

Transport
for NSW

Central Precinct Renewal

Non-Aboriginal Heritage Study

July 2022

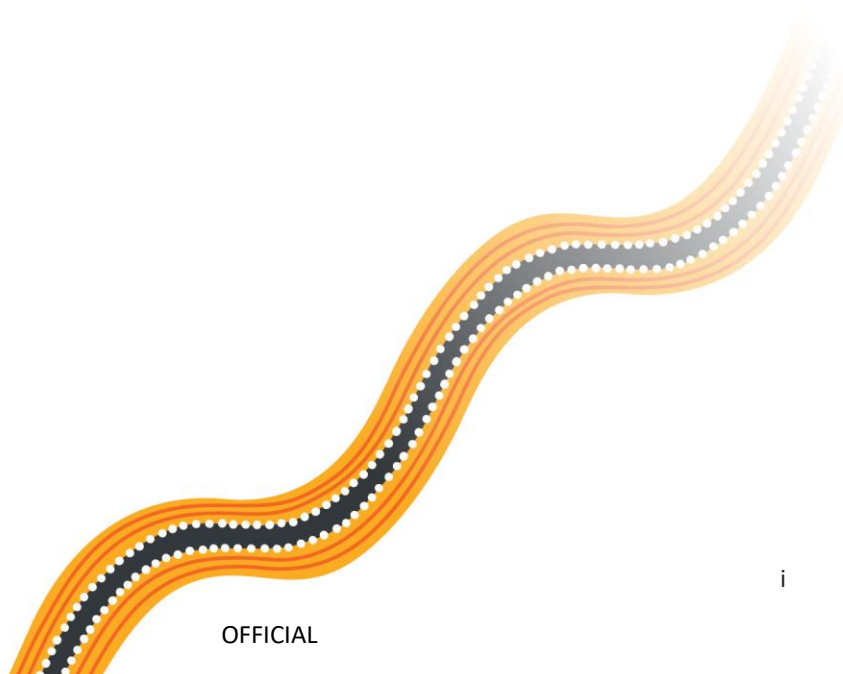


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Acknowledgement of Country

We respectfully acknowledge the Traditional Custodians of the Central Precinct, the Gadigal and recognise the important of the place to Aboriginal people and their continuing connection to Country and culture. We pay our respect to Elders past, present and emerging.



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Abbreviations

Abbreviation	Definition
ABS	Australian Bureau of Statistics
BAU	Business as usual
BCA	Building Code of Australia
CIV	Capital investment value
CoS	City of Sydney Council
CSPS	Central Sydney Planning Strategy
DA	Development application
DCP	Development control plan
DPE	NSW Department of Planning and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPI	Environmental planning instrument
ESD	Ecologically sustainable development
FSR	Floor space ratio
GANSW	Government Architect NSW
GFA	Gross floor area
GSC	Greater Sydney Commission
LEP	Local environmental plan
LGA	The City of Sydney local government area
LSPS	Local strategic planning statement
NABERS	National Australian Built Environment Rating System
PRP	Project Review Panel
SCA	Special character area
SDCP2012	Sydney Development Control Plan 2012
SDRP	State Design Review Panel
SEPP	State Environmental Planning Policy
SLEP2012	Sydney Local Environmental Plan 2012
SSDA	State significant development application
SSP	State Significant Precinct

Definitions

Term	Definition
Accessibility	The ability for everyone, regardless of age, disability or special needs or where they live, to use and benefit from the transport system
Active transport	Transport that is human powered, such as walking or cycling
Amenity	The extent to which a place, experience or service is pleasant, attractive or comfortable. Improved features, facilities or services may contribute to increase amenity.
Bradfield Flying Junctions	Series of flyover tracks between the Cleveland Street bridge at Redfern and Central Stations that allow trains to move from any one line to another without crossing a line in the opposing direction
Bus interchange	Where customers have access to a number of different bus routes at a central location
Bus stand	A place to board or alight from bus services
Camperdown-Ultimo Collaboration Area	The Health and Education Precinct which includes the Royal Prince Alfred Hospital, TAFE NSW, University of Notre Dame, University of Sydney and University of Technology Sydney, and medical and research institutions and other health services facilities and educational establishments
Catchment	Area from which a location or service attracts people
CBD and South East Light Rail	means to the light rail network extending from Randwick and Kingsford to Circular Quay
Central Precinct	Central Precinct State Significant Precinct
Central Sydney	Land identified as Central Sydney under the Sydney Local Environmental Plan 2012 and represents the Metropolitan Centre of Sydney. Central Sydney includes Sydney's Central Business District
Central Walk	The underground paid pedestrian connection, currently under construction, that is to be delivered by Sydney Metro City and South West. Once complete, it will be a link between the new station entrance on Chalmers Street, the Eastern Suburbs Railway concourse, suburban platforms 16-23 (via escalators and lifts) and the new Sydney Metro north-south concourse
Character	The combination of the attributes, characteristics and qualities of a place (GANSW, 2021, Draft Urban Design Guide)
City Plan 2036	City of Sydney local strategic planning statement
Community	Particular types of stakeholder and refers to groups of people in particular places who are both affected by our work and experience the outcomes and benefits of our activities
Control	A numerical standard that is applied in a prescriptive manner
Corridor	A broad, linear geographical area between places
Council	The City of Sydney Council
Customer interface	The point at which transport services interact with their customer
Customers	Those who use transport networks and services. They include car drivers, heavy vehicle operators, public transport and point to point passengers, pedestrians, cyclists and freight and goods providers
Department	The Department of Planning and Environment
Determination	The approval made in accordance with the <i>Environmental Planning and Assessment (EP&A) Act 1979</i> . In relation to Central Precinct SSP, a

Term	Definition
	determination will be made by the Minister for Planning and Public Spaces
Devonshire Street Tunnel	The official name of the pedestrian tunnel connecting Chalmers and Lee Streets
District Plan	means the Eastern City District Plan
Future Transport Strategy	Transport for NSW's approach to planning transport and engaging customers, to address future technological, economic and social changes. Future Transport Strategy comprises two focus areas – planning ('Future Transport Planning') and technology ('Future Transport Technology' and 'Technology Roadmap')
Gateway	Cities that provide state level services and facilities to support a broad population catchment while also having international connections through their cities airport and/or port.
Goods Line	The official name for the partly elevated walkway from Central Station to Darling Harbour following the route of a disused railway line
Grand Concourse	Part of Central Station
Greater Sydney's Green Grid	The link between parks, open spaces, bushland and walking and cycling paths
Interchange	A facility to transfer from one mode of transport or one transport service to another. For example, a station with an adjoining light rail stop
Local streets	Places that are part of the fabric of suburban neighbourhoods where we live our lives and facilitate local community access
Merit based assessment	An assessment of a matter that allows for reasonable flexibility to consider a range of possible solutions
Minister	The Minister for Planning
Mixed-use	A building or area containing more than one type of land use
Mobility	The ability to move or be moved easily and without constraints
Mortuary Station	The building formerly used as a railway station on the Rookwood Cemetery railway line, now disused
NABERS	A national rating system that measures the environmental performance of Australian buildings and tenancies
Objective	A statement of a desired future outcome, generally expressed in a qualitative manner that enables merit based assessment
Over rail corridor development or Over Station Development	Development of air space over railway corridors
Place	An intersection of transport infrastructure with social infrastructure and commercial activity. These are the areas within and around transit stops where people live and commute. Places can be created as an outcome of Placemaking
Placemaking	Scoping and delivering places for the community, beyond the immediate transport infrastructure. Successful placemaking either preserves or enhances the character of our public spaces, making them more accessible, attractive, comfortable and safe
Planning instrument	Means any of the following: <ul style="list-style-type: none"> • strategic plan (comprising regional strategic plans and district strategic plans) and local strategic planning statements • environmental planning instrument (comprising State environmental planning policies and local environmental plans) • development control plan

Term	Definition
Planning Secretary	The Secretary of the Department of Planning
Precinct	Geographical area with boundaries determined by land use and other unique characteristics. For example, an area where there is an agglomeration of warehouses may be termed a freight precinct
Principal development standards	Matters addressed in Part 4 of the Standard Instrument
Proponent	Transport for NSW
Proposal	Proposed amendments to the planning framework
Provisions	means a broad term covering objectives and controls
Public spaces	means areas that are publicly accessible where people can interact with each other and make social connections
Rail network	means the rail infrastructure in NSW
Railway corridor	The land within Central Precinct on which a railway is built; comprising all property between property fences, or if no fences, everywhere within 15m from the outermost rails. Under planning legislation rail corridor is defined as land: a) that is owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities; or b) that is zoned under an environmental planning instrument predominately or solely for development of the purpose of a railway or rail infrastructure facilities
Railway Square	The area between Lee Street and Broadway, comprising a plaza, bus stands and underground access/uses
Reference Master Plan	A non-statutory document that shows one way in which the precinct may develop in the future in accordance with the proposed amendments to the planning framework Note: Refer to the GANSW Advisory Note v2, dated 12/09/2018 for further guidance
Region Plan	The Greater Sydney Region Plan - A Metropolis of Three Cities
Rezoning	Amendments to environmental planning instruments, in particular for land use zones and principal development standards such as height of buildings and floor space ratio
Shocks and stresses	The acute short term damaging events or long term trends causing inequity impacting a city's resilience
Siding	A short stretch of rail track used to store rolling stock or enable trains on the same line to pass
Social procurement	Purchasing decisions based on good social outcomes
Standard Instrument	The Standard Instrument—Principal Local Environmental Plan
State	The state of New South Wales
State-led rezonings	A focus on precincts where there is a strategic imperative for the Department of Planning to lead the process, including places that benefit from current or future city-shaping infrastructure or investment, and where we can create great public spaces in collaboration with councils and communities. These rezonings generally occur under a SEPP
State Significant Precinct	The areas with state or regional planning significance because of their social, economic or environmental characteristics
Strategic Framework	The document prepared by Transport for NSW for Central Precinct in 2021 that addresses key matters including vision, priorities, public space, strategic connections, design excellence, identify sub-precincts for future detailed planning and also outlines the next steps in the State Significant Precinct process for Central Precinct

Term	Definition
Strategic plan	The regional strategic plan, district strategic plan or a local strategic planning statement
Sub-precinct	The definable areas within Central Precinct SSP due to its unique local character, opportunities and constraints, either current or future. The Western Gateway is a sub-precinct
Sydney Metro	A fully-automated, high frequency rail network connecting Sydney
Tech Central	The State government initiative as set out in The Sydney Innovation and Technology Precinct Panel Report 2018. Previously known as the Sydney Innovation and Technology Precinct. Tech Central is located south of the Sydney central business district, surrounded by the suburbs of Redfern, Ultimo, Haymarket, Camperdown, Chippendale, Darlington, Surry Hills and Eveleigh
Transport for NSW	The statutory authority of the New South Wales Government responsible for managing transport services in New South Wales.
Transport interchange	A facility designed for transitioning between different modes, such as a major bus stop or train station
Transport modes	The five public transport modes are metro, trains, buses, ferries and light rail. The two active transport modes are walking and cycling
Urban renewal	A planned approach to the improvement and rehabilitation of city areas with new infrastructure, new commercial/mixed uses, improved services and renovation or reconstruction of housing and public works
Vibrant streets / places	Places that have a high demand for movement as well as place with a need to balance different demands within available road space

Executive summary

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 the jobs of the future and economic growth.

In July 2019, Central Precinct was declared a nominated State Significant Precinct (SSP) in recognition of its potential to boost investment and deliver new jobs. The SSP planning process for Central Precinct will identify a new statutory planning framework for Central Precinct. This involves two key stages:

- Stage 1: Development of a draft Strategic Vision which has since evolved into the Central Precinct Strategic Framework
- Stage 2: Preparation of an SSP study with associated technical analysis and community and stakeholder consultation.

In March 2021, the Central Precinct Strategic Framework was adopted representing the completion of Stage 1 of the planning process to develop a new planning framework for Central Precinct. The Strategic Framework outlines the vision, planning priorities, design principles, and the proposed future character of sub-precincts within Central Precinct. This is intended to inform and guide further detailed planning and design investigations as part of this SSP Study (Stage 2 of the SSP planning process).

This SSP Study intends to amend the planning controls applicable to Central Precinct under the SSP SEPP 2005 to reflect the vision and planning priorities set for the Precinct under the Strategic Framework. Study Requirements were issued in December 2020 to guide the investigations and the proposed new planning controls.

This non-Aboriginal Heritage SSP Study provides an assessment of the proposed changes and considers any potential impacts to non-Aboriginal heritage that may result within and surrounding the Central Precinct. The report addresses Study Requirement 5.2 'Non-Aboriginal Heritage Study', utilizing existing research and reports to identify all heritage items and conservation areas within or near the site, including built heritage, landscapes and archaeology. The report provides recommendations to guide future development of the site with consideration of the heritage setting, context, streetscapes, and visual and physical character of the Precinct. Additionally, the report contains a comprehensive archaeological plan and framework, summarizing the results of recent archaeological investigations, which is intended to guide the future management of potential archaeological resources within the Precinct. The non-Aboriginal SSP Study will inform and support the preparation of the planning framework provisions for the Precinct.

The following recommendations and mitigation measures have been compiled within this non-Aboriginal Heritage SSP Study, developed from the current heritage development guidelines, procedures, policies and heritage management documents associated with the Central Precinct.

This section includes recommendations for built heritage, new works and non-Aboriginal (historic) archaeology.

Heritage Conservation

The non-Aboriginal Heritage SSP Study recommends the following controls for heritage conservation within the Central SSP:

- 1) Development is to be consistent with the policies and recommendations of the Central Precinct Conservation Management Plan (CMP) prepared by Artefact Heritage and dated July 2022
- 2) Development applications for new buildings or works are to be accompanied by a Statement of Heritage Impact (SoHI) which:
 - I. addresses the policies and guidelines of the Central Precinct CMP
 - II. is prepared in accordance with the NSW Heritage Manual 'Conservation Management Documents'

- 3) Where the development application proposes the full or partial demolition of a heritage item or element, the Statement of Heritage Impact is to:
 - I. demonstrate why the element, building or part of the building is not capable of retention or re-use
 - II. identify and describe the options that were considered when arriving at a preferred development outcome and the reasons for choosing the preferred option
 - III. include a statement from a quantity surveyor comparing the cost of demolition to the cost of retention if the demolition is recommended primarily on economic grounds
 - IV. include a report by a suitably qualified structural engineer if the demolition is proposed based on poor structural condition
 - V. include a pest inspection report if the building is a weatherboard building
- 4) When giving consent to the full or partial demolition of a heritage item or element the consent authority will require photographic recording of the building prior to any work being carried out as a condition of consent
- 5) Proposed development is to be designed with regard to and in response to the heritage values of the element and Precinct as a whole, the buildings, elements and spatial arrangements of the immediate and broader site, and its heritage curtilage. Building forms and design treatments of any new development must consider and positively respond to the heritage values of the place.
- 6) Commensurate with the exceptional heritage values of the place, new development within the Precinct should aspire to achieve excellence in design and innovation. New elements should be sympathetic to the significance of the site, while offering a creative and high-quality layer of design that is in keeping with the significance of Central Station.
- 7) Architectural detailing of new developments is to provide a higher order of priority to levels interfacing with a heritage item or feature, adjacent public domain and publicly accessible managed space. This should take an informed and strategic approach to form, colour, materials, and details and respond to the immediate context and character
- 8) The design and materiality of any proposed new street wall should respond to the scale and materiality of the surrounding built form and character (e.g. Central Station)
- 9) The design of new elements should visually distinguish between elements in relation to the heritage context, particularly street walls and tower forms.
- 10) Public domain elements are to be comprised of high quality materials. This includes overlaying contemporary elements such as vertical transportation, canopies, lighting and signage. Materials should seek to unify old and new precincts through design quality and be complementary to the original elements at Central Station
- 11) Buildings are to be constructed of durable and robust materials, commensurate in quality with their historic counterparts.

Heritage Conservation in Central Precinct sub-precincts

The non-Aboriginal Heritage SSP Study recommends the following controls for heritage conservation within the sub-precincts of the Central SSP. The below recommendations address the overall sub-precincts within Central Precinct. Recommendations and design guidelines specific to each sub-precinct are also included within this report.

- 1) Any Statement of Heritage Impact must demonstrate how the corresponding objectives have been considered and addressed.

Archaeology

The non-Aboriginal Heritage SSP Study recommends the following general controls for archaeological management within the Central SSP:

1) Where development is likely to affect an archaeological site or a place of Aboriginal heritage significance or potential archaeological site that is likely to have non- Aboriginal heritage significance, development applications are to be accompanied by an 'Archaeological Assessment' prepared by a suitably qualified archaeologist in accordance with the guidelines prepared by the NSW Office and Environment and Heritage

Note: refer to the Central Station Archaeological Site Plan (Artefact, 2022) to determine whether the development site has archaeological potential

2) An archaeological assessment is to include:

I. An assessment of the archaeological potential of the archaeological site or place of Aboriginal heritage significance

II. The heritage significance of the archaeological site or place of Aboriginal heritage significance

III. The probable impact of the proposed development on the heritage significance of the archaeological site or place of Aboriginal heritage significance

IV. The compatibility of the development with conservation policies contained within an applicable conservation management plan or conservation management strategy

V. A management strategy to conserve the heritage significance of the archaeological site or place of Aboriginal heritage significance

3) If there is any likelihood that the development will have an impact on significant archaeological relics, development is to ensure that the impact is managed according to the assessed level of significance of those relics.

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1. Introduction

Located within the heart of Eastern Harbour City, Central Precinct is Australia's busiest transport interchange. The precinct currently holds latent potential with all its inherent advantages of location and transport connections to revitalise Central Sydney. Capitalising on Central Precinct's prime location within Tech Central, a NSW Government commitment to create the biggest technology hub of its kind in Australia, Central Precinct presents the ultimate transformative opportunity to deliver a connected destination for living, creativity and jobs. The renewal of Central Precinct will provide a world-class transport interchange experience, important space for jobs of the future, improved connections with surrounding areas, new and improved public spaces and social infrastructure to support the community.

1.1 Tech Central

1.1.1 Overview

The NSW Government is committed to working with the local community to develop the biggest innovation district of its kind in Australia. Bringing together six neighbourhoods near the Sydney CBD (Haymarket, Ultimo, Surry Hills, Camperdown, Darlington North Eveleigh and South Eveleigh), Tech Central is a thriving innovation ecosystem that includes world-class universities, a world-leading research hospital, 100+ research institutions, investors and a wide range of tech and innovation companies. The vision for Tech Central is for it to be a place where universities, startups, scaleups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change our world. It is also for it to be place where centring First Nations voices, low carbon living, green spaces, places for all people and easy transport and digital connections support resilience, amenity, inclusivity, vitality and growth.

Tech Central is an essential component of the Greater Sydney Region Plan's Eastern Harbour City Innovation Corridor. It aims to leverage the existing rich heritage, culture, activity, innovation and technology, education and health institutions within the precinct as well as the excellent transport links provided by the Central and Redfern Station transport interchanges.

The Central Precinct is located within the Haymarket neighbourhood of Tech Central. Planned to become the CBD for Sydney's 21st century, this neighbourhood is already home to The Quantum Terminal (affordable coworking space in the iconic Central Station Sydney Terminal Building) the Scaleup Hub (affordable and flexible workspace for high-growth technology scaleups) and is soon to be the home of Atlassian's headquarters. It is also in close proximity to a number of important education and research institutions.

The planned urban renewal of the Central Precinct has been identified as a key project to achieving the vision for Tech Central.

1.1.2 Background & Context to Tech Central

In August 2018, the NSW Government established the Sydney Innovation and Technology Precinct Panel (the Panel) comprising representatives from various industry, health, education, government agencies and key community members. In December 2018 '[The Sydney Innovation and Technology Precinct Panel Report](#)' was produced, setting out the Panel's recommendations for a pathway to delivering a successful innovation and technology district at Tech Central. In February 2019, the NSW Government adopted the Panel's report and committed to delivering the following:

- 25,000 additional innovation jobs
- 25,000 new STEM and life sciences students
- 200,000 m² for technology companies, and
- 50,000 m² of affordable space for startups and scaleups

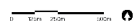
In February 2019, the Greater Sydney Commission released a Place Strategy for the area that is now known as Tech Central (Camperdown-Ultimo Collaboration Area Place Strategy, GSC). The Place Strategy, developed collaboratively by a range of stakeholders involved in planning for Tech Central’s future, was prepared to inform public and private policy and investment decisions by identifying and recognising the complex, place-specific issues inhibiting growth and change. The strategy identifies shared objectives for the place and sets out priorities and actions to realise the vision for the area under the key themes of Connectivity, Liveability, Productivity, Sustainability and Governance.

Both the Panel Report and Place Strategy recognise the importance of the Central Precinct to Tech Central’s future.

TECH CENTRAL

-  Institutions and innovation anchors
-  Major government projects
-  Opportunity Site
-  Immediate development pipeline
-  Public Open Space
-  Precinct boundary
-  Light rail – existing
-  Metro station
-  Train station
-  Light rail station

* CHERP: Camperdown Health Education and Research Precinct



www.tc.sydney



In July 2019, Central Precinct was declared a nominated State Significant Precinct (SSP) in recognition of its potential to boost investment and deliver new jobs. The SSP planning process for Central Precinct will identify a new statutory planning framework for Central Precinct. This involves two key stages:

- **Stage 1:** Development of a draft Strategic Vision which has since evolved into the Central Precinct Strategic Framework
- **Stage 2:** Preparation of an SSP study with associated technical analysis and community and stakeholder consultation.

In March 2021, the [Central Precinct Strategic Framework](#) was adopted representing the completion of Stage 1 of the planning process to develop a new planning framework for Central Precinct. The Strategic Framework outlines the vision, planning priorities, design principles, and the proposed future character of sub-precincts within Central Precinct. This is intended to inform and guide further detailed planning and design investigations as part of this SSP Study (Stage 2 of the SSP planning process).

This SSP Study intends to amend the planning controls applicable to Central Precinct under the SSP SEPP 2005 to reflect the vision and planning priorities set for the Precinct under the Strategic Framework. Study Requirements were issued in December 2020 to guide the investigations and the proposed new planning controls.

1.2 Central Precinct vision

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 the jobs of the future and economic growth.

1.3 Case for change

Over the coming years, Central Station will come under increasing pressure as technological innovations progress, investment in transport infrastructure increases and daily passenger movements increase.

Sydney Metro, Australia's biggest public transport project, will result in the delivery of a new generation of world-class, fast, safe, and reliable trains enabling faster services across Sydney's rail network. In 2024, Sydney Metro's Central Station will open with daily passenger movements forecast to increase from 270,000 persons to 450,000 persons over the next 30 years.

In its current state, Central Station is underperforming as Australia's major transport interchange – it's currently a hole in the heart of Sydney's CBD, lacking connectivity, activation and quality public spaces.

The renewal of Central Precinct will expand and revitalise Central Station, and transform this underutilised part of Sydney from a place that people simply move through to one where they want to visit, work, relax, connect and socialise. Its renewal also presents the potential to deliver on the strategic intent and key policies of regional, district and local strategic plans, providing for a city-shaping opportunity that can deliver economic, social and environmental benefit. Specifically, it will:

- Make a substantial direct and indirect contribution to achieving the Premier's Priorities by facilitating upgrades to Sydney's largest and most significant public transport interchange, improving the level of service for users and visitors, and supporting the creation of new jobs and housing
- Implement the recommendations of the NSW State Infrastructure Strategy 2018-2038, in particular the upgrading of the major transport interchange at Central to meet future customer growth
- Contribute to key 'Directions' of the Greater Sydney Region Plan, to deliver 'a city supported by infrastructure', help create 'a city of great places', support 'a well connected city', deliver new 'jobs and skills for the city' and create 'an efficient city'
- Implement the outcomes envisaged within the Eastern City District Plan including reinforcing the Harbour CBD's role as the national economic powerhouse of Australia and supporting its continued growth as a Global International City
- Deliver on the shared objectives and priorities for Tech Central, the future focal point of Sydney's innovation and technology community, which aims to boost innovation, economic development and knowledge intensive jobs while creating an environment that foster collaboration and the exchanging of ideas
- Deliver an outcome that responds to the overarching vision and objectives of the Central Sydney Planning Strategy. In particular it will assist with implementing a number of 'key moves' outlined in the strategy, including to 'ensure development responds to its context', 'ensure infrastructure keeps pace with growth', 'move people more easily', 'protect, enhance and expand Central Sydney's heritage, public places and spaces', and to 'reaffirm commitment to design excellence.'

2. About This Report

This report has been prepared by Artefact Heritage Services Pty Ltd (Artefact Heritage) and is submitted to the Department of Planning and Environment (DPE) as part of the proposal by Transport for NSW (TfNSW) to amend the planning framework for the Central State Significant Precinct (Central SSP).

Its purpose is to address study requirements issued by the Department and prepared in collaboration with the City of Sydney, Greater Sydney Commission (GSC), NSW Government Architect's Office (GANSW) and other State agencies in relation to the development of the Central SSP renewal.

Artefact Heritage has been engaged by TfNSW to prepare a range of reports related to the Central SSP (the Central Precinct project), comprising an updated SSP study (Non-Aboriginal), an updated Aboriginal Cultural Heritage Study (ACHS), an updated Conservation Management Plan (CMP) and a comprehensive precinct-wide Heritage Interpretation Strategy (HIS). These reports will collectively provide a heritage framework for the future development of one of the state's most significant historical precincts.

This report forms part of an integrated suite of studies, strategies and plans that together comprise the SSP Study. On this basis, the report should be read in conjunction with these other documents. In particular, reference should be made to the Central Precinct Place Strategy, Public Domain Strategy and Urban Design Framework Report as it outlines key matters of relevance to the SSP and synthesises the findings of all other documents.

This document comprises the precinct-wide Non-Aboriginal SSP Study.

The relevant study requirements, considerations and consultation requirements, and location of where these have been responded to is outlined in **Table 1** below.

2.1 SSP Study requirements

The Central Station State Significant Precinct Requirements have been prepared to guide new planning controls for the Central SSP Study Area. The requirements were prepared through consultation with the City of Sydney, the GSC and the GANSW, in addition to other relevant state agencies.

Section 5.0 of the Central Station SSP Requirements outlines the heritage studies that are required to form part of TfNSW's rezoning proposal.¹

5.2 Prepare a Non-Aboriginal Heritage Study for the Precinct that:

Using existing research and reports, compile a Non-Aboriginal Heritage Study of the precinct, identifying all heritage items (state, local and potential) and conservation areas within and near the site, including built heritage, landscapes and archaeology. It should include detailed mapping of these items and an assessment of why the items and site(s) are of heritage significance.

Includes a precinct wide Statement of Heritage Impact (SoHI) to assess the impact of the precinct redevelopment with recommendations for the management of the cultural heritage of the site and mitigations measures to minimise heritage impact;

Includes a comprehensive whole of site archaeological plan and framework strategy to capture and collate all recent archaeological investigations and guide the management of potential archaeological resources;

¹ NSW Department of Planning, Industry and Environment. 2020. Central Station State Significant Precinct Study Requirements. CM9

Provides recommendations to guide future development of planning of the site with specific consideration to the bulk, height and scale of the existing significant elements of the site, including its setting, context, streetscape and visual and physical character of the locality, surrounding conservation areas and heritage items. This should be integrated with the Urban Design Plan, and draft Development Control Plan or Design Guidelines;

Integrates with the view and visual assessment and seeks to preserve and enhance key views to and from heritage buildings (including visual connection between items). The visual analysis should also consider how the proposal impacts on the wider visual setting of the site including the adjacent heritage conservation areas; and

Informs and supports preparation of the planning framework provisions for the precinct (including recommended development control provisions for any future DCP).

In addition, all the required heritage studies for the area (separate reports), including this SSP Study, are to be

Undertaken in consultation with Local Aboriginal Lands Councils, Heritage NSW, the Heritage Council of NSW, the City of Sydney Aboriginal and Torres Strait Islander Advisory Panel and GANSW'.

Table 1 outlines the response to the requirements in this report. Only requirements that pertain to this report have been included.

Table 1: Study requirements, considerations, and consultation requirements

Study Requirement	Scope and Requirement	Response
5.2 Prepare a Non-Aboriginal Heritage Study for the Precinct that:	Using existing research and reports, compile a Non-Aboriginal Heritage Study of the precinct, identifying all heritage items (state, local and potential) and conservation areas within and near the site, including built heritage, landscapes and archaeology. It should include detailed mapping of these items and an assessment of why the items and site(s) are of heritage significance.	This Non-Aboriginal Heritage Study endorses the requirement. Significance assessments for the heritage items are located in Appendix A – Significance Assessments for Heritage Items
	Includes a precinct wide Statement of Heritage Impact (SoHI) to assess the impact of the precinct redevelopment with recommendations for the management of the cultural heritage of the site and mitigations measures to minimise heritage impact;	Located in Section 9 to Section 12
	Includes a comprehensive whole of site archaeological plan and framework strategy to capture and collate all recent archaeological investigations and guide the management of potential archaeological resources;	Located in Section 7 and Section 13
	Provides recommendations to guide future development or planning of the site with specific consideration to the bulk, height and scale of the existing significant elements of the site,	Located in Section 12

Study Requirement	Scope and Requirement	Response
	including its setting, context, streetscape and visual and physical character of the locality, surrounding conservation areas and heritage items. This should be integrated with the Urban Design Plan, and draft Development Control Plan or Design Guidelines;	
	Integrates with the view and visual assessment and seeks to preserve and enhance key views to and from heritage buildings (including visual connection between items). The visual analysis should also consider how the proposal impacts on the wider visual setting of the site including the adjacent heritage conservation areas; and;	Located in Section 6.4 and Section 12
	Informs and supports preparation of the planning framework provisions for the precinct (including recommended development control provisions for any future DCP).	Located in Section 12
Consultation	The studies are to be undertaken in consultation with Local Aboriginal Lands Councils, the Heritage NSW, the Heritage Council of NSW, the City of Sydney Aboriginal and Torres Strait Islander Advisory Panel and GANSW.	Located in Section 11
Author	The Non-aboriginal Heritage Study is to be prepared by a suitably qualified heritage architect or professional(s) with extensive experience in European Heritage within the Sydney context.	Authorship noted in Section 2.6
Guiding Documents	Listed in Section 2.2	Located in Section 2.2

2.2 Report methodology

This document has been prepared using the guidelines contained within *Statement of Heritage Impact* (2002), prepared by the NSW Heritage Office as part of the *NSW Heritage Manual*. Additionally, this document has been prepared using the guiding documents listed in the Central Station SSP Requirements,² including;

- Guidelines set out in the NSW heritage manual, “The Conservation Plan” and the Burra Charter;
- Interpreting Heritage Places and Items Guidelines;
- NSW Heritage Manual (NSW Heritage Council);
- ‘The Conservation Plan’ (J S Kerr 1996);
- Australia ICOMOS Charter for the Conservation of Places of Cultural Significance;

² NSW Department of Planning, Industry and Environment. 2020. Central Station State Significant Precinct Study Requirements. CM9.pg18.

- Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (DECCW, 2011);
- Central Station Conservation Management Plan - June 2013 (NSW Transport RailCorp);
- NSW Design Guide for Heritage (GANSW);
- Central Precinct Heritage Framework (TZG); and
- Designing with Country Discussion Paper (GANSW).

2.2.1 Identification of heritage listed items

Heritage listed items were identified through a search of relevant state and federal statutory and non-statutory heritage registers:

- World Heritage List
- Commonwealth Heritage List
- National Heritage List
- State Heritage Register
- Sydney LEP 2012
- Section 170 Heritage and Conservation Registers for Sydney Water, Roads and Maritime, Railcorp, Ausgrid, and Department of Housing
- Australian Heritage Database
- NSW State Heritage Inventory database.

Items listed on these registers have been previously assessed against the NSW Heritage Assessment guidelines. The SHR and State Heritage Inventory (SHI) listings of the heritage items have been used to provide descriptions and statements of significance.

The statements of heritage significance are provided in Appendix A of this report.

Where relevant, Conservation Management Plans (CMP's) and other heritage management documents and guidelines have been utilised to provide additional information regarding heritage significance. Where used, these have been cited.

2.3 Documents

The following documents were reviewed as part of the assessment of potential heritage impacts associated with the proposed masterplan development:

- Central Precinct Heritage Framework, TZG, March 2021
- Central Precinct Strategic Framework, TfNSW, August 2021
- Central Precinct DRP8, TfNSW, November 2021
- Central Precinct SSP Metrics, TfNSW, November 2021
- Central Precinct Design Guide, Ethos Urban, February 2022
- Central Precinct Urban Design Framework, Architectus, March 2022
- Central Precinct Public Domain Strategy, TfNSW, March 2022
- Central Station Conservation Management Plan, Artefact Heritage, 2022
- Central Station Archaeological Site Plan, Artefact Heritage, 2022

2.4 Previous heritage studies

The following heritage studies and listing data were reviewed for this report:

- Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review³
- City of Sydney LEP 2012
- City of Sydney DCP 2012
- Draft Central Sydney Planning Strategy, 2020
- City of Sydney DCP 2012 amendments (draft)
- Section 170 Heritage and Conservation Registers for Transport Asset Holding Entity (TAHE) (formerly RailCorp)
- NSW State Heritage Inventory database.
- Central Station Conservation Management Plan 1996
- Central Station Conservation Management Plan 2013
- Central Station Precinct Plan 2022
- Sydney Central Strategy Draft Report
- Mortuary Station Conservation Management Plan 2000
- Western Gateway Sub-Precinct Proposal: Block B, Heritage Impact Statement, 2019.

2.5 Limitations and constraints

This document assesses non-Aboriginal heritage only, including a review of the significance of heritage items in proximity to the study area, analysis of views and vistas, an assessment of historical archaeological potential, and assessment of potential impacts to those items from the proposed works. The assessment of historical archaeological potential is based on a desktop assessment and site survey.

An Aboriginal Heritage Study has been conducted in a separate report.⁴

³ AHMS 2015.

⁴ Artefact 2021.

2.6 Report authorship

Information regarding the authors and contributors to this report is provided in **Table 2**.

Table 2: Authors and contributors

Author	Role	Relevant Experience
Dr Sandra Wallace (management input and review)	Managing Director, Artefact Heritage	B.A. (Hons) PhD. Archaeology Over 16 years' of experience in cultural heritage management
Sarah-Jane Zammit	Senior Heritage Consultant, Artefact Heritage	PhD. Candidate (Architecture) M.Herit. Cons M.Arch BA.Arch Over 9 years' of experience in cultural heritage management
Sophie Barbera	Senior Heritage Consultant, Artefact Heritage	M.Herit.Cons BA 4 years' experience in cultural heritage management

Artefact Heritage would like to extend thanks to Tim Green, Emma Mcgirr, Michelle Crammer and Josh Daniels (TfNSW), Greg Burgon and Jemma Basso (Architectus), Mark Tyrrell (Tyrrell Studios), Julie Mackenzie and John Talvia'a (TZG) for their input and advice.

A number of planning and legislative documents govern how heritage is managed in NSW and Australia. The following section provides an overview of the requirements under each as they apply to the proposal.

3. Study Area

Central Precinct is located at the south-east edge of Central Sydney (refer to Figure 1). Central Precinct is surrounded by a number of suburbs including, Haymarket to the north, Chippendale to the south and Surry Hills to the south-east. It is located within the City of Sydney local government area (LGA) with an approximate gross site area of 24 hectares of Government owned land. The precinct comprises land bounded by Pitt Street and Regent Street to the west, Cleveland Street to the south, Eddy Avenue, Hay Street and Goulburn Street to the north and Elizabeth Street and Chalmer Street to the east.

Central Precinct has been an important site for transport operations for over 150 years. Today, Central Station is Australia’s busiest transport interchanges and is the anchor of New South Wales’s (NSW) rail network. It provides 24 platforms for suburban and Intercity and Regional train connections as well as a direct link to Sydney Airport. The broader transport interchange also caters for light rail, bus, coach and point to point connections such as taxis. The transport interchange will also form part of the Sydney Metro network, with new underground platforms to be provided for Sydney Metro services under Platform 13, 15 and 16 at Central Station. Sydney Metro services will begin in 2024. The precinct also comprises several significant heritage items including the state-heritage listed Sydney Main Terminus Building and the Clock Tower.

Figure 1: Location plan of Central Precinct



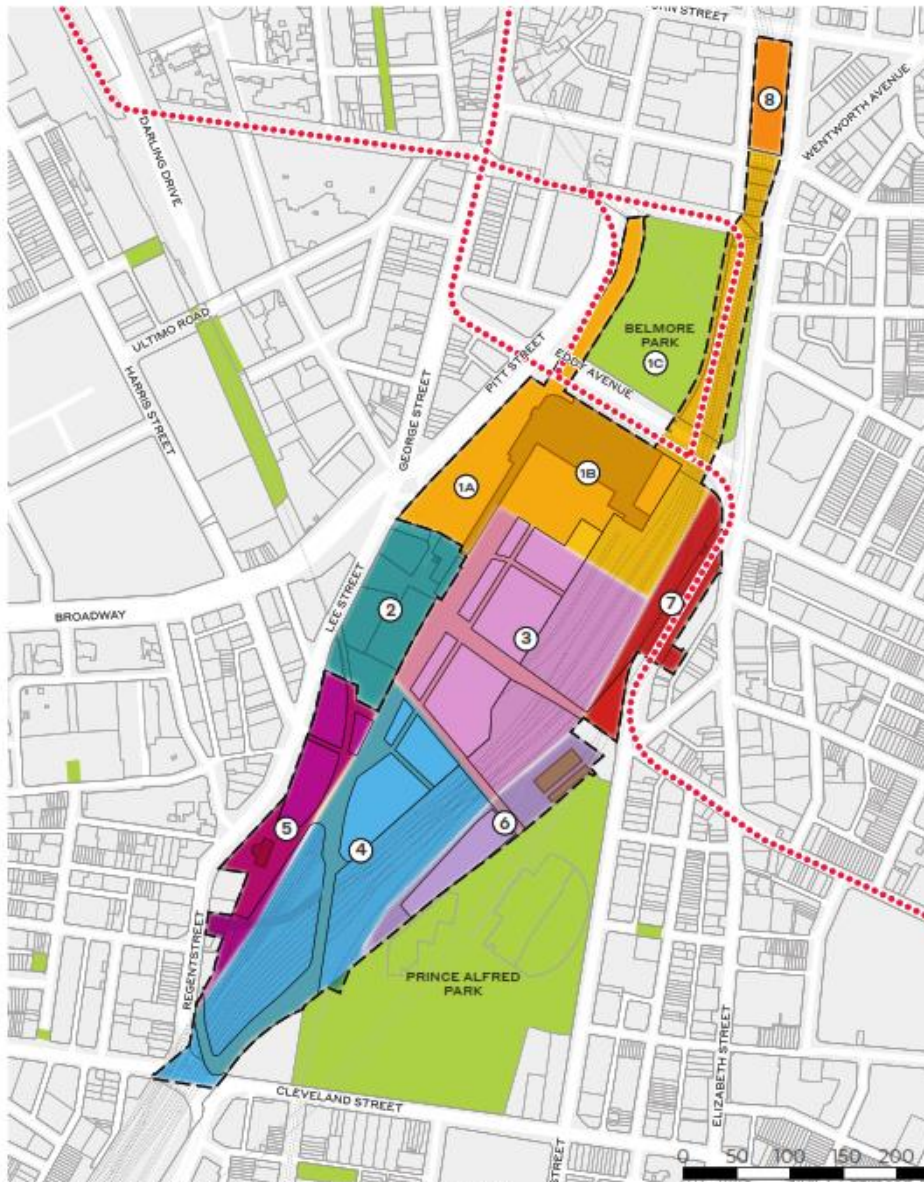
As part of the Strategic Framework, eight sub-precincts have been defined that reflect and positively respond to the varying character of the surrounding areas. These sub-precincts are:

- Central Station
- Northern Over Station Development
- Western Gateway
- Regent Street Sidings

- Southern Over Station Development
- Prince Alfred Sidings
- Eastern Gateway
- Goulburn Street.

The location of these sub-precincts and relevant boundaries is illustrated in **Figure 2**.

Figure 2: Central Precinct and sub-precincts



340 Central Precinct sub-precinct plan (extract from CP Design Guidelines)

LEGEND

- | | |
|---------------------------|------------------------------------|
| Central Precinct boundary | Belmore Park |
| Rail line | Western Gateway sub-precinct |
| Development area | Northern OSD sub-precinct |
| Light rail line | Southern OSD sub-precinct |
| Existing open space | Regent Street Sidings sub-precinct |
| Key Heritage Item | Prince Alfred Sidings sub-precinct |
| Western Forecourt | Eastern Gateway sub-precinct |
| Sydney Terminal Building | Goulburn Street sub-precinct |

It is noted that the Western Gateway sub-precinct is not included within the SSP study area, as it is the subject of a separate rezoning proposal finalised in May 2021.⁵ However, this sub-precinct has been included within the Reference Master Plan and therefore within this Non-Aboriginal SSP Study to ensure a cohesive cross-precinct approach to the assessment of heritage impacts.

3.1 Planning priorities

To help realise the vision of Central Precinct and the desired local character of the sub-precincts, the following planning priorities have been developed and are grouped into five key themes as outlined in **Table 3** below.

Table 3: Central Precinct planning priorities

Theme	Planning priorities
Place and destination	<ul style="list-style-type: none"> • Unite the city by reconnecting with the surrounding suburbs • Shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity • Deliver a precinct which responds to its urban context and embeds design excellence Improve existing and providing additional connected public space in the precinct of high environmental amenity and comfort • Protect and celebrate the Precinct’s heritage values • Create a people focussed precinct through a focus on public transport, cycling and walkability • Facilitate the precinct’s focus on transport and economic diversity in tourism and across commercial sectors including office, business and retail. • Improve the northern front door to Central Station, better integrating heritage, park and connections • Capitalise on the change in levels to create a multi-layered experience to the public domain and different vantage points of the surrounding city • Enable the creation of a new public space for Sydney, the ‘Third Square’, situated at the entrance to the new Central Walk and at the heart of southern Central Sydney • Provide a network of new and enhanced open spaces linked by green connections • Establish a context responsive design approach that achieves a balanced distribution of height, density and scale. Ensure that future built form sensitively interfaces with key heritage items • Create a focal point for the precinct located around the Western Gateway and northern portion of the railyards to generate enough critical mass with the right amount of workers and visitors combined with a mix of uses to create a vibrant precinct • Retain amenity to surrounding parks, particularly Prince Alfred Park. Sun Access Planes (SAPs) will reduce overshadowing to open space at key times of the day and year • Reveal and celebrate the unique architectural and cultural heritage of Central Precinct through adaptive re-use and interpretation, including the Sydney Main Terminus Building, Mortuary Station, former Parcels Post Office Building and Inwards Parcels Shed.
People and community	<ul style="list-style-type: none"> • Design public spaces that promote health, equality and well-being • Promote social cohesion by providing spaces for gathering, connection, exchange, opportunity and cultural expression • Honour and celebrate the cultural heritage and identity of the Precinct’s past and present Aboriginal community • Create a safe and intuitive precinct that promotes social access and inclusion • Support programs and initiatives that benefit communities and people

⁵ NSW Planning, 2021. Central Precinct Western Gateway Rezoning Proposal. Accessed at: <https://www.planningportal.nsw.gov.au/draftplans/exhibition/central-precinct-western-gateway-rezoning-proposal> (May 2021).

Theme	Planning priorities
	<ul style="list-style-type: none"> • Create a precinct that responds to the current and future needs of transport customers, workers, residents and visitors, including those of the broader local community.
Mobility and access	<ul style="list-style-type: none"> • Provide a world class, integrated and seamless transport interchange • Maintain the precinct’s role as NSW’s main transport interchange • Improve the transport customer experience, including wayfinding, pedestrian flows and interchange between different transport modes • Facilitate and enhancing connections within and towards key locations in southern Central Sydney • Deliver a people focussed precinct that is walkable, well connected, safe and puts people first • Design infrastructure that will adapt to future changes in transport and mobility. • Build on Central Station’s civic and transport role as the principal transport interchange in Sydney
Economy and innovation	<ul style="list-style-type: none"> • Advance Sydney’s status as a global city • Support the creation of jobs and economic growth including new and emerging industries such as innovation and technology and explore the provision of space for cultural and creative uses and start-ups • Provide an active and diverse commercial hub with a rich network of complementary uses that nurture and support business • Support both the day and night economies of the precinct through diverse complementary uses, promoting liveability and productivity • Foster collaboration between major institutions in the precinct including transport, education, health and business • Create a smart precinct that incorporates digital infrastructure to support research and innovation.

3.2 Reference Master Plan

Architectus and Tyrrell Studio have prepared a Place Strategy, Urban Design Framework and a Public Domain Strategy which establishes the Reference Master Plan for Central Precinct. The Urban Design Framework and Public Domain Strategy provides a comprehensive urban design vision and strategy to guide future development of Central Precinct and has informed the proposed planning framework of the SSP Study.

The Reference Master Plan includes:

- Approximately 22,000 sqm of publicly accessible open space comprising:
 - Central Green – a 6,000 square metre publicly accessible park located in immediately south of the Sydney Terminal building
 - Central Square –7,000 square metre publicly accessible square located at the George Street and Pitt Street junction
 - Mortuary Station Gardens – a 4,470 square metre publicly accessible park (excluding Mortuary Station building) located at Mortuary Station
 - Henry Deane Plaza – a publicly accessible plaza located in the Western Gateway sub-precinct
 - Eddy Avenue Plaza – a 1,680 square metre publicly accessible plaza located in the north-eastern portion of the Sydney Terminal building
 - Western Terminal Extension Building Rooftop - a 970sqm publicly accessible space above the Western Terminal Extension Building Rooftop.
- Approximately 269,500 square metres of office gross floor area (GFA)

- Approximately 22,850 square metres of retail GFA
- Approximately 53,600 square metres of hotel GFA
- Approximately 84,900 square metres of residential accommodation GFA, providing for approximately 850 dwellings (assuming 1 dwelling per 100sqm GFA) - including a minimum of 15% for the purposes of affordable housing.
- Approximately 47,250 square metres of education/tech space GFA
- Approximately 22,500 square metres of student accommodation GFA
- Approximately 14,300 square metres of community/cultural space GFA.

The key features of the Indicative Reference Master Plan, include:

- A network of new and enhanced open spaces linked by green connections. This will include:
 - A Central Green (Dune Gardens) at the north of Central Precinct that will create a new civic public realm extension of the Sydney Terminal building and a new vantage point for Central Sydney
 - A new Central Square which will deliver on the vision for a new public square at Central Station, as one of three major public spaces within Central Sydney connected by a people-friendly spine along George Street
 - Mortuary Station Park at Mortuary Station that will be a key public domain interface between Chippendale and the over-station development. that will draw on the story of Rookwood Cemetery and the Victorian Garden context with the established rail heritage of the Goods Line and the rail lines
 - Henry Deane Plaza which will prioritise the pedestrian experience, improving connectivity and pedestrian legibility within the Western Gateway sub-precinct and provide clear direct links to and from the State heritage listed Central Station and its surrounds
 - Eddy Avenue Plaza – will transform into a high-amenity environment with significant greening and an enhanced interface with the Sydney Terminal building.
- A new network of circulation that will establish a clear layer of legibility and public use of the place. This will include:
 - A 15 - 24 metre wide Central Avenue that is laid out in the spirit of other street layouts within Central Sydney and which responds to the position of the Central clocktower, providing new key landmark views to the clocktower. Central Avenue will be a place for people to dwell and to move through quickly. It brings together the threads of character from the wider city and wraps them
 - Three over-rail connections to enhance access and circulation through Central Precinct, as well as provide pedestrian and bicycle cross connections through the precinct
 - The extension of public access along the Goods Line from Mortuary Station Gardens, offering a new connection to Darling Harbour
 - New vertical transportation locations throughout the precinct allowing for seamless vertical connections.
 - An active recreation system supports health and well-being through its running and cycling loops, fitness stations, distributed play elements, informal sports provision, and additional formal recreation courts.
 - a network of fine grain laneways that are open to the sky

The proposed land allocation for Central Precinct is described in **Table 3** below.

Table 4 Breakdown of allocation of land within Central Precinct

Land allocation	Proposed
Open-air rail corridor	101,755 sqm
Developable area	119,619 sqm
Public open space	19,185 sqm / 16% of Developable area
Other publicly accessible open space (Including movement zones, streets and links)	41,773 sqm / 35% of Developable area
Building area	58,661 sqm / 49% of Developable area
Central SSP total area (incl. WGP)	23.8 ha

The Indicative Reference Master Plan for Central Precinct is illustrated in **Figure 3** below.

Figure 3: Reference Master Plan and associated GFA sub-precinct, Source: Architectus and Tyrrell Studio

Sub-precinct	Total GFA per sub-precinct (sqm)
① Station (terminal building)	15,800
④ OSD Block A	165,800
A1	66,800
A2	49,300
A3	39,700
A4	4,000
A5	2,800
A6	3,200
⑤ OSD Block B	88,900
B1	42,900
B2	37,000
B3	4,000
B4	5,000
③ OSD Block C	110,000
C1	33,000
C2	28,500
C3	42,800
C4	3,400
C5	2,300
② Regent Street Sidings Block D	65,000
D1	33,300
D2	31,700
⑥ Prince Alfred Sidings Block E	20,900
⑦ Goulburn St Car Park	49,200
Total GFA (excluding Western Gateway)	515,600
⑧ Western Gateway	275,000



Built form illustrative GFA and land use mix



177 Indicative 3D view of proposed massing and land uses looking towards the south-west

Figure 4. Reference Master Plan. Source: Architectus and Tyrrell Studio



3.3 Concurrent projects

A number of projects are occurring within the Central SSP sub-precincts; these are shown in **Figure 5** and **Table 5**. As part of the development applications for these projects, separate heritage assessments and studies have been undertaken.

Figure 5: Locations of concurrent projects



Table 5: Concurrent projects within the Central SSP

Project	Location	Developer	Description
Prince Alfred Sidings former Substation adaptive reuse	Prince Alfred Sidings sub-precinct	TfNSW	Design works to enable the Prince Alfred Substation to be repurposed as a commercial space.
Central Station – Sydney Metro	Central Station, Northern OSD and Eastern Gateway sub-precinct Specifically, below Platforms 13-15	Laing O’Rourke, for Sydney Metro	Construction of a Metro Station at Central connected with suburban, intercity and regional rail services, buses, coaches and light rail.
Atlassian Central	Western Gateway sub-precinct Specifically, Block A Lee Street (Railway Square Youth Hostel Australia site)	Atlassian	Development of a 40-storey headquarters for Atlassian Tech, adapting the existing Inwards Parcels Shed, as part of the redevelopment of the Western Gateway.
Central Place Sydney	Western Gateway sub-precinct Specifically, Block B Lee Street (Henry Deane Plaza)	Dexus Fraser	Development of a 35-storey and a 37-storey tower building with underground facility for essential services as part of the redevelopment of the Western Gateway
TOGA	Western Gateway sub-precinct Specifically, Block C Lee Street (Henry Deane Plaza and Adina Apartment Hotel)	TOGA	Redevelopment of the Adina Apartment Hotel and Henry Deane Plaza areas into a commercial and retail tower including hotel rooms, as part of the redevelopment of the Western Gateway.
More Trains More Services Program	Central Station and Northern OSD sub-precincts	TfNSW	Upgrades to rail infrastructure between Sydney Terminal and Erskineville Junction to support the new fleet of trains operating on the South Coast Line, accessing Platforms 1-14 at Central Station.

4. Legislative Framework

A number of planning and legislative documents govern how heritage is managed in NSW and Australia. The following section provides an overview of the requirements under each as they apply to the proposal

4.1 Commonwealth Legislation

4.1.1 Environmental Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a legislative framework for the protection and management of matters of national environmental significance, that is, flora, fauna, ecological communities and heritage places of national and international importance. Heritage items are protected through their inclusion on the World Heritage List, Commonwealth Heritage List or the National Heritage List.

The EPBC Act stipulates that a person who has proposed an action that will, or is likely to, have a significant impact on a World, National or Commonwealth Heritage site, must refer the action to the Department of the Environment and Energy and Minister for the Environment (hereafter Minister). The Minister will then determine if the action requires approval under the EPBC Act. If approval is required, an environmental assessment would need to be prepared. The Minister would approve or decline the action based on this assessment.

A significant impact is defined as “an impact which is important, notable, or of consequence, having regard to its context or intensity.” The significance of the action is based on the sensitivity, value and quality of the environment that is to be impacted, and the duration, magnitude and geographic extent of the impact. If the action is to be undertaken in accordance with an accredited management plan, approval is not needed, and the matter does not need to be referred to the Minister.

Commonwealth Heritage List

The Commonwealth Heritage List (CHL) has been established to list heritage places that are either entirely within a Commonwealth area, or outside the Australian jurisdiction and owned or leased by the Commonwealth or a Commonwealth Authority. The Commonwealth Heritage List includes natural, Indigenous and historic heritage places which the Minister is satisfied have one or more Commonwealth Heritage values.

No items listed on the CHL are within or in proximity to the study area.

National Heritage List

The National Heritage List (NHL) has been established to list places of outstanding heritage significance to Australia. It includes natural, historic and Indigenous places that are of outstanding national heritage value to the Australian nation.

No items listed on the NHL are within or in proximity to the study area.

4.1.2 Aboriginal Land Rights Act (1983)

The *Aboriginal Land Rights Act 1983* is administered by the NSW Department of Human Services -Aboriginal Affairs. This Act established Aboriginal Land Councils (at State and Local levels). These bodies have a statutory obligation under the Act to; (a) take action to protect the culture and heritage of Aboriginal persons in the council’s area, subject to any other law, and (b) promote awareness in the community of the culture and heritage of Aboriginal persons in the council’s area. The study area is located within the Metropolitan Local Aboriginal Land Council boundaries.

4.2 State Legislation

4.2.1 National Parks and Wildlife Act (1974) (NPW Act)

The NPW Act, administered by the Department of Planning and Environment (DPE) provides statutory protection for all Aboriginal 'objects' (consisting of any material evidence of the Aboriginal occupation of NSW) under Section 90 of the Act, and for 'Aboriginal Places' (areas of cultural significance to the Aboriginal community) under Section 84.

The protection provided to Aboriginal objects applies irrespective of the level of their significance or issues of land tenure. The NPW Act was amended in 2010 and as a result, the legislative structure for seeking permission to impact on heritage items has changed. A Section 90 permit is now the only Aboriginal Heritage Impact Permit (AHIP) available and is granted by the DPE. Various factors are considered by DPE in the AHIP application process, such as site significance, Aboriginal consultation requirements, Environmentally Sustainable Development (ESD) principles, project justification and consideration of alternatives. The penalties and fines for damaging or defacing an Aboriginal objects have also increased.

The project has been assessed under Part 5.1 of the EP&A Act and therefore permits issued under the NPW Act are not required, however relevant DPE guidelines have been generally adhered to in reporting and consultation with Registered Aboriginal Parties (RAPs). The assessment and approval of the proposed masterplan can be applied to future projects associated with the State Significant Development (SSD), however projects which require a Development Application under Section 90 of the Act would require an AHIP should Aboriginal objects have the potential to be impacted by the proposed development.

4.2.2 NSW Heritage Act 1977

The NSW *Heritage Act 1977* (Heritage Act) is the primary piece of State legislation affording protection to heritage items (natural and cultural) in NSW. Under the Heritage Act, 'items of environmental heritage' include places, buildings, works, relics, moveable objects and precincts identified as significant. Significance is based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items can be listed on the NSW SHR and are given automatic protection under the Heritage Act against any activities that may damage an item or affect its heritage significance. The Heritage Act also protects 'relics', which can include archaeological material, features and deposits.

Under the Heritage Act, all government agencies are required to identify, conserve and manage heritage items in their ownership or control. Section 170 of the Act requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. They must also ensure that all items inscribed on its list are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines.

The 2009 'Relics Provisions'

The Heritage Act also provides protection for 'relics', which includes archaeological material or deposits. According to Section 139 (Division 9: Section 139, 140-146):

A person must not disturb or excavate any land knowingly or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, damaged or destroyed unless the disturbance is carried out in accordance with an excavation permit.

A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.

This section does not apply to a relic that is subject to an interim heritage order made by the Minister or a listing on the State Heritage Register.

The Heritage Council may by order published in the Gazette create exceptions to this section, either unconditionally or subject to conditions, in respect of any of the following:

Any relic of a specified kind or description,

Any disturbance of excavation of a specified kind or description,

Any disturbance or excavation of land in a specified location or having specified features or attributes,

Any disturbance or excavation of land in respect of which an archaeological assessment approved by the Heritage Council indicates that there is little likelihood of there being any relics in the land.

Section 4 (1) of the Heritage Act (as amended in 2009) defines a relic as:

...any deposit, artefact, object or material evidence that: relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and is of State or local heritage significance

A relic has been further defined as:

Relevant case law and the general principles of statutory interpretation strongly indicate that a 'relic' is properly regarded as an object or chattel. A relic can, in some circumstances, become part of the land be regarded as a fixture (a chattel that becomes permanently affixed to land).⁶

Excavation permits are issued by the Heritage Council of NSW, or its Delegate, under Section 140 of the Heritage Act for relics not within an SHR curtilage or under Section 60 for significant archaeological remains within an SHR. An application for an excavation permit must be supported by an Archaeological Research Design and Archaeological Assessment prepared in accordance with the NSW Heritage Division archaeological guidelines. Minor works that will have a minimal impact on archaeological relics may be granted an exception under Section 139 (4) or an exemption under Section 57 (2) of the Heritage Act.

As the proposed masterplan and subsequent works would be submitted as part of a SSD, they do not require approval under the Heritage Act. Consultation with Heritage Council of NSW would be undertaken to ensure good heritage outcomes for the site.

Archaeological Works

The Heritage Act defines 'works' as being in a separate category to archaeological 'relics'. 'Works' refer to remnants of historical structures which are not associated with artefactual material that may possess research value. 'Works' may be buried, and therefore archaeological in nature, however, exposure of a 'work' does not require approved archaeological excavation permits under the Act.

The following examples of remnant structures have been considered to be 'works' by the NSW Heritage Council:

- Former road surfaces or pavement and kerbing.
- Evidence of former drainage infrastructure, where there are no historical artefacts in association with the item.

⁶ Assessing Significance for Archaeological Sites and 'Relics', Heritage Branch, Department of Planning, 2009:7.

- Building footings associated with former infrastructure facilities, where there are no historical artefacts in association with the item.
- Evidence of former rail track, sleepers or ballast.
- Evidence of former rail platforms and former platform copings.

Where buried remnants of historical structures are located in association with historical artefacts in controlled stratigraphic contexts (such as intact historic glass, ceramic or bone artefacts), which have the potential to inform research questions regarding the history of a site, the above items may not be characterised as ‘works’ and may be considered to be ‘relics’. The classification of archaeological remains as a ‘work’ therefore is contingent on the predicted remains being associated with historical structures as well as there being no prediction of the recovery of intact artefactual deposits which may be of research interest.

State Heritage Register

The SHR was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is administered by Heritage NSW, and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW. For works to an SHR item, a Section 60 application must be prepared for works that are not exempt under Section 57(2) of the Heritage Act.

There are three items listed on the SHR within the study area:

- **Central Station** (Sydney Terminal and Central Railway Stations Group , SHR Item No: 01255)
- **Mortuary Railway Station** (Mortuary Railway Station and Site, SHR Item No: 00157)
- **Railway Overbridge** (Railway Square Road Overbridge, SHR Item No: 01232)

Section 170 Register

Under the Heritage Act all government agencies are required to identify, conserve and manage heritage items in their ownership or control. Section 170 of the Heritage Act requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. They must also ensure that all items on its list are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines.

There are three items listed on the Transport Asset Holding Entity’s s170 register within the study area:

- Central Station (Central Railway Station and Sydney Terminal Group, s170 Item No: 4801296)
- Mortuary Railway Station (Mortuary Railway Station and Gardens, s170 Item No: 4803219)
- Railway Overbridge (Ultimo (Railway Square) Railway Overbridge, s170 Item No: 4801079)

4.2.3 Agency-Specific Exemptions

Heritage items which are listed under an Agency’s Section 170 Register may have agency-specific exemptions which have been approved by the Minister in addition to the Standard Heritage Exemptions as gazetted on 9 December 2020 under Section 57(2) of the Heritage Act.

The Transport Asset Holding Entity (TAHE) (formerly Railcorp) heritage items may have work undertaken within the rail corridor or platforms/buildings in accordance with the agency-specific exemptions as approved under Section 57(2) of the Heritage Act and published in the *NSW Government Gazette* No. 22, 13 March 2015.⁷ The

⁷ NSW Government Gazette No. 22, 13 March 2015.

works should be consistent with the strategies outlined in the 2013 CMP and 2022 CMP and must not adversely impact the heritage significance of the study area or any other heritage item in the vicinity.

4.2.4 State Environmental Planning Policy (Infrastructure) (ISEPP) 2007

In 2007, the ISEPP was introduced to streamline the development of infrastructure projects delivered by state agencies. Elements of the proposed masterplan works at Central SSP would be considered “Development Permitted without consent” under the provisions of ISEPP 2007 Clause 79.

Generally, where there is conflict between the provisions of the ISEPP and other environmental planning instruments, the ISEPP prevails. Under the ISEPP, development for the purpose of rail infrastructure facilities may be carried out by a public authority without consent on any land.

While the ISEPP overrides the controls included in the LEPs, the proponent is required to consult with the relevant local councils when development “is likely to have an impact that is not minor or inconsequential on a local heritage item (other than a local heritage item that is also a State heritage item) or a heritage conservation area”. When this is the case, the proponent must not carry out such development until it has (ISEPP 2007 Clause 14.2):

(a) had an assessment of the impact prepared, and

(b) given written notice of the intention to carry out the development, with a copy of the assessment and a scope of works, to the council for the area in which the heritage item or heritage conservation area (or the relevant part of such an area) is located, and

(c) taken into consideration any response to the notice that is received from the council within 21 days after the notice is given.

4.2.5 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning, development consent and environmental impact assessment processes. The EP&A Act requires that environmental impacts are considered prior to land development and the level of significance of the impact assessed; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that local governments prepare planning instruments (such as LEPs and Development Control Plans [DCPs]) in accordance with the EP&A Act to provide guidance on the level of environmental assessment required.

The study area falls within the boundaries of the City of Sydney LGA and is currently subject to the Sydney LEP 2012. This SSP Study intends to amend the planning controls applicable to the study area under the Sydney LEP 2012 through a self-repealing SEPP amendment. This SEPP would amend the Sydney LEP 2012 to contain new planning controls for the study area and would be supported by more detailed planning guidelines set out in a site-specific Design Guide. Sydney LEP 2012

The aim of the LEP in relation to heritage is to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings, views and archaeological sites. The Sydney LEP 2012 contains specific provisions with regard to heritage conservation (Clause 5.10 of Sydney LEP 2012). This includes objectives for heritage conservation with the City of Sydney LGA and outlines requirements and considerations when a development application may impact a heritage item, a heritage conservation area, potential archaeological sites, or Aboriginal places of heritage significance.

Clause 5.10 Heritage conservation of the Sydney LEP 2012 will continue to apply to any future development that occurs within the study area.

Heritage items located on the Sydney LEP 2012 are documented in Section 6.3 of this report.

4.3 Development Control Plan

The Sydney DCP 2012 is a supporting document that compliments the provisions contained within the Sydney LEP 2012 and provides specific design detail in regard to sympathetic development on, or in the vicinity of, items listed on Schedule 5 of the Sydney LEP 2012. The study area is also located within the draft Central Sydney Planning Strategy.

4.3.1 Central Precinct Design Guide

As part of the SSP Study, a draft site-specific Design Guide has been prepared to support implementation of the amendments to the Sydney LEP 2012 as it applies to Central Precinct by providing more detailed provisions to guide development. Once endorsed by the Secretary of the DPE, the Design Guide is intended to be given effect by reference in the Sydney LEP 2012 and will replace the provisions of the Sydney Development Control Plan 2012.

As part of this study, recommended planning controls related to heritage have been identified which have informed the guidelines contained within the Design Guide.

4.4 Non-Statutory Listings

4.4.1 Register of the National Estate

The RNE is no longer a statutory list; however, it remains available as an archive.

There is one item listed on the Register of the National Estate within the study area:

- Central Railway Station (RNE# 2196).

4.4.2 National Trust of Australia (NSW)

Listing on the National Trust Heritage Register does not impose statutory obligations and is more an indication of the heritage significance held by the community.

There is one item listed on the National Trust Heritage Register within the study area:

- Central Station is listed on the National Trust Heritage Register as Sydney Terminal and Central Railway Stations Group (NT# C61721).

4.4.3 RAI A Register of Significant Buildings in NSW

The Australian Institute of Architects maintains a non-statutory register of significant buildings which includes the Central Railway Station Terminal and Viaduct. (Registration #4700667)

5. Historical Background

5.1 Introduction

The following history is a succinct historic overview of the historical development of the Study Area. A detailed history of the development of Central Station is available in the 2022 Central Station Conservation Management Plan prepared by Artefact Heritage.

5.2 Aboriginal History

5.2.1 Pre-contact

The Gadigal are the traditional custodians of the land occupied by Central Station and have cared for this country for tens of thousands of years. The territory of the Gadigal spanned the landscapes stretching from South Head through to Sydney Cove, Cockle Bay and Darling Harbour and then to Blackwattle Creek, south to the Alexandra Canal and the Cooks River. The modern suburbs of Redfern, Erskineville, Paddington, Haymarket and Surry Hills are all situated on Gadigal land.

The land around Central Station was rich in natural resources, which were gathered by Aboriginal people for food, medicine and tools. Fish, shellfish, ducks, possums and kangaroo were hunted, with edible plants including native cherry, Lillypilly, kangaroo apple, geebung, native raspberry and native currants forming part of Aboriginal community's staple diet.⁸ Nectar from the waratah, banksia and the grevillea, as well as the leaves, roots, shoots, stems and seeds of other local plants. Canoes known as nawi were made from tree bark, enabling Aboriginal men and women to move swiftly through the various bodies of water on country.⁹ The Gadigal camped seasonally, moving between areas depending on the availability of resources.¹⁰

5.2.2 Post-contact

Following the arrival of European settlers, the Gadigal were increasingly displaced from country. Access to resources was restricted as the colony grew, with introduced diseases such as smallpox ravaging the Aboriginal population from 1789 onwards. Historical sources report that only three members of the 60-strong Gadigal clan survived the epidemic, with others perishing due to malnutrition or from violent clashes with settlers.¹¹ The grief felt within the community was accompanied by a shock at the sudden collapse of an ancient way of life.

5.3 Non-Aboriginal History

5.3.1 Early Non-Aboriginal settlement

Early Non-Aboriginal settlement in the colony of Sydney was predominantly focused on the foreshores of Port Jackson. For the first twenty years of the colony the area remained undeveloped, consisting primarily of scrub-covered shifting sand dunes, wetlands, sandstone plateau and shale cap which created farming and drainage issues.¹² The only documented settlement in this area prior to the 1820s was the development of the Brickfields, an area approximately 300-metres to the north-west of the general area used for brick and pottery production (Figure 6).

⁸ Tonkin Zulaikha Greer, 2018. Central Precinct Heritage Framework. Report prepared for Transport for NSW. 29.

⁹ Keith Vincent Smith, 2017. A canoe culture. Eora People. Accessed at: <https://www.eorapeople.com.au/tag/nawi/> (19/11/2020).

¹⁰ Artefact Heritage, 2019. Sydney Metro Central Station – Central Walk Aboriginal Archaeological Method Statement. Report prepared for Laing O'Rourke. 11.

¹¹ Ibid.

¹² DPE. Former warehouse group including interiors. 2016. Retrieved 06/04/21 from: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5062502>

Figure 6: Brickfield Hill and village on the High Road to Parramatta, 1797



The sand dunes, originally covered by various native trees including blackbutts, bloodwoods, angophoras and banksias, were destabilised following land clearance. This resulted in sand drifts entering the colony, engulfing fences, roads and houses.¹³ Originally, a valley in the vicinity of present-day Belmore Park separated the sand dunes from the brickyards at Brickfield Hill. However, by the 1830s this valley had been eradicated following the dumping of one million cubic metres of earth from Brickfield Hill into the depression to allow for easier horse traffic.¹⁴

Between 1789 and 1791, convicts were engaged in clearing vegetation to the west of the study area to lay out the road to Parramatta.¹⁵ By the early nineteenth century the road became a critical thoroughfare between Sydney and Parramatta. In order to ensure funding for the maintenance of the road and its 37 bridges, a toll-gate was constructed at the junction of Pitt and George Streets by 1820.¹⁶ This toll gate marked the official southern boundary of the township of Sydney (Figure 7).

¹³ Douglas Benson and Jocelyn Howell, *Taken for Granted: The Bushland of Sydney and Its Suburbs* (Sydney: Kangaroo Press, in assoc with Royal Botanic Gardens, 1990).

¹⁴ James Maclehole, *Picture of Sydney and Strangers' Guide in New South Wales for 1839*, Facsimile of 1839 edition (Sydney: John Ferguson in association with the Royal Australian Historical Society, 1977).pg 69

¹⁵ Garry Wotherspoon. *The road west*. Dictionary of Sydney, 2010 Retrieved 19/04/21 from: http://dictionaryofsydney.org/entry/the_road_west

¹⁶ "Ship News," *Sydney Gazette and New South Wales Advertiser* (NSW : 1803 - 1842), February 5, 1820.

Figure 7: Sketch of the toll gate with adjacent Benevolent Asylum (Poor House) in 1836 by J.G. Austin.¹⁷



5.3.2 Devonshire Street Cemetery

By 1820 the Old Sydney Burial Ground, located at the corner of George and Drutt Streets (a site now occupied by Sydney Town Hall), had reached capacity and a new burial ground was required. The new burial ground, called the Sandhills Cemetery or the Devonshire Street Cemetery was consecrated in 1820, soon after the closing of the Old Sydney Burial Ground.¹⁸ The site of the new Cemetery was chosen due to its remote location at the farthest outer limit of the town past the Brickfields; a suitable distance to avoid inconveniencing the gentrifying township. The first interment in the new burial ground was that of Mr Hugh McDonald, Quartermaster of the 46th Regiment who died on 9 September 1819 and was buried on 11 September leaving 'an amiable widow and four children to deplore his early fate'.¹⁹

Originally catering to Church of England burials, the cemetery eventually evolved to service other religious denominations. By 1836 the cemetery was approximately 11 acres (4.5 hectares) in size and was divided into seven differing denomination zones managed by their respective religious organisations.²⁰ The layout of Devonshire Street Cemetery was an ad hoc arrangement, responding to the needs of the different religious communities for burial space. In this sense Devonshire Street Cemetery was not a general cemetery, but seven distinct denominational cemeteries. Each denomination managed its own burial ground; they were all fenced with their own entrances, and own range of fees and charges.²¹

¹⁷ Robert Russell. (1836). Toll Gate and Benevolent Asylum, George Street south, Sydney, 1836. Retrieved 18/04/21, from <http://nla.gov.au/nla.obj-135314615>

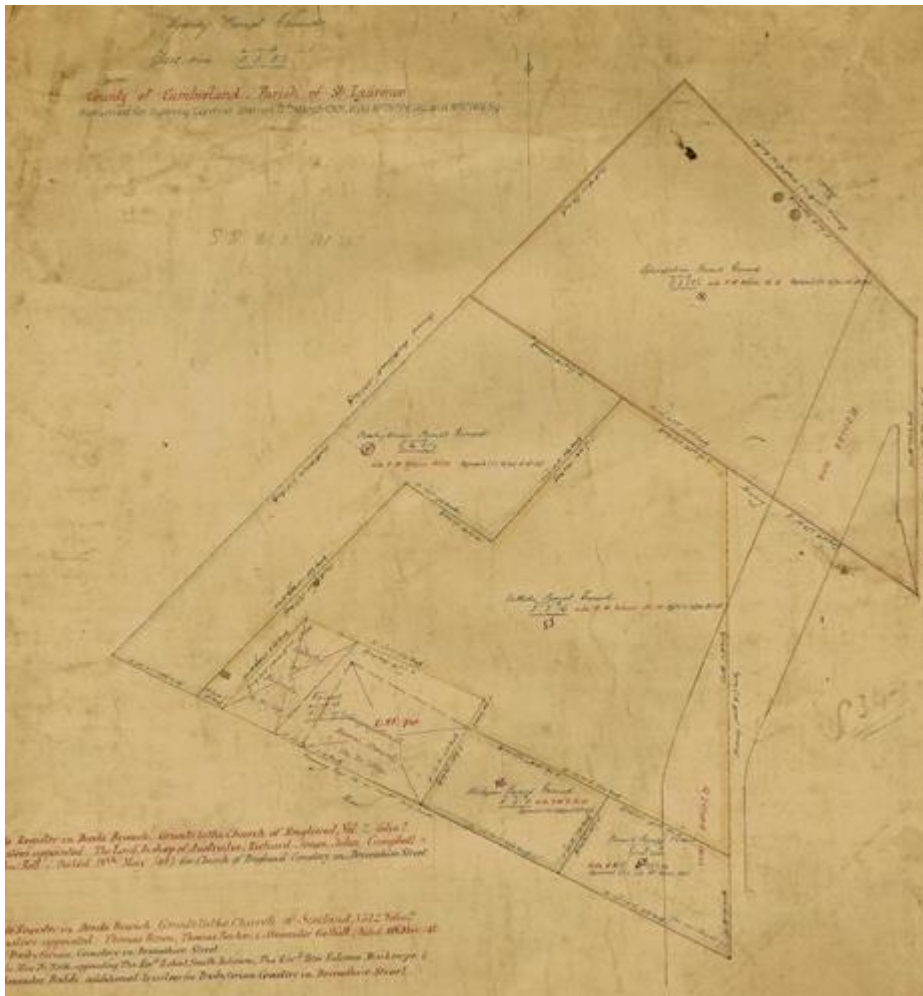
¹⁸ "Government and General Orders," Sydney Gazette and New South Wales Advertiser (NSW : 1803 - 1842), February 5, 1820.

¹⁹ "Family Notices" The Sydney Gazette and New South Wales Advertiser (NSW: 1803 - 1842) 11 September 1819: 3, <<http://nla.gov.au/nla.news-article2178948>>.

²⁰ Lisa Murray. Death and dying in nineteenth century Sydney. Dictionary of Sydney. 2013. Retrieved 06/04/21 from: http://dictionaryofsydney.org/entry/death_and_dying_in_nineteenth_century_sydney

²¹ Lisa Murray. Devonshire Street Cemetery, Dictionary of Sydney, 2019. Retrieved 18/04/21 from: http://dictionaryofsydney.org/entry/devonshire_street_cemetery

Figure 8: 1836 plan of the Devonshire Street Cemetery arrangement.²²



The Devonshire Street Cemetery took no more burials from 1865 onwards.²³ At that time, like the Old Sydney Burial Ground before it, the Devonshire Street Cemetery was no longer situated at a polite distance from the centre of the city of Sydney; rather the city had grown up and around it instead.

The cemetery was at capacity and was considered a health risk as there was the belief that the vapour from putrefying bodies was considered injurious to health.²⁴ The Sydney Burial Grounds Act 1866 (NSW) prohibited burials “within the City of Sydney from 1 January 1867,” effectively closing the Devonshire Street Cemetery.²⁵ However, some existing entitlements to burial were recognised and people could apply to the Colonial Secretary for a licence to inter. The passing of the Necropolis Act 1867 opened what is now known as Rookwood Cemetery. The Rookwood Cemetery railway line, opened on 1 April 1867, provided transport for the deceased and mourners from Mortuary Station to Rookwood.

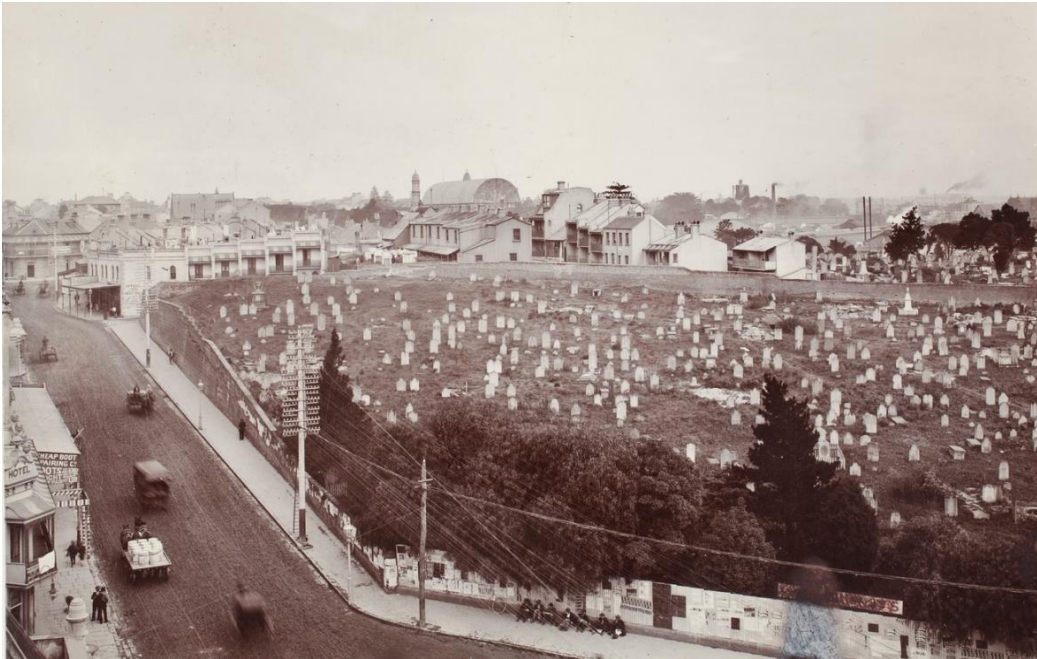
²² Crown Plan C65-730

²³ Lisa Murray. Devonshire Street Cemetery, Dictionary of Sydney, 2019. Retrieved 18/04/21 from: http://dictionaryofsydney.org/entry/devonshire_street_cemetery

²⁴ Ajesh Kannadan, “History of the Miasma Theory of Disease,” *ESSAI* vol.16 (2018): 41.

²⁵ NSW Government, *Sydney Burial Ground Act 1866* No.14a, 1.

Figure 9: 1890s photo of the Church of England area of the Devonshire Street Cemetery, facing south from north-eastern corner.²⁶



5.3.3 Mortuary Station

The closure of the Devonshire Street Cemetery in January of 1867 required effective transportation of the deceased to the new cemetery site out near Lidcombe. This cemetery, known as Haslem's Creek then as Rookwood Necropolis, opened in the same year as the closure of Devonshire Street Cemetery. The introduction of the new cemetery railway stations improved access between the city and Rookwood Necropolis within two years. Matching, highly decorative Gothic railway stations were constructed between 1868 and 1869; one in the necropolis and one along Regent Street just south of the first Sydney station.²⁷ Designed by Colonial Architect James Barnet, the ornate buildings were built by construction firm Stoddart and Medways who emphasised the ornamental design of the stations by utilising both white and biscuit-brown Pyrmont sandstone, richly carved by local stonemasons Thomas Duckett and Henry Apperly.²⁸

The dual mortuary stations at Rookwood and Central created a rail link between the city and the cemetery, allowing mourners to accompany their loved ones to their final resting place at the necropolis. Mortuary Station's close siting to the main railway station, coupled with the growing industries around the station meant that a family could organise the complexities of a funeral with little logistical problems while the deliberately Gothic design and landscape, provided a tasteful and respectful setting for a family to gather before the final train ride. Trains would travel between Central and Rookwood daily, picking up mourners and coffins at various intervening stations. By 1908 there were four stations within the Rookwood necropolis, named Mortuary Stations 1-4 with the Sydney station was known as Mortuary Central. The station continued to be used throughout the First World War, with the advent of motor vehicles curtailing services only in the 1930s. On the 3 April 1948, the cemetery line to Rookwood was finally closed.²⁹

Following its official closure as a mortuary service, the station was renamed Regent Street Station was used for a number of services including parcels delivery. By the late 1970s the station had deteriorated, slates were

²⁶ SLNSW. Photograph Collection of Redfern Railway Station and Central Railway Station, Sydney, 1871 – 1920. FL1130704. Dixon Library, State Library of New South Wales

²⁷ "The Sydney Necropolis. — Haslem's Creek.," *Australian Town and Country Journal* (Sydney, NSW : 1870 - 1919), December 9, 1876.

²⁸ Paul Rappoport, "Conservation Management Plan of Mortuary Station, Regent Street, Chippendale" (Sydney: Paul Rappoport Architect, 2000)

²⁸ *Ibid.*

²⁹ *Ibid.*

missing from the roof and the stonework was black from pollution. A restoration program was undertaken in 1983. The station had a brief second life as a pancake restaurant, which ran from 1986 to 1989.³⁰

Figure 10: Image of Mortuary Station from Regent Street, 1871. ³¹



5.3.4 South Sydney Morgue

Following a lobbying campaign from the Coroner, the Government constructed a new morgue in the Church of England section of the Cemetery. The building was located along the southern side of Garden Road, just east of the Police Barracks. Constructed finished in late 1881 and the building was recorded as an up-to-date facility:

The morgue keeper was the highly respected retired Sydney police detective Edward Bloomfield. In 1883 a cottage was built, with a room was set aside for coronial inquests. The Morgue was demolished in 1901 as part of the Central Station construction.

Society of Friends Meeting House and caretakers cottages

The Society of Friends (SoF or Quakers) built a meeting house in the 1860s within the Quakers section of the cemetery, replacing a smaller brick dwelling with an iron roof built by member David Richards years earlier³² The building was used by the congregation for meetings, services, and weddings up until the week before the building was demolished.³³

In addition, the Roman Catholic sexton's (or caretaker's cottage) was sited to the rear of the Quakers meeting house, in the Roman Catholic section of the cemetery.³⁴ The brick building featured a corrugated iron roof with a small verandah facing north over a stone and brick pavement and was demolished during resumption works. The Congregational caretaker's cottage was located to the east of the SoF meeting house. The structure was valued at £30 prior to demolition.³⁵ A small weatherboard cottage, covered by an iron roof which extended over a short verandah was located within the Jewish cemetery and valued at £10 prior to demolition.³⁶ The structure remained on the site following the resumption works, as indicated by its retention in Figure 24.

³⁰ Ibid.

³¹ SLNSW. 104. *Mortuary, Redfern (Front View)* SH 156. Photographs of Public and Other Buildings, &c ... / photographed by Charles Pickering. IE1113167

³² "The Friend's Meeting Place," *Australian Town and Country Journal*, July 20, 1901, <http://nla.gov.au/nla.news-article71469801>.

³³ "A Quaker Wedding," *Sunday Times*, July 21, 1901, <http://nla.gov.au/nla.news-article125885028>.

³⁴ "Devonshire Street Cemetery," *Truth*, March 24, 1901, <http://nla.gov.au/nla.news-article200507475>.

³⁵ "Old Sydney," *Truth*, December 21, 1913, <http://nla.gov.au/nla.news-article168754197>.

³⁶ *ibid*

5.3.5 Institutional Buildings

Prior to the construction of the current Sydney Railway Station, the area east of George Street was occupied by a number of institutional buildings in use from the Macquarie period (1810 – 1821). These included the Benevolent Asylum (established in 1820) and the Police Superintendent's / Magistrate's residence located in the garden belonging to the Carters' Barracks (constructed in 1820s and later modified, also referred to as the Government Cottage). The Carter's Barracks (1818), later used as the Sydney Female Refuge and Convent of the Good Samaritan, was located in the vicinity of the current intersection of Pitt Street and Eddy Avenue. Additions to the site constructed in the 1850s included a parsonage for the incumbent of Christ Church St Laurence and a barracks for the police Mounted Patrol.

All of these buildings were removed to make way for the construction of Central Railway Station at the beginning of the twentieth century.

The Benevolent Society Asylum

Established by journalist Edward Smith Hall, the Benevolent Society was a charity that funded the construction of the Benevolent Asylum in 1821.³⁷ The inhabitants of the asylum were not insane; rather the building provided shelter, food and medical assistance for the poor and needy.

Within the first year the asylum housed over fifty people; an early sign of the growing need for institutional establishments within the developing colony.³⁸ By the 1840s additional wings were added to help house over 1000 inhabitants. By the 1860s, men were being processed in the newly acquired Liverpool hospital site, resulting in a shift in focus of the Sydney asylum towards helping women and children.³⁹

Figure 11: Benevolent Asylum c1848-1850⁴⁰



³⁷ Ron Rathbone, *A Very Present Help: Caring for Australians since 1813. The History of the Benevolent Society of New South Wales* (Sydney, Australia: State Library of New South Wales Press, 1994).

³⁸ *ibid*

³⁹ *ibid*

⁴⁰ SLNSW. 1b. *Benevolent Asylum*. Drawings in Sydney, [ca. 1840-1850]. FL3170446. Mitchell Library, State Library of New South Wales

Carter's Barracks, Convent of the Good Samaritan, and Sydney Female Refuge Society

Located north of the Benevolent Asylum, Carters Barracks was built in the early 1800s under the supervision of Chief Engineer, Major George Druitt.⁴¹ The group of buildings originally served two functions; part of the establishment housed gangs of convicts working in the brick fields and as a boys dormitory. The buildings were later used as a debtors prison from the 1830s until 1843.⁴² The site was later taken over by the Sisters of the Good Samaritan of the Order of St. Benedict in the 1850s. The Sisters established a convent and refuge within the allotments, although part of the building campus was reserved for the Police Barracks for the mounted police force.⁴³

The Sydney Female Refuge Society was established by Sydney Mechanics Institute member Philip Chapman in 1848.⁴⁴ Originally opened in the old house of correction building(formerly the treadmill building of the barracks), entry into the refuge was voluntary or came under the recommendation of a magistrate or minister.⁴⁵ A new building for the Society was constructed in 1871 by architect Mr Mansfield.⁴⁶ Although the structure was demolished in 1901 to make way for the new station, the refuge would relocate and provide support in St Peters until the mid-1920s, when it was voluntarily wound up.⁴⁷

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⁴¹ M. Austin, "Druitt, George (1775–1842)," in *Australian Dictionary of Biography* (Canberra: National Centre of Biography, Australian National University), accessed April 26, 2021, <https://adb.anu.edu.au/biography/druitt-george-1994>.

⁴² "From the Government Gazette," *Australian* (Sydney, NSW : 1824 - 1848), December 30, 1843.,3

⁴³ Vaughan Evans, Halcyon Evans, and Religious Society of Friends (Quakers) in Australia, *Sydney Friends: A Short History of the Religious Society of Friends (Quakers) in Sydney, 1834-1982* (Chatswood, N.S.W.: Religious Society of Friends, 1982).

⁴⁴ "Female House of Refuge," *Sentinel* (Sydney, NSW : 1845 - 1848), August 24, 1848.

⁴⁵ Geoff Baker, "Sydney Female Refuge Society, 1848-1925," Text, State Library of NSW, February 11, 2019, <https://www.sl.nsw.gov.au/stories/sydney-female-refuge-society-1848-1925>.

⁴⁶ "The Sydney Female Refuge," *Empire* (Sydney, NSW : 1850 - 1875), August 2, 1871.

⁴⁷ "Female Refuge Society," *Sydney Morning Herald* (NSW : 1842 - 1954), April 1, 1925.

⁴⁸ M. Austin, "Druitt, George (1775–1842)," in *Australian Dictionary of Biography* (Canberra: National Centre of Biography, Australian National University), accessed April 26, 2021, <https://adb.anu.edu.au/biography/druitt-george-1994>.

⁴⁹ "From the Government Gazette," *Australian* (Sydney, NSW : 1824 - 1848), December 30, 1843.,3

⁵⁰ Vaughan Evans, Halcyon Evans, and Religious Society of Friends (Quakers) in Australia, *Sydney Friends: A Short History of the Religious Society of Friends (Quakers) in Sydney, 1834-1982* (Chatswood, N.S.W.: Religious Society of Friends, 1982).

⁵¹ "Female House of Refuge," *Sentinel* (Sydney, NSW : 1845 - 1848), August 24, 1848.

⁵² Geoff Baker, "Sydney Female Refuge Society, 1848-1925," Text, State Library of NSW, February 11, 2019, <https://www.sl.nsw.gov.au/stories/sydney-female-refuge-society-1848-1925>.

⁵³ "The Sydney Female Refuge," *Empire* (Sydney, NSW : 1850 - 1875), August 2, 1871.

⁵⁴ "Female Refuge Society," *Sydney Morning Herald* (NSW : 1842 - 1954), April 1, 1925.

The Police Barracks

Historical records and maps from 1888 show the site of the Police Barracks located to the rear of the police magistrates building.⁵⁵ A report from *The Australian Town and Country Journal* in 1887 noted "...These barracks were opened in June 1856, when they served as headquarters for the mounted police force".⁵⁶

The same report continues:

"The barracks are built of stone, and contain twenty stalls on the ground floor, while the upper storey is divided into bedrooms and a sitting-room and library for the men. Behind this is a wooden building in which there are five other stalls, a dining-room, kitchen, and storeroom. On one side is the Armory, where sufficient guns, swords, bayonets, &c., are filed to arm 200 men and on the other side, near the fence of the cemetery, are eight more stalls, and some sheds where the "Black Marias," and the horses which draw them, are kept."⁵⁷

Police Superintendent's / Magistrate's residence

The Police Superintendent's residence was constructed in the 1820s in a garden associated with the Carters' Barracks further north. A structure in the location of the residence is first illustrated on Harper's 1823 plan of Sydney,⁵⁸ although by the early 1830s the building had been replaced or substantially altered.

The cottage was certainly occupied by early police commanders, until the resumptions of the land for the third Central Station.⁵⁹ Images of the structure show a similar footprint to the 1823 Harpers map, with a protruding bay to the centre of the front façade. However, it is evident from images that the building has undergone various stages of alterations, while records show the building underwent repairs as early as the 1850s.⁶⁰

Christ Church, St Laurence parsonage

Christ Church St Laurence was constructed on George Street and consecrated in 1845.⁶¹ References to a parsonage appear two years later, on the same side of Pitt Street as the new Church which was later auctioned off in the 1850s.⁶² A new parsonage was built on the site of Carters' Barracks garden and was located immediately south of the Superintendent's cottage, a site chosen by the Trustees of the Church as part of a land swap under the Trustees of Christ Church Bill of 1854.⁶³

The building was in use as a parsonage until the resumption of land in the early 1900s and was demolished in 1906.⁶⁴

5.3.6 Development of Central Station and associated building development

Early Railway Development in NSW

The NSW Railway System, as with many around the world, was formed through and for the needs of a growing city. In NSW, the early exploration of inland terrain by pioneers such as William Cox led to settlers departing the city to seek wealth within the interior; crop and animal farming became major investments, particularly within

⁵⁵ Sydney & Suburban Map Publishing Co., "[Street Map of Part of the Haymarket Bounded by Pitt Street in the West, Which Is Now Railway Lines and Concourses to Central Station, c.1888]," Trove, 1888, <https://nla.gov.au/nla.obj-231089552>.

⁵⁶ "New South Wales Police," *Australian Town and Country Journal (Sydney, NSW : 1870 - 1919)*, September 24, 1887.

⁵⁷ *ibid*

⁵⁸ 'Harper's Map of Sydney,' c1823, drawn by G. C. Stewart, c1823, SZ 434 (No 1 of 3), SRNSW

⁵⁹ *ibid*

⁶⁰ "To Builders and Others - Repairs to Residence of the Superintendent of Police," *New South Wales Government Gazette (Sydney, NSW : 1832 - 1900)*, May 17, 1853.

⁶¹ John Spooner, *The Archbishops of Railway Square: A History of Christ Church, St Laurence Sydney* (Rushcutters Bay, N.S.W: Halstead Press, 2002).

⁶² "Most Eligible City Property," *Sydney Morning Herald (NSW : 1842 - 1954)*, February 22, 1853.

⁶³ "Old Times," *Evening News (Sydney, NSW : 1869 - 1931)*, June 25, 1904.

⁶⁴ "An Old Landmark Gone," *Evening News (Sydney, NSW : 1869 - 1931)*, January 27, 1906.

the wool trade, resulting in the industry taking over and expanding upon the young colonies banking and shipping industries.⁶⁵

Although William Cox's expeditions were well known in 1815, it would take a further 20 years for discussions to eventuate into the establishment of committee in Sydney to generate a feasibility report for the construction of a railway from Sydney to Goulburn.⁶⁶ Completed in 1848, the survey was presented to the Legislative Council and was resolved under the provisions that a private company built the railway with government support. The company, known as the Sydney Railway Company, was formed the next year.⁶⁷

Development of the First Station

The development of railway technology in England in the early 1830s coincided with the opening up of agricultural and pastoral settlement of the interior of New South Wales. The need to ship wool and other produce from the interior to the coastal ports for export drove the economic demand for the growth of railways⁶⁸. By 1846, a railway line was proposed to operate between the two main settlements at Sydney and Parramatta, with the Parramatta station to be constructed near Mort Street in what is now the suburb of Granville.

In 1849, the Sydney Railway Company was incorporated via an enabling act passed in the Legislative Council. The company officials began planning for a location of its city terminus, deciding on the Cleveland Paddocks site in Haymarket. Francis H. Shields, the company engineer, proposed that the site be located nearer the city, as it would prove more convenient. He suggested the Government Paddocks, which were bounded by Hay and Elizabeth Streets and Burial Ground Road (roughly the Belmore Park area).⁶⁹ The land was later granted to an area south of Shield's proposal, roughly between Devonshire and Cleveland Streets.

The main consideration for designing the railway was to obtain level space as most wagons and passenger carriages had rudimentary hand brakes and there were cases from Great Britain of accidents setting rakes of wagons off down a grade to disaster. Therefore, the undulating terrain of the Cleveland Paddocks would need to be levelled. A further impediment was the steep, natural ridge that carried Cleveland Street, and so a tunnel and bank were proposed to carry the track under Cleveland Street at a modest grade.

An official 'turning of the turf ceremony' was held on 3 July 1850, marking the commencement of construction works.

⁶⁵ Robert McKillop, *Thematic History of the NSW Railways* (Sydney: Railcorp, 2009)

⁶⁶ McKillop, *Thematic History of the NSW Railways*.

⁶⁷ Ibid.

⁶⁸ Rappoport Pty Ltd and the NSW Government Architects Office, "Central Station Conservation Management Plan" (Mascot: Rappoport, 2013).

⁶⁹ C.C. Singleton, "History of Sydney Railway Station, Part I: First Station, 1855–1873," *Australian Railways Historical Society Bulletin* 8, no. 49 (1941): 55–58.

Figure 12: Image of John Rae's "Turning the First Turf of the First Railway in the Australasian Colonies at Redfern, Sydney, N.S.W. 3rd July 1850."⁷⁰



Earthworks were undertaken to level the Cleveland Paddocks, lower Devonshire Street and construct three temporary bridges over creeks in the area to allow movement of soil. However, contracts for the work were frozen in August 1850 leading to a crisis within the management of the Sydney Rail Company.⁷¹

Following multiple rearrangements of staff, James Wallace emerged as the new Chief Engineer for the company in July 1852 and construction work slowly resumed.⁷² Appointed by Wallace, engineer William Randle commenced work at Chippendale, while Wallace tackled the Board on the subject of the location of the Sydney terminus. By 1853 the location of the passenger terminal and associated infrastructure had settled on the Government Paddocks, with a goods line running to serve shipping at Darling Harbour.⁷³

With the regular change in engineers, alterations in the scope of works, diminishing funds and various other delays the colonial government passed legislation in 1854, authorising the purchase and operation of the Sydney Railway Company by the NSW Government. The formal acquisition and transfer of assets occurred in late 1855 with the first meeting of the Railway Commissioners occurring in January 1855.⁷⁴

An account of the construction works from December 1852 describes two channels of 'considerable depth' being excavated and lined with brick to take Blackwattle Creek.⁷⁵ The main drain, which is clearly marked on the Trigonometrical Survey, runs across the railway yards, and then to the rear of the Kent Brewery and down into Blackwattle Bay.

The first Sydney railway terminus was officially opened in 1855, with the first train departing on 26 September.⁷⁶ The first Sydney train station was originally called Redfern Station, with the current Redfern Station named Eveleigh Station. Redfern Station was not a grand affair due to the Sydney Railway Company's dire financial situation resulting in the decision to construct a temporary station rather than a 'grand

⁷⁰ John Rae, 1850. Turning the first turf of the first railway in the Australasian colonies at Redfern, Sydney, N.S.W. SLNSW. Mitchell Library, State Library of New South Wales. IE11149362

⁷¹ Hagarty, Australian Railway Historical Society, and New South Wales Division, The Building of the Sydney Railway.

⁷² *ibid*

⁷³ Singleton, "History of Sydney Railway Station, Part II," 1941.

⁷⁴ Hagarty, Australian Railway Historical Society, and New South Wales Division, The Building of the Sydney Railway.

⁷⁵ *ibid*

⁷⁶ Robert McKillop, Donald Ellsmore, and John Oakes, A Century of Central: Sydney's Central Railway Station 1906 to 2006 (The Australian Railway Historical Society NSW Division, 2008).pg.7

terminus'.⁷⁷ The original station consisted of a galvanised corrugated iron shed of about 100 feet (ft) by 30 ft, covering a raised wooden platform and single rail track.⁷⁸

This is shown in all its magnificence in S.T. Gill's lithograph of the station (note that the distance between the station and the Cleveland Street tunnel has been foreshortened it doesn't look the 430m that it was). The site also contained a small number of semi-permanent iron buildings with lean-to roofs for carriages, offices and public rooms.⁷⁹ Almost immediately, the single main line tracks were duplicated. The passenger platform, enclosed by the iron train shed was soon discovered to be too short for operations. Therefore, a 100 feet wooden extension was added in 1856.⁸⁰

Figure 13: View towards the first Sydney Station, 1871 showing the remains of the old tramway tracks . The Goods Shed is located to the left while the platform on the far right became the George Street platform.



Associated with the first station was a series of workshop buildings (located on the eastern side of the site). Principal among these buildings was the two storied workshops building which was a substantial building constructed in stone and was two stories in height. An account from the opening of the railway described the building as:

a large two-storied stone building, used as a machine shop, and fitted up with all the requisite machinery and power for executing repairs to the rolling stock. Over the engine room is a tank capable of containing 20,000 gallons of water, which is pumped from a well by a diminutive piece of mechanism called a donkey engine⁸¹

The workshop building was the most substantial building on the site. The water would have been used for filling the locomotives and presumably there would have been a coal stage nearby as well.

The correspondent also noted a large turntable,⁸² Although in fact, the turntable is known to be 40ft, making it one of the smallest on the NSWGR.

Working from a combination of the photographs and plans, a very rough description of the features can be produced. The workshop was two storied and constructed in stone. Its dimensions in plan were 80ft by 40ft at

⁷⁷ Hagarty, Australian Railway Historical Society, and New South Wales Division, The Building of the Sydney Railway.

⁷⁸ *ibid*

⁷⁹ McKillop, Ellsmore, and Oakes, A Century of Central.pg.8

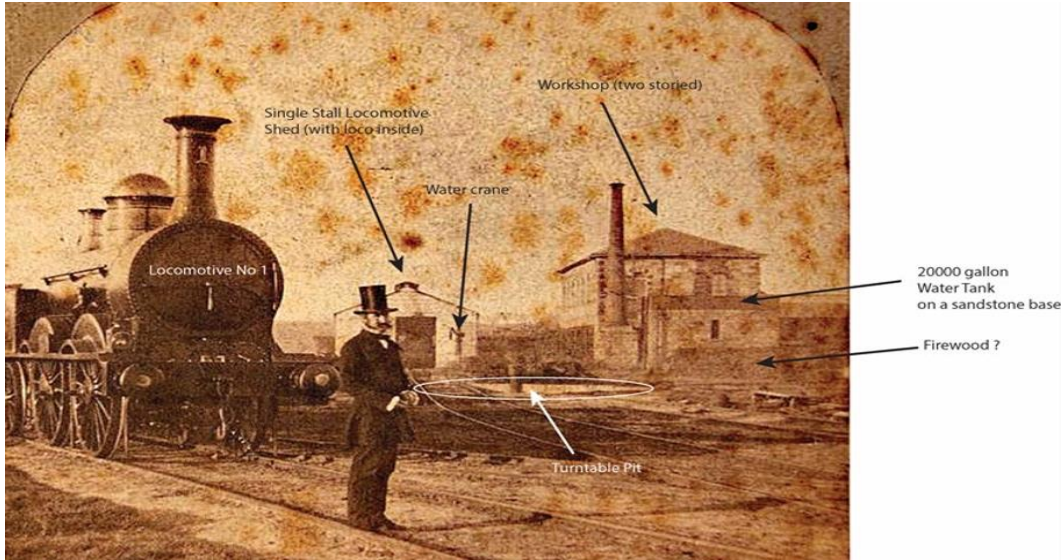
⁸⁰ *ibid*

⁸¹ "The Railway," Sydney Morning Herald (NSW : 1842 - 1954), November 6, 1855.

⁸² *ibid*

the southwestern end was a chimney and a stone structure approximately 30ft by 20ft on which was the water tank, which looks like a cast iron tank. There is a water crane visible in Figure 13 and presumably this was connected to the water tank.

Figure 14: Annotated image of the Locomotive No 1 and railway infrastructure c1858-1860.



The engine shed was longer than the workshop being 115ft by 34 ft single storied with a prominent ridge cap vent (to let the smoke out). The construction appears to be lightweight, a frame with either timber boards of galvanised iron cladding.

A later photograph dating to 1858 or 1859 by William Blackwood shows the workshops area (Figure 14). In the foreground is large two-storied building which is the building later identified as being Repair Shops. The building is approximately 136ft long and 40ft long built with two bays. The construction again looks to be lightweight with timber board or galvanised iron framing and a galvanised iron roof.

Figure 15: View north towards the rear of the station and goods sheds, c1858. ⁸³



⁸³ SLNSW. 1. *The Great Southern Railway Station / Sydney* . Mort family - Album by W. Blackwood of Australian Scenery [1858]. IE3217203

Excavation works were carried out within the Cleveland Paddocks in 1864 for the filling on the shores of Darling Harbour. These excavation works extended the yard, as the Trig Survey (shows buildings constructed on the boundary with Prince Alfred Park, so it seems this area had been levelled by this time.

By 1865, the locomotive stock had risen to 13, with further locomotives on order. A new stone engine shed 208ft long by 68ft wide with capacity for 16 engines to accommodate the new engines and a goods yard were constructed in 1866.⁸⁴

In addition, the locomotive shed was expanded to the south east to fill the space between the original building and the workshop building. Next to the workshop building is the area identified as the blacksmiths workshop. This area contained forges and two steam hammers. This machinery was necessary to undertake maintenance and repair of the locomotives and rolling stock of the railway.

What is notable in all these plans and pictures is the lack of evidence of goods facilities. Newspaper reports in the late 1850's and early 1860's touch on this issue noting that the railways had been unsuccessful in capturing the goods traffic from the dray carts on the roads despite the increase in speed that the train offered.

Goods Facilities

In response, a goods shed was constructed and completed in August 1869, although its rail siding was not completed.⁸⁵ The goods shed was an important addition to the yard as it allowed perishable items to be shipped to and from Sydney in reasonably secure conditions. Otherwise, goods were stored and transhipped in the open. This is shown in Figure 16 and Figure 17 where goods are stacked in the open.

The Goods Shed had an office attached, goods transport came with paperwork; the goods had to be consigned to their destinations, appropriate wagons need to be ordered to transport the goods along with paperwork, inbound good need to be identified, stored consignees need to be notified to collect goods and then the correct goods need to be collected and all forms of invoices need to be issued. This is why the goods shed had an office attached.

Figure 16: View of the Goods Shed c1870 looking across from Devonshire Street.⁸⁶



⁸⁴ Hagarty, Australian Railway Historical Society, and New South Wales Division, *The Building of the Sydney Railway*.

⁸⁵ "Railways," *Sydney Morning Herald (NSW : 1842 - 1954)*, September 8, 1869.

⁸⁶ SLNSW. *The goods shed, Redfern, Sydney*. State Archives & Records Authority of New South Wales. IE1762627

Figure 17: Adjoined images of the Goods Yard c1875 with the second station to the right of frame and the western façade of the Goods Shed to the left of frame.^{87 88}



The Goods Yard

The entrance to the Goods Yard was off Devonshire Street and the yard was bounded by a fence which was to protect the yards from pilfering.

By 1876 a shed identified as a Tarpaulin Shed is located on the edge of the site along Devonshire Street. This would have stored tarpaulins used for covering the loads of open goods wagons. The building was removed for the construction of the Railway Institute in 1891.

Darling Harbour Good Line/ Railway Square underbridge

The Railway Square underbridge forms part of the original 1855 Central Station development as a component of the direct goods line from the Sydney Yard to Darling Harbour.⁸⁹ The structure was originally designed as a sandstone arched overbridge by engineer William Randle. Although modified and extended over time, the original sections, located in the middle of the overbridge, are the oldest remaining pieces of railway infrastructure along the NSW rail system.⁹⁰ The bridge was extended to the east and west with sandstone walls and a brick vaulted ceiling in the 1880s, with later extensions in the 1990s made up of concrete and brick.⁹¹ Steel bracing system was constructed in 2005 to support the original stone section.⁹² The south-eastern approach is bounded by a brick lined cutting which the tunnel section is lined, while the north-eastern entry is blocked from access to the modern Goods Line, a public walkway which follows the Darling Harbour goods line track.

The Darling Harbour goods yard was closed in 1986 and the area was redeveloped as an entertainment quarter. The line itself remained open for trains to access the Rozelle yard until 1997, when the yard was closed and the trackway was mainly used to allow heritage trains access to the Powerhouse Museum.⁹³ This trackway was closed in 2005.⁹⁴

⁸⁷ State Archives. *Goods Yard Central Station, c1874*. NRS 17514/1/2 [47] The Railways of New South Wales 1855-1955 2017420_a014_a014000260

⁸⁸ City of Sydney Archives. *Redfern railway station and yard. 1870-1875*. Sydney Reference Collection (SRC) – Photographs. 026\026807

⁸⁹ C.C. Singleton, “*History of Sydney Railway Station, Part I: First Station, 1855–1873*,” Australian Railways Historical Society Bulletin 8, no. 49 (1941): 55–58.

⁹⁰ DPE, 2009. *Ultimo (Railway Square) Railway Overbridge*. SHI Inventory Database, Retrieved 07/04/21 from: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801079>

⁹¹ Ibid.

⁹² Ibid.

⁹³ Ibid.

⁹⁴ Ibid.

Figure 18: Northern view towards the Darling Harbour rail cutting to the left of frame.⁹⁵



The Second Station

Designs for the second Sydney Station were completed in 1871 by Whitton with the permanent structure facing Devonshire Street, completed in a Neo-Classical style in 1874. The building consisted mainly of red brick with lighter facings and a galvanised iron roof. The main feature was a train shed, which spanned 236 ft by 43 ft covering the main lines and both the arrival and departure platforms. Two years later, the extension of the rail network had continued to Goulburn, the Blue Mountains, Raglan, Blacktown, and Richmond, with proposals to extend to Albury, the Darling River and Glen Innes.⁹⁶ 1878 saw the passenger traffic grow to an extent that trains were departed at five-minute intervals during the morning rush hour.⁹⁷ To help deal with this traffic, a new platform called the George Street Platform was brought into use. Additional structures also included a footbridge connecting Terminus Street to the George Street Platform.

⁹⁵ John Oakes, *Sydney's Central: The History of Sydney's Central Railway Station* (Redfern: Australian Railway Historical Society, 2002).

⁹⁶ McKillop, Ellsmore and Oakes, 2008. *A Century of Central*, p. 9.

⁹⁷ C.C. Singleton, "History of Sydney Railway Station, Part II: Second Station 1874–1885," *Australian Railways Historical Society Bulletin* 8, no. 50 (1941): 75–76.

Figure 19. Image of the second Sydney Railway Station, to the right of the image, showing the Intercolonial Exhibition Building in the background, 1879.⁹⁸



By the 1880s the development of workshops, siding yards and carriage works had expanded to such a degree that a new site was chosen in Eveleigh to house further expansion and gradually the workshop facilities were moved to that location.⁹⁹

The removal of the workshop's buildings (to foundation level) allowed the Sydney Yard to be reorganised. The layout of the Yard is shown in the 1896 plan of Sydney Yard. The main works during this period were the construction of the Eastern Carriage Sheds¹⁰⁰, The Western Carriage Sheds and associated carriage sidings. The railway gas works were also relocated at this time.

In addition, various improvements were made including the development of signalling procedures, the construction of the retaining wall on the southern side of Devonshire Street, a new eastern platform, a new western platform, two dead-end lines, a new two-storey building to house the booking office, telegraph office and rooms for the district superintendent and staff was constructed. Electric lighting was installed for the first time and oil gas was replaced with coal gas within the station premises.¹⁰¹ On the eastern side of the station a three horse and carriage dock was completed allowing for an extension of the Mortuary platform by 200 ft.¹⁰²

⁹⁸ Charles Bayliss. 82. *Bridge St looking west* / 83. *Redfern Railway Station* – Bayliss. Views of Old Sydney. Mitchell Library, State Library of New South Wales. IE15878641

⁹⁹ Rappoport Pty Ltd and the NSW Government Architects Office, "Central Station Conservation Management Plan."

¹⁰⁰ There were two Eastern Carriage Sheds in roughly the same location, so they have been numbered 1 and 2.

¹⁰¹ Singleton, "History of Sydney Railway Station, Part II," 1941.

¹⁰² *ibid*

Figure 20: Artist rendition of the Second Sydney Station, c 1876.¹⁰³



Railway Institute Building

The Railways Institute Building continues to occupy a prominent site at the intersection of Devonshire Street Tunnel and Chalmers Street. The building was constructed in 1890-91, opening on 14 March 1891.¹⁰⁴ It was designed in the Queen Anne style and used Marseilles tiles for roofing. The building contained a lecture hall and library as it was intended to form an educational institute for railway workers to “improve” through study and attending lectures.¹⁰⁵ The building was designed to emphasise the connection to the railway by focusing the entrance to the railway corridor. Although built to educate the railway employees, the building and the Institute were soon recreated into a more relaxed environment for social and recreation activities for the railway workers.¹⁰⁶

Extensions to the building were made near the turn of the century while internal modifications were taken out during World War I and during the 1920s.¹⁰⁷ The building was sold in the 1990s and remains in private ownership, and is outside of the SSP study site.

Expansion of Central Station and demolition of the Devonshire Street block

During the late nineteenth century there were several proposals to bring the railway network into the city and over the harbour,¹⁰⁸ including an option for a large railway terminus in King Street and another situated on the site of the Benevolent Asylum and Devonshire Street Cemetery close to the second station.¹⁰⁹ The latter scheme, proposed by Railway Commissioner Edward Eddy in 1891, was eventually accepted by the Parliamentary Standing Committee on Public Works in June 1900. The chosen site was favoured due to its lack of expansive existing structures. However, the design would require the demolition of the Devonshire Street

¹⁰³ Albert Charles Cooke. *Sydney from the South- The Railway Station*. Town and Country Journal News. 1876

¹⁰⁴ Opening of the Railway Institute. (1891, March 19). *The Maitland Mercury and Hunter River General Advertiser (NSW : 1843 - 1893)*, p. 2. Retrieved 07/04/21, from <http://nla.gov.au/nla.news-article18992754>

¹⁰⁵ DPE, 1998. *Railway Institute Building*. SHI Inventory Database. Retrieved 07/04/21 from: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5014176>

¹⁰⁶ Stuart Sharp, “New South Wales Railway and Tramway Institute Building, Devonshire Street, Sydney,” 2016.

¹⁰⁷ *ibid*

¹⁰⁸ McKillop, Ellsmore, and Oakes, *A Century of Central*.16.

¹⁰⁹ DPE, 2009. *Central Railway Station and Sydney Terminal Group*. State Heritage Register. Retrieved 07/04/21 from: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801296>

Cemetery, the Benevolent Asylum, Carters Barracks, the Police Barracks, and other buildings on the block, as well as the issue of thousands of occupants in the Cemetery to deal with.¹¹⁰

On the 17 January 1901, the government issued a notice declaring that representatives of any deceased in the cemetery must remove their relatives within two months.¹¹¹ Remains were reinterred by relatives or the Department of Public Works (for those not claimed) at various other cemeteries such as Rookwood, Waverly and Botany.¹¹² The high brick walls of the cemetery were taken down and the sand hills of the cemetery were excavated by labourers, with much of the spoil being used to build new embankments in Belmore Park.¹¹³

Figure 21: The preparations for the demolition of the Benevolent Asylum and parsonage.¹¹⁴



Figure 22: Excavations within the study area for the new station complex.¹¹⁵



Figure 23: View across the cemetery following resumptions.¹¹⁶



CORNER OF DEVONSHIRE STREET CEMETERY LOOKING NORTHEAST.

¹¹⁰ *ibid*

¹¹¹ "Devonshire Street Cemetery," *Sydney Morning Herald (NSW : 1842 - 1954)*, January 25, 1901.

¹¹² Keith A Johnson and Malcolm R Sainty, *Sydney Burial Ground 1819–1901: (Elizabeth and Devonshire Streets) and History of Sydney's Early Cemeteries from 1788* (Sydney: Library of Australian History, 2001).

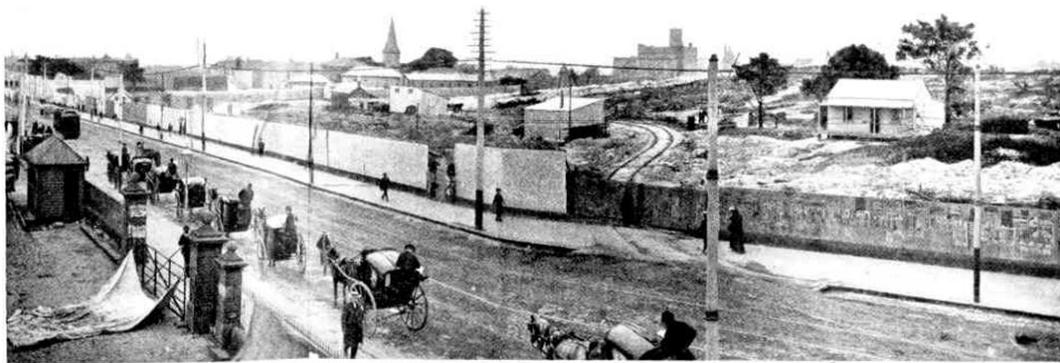
¹¹³ "The New City Railway Station," *Sydney Morning Herald (NSW : 1842 - 1954)*, January 3, 1902.

¹¹⁴ "Sydney's New Railway Station," *Sydney Mail and New South Wales Advertiser (NSW : 1871 - 1912)*, August 3, 1901.

¹¹⁵ SLNSW. *Photograph Collection of Redfern Railway Station and Central Railway Station, Sydney, 1871 – 1920*. FL8960895

¹¹⁶ "Preparing for the New Railway Station," *Sydney Mail and New South Wales Advertiser (NSW : 1871 - 1912)*, August 31, 1901.

Figure 24: Clearing of the Cemetery. Note the tramway through the grounds. The Jewish cemetery caretakers cottage is evident to the right of frame.¹¹⁷



WESTERN PORTION OF DEVONSHIRE STREET CEMETERY CLEARED FOR BUILDING THE CENTRAL RAILWAY STATION. VIEW FROM RAILWAY INSTITUTE.

The Third Station

Excavations commenced in preparation for the building foundations and associated roadwork of the new Third station. Garden Road was reorientated and widened to a 165 ft wide thoroughfare and renamed 'Eddy Avenue' in honour of the late Railway Commissioner who died in 1897. A new tram line was established along Eddy Avenue opening in November 1902.

The new station was designed by the Government Architect Walter Liberty Vernon. The first foundation stones were laid in April 1902 and by 1903 excavation works on the Devonshire Street Pedestrian subway commenced.

The main construction material for the complex was Pyrmont sandstone, with initial costs for the Main Terminus Building estimated at £230 000.¹¹⁸ In 1902, an extra floor and a tower were added to the design, almost doubling the initial cost estimate to £400 000. The updated designs for the Main Terminus Building included twelve platforms, a tramway, an underground pedestrian walkway, taxi ranks, underground subways for goods, luggage and mail, and offices. The station was projected to manage 40 000 passengers per day.¹¹⁹

The new railway terminus and main concourse were completed in 1906, with the official opening on 4 August. By 1906 the buildings of the old Redfern Station were demolished, and Eveleigh Station was renamed Redfern Station.

The sandstone Federation Free Classical Main Terminus Building and station created a multi-level interchange for passengers, vehicles, trains and trams. The design ensured that each type of transport entered and left the station from different levels, minimising the danger of collisions or accidents.¹²⁰ A parcel dock was also built, with four platforms connected to the interior of the station for deliveries.¹²¹

The interior of the Main Terminus Building was richly decorated, with decorative steel and sandstone colonnades, marble and terrazzo stairs, ornamental balustrades and stained glass panels.¹²² Passengers could enjoy a meal in the Dining and Refreshment Rooms or check on their tickets at the Booking Hall. Due to its elevation, the building was clearly visible from a considerable distance and with its ornamental design, enhanced by gardens and the leafy Belmore and Prince Alfred Parks, it became an instant landmark.

A second stage of construction at Sydney Station took place between 1916 and 1921, with the parcels office and eastern and western wings completed by 1919. The final addition was the imposing clocktower, which was

¹¹⁷ *ibid*

¹¹⁸ Dunn, 2008.

¹¹⁹ *ibid*.

¹²⁰ McKillop, Ellsmore, and Oakes, *A Century of Central*.

¹²¹ *ibid*.

¹²² *ibid*.

finished in March 1921. The 64.3 metre high clock dominated the skyline of Sydney, with local employees nicknaming it ‘the worker’s watch’.¹²³

Throughout the twentieth century, the station was continuously improved, added to and renovated. Under the 1915 *City and Suburban Electric Railways Act*, construction began on an underground railway, four electric island platforms to the east of the existing station building and the conversion of existing platforms to electricity. These works stalled in 1917 and recommenced in 1922 under Chief Engineer John Bradfield.¹²⁴ The electric platforms were connected to the city with innovative ‘flying junctions’ made from reinforced concrete.¹²⁵ A new entrance for the electric platforms, facing Elizabeth Street, was constructed from sandstone to match the Main Terminus Building. In 1925, an electrical substation was built on the northern end of the ‘flying junctions’ to serve the electrified suburban lines.¹²⁶ The first electric train and the first underground train service both ran in 1926.

Railway Square

Originally named Central Square due to the interconnecting transport use of the area, Railway Square was the site of the connecting tram services to the west of the station precinct. Tram stops centred around the streetscape which contained large department stores and a variety of hotels and public houses. By the time construction had finished on Central Station, the area was thriving as the city’s modern retail district.¹²⁷ The area was and remains a visual and functional gateway to the city centre when entering from the west by both road and rail.

The Square would remain functioning as a tram stop until the 1950s when the tram system was closed.¹²⁸ The Square was later developed into a three-platform bus terminal in the centre and further modified in the 1990s to accommodate the growing student needs of the local university. The area still functions as a main bus interchange terminal.

Figure 25: Railway Square c1914.¹²⁹



¹²³ *ibid*

¹²⁴ McKillop, Ellsmore, and Oakes, *A Century of Central*.

¹²⁵ *Ibid*.

¹²⁶ DPE, 2009. *Central Railway Station and Sydney Terminal Group*. State Heritage Register. Retrieved 29/04/21 from: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801296>

¹²⁷ “Building Industry & Machinery,” *Sun (Sydney, NSW : 1910 - 1954)*, August 18, 1913.

¹²⁸ “City Bus-Tram Plans and Transport Priorities,” *Sydney Morning Herald (NSW : 1842 - 1954)*, May 2, 1952.

¹²⁹ City of Sydney Archives. *Railway Square, 1914*. Sydney Reference Collection (SRC) – Photographs. A-00033172

The Former Inwards Parcels Shed, parcels ramp and Parcels Post Office

Built in 1906, the Inwards Parcels Shed was designed by Government Architect Gorrie Blair.¹³⁰ The building is located over the original site of the Benevolent Asylum. Located along the western side of Platform 1, the building was purpose designed to house parcels which were arriving in the city from the countryside and was part of a larger postal complex, with the Outwards Parcels Shed located to the north of the shed on the corner of Pitt Street and Eddy Avenue.¹³¹

The overall form of the building is consistent with a large, hipped roof rectangular building. Originally constructed as a timber framed structure, its façade was lined with corrugated iron and featured a loading dock and yard to the western side of the building.¹³²

Early inventory sheets for the building note that cast iron columns were salvaged from the demolition of the earlier Sydney Terminal and reinstated to the south of the building to support a projecting canopy to the south of the building.¹³³

A 1906 image of the site depicts the new building to the north of the Second Sydney Terminal; hoarding to the forefront of the building shields the location of the soon to be constructed Parcels Post Office.

Figure 26: Image of the former inwards parcel shed towards the western façade. The second Central Station is still evident to the right of frame while the present Central Station is to the left of frame. The Parcels Post Office has not been constructed; however, the area has been boarded up around the site.¹³⁴



A ramp was constructed to the west of the building and provided vehicular access from the Shed level down to Lee Street.¹³⁵ The retaining ramp wall was constructed of red brick which was laid in English bond and features a moulded brick string course. A single course of sandstone capping ran along the wall and ended at the siting of a circular sandstone pier which marked the entrance to Ambulance Avenue to the north.¹³⁶

Construction work began in 1910 for the introduction of a large Parcels Post office to the west of the parcels shed. The design is often credited to the Government Architect George McRae, although the initial design was prepared by the Parcel Shed architect Gorrie Blair, and large portions of the design were designed or approved by preceding Government Architects, Walter Liberty Vernon and E.L Drew.¹³⁷ Construction was slow, with the development halted by the need for substantial excavation of the area to construct the foundations for the building and the addition of an extra two storeys.¹³⁸ The building was connected to the station through tunnels

¹³⁰ Weir Phillips Heritage, *Conservation Management Strategy, Former Inwards Parcels Shed Railway Square Sydney* (2018).

¹³¹ GML Heritage. *Inwards Parcel Shed, Sydney Terminal – Conservation Management Plan*. Report for Toga Building Company Pty Ltd (1999)

¹³² Ibid.

¹³³ Ibid.

¹³⁴ State Library of New South Wales. *Panorama of Sydney Railway Station, old and new, 4 August 1906 / photographer unknown*. 4 photographic prints (7 panels) - panorama, gelatin silver - 26.2 x 135 cm. SPF/3060

¹³⁵ Ibid.

¹³⁶ Ibid.

¹³⁷ DPE, 2006. *Former Parcels Post Office Including Retaining Wall, Early Lamp Post and Building Interiors*. SHI Inventory database. Retrieved 07/04/21 from: environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424235

¹³⁸ Ibid.

that ran under the Parcels Shed and were accessible through the large sandstone archway which was located along the eastern side of the parcel ramp retaining wall.¹³⁹ The siting of these two buildings in such close proximity to the station were considered indicative of the importance of the railway to delivering post to the country.¹⁴⁰

When completed, the six storey Federation Academic Classical style building was a dominant building to the south of the station's Main Terminus Building and a highly visible structure within Railway Square.

The Parcels Post Office building would serve as the main parcels sorting office from 1913 to the 1960s when the service was relocated to Redfern.¹⁴¹ The former Inward Parcels Shed was converted into the Railway Square YHA in 2004, with the Inwards Parcel Dock, Western Carriage Shed and dock awning demolished during the development of Henry Deane Plaza.

Figure 27: View from Railway Square towards Central Station and the Parcels Post Office.¹⁴²



Prince Alfred Sidings Substation

The Prince Alfred Substation is located to the northern end of what is referred to as the Prince Alfred Sidings (PAS) precinct. The area where the building is sited was part of the original railyards at the first Sydney Station. Throughout the 1850s and 1860s, the PAS area functioned as a storage yard for produce, with multiple goods sheds built onsite. Workshops were constructed within the southern portion of the area in the 1870s during construction for the second station.

Between 1925-1926 the three-storey electrical Prince Alfred Substation and two-storey annexe was constructed, requiring the demolition of the goods facilities within the sidings. Several brick buildings to the southern boundary of the sidings dating from the 1870s, including the Blacksmiths and Carpenters Workshops, the former District Engineers Office and former Draughtman's Office, were retained.

The substation was one of fifteen such structures built between 1926 and 1932 as part of the large-scale electrification of the railway lines. The Prince Alfred Substation was intended to supply tractive power to the railway network and linked to the substation at the Sydney Harbour Bridge.¹⁴³ It was one of three of John

¹³⁹ Ibid.

¹⁴⁰ Ibid.

¹⁴¹ DPE, 2006. Former Parcels Post Office Including Retaining Wall, Early Lamp Post and Building Interiors. SHI Inventory database. Retrieved 07/04/21 from: environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424235

¹⁴² City of Sydney Archives. *Parcels Post Office and Central Railway Station, George Street Sydney, 1930s*. Sydney Reference Collection (SRC) – Photographs. A-00010568

¹⁴³ "Electrification of the Metropolitan Railways," *Sydney Mail (NSW : 1912 - 1938)*, February 27, 1924.

Bradfield's original designs; the other two being the substations at Marrickville and Hurstville. The building was designed in the Inter War Stripped Classical style, known for its simplicity and strong lines.

In the mid-twentieth century an ancillary switching station was constructed as a compressor house to supply air to the pneumatic points in the Central electric yard. The Blacksmiths and Carpenters Workshops, located south of the substation, were demolished in the late 1990s to make way for construction of the Airport Rail Link. In 2016, an additional substation was constructed south-west of the substation. During the construction of the Central Business District and South East Light Rail, another substation was built between the Railway Institute Building and the Prince Alfred Substation.

Figure 28: The Prince Alfred Substation c.1928, showing the main substation on the left, switching house to the right and outdoor transformers in the centre.¹⁴⁴



Mid to Late - Twentieth Century Station Modifications

A number of renovations were made to Central Station after the completion of its primary facilities in 1926. The station originally featured 13 platforms, with Platform 1 being the main arrival and departure platform. Platform 1, which is directly adjacent to the Inwards Parcels Office, was extended in 1937, 1949, and 1960. In the 1950s and 1960s, while infrastructure within the Sydney Yard area was removed or upgraded as steam locomotives were replaced with diesel engines, resulting in the removal of coal storage sheds and water tanks in the Sydney Yard.

Changes to the interior of the Main Terminus Building occurred in 1951, when the Refreshment Room was converted into an interstate booking hall. The hall was similarly ornate, with murals on the walls and a terrazzo map of Australia installed on the floor.

With the rapid expansion of Sydney city, it became apparent that new ways of incorporating Central into the growing metropolis were required. The Eastern Suburbs platforms (24 and 25) were constructed in 1979, which involved deep excavation for new tunnels, with two double platforms constructed on top of each other. However, the lower platforms were never connected to railway lines and therefore were never used.

In the 1980s the Wran State Government allocated \$1 million for the restoration and upgrade of the Station, which included the replacement of the original train indicator board with a computer system. Restorations to the clock tower were also undertaken in 1984, and in 1986 the Devonshire Street Tunnel was upgraded with

¹⁴⁴ AGE Archive, Prince Alfred 02.

new lighting and murals. Though the station had been colloquially referred to as 'Central' for decades, the complex was only officially renamed Central Station in 1999.¹⁴⁵

Following the announcement in 1994 that Sydney would host the 2000 Summer Olympic Games, major infrastructure works were commenced to support the influx of tourists into the city, including an overhaul of the station precinct. This included works to facilitate the requirements for disability access to and from the station and train platforms. The passage system below the station and many of the platforms were modified, including the extension of the subway network to platforms 16 to 23. Lifts were converted for accessibility in the late 1990s.¹⁴⁶

The upgrades also included a new railway line to the airport from Platform 23, which required the introduction of new fly overs within the Central Yard. Additional demolition works also took place within the Prince Alfred Sidings and saw the demolition of two of the 1870s workshops located within the southern portion of the sidings.

Not all works focused on the demolition of heritage fabric, with the NSW Government committing to restoration projects with the station, including the restoration and continued maintenance of the sandstone elements within the station, including the street arcades, the Terminus parapets, the sandstone viaducts and the clock tower.

Works undertaken during the 1990s and early 2000s included:¹⁴⁷

- The demolition and reconstruction of the east deck, including new pavement and escalator access, and the opening of a brick colonnade at the Eddy Avenue entrance;
- The truncation and extension of platforms, the infill of light wells to Devonshire Street tunnel, awning extensions along platforms and modifications to subway tunnels;
- The introduction of escalators from the north-western corner of the main concourse down to Pitt Street.
- The reactivation and conservation of the Eddy Avenue and Pitt Street shops and upgrades to the Eddy Avenue entrance;
- The introduction of seismic bracing to the Eddy Avenue Colonnade and the waterproofing and repointing of the western forecourt;
- Paving over the tram tracks along the ramps and in the porte-cochere. Introduction of new Light Rail tracks which altered the traffic flow of the tracks;
- New fit out and glazing of the main terminus building;
- New fit out of the Prince Alfred substation and switch house;
- General upgrades for maintenance and repair including updating the roof of the main terminus building;
- Closure of the men's toilets below the main concourse;
- Modifications to the booking hall and internal fitouts for retail spaces;
- Alterations to the Botany Road Sidings to form a main bus parking depot;
- Adaptive reuse of the former Parcels Post Office and Inwards Parcel Shed for private hotel and hostel use;

¹⁴⁵ Rappoport Pty Ltd and the NSW Government Architects Office, "Central Station Conservation Management Plan."

¹⁴⁶ Rappoport Pty Ltd and the NSW Government Architects Office, "Central Station Conservation Management Plan."

¹⁴⁷ Ibid.

- Redevelopment of the Henry Deane Plaza, including the introduction of concrete extensions to the Railway Overbridge;
- Construction of a new Devonshire Street Tunnel entrance along Chalmers Street;
- New interpretation elements including the wall murals along the east boundary wall and the remodelled Plaza Ibero American, both along Chalmers Street;
- Restoration works to the Mortuary Station;
- Maintenance works to the clock tower including the introduction of copper and lead flashing;
- Introduction of operational systems including new speaker and CCTV systems and indicators;
- Railway infrastructure was also introduced or replaced

21st Century Developments

Since 2013, buildings, structures and elements within the study area have undergone various works, including:

- The introduction of the Light Rail services along Eddy Avenue and Chalmers Street;
- Introduction of the Sydney Yard Access Bridge (SYAB);
- Relocation of the shunter hut in the Sydney Yard;
- Demolition of the Sydney Yard buildings and features (garden, rolling stock officers building, cleaners' amenities, brick store);
- Upgrades to railway infrastructure and systems;
- Introduction of substations within the Prince Alfred Sidings and Lee Street;
- Extension of platforms;
- Excavations works for utilities, infrastructure, and testing
- Restoration works of the Mortuary Station.

As of 2022 current works to the station and elements within the study area include:

- Demolition of platforms 13 to 15 and the construction of the underground Sydney Metro platforms;
- Escalators directly to suburban platforms 12 to 23;
- An upgraded northern concourse with transformed pedestrian thoroughfares and feature roof;
- Escalators directly to suburban platforms;
- A tunnel from Chalmers Street linking to new Sydney Metro platforms under Central;
- New access points to Sydney Trains platforms 16 to 23;
- Adaptive reuse of the former Parcels Post Office and Inwards Parcel Shed for commercial use.

5.3.7 Railway Place

The eastern boundary of the study area, located south of the Dental Hospital along Chalmers Street was originally part of the grounds of Cleveland House until the mid-1850s. By the end of 1856 Daniel's nephew John Cooper, was offering building allotments in this area on 99-year 'building and improving' leases, as stated in Daniel Cooper's will. This included the newly created Railway Place and Randle Street. By 1865 the Trigonometric Survey of Sydney plans show a dense residential development at the eastern boundary of the Devonshire Street Cemetery called Railway Place. The 1881 Sydney Water and 1888 Rygate & West plans also show this dense development. These plans show that the development was part of a triangle of streets and

lanes to the west of Randle Street which incorporates the site of the former MGM/Bounce Hotel (20-28 Chalmers Street). Residences ranged from wood, brick and stone structures from between 1-2 storeys and 1-5 rooms; each with a rear yard and most containing at least one outbuilding or water closet.

Newspaper articles written prior to the resumption of Railway Place indicate confirm that the area was considered run-down and, in some parts, a slum. An article written by 'Tacktra' in the *Evening News* in 1901 described the type of housing within Railway Place and its surrounds as "very neat and clean in front...but their back views [are] tumble-down and dirty enough to be demolished...I see a quiet little narrow street running up hill, with many cottages and some two-storey houses – the former with narrow little verandahs, gable windows, and many irregular steps; the latter with no verandahs, and absolutely straight up and down fronts."¹⁴⁸

Railway Place was resumed under the provisions of the Public Works Act 1900 and the City Railway Extension (Devonshire Street) Act of 1900. The resumptions took place in 1902 with 'several tons of earth to be removed...[for] commencing the foundations of the new station.'¹⁴⁹

At this point, present-day Chalmers Street was an extension of Castlereagh Street, which extended from its current-day alignment, until the development of Belmore Park in 1905, at which point Chalmers Street was officially formed.¹⁵⁰ The block between Elizabeth and Devonshire Streets remained largely undeveloped. The United Dental Hospital, adjacent to the former Bounce Hotel, was built by the University of Sydney around 1910 at 14 Chalmers Street and by 1915, a number of other structures had begun to arise.

No. 20-28 Chalmers Street (the site of the eastern extension of the study area) is located on Lots 7-11 of Section 1 of the Central Railway Station subdivision. This title resided with the Minister for Public Works at time of resumption but was later acquired by Metro Goldwyn Mayer Ltd (MGM) in 1932.¹⁵¹ Prior to the construction of the MGM building, the allotment had been used as a timber yard and had been destroyed by a fire in 1919.¹⁵² The company submitted a building application in 1933. Building began and concluded within the same year; designed by Robertson & Marks, and constructed by Stuart Bros. Arthur Loew, son of one of the founding members of MGM, officially opened the building on December 19, 1933. By 1980, the MGM building and Dental Hospital came under the jurisdiction of the Health Commission of New South Wales and was incorporated into one. In 2006, the building was modified for use as a pub and backpacker hotel. In 2020, the former MGM building was demolished for the construction of the Eastern Metro entry to Central Station.

¹⁴⁸ "Roundabout the New Railway Station," *Evening News* (Sydney, NSW : 1869 - 1931), August 10, 1901.

¹⁴⁹ "The New Central Station," *Evening News* (Sydney, NSW : 1869 - 1931), January 1, 1902.

¹⁵⁰ City of Sydney, date unknown. History of Sydney Streets. Retrieved 17/04/19 from: <https://www.cityofsydney.nsw.gov.au/learn/sydneys-history/people-and-places/streets>

¹⁵¹ DPE, date unknown. 'Former Metro Goldwyn Mayer' Including interior'.

¹⁵² "Big Fire in Sydney," *Western Argus* (Kalgoorlie, WA : 1916 - 1938), June 24, 1919.

6. Assessment of Heritage Significance

6.1 Significance assessment criteria

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on the Burra Charter of Australia ICOMOS. The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the Heritage Act and implemented through the NSW Heritage Manual, the Archaeological Assessment Guidelines and the 2009 Assessing Significance for Historical Archaeological Sites and ‘Relics’.

If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can be considered to have heritage significance. The significance of an item or potential archaeological site can then be assessed as being of local or state significance.

‘State heritage significance’, in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

‘Local heritage significance’, in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

Table 6: NSW heritage assessment criteria

Criteria	Description
A – Historical Significance	An item is important in the course or pattern of the local area’s cultural or natural history.
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area’s cultural or natural history.
C – Aesthetic or Technical Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.
D – Social Significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area’s cultural or natural history.
G - Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW’s cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area).

6.2 Assessment of Significance

6.2.1 Statement of Significance

The following Statement of Significance for the Central Station Precinct was prepared by Artefact Heritage as part of the update to the CMP¹⁵³ to be submitted along with this Non-Aboriginal Heritage Study to DPE.

¹⁵³ Artefact Heritage, Central Station Conservation Management Plan, 2022.

Overall study area

The site contains the original Sydney Railway Company grant on which the first Sydney Station and yards were opened, making it the oldest and the longest continuously operated yard in Australia.

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

Central Station

The Central Station Precinct contains evidence of the first phase of railway construction in NSW and has been the major hub of rail transportation in NSW since the mid-19th century. The site demonstrates the evolution of changes in the NSW railways and railway technology over the past 150 years, from steam to electric, reflected in the changes in yard layout and in signalling work practices.

The Main Terminus Building, accentuated by its clock tower and approach ramps, exemplifies the predominant use of sandstone at the site and dominates its surroundings marking the importance of the railway to both the city and the State. The Main Terminus Building is enhanced by its Neo-classical architectural features together with the high-quality workmanship and materials it contains, from carved sandstone, marble and terrazzo to cedar joinery, acid etched glazing and metalwork balustrades. The same fine quality in design, materials and workmanship is seen in Mortuary Station, the Railway Institute Building and also in the Neo-classical Chalmers Street Entrance, the Central Electric Station main façade and the Parcels Post Office Building, creating a unified main terminus complex.

Various notable 19th and 20th century architects and engineers are associated with the development of the Central Station Precinct over 170 years including James Wallace and William Randle (first Sydney Railway Station); the last serving Colonial Architect, James Barnet (Mortuary Station); the first NSW Government Architect (Whitton), Walter Liberty Vernon (the Main Terminus Building and the former Parcels Post Office); and the Chief Engineer for the City Underground and Sydney Harbour Bridge, Dr John Job Crew Bradfield (Central Electric).

The significance of Central Station is widely appreciated by the broader community as a local landmark and for its sense of place. It has social significance as a place of work for employees past and present and their families; and by many specialist transport and heritage community groups.

The site has technical heritage value in such elements as the Darling Harbour Dive; Central Electrics flyovers, the elliptical arch construction of the Elizabeth Street Viaduct, the western approach ramp underbridge the three-pin truss roof of the Porte- Cochère; the Devonshire Street subway, and the early mail, parcels and luggage subway system.

Associated Structures

The Darling Harbour branch line and associated sandstone Ultimo Railway Overbridge is the only remaining example of railway infrastructure built for the Sydney Railway Company and is the oldest piece of railway infrastructure in NSW.

Mortuary Station, the Main Terminus Building and the former Parcels Post Office Building were the only designs undertaken for the NSW Railways by the Colonial Architect and the Government Architect within the Department of Public Works.

The Prince Alfred Sidings contains some of the oldest remaining workshops in the NSW railway system.

The Prince Alfred Substation is part of the 1926 electrification works designed by Dr John Job Crew Bradfield.

The Mortuary Station is a fine and rare example of the Gothic Revival architectural style designed by James Barnet, and is the only remaining example of a mortuary station in NSW. The exemplary Federation Anglo-Dutch architectural style of the Railway Institute Building is significant, and it was as the first institute of its type in Australia, demonstrating 19th century initiatives in railway workers educational and recreational facilities. The Parcels Post Office Building contains fine brickwork and sandstone detailed facades and documents the association of the site with railway postal services.

Overall, the Central Station Precinct is of state heritage significance.

6.2.2 Gradings of significant elements

To aid in future planning of developments to the Central SSP, this report includes an assessment of the relative contributions of individual components of the Precinct to its heritage value. This assessment was based on the standard grades of significance set out in the NSW Heritage Office publication 'Assessing Heritage Significance'.¹⁵⁴

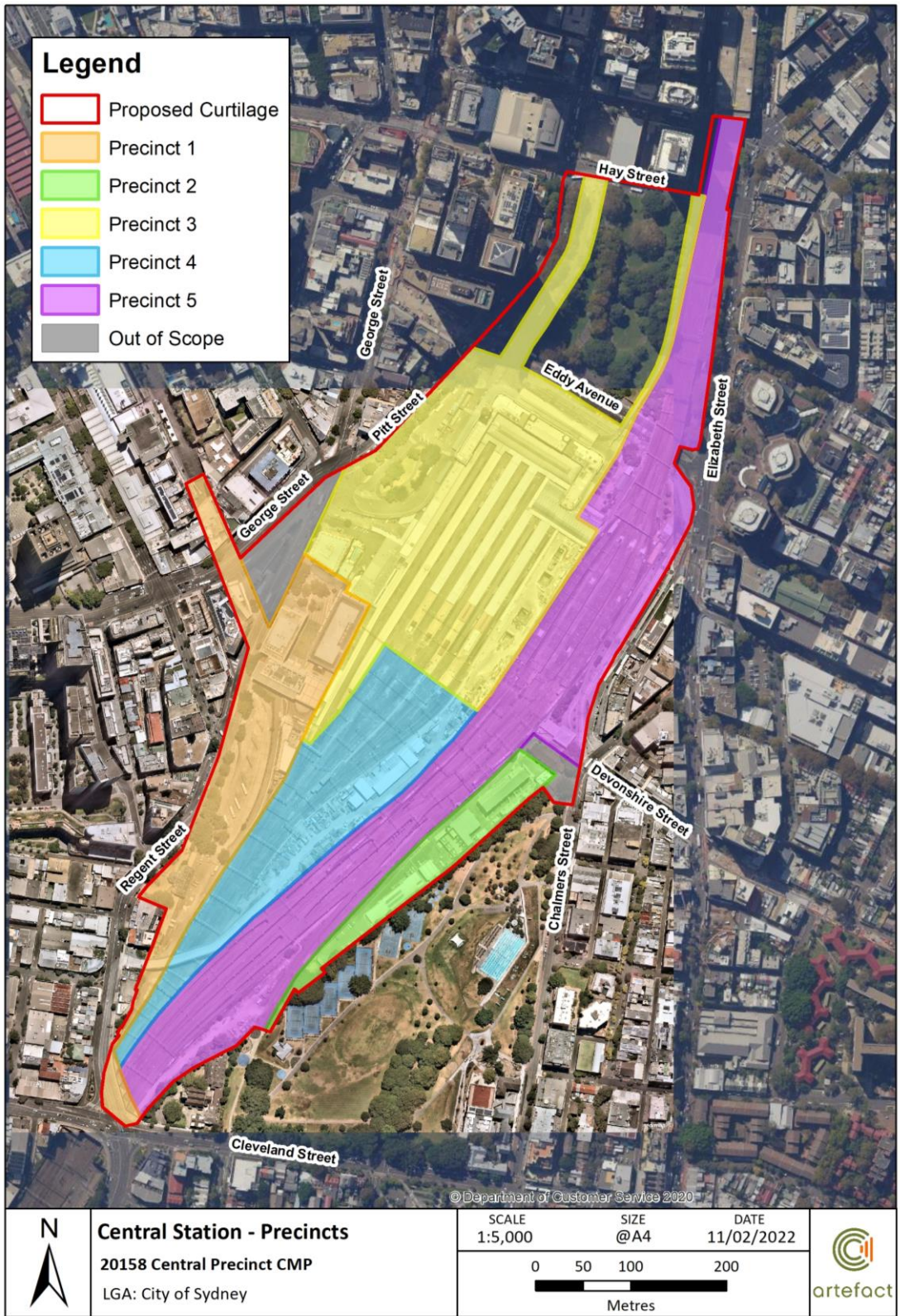
The following tables below were prepared as by Artefact Heritage as part of the update to the CMP¹⁵⁵ to be submitted along with this Non-Aboriginal Heritage Study to DPE. The various CMP precincts illustrated in **Table 7** through **Table 11** lists the different elements of the station group and provides a significance grading for each, as well as detailed gradings of the fabric of each structure. The heritage assessments for the elements have been guided by information in relevant heritage conservation strategies.¹⁵⁶ Where no existing grading exists for a component, or where the existing grading is inaccurate or insufficient for the purposes of this report, Artefact Heritage has prepared a brief assessment.

¹⁵⁴ NSW Heritage Office, 2001. 'Assessing Heritage Significance. *NSW Heritage Manual*. Accessed online at: <https://www.heritage.nsw.gov.au/assets/Uploads/a-z-publications/a-c/Assessing-Heritage-Significance.pdf> (28/06/2021).

¹⁵⁵ Artefact Heritage, *Central Station Conservation Management Plan*, 2022

¹⁵⁶ Australian Museum Consulting 2015. *Heritage Platforms Conservation Management Strategy*. Prepared for Transport for NSW. May 2015.

Figure 29: Central Station Precinct CMP sub-precincts (Source: Artefact, 2022)



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Precinct 1: Western Yard

Table 7: Overall significance for items in Precinct 1: Western Yard

Item No.	Item	Overall Significance
1.0	Overall Western Yard Precinct	High
1.1	Ultimo Railway Overbridge & Darling Harbour Cut	Exceptional
1.3	Mortuary Station	Exceptional
1.4	Botany Road Sidings	Moderate
1.5	Cleveland Street Bridge	High
1.6	Remnant Boundary Fence	Moderate
1.7	Henry Deane Plaza	Moderate

Precinct 2: Prince Alfred Sidings

Table 8: Overall significance for items in Precinct 2: Prince Alfred Sidings

Item No.	Item	Overall Significance
2.0	Overall Prince Alfred Sidings Precinct	High
2.1	Prince Alfred Substation	High
2.2	Chalmers Street Substation, Store and Office	Little
2.3	Prince Alfred Workshops	High

Precinct 3: Sydney Terminal

Table 9: Overall significance for items in Precinct 3: Sydney Terminal

Item No.	Item	Overall Significance
3.0	Overall Sydney Terminal Precinct	Exceptional
3.1	Main Terminus Building: Façade and Roof	Exceptional
3.2	Eddy Avenue Colonnade, Arcades and Shops	Exceptional
3.3	Porte-cochere	Exceptional
3.4	Tram Ramps	Exceptional
3.5	Western Forecourt	Exceptional
3.6	Pitt Street Arcade	Exceptional
3.7	East Deck	Moderate
3.8	Main Terminus Building: Grand Concourse	Exceptional
3.9	Main Terminus Building: Office Spaces	High
3.10	Clocktower	Exceptional
3.11	West Wing Extension	High
3.12	Country and Interstate Platforms	High
3.13	Subway Passage Systems	High

Item No.	Item	Overall Significance
3.14	Devonshire Street Tunnel	High
3.15	Basement	Moderate
3.16	Luggage Dock	Moderate
3.17	Parcels Area	High
3.18	YHA Railway Square (Former Inwards Parcel Shed)	Moderate
3.19	Former Parcels Post Office	High

Precinct 4: Sydney Yards

Table 10: Overall significance for items in Precinct 4: Sydney Yards

Item No.	Item	Overall Significance
4.0	Overall Sydney Yards Precinct	High
4.1	Prince Alfred Sewer	Exceptional
4.2	Yard Controller Building	Moderate

Precinct 5: Central Electric

Table 11: Overall significance for items in Precinct 5: Central Electric

Item No.	Item	Overall Significance
5.0	Overall Central Electric Precinct	High
5.1	Eddy Avenue Forecourt	High
5.2	Central Electric Station	High
5.3	North Concourse	High
5.4	Above Ground Platforms	Moderate
5.5	Underground Platforms and Eastern Suburbs Railway Concourse	Moderate
5.6	Central Electric Yard	High
5.7	Eddy Avenue Underbridge and Elizabeth Street Viaduct	Exceptional
5.8	Chalmers Street Entrance and Environs	High

6.3 Built Heritage Items

This section addresses the heritage listed items within and surrounding the study area and details their identified listings. Statements of heritage significance, based on the NSW Heritage Assessment guidelines and as they appear in relevant heritage inventory sheets and documents, are provided in Appendix A.

6.3.1 Built Heritage Items within the Study Area

The following items in **Table 12** identifies the heritage items that are located within the study area. These items and their heritage curtilages are identified in **Table 12** below.

No potential unlisted heritage items have been identified within the study area.

Table 12: Heritage items located within the study area

Item (and location)	Listing Description	Significance	Listing
Central Station	Sydney Terminal and Central Railway Stations Group	State	SHR (Item No. 01255)
	Central Railway Station and Sydney Terminal Group	State	RailCorp S.170 (Item No. 4801296)
	Central Railway Station group including buildings, station yard, viaducts and building interiors	Local	Sydney LEP 2012 (Item No. 1824)
Mortuary Railway Station	Mortuary Railway Station and Site	State	SHR (Item No. 00157)
	Mortuary Railway Station and Gardens	State	RailCorp S.170 (Item No. 4803219)
	Former Mortuary Railway Station including interior, grounds, fence and railway platforms	Local	Sydney LEP 2012 (Item No. 1194)
Railway Overbridge	Railway Square Road Overbridge	State	SHR (Item No. 01232)
	Ultimo (Railway Square) Railway Overbridge	State	RailCorp S.170 (Item No. 4801079)
	Railway Square road overbridge	Local	Sydney LEP 2012 (Item No. 1180)

Figure 30: Heritage items located within the study area



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6.3.2 Built Heritage Items within the vicinity of the Study Area

The following items in the Table 13 below identifies the heritage items that are located within a 50m buffer of the study area. These items are identified in **Table 13** below.

No potential unlisted heritage items have been identified within the vicinity of the study area.

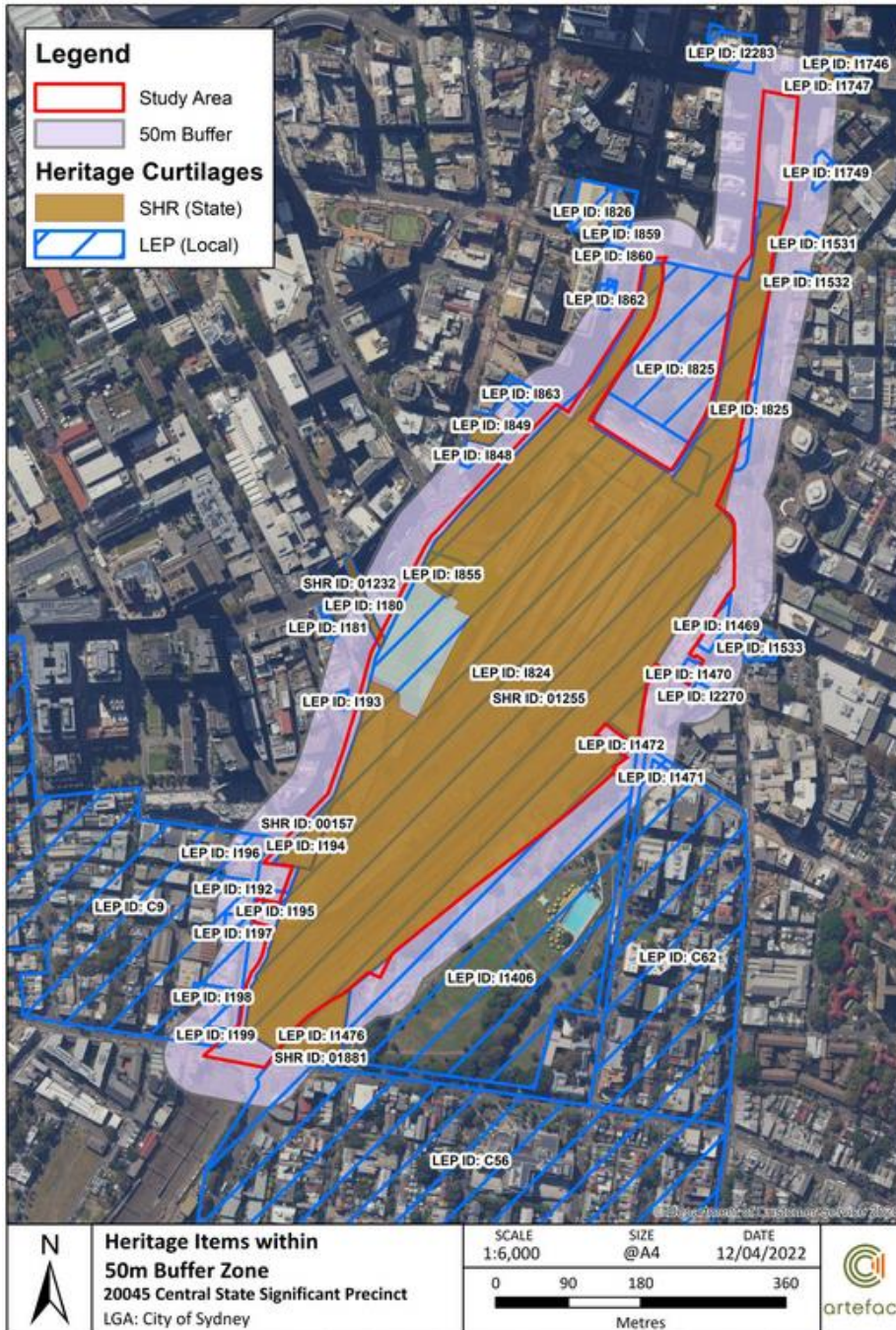
Table 13: Heritage items within the vicinity of the study area (50m buffer)

Item	Address	Significance	Listing
Cathedral of the Annunciation of Our Lady (Greek Orthodox Church group buildings landscaping, fence and grounds including interiors)	242 Cleveland Street, Redfern	State	SHR (Item No. 01881)
		Local	Sydney LEP 2012 (Item No. I1476)
Christ Church of St Lawrence and Pipe Organ (Christ Church St Laurence Group – church, former school and rectory, including interiors)	812-814 George Street (and 505 Pitt Street), Sydney	State	SHR (Item No. 00123)
		Local	Sydney LEP 2012 (Item No. I849)
Crown Hotel including interior	160–162 Elizabeth Street, Sydney	State	SHR (Item No. 00733)
		Local	Sydney LEP 2012 (Item No. I1747)
Railway Institute Building (Former “Railways Institute” building, including fence and interior)	101 Chalmers Street, Surry Hills	State	SHR (Item No. 01257)
		Local	Sydney LEP 2012 (Item No. I1472)
Terrace group, including interior (99-105 Regent Street)	27 Queen Street, Chippendale	Local	Sydney LEP 2012 (Item No. I192)
Former “John Storey Memorial Dispensary”, including interior	36 Regent Street, Chippendale	Local	Sydney LEP 2012 (Item No. I193)
Former Co-Masonic Temple, including interior	54 Regent Street, Chippendale	Local	Sydney LEP 2012 (Item No. I195)
Terrace group (83–85 Regent Street), including interiors	84–85 Regent Street, Chippendale	Local	Sydney LEP 2012 (Item No. I196)
Former Crown Hotel, including interior	111–113 Regent Street, Chippendale	Local	Sydney LEP 2012 (Item No. I197)
Cottage, including interior	137–139 Regent Street, Chippendale	Local	Sydney LEP 2012 (Item No. I198)
Former Mercantile Bank Chambers, including interior	151 Regent Street, Chippendale	Local	Sydney LEP 2012 (Item No. I199)
Belmore Park grounds, landscaping and bandstand	Haymarket	Local	Sydney LEP 2012 (Item No. I825)
Former Lottery Office, including interior	814 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I848)
Former Parcels Post Office, including retaining wall, early lamp post and building interior	2 Lee Street, Haymarket	Local	Sydney LEP 2012 (Item No. I855)
Former “Manning Building”, including interior	447–451 Pitt Street, Haymarket	Local	Sydney LEP 2012 (Item No. I859)
Former Presbyterian Manse (461–465 Pitt Street), including interior	461-465 Pitt Street, Haymarket	Local	Sydney LEP 2012 (Item No. I860)
Former fire engine house, including interior	477 Pitt Street, Haymarket	Local	Sydney LEP 2012 (Item No. I861)

Transport
for NSW

Item	Address	Significance	Listing
Former "Australian Gaslight Co", including interior	477 Pitt Street, Haymarket	Local	Sydney LEP 2012 (Item No. I862)
Former "Daking House", including interior	11–23 Rawson Place, Haymarket	Local	Sydney LEP 2012 (Item No. I863)
Prince Alfred Park including fence, tree planting, ground and coronation centre	Cleveland and Chalmers Streets, Redfern	Local	Sydney LEP 2012 (Item No. I1406)
Dental Hospital including interior	2–18 Chalmers Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I1469)
Royal Exhibition Hotel, including interior	86–92 Chalmers Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I1471)
Newmarket Hotel, including interior	198–200 Elizabeth Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I1531)
Former "Wentworth House" flat building and former Warehouse, including interiors	184–196 Elizabeth Street, Sydney	Local	Sydney LEP 2012 (Item No. I1749)
Former RC Henderson Ltd factory, including interiors	11–13 Randle Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I2270)
Chippendale Heritage Conservation Area	Broadway, Abercrombie St, O'Connor St, Balfour St, Wellington St, Regent St, Cleveland St, Beaumont St, Myrtle St, Rose St, Cleveland St & City Rd.	Local	Sydney LEP 2012 (Item No. C9)
Redfern Estate Heritage Conservation Area	Cleveland St, Elizabeth St, Phillip St, Cope St, and Regent St.	Local	Sydney LEP 2012 (Item No. C56)
Cleveland Gardens	Devonshire Street, Elizabeth Street, Cleveland Street, Chalmers Street.	Local	Sydney LEP 2012 (Item No. C62)

Figure 31: Sydney LEP Heritage items within the vicinity of the study area (50m buffer)



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6.3.3 Built Heritage Items within the visual catchment of the study area

The following heritage items in the **Table 14** below identifies the heritage items that are within the visual catchment of the study area. These items are identified in **Table 14** below.

Table 14: Heritage items within the visual catchment of the study area

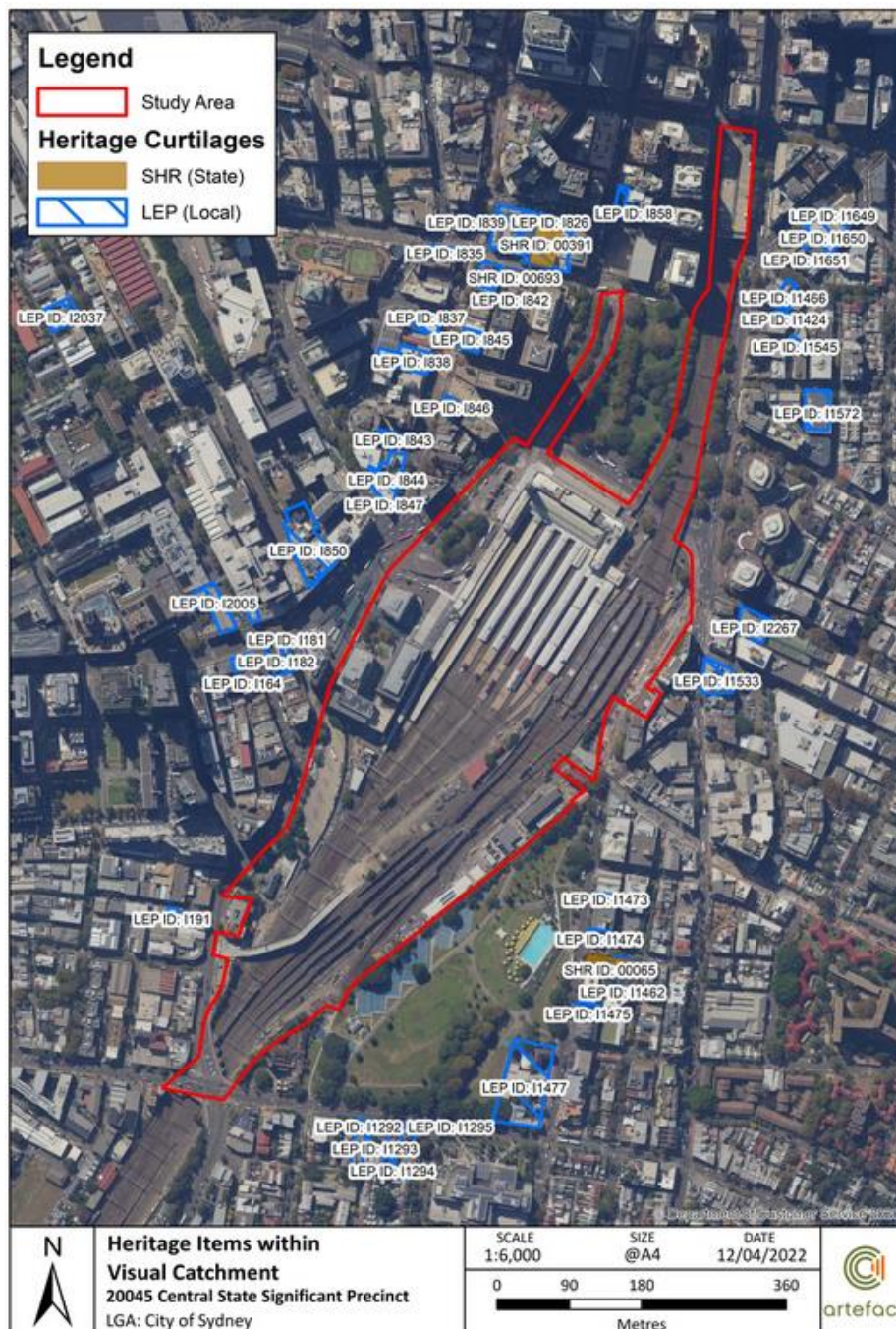
Item	Address	Significance	Listing
Capitol Theatre (Capitol Theatre, including interior)	3-21 Campbell Street, Sydney	State	SHR (Item No. 00391)
		Local	Sydney LEP 2012 (Item No. I826)
Cleveland House (“Cleveland House”, including interiors and surrounding grounds)	146-164 Chambers Street, Surry Hills	State	SHR (Item No. 00065)
		Local	Sydney LEP 2012 (Item No. I1462)
Municipal Building (“Corporation Building”, including interiors)	181-187 Hay Street, Haymarket	State	SHR (Item No. 00693)
		Local	Sydney LEP 2012 (Item No. I854)
Sutherlands Hotel including interior	2–6 Broadway, Chippendale	Local	Sydney LEP 2012 (Item No. I164)
Former warehouse “Canada House”, including interior	822 George Street, Chippendale	Local	Sydney LEP 2012 (Item No. I181)
Former Bank of NSW, including interior	824-826 George Street, Chippendale	Local	Sydney LEP 2012 (Item No. I182)
Terrace group, including interiors	23-25 Queen Street	Local	Sydney LEP 2012 (Item No. I191)
Bank of China, including interior	681 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I835)
Mountbatten Hotel, including interior	701–705 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I837)
Great Southern Hotel, including interior	715–723 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I838)
Palace Hotel complex pubs, shops and interiors	730–742 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I839)
Capitol Square (Parker Street)	730–742 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I840)
Former “Haymarket Chambers” including interior	744–744B George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I841)
Building facades and external walls former “English’s Chambers”	750–750A George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I842)
Former commercial building “Sutton Forest Meat”, including interior	761–763 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I843)
Commercial building group including interiors	767–791 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I844)
“GIO Building”, including interior	770–772 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I845)
Commercial building “Station House”, including interior	790–798 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I846)

Transport
for NSW

Item	Address	Significance	Listing
Former commercial building "Orchard's Chambers", including interior	793–795 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I847)
Marcus Clark Building, Sydney Technical College (Building W), including interior	827–837 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I850)
Chamberlain Hotel including interior	420–428 Pitt Street, Haymarket	Local	Sydney LEP 2012 (Item No. I858)
House, including front fence and interior	201 Cleveland Street, Redfern	Local	Sydney LEP 2012 (Item No. I1292)
Cottages "Tutulla" and "Tivoli", including front fences and interiors	203–205 Cleveland Street, Redfern	Local	Sydney LEP 2012 (Item No. I1293)
Park Hotel, including interior and fence	207 Cleveland Street, Redfern	Local	Sydney LEP 2012 (Item No. I1294)
Terrace group, including interiors	209–213 Cleveland Street, Redfern	Local	Sydney LEP 2012 (Item No. I1295)
"Prospect House", including interior	1 Blackburn Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I1424)
"Norman Gibson & Co", including interior	69 Campbell Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I1466)
"Australian Metal workers" (126–128 Chalmers Street), including interior	126–140 Chalmers Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I1473)
Welsh Presbyterian Church, including fence and interior	142–144 Chalmers Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I1474)
Terrace house "Ravenswood", including interior	166 Chalmers Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I1475)
Former Cleveland Street Public School, buildings, including interiors, grounds and fence plinth	244 Cleveland Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I1477)
"Hibernian House" including interior	328–344 Elizabeth Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I1533)
Warehouse "Edwards & Co", including interior	56–60 Foster Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I1545)
Former "Silkknit House", including interior	23–33 Mary Street (and 37 Reservoir Street), Surry Hills	Local	Sydney LEP 2012 (Item No. I1572)
"Ballarat House"	68–72 Wentworth Avenue, Surry Hills	Local	Sydney LEP 2012 (Item No. I1649)
"Gordon House" building facades and external walls	74–78 Wentworth Avenue, Surry Hills	Local	Sydney LEP 2012 (Item No. I1650)
"Sheffield House", including interior	80–84 Wentworth Avenue, Surry Hills	Local	Sydney LEP 2012 (Item No. I1651)

Item	Address	Significance	Listing
Commercial building (1–7 Broadway) including interior	15–73 Broadway	Local	Sydney LEP 2012 (Item No. I2005)
Agincourt Hotel, including interior	871 George Street, Ultimo	Local	Sydney LEP 2012 (Item No. I2027)
Commercial building (851–855 George Street), including interior	732 Harris Street, Ultimo	Local	Sydney LEP 2012 (Item No. I2037)
Former Farleigh Nettheim & Co Limited Warehouse, including interior	1-15 Foveaux Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I2267)

Figure 32: Heritage items within the visual catchment of the study area



6.4 Significant Views and Vistas

6.4.1 Introduction

Heritage items are often classified as being significant due to their appearance, form or articulation, and other visual characteristics. Developments that block or impair the potential to see these visual characteristics can be classified as heritage impacts. The proposed masterplan development within the study area would be highly visible and a prominent redevelopment of the Central Station precinct. This visual prominence may detract from the visual characteristics of nearby heritage items. In this section, the identified significant views and vistas have been documented. Potential visual impacts to these nearby heritage items have been assessed in Section 9 of this report.



A separate report has also been prepared which assesses the visual impact of the proposed works. The Visual Impact Assessment (VIA) was prepared by Ethos Urban in collaboration with Architectus and CMS surveyors on behalf of TfNSW. It was prepared in accordance with international standard for VIA 'Guidelines for Landscape and Visual Impact Assessment' version 3 (Landscape Institute) and with consideration for the relevant planning principles established by the NSW Land and Environment Court. It should be read in conjunction with the views assessment contained within this non-Aboriginal heritage study, that focuses on impacts on significant views identified within the Central CMP and other heritage studies prepared for the precinct. Understanding impacts on views and settings contributes to an overall understanding of the heritage impacts of the project and is a standard inclusion in heritage impact assessment as stipulated by the relevant NSW policies and guidelines. The VIA addresses a separate study requirement and an expanded study area, whilst heritage views as they relate to the heritage values of the Central State-listed area are the focus of the non-Aboriginal heritage study.






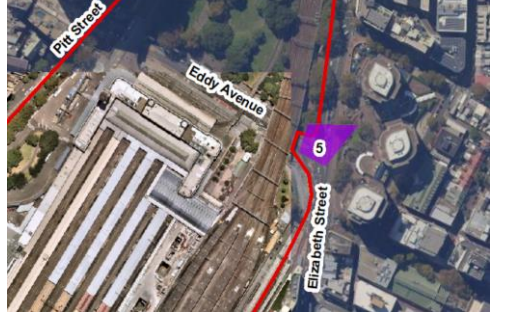
6.4.2 Key views within the study area


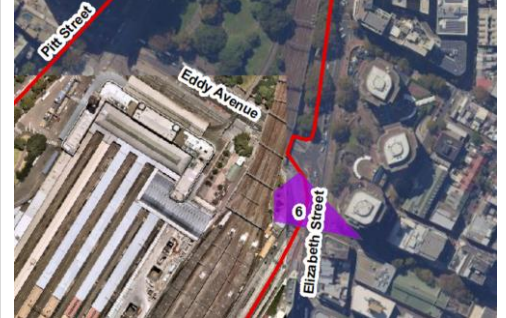




Views and vistas within the urban setting of the study area include views of the Sydney Terminus, Belmore Park and the viaducts, approaches and ramps within the station precinct. The streetscapes of Eddy Avenue Pitt Street and Elizabeth Street are also noted as elements of cultural significance. Significant views towards the clocktower are also found from the streetscapes surrounding the station. However, recent works within the surrounding area including the introduction of the Chalmer Street Substations and Sydney Metro line have impacted upon view lines.







The below table outlines the identified view lines established in the 2022 Central Station Conservation Management Plan, which includes view lines which were identified in the 2013 Central Station Conservation Management Plan and additional view lines found in the 2018 Heritage Framework by Tonkin Zulaikha Greer.


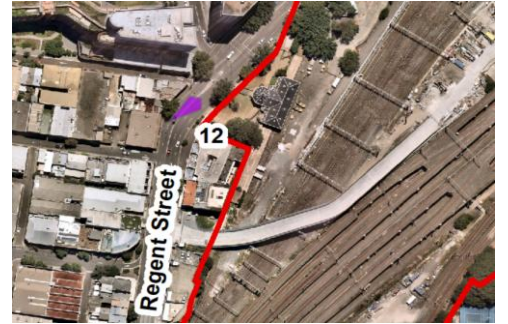




Table 15: Identified views and vistas of Central Station







Location and Visual Catchment	Image	Location
<p>Wentworth Avenue <i>Primary View</i></p> <p>The view encompasses an uninterrupted view of the clock tower. The alignment of the streetscape, coupled with the setbacks of the surrounding buildings frame the view towards the distant tower and promotes the tower as an identifiable landmark within its surroundings.</p>		
<p>Foster Street <i>Secondary View</i></p> <p>This view towards the sandstone wall of the Elizabeth Street viaduct defines the north-eastern curtilage of the station precinct. The western view is framed by the tall surrounds and the sandstone wall acts as a visual barrier to distant views towards the trees within Belmore Park.</p>		




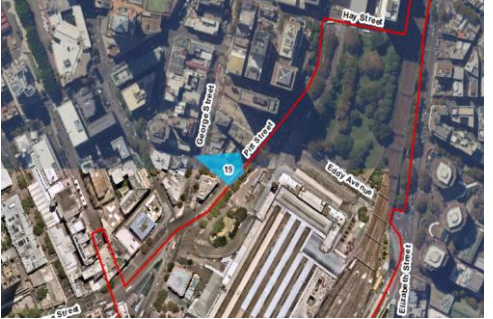

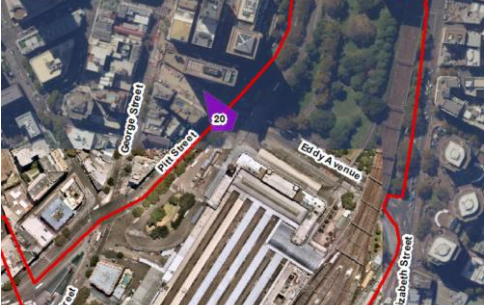
Location and Visual Catchment	Image	Location
<p>Reservoir Street <i>Secondary View</i></p> <p>The view line towards the Elizabeth Street sandstone viaduct wall from a distance along Reservoir Street. is significant for its distinctive backdrop and is a defining element that outlines the eastern curtilage of the station.</p>		
<p>Albion Street <i>Secondary View</i></p> <p>The vista towards the Elizabeth Street sandstone viaduct along Albion Street is significant for its distinctive backdrop and as a defining element outlining the eastern curtilage of the station. The texture of the sandstone and the prominent detailing of the structural piers is often shielded by mature trees along the Elizabeth Street; however, its materiality and form are in key contrast to the modern glazed development that frames the structure from the vantage point.</p>		
<p>Elizabeth Street <i>Primary View</i></p> <p>Views and vistas towards the Chalmers Street entrance, eastern façade of the Terminus building and the clock tower are found along Elizabeth Street. The sandstone viaducts and the open space above the station precinct are also captured from this vantage point.</p>		


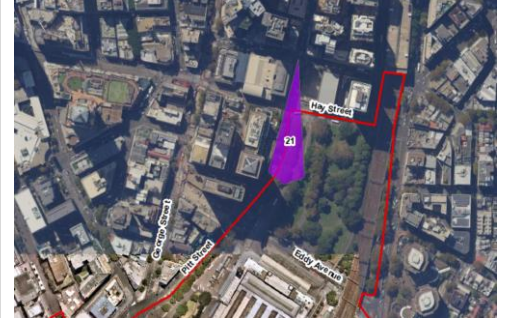



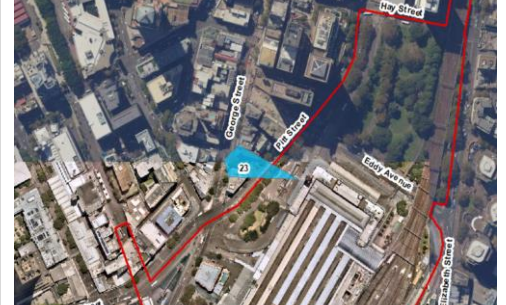
Location and Visual Catchment	Image	Location
<p>Foveaux Street <i>Primary View</i></p> <p>This vista demonstrates the importance of an open view towards the station and its setting to the south of the CBD. The classical portico of the Chalmers Street entrance is a central feature within the area and the surrounding street alignments coupled with the landscape and its siting push its corner landmark appeal to the forefront. The low-scale development of the entrance and adjacent train overbridge elevates an expansive open view of the sky. Filtered views towards the clock tower are also found from this vantage point</p>		
<p>View from Devonshire Street towards the clock tower <i>Secondary View</i></p> <p>The view line towards the clock tower is slightly obstructed by new infrastructure along Chalmers Street however its imposing landmark qualities are identifiable and framed by the height of the tall trees that surround it. Views towards the rest of the precinct are obstructed by the modern Devonshire Street Tunnel entry however the Central Electric and the modern rooftop of Central Walk are distantly visible.</p>		
<p>Prince Alfred Park <i>Secondary View</i></p> <p>Views from the adjacent locally heritage listed Prince Alfred Park towards Central Station. Views towards the station are found when moving through the parkland, however are often filtered by the mature trees. Views from this vantage point reveal the expansive skyline above the station with parts of the station precinct visible through the tree line.</p>		




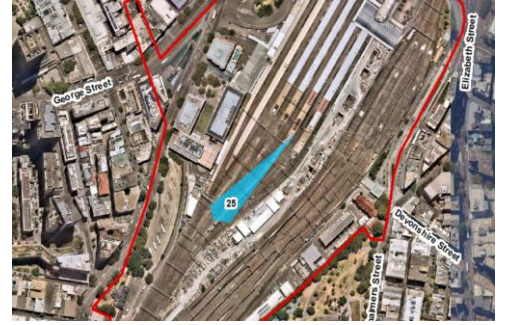

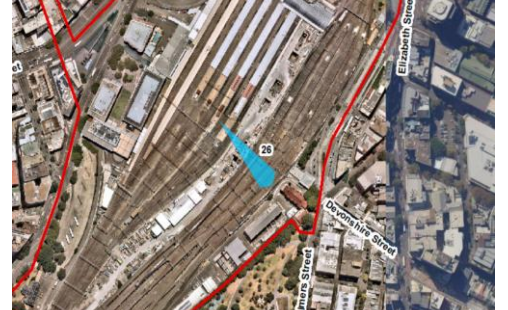
Location and Visual Catchment	Image	Location
<p>Prince Alfred Park <i>Primary View</i> Views towards the station clock tower are unobstructed, however they are often overshadowed by the high-rise development of the CBD.</p>		
<p>Prince Alfred Park <i>Secondary View</i> From this vantage point, the clock tower is framed by the mature trees in the surrounding parkland setting of the station. These views are retained and enhanced as one moves through the park from this pathway.</p>		
<p>Cleveland Street bridge <i>Primary View</i> Cleveland Street bridge is located approximately 800m to the southeast of the Central station clock tower. From this vantage point the tower and clock faces are a visible feature within the visual composition of the city skyline, despite the security screening along the bridge parapet and the towering buildings of the CBD beyond.</p>		




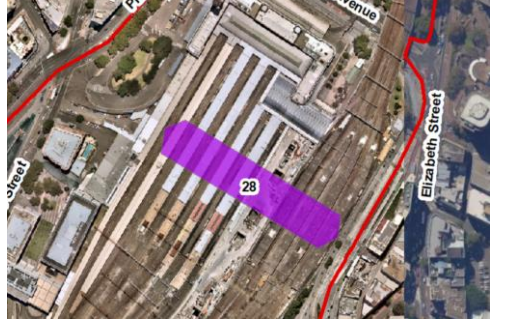
Location and Visual Catchment	Image	Location
<p>Regent Street <i>Primary View</i> Views towards the western and southern elevations of Mortuary Station are found along the southern end of Regent Street. The view encapsulates the structure and western landscape elements as well as the sandstone and iron palisade fencing and provides the viewer with a key view of the building's visual relationship to the surrounding streetscape.</p>		
<p>Regent and Wellington Streets <i>Primary View</i> The views towards the main (western) façade of the structure come from the intersection of Regent and Wellington Streets. The view comprises of the building and the open space beyond; it is framed by two large mature trees along Regent Street which (along not an original element within the streetscape) contributes to the visual aesthetics of the station structure.</p>		
<p>Regent Street <i>Primary View</i> From this vantage point, views have been established towards the northern elevation of the station and landscape elements fronting Regent Street. Open space is visible beyond the station, contributing to the overall visual setting of the item.</p>		





Location and Visual Catchment	Image	Location
<p>Railway Square <i>Primary View</i> Purposely composed to enhance the setting of the station through the intersection of various streets, the clock tower becomes a landmark within the streetscape. The alignment of the surrounding streetscapes, coupled with the low-density development surrounding the western boundary of the station promotes the visual aesthetics of the clock tower and the associated former parcels office and elevates the surrounding open view of the skyline.</p>		
<p>Railway Square towards the former Parcels Post Office <i>Primary View</i> Views towards the western façade of the former Parcel Post Office are made from this vantage point. The view encapsulates the rare design of the building within the streetscape while also enhancing the visual relationship between the building and its surrounds, particularly the open space between the post office and the clock tower to the left of frame. This vantage point also provides the viewer with a glimpse of the western extension of the Terminus building while the main structure is still shrouded by mature landscaping.</p>		
<p>Pitt Street <i>Primary View</i> Views towards the study area are found from the main intersection of Pitt, George and Lee Streets. From the vantage point, the clock tower extends above the tree canopy while the low-levelled western extension of the Terminus building extends to the south. Open space above the tree canopy contributes to the visual setting of the station from this vantage point.</p>		




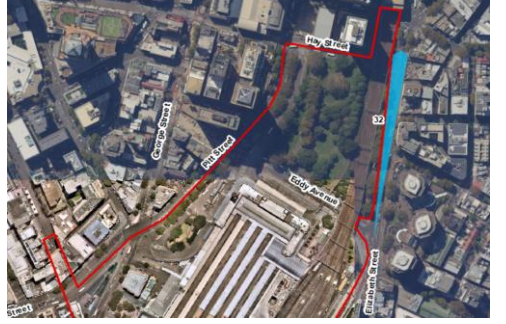
Location and Visual Catchment	Image	Location
<p>George Street <i>Primary View</i> Views and vistas towards the southern extension of the station Terminus building, the former Parcels Post Office and the former Inwards Parcel Shed are found from this vantage point. Open space above and to the north of the former Parcel Post Office contributes to the visual setting of this part of the study area.</p>		
<p>Christ Church St Laurence and Central Clock Tower <i>Secondary View</i> The station clock tower is partially visible from Pitt Street due to the low scale development to the south of the St Laurence spire. However, the view corridor to the tower is often diminished by the surrounding mature trees during seasonal changes.</p>		
<p>Pitt Street/ Rawson Place Intersection <i>Primary View</i> Views towards the station from this vantage point encompasses various features of the station precinct including the clock tower, Terminus Building, viaducts and Eddy Avenue arcade. The station dominates the corner site and remains the visual focal point within its surrounding streetscapes.</p>		

Location and Visual Catchment	Image	Location
<p>Pitt Street <i>Primary View</i></p> <p>Due to the topography of the streetscape, the clock tower and the Main Terminus Building are visible from the vantage point along Pitt Street at the intersection of Pitt and Campbell Streets. The clock tower is a visible landmark within the streetscape while the development along the western side of Pitt Street highlights the open space to the east of the tower and enhances the views to the sky.</p>		
<p>View from Belmore Park <i>Primary View</i></p> <p>Views are found within and along the Eddy Avenue boundary of Belmore Park. A primary view line which defines the park enclosure by the mature trees aligning Elizabeth and Pitt Streets and highlights the clock tower to the south. The station Main Terminus Building is visible through filtered views between the parkland trees.</p>		
<p>View West from Upper Station Concourse to Christ Church St Laurence <i>Secondary View</i></p> <p>An internal view from the station towards the state heritage listed St Laurence spire (SHR #00123) Only partially visible from this vantage point, the view is also mentioned within the CMP for the heritage item although it is often diminished by mature trees along Pitt Street.</p>		

Location and Visual Catchment	Image	Location
<p>View from Terminus Building towards Mortuary Station <i>Primary View</i></p> <p>The view between the station and the Mortuary site was considered to be significant and its view line to be conserved. This view line has been obstructed over the last twenty years by further development in the yard, yet it still remains the only vantage point that promotes a full view of the above ground rail network at Central Station.</p>		
<p>Views south from the 'through' platforms and Terminus platforms <i>Secodnary View</i></p> <p>The view towards the state heritage listed Cathedral of the Annunciation of Our Lady (SHR# 01881) has been partially obstructed by the development of the Sydney Yard Access Bridge. Views towards the Cleveland Street Bridge are found along the through and terminus platforms.</p>		
<p>View from Platforms and Central Yards to Railway Institute Building <i>Secondary View</i></p> <p>Views to and from the Railway Institute Building from the Central Station platforms. The vantage point was identified as a significant view and should be conserved. However current works and modern infrastructure including overhead electrical lines and the temporary obstructions made by passing trains often diminishes or obstructs the views.</p>		

Location and Visual Catchment	Image	Location
<p>View from Country and Interstate platforms to Clocktower and Main Terminus Building <i>Primary View</i> Internal views from the Country and Interstate platforms to the Clocktower and Main Terminus Building are key significant historic views which have been visible since the opening of the Terminus and platforms in 1906. Maintenance of these historic and significant view lines is necessary to retain the visual connection between the elements at Central.</p>		
<p>View between Country and Interstate platforms and Above Ground platforms (Central Electric) <i>Primary View</i> Internal views across the platforms between the Country and Interstate platforms and the Central Electric Above Ground platforms have been historically accessed since 1926. These views remain relatively unaltered to this day, however new development relating to the Central Metro works are encroaching on these significant view lines.</p>		

Location and Visual Catchment	Image	Location
<p>View from the Above Ground platforms (Central Electric) and the Main Terminus Building and Clocktower <i>Primary View</i> Internal views from the Above Ground Platforms to the upper storeys of the Main Terminus Building and the Clocktower. These views have been historically significant since 1926 and remain relatively unaltered to this day. New development relating to the Central Metro works are encroaching and blocking some of these significant view lines at the northern end of the platforms.</p>		
<p>View from the Western Forecourt up to the Main Terminus Building and Clocktower <i>Primary View</i> Internal view from the landscaped setting of the Western Forecourt to the Main Terminus Building, Clocktower and the West Wing Extension. This is a significant historic vista which has been in place since 1906. The landscaped ramped Western Forecourt is an important aspect of the setting for Central Station and frames views to the buildings.</p>		

Location and Visual Catchment	Image	Location
<p>View from the Porte-Cochere and Tramp ramps to Belmore Park <i>Secondary View</i></p> <p>An important visual connection and vistas from the Porte-Cochere and Tram ramps to the landscaped surrounds of Eddy Avenue and Belmore Park have been afforded since 1906. The immediate view to the park remains relatively unchanged, with increasingly mature vegetation. The surrounding urban context has been changed substantially with towering high rise buildings.</p>		
<p>View looking north along Elizabeth Street and viaduct <i>Secondary View</i></p> <p>Elizabeth Street has been curtailed by the rusticated and ashlar finished sandstone wall of the Elizabeth Street viaduct since 1926. This wall has created a hard edge to the eastern end of the station and divided the southern end of the city. This view has an imposing wall, which has large arched openings to connect to the western edge at the intersection of roads.</p>		



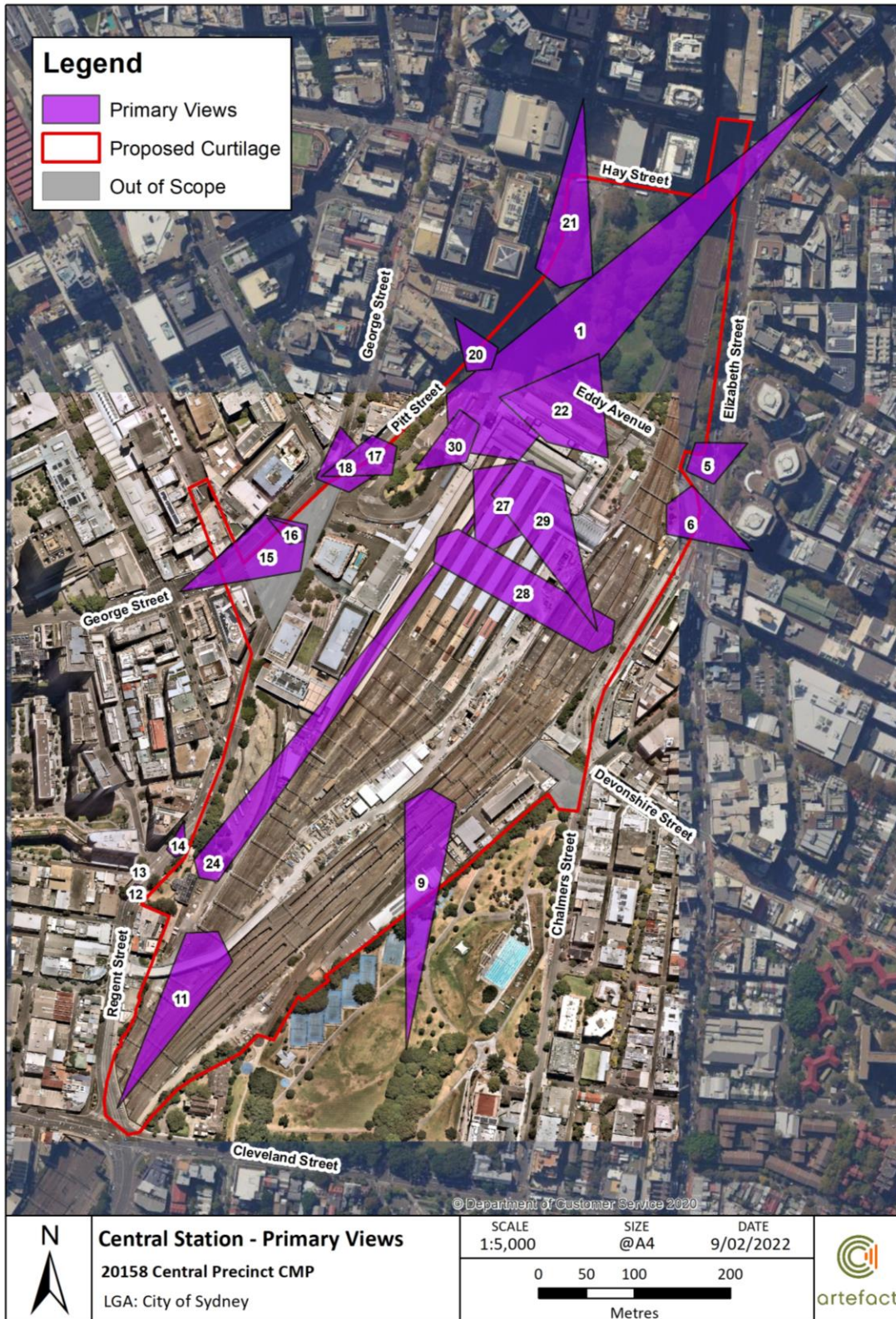
Location and Visual Catchment	Image	Location
<p>View looking south along Pitt Street tram ramps and arcades <i>Secondary View</i> Pitt Street has been curtailed by the rusticated sandstone wall and arches which support the outbound tram ramp from the Porte-Cochere. This wall has been a defining feature to the western edge of Belmore Park and the station precinct.</p>		

Figure 33: Primary key views and vistas within and surrounding Central Station



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Figure 34: Secondary key views and vistas within and surrounding Central Station



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7. Archaeological Potential

7.1.1 Introduction

Historical archaeological potential is defined as the potential of a site to contain historical archaeological relics, as classified under the NSW *Heritage Act 1977*. The assessment of historical archaeological potential is based on the identification of former land uses and evaluating whether subsequent actions (either natural or human) may have impacted on archaeological evidence for these former land uses.

Knowledge of previous archaeological investigations, understanding of the types of archaeological remains likely to be associated with various land uses, and the results of site inspection are also taken into consideration when evaluating the potential of an area to contain archaeological remains.

Assessments of significance are preliminary in nature and, where possible, significance has been assessed against the NSW Heritage Assessment Criteria. The assessment is informed by the NSW Heritage Division (now Heritage NSW) 2009 guidelines *Assessing Significance for Historical Archaeological Sites and Relics*.

These guidelines call for broader consideration of multiple values of archaeological sites beyond their research potential and require that assessment against all the NSW heritage significance criteria should be undertaken.

Archaeological potential can be subdivided into four categories based on the likely occurrence of archaeological material. These categories are examined in **Table 16** below.

Table 16: Archaeological potential categories

Assessed Potential	Definition
Nil potential	Where there is no evidence of historical development or use, or where previous impacts such as deep basement structures would have removed all archaeological potential.
Nil to low potential	Where there has only been low intensity historical activity, such as land clearance or informal land use, with little to no archaeological 'signature' expected; or where previous impacts were extensive, such as large-scale bulk excavation which would leave isolated and highly fragmented deposits.
Low potential	Where research has indicated little historical development, or where there have been substantial previous impacts which may not have removed deeper subsurface remains entirely.
Moderate potential	Where analysis has demonstrated known historical development with some previous impacts, but where it is likely that archaeological remains would survive with localised truncation and disturbance.
High potential	Where there is evidence of multiple phases of historic development and structures, with minimal or localised twentieth-century development impacts, and where it is likely that archaeological resources would remain intact.

7.2 Archaeological significance

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on the *Burra Charter* of Australia International Council on Monuments and Sites (ICOMOS). The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the Heritage Act and implemented through the *NSW Heritage Manual* and the *Archaeological Assessment Guidelines*.¹⁵⁷

If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can be considered to have heritage significance. The significance of an item or potential archaeological site can then be

¹⁵⁷ NSW Heritage Office 1996, 25-27.

assessed as being of local or State significance. If a potential archaeological resource does not reach the local or State significance threshold, then it is not classified as a relic under the Heritage Act.

'State heritage significance', in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

'Local heritage significance', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.¹⁵⁸

The overall aim of assessing archaeological significance is to identify whether an archaeological resource, deposit, site or feature is of cultural value. The assessment will result in a succinct statement of heritage significance that summarises the values of the place, site, resource, deposit or feature.

7.3 Previous and ongoing archaeological investigations

7.3.1 Historical archaeological investigations

There have been a number of archaeological investigations undertaken within the Central SSP site over the past five years, with a large amount of non-Aboriginal archaeological material recovered.

Devonshire Street subway and Cleveland Street Bridge Excavations, 1925

An article in *The Staff*, the Railways official staff magazine, reported on excavation works taking place between the Devonshire Street subway and the Cleveland Street bridge for the installation of the city railway system of 'fly-over' crossings. Among the points of interest was the following archaeological observation:

Interesting relics were discovered during the progress of the excavation. Among them may be mentioned old engine turntable pits, one of which, situated near the Railway and Tramway Institute opposite the old Goods Shed, was filled in about thirty years ago. Near the southern end of the former Eastern Carriage Shed the flue and foundations of a chimney stack were encountered, the construction having been of brick in cement mortar. Near the same spot an old well was discovered. Ten feet in diameter, it had been sunk 40 feet below the level of the old yard, and was filled with charcoal. The well-sinking job seems to have been abandoned somewhat precipitately, as there were found in it various tools, including tamping bars, picks and hammers. Across the well there were found two 12 inch by 12 inch oregon beams, which were quite sound. This well was situated in what was the Cleveland Paddock, where the original Railway Station was built, and the writer is reluctantly compelled at the present time to leave the question of the date of the sinking of this well to others who may have some definite knowledge thereof. 159

This report clearly indicates that archaeological remains of the railway buildings located on the site from 1855 till around 1892 were present, and that these were removed by the construction of the new fly-overs. As the fly-overs were in a limited area of Sydney Yard it could be presumed that archaeological remains might be located elsewhere.

Archaeological Testing: Western Forecourt, Central Station, 2009

Two archaeological trenches targeting the remains of the Benevolent Asylum and the Christ Church St Laurence Parsonage were excavated in the Western Forecourt of Central Station by Casey and Lowe.¹⁶⁰

¹⁵⁸ This section is an extract based on the Heritage Office, 2009. Assessing Significance for Historical Archaeological Sites and 'Relics', 6.

¹⁵⁹ City Railway: "Fly-over "Crossings in Central Station Yard." *The Staff* 2, no. 11 (23rd November 1925): 652.

¹⁶⁰ Casey & Lowe, 2009. Results of Archaeological Testing, Western Forecourt, Central Station.

Beneath the topsoil, excavations uncovered a series of fills of demolition material including mortar and sandstone brick, several of which featured a 'government arrow' indicative of convict manufactured sandstock brick. The demolition layer appeared less than 1 metre below the surface and was at its thickest – up to 500mm - in the eastern end of Trench 1. Natural sand was found beneath the demolition layer, along with archaeological features including a cut of sandstone rubble which was interpreted as possible backfill of unwanted building materials.

Casey & Lowe suggested that the excavated features were contemporary with the Benevolent Asylum and were possibly the remains of an internal wall removed during demolition. The report concluded that the remainder of the Benevolent Asylum was likely to have been removed by the excavation of roadways and railway buildings. It was also suggested that demolition of the Asylum possibly included the retrieval of building materials that could be reused.

Lee Street Substation Excavations, 2016

As part of the Power Supply Upgrade Program (PSU), AMAC undertook archaeological investigations at the site of the Lee Street substation in the western portion of the study area. AMAC discovered evidence of the c.1884 'Platform 1' foundations from the Second Sydney Station and evidence of the First Sydney Station in the form of a wagon turntable foundation. The remains of the Second Sydney Station were assessed as locally significant, while the remains of the First Sydney Station were assessed as State significant.

Chalmers Street Substation Monitoring and Salvage, 2016-2018

Archaeological monitoring took place under AMAC in the western portion of the study area as part of the PSU program. During monitoring, three c.1870 wagon turntable footings, a sandstone crane foundation and counterweight from the Second Sydney Station were salvaged (with the turntables retained by TfNSW for future possible interpretation). Other significant archaeology was found and retained in situ; this included a c.1855 well shaft, c.1855-65 culvert and pit and sandstone wall footings associated with the First Sydney Station. Other remains associated with the Second Sydney Station included macadam sandstone road base, late nineteenth century buffer stops and sandstone footing from the 1870 goods shed.

Sydney Yard Access Bridge Excavations, 2017-2018

As part of the Sydney Yard Access Bridge (SYAB) upgrade, Artefact Heritage undertook archaeological investigations at the southern end of Central Station into Sydney Yard. During archaeological monitoring, the remains of a c.1884 'repairing shop' from the Second Sydney Station were uncovered. As there was a lack of intact remains relating to the building's function, the remains were assessed to be of local significance.

CBD and South East Light Rail Excavations, 2017

As part of the CSELR project, Artefact Heritage undertook archaeological investigations at the intersection of Eddy Avenue and Pitt Street within the study area.¹⁶¹ The area was assessed as having potential to contain locally significant archaeological remains of nineteenth century buildings such as the Convent of the Good Samaritan, the Sydney Female Refuge and/or the tram depot building, and State significant remains of the Carters' Barracks and Devonshire Street Cemetery burials. During test excavation between Eddy Avenue and Pitt Street, the remains of a north-south orientated brick drain were found approximately 1250mm below the current road surface. The drain was tentatively dated as pre-1865 and assessed as locally significant. The remains of the drain were recorded and salvaged.

CBD and South East Light Rail Excavations, 2018

As part of the CSELR project, Artefact Heritage undertook archaeological investigations at the area of the former radio workshop in the north-eastern section of the study area.¹⁶² The area was assessed as having potential to contain locally significant archaeological remains of nineteenth century developments and services. During utility service investigations for the construction of the Central Station Substation at Central Station's former radio workshop, an unexpected find of a trachyte block surface was identified approximately 200mm below the surface of the building's west side. An additional unexpected find of a brick surface was identified approximately 200mm below the surface on the south side of the building. The remains were interpreted as

¹⁶¹ Artefact Heritage, 2017. CSELR Memo: Archaeological Excavation Results 311024_JVB. Report prepared for Acciona.

¹⁶² Artefact Heritage, 2018. CSELR Memo: Archaeological Excavation Results 180712_JVB. Report prepared for Acciona.

being previous floor surfaces of the former radio workshop. Further archaeological remains were found during bulk excavations, including two sets of toilets and a brick cistern. The remains were assessed as locally significant and recorded in detail, with the trachyte salvaged for future reuse.

CBD and South East Light Rail Human Remains, 2018-2019

As part of the CSELR project, Artefact Heritage attended several discoveries of suspected human remains during 2018-2019.¹⁶³ The human remains were assessed by forensic anthropologist Dr Denise Donlan as belonging to more than one individual and associated with the Devonshire Street Cemetery, specifically the Jewish and Anglican sections of the cemetery.

The human remains were reassessed as being of State significance as part of the Devonshire Street Cemetery which operated from 1820 to 1867.

Sydney Metro Central Station Main Works, 2019-2020

As part of the Central Station Main Works (CSMW) program for Sydney Metro, Artefact Heritage undertook extensive archaeological investigations at Central Station. The table below provides a summary of the non-Aboriginal archaeological remains found at Central Station as part of the Sydney Metro Central Station Main Works project, as of May 2021.

Table 17. Current findings at Central Station Main Works

Remains	Type
4 x burial vaults, associated with the Devonshire Street Cemetery remains	Non-Aboriginal archaeological remains
Brick walls associated with the former Gasworks, specifically the gas holder	Non-Aboriginal archaeological remains
Brick walls, sandstone footings, train service bay, associated with the Locomotive Workshop	Non-Aboriginal archaeological remains
Sandstone blocks on cement base and basalt cobblestones associated with the Devonshire Street entrance to Sydney Yard	Non-Aboriginal archaeological remains
Basalt cobblestone surface, preserved wooden sleepers, and east-west indentations associated with the former Devonshire Street tram tracks	Non-Aboriginal archaeological remains
Early sandstone turntable structure, 12m in diameter, associated with the first Sydney Yard (1855)	Non-Aboriginal archaeological remains
Brick service pits, service and utility trenches, terracotta and metal pipes, stanchion footings and fills associated with the railway	Non-Aboriginal archaeological remains
Fragmented human remains, and artefacts associated with the Devonshire Street Cemetery redeposited sands	Human remains
Fragmented human remains, and artefacts associated with the Devonshire Street Cemetery grave cuts and burial vaults	Human remains
1 x sandstone lined grave associated with the Devonshire Street Cemetery	Non-Aboriginal archaeological remains
62 x identified graves and 12 indeterminate archaeological features associated with the	Human remains

¹⁶³ Artefact Heritage, 2020. Report on Archaeological Salvage Fee Zone 14, Surry Hills. Report prepared for Acciona.

Remains	Type
Devonshire Street Cemetery, with associated human remains	

MTMS STAR 2 Phase 1, 2020-2022

As part of the More Trains, More Services (MTMS) Sydney Terminal Area Reconfiguration (STAR) project, Mountains Heritage has undertaken archaeological monitoring and excavation at the Sydney Yard within Central Station.

Initial assessments that only disturbed remains of local and State heritage significance were reconsidered when substantially intact relics associated with the first and second Sydney Stations were identified during monitoring between July 2020 and February 2021. An additional s60 approval was obtained for testing and salvage of these relics in April 2021, with test excavations taking place at Sydney Yard from September 2021.

Items associated with the 1855-1906 phase of the First and Second Stations include a truncated brick footing associated with the first Carriage Shed (c.1865), intact brick service inspection pits and drains associated with the former Locomotive Workshops building, including one artefact-bearing deposit with dark grey ash fill, glass bottle fragments and a whole glass hop bitter bottle embossed with the date '1872'. Other items include a sandstone yard surface and possible access pits associated with locomotive service bays. These items have been assessed as possessing State significance.¹⁶⁴

Items associated with the post-1906 phase of Central Station include ash pits associated with Sydney Yard c.1910-1940, ash fill, 'NEWTOWN' stamped bricks during pit construction (possibly recycled from the previous station phase), and structural remains associated with buildings such as the Mechanical Branch Amenities, Maintenance Plumbers, Traffic Control buildings and signal boxes in Sydney Yard. Items associated with this phase have been assessed as locally significant.¹⁶⁵

Central Precinct Renewal: Archaeological Site Plan, 2022

Artefact prepared an Archaeological Site Plan (ASP) as part of the Central Precinct Renewal project. The ASP investigation area included the entirety of the Central Station SHR curtilage, plus additional areas including the Cleveland Street overbridge, Sydney Yard Access Bridge (SYAB) off Regent Street, commercial buildings adjacent to Railway Square, and the Goulburn Street Car Park.

This ASP expands on the ASP prepared for TfNSW for the MTMS 3 STAR 2 project, which mainly focussed on the central Sydney Yard and platforms 8, 9, 10, 11, 12, 13, 14 and 15. The same inventory sheet layout and numbering sequence were utilised and expanded to include the entire Central Precinct Renewal project area.

Each inventory sheet outlines information including name, inventory number, years of construction, alternative names, modification dates, function, construction materials, and year demolished. More detailed information is provided for historical summary, archaeological notes and archaeological potential. Significance includes a statement of whether intact and legible remains have the potential to reach the threshold for state or local significance, and each inventory item is graded as exceptional, high, moderate, low, or little. Management guidelines, a map, and relevant historical plans, photos, and historical references are also included with each inventory sheet.

A key summary report that is intended to be read in conjunction with the inventory sheets includes overall mapping, summary tables for each item, and key historical summaries and methodologies involved in preparation of the ASP.

The ASP is a critical document for assessing and managing significant archaeological remains at Central Station.

¹⁶⁴ Mountains Heritage, 2020. Sydney Terminal Area Reconfiguration, Historical Archaeological Impact Assessment and Research Design.

¹⁶⁵ Mountains Heritage, 2020. Sydney Terminal Area Reconfiguration, Historical Archaeological Impact Assessment and Research Design.

7.4 Aboriginal archaeological potential

The location of Aboriginal sites is considered culturally sensitive information. It is advised that this information, including the Aboriginal Heritage Information Management System (AHIMS) data appearing on the heritage mapping be removed from this report if it is to enter the public domain.

The Aboriginal archaeological potential for the Central SSP site has been assessed as follows¹⁶⁶:

- **Low** potential for currently unidentified localised areas of intact Tuggerah soils to be present at any location in Central SSP.
- **Moderate** potential for currently unidentified localised areas of redeposited Tuggerah soils to be present in Central SSP.
- Where localised areas of intact or redeposited Tuggerah soils are present in Central SSP, there is **high** potential for the presence of low density archaeological deposits.
- Where Tuggerah soils are not present in Central SSP, there is **low** potential for the presence of **low density** archaeological deposits.
- Where development has removed all Tuggerah soils there is **nil-low** potential for the presence of **low density** archaeological deposits.

The search determined that there are 18 registered Aboriginal sites within the overall search area. A single Aboriginal site was located within the Central SSP subject site, (AHIMS ID 45-6-3654), with no other sites identified within 100m.

The assessed archaeological potential of Central SSP is shown in Figure 35 and the location of the AHIMS site is shown in Figure 36.

¹⁶⁶ Artefact Heritage, 2022. Central State Significant Precinct Aboriginal SSP Study. Report to Transport for NSW.

Figure 35: Map of Aboriginal archaeological potential at the Central SSP site

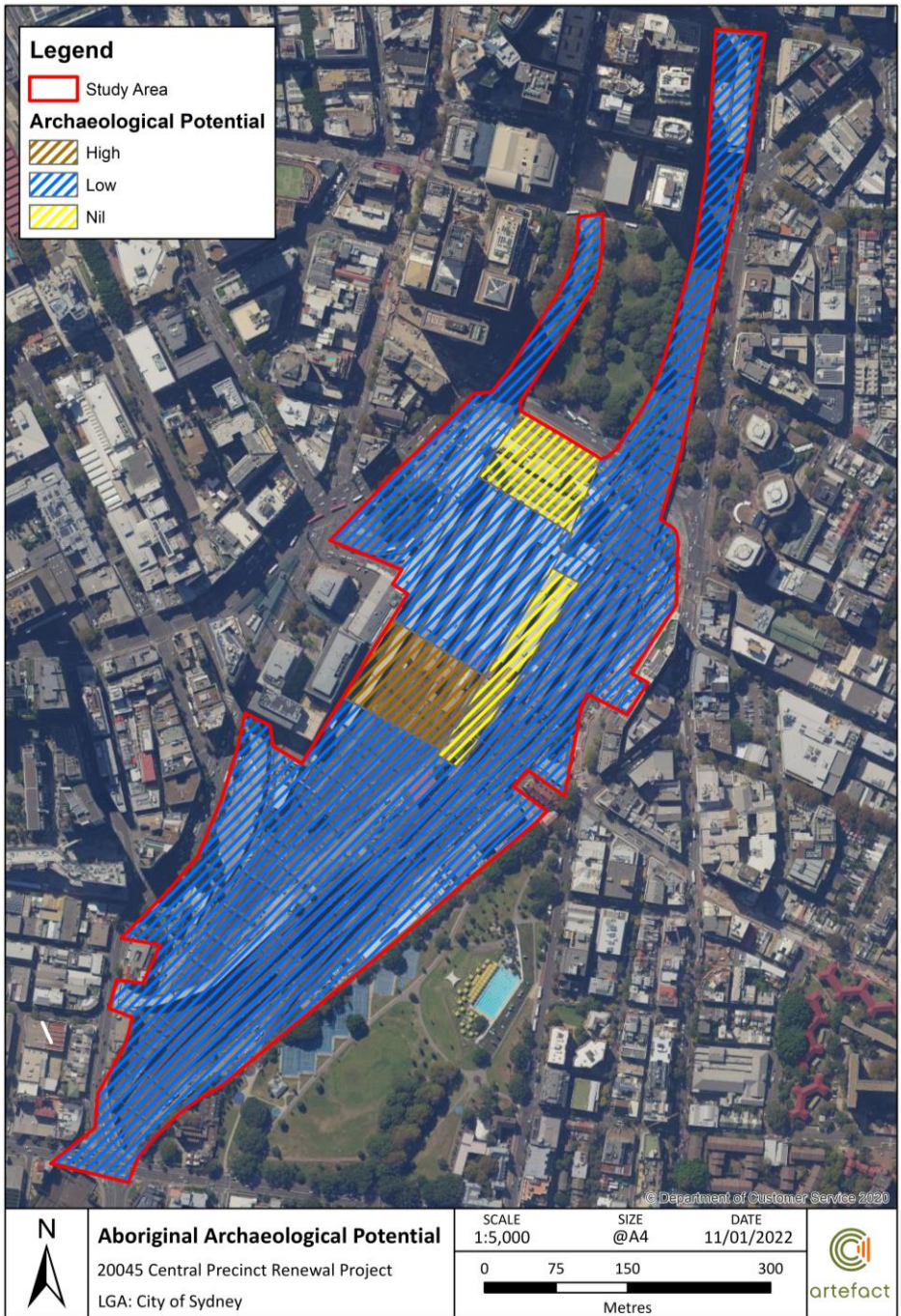


Figure 36: Location of AHIMS ID 45-6-3654



7.4.1 Aboriginal archaeological investigations

A relatively limited number of Aboriginal sites have been identified in the dense urban development of the area, largely due to the intensive development of the area and associated sub-surface impacts, and the limited number of archaeological excavations that have taken place.

This section provides a summary of the results of recent archaeological investigations within the Central SSP.

Archaeological Testing: Western Forecourt, Central Station, 2009

Two archaeological trenches targeting the remains of the Benevolent Asylum and the Christ Church St Laurence Parsonage were excavated in the Western Forecourt of Central Station by Casey and Lowe.¹⁶⁷

¹⁶⁷ Casey & Lowe, 2009. Results of Archaeological Testing, Western Forecourt, Central Station.

Test excavations showed that European demolition layers overlay clean basal deposits of Botany sand. Due to the greater depth of excavation in the study area compared to this area of the Western Forecourt, it is likely that intact soils below the current basement floor of the Former Inwards Parcels Shed are also basal sands or possibly sandstone bedrock. Due to the location of the study area on the western margin of the former Botany sand sheet, it is also considered highly unlikely that earlier sand deposits (of Pleistocene age), which may represent former ground surfaces, would be located within the study area.

Due to the history of deep ground disturbance within the Western Forecourt down to a level of deep basal (B-horizon or deeper) sand bodies, there is considered no potential for the recovery of Aboriginal objects within the Western Forecourt.

Sydney Metro City and Southwest Chatswood to Sydenham, Central Station, 2016-ongoing

As part of the CSMW program for Sydney Metro, Artefact Heritage undertook extensive archaeological investigations at Central Station. A staged archaeological test/salvage excavation program was completed within the station box area, located across areas where geotechnical testing had indicated the presence of sand deposits.

Following the retrieval of three Aboriginal artefacts from Text/Salvage Excavation Area 1, Geomorphologist Dr. Sam Player conducted auguring below the base of the excavated pits to characterise the stratigraphy underlying the dune deposit. Auguring identified intact Blacktown soil landscape buried under the Aeolian dune at around 5m below ground surface.¹⁶⁸ The geomorphological inspection concluded the basal dune was found to be pre-contact with the buried landscape anywhere from 1,000 to 10,000 years old. No A horizon soils were identified in association with the buried soil landscape. The A horizon had been truncated with the underlying B horizon clays directly overlain by the basal dune. No Aboriginal objects were recovered from the auger deposits and the truncation of the A horizon meant that Aboriginal archaeological potential was reduced in the buried soil landscape so no further management was undertaken.

No Aboriginal objects were recovered from the intact basal dune profile within the test pits at Test Excavation Area 2, though three Aboriginal artefacts were retrieved from redeposited sands during testing. The basal dune, an orange clayey sand, was identified to be sterile.¹⁶⁹

Plunge column testing south of the Devonshire Street Tunnel area identified an intact sand dune. The southernmost plunge column was investigated and identified as the same sterile basal dune containing no Aboriginal artefacts, while the remaining three plunge column testing contained the upper stratigraphic unit of the dune as evidenced by fine grey sand similar to that found in Test/Salvage Excavation Area 1.

Overall, the excavation program has resulted in the retrieval of 14 artefacts over 71 square metres of hand excavation in both intact and secondary contexts. A total of 4 artefacts were retrieved from an intact archaeological deposit (all confirmed Aboriginal objects), while the remaining 10 artefacts were retrieved from disturbed contexts of low archaeological integrity (redeposited sand). The site (AHIMS ID 45-6-3654) is considered a low-density artefact scatter within both intact sand and redeposited sand.

MTMS STAR Sydney Yard Central Station, 2020

Artefact Heritage prepared an Aboriginal Cultural Heritage Assessment Report (ACHAR) for the MTMS – Sydney Terminal Area Reconfiguration (STAR) project in Sydney Yard. The ACHAR identified a low density artefact scatter registered in the AHIMS database (AHIMS ID 45-6-3654) as being located within study area. This site was associated with intact natural sands. The presence of intact sands was found to be indicative of Aboriginal archaeological potential. An Aboriginal Heritage Impact Permit (AHIP) was recommended to allow impact to AHIMS ID 45-6-3654, and it was found that the proposed works would cause a partial loss of value for AHIMS ID 45-6-3654.

¹⁶⁸ Artefact Heritage, 2020. Preliminary Excavation Director's Report – Central Station Main Works. Report prepared for Sydney Metro. 9.

¹⁶⁹ Artefact Heritage, 2020. Preliminary Excavation Director's Report – Central Station Main Works. Report prepared for Sydney Metro. 10.

Former Inwards Parcels Office, 2020

Urbis undertook an ACHAR on the Former Inwards Parcels Office on the western side of Sydney Yard within the site. The ACHAR found that geotechnical investigations undertaken by Douglas Partners had identified a discontinuous layer of intact sands underneath a thick layer of fill (2-8m). The study concluded that there was potential for intact sands with Aboriginal archaeological potential despite the high degree of disturbance caused by historic activity on the site. Urbis recommended that further investigation take place in the form of archaeological test excavation.

New Intercity Fleet Signalling Modification Works, 2021

Artefact Heritage undertook an Aboriginal Heritage Due Diligence Assessment for signal modification works as part of the New Intercity Fleet (NIF) Station and Signalling Enabling Works Project, located within the current study area. The due diligence assessment identified the potential for both intact natural sands and redeposited sands, associated with AHIMS ID 45-6-3654, within Sydney Yard. It was determined that the sands are generally encountered at a depth of greater than 1m below the current ground level. As such works that do not exceed this depth are unlikely to impact deposits with Aboriginal archaeological potential.

7.4.2 AHIMS search

The location of Aboriginal sites is considered culturally sensitive information. It is advised that this information, including the AHIMS data appearing on the heritage map for the proposal be removed from this report if it is to enter the public domain.

An extensive search of the AHIMS database was undertaken on 25 March 2021 to determine the location of Aboriginal sites in relation to the Central SSP site. The search covered an area approximately 2.6 km by 3.16 km, centred upon the site. The parameters of the search were as follows:

GDA 1994 MGA 56

Search area: 333900E – 334505E
6248609N – 6249775N
Buffer 1000 metres
Number of sites 18
AHIMS Search ID 579058

The search determined that there are 18 registered Aboriginal sites within the search area, and one AHIMS site found within the site. These results are shown in Table 18 below.

Table 18. AHIMS extensive search results

Site Types	Frequency	Percentage
Aboriginal Ceremony and Dreaming, Artefact, Shell	1	5.6%
Artefact	6	33.3%
Artefact, PAD	1	5.6%
Artefact, Shell	1	5.6%
PAD	9	50%
Total	18	100%

The most frequent site type found during the AHIMS extensive search were Potential Archaeological Deposits (PAD) (n=10, 55.6%), usually found on its own, with a single example found alongside Artefacts. Artefacts were the second most common site type, (n=9, 50%), found both alone (n=6, 33.3%) and alongside other site types (n=3, 16.8%). Shell was found at two sites (11.2%), on both occasions alongside artefacts. Aboriginal Ceremony and Dreaming was found on one site, alongside Artefacts and Shell (n=1, 5.6%).

One AHIMS site (AHIMS ID 45-6-3654) was found within the subject site, located adjacent to Devonshire Street Creek (Figure 36).

AHIMS ID 45-6-3654 Central Railway Station Artefact Scatter 01 (CRS AS 01) comprised Aboriginal artefacts found within the intact natural sands. A total of three artefacts were retrieved from 22 square metres of hand excavation.

7.5 Historical archaeological potential and significance

Historical archaeological resources associated with the following phases of development have the potential to be located within the Central Precinct:

- Phase 1: Early British Land Use (1788 – 1805)
- Phase 2: Macquarie’s Governorship and the Early 19th Century (c.1819-1850)
- Phase 3: First and Second Railway Stations (1855 – 1900)
- Phase 4: Land Resumption and Constructing Central Station (1901 – 1932)
- Phase 5: Modern (1930s – present)

Historic items from these land phases have been assessed at varying levels of potential and significance. The assessment of archaeological potential and significance for historic items associated with these phases of development is included in **Table 19**.

Table 19: Assessment of archaeological potential and significance¹⁷⁰

Historic Item	Date	Archaeological Potential	Archaeological Significance
<i>Phase 1: Early British Land Use (1788 – 1805)</i>			
Original landscape/land use		Nil	Local
The Brickfields and pottery	1788-1829	Low	State
Evidence of early road	c.1811	Nil	State
<i>Phase 2: Macquarie’s Governorship and the Early 19th Century (c.1819-1850)</i>			
Devonshire Street Cemetery	c.1819-1888	Nil-Moderate	State
Cleveland Paddock	1820-1865	Low	Local
Carters’ Barracks	1820-c.1901	Low-Moderate	State
Benevolent Asylum	c.1820-c.1901	Nil-High	State
The ‘Cottage’	1820s-c.1901	Nil-High	State
The Tollhouse	1820-c.1901	Nil-Low	State
Christ Church Parsonage	1855-1902	Nil-High	Local
Belmore Police Barracks	c.1854-c.1901	Low-Moderate	State
Saint Paul’s Parsonage and School	c.1850s-c.1911	Nil-Low	State

¹⁷⁰ Casey and Lowe, 2018. Draft Central Precinct Renewal Project, Before Central Station: A Historical Archaeological Assessment. Report prepared for Transport for NSW.

Transport
for NSW

Historic Item	Date	Archaeological Potential	Archaeological Significance
<i>Phase 3: First and Second Railway Stations (1855 – 1900)</i>			
First Sydney Station (Redfern)	1855	Nil-High	State
Prince Alfred Sewer Line	1850s	Low-Moderate	Local
Terrace Houses (Railway Place)	c.1860s-c.1901	Nil-Moderate	Local
Mortuary Station	Opened 1869	N/A	State
Second Sydney Station (Redfern)	Opened 1874	Nil-High	State
Belmore Park Tramway Depot	1879-c.1901	Nil-Moderate	Local/State
<i>Phase 4: Land Resumption and Constructing Central Station (1901 – 1932)</i>			
Land resumption/demolition	c.1901-1906	Low-High	Local
Central Railway Station	c.1901-1932	Nil-Low	Not significant
<i>Phase 5: Modern (c.1930s-present)</i>			
Central Railway Station	1930s-present	N/A	Not significant

Table 20: Assessment of potential archaeological features in the Central Station Precinct, including significance and archaeological management¹⁷¹

Item No.	Item Name	Significance grade	Archaeological Management
SY0001	Brick Drain Containing Blackwattle Creek	High	A – Preserve in situ
SY0002	First Redfern Station and Platform	Exceptional	A – Preserve in situ
SY0003	First Engine Shed	High	A – Preserve in situ
SY0004	Two Storeyed Workshop	High	A – Preserve in situ
SY0005	Carriage Shed	High	C – Archival Record and Remove
SY0006	Goods Shed	High	A – Preserve in situ
SY0007	Turntable	Exceptional	A – Preserve in situ
SY0008	Blacksmith's Workshop and Steam Hammer	High	B – Archival Record and Salvage
SY0009	Repair Shop	High	B – Archival Record and Salvage
SY0010	Second Engine Shed	High	B – Archival Record and Salvage
SY0011	1869 Goods Shed	High	B – Archival Record and Salvage
SY0012	Second Redfern Station	Exceptional	A – Preserve in situ
SY0013	Second Blacksmith's	High	A – Preserve in situ
SY0014	Repairing Shops	High	B – Archival Record and Salvage
SY0015	Locomotive Shops	High	B – Archival Record and Salvage
SY0016	Boiler and fitting shop	High	A – Preserve in situ
SY0017	Carriage Shops	Moderate	C – Archival Record and Remove
SY0018	Gas Works	Moderate	C – Archival Record and Remove
SY0019	First Eastern Carriage Sheds	High	B – Archival Record and Salvage
SY0020	Second Eastern Carriage Shed	High	C – Archival Record and Remove
SY0021	Carriage Cleaners Amenities	Moderate	C – Archival Record and Remove

¹⁷¹ Artefact Heritage, 2022, Central Precinct Renewal Archaeological Site Plan, report prepared for TfNSW

Item No.	Item Name	Significance grade	Archaeological Management
SY0022	Mechanical Plumbers	High	C – Archival Record and Remove
SY0023	Eastern Signal Box	High	C – Archival Record and Remove
SY0024	Sydney Yard Signal Box	High	C – Archival Record and Remove
SY0025	Devonshire Street Cemetery	Exceptional	B – Archival Record and Salvage
SY0032	Coal Chute and Stage, Number 10 Platform	Little	C – Archival Record and Remove
SY0037	High Tension Cable Tunnel for Prince Alfred Substation	Moderate	E – No Action Required
SY0039	Devonshire Street Passenger Subway	Moderate	E – No Action Required
SY0040	Connected Signal Section Hut, Telephone Branch and High Pressure Cable Tunnel to	Little	D – Note and Remove
SY0042	No. 8 Manhole	Little	E – No Action Required
SY0043	Yard Controller Building	Moderate	C – Archival Record and Remove
SY0045	Locomotive Examiners Office	Moderate	C – Archival Record and Remove
SY0046	Engine Pit Platform 10-11	Little	C – Archival Record and Remove
SY0048	Footwarmer Plant, Platforms 10-13	Little	C – Archival Record and Remove
SY0050	Station West Signal Box	Exceptional	B – Archival Record and Salvage
SY0051	Mortuary Station	Exceptional	A – Preserve in situ
SY0052	South-Western Toilets	Moderate	C – Archival Record and Remove
SY0053	Structure	Moderate	B – Archival Record and Salvage
SY0054	Staircase	Moderate	B – Archival Record and Salvage
SY0055	Pedestrian Footbridge	Moderate	C – Archival Record and Remove
SY0056	Structure	Little	C – Archival Record and Remove
SY0057	Structure	Little	C – Archival Record and Remove
SY0058	Sydney Station Signal Box	Moderate	B – Archival Record and Salvage
SY0059	Structure	Little	C – Archival Record and Remove
SY0060	Structures	Little	C – Archival Record and Remove
SY0062	Structure	Little	C – Archival Record and Remove

Item No.	Item Name	Significance grade	Archaeological Management
SY0063	Structure	Little	C – Archival Record and Remove
SY0064	Structure	Little	C – Archival Record and Remove
SY0076	Western Carriage Shed	High	
SY0077	South-Western Signal Box	Little	C – Archival Record and Remove
SY0078	Structures to the South-West of the Western Carriage Shed	Little	C – Archival Record and Remove
SY0087	Concrete Sewerage Line	High	A – Preserve in situ
SY0088	Signal Bridge	Little	C – Archival Record and Remove
SY0089	Staircases	Little	C – Archival Record and Remove
SY0091	Mortuary Station North-Eastern Platform	Moderate	B – Archival Record and Salvage
SY0092	North-Eastern Parcel Train Platform	Moderate	C – Archival Record and Remove
SY0093	South-Eastern Parcel Train Platform	Moderate	C – Archival Record and Remove
SY0103	Compressor Hut	Little	C – Archival Record and Remove
SY0104	Distributing Chamber	Moderate	C – Archival Record and Remove
SY0105	Tramway Interlocking Depot	Moderate	C – Archival Record and Remove
SY0106	Entrance Structures	Little	C – Archival Record and Remove
SY0109	Electrical Workshop	High	C – Archival Record and Remove
SY0110	Mess Room	Moderate	C – Archival Record and Remove
SY0117	Footbridge over Goods Line	Little	C – Archival Record and Remove
SY0118	Ramp to Bridge over Goods Line	Little	D – Note and Remove
SY0135	Chief Electrical Engineer's Office	Moderate	C – Archival Record and Remove
SY0138	Structure adjacent to footbridge	Little	C – Archival Record and Remove
SY0139	Feature extending from the Electrical Workshop to the Structure adjacent to Foot	Little	C – Archival Record and Remove
SY0140	Signal Box to North-West of Station west Signal box	Little	C – Archival Record and Remove
SY0141	Structure to the North-West of Station West Signal Box	Little	C – Archival Record and Remove
SY0143	Structure	Little	C – Archival Record and Remove

Item No.	Item Name	Significance grade	Archaeological Management
SY0144	Hut adjacent to Station West Signal Box	Little	C – Archival Record and Remove
SY0145	Urinals	Little	C – Archival Record and Remove
SY0151	Workshop	High	B – Archival Record and Salvage
SY0152	Ancillary Structures	High	B – Archival Record and Salvage
SY0153	Structure	High	B – Archival Record and Salvage
SY0154	Ancillary Structure	High	B – Archival Record and Salvage
SY0155	Ancillary Structure	High	B – Archival Record and Salvage
SY0156	Ancillary Structure	High	B – Archival Record and Salvage
SY0157	Structure	High	B – Archival Record and Salvage
SY0158	Fencing	High	C – Archival Record and Remove
SY0159	Ticket Collector's Platform	High	B – Archival Record and Salvage
SY0160	Darling Harbour Goods Line	Exceptional	B – Archival Record and Salvage
SY0161	Pump Engine	High	C – Archival Record and Remove
SY0162	Ancillary Structure	High	C – Archival Record and Remove
SY0163	Platform and Platform Building	High	C – Archival Record and Remove
SY0164	Structure	Little	C – Archival Record and Remove
SY0165	Third eastern Carriage Shed	High	B – Archival Record and Salvage
SY0166	Devonshire Street	High	B – Archival Record and Salvage
SY0167	Station Boundary Fence	Moderate	C – Archival Record and Remove
SY0168	Station Yard Cobbled Surface	Moderate	B – Archival Record and Salvage
SY0169	Central Station Platforms	High	B – Archival Record and Salvage
SY0170	Animal Bones	Little	C – Archival Record and Remove
SY0172	Coal Stage, Platform 8	Little	C – Archival Record and Remove
SY0173	Ash Pit, Platform 8	Low	C – Archival Record and Remove
SY0174	Ash Pit, Platform 9	Low	C – Archival Record and Remove

Item No.	Item Name	Significance grade	Archaeological Management
SY0175	Ash Pit, Platform 10 East	Little	C – Archival Record and Remove
SY0176	Ash Pit, Platform 10 West	Little	C – Archival Record and Remove
SY0177	Water Crane, Platform 10	Little	C – Archival Record and Remove
SY0177	Water Crane, Platform 10	Little	C – Archival Record and Remove
SY0178	Water Crane Platform 8	Little	C – Archival Record and Remove
SY0178	Water Crane, Platform 8	Little	C – Archival Record and Remove
SY0179	Ash Pit, Platform 6	Little	C – Archival Record and Remove
SY0180	Ash Pit, Platform 5	Little	C – Archival Record and Remove
SY0181	Coal Stage, Platform 6	Little	C – Archival Record and Remove
SY0184	Subway Passage System	High	E – No Action Required
SY0189	Carriage Turntable	Moderate	C – Archival Record and Remove
SY0190	Locomotive Shed	Moderate	C – Archival Record and Remove
SY0191	Office	High	B – Archival Record and Salvage
SY0192	Ancillary Structures	Moderate	D – Note and Remove
SY0193	Wall adjacent to Gas Works	Little	D – Note and Remove
SY0194	Circular Gas Works Structure	Little	D – Note and Remove
SY0195	Platform	Moderate	C – Archival Record and Remove
SY0196	Office	Moderate	B – Archival Record and Salvage
SY0197	Service Pit [H22]	High	A – Preserve in situ
SY0198	Brick footing, floor and sandstone yard surface	High	B – Archival Record and Salvage
SY0199	Maintenance Plumbers Building [H5]	Moderate	C – Archival Record and Remove
SY0200	Brick Footing [H18]	Little	D – Note and Remove
SY0201	Aboriginal Archaeological Site AHIMS# 45-6-3654	Moderate	Management of this resource conducted under separate approvals and archaeological methodologies.
SY0202	Maintenance Plumbers Building	Moderate	C – Archival Record and Remove

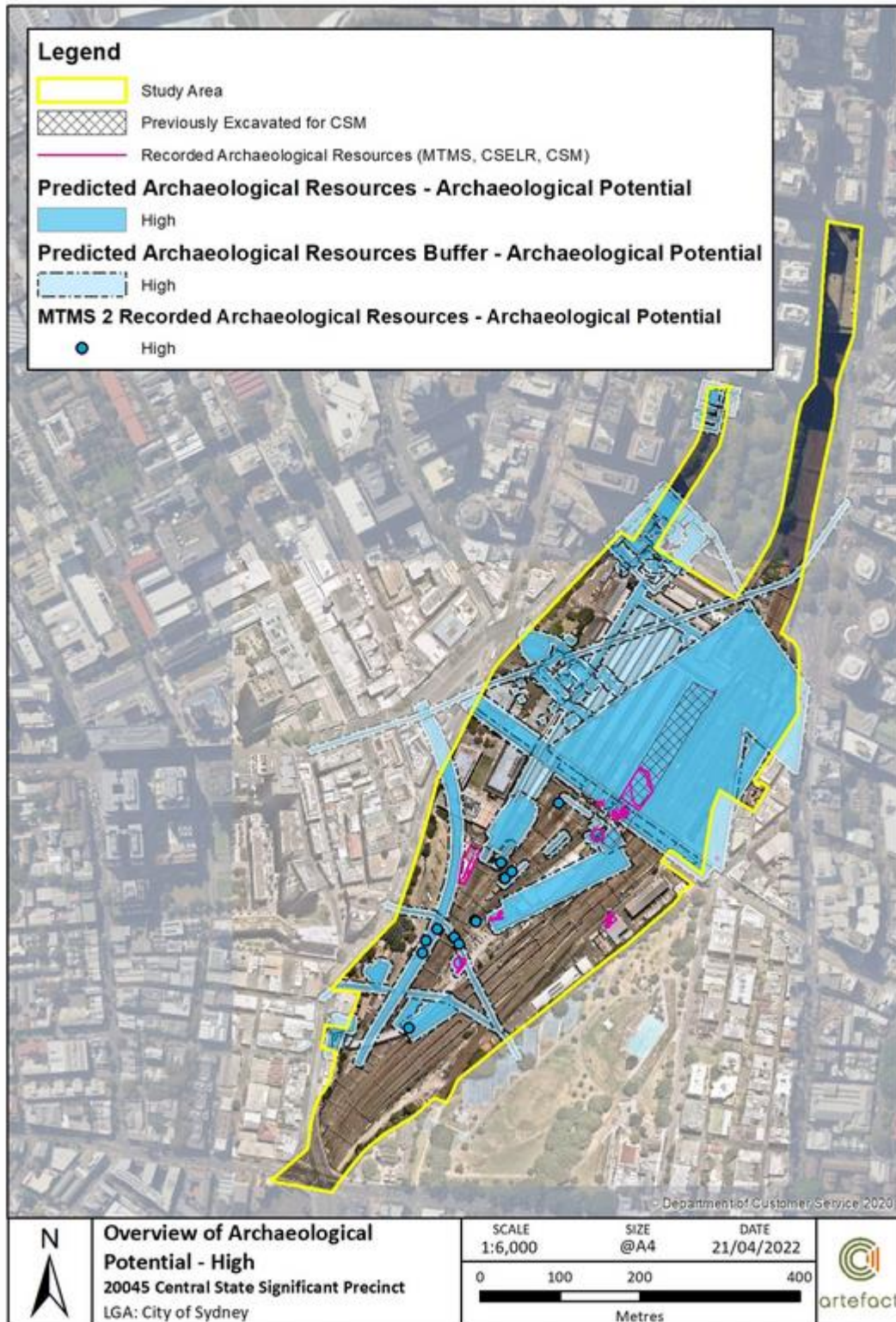
Item No.	Item Name	Significance grade	Archaeological Management
SY0203	Brick footing directly west of the Yard Controller Building [H28]	Little	B – Archival Record and Salvage
SY0204	Brick footing and floor, possible ash pit [H26]	High	A – Preserve in situ
SY0205	Electrical Pits	Little	C – Archival Record and Remove
SY0207	Offices	High	C – Archival Record and Remove
SY0208	c. 1900 structures associated with Gas Works	Moderate	B - Archival record then salvage
SY0220	Benevolent Asylum	Exceptional	A – Preserve in situ
SY0221	Christ Church Parsonage	High	A – Preserve in situ
SY0222	Police Superintendent's Residence	High	A – Preserve in situ
SY0223	Carter's Barracks	Exceptional	A – Preserve in situ
SY0224	Belmore Police Barracks	High	A – Preserve in situ
SY0226	Hay Street Presbyterian Church Building, Manse and Terrace	Exceptional	A – Preserve in situ
SY0228	Old Burial Ground Road	Moderate	C – Archival Record and Remove
SY0229	1850's Fencing	Little	C – Archival Record and Remove
SY0230	St Francis' Church and School	High	C – Archival Record and Remove
SY0231	Buildings between Campbell and Goulburn Streets	High	C – Archival Record and Remove
SY0232	Presbyterian Morgue/Chapel	High	B - Archival record then salvage
SY0233	Roman Catholic Chapel	High	B - Archival record then salvage
SY0234	Quakers Meeting House & Cottage	High	B - Archival record then salvage
SY0235	Congregational Churches Chapel	High	B - Archival record then salvage
SY0236	Jewish Residence & Morgue	High	B - Archival record then salvage
SY0237	Cemetery Entrance Gates	High	B - Archival record then salvage
SY0238	First Station Yard Buildings	Exceptional	A – Preserve in situ
SY0239	First Station Yard Enclosed Yard and Building	High	A – Preserve in situ
SY0240	Wagon Turntables associated with the First Station	High	A – Preserve in situ
SY0241	St Paul's Ancillary Buildings and Yard	Moderate	B - Archival record then salvage

Item No.	Item Name	Significance grade	Archaeological Management
SY0242	St Paul's Church School	High	A – Preserve in situ
SY0243	St Paul's Church Parsonage	High	A – Preserve in situ
SY0244	First Station Southern Sydney Yard Buildings	H–gh	B - Archival record then salvage
SY0245	Sydney Yard Signal Box	Moderate	C – Archival Record and Remove
SY0246	Locomotive Engineer's Office	High	B- Archival record then salvage
SY0247	Chippendale School	High	B- Archival record then salvage
SY0248	Wesleyan Church	High	B- Archival record then salvage
SY0249	Carpenters Shop	High	C – Archival Record and Remove
SY0250	1855-1865 Workshops	High	C – Archival Record and Remove
SY0251	1855-1865 Central Sydney Yard Workshops	High	C – Archival Record and Remove
SY0252	Tarpaulin Shed and Urinals	Moderate	C – Archival Record and Remove
SY0253	Goods Platform and Tow Crane	Moderate	C – Archival Record and Remove
SY0254	Cement Testing Room	Lit–le	D - Note then remove
SY0255	1855-1865 Central Sydney Yard Structures	High	B- Archival record then salvage
SY0256	1855-1865 Northern Structures	High	B- Archival record then salvage
SY0257	Railway Place Houses and Yards	High	B- Archival record then salvage
SY0258	Railway Place and Randle Street	Moderate	B- Archival record then salvage
SY0259	Historic Road Surfaces	Low-Moderate	C – Archival Record and Remove
SY0260	Structures	Moderate	C – Archival Record and Remove
SY0261	Carriage Structure	High	Monitoring & B- Archival record then salvage
SY0262	Structure	Little	B- Archival record then salvage
SY0264	Housing along Terminus Street	High	C – Archival Record and Remove
SY0265	Benevolent Asylum Yard corner of Harris and George Street	Exceptional	B- Archival record then salvage
SY0266	Watch House Yard corner Devonshire and George Street	Exceptional	B- Archival record then salvage
SY0267	Toll House along George Street	Exceptional	B- Archival record then salvage

Item No.	Item Name	Significance grade	Archaeological Management
SY0268	Church of England – Residence and Morgue	High	C – Archival Record and Remove
SY0269	Tram Car Shed	High	C – Archival Record and Remove
SY0270	Tramlines	Low-Moderate	C – Archival Record and Remove
SY0271	Belmore Park Pathways	Low-Moderate	C – Archival Record and Remove
SY0272	Lamp Post	Moderate	C – Archival Record and Remove
SY0273	Tramway Platform Buildings	Moderate	C – Archival Record and Remove
SY0274	Platform Structure	Moderate	C – Archival Record and Remove
SY0280	Permanent Way Buildings	Moderate	C – Archival Record and Remove
SY0281	Blacksmith's Shop	High	C – Archival Record and Remove
SY0282	Goods Platforms	High	C – Archival Record and Remove
SY0283	Ancillary Building	Moderate	C – Archival Record and Remove
SY0284	District Engineer's Office Extension	Moderate	C – Archival Record and Remove
SY0285	Ancillary Building	Moderate	C – Archival Record and Remove
SY0286	1880s Carpenter's Shop	High	C – Archival Record and Remove
SY0287	1870s Carriage Workshops	High	C – Archival Record and Remove
SY0288	1870s Ash/Access Pit and Crane	High	C – Archival Record and Remove
SY0289	c1870s Carriage Shed	High	C – Archival Record and Remove
SY0290	Draughtsman's Office Ancillary Structures	High	C – Archival Record and Remove
SY0291	1855 Turntable	High	A – Preserve in situ
SY0293	Structures	Moderate	C – Archival Record and Remove
SY0294	Produce Shed	Moderate	C – Archival Record and Remove
SY0295	Interlocking Workshops	Moderate	C – Archival Record and Remove
SY0296	Terraces	Moderate	C – Archival Record and Remove
SY0297	Engine Shed	Moderate	C – Archival Record and Remove
SY0299	c1903 Structure	Moderate	C – Archival Record and Remove

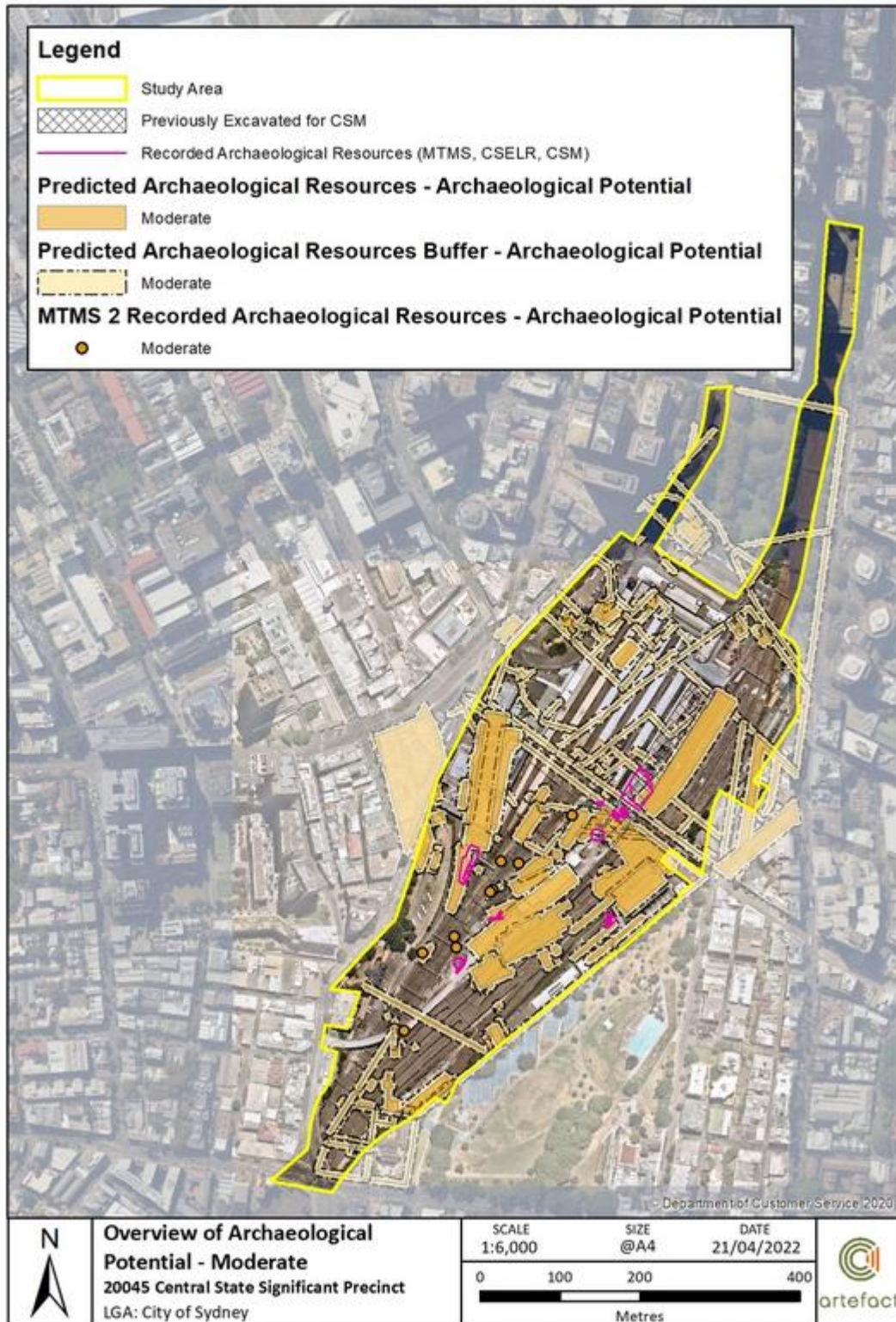
Item No.	Item Name	Significance grade	Archaeological Management
SY0300	Government Paddocks Structure	High	B- Archivally record then salvage
SY0301	c.1896 Platform	Moderate	C – Archivally Record and Remove
SY0302	Workshop Structures	Moderate	C – Archivally Record and Remove
SY0303	Relocated Turntable	High	C – Archivally Record and Remove
SY0304	Entrance Building	Moderate	C – Archivally Record and Remove
SY0305	1891 Signal Box	High	C – Archivally Record and Remove
SY0306	Structure	Moderate	C – Archivally Record and Remove
SY0307	Structure	Moderate	C – Archivally Record and Remove
SY0308	c1896 Structures	Moderate	C – Archivally Record and Remove
SY0309	c. 1896 Gas Works	Moderate	C – Archivally Record and Remove
SY0310	c.1896 Entrance Structures	Moderate	C – Archivally Record and Remove
SY0311	c.1896 Offices	Moderate	C – Archivally Record and Remove
SY0312	c1900 Structure	Moderate	C – Archivally Record and Remove
SY0313	Parcels Structure	Moderate	C – Archivally Record and Remove
SY0314	c.1903 Carriage Shed	High	C – Archivally Record and Remove
SY0315	c1870 Redfern Tunnel Signal Box	High	B- Archivally record then salvage
SY0316	1883 Redfern Tunnel Signal Box	High	C – Archivally Record and Remove
SY0317	1910 Redfern Tunnel Signal Box	Moderate	C – Archivally Record and Remove
SY0318	Bondi Ocean Outfall Sewer [BOOS]	Exceptional	A – Preserve in situ
SY0319	Engine Erecting Shop	High	C – Archivally Record and Remove
SY0320	Lighting Depot	Little	C – Archivally Record and Remove
SY0321	Radio Workshop	Moderate	C – Archivally Record and Remove

Figure 37: Areas of high archaeological potential.



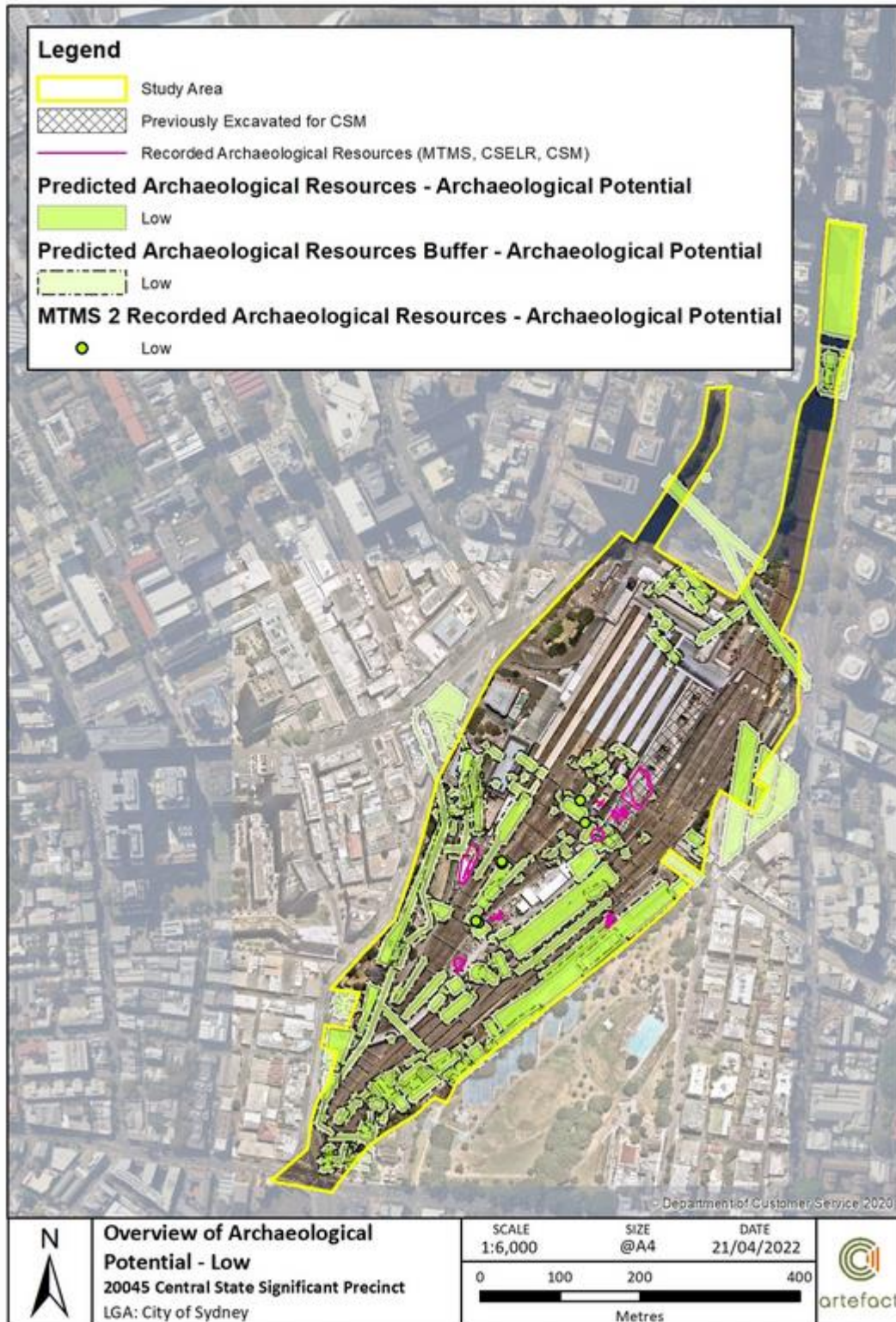
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Figure 38: Areas of moderate archaeological potential.



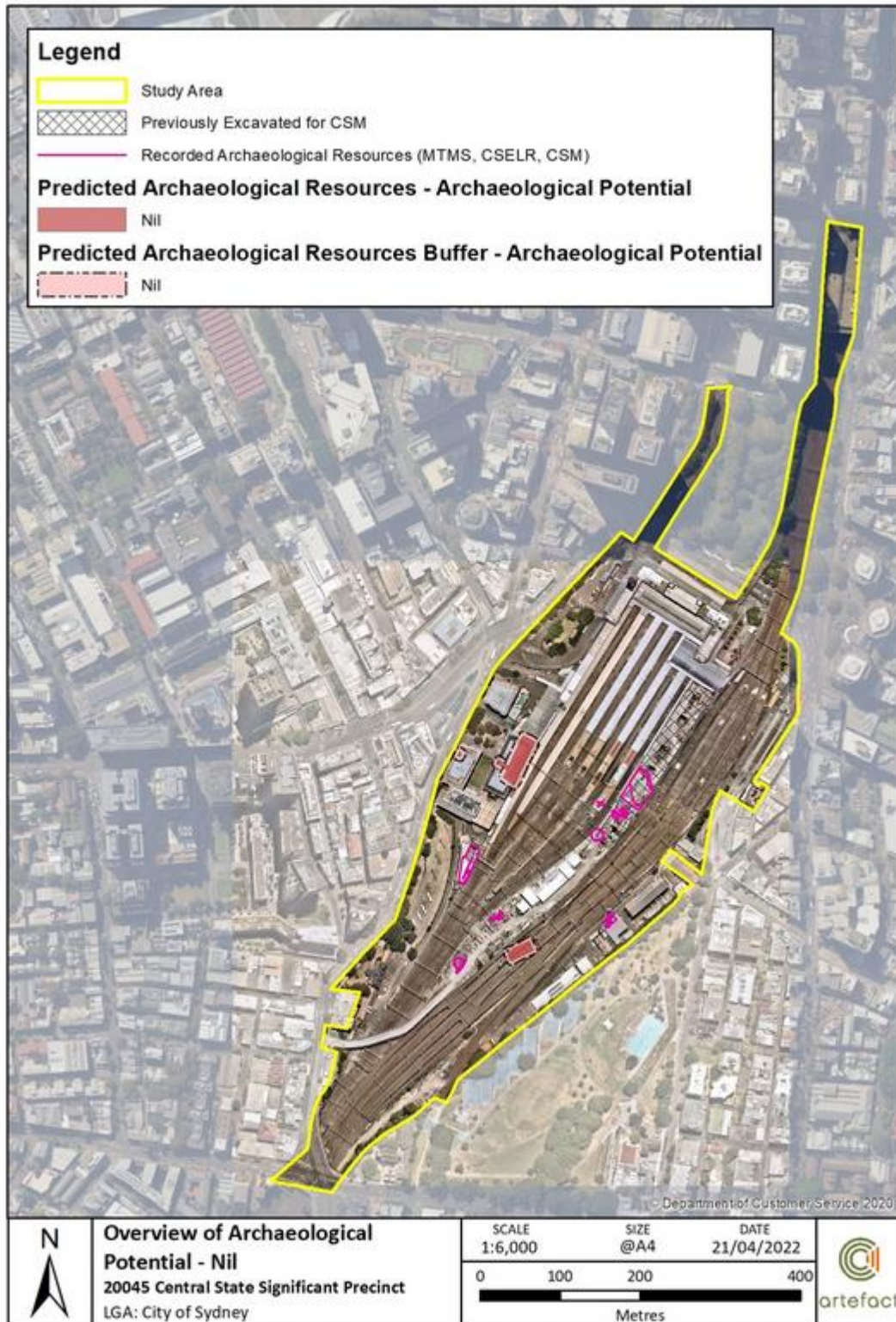
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Figure 39: Areas of low archaeological potential.



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Figure 40: Areas of nil archaeological potential.



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Figure 41: Map of potential historical archaeological remains of Exceptional Significance.

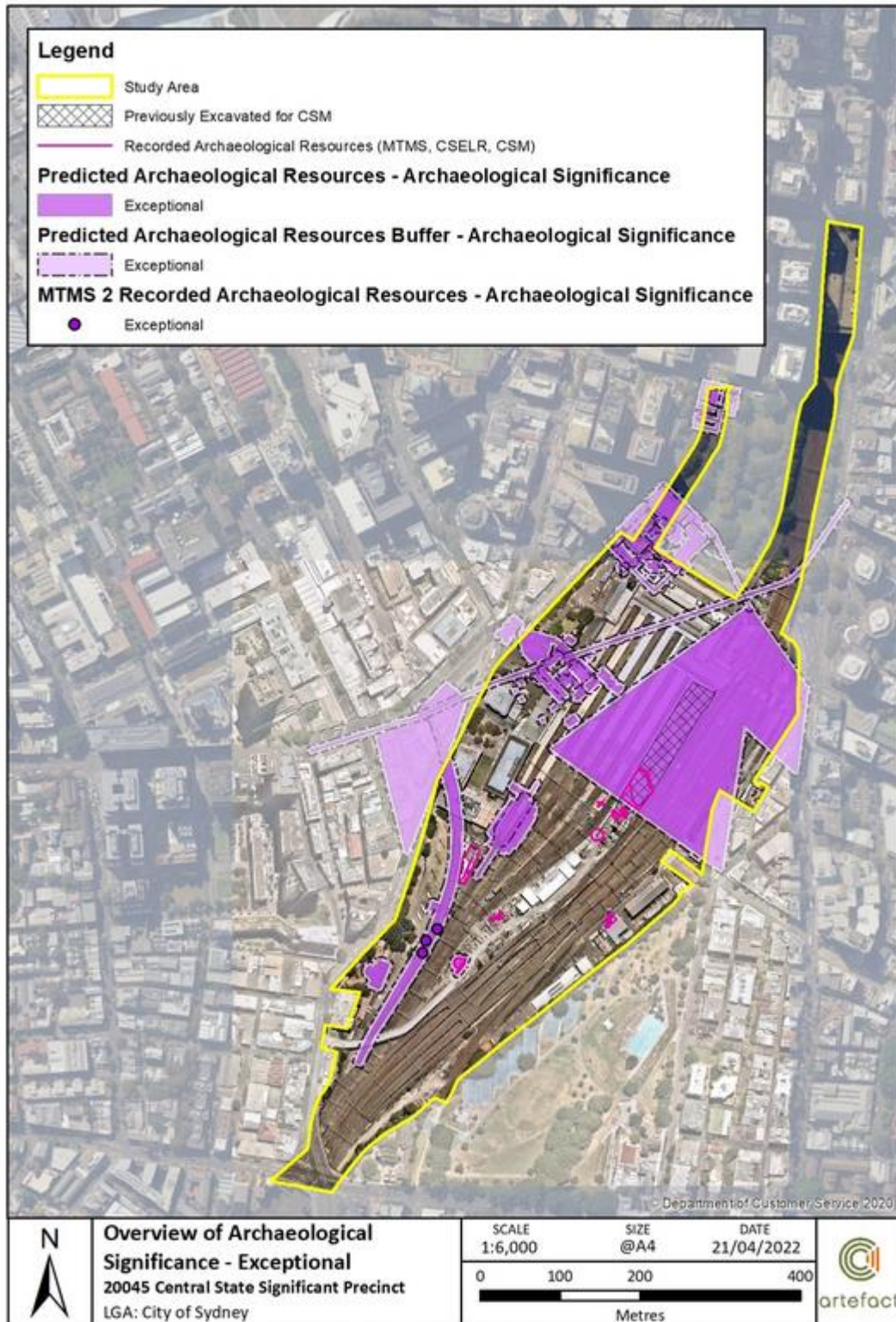
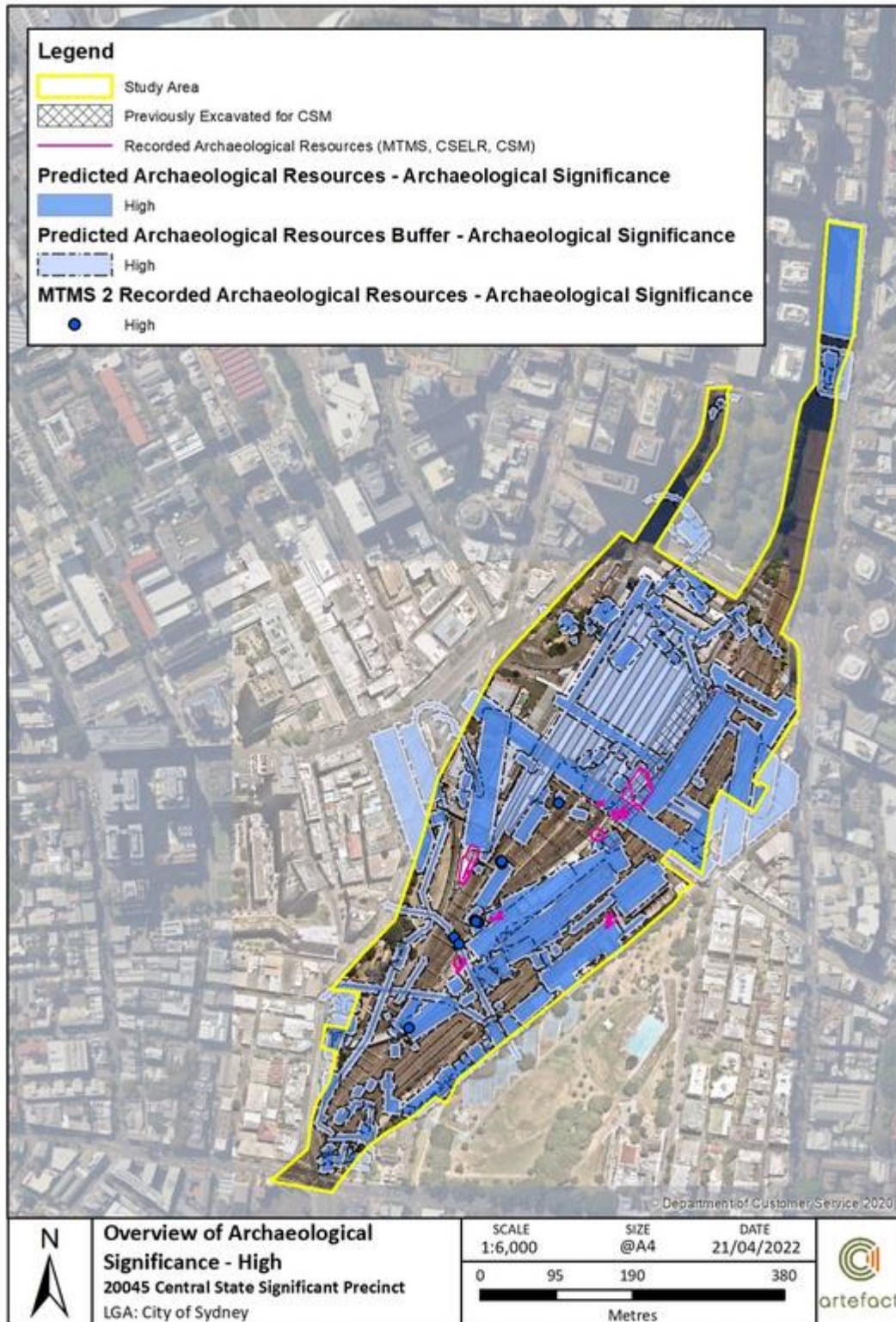


Figure 42: Map of potential historical archaeological remains of High Significance.



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Figure 43: Map of potential historical archaeological remains of Moderate Significance.



Figure 44: Map of potential historical archaeological remains of Little Significance.



8. SSP Masterplan

TfNSW is seeking to renew the Central SSP as it is an exceptional opportunity to deliver development with far reaching urban renewal outcomes that benefit Sydney and NSW. Renewal will allow Central Station to reach its full potential, address existing connectivity issues, make Central a new destination, support Sydney's economic competitiveness and revitalise significant heritage assets.

The opportunities for renewal, as identified in the Central Precinct Place Strategy, Public Domain Strategy and Urban Design Framework Report, are as follows:

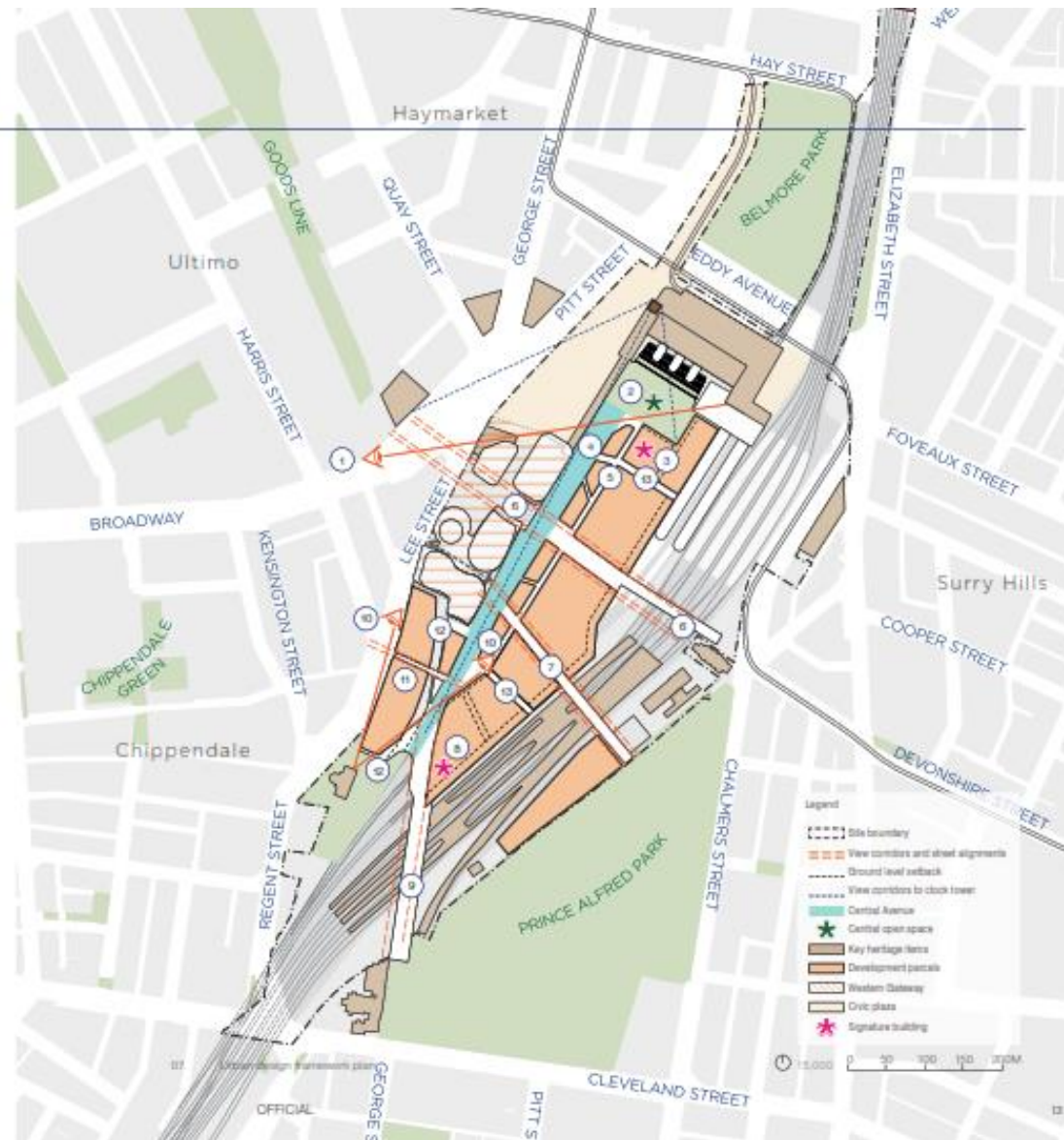
- Build on Central Station's civic and transport role as the principal transport interchange in Sydney
- Improve access and circulation through Central Station, as well as provide pedestrian and bicycle cross connections through the precinct
- Improve the northern front door to Central Station, better integrating heritage, park and connections
- Capitalise on the change in levels to create a multi-layered experience to the public domain and different vantage points of the surrounding city
- Enable the creation of a new public space for Sydney, the 'Third Square', situated at the entrance to the new Central Walk and at the heart of southern Central Sydney
- Provide a network of new and enhanced open spaces linked by green connections
- Establish a context responsive design approach that achieves a balanced distribution of height, density and scale. Ensure that future built form sensitively interfaces with key heritage items
- Create a focal point for the precinct located around the Western Gateway and northern portion of the railyards to generate enough critical mass with the right amount of workers and visitors combined with a mix of uses to create a vibrant precinct
- Retain amenity to surrounding parks, particularly Prince Alfred Park. Sun Access Planes (SAPs) will reduce overshadowing to open space at key times of the day and year
- Reveal and celebrate the unique architectural and cultural heritage of Central Precinct through adaptive re-use and interpretation, including the Sydney Main Terminus Building, Mortuary Station, former Parcels Post Office Building and Inwards Parcels Shed.

To implement these opportunities at Central SSP, a masterplan has been developed which seeks to combine the existing transport and heritage context, whilst providing a framework for connections to the city and surrounding locales, as well as development of a new city precinct.

Figure 45: Urban Design Principles and the Structure Plan informing the Masterplan. Source: Architectus and Tyrrell Studios

1.6 Urban Design Framework

- ① View corridor from Broadway creates a sense of openness and provides adequate separation between new built form and the Sydney Terminal building/clock tower.
- ② New central open space on the OSD, located in close proximity to the Sydney Terminal building and with direct access to Central Station, Central Walk and Central Square.
- ③ Signature building to mark the northern end of the OSD.
- ④ Central Avenue (main north-south connection) approx 15-24m wide.
- ⑤ North-south laneway (secondary north-south connection), approx 6m wide.
- ⑥ Devonshire Link: 20m corridor at ground level, 30m tower separation. Building separation and bridge location allows for views to the heritage Railway Institute building.
- ⑦ 12m wide Prince Alfred Park bridge link connecting to Lee Street via proposed through-site link through the Dexis Frasers development, and aligned with renewal along Prince Alfred Sidings.
- ⑧ Signature building to mark the southern most end of the OSD.
- ⑨ Bridge connection that aligns with George Street south and provides level connection to Prince Alfred Park.
- ⑩ Regent Street and North-South Lane view corridor, ensuring appropriate views to Mortuary Station.
- ⑪ 6m wide pedestrian link connecting into Regent Street, approx 24m tower separation.
- ⑫ Activation of the Goods Line between Mortuary Station and Lee Street.
- ⑬ Through site links and mid block connections support pedestrian permeability and provide adequate built form separation.



Using urban design principles and the heritage characters of the areas within the Central SSP, the proposed masterplan design divides the Central SSP study area into nine Developable Areas, which form the sub-precincts which are the basis of the assessment within this SSP Study. the design of the masterplan and urban character of the Central SSP, the

These developable areas are as follows and detailed in Figure 46:

- Developable Area 1: Terminal Building
- Developable Area 2: North OSD
- Developable Area 3: Mid OSD
- Developable Area 4: South OSD
- Developable Area 5: Regent Street Sidings
- Developable Area 6: Mortuary Station
- Developable Area 7: Prince Alfred Sidings
- Developable Area 8: Former Prince Alfred Substation
- Developable Area 9: Western Gateway
- Development Area 10: Goulbourn Street

The Developable Areas fall under the following sub-precincts:

Sub-Precinct 1: Central Station

Developable Area 1: Terminal Building

Sub-Precinct 2: Western Gateway

Developable Area 9: Western Gateway

Sub-Precinct 3: Northern OSD

Developable Area 2: North OSD

Developable Area 3: Mid OSD

Sub-Precinct 4: Southern OSD

Developable Area 4: South OSD

Sub-Precinct 5: Regent Street Sidings

Developable Area 5: Regent Street Sidings

Developable Area 6: Mortuary Station

Sub-Precinct 6: Prince Alfred Sidings

Developable Area 7: Prince Alfred Sidings

Developable Area 8: Former Prince Alfred Substation

Sub-Precinct 7: Eastern Gateway

Developable Area 9: Eastern Gateway

Sub-Precinct 8: Goulburn Street

Developable Area 10: Goulburn Street

Figure 46: Designated developable areas as described by the Central SSP masterplan (Source: Architectus and Tyrrell Studios)

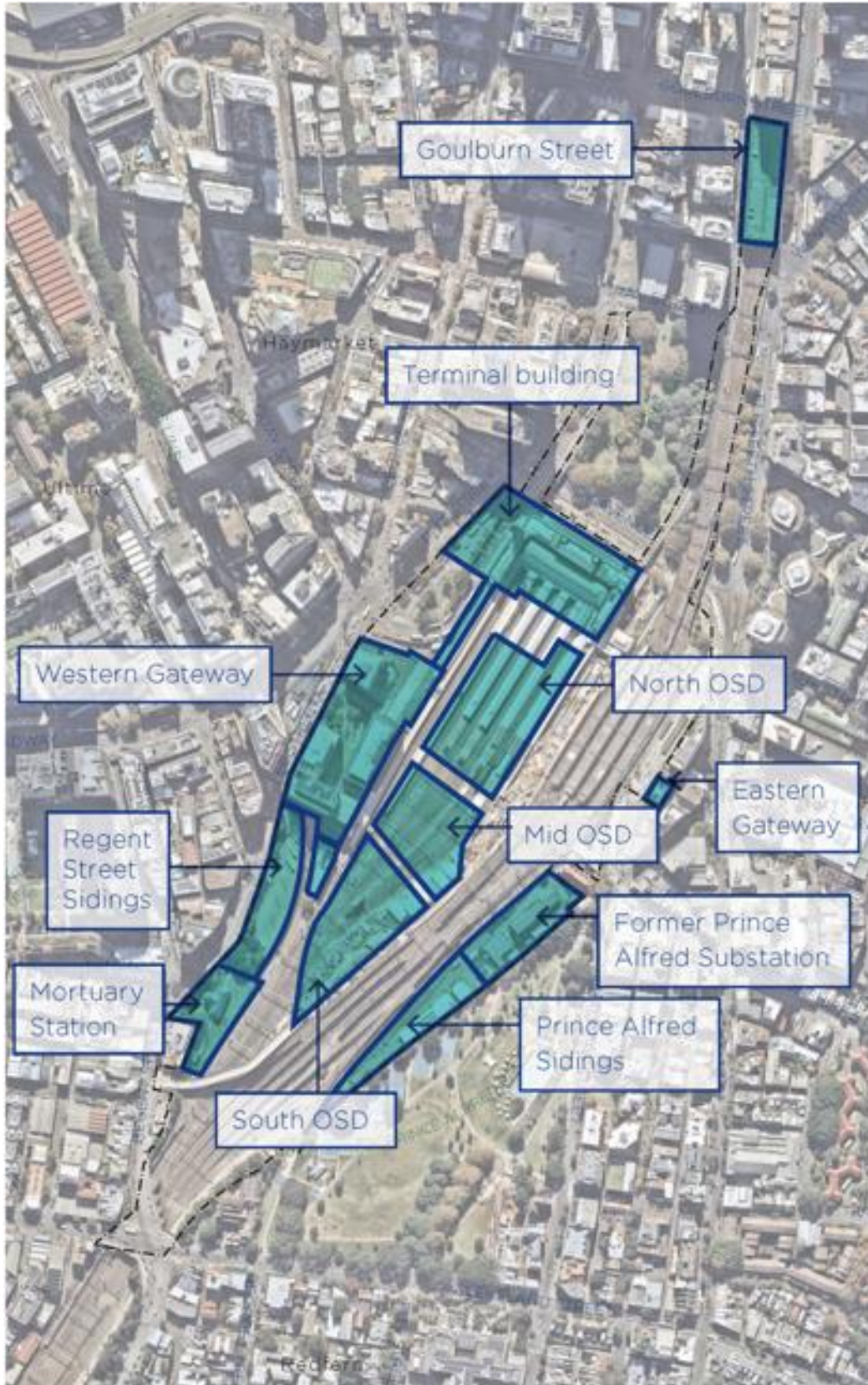


Figure 47: Proposed UDF 3D render, including land use. Source: Architectus and Tyrrell Studios

Built form illustrative GFA and land use mix



177 Indicative 3D view of proposed massing and land uses looking towards the south-west

9. Heritage Impact Statement

This Heritage Impact Assessment has been prepared using the document *Statement of Heritage Impact 2002*, prepared by the NSW Heritage Office, contained within the *NSW Heritage Manual*, as a guideline.

Impacts on heritage are identified as either:

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

This section assesses the potential heritage impacts to the listed items within and adjacent to the Central SSP that would result from the proposed masterplan design, dated November 2021, in each of the sub-precincts and nine developable areas of the study area. Justifications are also provided for the proposed masterplan design.

The heritage impact assessment contained within this report is limited to the proposed masterplan design only. Further non-Aboriginal heritage impact assessments would be required in future design development stages of the project.

In order to consistently identify the impact of the proposed masterplan design, the terminology contained in the following table has been references throughout this document. This terminology and corresponding definitions are based on those contained within the guidelines produced by ICOMOS (2011), as seen in **Table 21** below.

Table 21. Terminology for assessing the magnitude of heritage impact

Grading	Definition
Major	Actions that would have a long-term and substantial impact on the significance of a heritage item. Actions that would remove key historic building elements, key historic landscape features, or significant archaeological materials, thereby resulting in a change of historic character, or altering of a historical resource. These actions cannot be fully mitigated.
Moderate	This would include actions involving the modification of a heritage item, including altering the setting of a heritage item or landscape, partially removing archaeological resources, or the alteration of significant elements of fabric from historic structures. The impacts arising from such actions may be able to be partially mitigated.
Minor	Actions that would result in the slight alteration of heritage buildings, archaeological resources, or the setting of an historical item. The impacts arising from such actions can usually be mitigated.
Negligible	Actions that would result in very minor changes to heritage items.
Neutral	Actions that would have no heritage impact.

9.1 Heritage impacts to Sydney Terminal and Central Railway Stations Group (SHR Item No.: 01255)

The masterplan for the Central Station Precinct proposes to introduce new buildings in the vicinity of the Main Terminus Building, over station developments above the location of the Country and Intercity platforms and along the railway corridor up to Cleveland Bridge. The proposed masterplan also includes works to the Prince

Alfred Sidings area and Regent Street Sidings which includes adaptive reuse of Prince Alfred Substations and Mortuary Station.

Whilst the proposed masterplan design identifies the retention of the Main Terminus Buildings, Central Electric, Prince Alfred Substations and Mortuary Station, there would be a substantial amount of change proposed in and around the state significant precinct. The proposed works would have a cumulatively negative heritage impact on the significant heritage values of the Sydney Terminal and Central Railway Stations Group, with major impacts physically through the loss of original fabric and spaces including the Country and Intercity platforms, as well as major impacts visually through the compromised setting and loss of significant views and vistas to and from the area.

Furthermore, works to the Western Gateway which have been approved as part of separate applications have already had and would have major direct and indirect impacts to the heritage item. The proposed masterplan would be a further cumulative impact on these existing approved impacts and others which have been occurring as a result of concurrent projects at Central Station in relation to station and track upgrades and new Sydney Metro.

Overall, the heritage and cumulative impact to the state significant Sydney Terminal and Central Railway Stations Group would be **major** direct and indirect impacts.

9.2 Heritage impacts to Central SSP Study Area

9.2.1 Sub precinct 1: Central Station

The masterplan proposes to introduce new buildings in the vicinity of the Main Terminus Building. This includes a 39-storey tower on a podium above the country and intercity platforms as part of the North OSD sub-precinct. Within the Main Terminus Building it is proposed to adapt some of the auxiliary spaces for commercial and retail use, however it is not proposed that there would be additional structures in the Terminal Building sub-precinct. The works within the Terminal Building sub-precinct may include new associated services, refurbishment and potential upgrades to existing services and fabric as part of the reuse or adaptation of the existing rooms and spaces within the Main Terminus Building. These works are however part of future detailed design phases and are not subject to the proposed masterplan.

Proposed works in the masterplan for the Central Station sub-precinct identify that the Main Terminus Building would be retained, including the landmark clock tower. The Grand Concourse roof however is proposed to be replaced and refinished in a transparent glazing material. The Grand Concourse roof is an element of exceptional heritage significance, and whilst the roof design was always intended to include skylights for natural light penetration, the roof was always finished in a metal sheeting with a central skylight only. The removal of the metal sheet finish and proposed replacement of the roof with glazing would be a major impact to the significant roof structure and fabric of the Grand Concourse, as well as detrimentally impacting the overall aesthetic design of the building. The replacement of the roofing would however allow additional natural light into the Grand Concourse which would be a benefit to the Grand Concourse space due to the potential substantial overshadowing caused by the North OSD (see Figure 51).

Within the adjacent North OSD sub-precinct, the proposed tower, whilst setback behind an open green space and public area, would directly impact upon the significant fabric and setting of the Main Terminus Building and significant vistas from the surrounding streetscapes and vantage points. The proposed development scale at 39 storeys above the Grand Concourse ground plane would be unsympathetic to the small-scale of the Main Terminus Building, with the potential to create large degrees of overshadowing over the significant structure and negative encroachment on the visual curtilage of the building. This is further impacted by the visibility of the northern most tower and its relationship to the Main Terminus Building in the round – with significant vistas and vantage points impacted from the north (Belmore Park), west (George Street and Pitt Street) and the east (Elizabeth Street) (see Figure 48). The setback, whilst minimising direct physical impacts to the Main Terminus Building, does not provide an adequate curtilage to the building to minimise the visual impacts of the proposed

tower. The proposed vegetation within the open green space would have the potential to further impact and obscure southern views to the Main Terminus Building and clocktower (see Figure 49-Figure 51).

Figure 48: Massing render indicating the 39 storey tower to be sited to the south of the Main Terminus Building within the North OSD sub-precinct. The 39 storey tower would create a major visual impact to the heritage setting and curtilage of the Main Terminus Building. Source: Tyrrell Studio

Central Precinct has the potential to deliver considerable floorspace to support a range of uses. An illustrative built form concept including land use mix and potential Gross Floor Area (GFA) is described adjacent.

Land use*	%
Commercial	52 %
Retail	4.5 %
Education/tech	9 %
Community/Cultural	3 %
Residential	16.5 %
Student housing	4.5 %
Hotel	10.5 %

*Excluding WGP

Sub-precinct	Total GFA per sub-precinct (sqm)
Station (terminal building)	15,800
OSD Block A	165,400
A1	66,900
A2	48,900
A3	39,400
A4	4,100
A5	3,000
A6	3,100
OSD Block B	88,900
B1	42,700
B2	37,200
B3	4,000
B4	5,000
OSD Block C	109,700
C1	32,700
C2	28,500
C3	42,800
C4	3,400
C5	2,300
Regent Street Sidings Block D	65,000
D1	33,300
D2	31,700
Prince Alfred Sidings Block E	20,900
Goulburn St Car Park	49,200
Total GFA (excluding Western Gateway)	514,900
Western Gateway	272,000



176 Building numbers key plan

Built form illustrative GFA and land use mix



177 Indicative 3D view of proposed massing and land uses looking towards the south-west

Figure 49: Section of the Illustrative Masterplan, depicting the landscaped open area which sets back the North OSD development, but has the potential to further obscure southern views to the Main Terminus Building and Clocktower. Source: Tyrrell Studio



Figure 50: Artistic perspective of potential mature tree canopy and southern vista to the Main Terminus Building and Clocktower. Source: Tyrrell Studio



Figure 51: Artistic perspective of open green space to south of Main Terminus Building, with glazed canopy over Grand Concourse. Source: Tyrrell Studio



Ground-disturbing activities for investigating and construction within the Central Station sub-precinct, such as geotechnical investigation, service relocation, piling works, etc. have the potential to impact significant archaeological remains associated with the Devonshire Street Cemetery, the Benevolent Asylum, Carters Barracks, the Christ Church Parsonage, and other significant archaeological remains associated with the third Sydney Station (refer to inventory items as outlined in Table 20). Subject to confirmation of the methodology for investigative works and project constructability, there is potential for **major** impacts to significant archaeological remains.

In an assessment of the proposed masterplan, proposed development within the Central Station sub-precinct, overall, the proposed works would have the potential for a **minor to moderate** direct (physical) impact, whilst the proposed development within the sub-precinct and surrounding sub-precincts would have a **major** indirect (visual) impact on the significant vistas and setting of the Main Terminus Building.

9.2.2 Sub-precinct 2: Western Gateway

The development of the sub precinct has been assessed and approved under a process to amend the SLEP 2012. It is therefore not part of the heritage assessment within this report.

9.2.3 Sub precinct 3: Northern OSD

The masterplan proposes to introduce new buildings in the sub-precinct known as the Northern OSD, which sits above the country and intercity platforms 4-14 at Central Station and part of the Sydney Yards, to the south of the Main Terminus Building. The proposed new buildings include towers 21-39 storeys in height with podiums. As part of the proposed developments in the sub-precinct it is anticipated that the potential built form would require the removal of the existing significant platform structures some of which have fabric which dates back to the original construction in 1906, with the original fabric of exceptional significance. It would also require the removal of existing infrastructure and small ancillary buildings within the area, much of which has been assessed as of little significance.

The proposed development would see the introduction of new buildings which would have a negative heritage impact on the significant visual setting of the Central Station SSP study area, particularly the visual relationship between the Main Terminus Building and Mortuary Station.

The proposed OSD would alter the physical and visual setting of the platforms and the significant open view lines between the platforms and the Grand Concourse and Main Terminus Building as well as the platforms to the Sydney and Central yards. Above platform 1, as part of the open space to the west of the OSD, a glass-bottom water feature is proposed, to provide natural light to the West Wing Extension wall, and an interpretation opportunity for the platform and building façade (refer Figure 52). Whilst this is an opportunity in the masterplan to interpret and reference the original spatial relationship of the platform, it would not mitigate the major physical and visual impact of the development on the platforms.

Figure 52: Masterplan concept design for the relationship between the North OSD, Platform 1 and the eastern façade of the West Wing Extension. Source: Tyrrell Studios



242 View from underneath the new Metro canopy looking west towards the platform entries.

- 1. Central Square
- 2. West Wing Building
- 3. RL 21 Link
- 4. Intercity Platforms
- 5. Central Avenue



233 Cross-section through West Wing Building

Proposed new structures within the Northern OSD would have a negative heritage impact on the significant fabric at the Station as well as the significant visual setting and appreciation of the platforms and the Main Terminus Building from within the Central Station SSP study area and from surrounding streetscapes. The proposed development scale at 39 storeys above the Grand Concourse ground plane would be unsympathetic to the small-scale of the Main Terminus Building, with the potential to create large degrees of overshadowing over the significant structure and negative encroachment on the visual curtilage of the building. This is further impacted by the visibility of the northern most tower and its relationship to the Main Terminus Building in the round – with

significant vistas and vantage points impacted from the north (Belmore Park), west (George Street and Pitt Street) and the east (Elizabeth Street).

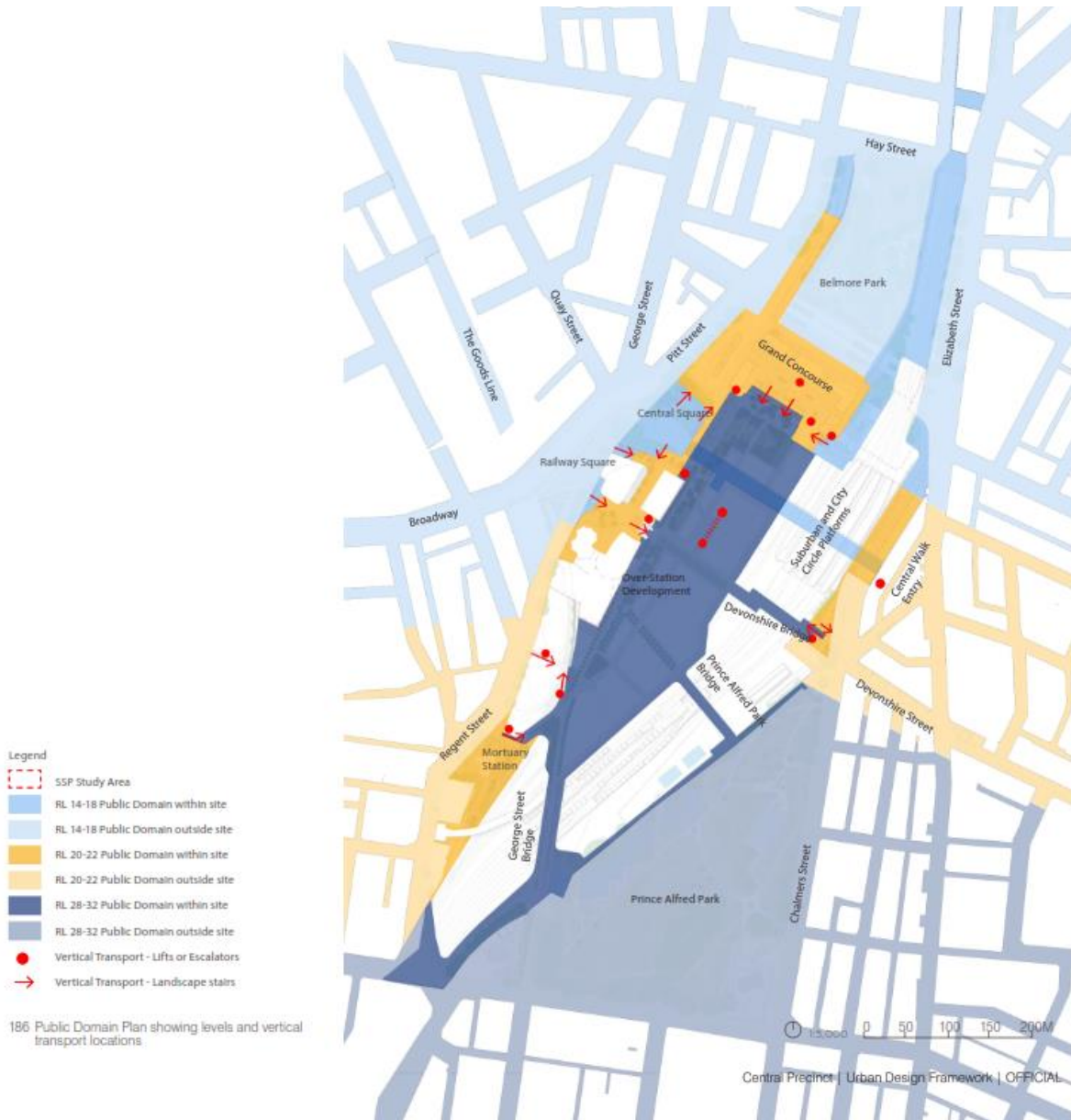
The setback of the northern tower, whilst minimising direct physical impacts to the Main Terminus Building, does not provide an adequate curtilage to the building to minimise the visual impacts of the proposed tower.

The overall bulk and mass of the proposed OSD would be minimised by the masterplan design's implementation of laneways and mid-block connections to integrate a finer grain development on the western edge and additional open space to the OSD (refer Figure 53). At the western edge of the development, the small-scale blocks in conjunction with the open public space which extends the entire western edge of the SSP study area would help to minimise overshadowing and visual impacts to the heritage items on the western extents of Central and the historically open entrance space of the Western Forecourt.

Figure 53: UDF plans showing existing and proposed public domain areas. Source: Architectus and Tyrrell Studios



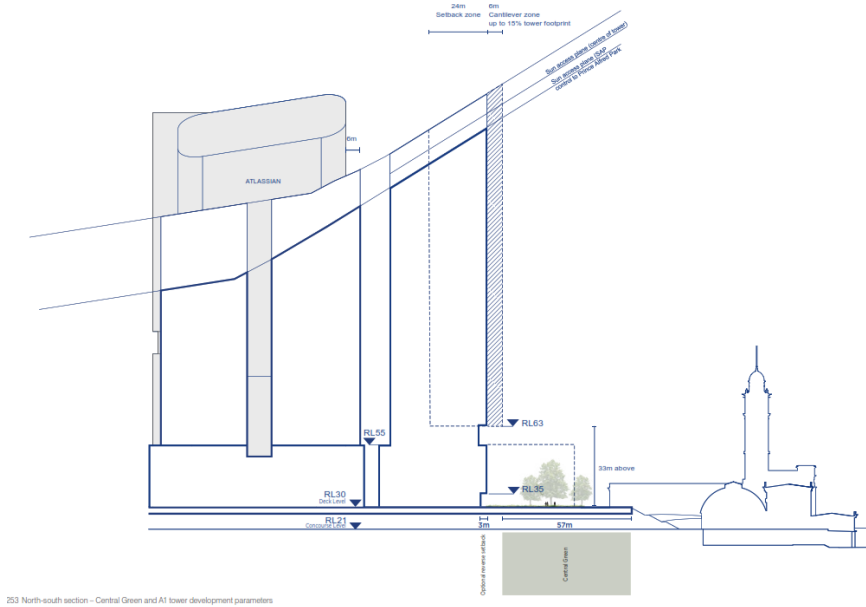
Figure 54: UDF plan showing levels and transport locations. Source: Architectus and Tyrrell Studios



The eastern colonnade which is proposed along the eastern edge of the OSD would add a level of permeability to the expansive building mass of the tower developments in the sub-precinct, helping to minimise the visual bulk and overshadowing of these buildings over the Above Ground Platforms to the east and overshadowing over the Central Yards (refer Figure 55).

The proposed development however would have a major visual impact to the Central Electric Building and the Above Ground Platforms, with the OSD ground plane sitting at the height of the Above Ground Platform’s canopies. At platform level the visual development wall which the OSD would create would impact the cross Station views and sense of open space which has historically been afforded the platforms. The building’s ground plane is also above the Central Electric Station roofline, which, along with the already approved Metro canopy would further deteriorate the building’s presence within the whole Central Station complex, relegating the building to a mere façade as viewed from Eddy Avenue, rather than from in the round as it has historically been understood.

Figure 55: UDF section and render showing the Northern OSD relationship with the Main Terminus Building, Central Electric and the Above Ground Platforms (Source: Architectus and Tyrrell Studios)



253 North-south section – Central Green and A1 lower development parameters



254 View from Pitt St towards Terminal Building and OSD

Above the Devonshire Tunnel between the North OSD and the Mid OSD an open air cross-link has been proposed which would be the same width of the Devonshire Tunnel. This wide laneway would help to minimise the mass and bulk of the OSD, adding to the fine grain of the sub-precinct, whilst providing amenities for users, including a direct link to the Station below at the Central Walk. The space would also have a positive contribution to interpret the Devonshire Tunnel below which is in the location of the original Devonshire Street which bisected the area prior to the development of the Station in the early 1900s.

This Devonshire Link would terminate at its eastern edge with a bridge which spans across the Central Yards connecting the OSD and western perimeter to the east, terminating near the Railway Institute Building. The proposed bridge may require physical intervention into the significant Bradfield flying junctions, however this is subject to detailed design phases after the masterplan. The bridge would provide a positive heritage interpretation opportunity to understand the significant heritage infrastructure in the yards.

The design of the bridge would be a cable suspension bridge, with a large, curved metal and timber entry portal, signifying its start at Chalmers Street (refer). The open nature of the bridge would be a positive design development, minimising the visual impacts of the structure to the area, and retaining vistas through Central Yards to the platforms. The bridge would be setback 8m from the northern façade of the Railway Institute Building, and would not physically impact this building, maintaining the ability to understand the building from Chalmers Street and within the round, as one crosses the bridge.

The design of the bridge would also see the redevelopment of the entrance into the Devonshire Tunnel, removing the current non-original and non-significant entrance and canopy with a small scale glazed canopy (refer). This proposed change would have a neutral heritage impact.

Figure 56: Masterplan design: Devonshire Link. Source: Architectus and Tyrrell Studios

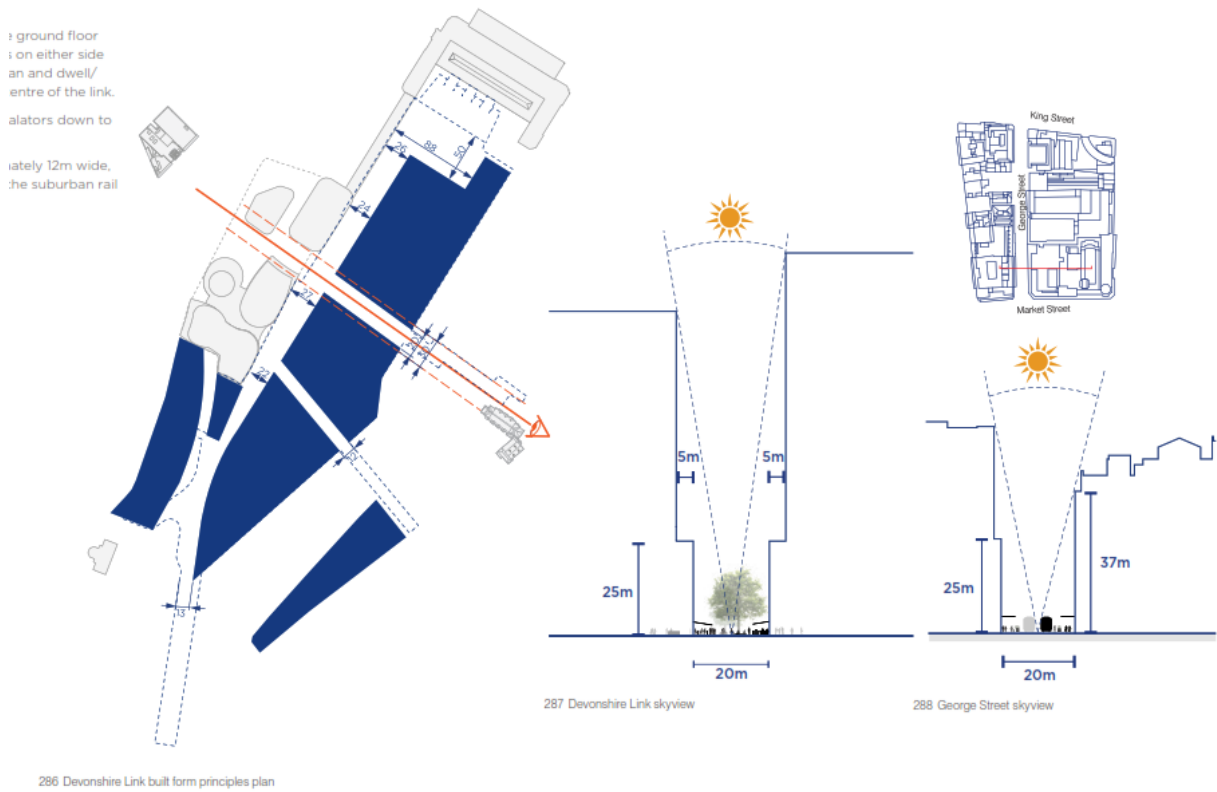


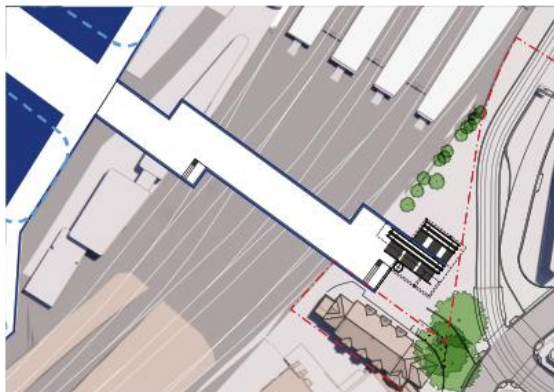
Figure 57: Masterplan design: Central Walk and link to Devonshire Link. Source: Architectus and Tyrrell Studios



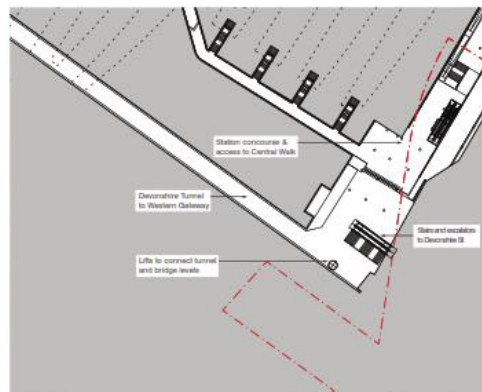
289 Key plan



290 View of plaza at Devonshire Bridge - preferred design approach



291 Street level plan - preferred design approach (to be resolved at future DA/concept design stage)



292 Lower ground plan - preferred design approach (to be resolved at future DA/concept design stage)

The proposed Northern OSD and new Devonshire link bridge would alter the existing setting of the Railway Institute Building on Chalmers Street. The proposed development would not have physical impacts on the heritage item. The development would have minor visual impacts on the Railway Institute Building, but the Devonshire link bridge would allow for the interpretation and understanding of the building in the round, offering vantage points from the railway corridor.

Ground-disturbing activities for investigating and construction within the Northern OSD sub-precinct, such as geotechnical investigation, service relocation, piling works, etc. have the potential to impact significant archaeological remains associated with the Devonshire Street Cemetery, the Benevolent Asylum, Aboriginal site AHIMS ID 45-6-3654, and other significant archaeological remains associated with the second and third Sydne Stations (refer to inventory items as outlined in Table 20). Subject to confirmation of the methodology for investigative works and project constructability, there is potential for **major** impact to significant archaeological remains.

In an assessment of the proposed masterplan, proposed development within the Northern OSD sub-precinct, overall, the proposed built form would have the potential for a **minor to major** direct (physical) impact to the significant fabric of the country and intercity platforms, and a **moderate to major** indirect (visual) impact to the significant vistas and setting of the platforms and Main Terminus Building, and the visual relationship between the Main Terminus Building and Mortuary Station, the platforms and the surrounding significant spaces across the site.

9.2.4 Sub precinct 4: Southern OSD

The masterplan proposes to introduce new buildings in the sub-precinct known as the South OSD, which sits above the Sydney Yards, north of the Cleveland Street Bridge and to the east of Mortuary Station. To the west of the sub-precinct are the significant Bradfield flying junctions in the Central Yard. The proposed new development includes towers of 18-24 storeys in height with podiums. The proposed development would not require the removal of significant built heritage.

The overall bulk and mass of the proposed OSD would be minimised by the masterplan design's implementation of laneways and mid-block connections to integrate a finer grain development on the western edge and additional open space to the OSD (refer Figure 53). At the western edge of the development, the small-scale blocks in conjunction with the open public space which extends the entire western edge of the SSP study area would help to minimise overshadowing and visual impacts to the heritage items on the western extents of Central.

The proposed development would see the introduction of new buildings which would have a negative heritage impact on the significant visual setting of the Central Station SSP study area, particularly the visual relationship between the Main Terminus Building and Mortuary Station and Mortuary Station across to Prince Alfred Sidings. It would also have a negative impact on the understanding and visual appreciation of Mortuary Station from the Sydney Yards as seen from train travel as trains would be relegated to beneath the OSD (refer Figure 58).

Whilst the proposed South OSD is substantially setback from Mortuary Station, the southernmost building presents a sheer wall and large-scale mass and bulk to Mortuary Station to its south, and does not respect or take into consideration the low-scale nature of the building. The southernmost tower would further minimise its impact on the exceptionally significant Mortuary Station by implementing setbacks to its southern perimeter which would engage its southern surroundings and respect the existing heritage urban context and scale at this location.

The eastern colonnade which is proposed along the eastern edge of the OSD would add a level of permeability to the expansive building mass of the tower developments in the sub-precinct, helping to minimise the visual bulk and overshadowing of these buildings over the Central Yards (refer Figure 58).

Figure 58: UDF elevation and section showing the South OSD relationship with Mortuary Station and the Central Yards including Bradfield Flyovers. Source: Architectus and Tyrrell Studios

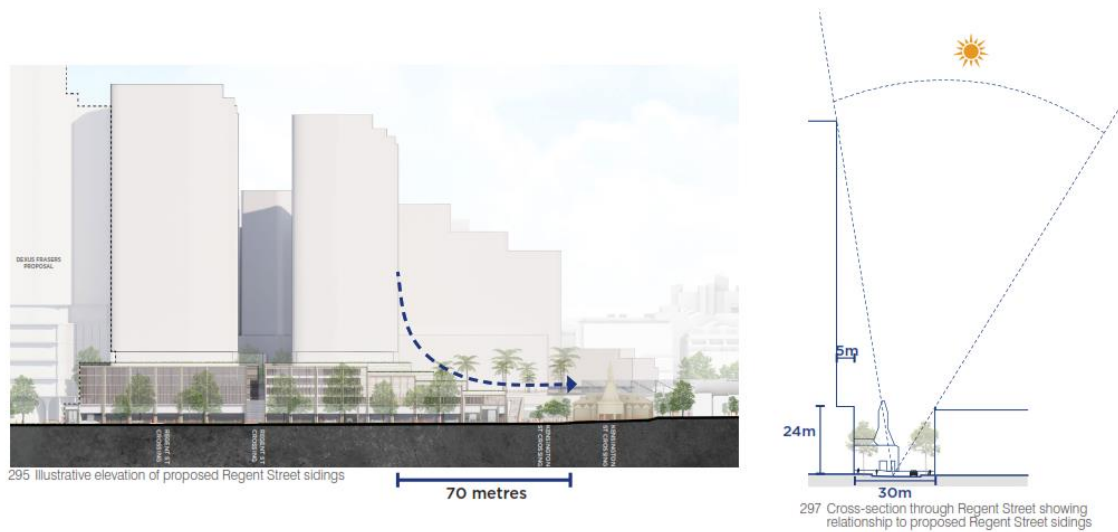


Figure 59: Truss option design for the South OSD bridges. Source: Architectus and Tyrrell Studios



The proposed works in the South OSD sub-precinct also include the development of two bridges across the Central Yards connecting the OSD and the western perimeter to the east, terminating at the northern and southern ends of Prince Alfred Park. The proposed bridges may require some physical intervention into the significant Bradfield flying junctions for structural stability, however this is subject to detailed design phases after the masterplan. The bridges would provide a positive heritage interpretation opportunity to understand the significant heritage infrastructure in the yards.

The design of the bridges would be a truss bridge. Portal designs for the bridges at their entrances on Prince Alfred Park have not been designed yet. The open nature of the bridge would be a positive design development, minimising the visual impacts of the structure to the area, and retaining vistas through Central Yards, Prince Alfred Substation and Mortuary Station.

Ground-disturbing activities for investigating and construction within the Southern OSD sub-precinct, such as geotechnical investigation, service relocation, piling works, etc. have the potential to impact significant archaeological remains associated with the Goods Shed (First Station), Carriage Shed (First Station), the locomotive shops, and other significant archaeological remains associated with the first, second and third Sydney

Stations (refer to inventory items as outlined in Table 20). Subject to confirmation of the methodology for investigative works and project constructability, there is potential for **major** impact to significant archaeological remains.

In an assessment of the proposed masterplan, proposed development within the South OSD sub-precinct, overall, the proposed built form would have the potential for **minor** direct (physical) impact to the significant fabric, and a **major** indirect (visual) impact to the significant vistas of Mortuary Station, as well as the setting and vistas of the Sydney Yards. The visual relationship between the Main Terminus Building, Mortuary Station, Sydney Yards and Prince Alfred Sidings would also be negatively impacted by the proposed development.

9.2.5 Sub precinct 5: Regent Street Sidings

At the northern end of the Regent Street Sidings sub-precinct, the masterplan proposes to introduce new towers in the area formerly referred to as the Regent Street Sidings. The Regent Street Sidings is located to the western perimeter of the SSP study area and includes Mortuary Station at its south.

The proposed new development includes towers of between 36 and 41-storeys in height with a predominantly residential function above a commercial podium. This area predominantly consists of items assessed as of little heritage significance but does include part of the Darling Harbour Cut which is of high heritage significance. New structures within the sub-precinct would have the potential to physically impact the significant overbridge structure and Darling Harbour Cut which is located directly beneath and to the north-east of the sub-precinct.

The proposed development would see the introduction of new buildings which would have a negative heritage impact on the significant visual setting of the Central Station SSP study area, particularly the visual setting of Mortuary Station to its south. The development, alongside those planned in the Northern and Southern OSD would detrimentally impact the ability to understand Mortuary Station's historical physical and visual connection with the Sydney Yards and Central Station.

The proposed development provides a substantial setback to the northern edge of the Mortuary Station sub-precinct, providing adequate heritage curtilage around the building and site (refer Figure 61). However, whilst the proposed development includes staggered setbacks to its southern extent to provide a low scale podium adjacent Mortuary Station (which is a positive outcome for Mortuary Station), the overall proposed development scale of the two towers would be unsympathetic to the small-scale Mortuary Station, with the potential to create large degrees of overshadowing over the significant structure. The small 6m laneway between the two towers would minimise the overall mass of the development, however, would not mitigate the overall visual impacts to Mortuary Station.

Figure 60: UDF render and section showing the Regent Street Sidings development's relationship with Mortuary Station. Source: Architectus and Tyrrell Studios

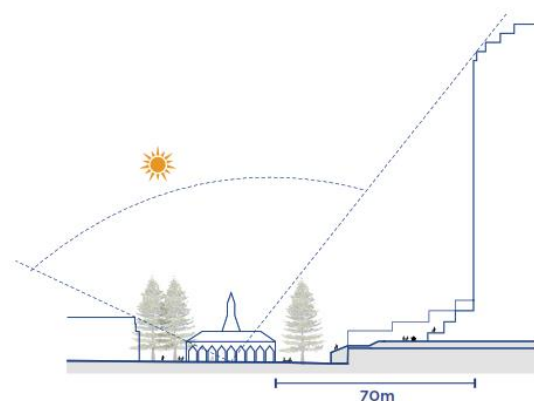


Figure 61: UDF street plan showing the relationship of the Regent Street Sidings with Mortuary Station. Source: Tyrrell Studios



The masterplan proposes to retain and adapt Mortuary Station as a public park within the Regent Street Sidings sub-precinct. The proposed function for the adapted building is to be confirmed in detailed design stages of the project. The proposed development at the State significant site is a positive heritage outcome for the site, providing a viable function for the building and ensuring the conservation and maintenance of its fabric. The building and its surrounds would be retained and made publicly accessible, resulting in the longevity of the building and its setting (refer Figure 62 and Figure 63).

Works to the building as part of its adaptive reuse would have the potential to impact the physical fabric but are subject to detailed design at a later stage.

Significant vistas to the building would generally be retained from Regent Street. However, views from Regent Street Sidings would be substantially lost (refer Figure 65). The proposed landscape work would make a positive heritage impact to the overall setting of the building but would result in a loss of its original railway setting and understanding of the building as part of the larger suite of buildings and functions at Central Station.

Figure 62: Southern masterplan indicating landscape development for Mortuary Station and retention of significant view lines. Source: Tyrrell Studios

View Lines

- LEGEND**
- Central Precinct boundary
 - Rail line
 - Development area
 - Light rail line
 - Existing open space
 - Key Heritage item
 - Publicly accessible spaces (open space, streets and laneways)
 - ① Sydney Terminal and clock tower
 - ② Electric Sub-station
 - ③ Mortuary Station
 - ↔ Sight-line
 - ↔ Public view protection



339 View lines plan (extract from CP Design Guidelines)

Figure 63: UDF render showing the relationship between Mortuary Station and immediate surrounding OSD and Regent Street Sidings developments. Render also shows the impact on the visual and physical connection to the yards and Central Station caused by the proposal. Source: Architectus and Tyrrell Studios



169 Indicative 3D render of proposed massing and upgraded public domain (Image source: Virtual Ideas)

Figure 64: Artistic render showing the relationship of Mortuary Station with surrounding development and the impacted view lines. Source: Tyrrell Studios



Figure 65: Artistic render of the Southern Public Domain, with vista to Mortuary Station roof, and indicating the loss of context and building views to the site. Source: Tyrrell Studios



196 View of Southern Plaza looking south towards Redfern

Ground-disturbing activities for investigating and construction within the Regent Street Sidings sub-precinct, such as geotechnical investigation, service relocation, piling works, etc. have the potential to impact significant archaeological remains (refer to inventory items as outlined in Table 20).. Subject to confirmation of the methodology for investigative works and project constructability, there is potential for **major** impact to significant archaeological remains.

In an assessment of the proposed masterplan, proposed development within the Regent Street Sidings sub-precinct, overall, the proposed built form would have the potential for **minor to major** direct (physical) impact to significant fabric of the Darling Harbour Cut and Overbridge and Mortuary Station. The proposed built form would have a **minor to major** indirect (visual) impact to the visual setting and appreciation of the State significant Mortuary Station, as well as the setting and vistas of the Sydney Yards. The proposed development would further impact and alter the historic physical relationship between Mortuary Station and the main and ancillary buildings of Central Station.

Cumulatively, the proposed development at the Regent Street Sidings sub-precinct overall and the South OSD sub-precinct would have a **major** indirect (visual) impact to the significant vistas, visual setting, and historical relationship of Mortuary Station with the whole Central Station complex. The overall masterplan proposal would have a detrimental and negative impact on Mortuary Station, creating a disjunction with its historic use and setting, and negatively impacting its significance (refer Figure 63).

9.2.6 Sub precinct 6: Prince Alfred Sidings

The masterplan proposes to introduce new buildings in the sub-precinct located within the Prince Alfred Sidings. The Prince Alfred Sidings sub-precinct is located to the south of the main Central Station Terminus Buildings and to the west of Prince Alfred Park. The proposed new development includes buildings of 9 storeys which feature a stepped form creating setbacks from the Prince Alfred Substation, Switch House and the Park.

The proposed development would require the removal of ancillary substation buildings which are generally mid-20th century to modern in construction and of little significance. However, the earlier structures (workshops) to the south of the proposed sub-precinct are proposed to be retained.

The masterplan proposes to retain and adapt the former Prince Alfred Substation into commercial office space. Works are progressing separately to the Masterplan and are being assessed by Artefact Heritage as part of Staged development works (which at the time of writing is subject to DA assessment with City of Sydney). Works proposed as part of the adaptive reuse include the removal of intrusive elements such as infills to windows, and where required the installation of new materials to adapt the spaces. These materials would be lightweight and easily removable.

The proposed development is a positive heritage outcome for the site, providing a viable function for the building and ensuring the conservation and maintenance of its fabric. The building and its surrounds would be retained and made publicly accessible, resulting in the longevity of the building and its setting.

Significant vistas would generally be retained. It is unknown whether any landscape works are proposed as part of the adaptive reuse and redevelopment of the site.

Ground-disturbing activities for investigating and construction within the Regent Street Sidings sub-precinct, such as geotechnical investigation, service relocation, piling works, etc. have the potential to impact significant archaeological remains associated with the Produce Shed (1899) and Goods Platforms (c1872) and other significant archaeological remains associated with the first, second and third Sydney Stations (refer to inventory items as outlined in Table 20). Subject to confirmation of the methodology for investigative works and project constructability, there is potential for **major** impact to significant archaeological remains.

The proposed development would see the introduction of new buildings of a larger scale that is currently located in the area. This would have the potential to have a negative heritage impact on the visual setting of the sub-precinct and significant vistas to Prince Alfred Park and the significant Bradfield flying junctions within Central Yards. The proposed buildings would be elevated over recreational spaces which would serve to extend the public

recreational facilities available at the adjacent Prince Alfred Park, and would be a positive contribution for amenity in the area and for the new city precinct. This space at ground plane would be open, providing permeability to both Prince Alfred Park and provide a visual through connection to the Bradfield Flying Junctions, thereby maintaining a visual connection to this area of the rail corridor in Central Yards (refer Figure 66 and Figure 67).

In an assessment of the proposed masterplan, proposed development within the Prince Alfred Sidings sub-precinct, overall, the proposed works would have the potential for **negligible to minor** direct (physical) impact to significant fabric, and a **minor to moderate** indirect (visual) impact to the visual setting and appreciation of the Bradfield flying junctions and the adjacent Prince Alfred Park, as well as the setting and vistas of the adjacent former Prince Alfred Substation buildings.

Figure 66: Proposed building at Prince Alfred Park sidings, isometric section through proposed building, showing elevation above open ground plane. Source: Tyrrell Studios

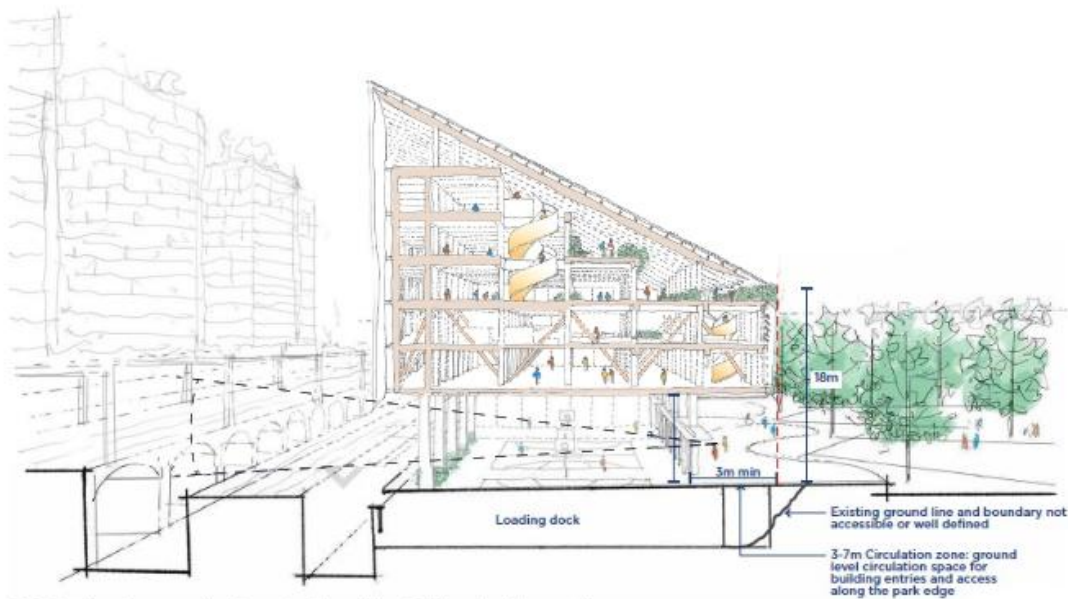


Figure 67: Proposed site plan for Prince Alfred Sidings sub-precinct. Source: Tyrrell Studios



9.2.7 Sub-precinct 7: Eastern Gateway

The masterplan includes the Eastern Gateway as a developable parcel. Future changes would likely focus on improvement of circulation, emphasising additional entry point to the precinct and the public realm. It is noted that impacts in this sub-precinct associated with Central Walk have been assessed in the State Significant Infrastructure Planning Approval assessments for that project.

9.2.8 Sub-precinct 8: Goulburn Street

The masterplan includes a change of land use zone which would realise a future development opportunity of the Goulburn Street car park. The car park does not have heritage significance so demolition of the structure would not result in heritage impacts. Any new development at the site would be located the far northern edge of the SHR curtilage and is unlikely to result in major impacts to Central Station given that a structure is currently present at the location.

9.3 Impacts to heritage items in the vicinity of the study area

Table 22: Heritage Impact Assessment to the heritage items within the vicinity of the study area (50m buffer)

Item	Direct (physical impacts)	Indirect (visual) impacts
Cathedral of the Annunciation of Our Lady (Greek Orthodox Church group buildings landscaping, fence and grounds including interiors)_	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	It is anticipated that the proposed development within the proposed sub-precincts at Central Station would result in a moderate indirect (visual) impact due to the interrupted view lines from the church and its surroundings towards the Central Terminus and clock tower. View lines towards Mortuary Station (sub-precinct 6) would generally be maintained.
Christ Church of St Lawrence and Pipe Organ (Christ Church St Laurence Group – church, former school and rectory, including interiors)	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	Due to the proposed development to the south of the clock tower, the significant view lines towards the clock tower from George Street would generally be maintained. However, the development to the south of the Main Terminus Building would modify the existing significant vistas and open view lines above the Pitt Street tree line and the overall visual setting of the station precinct, resulting in a moderate indirect (visual) impact
Crown Hotel (Crown Hotel, including interior)	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	There is a key view line towards the clock tower and the northern elements of the station from the heritage item. Although the existing views are often shielded by surrounding buildings and landscape, there is a potential that the proposed development within the study area, particularly within the sub precinct 1 (Central Station) and 2 (North OSD) would alter the historic setting of the station and associated yards, resulting in a minor to moderate indirect (visual) impact.
Railway Institute Building (Former “Railways Institute” building, including fence and interior)	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	The Railway Institute Building shares significant view lines towards the Main Terminus Building and the clock tower and is a highly visible item from within the Central station precinct, particularly when viewed along the southern railway tracks. Development within the Central Station precinct would have the potential to result in minor to major indirect (visual) impacts to existing view lines between the items and the overall visual setting of the station.
Terrace group, including interior (99-105 Regent Street)	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	Due to the siting of the heritage item, Central Station and the clock tower are not visible from the item or the immediate streetscape. However, the western façade of Mortuary Station is visible from the heritage item, and open vistas are found above the tree line towards the north-eastern side of the study area.

Item	Direct (physical impacts)	Indirect (visual) impacts
		<p>As the proposed works to Mortuary Station are generally to the eastern side of the building, the current view lines between the heritage items would be maintained, resulting in a neutral indirect (visual) impact.</p> <p>The proposed development within the study area, particularly within the sub precinct 3 (Mid OSD), 4 (South OSD) and 5 (Regent St Sidings) would have the potential to alter the existing open vistas and the historic setting of the station and associated yards, resulting in a minor indirect (visual) impact.</p>
Former “John Storey Memorial Dispensary”, including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>Due to the siting of the heritage item, Central Station and the clock tower are not predominately visible from the item, although significant views towards the Central Station structures can be found further north along Lee Street. However, the western gardens, fencing and façade of Mortuary Station are visible from the heritage item. The key view line towards the study area is found directly east of the heritage item towards the current Lee Street substation and bus terminal.</p> <p>As the proposed works to Mortuary Station are generally located to the eastern side of the building, the current view lines to Mortuary Station would be maintained, resulting in a neutral indirect (visual) impact.</p> <p>However, the proposed development within sub precincts 4 (South OSD) and 5 (Regent St Sidings) would have the potential to alter the existing open vistas towards the study area through the introduction of new tower structures, resulting in a minor indirect (visual) impact to the historic setting of the station and associated yards.</p>
Former Co-Masonic Temple, including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>Due to the siting of the heritage item, Central Station and the clock tower are not visible from the item. Mortuary Station is also not visible from the item but is predominately visible from the surrounding streetscape.</p> <p>Development within the sub-precinct would not be visible from the main façade of the building. Access to the rear of the building was not available, however views towards the study area from the heritage item would be blocked by the modern development to the rear of the site.</p> <p>As the proposed works to Mortuary Station are generally to the eastern side of the building, the current view lines from the streetscape surrounding the heritage item towards Mortuary Station would be maintained, resulting in a neutral indirect (visual) impact.</p>

Item	Direct (physical impacts)	Indirect (visual) impacts
Terrace group (83–85 Regent Street), including interiors	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>Due to the siting of the heritage item, Central Station and the clock tower are not visible from the item. However, the western gardens, fencing and street façade of Mortuary Station are visible from the heritage item. As the proposed works to Mortuary Station are generally located to the eastern side of the building, the current view lines would generally be maintained, resulting in a negligible indirect (visual) impact.</p> <p>However, the proposed development within sub precincts 4 (South OSD) and 5 (Regent St Sidings) would have the potential to alter the existing open vistas towards the study area through the introduction of new tower structures, resulting in a minor indirect (visual) impact to the historic setting of the station and associated yards.</p>
Former Crown Hotel, including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	Due to the siting of the heritage item, Central Station and the clock tower are not visible from the item. Mortuary Station is also not visible from the item but is predominately visible from the surrounding streetscape. As the proposed works to Mortuary Station are generally to the eastern side of the building, the current view lines from the streetscape surrounding the heritage item towards Mortuary Station would be maintained, resulting in a neutral indirect (visual) impact.
Cottage, including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>Due to the siting of the heritage item, Central Station and the clock tower are not highly visible from the heritage item, with view lines interrupted by fencing and development between the structures. The proposed development of sub precincts 2 (North OSD), 3 (Mid OSD) and 4 (South OSD) would generally be in keeping with the high-rise development located to the north of the study area and visible from this vantage point.</p> <p>Mortuary Station is not visible from the heritage item. The proposed works to Mortuary Station would not be visible from the heritage item, however there is potential for the new development within Central Station to completely block any existing view from the heritage item towards the study area.</p> <p>The proposed development within the study area would have the potential to result in a negligible indirect (visual) impact.</p>
Former Mercantile Bank Chambers, including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	Due to the siting of the heritage item, Central Station and the clock tower are not highly visible from the heritage item, with view lines interrupted by fencing and development between the structures. The proposed development

Item	Direct (physical impacts)	Indirect (visual) impacts
		<p>of sub precincts 2 (North OSD), 3 (Mid OSD) and 4 (South OSD) would generally be in keeping with the high-rise development located to the north of the study area and visible from this vantage point.</p> <p>Mortuary Station is not visible from the heritage item. The proposed works to Mortuary Station would not be visible from the heritage item, however there is potential for the new development within Central Station to completely block any existing view from the heritage item towards the study area.</p> <p>The proposed development within the study area would have the potential to result in a negligible indirect (visual) impact.</p>
Belmore Park grounds, landscaping and bandstand	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>The item is a highly visible element from the Central precinct due to its siting at the northern end of the Main Terminus Building. Its parkland is also used as a pedestrian pathway from Hay Street towards the station and is visible from the viaducts that run north of the Main Terminus Building.</p> <p>The proposed works would be sited to the south of the Main Terminus Building; however, their proposed scale and form would be visible from Belmore Park.</p> <p>Although the development would not block view lines from the heritage item towards the main Eddy Avenue façade of the Main Terminus Building, the proposed development within the sub precincts to the south of the building would alter the existing open vistas towards the study area through the introduction of new tower structures, resulting in a major indirect (visual) impact to historic setting of the station.</p>
Former Lottery Office, including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>Due to the siting of the heritage item at the junction to the north of Railway Square, significant view lines to and from Central station are evident from George and Pitt Streets.</p> <p>The proposed works would be sited to the south of the Main Terminus Building and would not block view lines towards the western façade of the Main Terminus Building nor the former Parcels Post Office. However, the proposal would alter the existing visual setting and open vistas found from this perspective and result in a major indirect (visual) impact.</p>
Former Parcels Post Office, including retaining wall, early lamp post and building interior	The proposed works have the potential to result in unexpected or inadvertent adverse direct	There are key view lines towards the western and southern façade of the clock tower and southern elements of the station, while view lines are shared

Item	Direct (physical impacts)	Indirect (visual) impacts
	(physical) impact to the heritage item.	<p>between the overall heritage item and the former Parcels Post Office. These existing view lines would generally be retained.</p> <p>The proposed works within the western gateway sub-precinct has been assessed approved under a process to amend the SLEP 2012. However, the proposed development of the sub-precinct and its surroundings would alter the existing setting and open vistas in the round, resulting in a major indirect (visual) impact.</p>
Former “Manning Building”, including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>There are currently no significant view lines between Central Station and the heritage item, although there is a significant view found slightly northeast of the building along Pitt Street towards the clock tower.</p> <p>View lines have also been diminished by the distance between the items, as well as the surrounding built and natural landscape.</p> <p>The proposed development at Central Station to the south of the Main Terminus Building would introduce new buildings within the visual setting of the station resulting in a minor indirect (visual) impact.</p>
Former Presbyterian Manse (461–465 Pitt Street), including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>The item is a highly visible element from the surrounding streetscapes of Hay and Pitt Streets, as well as from the Central Station viaducts and Belmore Park which are located to the east of the heritage item.</p> <p>View lines towards the station and clock tower are often blocked by the high density of mature trees along Pitt Street, however there are significant views found towards the viaduct stonework.</p> <p>The proposed development at Central Station to the south of the Main Terminus Building would introduce new buildings within the visual setting of the station resulting in a minor indirect (visual) impact.</p>
Former fire engine house, including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>View lines towards the station and clock tower are often blocked by the high density of mature trees along Pitt Street, however there are significant views found towards the viaduct stonework.</p> <p>Although the development would not block view lines from the heritage item towards the main façade of the Main Terminus Building, the proposed development at Central Station to the south of the Main Terminus Building would introduce new buildings within the visual setting of the station resulting in a minor indirect (visual) impact.</p>

Item	Direct (physical impacts)	Indirect (visual) impacts
Former "Australian Gaslight Co", including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>View lines towards the station and clock tower are often blocked by the high density of mature trees along Pitt Street, however there are significant views found towards the viaduct stonework.</p> <p>Although the development would not block view lines from the heritage item towards the main façade of the Main Terminus Building, the proposed development at Central Station to the south of the Main Terminus Building would introduce new buildings within the visual and historical setting of the station resulting in a minor indirect (visual) impact.</p>
Former "Daking House", including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>The heritage item shares significant view lines towards the station, clock tower and viaducts of Central Station. Significant views towards the clock tower are also found to the south of the building along St Lawrence Lane.</p> <p>Although the proposal would not block view lines from the heritage item towards the main façade of the Main Terminus Building or clock tower, the proposed development to the south, particularly sub precincts 1 (Central Station), and 2 (North OSD), would introduce new buildings within the visual setting of the station resulting in a minor indirect (visual) impact.</p>
Prince Alfred Park including fence, tree planting, ground and coronation centre	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>The clock tower and various elements within the central station precinct are visible from the park, including the Prince Alfred Sidings, although views to the eastern façade of these buildings are diminished by the landscape and modern fencing.</p> <p>The proposed development, particularly within sub precincts 4 (South OSD), 7 (Prince Alfred Sidings) and 8 (Prince Alfred Substation) would alter the existing view line towards the clock tower and visual setting of the study area, resulting in a moderate indirect (visual) impact.</p>
Dental Hospital including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>There is a primary view line from the heritage item towards the Central clock tower and the existing heritage facades of the Main Terminus Building, the Chalmers Street entrance to Central Electric and associated railway development along Chalmers Street towards the Devonshire Street Tunnel entrance.</p> <p>The significant view line towards the clock tower would generally be maintained, however development to the south of sub precinct 1 (Central Station) would alter the visual setting of the existing low-rise development and open vistas of the study area, would</p>

Item	Direct (physical impacts)	Indirect (visual) impacts
Royal Exhibition Hotel, including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>result in moderate indirect (visual) impacts.</p> <p>There is a primary view line from the heritage item towards the Central clock tower, although this view has been diminished by the visual clutter of new infrastructure for the Metro line which runs along Chalmers Street. The proposed development within sub precincts 1 (Central Station) and 2 (North OSD) would alter if not entirely diminish this view line, resulting in a potential major indirect (visual) impact to the historic visual setting of the heritage item.</p>
Newmarket Hotel, including interior	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>View lines towards the station and clock tower are often blocked by the high density of mature trees along Elizabeth Street, however there are significant views found towards the Elizabeth Street viaduct stonework.</p> <p>The proposed development at Central Station to the south of the Main Terminus Building would introduce new buildings within the visual and historical setting of the station resulting in a minor indirect (visual) impact.</p>
Former “Wentworth House” flat building and former Warehouse, including interiors	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>View lines towards the station and clock tower are often blocked by the high density of mature trees along Elizabeth Street, however there are significant views found towards the Elizabeth Street viaduct stonework.</p> <p>The proposed development at Central Station to the south of the Main Terminus Building would introduce new buildings within the visual and historical setting of the station resulting in a minor indirect (visual) impact.</p>
Former RC Henderson Ltd factory, including interiors	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	The development of the Metro station eastern gateway (Central Walk) to the west of the heritage item would continue to block views to the station Main Terminus Building and clock tower. The proposed works to the south of sub precinct 1 (Central Station) may alter the visual setting of the existing setting and open vistas of the study area, result in minor indirect (visual) impacts.
Chippendale Heritage Conservation Area	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>Due to the location of the HCA, Central Station and the clock tower are not visible from the area. Mortuary Station (sub precinct 6) and the proposed development of sub precincts 4 (South OSD) and 5 (Regent Street Sidings) would be visible from the eastern boundaries of the HCA.</p> <p>As the proposed works to Mortuary Station are generally to the eastern side of the building, the current view lines from the HCA towards Mortuary Station would be maintained, resulting in a</p>

Item	Direct (physical impacts)	Indirect (visual) impacts
		neutral indirect (visual) impact. New development within sub precincts 4 and 5 would alter the existing open vistas over the southern setting of the study area, resulting in a moderate indirect (visual) impact.
Redfern Estate Heritage Conservation Area	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>There are currently no significant view lines to or from the Heritage Conservation Area towards the study area, with partial views towards the clock tower often blocked by mature trees along Cleveland Street (the northern boundary of the HCA) and within the park landscape.</p> <p>Although not a primary view line, the proposed development, particularly within sub precincts 1 (Central Station), 2 (North OSD), 7 (Prince Alfred Sidings) and 8 (Prince Alfred Substation) would alter the existing view line towards the clock tower and the existing visual setting of the study area, resulting in a minor indirect (visual) impact.</p>
Cleveland Gardens Heritage Conservation Area	The proposed works within the study area would not have a direct (physical) impact on the heritage item.	<p>View lines from the HCA towards the study area are generally found from the corner of Devonshire Street and Chalmers Street and along Chalmers Street towards Cleveland Street. These view lines are often interrupted by landscape, resulting in the significant view line being found at the junction of Chalmers and Devonshire Streets.</p> <p>This view also relates to the impacts discussed above for the Royal Exhibition Hotel. The proposed development within sub precincts 1 (Central Station) and 2 (North OSD) would alter if not entirely diminish this view line, resulting in a major indirect (visual) impact to the historic visual setting of the heritage item.</p>

9.4 Impacts to identified key views and vistas

A summary of the heritage impacts to the identified key views and vistas is provided in **Table 23** below.

Table 23: Summary of heritage impacts to identified key views and vistas

View	Location	Indirect (visual) impacts
1	Wentworth Avenue	<p>There is a key view line towards the clock tower and the northern elements of the station from Wentworth Avenue</p> <p>Although the existing views are often shielded by surrounding buildings and landscape, the proposed development within the study area, particularly within the sub precinct 1 (Central Station) and 2 (North OSD) would alter the historic setting of the station and associated yards, resulting in a minor indirect (visual) impact.</p>

View	Location	Indirect (visual) impacts
2	Foster Street	The stone north-eastern viaduct is visible along Foster Street. Views towards the remaining study area are blocked by surrounding development. The proposed works would not be visible from this area, resulting in a neutral indirect (visual) impact.
3	Reservoir Street	The stone north-eastern viaduct is visible along Reservoir Street. Views towards the remaining study area are blocked by surrounding development. The proposed works would not be visible from this area, resulting in a neutral indirect (visual) impact.
4	Albion Street	The stone north-eastern viaduct is visible along Albion Street. Views towards the remaining study area are blocked by surrounding development. The proposed works would not be visible from this area, resulting in a neutral indirect (visual) impact.
5	Elizabeth Street	New development within the study area, particularly sub precincts 1 (Central Station) and 2 (North OSD) would alter existing view lines to the area from this vantage point. The proposal would result in major indirect (visual) impacts from this view line.
6	Foveaux Street	New development within the study area, particularly sub precincts 1 (Central Station) and 2 (North OSD) would alter existing view lines to the area from this vantage point. The proposal would result in major indirect (visual) impacts from this view line.
7	Devonshire Street towards the clock tower	New development within sub precinct 2 (North OSD), 3 (Mid OSD), and along the Prince Alfred Sidings (sub precincts 7 and 8) would alter the existing view lines towards the study area. The proposed development would result in moderate indirect (visual) impacts.
8	Prince Alfred Park	New development within sub precinct 2 (North OSD), 3 (Mid OSD), and along the Prince Alfred Sidings (sub precincts 7 and 8) would alter the existing view lines towards the study area. The proposed development would result in moderate indirect (visual) impacts.
9	Prince Alfred Park	New development within sub precinct 2 (North OSD), 3 (Mid OSD), 4 (South OSD) and along the Prince Alfred Sidings (sub precincts 7 and 8) would alter the existing view lines towards the study area. The proposed development would result in moderate indirect (visual) impacts.
10	Prince Alfred Park	New development within sub precinct 2 (North OSD), 3 (Mid OSD), 4 (South OSD) and along the Prince Alfred Sidings (sub precincts 7 and 8) would alter the existing view lines towards the study area. The proposed development would result in moderate indirect (visual) impacts.

View	Location	Indirect (visual) impacts
11	Cleveland Street Bridge	New development within sub precinct 2 (North OSD), 3 (Mid OSD), 4 (South OSD) and along the Prince Alfred Sidings (sub precincts 7 and 8) would alter the existing view lines towards the study area. The proposed development would result in major indirect (visual) impacts.
12	Regent Street	New development within sub precinct 3 (Mid OSD) and 4 (South OSD) would alter the existing view lines and visual context of Mortuary Station. The proposed development would result in major indirect (visual) impacts.
13	Regent and Wellington Streets	New development within sub precinct 3 (Mid OSD) and 4 (South OSD) would alter the existing view lines and visual context of Mortuary Station. The proposed development would result in major indirect (visual) impacts.
14	Regent Street	New development within sub precinct 3 (Mid OSD) and 4 (South OSD) would alter the existing view lines and visual context of Mortuary Station. The proposed development would result in major indirect (visual) impacts.
15	Railway Square	New development within the study area, particularly sub precincts 1 (Central Station) and 2 (North OSD) would alter the view lines and vistas from this view line. The proposed development would result in major indirect (visual) impacts.
16	Railway Square towards former Parcels Post Office	New development within the study area, particularly sub precincts 1 (Central Station) and 2 (North OSD) would alter the view lines and vistas from this view line. The proposed development would result in major indirect (visual) impacts.
17	Pitt Street	New development within the study area, particularly sub precincts 1 (Central Station) and 2 (North OSD) would alter the view lines and vistas from this view line. The proposed development would result in major indirect (visual) impacts.
18	George Street	New development within the study area, particularly sub precincts 1 (Central Station) and 2 (North OSD) would alter the view lines and vistas from this view line. The proposed development would result in major indirect (visual) impacts.
19	Christ Church St Laurence and Central Clock Tower	New development within the study area, particularly sub precincts 1 (Central Station) and 2 (North OSD) would be setback and would have a negligible indirect (visual) impact on the significant view lines and vistas to the clocktower.
20	Pitt Street/ Rawson Place Intersection	New development within the study area, particularly sub precincts 1 (Central Station) and 2 (North OSD) would alter the view lines and vistas from this view line. The proposed development would result in major indirect (visual) impacts.
21	Pitt Street	New development within the study area, particularly sub precincts 1 (Central Station) and 2 (North OSD) would alter

View	Location	Indirect (visual) impacts
		the view lines and vistas from this view line. The proposed development would result in major indirect (visual) impacts.
22	View from Belmore Park	New development within the study area, particularly sub precincts 1 (Central Station) and 2 (North OSD) would alter the view lines and vistas from this view line. The proposed development would result in major indirect (visual) impacts.
23	View West from Upper Station Concourse to Christ Church St Laurence	New development within the study area, would generally retain the views from the station towards the Church resulting in neutral indirect (visual) impacts.
24	View from Main Terminus Building towards Mortuary Station	New development within the study area, particularly sub precincts (North OSD) and 3 (Mid OSD) would alter the view lines and vistas from this view line. The proposed development would result in major indirect (visual) impacts.
25	Views south from the 'through' platforms and Terminus platforms	New development within the study area, particularly sub precincts (North OSD) and 3 (Mid OSD) would alter the view lines and vistas from this view line. The proposed development would result in major indirect (visual) impacts.
26	View from Platforms and Central Yards to Railway Institute Building	New development within the study area would cover the existing platforms and block views to and from the Railway Institute building, altering the view lines and vistas from and to the station platforms. The proposed development would result in major indirect (visual) impacts.
27	View from Country and Interstate platforms to Clocktower and Main Terminus Building	New development within the study area in sub precinct 2 (North OSD) would cover the existing platforms and block significant views from the platforms to the Grand Concourse, the Main Terminus Building and clocktower. The proposed development would result in major indirect (visual) impacts.
28	View between Country and Interstate platforms and Above Ground platforms (Central Electric)	New development within the study area in sub precinct 2 (North OSD) would cover the existing Country and Interstate platforms and block significant views between the platforms to the Above Ground platforms. The proposed development would result in major indirect (visual) impacts.
29	View from the Above Ground platforms (Central Electric) and the Main Terminus Building and Clocktower	New development within the study area in sub precincts 2 (North OSD) and 3 (Mid OSD) would block existing and significant views from the platforms to the Main Terminus Building and Clocktower. The proposed development would result in major indirect (visual) impacts.
30	View from the Western Forecourt up to the Main Terminus Building and Clocktower	New development within the study area, particularly sub precincts 1 (Central Station) and 2 (North OSD) would alter the view lines and vistas from this view line. The proposed development would result in major indirect (visual) impacts.

View	Location	Indirect (visual) impacts
31	View from the Porte-Cochere and Tram ramps to Belmore Park	New development within the study area would not result in any indirect (visual) impacts.
32	View looking north along Elizabeth Street and viaduct	New development within the study area would not result in any indirect (visual) impacts.
33	View looking south along Pitt Street tram ramps and arcades	New development within the study area, particularly sub precincts 1 (Central Station) and 2 (North OSD) would alter the view lines and vistas from this view line. The proposed development would result in major indirect (visual) impacts.

9.5 Summary of Heritage Impacts

9.5.1 Summary of Impacts to Heritage Items within the Study Area

A summary of the heritage impacts to the heritage items within the study area is provided in **Table 24** below.

Table 24: Summary of heritage impacts to items within the study area

Item	Significance	Direct (physical) impact	Indirect (visual) impacts
Central Station	State and Local, SHR (Item No. 01255), RailCorp S.170 (SHI No. 4801296), SLEP 2012 (Item No. 1824)	Sub Precinct 1: Minor to Moderate Sub Precinct 2: N/A Sub Precinct 3: Minor to Major Sub Precinct 4: Minor Sub Precinct 5: Minor to Major Sub Precinct 6: Negligible to Minor Sub Precinct 7: Minor Sub Precinct 8: Minor	Sub Precinct 1: Major Sub Precinct 2: N/A Sub Precinct 3: Moderate to Major Sub Precinct 4: Major Sub Precinct 5: Minor to Major Cumulatively Major Sub Precinct 6: Minor to Moderate Sub Precinct 7: Minor to Moderate Sub Precinct 8: Minor to Moderate
Mortuary Railway Station	State and Local, SHR (Item No. 00157), RailCorp S.170 (SHI No. 4803219), Sydney LEP 2012 (Item No. 1194)	Minor	Minor Cumulatively Major
Railway Overbridge	State and Local, SHR (Item No. 01232), RailCorp S.170 (SHI No. 4801079), Sydney LEP 2012 (Item No. 1180)	Moderate to Major	Major

9.5.2 Summary of Impacts to Heritage Items within the vicinity and visual catchment of the study area

Overall, the proposed works in the masterplan have been assessed that they would not result in any direct (physical) impacts to heritage items in the vicinity. Where works to the Central Station precinct adjoin a heritage item (Prince Alfred Park, Railway Institute Building, the former Co-Masonic Temple and the former Parcels Post Office) the works would be conducted under the recommendations provided in Section 12 in order to mitigate any potential direct (physical) impacts. A summary of the heritage impacts to the heritage items within the vicinity of the study area is provided in **Table 25** below.

Table 25: Summary of heritage impacts to items within the vicinity of the study area (50m buffer)

Item	Significance	Indirect (visual) impact
Cathedral of the Annunciation of Our Lady (Greek Orthodox Church group buildings landscaping, fence and grounds including interiors)_	State and Local, SHR (Item No. 01881), Sydney LEP 2012 (Item No. I476)	Moderate
Christ Church of St Lawrence and Pipe Organ (Christ Church St Laurence Group – church, former school and rectory, including interiors)	State and Local, SHR (Item No. 00123), Sydney LEP 2012 (Item No. I848)	Moderate
Crown Hotel (Crown Hotel including interior)	State and Local, SHR (Item No. 00733), Sydney LEP 2012 (Item No. I1747)	Minor to Moderate
Railway Institute Building (Former “Railways Institute” building, including fence and interior)	State and Local, SHR (Item No. 01257), Sydney LEP 2012 (Item No. I472)	Minor to Major
Terrace group, including interior (99-105 Regent Street)	Local, Sydney LEP 2012 (Item No. I192)	Sub precinct 6 (Mortuary Station): Neutral Study area: Minor
Former “John Storey Memorial Dispensary”, including interior	Local, Sydney LEP 2012 (Item No. I193)	Sub precinct 6 (Mortuary Station): Neutral Study area: Minor
Former Co-Masonic Temple, including interior	Local, Sydney LEP 2012 (Item No. I195)	Neutral
Terrace group (83–85 Regent Street), including interiors	Local, Sydney LEP 2012 (Item No. I196)	Sub precinct 6 (Mortuary Station): Negligible Study area: Minor
Former Crown Hotel, including interior	Local, Sydney LEP 2012 (Item No. I197)	Neutral
Cottage, including interior	Local, Sydney LEP 2012 (Item No. I198)	Negligible
Former Mercantile Bank Chambers, including interior	Local, Sydney LEP 2012 (Item No. I199)	Negligible
Belmore Park grounds, landscaping and bandstand	Local, Sydney LEP 2012 (Item No. I825)	Major

Transport
for NSW

Item	Significance	Indirect (visual) impact
Former Lottery Office, including interior	Local, Sydney LEP 2012 (Item No. I848)	Major
Former Parcels Post Office, including retaining wall, early lamp post and building interior	Local, Sydney LEP 2012 (Item No. I855)	Major
Former “Manning Building”, including interior	Local, Sydney LEP 2012 (Item No. I859)	Minor
Former Presbyterian Manse (461–465 Pitt Street), including interior	Local, Sydney LEP 2012 (Item No. I860)	Minor
Former fire engine house, including interior	Local, Sydney LEP 2012 (Item No. I861)	Minor
Former “Australian Gaslight Co”, including interior	Local, Sydney LEP 2012 (Item No. I862)	Minor
Former “Daking House”, including interior	Local, Sydney LEP 2012 (Item No. I863)	Minor
Prince Alfred Park including fence, tree planting, ground and coronation centre	Local, Sydney LEP 2012 (Item No. I406)	Moderate
Dental Hospital including interior	Local, Sydney LEP 2012 (Item No. I469)	Moderate
Royal Exhibition Hotel, including interior	Local, Sydney LEP 2012 (Item No. I471)	Major
Newmarket Hotel, including interior	Local, Sydney LEP 2012 (Item No. I531)	Minor
Former “Wentworth House” flat building and former Warehouse, including interiors	Local, Sydney LEP 2012 (Item No. I1749)	Minor
Former RC Henderson Ltd factory, including interiors	Local, Sydney LEP 2012 (Item No. I2270)	Minor
Chippendale Heritage Conservation Area	Local, Sydney LEP 2012 (Item No. C9)	Moderate
Redfern Estate Heritage Conservation Area	Local, Sydney LEP 2012 (Item No. C56)	Minor
Cleveland Gardens Heritage Conservation Area	Local, Sydney LEP 2012 (Item No. C62)	Major

Table 26: Heritage impacts to items within the visual catchment of the study area

Item	Significance	Indirect (visual) impact
Capitol Theatre (Capitol Theatre, including interior)	State and Local, SHR (Item No. 00391), Sydney LEP 2012 (Item No. I826)	Minor
Cleveland House ("Cleveland House", including interiors and surrounding grounds)	State and Local, SHR (Item No. 00065), Sydney LEP 2012 (Item No. I1462)	Neutral
Municipal Building ("Corporation Building", including interiors)	State and Local, SHR (Item No. 00693), Sydney LEP 2012 (Item No. I854)	Neutral
Sutherlands Hotel including interior	Local, Sydney LEP 2012 (Item No. I164)	Neutral
Former warehouse "Canada House", including interior	Local, Sydney LEP 2012 (Item No. I181)	Neutral
Former Bank of NSW, including interior	Local, Sydney LEP 2012 (Item No. I182)	Neutral
Bank of China, including interior	Local, Sydney LEP 2012 (Item No. I835)	Neutral
Mountbatten Hotel, including interior	Local, Sydney LEP 2012 (Item No. I837)	Neutral
Great Southern Hotel, including interior	Local, Sydney LEP 2012 (Item No. I838)	Minor
Palace Hotel complex pubs, shops and interiors	Local, Sydney LEP 2012 (Item No. I839)	Neutral
Capitol Square (Parker Street)	Local, Sydney LEP 2012 (Item No. I840)	Neutral
Former "Haymarket Chambers" including interior	Local, Sydney LEP 2012 (Item No. I841)	Neutral
Building facades and external walls former "English's Chambers"	Local, Sydney LEP 2012 (Item No. I842)	Neutral
Former commercial building "Sutton Forest Meat", including interior	Local, Sydney LEP 2012 (Item No. I843)	Neutral
Commercial building group, including interiors	Local, Sydney LEP 2012 (Item No. I844)	Moderate
"GIO Building", including interior	Local, Sydney LEP 2012 (Item No. I845)	Neutral
Commercial building "Station House", including interior	Local, Sydney LEP 2012 (Item No. I846)	Minor
Former commercial building "Orchard's Chambers", including interior	Local, Sydney LEP 2012 (Item No. I847)	Moderate

Transport
for NSW

Item	Significance	Indirect (visual) impact
Marcus Clark Building, Sydney Technical College (Building W), including interior	Local, Sydney LEP 2012 (Item No. I850)	Major
Chamberlain Hotel, including interior	Local, Sydney LEP 2012 (Item No. I858)	Negligible
House, including front fence and interior	Local, Sydney LEP 2012 (Item No. I292)	Minor
Cottages "Tutulla" and "Tivoli", including front fences and interiors	Local, Sydney LEP 2012 (Item No. I293)	Minor
Park Hotel, including interior and fence	Local, Sydney LEP 2012 (Item No. I294)	Minor
Terrace group, including interiors	Local, Sydney LEP 2012 (Item No. I295)	Minor
"Prospect House", including interior	Local, Sydney LEP 2012 (Item No. I424)	Neutral
"Norman Gibson & Co", including interior	Local, Sydney LEP 2012 (Item No. I466)	Neutral
"Australian Metal workers" (126-128 Chalmers Street), including interior	Local, Sydney LEP 2012 (Item No. I473)	Minor
Welsh Presbyterian Church, including fence and interior	Local, Sydney LEP 2012 (Item No. I474)	Minor
Terrace house "Ravenswood", including interior	Local, Sydney LEP 2012 (Item No. I475)	Neutral
Former Cleveland Street Public School, buildings, including interiors, grounds and fence plinth	Local, Sydney LEP 2012 (Item No. I477)	Neutral
"Hibernian House" including interior	Local, Sydney LEP 2012 (Item No. I533)	Negligible
Warehouse "Edwards & Co", including interior	Local, Sydney LEP 2012 (Item No. I545)	Neutral
Former Farleigh Nettheim & Co Limited Warehouse, including interior	Local, Sydney LEP 2012 (Item No. I2267)	Moderate to Major
Former "Silknit House", including interior	Local, Sydney LEP 2012 (Item No. I1572)	Neutral
"Ballarat House"	Local, Sydney LEP 2012 (Item No. I1649)	Minor
"Gordon House" building facades and external walls	Local, Sydney LEP 2012 (Item No. I1650)	Minor
"Sheffield House", including interior	Local, Sydney LEP 2012 (Item No. I1651)	Minor

Item	Significance	Indirect (visual) impact
Agincourt Hotel, including interior	Local, Sydney LEP 2012 (Item No. I2027)	Moderate
Commercial building (851–855 George Street), including interior	Local, Sydney LEP 2012 (Item No. I2037)	Moderate

9.6 Heritage considerations for the proposal for Central Station

Heritage guidelines¹⁷² prepared by the NSW Heritage Office (now Heritage and Community Engagement of the Department of Premier and Cabinet [DPC]) outline design considerations for projects that involve major additions to a heritage item.

9.6.1 Central Station

The proposed works at Central Station would introduce new structures into the study area of the Central Station group. This assessment is based upon the current masterplan, for the site. This section should be updated following design stages (where required).

Table 27: Heritage considerations for development to or near a heritage item (Central Station)

Heritage Consideration	Discussion
Major Additions	
<ul style="list-style-type: none"> How will the impact of the addition on the heritage significance of the item be reduced? Can the additions be located within an existing structure? If not, why not? Will the additions visually dominate the heritage item? Are the additions sited on any known, or potentially significant archaeological deposits? If so, have alternative locations for the additions been considered? Are the additions sympathetic to the heritage item? In what way (eg form, proportions, design)? 	<p>The proposed works as outlined in the masterplan would impact the existing significant fabric, views and vistas and heritage curtilage of the heritage items within the study area.</p> <p>The development of the heritage item (and the study area overall) has been proposed to renew the area while maintaining the current use as the main transport hub in Sydney. The masterplan proposes to develop a new city precinct which would be sited within the study area, above significant elements and incorporating some existing buildings.</p> <p>The proposed works would visually dominate the study area and diminish existing significant view and vistas to and from the site, particularly to and from the landmark clock tower.</p> <p>The proposed works of the masterplan are not sympathetic to the form, scale, mass, design and proportions of the existing heritage items with the study area and would detrimentally impact upon the visual setting of the Station.</p> <p>Current masterplan designs identify massing in areas of known significant archaeological deposits, however the masterplan does not identify how these potential masses would potentially impact these archaeological deposits. The potential impacts would be assessed as part of later stages of the project during detailed designs of the buildings.</p> <p>Recommendations for the future development of the precinct have been provided in Section 12 of this report.</p>

¹⁷² 'Statements of Heritage Impact', Heritage Office and Department of Urban Affairs and Planning 2002.

Heritage Consideration	Discussion
	<p>Recommendations have been provided in Section 13 to address the potential impacts to significant archaeological deposits.</p>
Change of use	
<ul style="list-style-type: none"> • Has the advice of a heritage consultant or structural engineer been sought and implemented? If no, why not? • Does the existing use contribute to the significance of the heritage item? • Why does the use need to be changed? • What changes to the fabric are required as a result of the change of use? • What changes to the site are required as a result of the change of use? 	<p>The proposal generally retains the historical and existing use of the station as the main transport hub in Sydney. The proposal has identified areas within the study area that could be developed upon as part of the Central Precinct Renewal Project.</p> <p>The masterplan design identifies that these areas would generally retain their current use and that new development would be built on top of the existing structures or incorporate the existing structures into the development to generate new city spaces.</p>
New landscape works and features	
<ul style="list-style-type: none"> • How has the impact of the new work on the heritage significance of the existing landscape been minimised? • Has evidence (archival and physical) of previous landscape work been investigated? Are previous works being reinstated? • Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, have their recommendations been implemented? • Are any known or potential archaeological deposits affected by the landscape works? If so, what alternatives have been considered? • How does the work impact on views to, and from, adjacent heritage items? 	<p>The proposed development within Central Station incorporates a small green space to the south of the Main Terminus Building within the Western Forecourt, and below the new high rise development.</p> <p>Generally, the proposed green space would not result in any adverse direct (physical) impacts, and the introduction of a new green public space would mitigate the visual impacts of new structures from the surrounding streetscape.</p> <p>Documentation provided within this report demonstrates the early use of landscape within the study area for public recreation, particularly to the southwest of the station terminus.</p> <p>Recommendations for the future development of the precinct have been provided in Section 12 of this report.</p> <p>Recommendations have been provided in Section 13 to address the potential impacts to significant archaeological deposits.</p>
New development adjacent to a heritage item	
<ul style="list-style-type: none"> • How is the impact of the new development on the heritage significance of the item or area to be minimised? • Why is the new development required to be adjacent to a heritage item? • How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance? • How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects? • Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected? 	<p>The proposal has undergone various stages of design, including an options assessment to minimise the heritage impacts to the station and other items within and surrounding the study area.</p> <p>The current masterplan design for the development within the study area would directly and indirectly impact upon the significance and public appreciation of the heritage items within and surrounding the study area.</p> <p>Current design massing indicates locations above known areas of archaeological deposits. The exact extent of the potential impacts to these potential archaeological deposits would be assessed as part of later design stages for the development.</p> <p>Recommendations for the future development of the precinct have been provided in Section 12 of this report.</p> <p>Recommendations have been provided in Section 13 to address the potential impacts to significant archaeological deposits.</p>

Heritage Consideration	Discussion
<ul style="list-style-type: none"> Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)? Will the additions visually dominate the heritage item? How has this been minimised? Will the public, and users of the item, still be able to view and appreciate its significance 	

9.6.2 Mortuary Station

Heritage guidelines¹⁷³ prepared by the NSW Heritage Office (now Heritage NSW) outline design considerations for projects that involve development to or near a heritage item. These considerations are discussed in **Table 28** below.

Table 28: Heritage considerations for development to or near a heritage item (Mortuary Station)

Heritage Consideration	Discussion
Change of Use	
<ul style="list-style-type: none"> Has the advice of a heritage consultant or structural engineer been sought and implemented? If no, why not? Does the existing use contribute to the significance of the heritage item? Why does the use need to be changed? What changes to the fabric are required as a result of the change of use? What changes to the site are required as a result of the change of use? 	<p>The proposed masterplan incorporates the retention and adaptive reuse of the Mortuary Station buildings and surrounds, resulting in a positive heritage outcome. The proposed use as a public park would generate a new understanding of the building and its historical significance to the general public. Its adaptive reuse would also promote and extend the longevity of the space for and return its original public accessibility.</p> <p>The proposal would require general and specific new works, however these would have the potential to result in minor direct (physical) impacts and would be required to make the space accessible.</p> <p>Recommendations for the future development of the precinct have been provided in Section 12 of this report.</p> <p>Recommendations have been provided in Section 13 to address the potential impacts to significant archaeological deposits.</p>
New landscape works and features	
<ul style="list-style-type: none"> How has the impact of the new work on the heritage significance of the existing landscape been minimised? Has evidence (archival and physical) of previous landscape work been investigated? Are previous works being reinstated? Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, have their recommendations been implemented? Are any known or potential archaeological deposits affected by the landscape works? If so, 	<p>A small, landscaped area is proposed to the east of the building which would improve the setting of the building and visually unite with the gardens to the west of the building.</p> <p>Designs do not depict the proposed landscaping however it is anticipated that the proposal would incorporate a sympathetic response to the existing and previous landscaping within the area. The proposed landscape work would make a positive heritage impact to the overall setting of the building but would result in a loss of its original railway setting and understanding of the building as part of the larger suite of buildings and functions at Central Station.</p> <p>Recommendations for the future development of the precinct have been provided in Section 12 of this report.</p>

¹⁷³ 'Statements of Heritage Impact', Heritage Office and Department of Urban Affairs and Planning 2002.

Heritage Consideration	Discussion
<p>what alternatives have been considered?</p> <ul style="list-style-type: none"> How does the work impact on views to, and from, adjacent heritage items? 	<p>Recommendations have been provided in Section 13 to address the potential impacts to significant archaeological deposits.</p>
New development adjacent to a heritage item	
<ul style="list-style-type: none"> How is the impact of the new development on the heritage significance of the item or area to be minimised? Why is the new development required to be adjacent to a heritage item? How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance? How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects? Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected? Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)? Will the additions visually dominate the heritage item? How has this been minimised? Will the public, and users of the item, still be able to view and appreciate its significance 	<p>The proposed masterplan design identifies potential development located within the heritage curtilage of Central Station. Whilst this potential development would not directly impact upon the heritage significance or curtilage of the Mortuary Station. However the proposed development would have a major cumulative impact on the significant vistas, visual setting and historical relationship of Mortuary Station with the whole Central Station complex.</p> <p>Current masterplan designs do not indicate that any significant archaeology would be impacted by the proposed works.</p> <p>Recommendations for the future development of the precinct have been provided in Section 12 of this report.</p> <p>Recommendations have been provided in Section 13 to address the potential impacts to significant archaeological deposits.</p>

9.6.3 Railway Overbridge

Heritage guidelines¹⁷⁴ prepared by the NSW Heritage Office (now Heritage NSW) outline design considerations for projects that involve development to or near a heritage item. These considerations are discussed in **Table 29** below.

Table 29: Heritage considerations for development to or near a heritage item (Railway Overbridge)

Heritage Consideration	Discussion
Major Additions	
<ul style="list-style-type: none"> How will the impact of the addition on the heritage significance of the item be reduced? Can the additions be located within an existing structure? If not, why not? Will the additions visually dominate the heritage item? 	<p>The proposed masterplan incorporates the retention and adaptive reuse of the Mortuary Station buildings and surrounds, resulting in a positive heritage outcome. The proposed use as a public park would generate a new understanding of the building and its historical significance to the general public. Its adaptive reuse would also promote and extend the longevity of the space for and return its original public accessibility.</p>

¹⁷⁴ 'Statements of Heritage Impact', Heritage Office and Department of Urban Affairs and Planning 2002.

Heritage Consideration	Discussion
<ul style="list-style-type: none"> Are the additions sited on any known, or potentially significant archaeological deposits? If so, have alternative locations for the additions been considered? Are the additions sympathetic to the heritage item? In what way (eg form, proportions, design)? 	<p>The proposal would require general and specific new works, however these would have the potential to result in minor direct (physical) impacts and would be required to make the space accessible.</p> <p>Recommendations for the future development of the precinct have been provided in Section 12 of this report.</p> <p>Recommendations have been provided in Section 13 to address the potential impacts to significant archaeological deposits.</p>

9.6.4 Prince Alfred Park

Table 30: Heritage considerations for development adjacent to a heritage item (Prince Alfred Park)

Heritage Consideration	Discussion
New development adjacent to a heritage item	
<ul style="list-style-type: none"> How is the impact of the new development on the heritage significance of the item or area to be minimised? Why is the new development required to be adjacent to a heritage item? How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance? How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects? Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected? Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)? Will the additions visually dominate the heritage item? How has this been minimised? Will the public, and users of the item, still be able to view and appreciate its significance 	<p>The proposed works would be sited to the northwest and southwest of the heritage item. The proposed works within the study area would generally not result in any adverse heritage impacts, although there is potential that works may result in inadvertent impacts during construction stages. The heritage curtilage of the item would not be impacted by the proposal.</p> <p>As discussed in Section 9.4 it is anticipated the proposal would result in indirect (visual) impacts.</p> <p>Recommendations for the future development of the precinct have been provided in Section 12 of this report.</p>

9.6.5 Railway Institute Building

Table 31: Heritage considerations for development adjacent to a heritage item (Railway Institute Building)

Heritage Consideration	Discussion
New development adjacent to a heritage item	
<ul style="list-style-type: none"> How is the impact of the new development on the heritage significance of the item or area to be minimised? 	<p>The proposed works would be sited to the south and west of the heritage item. The proposed works within the study area would generally not result in any adverse heritage impacts, although there is potential that works may result in</p>

Heritage Consideration	Discussion
<ul style="list-style-type: none"> • Why is the new development required to be adjacent to a heritage item? • How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance? • How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects? • Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected? • Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)? • Will the additions visually dominate the heritage item? How has this been minimised? • Will the public, and users of the item, still be able to view and appreciate its significance 	<p>inadvertent impacts during construction stages. The heritage curtilage of the item would not be impacted by the proposal.</p> <p>As discussed in Section 9.4 it is anticipated the proposal would result in indirect (visual) impacts. Recommendations for the future development of the precinct have been provided in Section 12 of this report</p>

9.7 Impact Assessment against the Sydney LEP 2012

The current masterplan proposal does not include the demolition of heritage items within the study area, although it is anticipated that structures may be required to be demolished or altered during the design stage due to the large scale of development across the site. It is anticipated that the proposal would also impact upon the existing significant views and vistas found in and around the study area.

Current masterplan designs do not depict the exact locations over existing or potential archaeological deposits, however it is anticipated works would impact existing known and unknown archaeological deposits.

The Statement of Significance for items within and surrounding the study area are located in Appendix A. An updated Conservation Management Plan has been commissioned and is currently under review.

9.8 Heritage impacts against the Conservation Management Plan Policies

9.8.1 Central Station CMP 2022

The proposed masterplan has been assessed against the overall heritage management policies set out in the 2022 Conservation Management Plan for Central Station.¹⁷⁵ Specific CMP policies for the five precincts outlined in the CMP have not been used to assess the masterplan proposal, as these are considered fabric and design specific policies. The relevant conservation policies and responses in reference to the masterplan design are provided in Table 32 below. Recommendations for the future development of the precinct have been provided in Section 12 of this report.

¹⁷⁵ Artefact Heritage, Central Station Conservation Management Plan, 2022

Table 32: Relevant conservation policies and assessment responses

Policy No.	Policy	Response
1	<i>This CMP should provide the basis for future conservation, new development and adaptive reuse of Central Station.</i>	The proposed masterplan design has been developed with reference to this CMP.
3	<p><i>Management of the heritage values should be in accordance with the principles, policies and guidelines outlined in this CMP and as described in other best-practice heritage principles and guidelines including:</i></p> <ul style="list-style-type: none"> - <i>The Australia ICOMOS Charter for Places of Culutral Significance 2013 (Burra Charter)</i> - <i>Guidelines produced by Heritage NSW and the Heritage Council of NSW</i> - <i>Any other heritage guideline documents by a statutory approval body or byany Government agency managing change at Central.</i> 	The proposed masterplan design has been developed with reference to the CMP, Burra Charter and other heritage guideline documents which outline strategies to manage change at Central Station.
12	<p><i>The government agency/ies responsible for the Central Station CMP area should:</i></p> <ul style="list-style-type: none"> <i>a. recognise that the continuing and sustainable use of Central Station as a major transport hub in NSW is an essential part of its outstanding heritage value;</i> <i>b. recognise that the outstanding heritage values can be successfully balanced with the need for Central Station to continue as a major transport interchange in NSW including both major change and the management of ongoing technical adaptation, maintenance and repair; and</i> <i>c. ensure continuing or re-instated regular public access to those major spaces of heritage significance within Central Station originally intended to be public space.</i> 	<p>The proposed masterplan design seeks to retain and maintain the significant and historic use of the study area as a major transportation hub. Where required as part of the adaptive reuse of some spaces and buildings, the masterplan seeks to conserve the significant fabric.</p> <p>The proposed masterplan seeks to create a new city precinct above and around the existing transport infrastructure and interchange, creating a balance of uses.</p> <p>Access to existing significant public spaces would be retained as part of the masterplan. The masterplan also seeks to create new public spaces in the area.</p>
13	<p><i>Heritage conservation should do the following:</i></p> <ul style="list-style-type: none"> <i>a. Adopt a holistic approach to the site, taking into consideration all the significant aspects of the Central Station Precinct, including landscape features, buildings and structures, collections, records, traditions, practices, memories, meanings and associations</i> 	<p>The proposed masterplan design seeks to retain and maintain the significant and historic spaces and buildings in the study area. Where required as part of the adaptive reuse of some spaces and buildings, the masterplan seeks to conserve the significant fabric.</p> <p>The proposed masterplan has undergone a number of design iterations which seek to conserve the heritage fabric of Central Station. However the design does not preference options which have minimal impact on</p>

Policy No.	Policy	Response
		heritage areas, views, and archaeology of exceptional or high heritage significance.
25	<i>New landscaping works should be designed and implemented to retain and enhance the significant built and landscape components of the Precinct.</i>	<p>The proposed development within Central Station incorporates a small green space to the south of the Main Terminus Building within the Western Forecourt, and below the new high rise development.</p> <p>Generally, the proposed green space would not result in any adverse direct (physical) impacts, and the introduction of a new green public space would mitigate the visual impacts of new structures from the surrounding streetscape.</p> <p>Documentation provided within this report demonstrates the early use of landscape within the study area for public recreation, particularly to the southwest of the station terminus.</p> <p>A small, landscaped area is proposed to the east of Mortuary Station which would improve the setting of the building and visually unite with the gardens to the west of the building.</p> <p>Designs do not depict the proposed landscaping however it is anticipated that the proposal would incorporate a sympathetic response to the existing and previous landscaping within the area. The proposed landscape work would make a positive heritage impact to the overall setting of the building but would result in a loss of its original railway setting and understanding of the building as part of the larger suite of buildings and functions at Central Station.</p>
26	<i>Provide sufficient curtilage around the existing significant buildings, structures and landscape elements of the Precinct to maintain its setting and the significant views and vistas to the Precinct.</i>	<p>The proposed masterplan development does not provide sufficient curtilage around the existing significant buildings, structures and landscapes. The proposed masterplan design physically impacts significant fabric, and has a major detrimental impact on the setting and significant views and vistas to the precinct.</p> <p>The scale of the proposed masterplan development has a major and detrimental cumulative visual impact on Central Station and its environs.</p> <p>The proposed masterplan design is not a sympathetic solution and does not satisfy the recommendations of this CMP policy.</p>
27	<i>Ensure that the urban setting of the Central Station Precinct is treated in an appropriate and sympathetic manner which recognises its exceptional heritage significance and contribution to the character of inner Sydney and Special Area as designated in the Sydney LEP 2012.</i>	<p>The proposed masterplan design does not ensure that the urban setting of the Central Station Precinct is treated in an appropriate and sympathetic manner. The proposed design does not recognise the exceptional heritage significance and contribution of the Precinct to the character of inner Sydney and the Special Area as designated in the Sydney LEP 2012, instead the masterplan design has a detrimental impact on the urban setting, seeking to develop over the station, increasing the density, mass and scale of the area, which is substantially surrounded by fine-grain.</p>

Policy No.	Policy	Response
		The proposed masterplan design is not a sympathetic solution and does not satisfy the recommendations of this CMP policy.
28	<i>Significant views of the clocktower and main elevations of the Sydney Terminus building should be preserved, and future development within the expanded curtilage should attempt to recover significant views which have been lost.</i>	<p>The proposed masterplan design seeks to retain and conserve the significant views of the clocktower and main elevations of the Sydney Terminus building.</p> <p>The proposed masterplan design does not attempt to recover significant views which have been lost.</p>
29	<i>Conserve significant views and vistas from the Central Station Precinct and internally within the railway corridor.</i>	<p>The proposed masterplan conserves significant views and vistas to the clocktower and main elevations of the Sydney Terminus building, primarily from the north across Belmore Park.</p> <p>Significant views across the railway corridor and between different precincts within the overall study area would be impacted in varying degrees by the proposed masterplan, often with significant views and vistas obscured by proposed new over station development.</p> <p>Internally the significant views between the Grand Concourse and the country and intercity platforms would be removed or substantially impacted by the proposed masterplan over station developments.</p>
32	<i>Continue to use the Draft Central Precinct Strategic Vision and Draft Central Precinct Heritage Framework to guide proposed development at the Precinct. Formally adopt or update the draft document to guide the ongoing vision and planning for the overall heritage conservation of the Precinct.</i>	The Draft Central Precinct Strategic Vision and Draft Central Precinct Heritage Framework have been referenced and inform the proposed masterplan design.
43	<i>Alterations and additions should be designed to minimise adverse impacts on the heritage significance of the building and Precinct overall.</i>	The proposed masterplan design includes the development of additions within the Precinct. The masterplan identifies massing and volumes, but does not identify how these masses would be designed to minimise adverse impacts on the heritage significance of the building and Precinct overall. Future design development of the proposed masterplan design would be required to ensure that the impacts are minimised or mitigated.
48	<i>Demolition within the Central Station Precinct is subject to the assessed heritage significance of the component and its contribution to the Precinct.</i>	The proposed masterplan design does not indicate any heritage items of significance would be demolished for the proposed development.
49	<i>Construct any new buildings within and around the Central Station Precinct in a manner which is consistent with the established significance of the place and the policies and guidelines outlined in this CMP.</i>	<p>The proposed masterplan design includes the development of a new city precinct which features large scale tower developments within 9 different precincts of the Station, three of which are over station developments.</p> <p>Whilst the proposed masterplan design has undergone design iterations and seeks to maintain the physical fabric and mass of the</p>

Policy No.	Policy	Response
		<p>significant buildings in the overall Central Station Precinct in a balance with a viable design and development option. The proposed development's scale, mass and density of the proposed masterplan design remain unsympathetic for the Central Station Precinct, and do not take into consideration the cumulative impact of the proposed development on the heritage curtilage, urban setting, landscape and significant views and vistas of the significant buildings and spaces at Central Station.</p> <p>Overall, the proposed masterplan design is not a sympathetic solution and does not satisfy the recommendations of this CMP policy, and should seek to further mitigate impacts and enhance the heritage precinct.</p>

9.8.2 Mortuary Station CMP Policies

The proposed masterplan has been assessed against the overall heritage management policies set out in the 2000 Conservation Management Plan for Mortuary Station. The relevant conservation policies and responses in reference to the masterplan design are provided in **Table 33** below. Recommendations for the future development of the precinct have been provided in Section 12 of this report.

Table 33: Relevant conservation policies and assessment responses

Policy No.	Policy	Response
1	<p>Conservation and management</p> <p><i>Mortuary Station should be conserved. The aim of conservation is to retain its cultural significance. Conservation is an integral part of good management of places of cultural significance. Places of cultural significance should be safeguarded and not put at risk or left in a vulnerable state.</i></p>	<p>Mortuary Station is proposed to be conserved and retained as part of the proposed masterplan design.</p>
2	<p>Cautious approach</p> <p><i>Conservation is based on a respect for the existing fabric, use, associations and meanings. It requires a cautious approach of changing as much as necessary but as little as possible. Changes to Mortuary Station should not distort the physical or other evidence it provides, nor be based on conjecture.</i></p>	<p>The proposed masterplan design seeks to conserve and adaptively reuse Mortuary Station and develop a public landscape in the immediate surrounds. The proposed works internally to adapt the spaces is unknown and would be the subject of future applications.</p>
9	<p>Use</p> <p><i>Mortuary Station should be retained. It is far too great an item of cultural significance to move from its site or dismantled and relocated upon another site. Mortuary Station should have a compatible use. Its compatibility may lie in a link to a</i></p>	<p>The proposed masterplan design seeks to conserve and adaptively reuse Mortuary Station and develop a public landscape in the immediate surrounds.</p> <p>The proposed use for the building is unknown, and would be the subject of future applications.</p>

Policy No.	Policy	Response
	<i>future development rather than simple adaptive re-use of the building extant.</i>	
10	<p>Setting</p> <p><i>Conservation requires the retention of an appropriate visual setting and other relationships that contribute to the cultural significance of Mortuary Station. New construction, demolition, intrusions or other changes, which would adversely affect the setting or relationships, are not appropriate.</i></p>	<p>The proposed masterplan design seeks to conserve and enhance the existing landscape setting at Mortuary Station. Overall, the proposed changes to the setting are a positive contribution to the significance of Mortuary Station.</p> <p>There however would be the potential for a loss of understanding and connection with the historic train usage in the redevelopment of the immediate track area adjacent the building. Cumulatively with the other proposed development in the vicinity of Mortuary Station, this could contribute to a loss of significance to the heritage item.</p>
11	<p>Location</p> <p><i>The physical location of Mortuary Station is part of its cultural significance. As a building, it should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival. Such action should not be to the detriment of any place of cultural significance.</i></p>	<p>The building would retain its historical location as part of the proposed masterplan design.</p>
16	<p>Change</p> <p><i>Change may be necessary to retain cultural significance, but is undesirable where it reduces cultural significance. The amount of change to Mortuary Station should be guided by the cultural significance of the place and its appropriate interpretation. Changes, which have reduced cultural significance of the place and its appropriate interpretation. Changes, which have reduced cultural significance, should be reversed. Refer to the policy on shortening the platform to its original length. Demolition of the significant fabric of Mortuary Station is not acceptable. Removed significant fabric should be reinstated when circumstances permit. The contributions of all aspects of cultural significance of Mortuary Station should be respected.</i></p>	<p>The change proposed at Mortuary Station as part of the masterplan design has been guided by the significance of the building and the requirement to conserve and retain the building.</p> <p>Opening the building to the public and adaptively reusing it for a viable future function would assist in the continued conservation and maintenance of the building, as well as public understanding and appreciation of the history and fabric.</p> <p>The proposed changes as part of the masterplan would be a positive outcome for the heritage item.</p>
18	<p>Adaptation</p> <p><i>Adaptation is acceptable only where the adaptation has minimal impact on the cultural significance of Mortuary Station. Adaptation should involve minimal change to significant fabric, achieved only after considering alternatives.</i></p>	<p>Opening the building to the public and adaptively reusing it for a viable future function would assist in the continued conservation and maintenance of the building, as well as public understanding and appreciation of the history and fabric.</p> <p>The proposed changes as part of the masterplan would be a positive outcome for the heritage item.</p>

Policy No.	Policy	Response
19	<p>New work</p> <p><i>New work such as additions to the place may be acceptable where it does not distort or obscure the cultural significance of Mortuary Station, or detract from its interpretation and appreciation. New work should be readily identifiable as such.</i></p>	<p>The proposed masterplan design seeks to conserve and enhance the existing landscape setting at Mortuary Station. Overall, the proposed changes to the setting are a positive contribution to the significance of Mortuary Station.</p> <p>There however would be the potential for a loss of understanding and connection with the historic train usage in the redevelopment of the immediate track area adjacent the building.</p> <p>Cumulatively with the other proposed development in the vicinity of Mortuary Station, this could contribute to a loss of significance to the heritage item.</p> <p>Internally, the proposed changes to adapt the building for new uses is unknown and would be part of future applications.</p>
23	<p>Managing change</p> <p><i>The impact of proposed changes on the cultural significance of Mortuary Station should be analysed with reference to the statement of significance and the policy for managing it. It may be necessary to modify proposed changes following analysis to better retain cultural significance. Existing fabric, use, associations and meanings should be adequately recorded before any changes are made to Mortuary Station.</i></p>	<p>The proposed changes as part of the masterplan design have been developed with reference to the significance of the item and would be subject to further assessments and approvals as the design for the landscape and adaptive reuse of the building progresses to future stages in the project.</p>

9.8.3 Railway Overbridge

No Conservation Management Plan has been commissioned for the Railway Overbridge. The proposed works would see the adaptive reuse of the railway cutting and overbridge as a public thoroughfare from the Goods Line in Ultimo to the new development at Mortuary Station. Recommendations for the future development of Railway Overbridge have been provided in Section 12 of this report.

10. Preliminary Statement of Heritage Impacts

10.1 Introduction

A statement of heritage impact has been prepared according to the NSW Heritage Office guidelines¹⁷⁶ for each State Heritage Item as outlined below.

10.2 Central Station

Heritage Listings

State and Local, SHR (Item No. 01255), RailCorp S.170 (SHI No. 4801296), SLEP 2012 (Item No. I824)

10.2.1 Statement of Heritage Impacts

What aspects of the Proposal respect or enhance the heritage significance of the study area?

The proposed conservation and retention significant heritage items including the Main Terminus Building and associated station buildings are a positive outcome for the heritage of each individual buildings and overall heritage values for the Precinct. Retention of the significant buildings and spaces of Central Station will ensure the continued significance and understanding of the importance of Central Station.

The proposed landscape works, conservation and adaptive reuse of Mortuary Station would enhance the heritage significance of the item and ensure its continued conservation into the future.

The proposed new development at the former Prince Alfred Sidings Substation buildings and the Prince Alfred Sidings sub-precinct would have the potential to provide a viable new function and new public uses for the buildings and area – which would have the potential to engage the larger Precinct with surrounding areas including Prince Alfred Park.

What aspects of the Proposal could have a detrimental impact on the heritage significance of the study area?

The proposed over station development would have a **major direct impact** on the significant country and interstate platforms which retain historic 1906 awning structures. The over station developments would also have a **major and detrimental impact** on the significant cultural landscape, setting and views and vistas to the study area, and within the study area across the railway corridor.

Proposed development in the vicinity of Mortuary Station at the Regent Street Sidings sub-precinct and the north and south over station developments would have a **cumulative major and detrimental impact** on the significant cultural landscape, setting and views and vistas to Mortuary Station, disrupting the historic visual and physical connection of Mortuary Station with the rest of the Central Station Precinct.

The proposed development at the Regent Street Sidings sub-precinct also have the potential to have a **moderate to major direct impact** on the significant fabric of the Darling Harbour Cut and Overbridge due to the nature of the heritage items and the proposed development massing and siting.

Overall, the proposed masterplan development would have a cumulative major and detrimental impact to the significant cultural landscape of the Central Station Precinct. The proposed works would cause major physical impacts to significant fabric and spaces, major physical and visual impacts to the understanding of the station as a historically and continually operation open-air station (for over 150 years). The proposed works would also cumulatively add to the negative change and impacts at the Central Station Precinct which have occurred in other concurrent projects in and around the station, and those which have already occurred for the upgrade of the station, rail corridor and service, including for Sydney Metro.

¹⁷⁶ 'Statements of Heritage Impact', Heritage Office and Department of Urban Affairs and Planning 2002.

Have more sympathetic options been considered and discounted?

The proposed masterplan design has undergone a comprehensive and iterative design process which has been informed by consultation with heritage architects and specialists. More sympathetic options have been developed as a result of these consultations.

More sympathetic options have been considered and discounted as part of this process, in a balance of achieving good heritage outcomes and viable development at the Precinct.

10.3 Mortuary Station

Heritage Listings

State and Local, SHR (Item No. 00157), RailCorp S.170 (SHI No. 4803219), Sydney LEP 2012 (Item No. I194)

10.3.1 Statement of Heritage Impact

What aspects of the Proposal respect or enhance the heritage significance of the study area?

The proposed landscape works, conservation and adaptive reuse of Mortuary Station would enhance the heritage significance of the item and ensure its continued conservation into the future.

What aspects of the Proposal could have a detrimental impact on the heritage significance of the study area?

The proposed landscape works, conservation and adaptive reuse of Mortuary Station would enhance the heritage significance of the item and ensure its continued conservation into the future.

What aspects of the Proposal could have a detrimental impact on the heritage significance of the study area?

Proposed development in the vicinity of Mortuary Station at the Regent Street Sidings sub-precinct and the north and south over station developments would have a **cumulative major and detrimental impact** on the significant cultural landscape, setting and views and vistas to Mortuary Station, disrupting the historic visual and physical connection of Mortuary Station with the rest of the Central Station Precinct.

Have more sympathetic options been considered and discounted?

The proposed masterplan design has undergone a comprehensive and iterative design process which has been informed by consultation with heritage architects and specialists. More sympathetic options have been developed as a result of these consultations.

More sympathetic options have been considered and discounted as part of this process, in a balance of achieving good heritage outcomes and viable development at the Precinct.

10.4 Railway Overbridge

Heritage Listings

State and Local, SHR (Item No. 01232), RailCorp S.170 (SHI No. 4801079), Sydney LEP 2012 (Item No. I180)

10.4.1 Statement of Heritage Impact

What aspects of the Proposal respect or enhance the heritage significance of the study area?

Proposed masterplan includes the potential future redevelopment of the railway overbridge for a new use as part of the overall development for the Precinct.

What aspects of the Proposal could have a detrimental impact on the heritage significance of the study area?

The proposed development at the Regent Street Sidings sub-precinct also have the potential to have a **moderate to major direct impact** on the significant fabric of the Darling Harbour Cut and Overbridge due to the nature of the heritage items and the proposed development massing and siting.

Have more sympathetic options been considered and discounted?

The proposed masterplan design has undergone a comprehensive and iterative design process which has been informed by consultation with heritage architects and specialists. More sympathetic options have been developed as a result of these consultations.

More sympathetic options have been considered and discounted as part of this process, in a balance of achieving good heritage outcomes and viable development at the Precinct.

11. Consultation

11.1 Stakeholder consultation program

A program of stakeholder consultation was undertaken throughout the development of the SSP heritage studies, including the Central CMP and non-Aboriginal heritage study. This consultation has informed the approach and content of the reports. Consultation has been undertaken with the organisations named in the SSP Study Requirements as well as with additional groups as outlined in Table 34. A consultation log is provided in Appendix B – Consultation Log.

Table 34: Study Requirements nominated stakeholder consultation summary

Organisation	Date
Metropolitan Local Aboriginal Land Council.	Consultation on Aboriginal archaeology and cultural heritage values was undertaken by Artefact to inform the Aboriginal heritage study and Archaeological Site Plan (ASP). A site walk was undertaken for Central SSP, 12 April 2022. In addition, a program of consultation was undertaken by Balarinji to inform the Connecting to Country Framework. (see Artefact non-Aboriginal heritage study and ASP report for details)
Heritage NSW (as delegate for the Heritage Council of NSW)	A session with Heritage NSW (Assessments team) was held on 22 March 2022.
Heritage Council of NSW	Presentations with the Heritage Council of NSW were held 1 December 2021 and 6 April 2022 with an additional out of session workshop held on 26 April 2022.
City of Sydney Aboriginal and Torres Strait Islander Advisory Panel	Consultation with this group was undertaken as part of Connecting to Country framework (Balarinji 2022). Consultation outcomes are integrated within the relevant heritage reports. (see Artefact non-Aboriginal heritage study and Balarinji report for further details)
City of Sydney Specialist Heritage & Urban Design Planners	A session with City of Sydney heritage planners was held 21 April with a follow up session on the revised Central CMP held 9 May 2022.
NSW State Design Review Panel (SDRP)	An SDRP was established in December 2020 led by Government Architects NSW (GANSW) to provide independent design review throughout the Central SSP study period. The SDRP provided advice and feedback to regarding the indicative master planning work with a focus on built form, urban design, public domain, landscape, amenity, heritage, sustainability and connecting with Country. The SDRP Design Review Report is included in the Urban Design Framework that has been prepared as part of the SSP studies.
NSW National Trust	National Trust briefed TfNSW on their considerations and concerns for heritage at Central Station in November 2021. TfNSW project team presented to National Trust in February 2022 and 3 May 2022 to provide them an update on the SSP Study and master plan for the precinct.

<p>Heritage Consultation Group</p>	<p>A heritage consultation group was established by TfNSW for the project. The group comprised representatives from Sydney Trains Heritage, City of Sydney, Heritage NSW, Government Architects Office and the Central Precinct Renewal project team.</p> <p>The group convened three times during 2021</p> <ul style="list-style-type: none"> • 28 January • 25 March • 8 September <p>The group provided feedback on the heritage risks, opportunities and priorities present within the Central Precinct study area as captured in the meeting minutes from these sessions. Meeting minutes from the heritage consultation group can be found at Appendix B – Consultation Log.</p> <p>The group were presented updates and summaries of the Artefact heritage studies as well as updates on the reference masterplan and project more generally. From October 2021 consultation was undertaken individually as outlined in Appendix B – Consultation Log.</p>
<p>Western Gateway development group (Atlassian, Dexus Fraser and Toga)</p>	<p>Discussions and coordination were held with Western Gateway development representatives 29 April with regard to the Central CMP and coordination with the revised Parcel Post Office CMP under preparation by Urbis.</p>

12. Recommendations

12.1 Recommendations

The following recommendations and mitigation measures have been prepared to correspond with the current project stage which includes the preparation of a planning framework, precinct rezoning and preparation of an indicative masterplan to inform decision making.

The following recommendations and mitigation measures have been compiled from the current heritage development guidelines, procedures, policies and heritage management documents listed in Section 2.4 of this report. The following recommendations should be read in conjunction with all other subsections to provide an overall Central State Significant Precinct Design Guide 2022 (Design Guide) for the study area.

This section includes recommendations for built heritage and new works only. Archaeological recommendations for the study area are provided in Section 13.

Following rezoning as a State Significant Precinct, ongoing heritage advice, specialist heritage involvement in the design process and design refinement in response to the heritage framework and findings of the impacts outlined in this report would be required. Heritage advice should be informed by the findings of the impact assessment, with a view to mitigating and minimising major and moderate adverse impacts which have been identified in this report.

One of the primary measures for ensuring that impacts to the heritage values within the Central SSP are managed and minimised is through the Design Guide, which forms a key part of the suite of new planning provisions.

Other key measures include the Central Precinct Conservation Management Plan 2022 (CMP) and the Central Precinct Archaeological Site Plan 2022 (ASP) which are cross-referenced within the Design Guide. These documents should continue to inform decision making and new proposals for the site, taking into consideration their recommendations to ongoing heritage management and conservation throughout the precinct.

Future planning approvals would require a development specific Statement of Heritage Impact which is prepared to address the Design Guide, this study, the CMP and ASP.

Future developments with potential impacts within the SHR curtilage of Central Station or Mortuary Station would require a s60 approval or a State Significant Development pathway.

Archaeological management and conservation would be undertaken with consideration of the Archaeological Management Plan and under the appropriate legislative requirements of the Heritage Act 1977 or the EP&A Act 1979.

Where possible development should include conservation works to significant fabric and retain significant view lines.

Heritage values should be expressed in design and private and public domain in accordance with the Design Guide.

12.2 Central State Significant Precinct Design Guide

The design guide includes precinct specific heritage guidelines which have been prepared with input from the project heritage specialists and authors of this report.¹⁷⁷

¹⁷⁷ Ethos Urban. Central State Significant Precinct Design Guide, 2022

12.2.1 Heritage Conservation

The overarching heritage conservation objectives of the Design Guide are outlined as follows:

Development should:

- I. celebrate the heritage significance of the Central Precinct as a major historic transportation hub.
- II. embed heritage values into the design and development of a unique, place-based destination by demonstrating design excellence and design quality.
- III. promote conservation of the heritage values throughout the Central Precinct.
- IV. aim to enhance the aspects of the place that are intrinsic to its value including design, fabric, built form, spaces, uses, functions, settings, landscapes, views, and intangible values.
- V. be informed by heritage specialist advice and specialist expertise.
- VI. appropriately respond to the historic visual, physical and spatial character of Central Precinct, having regard for the scale, design and materiality of significant buildings and structures.
- VII. remain contemporary in architectural expression but sympathetic in design detail, clearly demarcating historic and new fabric.
- VIII. avoid unacceptable visual impacts to identified significant views and vistas.
- IX. prioritise the retention and sensitive adaptive reuse of heritage items, ensuring the protection of their significant features, spaces and fabric and sustaining their long-term viability within the Precinct.
- X. deliver high quality entry points to the Precinct that respond to the existing heritage character and fabric whilst improving connectivity to the surrounding city
- XI. ensure the legibility of the different phases of historic development at Central Railway Station and its place as the centre of the railways in NSW
- XII. incorporate high quality, holistic interpretation integrated within the design and delivery of new public spaces and experiences.
- XIII. ensure interpretation speaks to the diversity, depth, and longevity of the site's history to enrich the visitors experience and understanding of the place.

Heritage conservation guidelines are provided within the Design Guide for each development sub-precinct within the State Significant Precinct area. The overarching heritage conservation guidelines are outlined as follows:

- 1) Development proposals are to be informed by specialist heritage advice, with heritage input into the design development process and heritage participation through the Precinct **Design Excellence Strategy**
- 2) Development is to be informed by the policies and recommendations of the **Central Precinct Conservation Management Plan (CMP)** prepared by Artefact Heritage and dated July 2022
- 3) Development applications for new buildings or works are to be accompanied by a **Statement of Heritage Impact (SoHI)** that:
 - I. demonstrates how the development has been informed by the policies and guidelines of the Central Precinct CMP, and any other relevant conservation management document that may apply
 - II. is prepared in accordance with the NSW Heritage Manual 'Conservation Management Documents'
- 3) Where the development application proposes the full or partial demolition of a heritage item or element, the Statement of Heritage Impact is to:
 - I. demonstrate why the element, building or part of the building is not capable of retention or re-use
 - II. identify and describe the options that were considered when arriving at a preferred development outcome and the reasons for choosing the preferred option
 - III. include a statement from a quantity surveyor comparing the cost of demolition to the cost of retention if the demolition is recommended primarily on economic grounds

- IV. include a report by a suitably qualified structural engineer if the demolition is proposed based on poor structural condition
- 4) Prior to the full or partial demolition of a heritage item or element archival photographic recording is required prior to any work being carried out.
- 5) Proposed development is to be designed with regard to the heritage values of the Central Precinct as a whole, the buildings, elements and spatial arrangements of the immediate and broader site encapsulated in its heritage curtilage. Building forms and design treatments of any new development must consider and positively respond to the heritage values of the place.
- 6) Commensurate with the exceptional heritage values of the place, new development within the Precinct should aspire to achieve excellence in design and innovation. New elements should be sympathetic to the significance of the site, while offering a creative and high-quality layer of design that is in keeping with the significance of Central Station.
- 7) Architectural detailing of new developments should consider their interface to heritage buildings within the immediate vicinity, and should have regard to form, colour, materials, and the prevailing character of the heritage setting.
- 8) Buildings and public domain are to be constructed of durable and robust materials, commensurate in quality with their historic counterparts and in keeping with the relevant policies of the Central CMP. New materials should seek to unify historic elements and remain complementary to the historic character of Central Station

12.2.2 Heritage Interpretation

The Design Guide provides guidelines for Heritage Interpretation at the Precinct. These are outlined below. Note that these apply across the site, for precinct specific guidelines refer to the Design Guide and CMP:

- 1) Development applications for works to parts of the site are to be accompanied by a Heritage Interpretation Strategy that demonstrates how the over-arching 'Central Precinct Heritage Interpretation Strategy' (Artefact, 2022) has informed the specific proposal, and in particular:
 - I. Includes an approach based on the key themes of 'Journeys and Gatherings', together with specific site stories related to the tangible and intangible significance of the heritage item/area
 - II. Provides for an integration of heritage interpretation within the built forms and public domain
 - III. Includes both Aboriginal and non-Aboriginal heritage interpretation opportunities
 - IV. Integrates with the 'Connecting with Country' and public art initiatives
 - V. Accounts for the archaeological significance of the site and the immediate surrounds
 - VI. Includes a range of heritage interpretation media that are practically and conceptually accessible, engaging and informative, both on-site and off-site
 - VII. Is prepared in accordance with the Heritage NSW Interpreting Heritage Places and Items Guidelines

Note: TfNSW maintains a copy of 'Central Precinct Heritage Interpretation Strategy'.

12.2.3 Archaeology

The Design guide provides guidelines for Archaeology at the Precinct. These are outlined below. Note that these apply across the site, for precinct specific guidelines refer to the Design Guide, CMP and ASP:

- 1) Where development is likely to affect an archaeological site or a place of Aboriginal heritage significance or potential archaeological site that is likely to have non- Aboriginal heritage significance, development applications are to be accompanied by an 'Archaeological Assessment' prepared by a suitably qualified archaeologist in accordance with the guidelines prepared by the NSW Office and Environment and Heritage

Note: refer to the **Central Station Archaeological Site Plan** (Artefact, 2022) to determine whether the development site has archaeological potential

- 2) An archaeological assessment is to include:
 - I. An assessment of the archaeological potential of the archaeological site or place of Aboriginal heritage significance
 - II. The heritage significance of the archaeological site or place of Aboriginal heritage significance
 - III. The probable impact of the proposed development on the heritage significance of the archaeological site or place of Aboriginal heritage significance
 - IV. The compatibility of the development with conservation policies contained within an applicable conservation management plan or conservation management strategy
 - V. A management strategy to conserve the heritage significance of the archaeological site or place of Aboriginal heritage significance
- 3) If there is any likelihood that the development will have an impact on significant archaeological relics, development is to ensure that the impact is managed according to the assessed level of significance of those relics

13. Archaeological Recommendations, Plan and Framework

13.1 Objectives

- 1) Conserve archaeological relics

13.2 Guidelines

- 4) Where development is likely to affect an archaeological site or a place of Aboriginal heritage significance or potential archaeological site that is likely to have non- Aboriginal heritage significance, development applications are to be accompanied by an 'Archaeological Assessment' prepared by a suitably qualified archaeologist in accordance with the guidelines prepared by the NSW Office and Environment and Heritage
Note: refer to the **Central Station Archaeological Site Plan** (Artefact, 2022) to determine whether the development site has archaeological potential
- 5) An archaeological assessment is to include:
 - I. An assessment of the archaeological potential of the archaeological site or place of Aboriginal heritage significance
 - II. The heritage significance of the archaeological site or place of Aboriginal heritage significance
 - III. The probable impact of the proposed development on the heritage significance of the archaeological site or place of Aboriginal heritage significance
 - IV. The compatibility of the development with conservation policies contained within an applicable conservation management plan or conservation management strategy
 - V. A management strategy to conserve the heritage significance of the archaeological site or place of Aboriginal heritage significance
- 6) If there is any likelihood that the development will have an impact on significant archaeological relics, development is to ensure that the impact is managed according to the assessed level of significance of those relics

13.3 Framework and Recommendations

Multiple phases of rail infrastructure construction and demolition at Central Station and in Sydney Yard have resulted in the preservation of a range of archaeological remains in varying degrees of intactness, such as the Locomotive Workshops, Devonshire Street Cemetery, and the Christ Church Parsonage. Aboriginal objects associated with an intact portion of the Botany Sand Sheet have been identified in Sydney Yard (AHIMS ID 45-6-3654).

13.3.1 Aboriginal Heritage

An Aboriginal heritage due diligence assessment must be prepared for all activities that will involve ground-disturbing works:

- The due diligence assessment must be prepared in accordance with the 'Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales' ([Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales \(nsw.gov.au\)](https://www.nsw.gov.au/heritage/pubs/due-diligence-code-of-practice))
- The due diligence guidelines outline when further Aboriginal heritage assessment and consultation with Aboriginal stakeholders is required for the proposed activity, such as where there is potential for harm to Aboriginal objects.

Where the due diligence assessment identifies that further Aboriginal heritage assessment is required for the proposed activity:

- Prepare an Archaeological Report in accordance with the 'Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales' ([Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales \(nsw.gov.au\)](#))
- Undertake archaeological test excavation where required. Archaeological test excavation must be undertaken in compliance with the 'Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales' and/or an Aboriginal Heritage Impact Permit (AHIP) where an AHIP is required for test excavation
- Preparation of an Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared in accordance with the 'Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW' to support an AHIP application or where required under Secretary's Environmental Assessment Requirements (SEARs) ([Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW](#))
- Undertake consultation with registered Aboriginal parties in accordance with the National Parks and Wildlife Regulation 2019 and the associated guidelines 'Aboriginal cultural heritage consultation requirements for proponents 2010' ([Aboriginal cultural heritage consultation requirements for proponents 2010 \(nsw.gov.au\)](#)) for test excavation and/or preparation of an ACHAR.

13.3.2 Non-Aboriginal Heritage

An archaeological assessment must be prepared for all activities that will involve ground-disturbing works:

- The archaeological assessment will involve review of the ASP and other resources to determine if the proposed activities may result in harm to archaeological remains.

The archaeological assessment will determine whether further archaeological investigation and approvals are required:

- Preparation of an archaeological research design (or similar document) in support of a s60 permit application under the Heritage Act 1977
- Preparation of a work method statement (or similar document) where it is identified that the works will fall under a standard s57 exemption or rail specific s57 exemption
- Preparation of an archaeological research design (or similar document) in support of a s139 exception of s140 permit under the Heritage Act 1977 for any area that falls outside the SHR curtilage
- Preparation of an archaeological research design (or similar document) for any project being assessed under SSD or SSI approvals pathways under the EPA Act 1979
- Appropriate consultation with the appropriate Government agencies, approvals, and exhumation management plan for any works that may harm the Devonshire Street Cemetery
- Depending on the intactness and significance of encountered archaeological remains, re-design may be required to avoid impact.

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15. Appendix A – Significance Assessments for Heritage Items

16. Appendix B – Consultation Log

The following Consultation Log provides information about the consultation undertaken in accordance with the SSP Study Requirements.

Organisation	Dates	Feedback/comments	Attendees	Documentation
Heritage Council of NSW	2 December 2020	As noted in the formal Heritage Council resolutions- 485 2 December 2020	Listed in the 2 December 2020 HC minutes	https://www.heritage.nsw.gov.au/assets/HC-2Dec20-Minutes-CONFIRMED.pdf
Heritage Council of NSW	3 March 2021	As noted in the formal Heritage Council resolutions	Listed in the 3 March 2021 HC minutes	https://www.heritage.nsw.gov.au/assets/HC-3Mar21-Meeting-Minutes-CONFIRMED.pdf
Heritage Council of NSW	5 December 2021	As noted in the formal Heritage Council resolutions 2021-65. TfNSW provided a formal letter in response to the December resolutions (attached).	Listed in 1 December 2021 HC minutes	https://www.heritage.nsw.gov.au/assets/HC-1Dec21-Meeting-Minutes-CONFIRMED.pdf TfNSW response letter following meeting 5 December 2021
Heritage Council of NSW	6 April & 26 April 2022	6 April Heritage Council meeting outcomes are as noted in Heritage Council resolutions 6 April 2022. 26 April Heritage Council	Listed in April 2022 HC minutes and 26 April TfNSW agenda.	https://www.heritage.nsw.gov.au/assets/HC-6Apr22-Meeting-Minutes-CONFIRMED-for-publishing.pdf HC Letter 20 May 2022.
Heritage NSW (Assessments- as delegate for the Heritage Council of NSW)	22 March 2022.	Heritage NSW noted the following: <ul style="list-style-type: none"> • Importance of transport uses prevailing in the context of changing uses at Central including commercial • the project would result in losses to the rail/industrial landscape & architectural qualities of the precinct • the project is a fundamental change from open air railway station • The heritage frameworks have been well integrated into the precinct design with some good opportunities to explore • Listing at Central applies to entire precinct not just sandstone buildings and needs landscape approach • Need to understand economic drivers feeding into bulk and scale • Importance of connectivity of public realm across the precinct • Need for continuing engagement with Heritage NSW/Heritage Council on the project going forward 	Tim Smith (HNSW) Rochelle Johnston (HNSW) Chrissia Ang (HNSW) TfNSW Project Team	<ul style="list-style-type: none"> • TfNSW Powerpoint presentation 22 March
Heritage Consultation Group	28 January 2021 25 March 2021 8 September 2021	As noted in the minute minutes.	As noted in the minute minutes.	<ul style="list-style-type: none"> • Group meeting minutes

Organisation	Dates	Feedback/comments	Attendees	Documentation
City of Sydney Specialist Heritage & Urban Design Planners	21 April & 9 May 2022.	<p>City of Sydney Heritage Planners noted:</p> <ul style="list-style-type: none"> • Support for the process of revising the CMP • Support for the policies of the CMP which state that heritage significance should be the basis for future decision making, and that a holistic approach to the heritage management of the precinct should be adopted • The need not to see a process of 'downgrading' significant elements through the new revision • The need for independence of the CMP from any project • The need to assess any project against the conservation policies of the CMP • Inclusion of archaeology via the new site plan noted as a positive • City of Sydney involvement and input to the CMP is desirable going forward 	<p>Matthew Devine (CoS) Sally Peters (CoS) Laura Dodds-Hebron (CoS) James Dirickx-Jones (CoS) TfNSW Project Team Artefact heritage specialists</p>	TfNSW Powerpoint presentation 22 March
Toga development team	Discussion with Toga	<p>Discussion focused on aligning revised Central CMP with revised Parcel Post Office CMP being prepared by Urbis on behalf of Toga Developments. Comments provided on the Central CMP draft were addressed and incorporated into final versions. A copy of the draft Parcel Post Office CMP was also circulated with TfNSW team.</p>	<p>David McClaren (Toga) David Springford (Toga) TfNSW Project Team Allie Cornish (Urbis CMP author on behalf of Toga) Artefact heritage specialists</p>	N/A
NSW National Trust	November 2021	<ul style="list-style-type: none"> • See Consultation Summary Report Appendix 6.2.6 Minutes 	<p>Debbie Mills (NT) David Burdon (DB) TfNSW project team Paul Davies (HA)</p>	National Trust brief to TfNSW on their considerations and concerns at Central
NSW National Trust	February 2022	<ul style="list-style-type: none"> • See Consultation Summary Report Appendix 6.2.6 Minutes 	<p>David Burdon (NT) Debbie Mills (NT) TfNSW Project Team</p>	TfNSW Presentation to National Trust

Organisation	Dates	Feedback/comments	Attendees	Documentation
NSW National Trust	3 May 2022.	<ul style="list-style-type: none"> See Consultation Summary Report Appendix 6.2.6 Minutes 	David Burdon (NT) Jane Alexander (NT) John Richardson (NT) Ian Stephenson (NT) Neil Wykes (NT) Wayne Johnson (NT) Rob Power (NT) TfNSW Project Team	TfNSW Presentation to National Trust
Other consultation				
Metropolitan Local Aboriginal Land Council.	Addressed in non-Aboriginal heritage study and Connecting with Country Framework			
City of Sydney Aboriginal and Torres Strait Islander Advisory Panel	Addressed in non-Aboriginal heritage study and Connecting with Country Framework			
OGA NSW through the DRP process).	Addressed in the project consultation outcomes report			
Aboriginal community consultation	Addressed in non-Aboriginal heritage study and Connecting with Country Framework			



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