

8. Non-Aboriginal heritage

8.1 Existing environment and background

This chapter draws on information from Appendix G1 (Non-Aboriginal heritage assessment), Appendix G2 (Historic archaeological impact assessment and research design) and Appendix G3 (Heritage opportunities and constraints report).

8.1.1 Policy and planning setting

The assessment considered the following relevant policies and guidelines:

- [Archaeological Assessments](#) (Heritage Office and Department of Urban Affairs and Planning, 1996a)
- NSW Heritage Manual – Statement of Heritage Impact (Heritage Office and Department of Urban Affairs and Planning, 1996b)
- NSW Skeletal Remains: Guidelines for Management of Human Remains (Heritage Office, 1998)
- Assessing Heritage Significance (NSW Heritage Office, 2001)
- [Assessing Significance for Historical Archaeological Sites and ‘Relics’](#) (Heritage Branch, Department of Planning, 2009)
- The Burra Charter (International Council on Monuments and Sites (ICOMOS) (Australia), 2013)
- [Criteria for assessing Excavation Directors](#) (NSW Heritage Council, 2019)
- [Central Precinct Design Guide](#) (Transport for NSW, 2022s)
- [Central Precinct Heritage Interpretation Strategy](#) (Transport for NSW, 2022q)
- [Central Precinct Non-Aboriginal Heritage Study](#) (Transport for NSW, 2022r)
- [Central Precinct Renewal Conservation Management Plan](#) (Transport for NSW, 2022d).

8.1.2 Historical context

Prior to European settlement and development, the land that is currently occupied by the Sydney Terminal Building and the construction footprint comprised a sand dune network, covered in heath, low scrub, trees, and freshwater wetlands. This land would have been a habitat for fauna including birds, fish and eels, and provided a hunting ground and home to Aboriginal people. The Gadigal people – the traditional custodians of this land – used such natural resources for food, medicine, and tools.

Early European settlement in the colony of Sydney was predominantly focused on the foreshores of Port Jackson. Consequently, the project area remained an undeveloped urban fringe until the land was first developed with institutional buildings in the Macquarie Period (1810–1821) and for the Devonshire Street Cemetery in 1820. In 1821 the Benevolent Asylum was constructed which provided shelter, food, and medical assistance for the poor and needy. Located north of the Benevolent Asylum, Carter’s Barracks was built in the early 1800s with part of the establishment housing gangs of convicts working in the brickfields and a boys’ dormitory. The site was later taken over by the Sydney Female Refuge Society with a new building constructed for the society in 1871. Although the structure was demolished in 1901 to make way for the new station. The Belmore Police Barracks was established in 1856 which served as headquarters for the mounted police force prior to being demolished in 1901.

By the 1880s, discussions had begun about the need for a grand railway terminus at Sydney, that would provide better facilities for passengers and aim to equal or surpass the grand terminal station in Melbourne.

The approved design for the new railway terminus would make it necessary to demolish Devonshire Street Cemetery, the Benevolent Asylum, Carters Barracks, the Police Barracks, and other buildings on the block. Despite demolition of the buildings, archaeological excavations have uncovered demolition layers and features associated with the Benevolent Asylum and other contemporary buildings.

Work on the current Sydney Terminal Building at Central Station 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 drawings for the original scheme demonstrated the desire to separate passenger, vehicle, train, and tram services through a multi-level interchange to ensure safety and efficiency. The current station building (see Figure 8-1) officially opened in August 1906 and services started, despite the suite of works not being finished at that point. The original building contained the Grand Concourse (see Figure 8-2), the Booking Hall (see Figure 8-3), Waiting Rooms, Dining and Refreshment Rooms, Cloak Room, and a Barber’s Saloon. Central Station continued to grow and evolve in the mid-to-late twentieth Century as construction of the Eastern Suburbs Railway line started and modifications were made to support travel during the 2000 Sydney Olympic Games. Further work has taken place in recent years. This included the

connection of the station to Sydney Metro and light rail services, railway infrastructure and system upgrades, platform extensions, new escalators to the suburban platforms, and upgrades to the north concourse including a new canopy.



Figure 8-1: Central Station in the 1920s, State Records NSW



Figure 8-2: Grand Concourse in 1906, State Records NSW



Figure 8-3: Booking Hall in 1906, State Records NSW

8.1.3 Heritage listed items

National, Commonwealth and World heritage

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

State heritage register

Central Station was included on the State heritage register (SHR) (SHR No. 01255) on 31 August 2018. Other State-heritage items near the station consist of: Christ Church St Laurence Anglican Church and Pipe Organ (SHR No. 00123) Mortuary Railway Station and Site (SHR No. 00167), Railway Square Road Overbridge (SHR No. 01232) and the Railway Institute Building (SHR No. 01257) as shown in Figure 8-4.

Section 170 register

The Transport Asset Holding Entity of New South Wales heritage register also includes the above items as Central Station (Item No. 4801296), Mortuary Railway Station and Gardens (Item No. 4803219) and Ultimo (Railway Square) Railway Overbridge (Item No. 4801079).

Sydney Local Environmental Plan 2012

Central Station is listed on Schedule 5 of the City of Sydney's Local Environmental Plan (LEP) 2012 as 'Central Railway Station group including buildings, station yard, viaducts and building interiors' (Item No. I824). Other items that are near the station (see Figure 8-4) consist of:

- Former Mortuary Railway Station including interior, grounds, fence, and railway platforms (Item No. I194)
- Railway Square Road overbridge (Item No. I180)
- Former Parcels Post Office, including retaining wall, early lamp post and building interior (Item No. I855)
- Belmore Park (Item No. I1825)
- Daking House (Item No. I863)
- Former Lottery Office (Item No. I1848)
- Christ Church St Laurence Group (Item No. I849)
- Former "Railways Institute" building, including fence and interior (Item No. I1472).

There are also conservation areas shown in Figure 8-4 that are listed under the Sydney LEP. These conservation areas are associated with the streetscapes and built form. However, given the distance to these areas they would not be directly or indirectly impacted by the project. As such, they have not been assessed further.



Coordinate System: GDA2020 MGA Zone 56



0 75 150
Metres
Scale at A4
1:6,000

Data Source: Esri Community Maps Contributors, Geoscape, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS, Esri, Geoscience Australia, NASA, NGA, USGS

Prepared by: MD
Checked by: CS
Approved by: CS

Legend

Construction footprint

Indicative construction compound

Grand Concourse level

Ground level

Heritage

State Heritage Register item

LEP Item - General

LEP Conservation Area - General

Sydney Terminal Building Revitalisation Project

Figure 8-4: Heritage listed items in proximity to the project

Project Number: 287415

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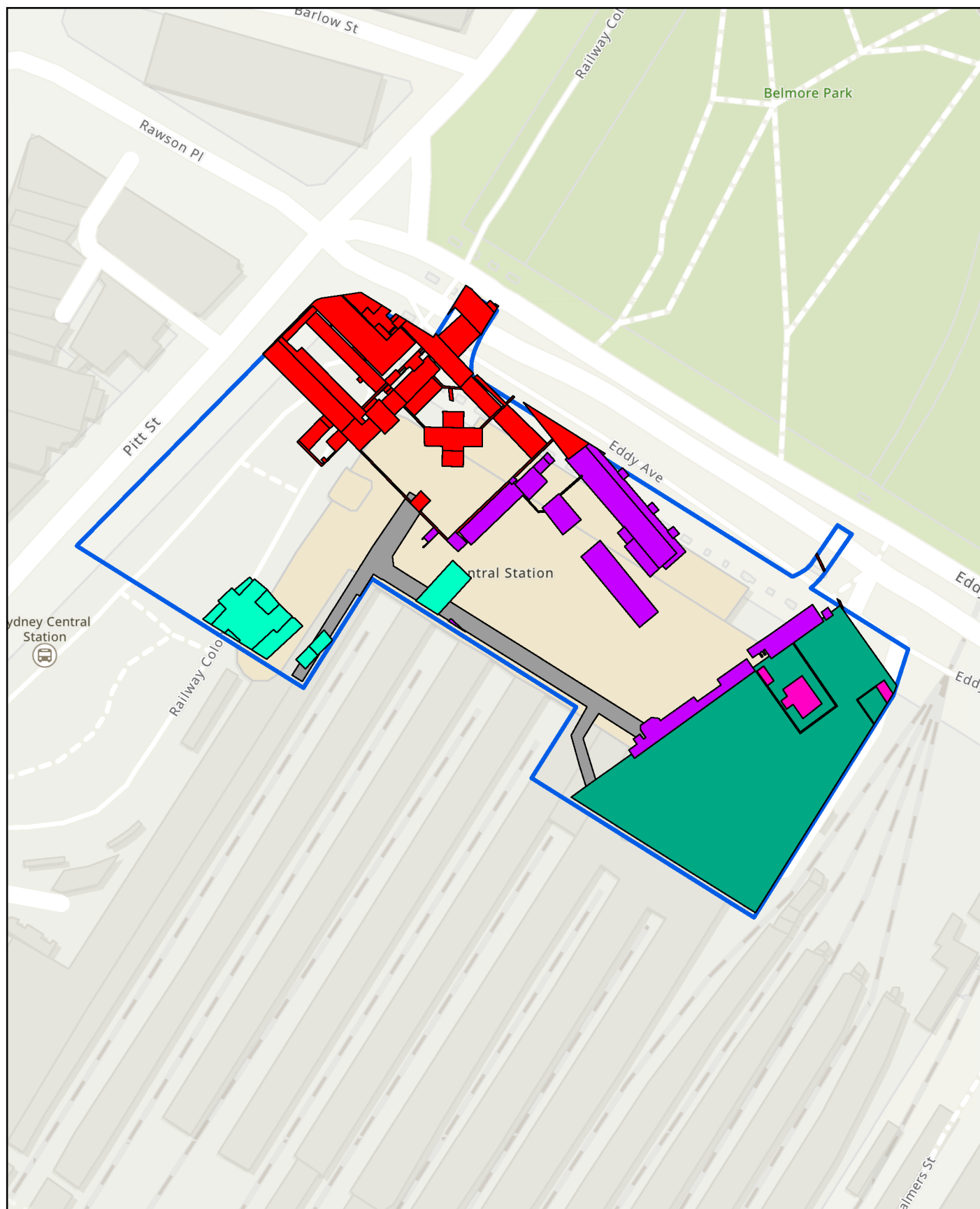
Transport for NSW

8.1.4 Archaeological potential

Table 8-1 provides a summary of the known and potential archaeological resources within the current construction footprint and shown on Figure 8-5.

Table 8-1: Known and potential archaeological resources within the construction footprint

| Item No. | Item name | Archaeological potential | Archaeological significance |
|----------|--|--------------------------|-----------------------------|
| SY0025 | Devonshire Street Cemetery | Moderate | State |
| SY0222 | Police Superintendent's Residence | Moderate | State |
| SY0223 | Carter's Barracks | High | State |
| SY0224 | Belmore Police Barracks | Low | State |
| SY0228 | Old Burial Ground Road | Low | State |
| SY0229 | 1850's Fencing | Moderate | State |
| SY0268 | Church of England – Residence and Morgue | Moderate | State |
| SY0169 | Central Station Platforms | High | Local |
| SY0184 | Subway Passage System | High | State |
| SYQ318 | Bondi Ocean Outfall Sewer | High | State |



Coordinate System: GDA2020 MGA Zone 56



0 Metres
20
40

Scale at A4

1:1,600

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Esri Community Maps Contributors, Spatial Services, Geoscape, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS

Prepared by: MD
Checked by: CS
Approved by: CS

Legend

 Construction footprint

Major structural groupings

 Belmore Police Barracks

 Carter's Barracks

 Churches/religious schools

 Devonshire Street Cemetery

 Police buildings

 Subway system

Sydney Terminal Building Revitalisation Project

Figure 8-5: Known and potential archaeological features within the construction footprint

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8.2 Assessment of potential impacts

The potential impacts of the project on the heritage significance are summarised in Section 8.2.1 and described further in Sections 8.2.2 to 8.2.11. Potential impacts fall into one of two categories:

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

The terminology used to determine the overall magnitude of impact resulting from the project is outlined below:

- Major – actions that would have a long-term and substantial impact on the significance of a heritage item
- Moderate – actions involving considerable changes to a heritage item which would impact the items' significance
- Minor – actions that would result in slight impacts on the significance of a heritage item
- Negligible – actions that would result in very minor changes to the significance of heritage items
- Neutral – actions that would have no change and therefore no impact on the significance of a heritage item
- Beneficial – actions which improve the condition of fabric or local setting which improves the legibility of the significance of the heritage item.

Further definition of these terms is included in Section 9.1 in Appendix G1 (Non-Aboriginal heritage assessment).

The assessment has been carried out in accordance with relevant guidelines including Statements of Heritage Impact (NSW Heritage Manual) 1996, and the Australia ICOMOS Charter for Places of Cultural Significance 2013 (ICOMOS (Australia), 2013), with impacts summarised by magnitude consistent with the ICOMOS Guidance on Impact Assessment.

Potential impacts on archaeological remains are discussed in Section 8.2.10. A detailed analysis is provided in Appendix G1 (Non-Aboriginal heritage assessment) and Appendix G2 (Historic archaeological impact assessment and research design).

8.2.1 Overall heritage impact

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

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

The proposed construction project has the potential to cause vibration impacts in the Sydney Terminal and Central Railway Stations Group heritage listed area, as it is located within this area. However, it is unlikely that the construction equipment will generate vibration levels that are high enough to cause cosmetic damage to buildings in the area, as the levels specified in the Construction Noise and Vibration Strategy (Transport for NSW, 2019b) are not expected to be exceeded outside of the areas where construction activities are actively taking place. While cosmetic damage is considered unlikely to occur within the project area or surrounding areas, it is recommended that attended vibration measurements be completed at the start of any vibration-intensive construction work to confirm that the vibration levels produced by the equipment are within acceptable limits.

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

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

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

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

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

8.2.2 Eddy Avenue Colonnade

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

Table 8-2 below presents a summary of the potential direct and indirect impacts on heritage elements within Eddy Avenue Colonnade. Overall, the heritage impacts of the project on the Eddy Avenue Colonnade, arcade and shops would be neutral to moderate adverse. Negative impacts would result from the removal of two shops, but the overall configuration of the Eddy Avenue shops and colonnade would be retained. However, the project would improve the permeability of these spaces and the movement into and throughout the building.

Table 8-2: Summary of potential impacts – Eddy Avenue Colonnade

| Area | Direct impacts (Fabric; curtilage) | Indirect impacts (Views; setting; intangible values) |
|----------------------|---------------------------------------|---|
| Colonnade and Arcade | Neutral | Neutral |
| Shops | Moderate adverse | Moderate adverse |
| North-west corner | Moderate adverse | Moderate adverse |

8.2.3 Pitt Street arcade

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

Table 8-3 below presents a summary of the potential direct and indirect impacts on heritage elements within Pitt Street arcade. Overall, the heritage impacts of the project on Pitt Street Arcade would be neutral to minor adverse. The project proposes little change to these spaces beyond the revitalisation of their retail uses, removal of non-original partitions and mezzanines, and installation of new services at rear.

Table 8-3: Summary of potential impacts – Pitt Street arcade

| Area | Direct impacts (Fabric; curtilage) | Indirect impacts (Views; setting; intangible values) |
|----------------------|---------------------------------------|---|
| Colonnade and Arcade | Neutral | Neutral |
| Shops | Minor adverse | Minor adverse |

8.2.4 Western loading dock

The western loading dock (known historically as the Luggage Dock) holds historic significance pertaining to its role in providing luggage services to travellers from 1906 up until 1946 and is of moderate significance. The Luggage Dock exhibits historic significance in forming part of the original design and development of the third Sydney Terminal Building, completed in 1906. In the 1980s it was converted into a lost property area and has since been converted into a rubbish disposal area.

Table 8-4 below presents a summary of the potential direct and indirect impacts on heritage elements within the western loading dock. Overall, the heritage impacts of the project on the loading dock would be neutral to minor adverse. The project proposes to change the use of the northern section of the space to a marketplace, requiring limited

physical change. While this would impact on the intangible value of the space connected to its former use, these impacts would be mitigated by interpretation and the retention of back of house and service spaces in the southern section.

Table 8-4: Summary of potential impacts – Western loading dock

| Area | Direct impacts (Fabric; curtilage) | Indirect impacts (Views; setting; intangible values) |
|--------------|---------------------------------------|---|
| Loading dock | Minor adverse | Neutral |

8.2.5 Sydney Terminal Building – Street level

The street level of the Sydney Terminal Building (also known as the basement) exhibits historic significance in forming part of the original design and development of the third Sydney Terminal Building, completed in 1906. The basement holds aesthetic significance in its complex design. The basement is largely intact and exhibits technical significance in its design in connecting to the main terminus building, via various modes of access. The basement underwent various modifications and alterations during the first World War. This included the installation of a coal fired boiler. The Railway Refreshment Rooms were established in 1916 in the basement. The space is now used primarily for storage.

Table 8-5 below presents a summary of the potential direct and indirect impacts on heritage elements at street level within the Sydney Terminal Building. Overall, the heritage impacts of the project on the street level of the Sydney Terminal Building would be minor adverse to minor beneficial. The project proposes to change the use of the Electrical Engineers Department to a multi-purpose space, requiring limited physical change in the form of removal of non-original fabric and minor demolition in the vicinity. While this would impact on the intangible value of the space connected to its former use, these impacts would be mitigated by interpretation and the retention of back of house spaces in the vicinity.

Table 8-5: Summary of potential impacts – Sydney Terminal Building – Street level

| Area | Direct impacts (Fabric; curtilage) | Indirect impacts (Views; setting; intangible values) |
|--------------------------|---------------------------------------|---|
| Electricians' Department | Minor adverse | Minor beneficial |
| Service corridors | Minor adverse | Minor adverse |
| Back-of-house areas | Minor adverse | Minor adverse |

8.2.6 Sydney Terminal Building – Concourse level

Grand Concourse and related spaces

The Grand Concourse (see Figure 8-2) and its related spaces, including the Former Booking Hall (see Figure 8-3), Former Refreshment Rooms, east and west and north and east passageways, east deck form the central core of the Sydney Terminal Building and are of exceptional significance and are landmark spaces at Central Station. These spaces are largely intact and have historic, aesthetic, social and technical significance.

Table 8-6 below presents a summary of the potential direct and indirect impacts on heritage elements within the Grand Concourse and related spaces of the Sydney Terminal Building. Overall, the heritage impacts of the project on the Grand Concourse and related spaces would be major beneficial to moderate adverse. The adverse impacts of the project are concentrated on the northern and eastern passages, with the new escalators logically sited in these spaces which have always acted as thoroughfares. Impacts of the project would be mitigated by the retention of fabric in these passages including ceilings and wall finishes which provide evidence of their former use and configuration. The project would also involve the rebuilding of the non-original (1995) eastern deck in a design which responds to the architecture of Central Station in a more appropriate manner, improving the contribution of the East Deck to the place and retaining its moderate significance. A new awning would also be provided above the deck to match that on the western side of the building, as was originally envisaged in the 1906 design, resulting in positive heritage impacts and improved amenity.

The project would also result in major beneficial heritage impacts through the reinstatement of the original double-height volume of the highly significant Booking Hall and its entry openings, alongside the reconstruction of the Grand Concourse glazed roof and new finishes to its flooring which reflect Connecting with Country principles.

Table 8-6: Summary of potential impacts – Sydney Terminal Building – Grand Concourse and related spaces

| Area | Direct impacts (Fabric; curtilage) | Indirect impacts (Views; setting; intangible values) |
|---------------------|---------------------------------------|---|
| Grand Concourse | Negligible adverse | Moderate beneficial |
| Former Booking Hall | Major beneficial | Major beneficial |

| Area | Direct impacts (Fabric; curtilage) | Indirect impacts (Views; setting; intangible values) |
|---------------------------|---------------------------------------|---|
| Former Refreshment Rooms | Neutral | Neutral |
| East and West Passageways | Moderate adverse | Minor adverse |
| North-East Passageway | Moderate adverse | Minor adverse |
| Water closets | Minor adverse | Minor adverse |
| East Deck | Moderate beneficial | Moderate beneficial |

Porte Cochere

The Porte Cochere is an element of exceptional heritage significance, as part of the original circa 1906 design and construction of the Sydney Terminal Building, designed to provide shelter for passengers transferring from trams to train platforms. The Porte Cochere has historical, aesthetic, and technical significance which contributes to the overall significance of the Sydney Terminal Building.

Table 8-7 below presents a summary of the potential direct and indirect impacts on heritage elements within the Port Cochere of the Sydney Terminal Building. Overall, the heritage impacts of the project on the Porte Cochere would be negligible adverse to minor beneficial. The project has little impact on this space, limited to the relocation of the light rail tracks further north (which has no built heritage impacts), and minor changes to the access of the area which result from the escalator in the northern passage. The reconstruction of the original roof glazing would result in minor beneficial impacts.

Table 8-7: Summary of potential impacts – Sydney Terminal Building – Porte Cochere

| Area | Direct impacts (Fabric; curtilage) | Indirect impacts (Views; setting; intangible values) |
|---------------|---------------------------------------|---|
| Porte Cochere | Negligible adverse | Minor beneficial |

8.2.7 Eddy Avenue Plaza

The Eddy Avenue Plaza, also known as the Eddy Avenue Forecourt and originally the Eddy Avenue Ramp, holds moderate historical significance, being built as part of Bradfield's plan to electrify the NSW suburban railway which began in 1926. Eddy Avenue Plaza also formed one of the original entrances to the Central Electric Station prior to its connection to the rest of Central Station.

Table 8-8 below presents a summary of the potential direct and indirect impacts on heritage elements within Eddy Avenue Plaza. Overall, the heritage impacts of the project on the Eddy Avenue Plaza would be moderate adverse. The project proposes the regrading of the plaza and the installation of a new two-storey retail building, removing uncoordinated retail development and the modern split-level surface. This would improve the accessibility and use of the space as well as its appearance in conjunction with new landscaping. While the works entail the demolition of the vehicular ramp, the significance of the element rests predominately in its function as a form of egress from the platforms above. The impacts of the demolition would be mitigated by the continued egress provided in this location in the form of stairs.

Table 8-8: Summary of potential impacts – Eddy Avenue Plaza

| Area | Direct impacts (Fabric; curtilage) | Indirect impacts (Views; setting; intangible values) |
|-------------------|---------------------------------------|---|
| Eddy Avenue Plaza | Moderate adverse | Moderate adverse |

8.2.8 Central Electric Building

The Central Electric Building holds historical significance as an important building associated with the electrification of the NSW Railway. It was designed as a station building to provide passenger access to the new electrified suburban rail lines opened in 1926.

Table 8-9 below presents a summary of the potential direct and indirect impacts on heritage elements within the Central Electric Building. Overall, the heritage impacts of the project on the Central Electric Building would be minor to moderate beneficial. The works are limited to the re-purpose of the non-original office level as a food and beverage outlet, considered appropriate as the space and its fabric are graded as of little significance. A new lift and awning would be provided to the East Deck of the Sydney Terminal Building but is a physically separate and visually recessive element.

Table 8-9: Summary of potential impacts – Central Electric Building

| Area | Direct impacts (Fabric; curtilage) | Indirect impacts (Views; setting; intangible values) |
|---------------------------|---------------------------------------|---|
| Central Electric Building | Minor beneficial | Moderate beneficial |

8.2.9 Other areas and items in the vicinity of the project

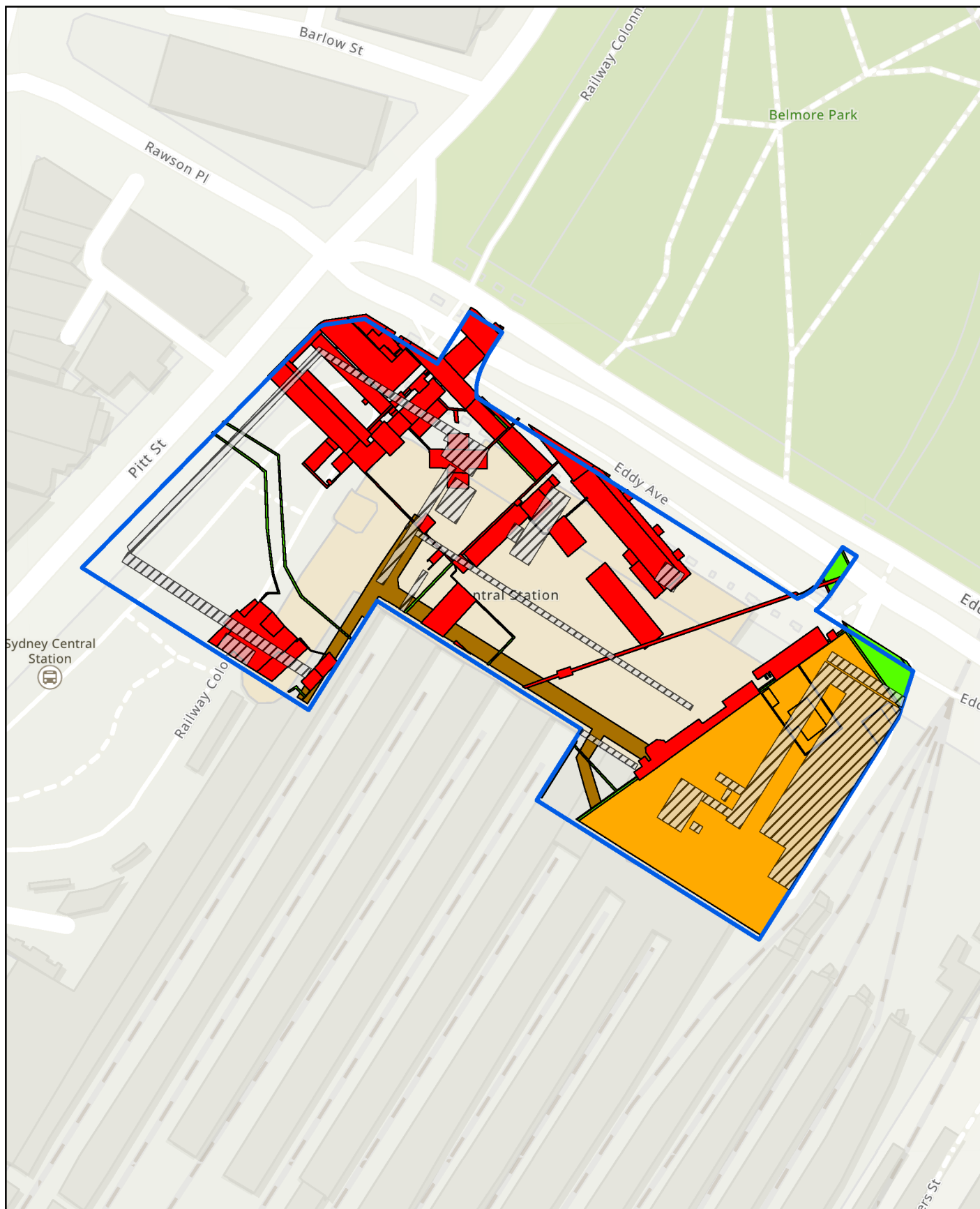
The proposed new escalator in the former shop on Eddy Avenue, and new retail building in Eddy Avenue Plaza, would be visible from Belmore Park but screened by the vegetation within it. The activation of these largely vacant or underutilised tenancies would improve the connection of the building with the street and Belmore Park, as originally intended, which would improve the heritage value of the Sydney Terminal Building. Heritage items on Pitt Street/Rawson Place would experience negligible visual impacts through the upgrade of retail space within the Pitt Street arcade, with the project activating existing retail space and re-establishing connections with the street.

8.2.10 Archaeology

As identified in Section 8.1.4, the construction footprint has the potential to contain significant archaeological resources. Ground disturbing works would predominantly consist of excavation for the demolition, construction and releveling of footpaths and flooring, demolition of structural elements, the introduction of new elements (for example, lift shafts, lighting, structural supports for openings in facades and seating), and the relocation and introduction of utilities. Chapter 5 (Project description) of the EIS describes these works in detail. For the purposes of this assessment, it has been assumed that maximum depth of excavation would be two metres. These ground disturbing works are likely to result in minor to moderate impacts with the implementation of mitigation (see Section 8.3).

Vibration arising from proposed works is unlikely to result in adverse impacts to archaeological resources. Environmental impacts through liquid spills and compaction are unlikely to result in adverse impact to archaeological resources.

Works with the potential to require deeper excavation and/or a wider excavation footprint within Eddy Avenue Plaza have the potential to result in moderate impacts to state significant archaeological remains associated with the Devonshire Street Cemetery, Church of England – Residence and Morgue and Carters Barracks (see Figure 8-6).



Coordinate System: GDA2020 MGA Zone 56



0 20 40
Metres
Scale at A4
1:1,600

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatasystrelen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Esri Community Maps Contributors, Spatial Services, Geoscape, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS

Prepared by: MD
Checked by: CS
Approved by: CS

Legend

- Construction footprint
- Areas of proposed excavation

Archaeological management

- A - Preserve in situ
- B - Archivally record and salvage
- C - Archivally record and remove
- E - No action required

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Figure 8-6: Indicative excavation areas and archaeological management zones

Project Number: 287415

Drawings / Design Prepared By

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8.2.11 Intangible values

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

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

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

New uses are proposed for spaces within the basement which historically housed railway functions and operation spaces, used and experienced by rail workers for many decades. Specifically, the Electrical Engineers Department and the western loading dock are proposed to become public areas through their adaptation to a multi-purpose event space and a marketplace respectively. Changing the use of these spaces truncates their long association with their original functions, and with the staff who used them. The fabric and spatial qualities of these areas would continue to communicate their original uses and utilitarian functional roles within the Sydney Terminal Building.

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

8.3 Environmental management measures

Non-Aboriginal heritage impacts will be addressed in the form of management measures. Measures to minimise impacts relating to noise, vibration and Aboriginal heritage are addressed in other impact chapters and have not been included here. Table 8-10 lists the measures to manage non-Aboriginal heritage impacts specifically.

Table 8-10: Environmental management measures – non-Aboriginal heritage

| Ref | Impact/ uncertainty | Environmental management measure | Timing |
|-------|--|--|-----------------|
| NAH01 | Impact Heritage values of the place | <p>Detailed design of the project will be developed in consultation with a suitably qualified heritage architect nominated by Transport. This will ensure that the heritage significance of the place, and its significant fabric and components, are appropriately conserved and protected throughout the new phase of revitalisation works to the building.</p> <p>The heritage architect will ensure that the final design responds to the <u>Central Precinct Renewal Conservation Management Plan</u> (Transport for NSW, 2022d) and policies contained in the relevant heritage management documents.</p> <p>The following opportunities to improve heritage outcomes will be investigated during detailed design:</p> <ul style="list-style-type: none"> • Reinstatement of glazed lightwells • Reinstatement of roof glazing • Removal of non-original mezzanines to restore spatial qualities within the Sydney Terminal Building. | Detailed design |
| NAH02 | Impact Heritage | Consultation with relevant stakeholders will continue during detailed design. Consultation with City of Sydney Heritage division will be carried out especially as it relates | Detailed design |

| Ref | Impact/ uncertainty | Environmental management measure | Timing |
|-------|--|--|------------------------------------|
| | values of the place | to streetscape and public domain works in and around Eddy Avenue and Pitt Street. | |
| NAH03 | Impact Impact on historical archaeological resources | <p>Archaeological management will follow the zones presented in Figure 8-6. Where required, archaeological management may involve preparing Archaeological Work Method Statements archaeological testing, recording, salvage and/or monitoring, in accordance with the archaeological research design presented in Section 8 of Appendix G2 (Historic archaeological impact assessment and research design).</p> <p>Detailed design will investigate opportunities to reduce any excavation footprint associated with the Devonshire Street Cemetery within Eddy Avenue Plaza, and, if unavoidable, archaeological management of these areas prior to ground disturbing works within Eddy Avenue Plaza will be carried out.</p> | Detailed design / pre-construction |
| NAH04 | Impact Heritage values of the place | <p>Detailed archival recording of the Sydney Terminal Building will be carried out before starting demolition works. It will capture both the general existing conditions of the building at present, including views and vistas, and the main movement paths through the building. The recording will focus on affected elements that will be altered or removed.</p> <p>The archival recording must be carried out by a suitably qualified and experienced heritage practitioner and a report prepared according to the NSW Heritage Office Guideline: <u>Photographic Recording of Heritage Items Using Film or Digital Capture</u> (2006). A copy of the report will be circulated to Heritage NSW and to the City of Sydney Council upon completion.</p> | Detailed design / pre-construction |
| NAH05 | Impact Heritage fabric during construction | An inspection of all rooms on the Grand Concourse and street level of the Sydney Terminal Building will be carried out before starting work, to identify and assess any potential movable heritage items. If any items are identified, they will be photographed and recorded with a written description and added to the Transport Movable Heritage register. They must be identified/tagged and safely stored. | Detailed design / pre-construction |
| NAH06 | Impact Heritage fabric during construction | <p>A Heritage Management Plan will be prepared and implemented as part of the Construction Environmental Management Plan. This will ensure that significant built elements will be protected and monitored throughout the project to prevent any potential damage. Protection systems must ensure significant fabric is not damaged or removed.</p> <p>Regular inspections will be carried out during construction. If inadvertent damage occurs to the building during construction, works in that area will stop and be reported immediately to the Project Manager and heritage practitioner. Any damage will be appropriately rectified based on advice from a heritage specialist.</p> <p>Protective measures will include:</p> <ul style="list-style-type: none"> • A building condition survey will be carried out throughout the building prior to starting work • Monitoring of vibration impacts in all spaces according to industry guidelines • Alternate construction methods and/or design solutions will be employed at or near significant fabric if vibration levels exceed those set out in the relevant guidelines. | Pre-construction |

| Ref | Impact/ uncertainty | Environmental management measure | Timing |
|-------|--|--|------------------|
| | | <p>The Heritage Management Plan will define a requirement for non-Aboriginal historical heritage awareness training for site workers prior to commencement of construction works. The awareness training will promote an understanding of heritage items that may be impacted during the works.</p> <p>The plan will also include any requirements contained within the <u>Central State Significant Precinct study</u> and supporting technical documents where applicable.</p> | |
| NAH07 | Impact Impact on historical archaeological resources | An Exhumation Policy and Guideline will be prepared and implemented prior to ground disturbing works. It will be developed in accordance with the Guidelines for Management of Human Skeletal Remains (NSW Heritage Office, 1998b). | Pre-construction |
| NAH08 | Impact Impact on historical archaeological resources | An Unexpected Finds Procedure for archaeological resources will be developed as part of the Heritage Management Plan, consistent with Transport's <u>Unexpected heritage items procedure</u> (2022) and Guidelines for the Management of Human Skeletal Remains (NSW Heritage Office, 1998) under the <i>Heritage Act 1977</i> . | Pre-construction |
| NAH09 | Impact Heritage values of the place | <p>Expanded interpretation of the Sydney Terminal Building will be implemented within the precinct to assist in communicating the important history and significant values of Central Station. Meaningful interpretative media will be installed within important spaces such as the Loading Dock, Electrical Engineer's Department and Eddy Avenue Plaza.</p> <p>It will be guided by the <u>Central Precinct Renewal Heritage Interpretation Strategy</u> (Transport for NSW, 2022q) and the <u>Central Precinct Renewal Conservation Management Plan</u> (Transport for NSW, 2022d).</p> | Construction |
| NAH10 | Impact Heritage fabric during construction | <p>Where demolition is proposed, all suitable material for salvage will be recovered and stored, including sandstone and brick masonry. These materials will be used for future repairs, or reuse in a new context such as interpretation or landscaping. Careful salvage of the following should occur:</p> <ul style="list-style-type: none"> Sandstone from the north-western corner of the Sydney Terminal Building to be used for future repairs Spiral stairs from the retail tenancy in the Sydney Terminal Building, which will be relocated into one of the shops currently missing its staircase Joinery and glazing from removed shopfronts. <p>A detailed schedule of salvageable heritage fabric and a rescue plan will be prepared by a suitably qualified and experienced heritage practitioner once the detailed design is finalised.</p> | Construction |
| NAH11 | Impact Signage | Detailed signage and branding guidelines will be developed to inform a cohesive and heritage sympathetic approach to new commercial and station signage and branding throughout the Sydney Terminal Building, Eddy Avenue Plaza and the Central Electric Building. | Construction |