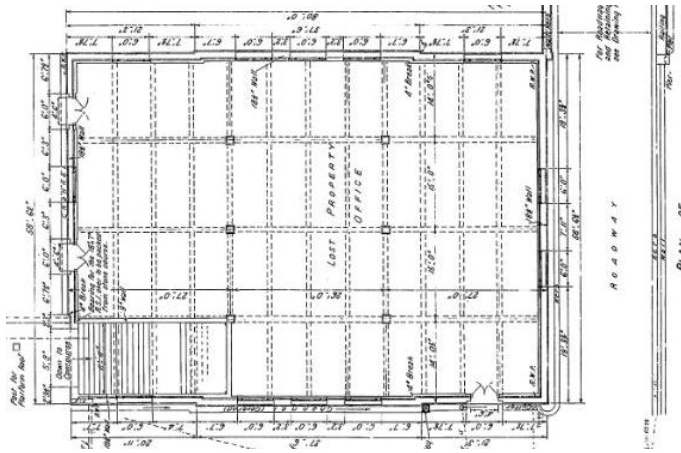
- Significance
- Central Electric Station Overall – high
 - Views and vistas – high
 - Context and setting – high

- High elements:
- Main sandstone façade, archway and fenestration
 - East, west and south sandstone façades

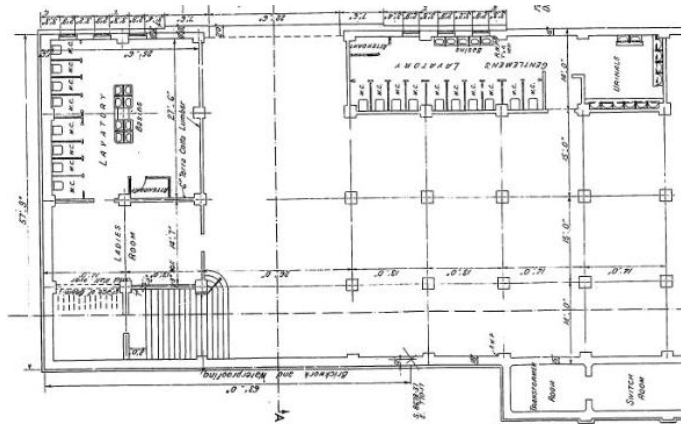
- Little elements
- Roof
- Upper level offices and mezzanine level:
- Doors, windows and hardware – moderate
 - Floors and paving – little
 - Skirting, architraves and linings – moderate
 - Applied finished – little
 - Fitout – little

Metro canopy – little

Introduced services; mechanical, electrical, lighting and data – intrusive



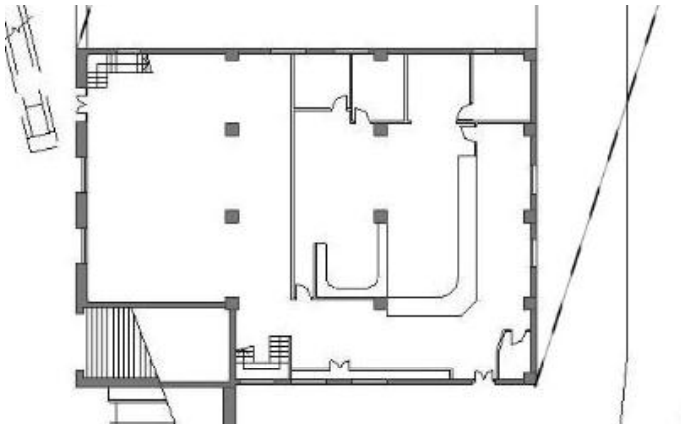
155 1924 Central Electric Building first floor plan (excerpt).
Source: TfNSW Archives - 0144854_00C.



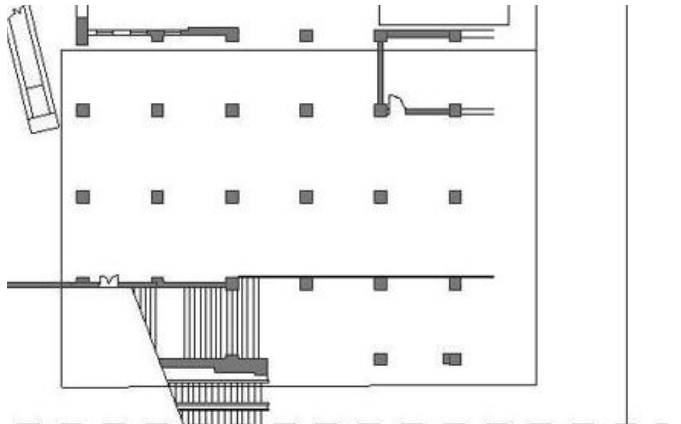
158 1924 Central Electric Building ground floor plan (excerpt).
Source: TfNSW Archives - 0144854_00C.



161 1920s Central Electric Building north elevation.
Source: State Library of NSW Arthur E Foster Collection - FL394889.



156 2005 Central Electric Building first floor plan (excerpt).
Source: TfNSW Archives, edited by TKD Architects.



159 2005 Central Electric Building ground floor plan (excerpt).
Source: TfNSW Archives, edited by TKD Architects.



162 Central Electric Building south elevation.
Source: TKD Architects, May 2022.



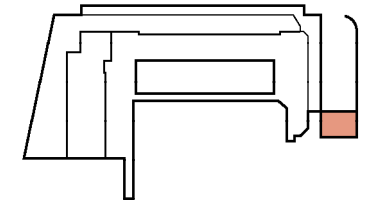
157 Central Electric Building entrance exterior.
Source: Central Station Archives - FL2030177.



160 1984 Eddy Avenue Plaza, looking south.
Source: City of Sydney Archives & History Records -053648.



163 Central Electric Building north entrance exterior.
Source: TKD Architects, May 2022.

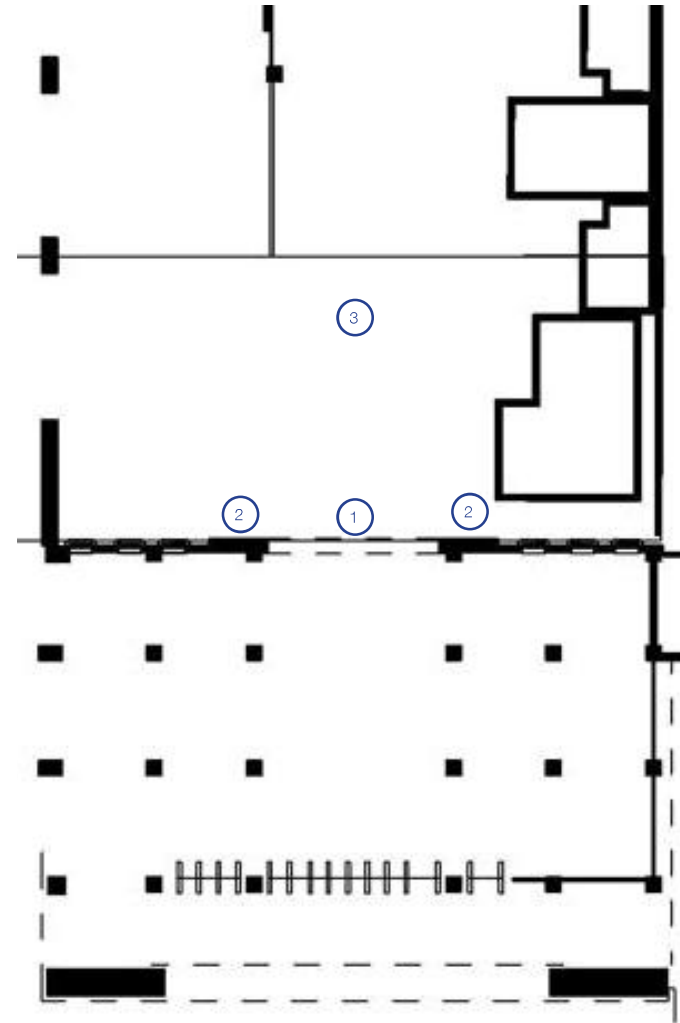


Heritage Spaces, Fabric and Elements

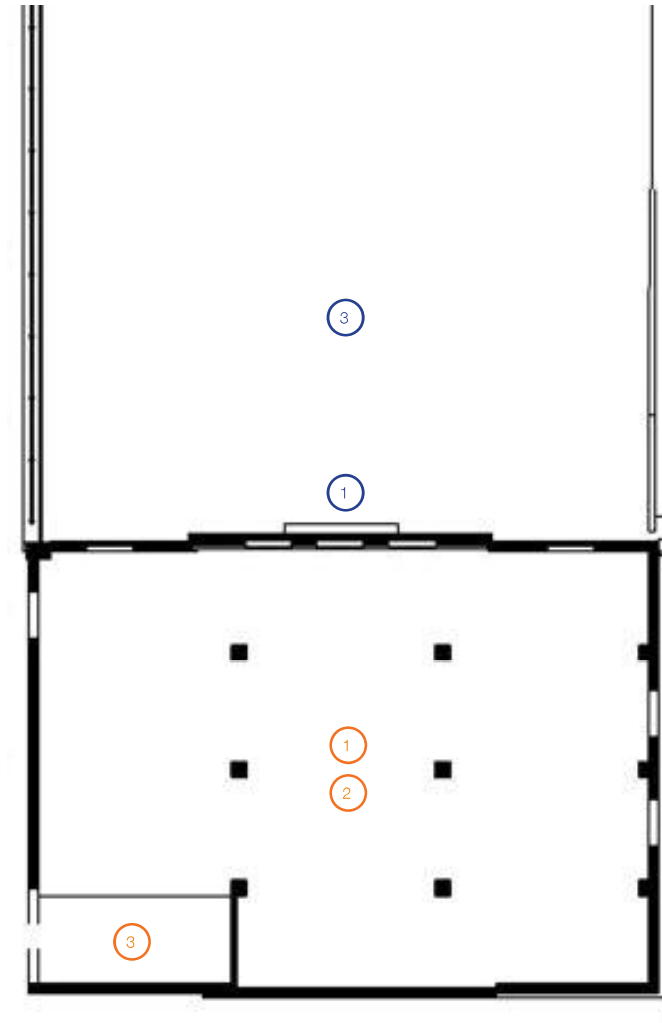
- ① Retain historic signage.
- ② Retain historic wall lights.
- ③ Retain visual prominence of Central Electric Building.

Opportunities

- ① Demolish mezzanine and reinstate original internal volume.
- ② Potential to adapt the interior for a new use.
- ③ Location of original stair: potential location for new stair or lift



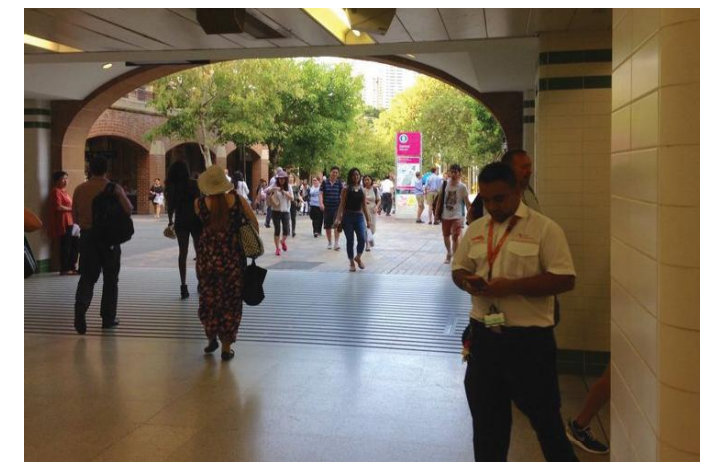
164 2022 Central Electric Building ground floor plan.
Source: Grimshaw Architects, edited by TKD Architects.



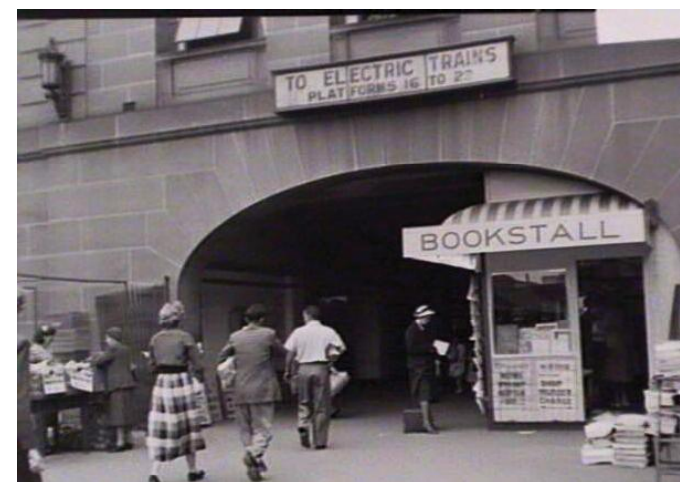
165 2022 Central Electric Building first floor plan.
Source: Grimshaw Architects, edited by TKD Architects.



166 1953 Central Electric entrance interior.
Source: Central Station Archives.



167 2022 Central Electric entrance interior.
Source: Central Station Archives.



168 1955 Central Electric entrance exterior.
Source: Central Station Archives.



169 2022 Central Electric entrance exterior.
Source: Central Station Archives.



170 1953 Central Electric kiosks.
Source: Central Station Archives - 04 09 d2_03087h.

4.3 East Deck

The East Deck was constructed with the first stage of construction of the Main Terminus Building. The purpose of the East Deck was to facilitate access between the tram Porte Cochère and the original stairs of the eastern archway, which lead to Eddy Avenue below. However, due to lack of funding, the first phase of construction of the Terminus was expedited and the full intent of the Eastern Deck was never realised. Despite detailing the stone for the insertion of awning trusses, an awning structure was never constructed. It was originally paved in asphalt, with a cast iron balustrade and sandstone dwarf wall to its eastern and northern edges. A lightwell adjacent the northeastern facade of the Terminus Building facilitated light and ventilation to the spaces below.

The East Deck was largely demolished and rebuilt in 1995. It was originally constructed from a concrete slab with supporting sandstone arches. However, this was replaced by a brick arcade, which was designed to line the Eddy Avenue Forecourt on its western side. The demolition works allowed the East Deck to be waterproofed at the main concourse level and once this was installed, the ground was paved. New escalators were installed to link the East Deck and Eddy Avenue forecourt.

- Significance
- East Deck overall – Moderate
 - Views and vistas – Moderate
 - Context and setting – Moderate

- High elements:
- Sandstone balustrade

- Moderate elements:
- Reproduction carriage lamps

- Little elements:
- Terrace and paving
 - Signage and Wayfinding
 - Metal balustrade

- Intrusive:
- Escalator
 - Awning



171 Early 1920s East Deck elevation, prior to Central Electric
Source: State Library of NSW - 17420_a014_a014001456



172 c.1925 East Deck showing construction of viaduct
Source: State Library of NSW - FL394826



173 1925 East Deck with Illawarra Booking Office
Source: State Library of NSW - FL394874



174 c.1926 East Deck with Illawarra Booking Office and viaduct
Source: State Library of NSW - FL394884



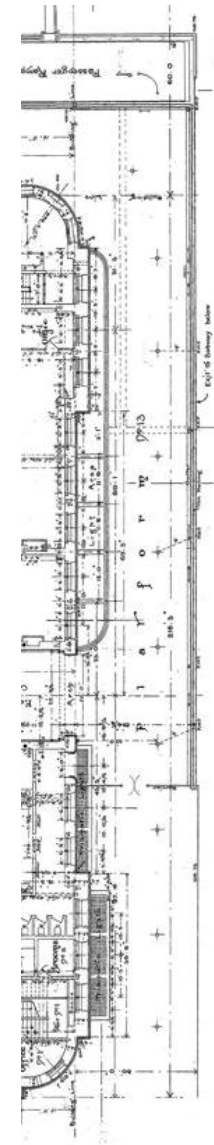
175 1926 North elevation
Source: State Library of NSW - FL394889

Heritage Spaces, Fabric and Elements

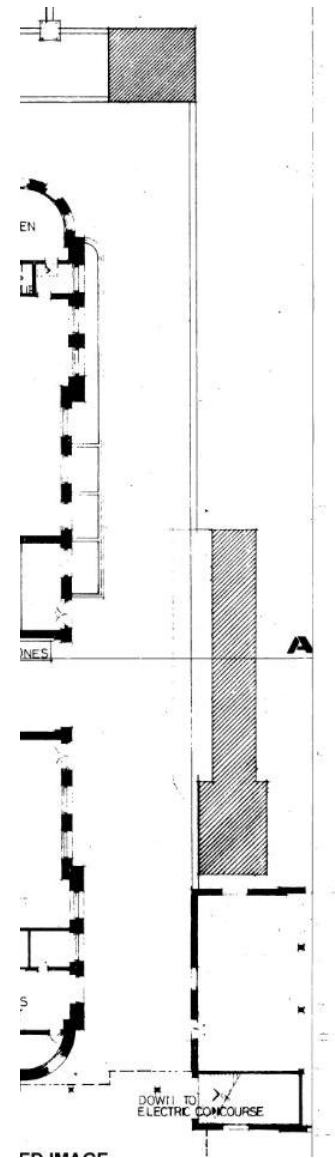
- ① Retain sandstone coping.
- ② Retain cast iron balustrading.
- ③ Retain sandstone corner.

Opportunities

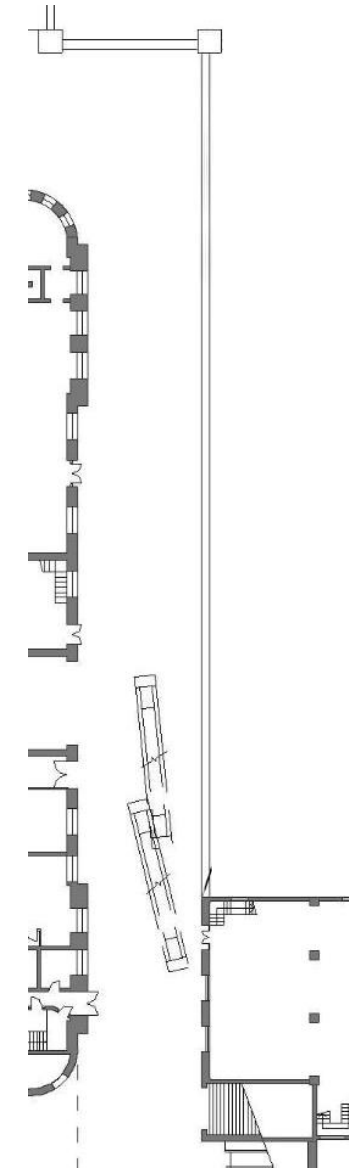
- ① Remove 1990s awning.
- ② Potential to install new awning that interprets the unbuilt awning.
- ③ Retain, modify or replace escalators.
- ④ Retain or replace non-original paving.
- ⑤ Remove reproduction wall and post lights.



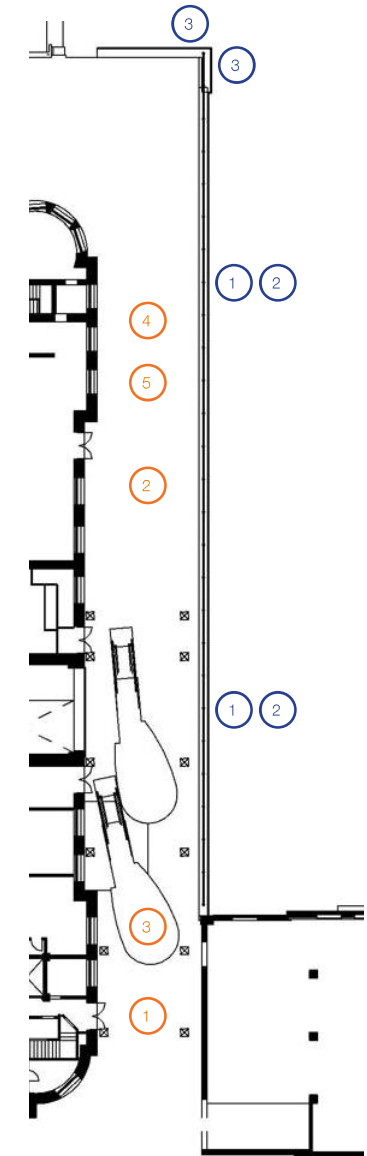
176 1904 East Deck
Source: TfNSW Archives - 0065226_00C



177 1982 East Deck
Source: TfNSW Archives - 0064525_A0C



178 2005 East Deck
Source: TfNSW Archives, edited by TKD Architects



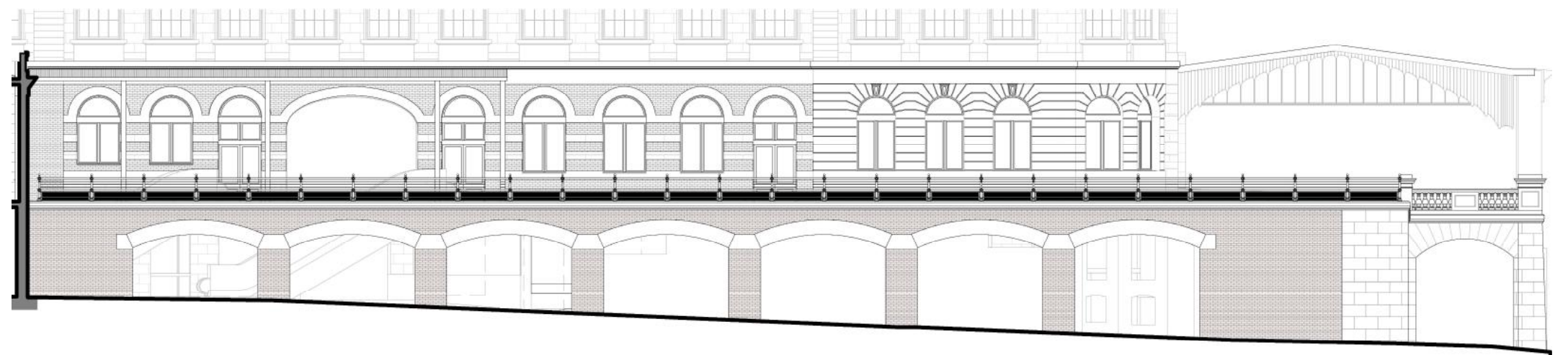
179 2022 East Deck
Source: Grimshaw Architects, edited by TKD Architects





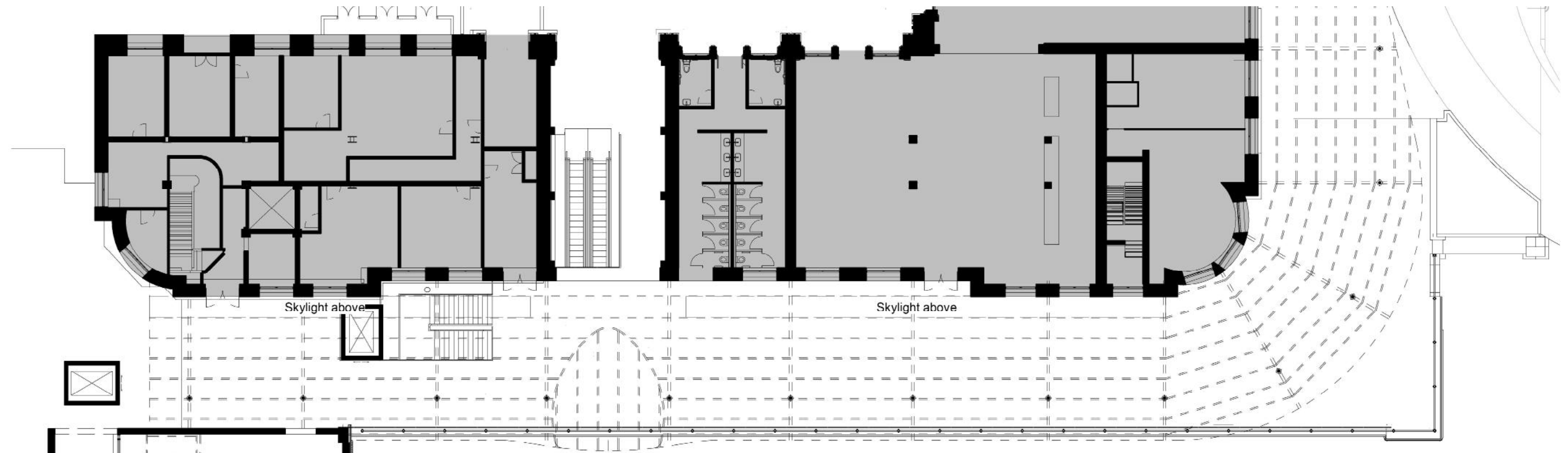
180 c.1930s East Deck with Central Electric and Illawarra Booking Office
Source: Grimshaw Architects, edited by TKD Architects

1:250

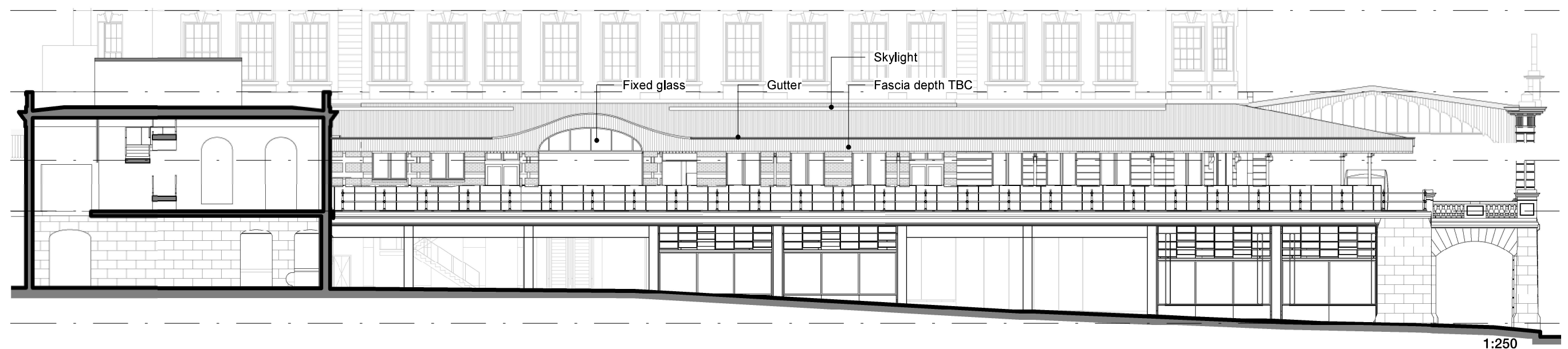


181 2022 East Deck
Source: Grimshaw Architects, edited by TKD Architects

1:250



182 Proposed East Deck and Awning plan
Source: Grimshaw Architects and TKD Architects



183 Proposed East Deck and Awning elevation
Source: Grimshaw Architects and TKD Architects



5.1 Collections

Transport Heritage NSW collections currently holds a variety of movable heritage that relate to the Central Station Precinct and Transport NSW. The Central Precinct Renewal Heritage Interpretation Strategy (August 2022) identifies the following ‘iconic’ pieces of the TfNSW movable heritage collection associated with the Central SSP site:

- The Sydney Trains Clock collection;
- The wheelbarrow and shovel from the turning of the first sod at Central Station, dating from 1850;
- Rustic benches from Platform 1 (possibly also from the Second Sydney Station);
- The mechanically operated indicator board installed at the terminal in 1906 (currently held in the Powerhouse Museum collection);
- The burial vaults from the Devonshire Street Cemetery uncovered during the archaeological works for Sydney Metro in 2019 (currently disassembled and in storage);
- A pair of gateposts from the Devonshire Street Cemetery;
- Wagon turntables discovered during archaeological works in 2018 (currently disassembled and stored by TfNSW);
- Central Station platform canopies, specifically Intercity Platforms 1-7 and Suburban Platforms 16-23 which may be removed during site development.



184 Transport NSW clock collection.
Source: Transport Heritage NSW.



185 Central Station Indicator Board.
Source: Museum of Applied Arts and Sciences.



186 Wheelbarrow and shovel from the turning of the first sod.
Source: Transport Heritage NSW.



187 Rustic bench.
Source: Transport Heritage NSW.



188 Devonshire Street Cemetery gateposts relocated to Rookwood Necropolis.
Source: Flickr.



189 Burial vault from the Devonshire Street cemetery.
Source: Flickr.

5.2 Movable Heritage retained in situ

Transport Heritage NSW collections currently holds a variety of movable heritage that relate to the Central Station Precinct and Transport NSW. The Central Precinct Renewal Heritage Interpretation Strategy (August 2022) identifies the following ‘iconic’ pieces of the TfNSW movable heritage collection associated with the Central SSP site:

- The Sydney Trains Clock collection;
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- Wagon turntables discovered during archaeological works in 2018 (currently disassembled and stored by TfNSW);
- Central Station platform canopies, specifically Intercity Platforms 1-7 and Suburban Platforms 16-23 which may be removed during site development



190 Grand concourse clocks.
Source: TKD Architects, 2022.



191 Grand Concourse Honour Rolls.
Source: TKD Architects, 2022.



192 Electrician's Department safe.
Source: TKD Architects, 2022.
193 Electricians Department robot.
Source:TKD Architects, 2022.



194 Hoist in Entrance to Printers Department.
Source:TKD Architects, 2022.

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Source: xxx

6 Opportunities for Interpretation

6.1 Background

A heritage interpretation strategy for Central Precinct was prepared by Artefact in August 2022 (‘Central Precinct Renewal Heritage Interpretation Strategy’). Prepared for the Central Precinct Renewal Project, the Strategy sets out the approach to the communication of the cultural heritage values of across the whole of the Central Station site.

The Central Precinct Renewal Heritage Interpretation Strategy sets out the following principles for the design and integration of heritage interpretation at Central:

- First Nations First
- Integration
- Connectedness
- Adding value
- Accessibility
- Significance
- Storytelling
- Cohesiveness
- Consultation
- Scale and grain
- Materiality
- Sustainability

The Strategy is intended to inform planning for future heritage interpretation of both Aboriginal and non-Aboriginal heritage values of the Central Precinct, connecting with practical place-making and design for future development.

This section of the Opportunities and Constraints Report draws upon the design principles and interpretative themes established in the Strategy and identifies the main cultural heritage themes and stories to be interpreted as part of the Sydney Terminal Building Interpretation Project.

Connecting with Country

A Connecting with Country framework has been developed by Balarinji for the Central Precinct Renewal Project. The framework was developed through engagement with the locally connected Aboriginal community and provides an approach to Country-centred design.

Building on this framework, Balarinji has prepared a ‘Key Opportunities Report’ that identifies opportunities to integrate and implement the Connecting to Country framework as part of the Sydney Terminal Building Revitalisation project. The report provides recommendations for ongoing consultation with the Aboriginal community during the design development phase.

6.2 Interpretative themes

The Central Precinct Renewal Heritage Interpretation Strategy identifies two overarching themes that capture the cultural, social, intangible, industrial and engineering values of the Central Precinct: Journeys and Gatherings. These key themes provide an organisational framework for expressing meaningful key site stories throughout Central Precinct.

Following are the themes and site stories that relate directly to the Sydney Terminal Building. Possible media for the interpretation that are recommended to be developed as part of the Sydney Terminal Building Revitalisation Project are provided at figures 195 and 196.

6.3 Journeys

The site as the beginning and ending point of journeys of all kinds; ancient journeys through the landscape; rail journeys forging connections between the country, suburbs and city; delivering Australian soldiers to/from war and transporting Aboriginal children of the Stolen Generations; developmental journeys of railway engineering and industrial development; and journeys at the end of life.

Train journeys

Central Station has been a key place in the mobility of peoples from all over Australia for over a hundred years, connecting family and friends over thousands of train journeys. Train journeys taken from Central were often the way Aboriginal people connected back to Country, allowing people to return to both their and other people’s Country for specific celebrations and responsibilities. These vital human connections at Central are still made every day.

The Central Station

Opened in 1906, this building and all its associated infrastructure was the third and grandest main station building built for Sydney and the centre of the expanding railway industry. Today, Central Station is the main transport hub for Sydney, with several hundred thousand commuters passing through the station each day.

Powering the railway

The journey from steam to electrification as railway technology improved and innovated. This journey of innovation is being continued into the twenty-first century, with the renewal of the Central SSP.

Connecting Sydney

The evolution of the railway from a single line between Sydney and Parramatta in 1855, to a transport hub connecting suburban, urban and rural settlements across NSW.

Central at war

Troops were carried via train to and from Central Station during mobilization in both World Wars. Workers from the railways also participated in the wars and are commemorated in plaques on the Railway Remembrance Wall. The station was also the location of the Battle of Central Station, an overflow of 1916’s Liverpool riots where striking soldiers caught the train to Central and were confronted by military guards.

6.4 Gatherings

The site as a gathering place for people as they start, end or pause on their journeys; gatherings in the resource-rich landscape; the growth of the city; gatherings for work/drawing people to the city; civic history gatherings; end of life gatherings.

What lies beneath

The rich variety of colonial archaeological remains under Central Station including the Benevolent Asylum, Carter’s Barracks, and The Cottage as well as archaeological remains associated with the former stations and railway infrastructure onsite.

Sydney’s second cemetery

The Devonshire Street Cemetery, consecrated in 1820, was Sydney’s second burial ground and was intended to be the final resting place for over 30,000 nineteenth century Sydneysiders. The mass-exhumation of burials in 1901-1902 was a monumental task, with missed human remains from the cemetery uncovered during modern archaeological investigations within the sub-precinct.

Running on time

The Central Station clock tower has set the standard for railway time in every NSW train station since its construction in March 1921. A landmark in the Central Sydney skyline, the clock is an iconic timekeeper for railway and office workers today.

Working on the rail

Central Station is the centre for railway workers across NSW, from engineers to train drivers to refreshment room staff. Workers are the heart of the railway system, ensuring that trains run safely and on time. The Cox Inall Ridgeway report highlights the first Aboriginal man to become a train driver in NSW, with this man’s daughter later becoming the first female Aboriginal train driver in NSW. Women were also key members of staff from 1916 onwards, representing 75% of staff in the railway refreshment room at Central Station by 1917. 140 The large array of small rooms that lined the Terminal Building fronting Eddy Ave and Ambulance Ave all had specific purposes related to railway business and contain stories of railway workers and their varied activities.

Railway services

A staggering variety of railway service branches had their headquarters at Central Station, administering the efficient movement of goods, people, and animals across the state. From scheduling signals to filling foot-warmers, the services at Central Station – and the workers who performed them each day – have ensured that rail transport runs smoothly for over a hundred years. Though some of these services are now obsolete, the proud tradition of service at Central Station continues today in new ways with new technologies.

Journeys - Interpretive media

- 1 Waterways and trackways [geology] – Construction of the building
- 2 Powering the railway [steam to electricity; railway technology]
- 3 Central at War [Peace / Recreation]

Journeys - Building fabric and design

Central Station [the building and its infrastructure]

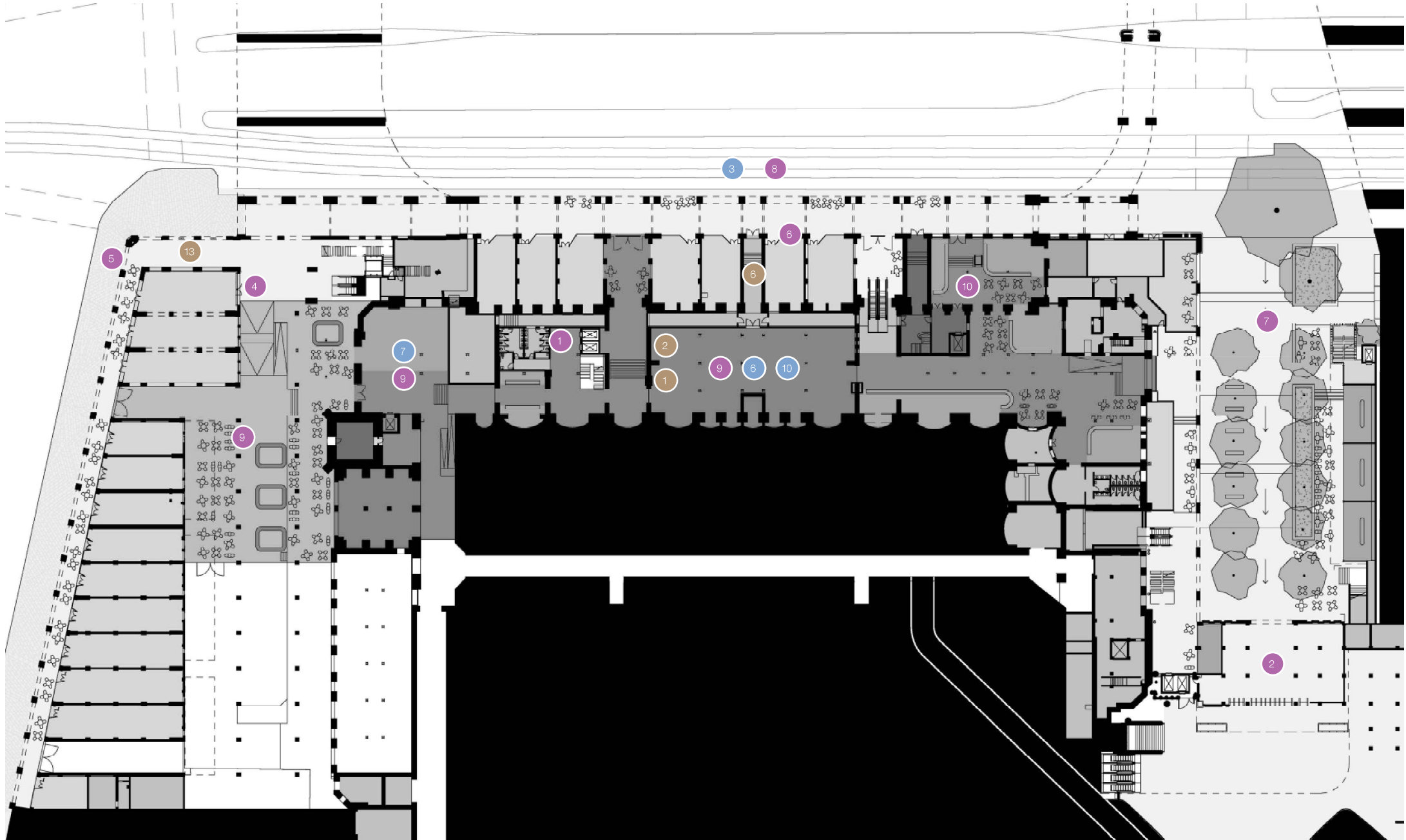
- 1 Reconstruction of the Booking Hall
- 2 Completion of the East Deck awning
- 3 Conservation of the fabric – whole of building
- 4 Reconstruction of the Grand Concourse glazed roof
- 5 Reinstatement of early / original colour schemes
- 6 Reconstruction / adaptive reuse of the Electrician's Department
- 7 Reconstruction / adaptive reuse of the Baggage Store
- 8 Reconstruction / adaptive reuse of the Central Electric building

Powering the railway [steam to electricity; railway technology]

- 9 Interpretation through design for restaurant fit-out

Journeys - Continued use

- 1 Connecting Sydney [transport hub]
- 2 Transport's heart in NSW [industrial development - commerce]
- 3 Train journeys



195 Proposed Basement and Street Level Floor Plan
Source: Grimshaw Architects, 2022.

Existing interpretation to remain or be relocated

- 1 Electrician's Department safe
- 2 Electrician's Department robot
- 3 Printer's Department Hoist
- 4 Honour Rolls
- 5 Wall mounted clock
- 6 Suspended clock
- 7 John Whitton Bust, panel and associated plaque
- 8 Stolen generation memorial panel
- 9 Goods lift panel
- 10 General interpretive Panel
- 11 Foundation stone
- 12 Commemorative Station Opening Tablet
- 13 The Carters Barracks Plaque

Gatherings - Interpretive media

What lies beneath [colonial archaeological remains]

- 4 Sydney Female Refuge
- 5 Convent of the Good Samaritans
- 6 Belmore Police Barracks

Sydney's second cemetery [Devonshire Street cemetery]

- 7 Devonshire Street Cemetery

Working on the railways

- 8 Social history [individual characters where known and relevant]
- 9 Railway workers

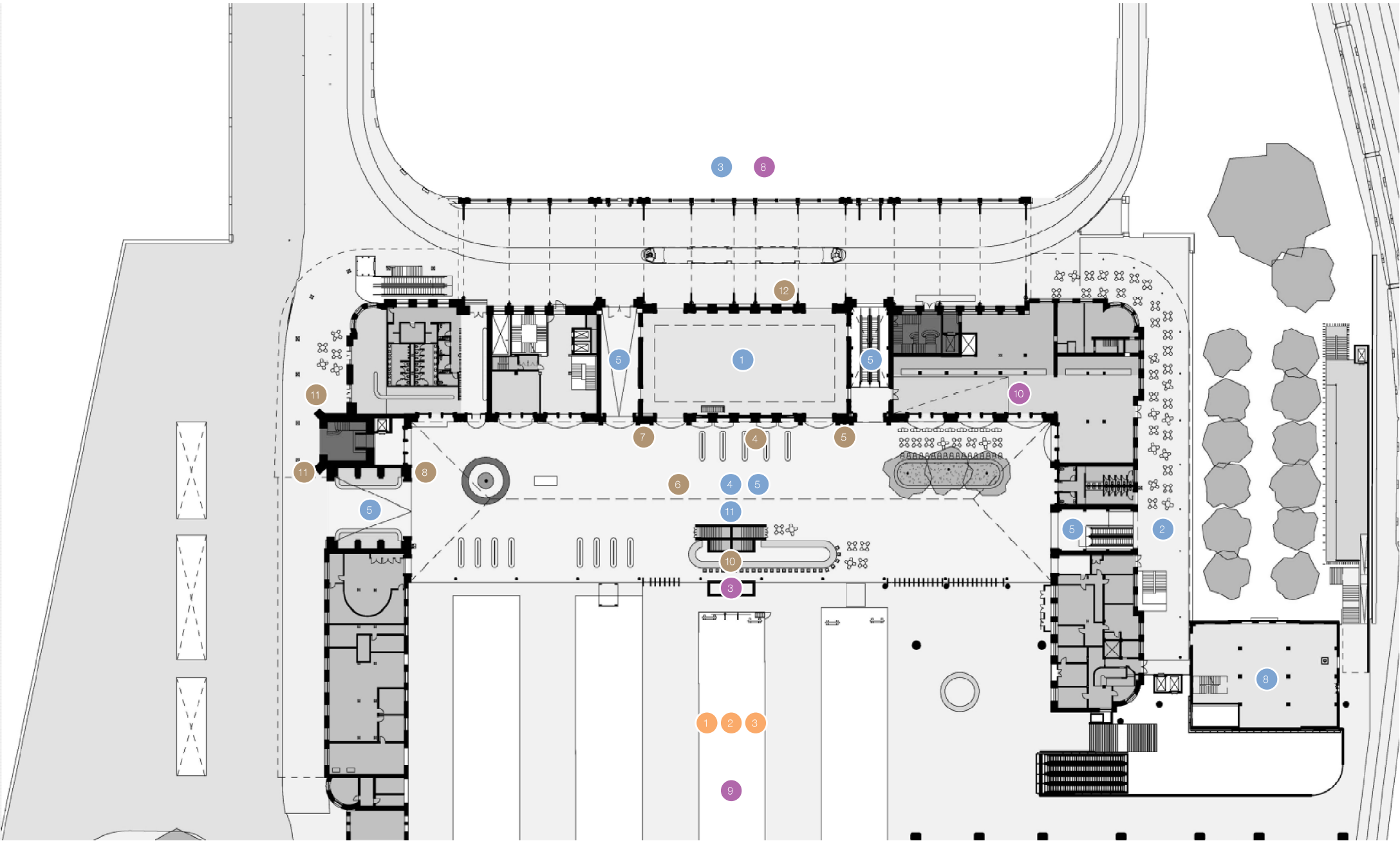
Railway services

- 10 Railway operations and movement of goods and people

Gatherings - Building fabric and design

Moveable heritage

- 10 Fit-out incorporating clocks
- 11 Return of the historic Central Station Indicator Board



196 Proposed Ground Floor Plan
Source: Grimshaw Architects, 2022.

Image:

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Source: xxx

7 Resources

7.1 Previous research and studies

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
- TLG Lighting Report

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

Historic images from the following archives and collections were sourced:

- 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

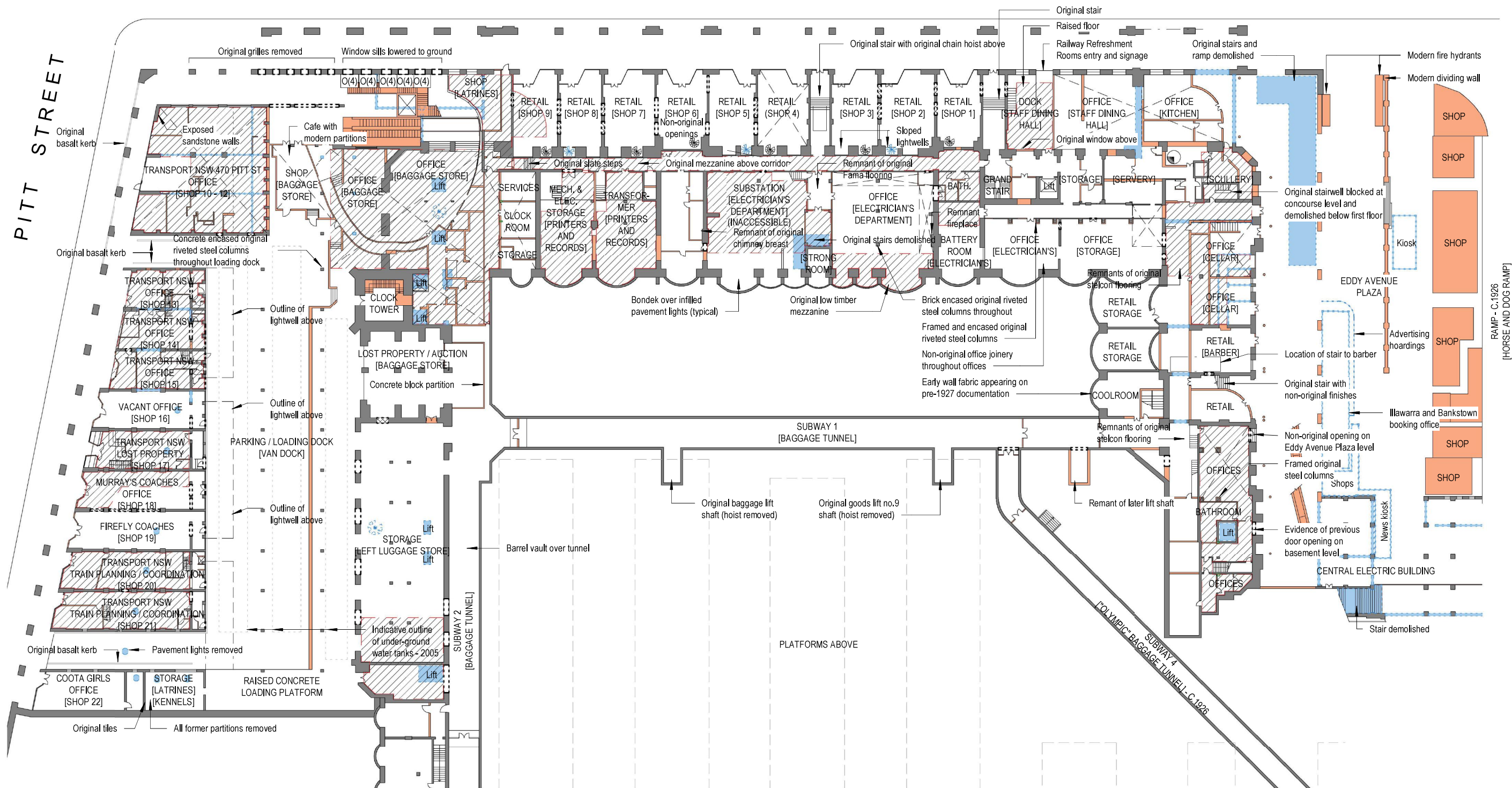
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Appendix A – Heritage Fabric Analysis

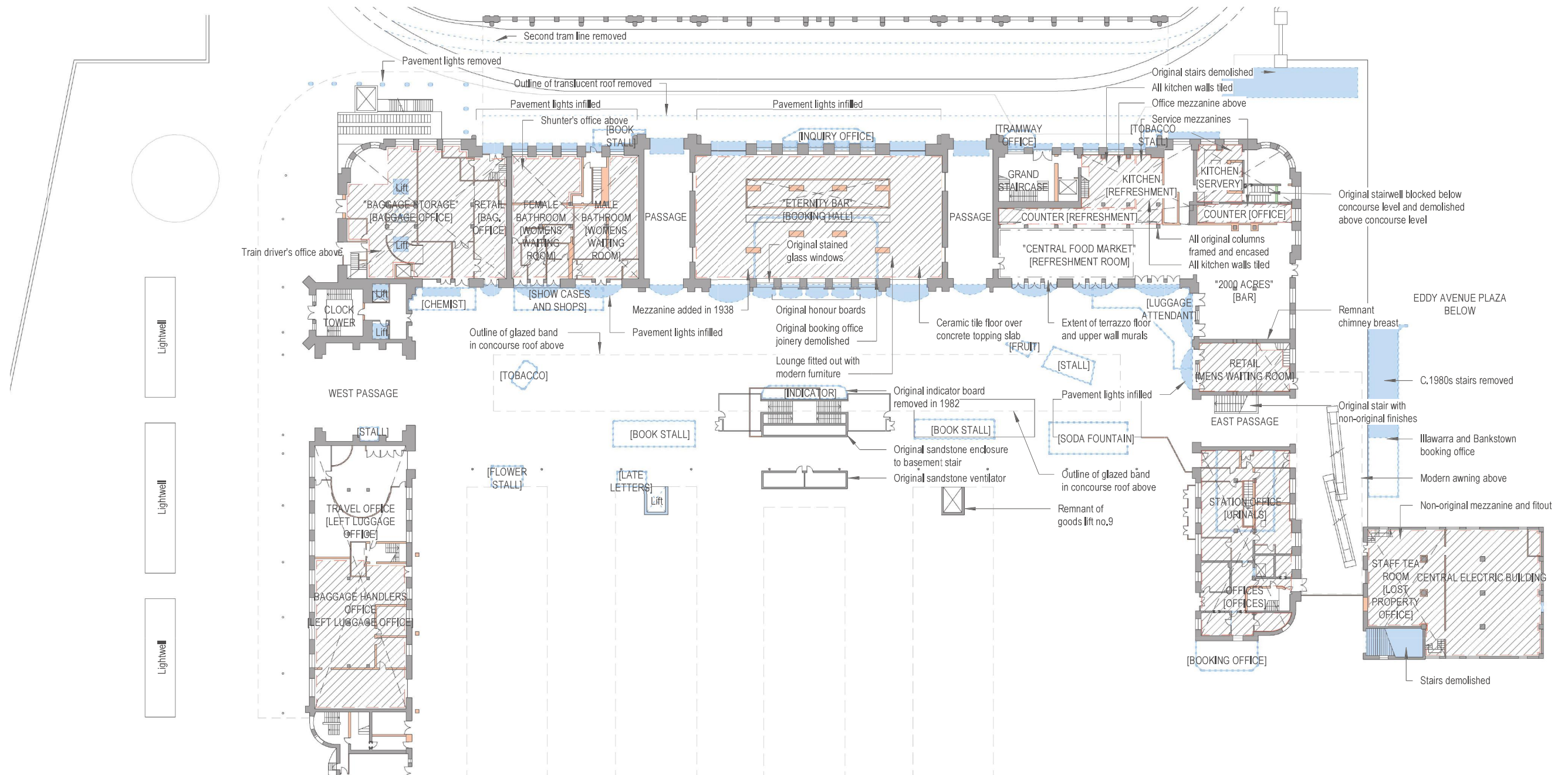
The detailed heritage fabric analysis has been based on desktop review of previous studies, historic plans and photographs and have been supplemented by investigative site visits carried out between May - August 2022.

EDDY AVENUE



Legend			
	Original / early fabric		Provenance to be confirmed
	Non-original / modern fabric		Non-original mezzanine over (unless otherwise noted)
	Demolished original / early fabric		Area containing modern partitions
	Non-original opening	CURRENT USE	Room labels
	Infilled non-original opening	[ORIGINAL USE]	

EDDY AVENUE



Legend			
	Original / early fabric		Provenance to be confirmed
	Non-original / modern fabric		Non-original mezzanine over (unless otherwise noted)
	Demolished original / early fabric		Area containing modern partitions
	Non-original opening	CURRENT USE	Room labels
	Infilled non-original opening	[ORIGINAL USE]	



