Transport
for NSW

Central Precinct Renewal
## Heritage Interpretation Strategy

24 August 2023

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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.

Warning: Aboriginal and Torres Strait Islander peoples are advised that this report contains images of people who are deceased.
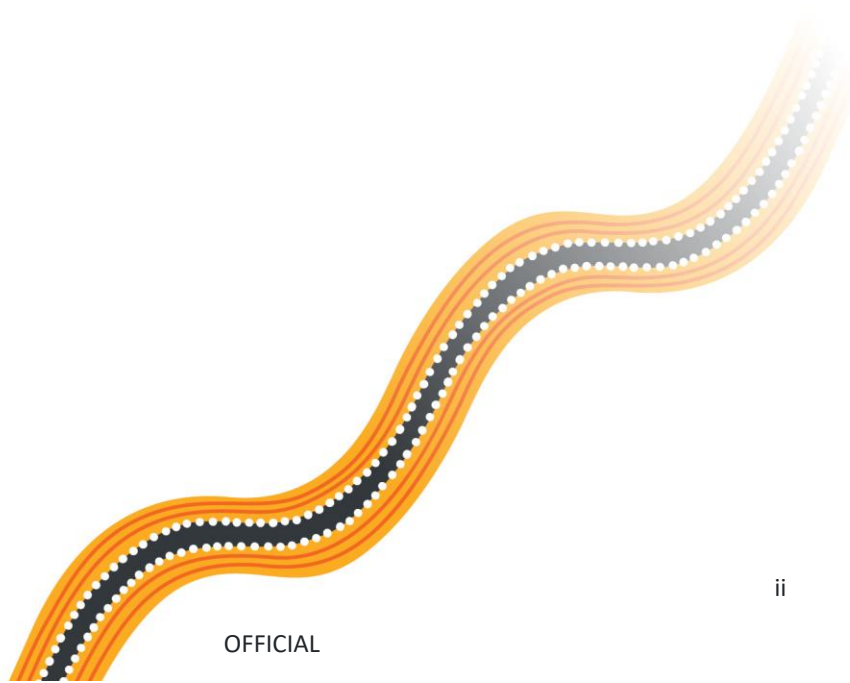
Abbreviations

Abbreviation	Definition
ABS	Australian Bureau of Statistics
ACHAR	Aboriginal Cultural Heritage Assessment Report
AHIP	Aboriginal Heritage Impact Permit
Artefact Heritage	Artefact Heritage Services Pty Ltd
BAU	Business as usual
BCA	Building Code of Australia
CBD	Central Business District
Central SSP	Central State Significant Precinct
CIV	Capital investment value
CMP	Conservation Management Plan
CoS	City of Sydney Council
CSELR	Central Business District and South East Light Rail
CSMW	Central Station Main Works
CSPS	Central Sydney Planning Strategy
DA	Development application
DCP	Development control plan
DPE	NSW Department of Planning and Environment
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	*Environmental Planning and Assessment Regulation 2000*
EPI	Environmental planning instrument
ESD	Ecologically sustainable development
FSR	Floor space ratio
GANSW	Government Architect NSW
GFA	Gross floor area
GSC	Greater Sydney Commission
HIP	Heritage Interpretation Plan
HIS	Heritage Interpretation Strategy
ICOMOS	International Council on Monuments and Sites
LALC	Local Aboriginal Land Council
LEP	Local environmental plan
LGA	The City of Sydney local government area
LSPS	Local strategic planning statement
MTM	More Trains More Services
NABERS	National Australian Built Environment Rating System

Abbreviation	Definition
NAIDOC Committee	National Aborigines and Islanders Day Observance Committee
NIF	New Intercity Fleet
OGA	NSW Office of Government Architect
OSD	Over Station Development
PAD	Potential Archaeological Deposit
PAS	Prince Alfred Sidings
PRP	Project Review Panel
RAHS	Royal Australian Historical Society
SCA	Special character area
SDCP2012	Sydney Development Control Plan 2012
SDRP	State Design Review Panel
SEPP	State Environmental Planning Policy
SHR	State Heritage Register
SLEP2012	Sydney Local Environmental Plan 2012
SSDA	State significant development application
SSP	State Significant Precinct
STAR	Sydney Terminal Area Reconfiguration
SYAB	Sydney Yard Access Bridge
TfNSW	Transport for NSW
The Department	Department of Planning, Industry and Environment

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

Term	Definition
Determination	The approval made in accordance with the *Environmental Planning and Assessment (EP&A) Act 1979*. In relation to Central Precinct SSP, a 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: • strategic plan (comprising regional strategic plans and district strategic plans) and local strategic planning statements

Term	Definition
	• environmental planning instrument (comprising State environmental planning policies and local environmental plans) • development control plan
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

Term	Definition
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
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.

The Central SSP Study and supporting documents were made available for public comment from 22 August to 4 October 2022. During the exhibition period, community members and stakeholders were invited to provide their comments and feedback on the rezoning proposal. A total of 368 submissions were received from individuals, local council, government agencies, industry bodies, non-government organisations and interest groups. This feedback has been taken into account in the development of the final Central SSP Study documentation.

This report provides a detailed Heritage Interpretation Strategy (HIS) to guide future development of the Central Precinct, addressing Study Requirement 5.4 'Heritage Interpretation Strategy'. A HIS is a tool that provides a broad strategic vision for ways of transmitting messages about the cultural heritage values of a site to visitors and other audiences through interpretation. It is intended to inform planning for future heritage interpretation of Aboriginal and non-Aboriginal heritage values of the Central Precinct, connecting this strategic vision with practical place-making and design for future developments.

Interpretive themes and media

The HIS has structured future interpretation planning around two overarching themes that capture the cultural, social, intangible, industrial and engineering values of the Central Precinct – 'Journeys' and 'Gatherings'. (Section 11.3) These key themes provide an organisational framework for expressing meaningful key site stories throughout the Central SSP. The HIS outlines 30 site stories addressing both Aboriginal and non-Aboriginal heritage of the site, most related to specific locations while some applicable across the central precinct. (Section 11.4),

A range of interpretive media which could be employed to carry the key interpretive messages has also been provided (Section14), together with specific examples given (throughout Section 16).

Interpretive Principles

The Central Precinct Strategic Framework states that the Central SSP site should have a unique heritage identity, allowing the precinct a sense of cohesiveness and distinction from surrounding precincts such as Ultimo or

Chippendale. The interpretation and design elements present throughout the site should signal to audiences that they have stepped over the threshold into Central SSP and can expect to encounter cohesive, engaging interpretive experiences. Within the site itself, each sub-precinct will have a subtly distinctive look and feel, based on the site-specific stories within the respective sub-precincts and the character of future developments.

The key principles for heritage interpretation at the Central SSP site, as identified in this HIS, are as follows:

- Present the site as a distinct cultural landscape, the product of numerous phases of use and associations, and intrinsically connected to nearby heritage items

- Present the site in context, honouring the historical, industrial and cultural connections (both Aboriginal and non-Aboriginal) with surrounding suburbs like Redfern

- Collaborate with Traditional Owners and relevant Aboriginal groups to ensure interpretation strategies meaningfully express the cultural heritage significance of the area

- Prioritise the interpretation of the Central SSP as both a historic site and major modern transport interchange, and the unique qualities of the site both locally and nationally

- Evoke curiosity and provoke conversations about the social, intangible, industrial and engineering values of the site through intriguing interpretive media

- Engage audiences with bold interpretation of railway architecture, moveable heritage and spatial experiences intrinsic to the evolving the functions of Central Station and the Central SSP

- Incorporate a range of interpretive media that are physically and conceptually accessible and designed to engage and stimulate interest to interpret the heritage significance of the site, and particularly the site's railway heritage

- Ensure heritage interpretation for future developments is developed to align with this HIS and include sensitive assessment of the location, style, and content of existing interpretive features throughout the site

- Ensure that on-site interpretive media are developed in a way that complements the built environment and landscape design of the site and the historical characteristics of the area.

Interpretive Design Principles

To guide the development of the heritage interpretation identity of Central SSP the following interpretive design principles are recommended for future interpretive planning:

- **First Nations first**

  Celebrating and valuing Aboriginal heritage and connection to Country is a key responsibility of heritage interpretation and should be at the forefront of the planning process for any developments in Central SSP. This should be based on the site specific Connecting with Country Framework (Balarinji, 2023). Building relationships and engaging in authentic consultation with Aboriginal knowledge holders and traditional custodians is an essential component of developing heritage interpretation messages, designs, and experiences for any current or future heritage interpretation planning in the Precinct. Approaching the planning process in partnership with Aboriginal architects, urban planners, designers, and artists is also an important element. Specifically, engaging Aboriginal designers to co-develop Aboriginal heritage interpretation elements is recommended. Of key importance is acknowledging the land as Gadigal Country, providing tangible markers of Aboriginal associations with place, representing Aboriginal culture as a living and vibrant, and using The Sydney Language where appropriate.

- **Integration**

  Heritage interpretation should be fully integrated in the new development, with consideration of the design principles, stories and overarching themes contained within this HIS. Interpretation planning should take place during early design stages of new developments to ensure this integration.

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- **Connectedness**

  Heritage interpretation should support a connected public realm by providing experiences, both physical and in terms of cohesive messaging, which connect places within the precinct, and connect people with place.

- **Adding value**

  Heritage interpretation should be planned to add value to peoples' experiences, giving insights and new knowledge about the cultural and heritage values embedded in Central SSP, and add value to the character of the site.

- **Accessibility**

  Heritage interpretation should be physically and conceptually accessible, designed to encourage engagement and conversation. Interpretation should be planned with an understanding that visitors to Central SSP will have a variety of intellectual and physical capabilities, come from different language and cultural backgrounds, interact in different sized social groups, and have a differing amount of available time.

- **Significance**

  Heritage interpretation should respond to the heritage significance of the site and its various elements, including the form of heritage buildings, the historical characteristics of the area, and the significance of connecting to Country.

- **Storytelling**

  While linking with the two key themes of 'Journeys' and 'Gatherings' guide the development of interpretation within each sub-precinct, heritage interpretation should seek to highlight the key site stories of each sub-precinct while incorporating cohesive meanings and messages across the entirety of the site.

- **Cohesiveness**

  Each sub-precinct may have different characteristics from the others, yet both cohesive messaging and design considerations should ensure that all interpretive media share similar elements to create the impression that they are part of the overall Precinct. The graphic language of interpretive media in each sub-precinct should complement other signage and wayfaring devices. Adherence to Heritage NSW, City of Sydney and TfNSW interpretation policies and guidelines is also essential to ensure a cohesive and professional approach to interpretation planning.

- **Consultation**

  Consultation with key asset owners/managers is a key requirement of any heritage interpretation planning process. All Aboriginal heritage interpretation must be developed in consultation with Traditional Owners, responding to the Connecting with Country Framework for Central SSP (Balarinji, 2023). Meaningful and respectful consultation must be undertaken for all future development and initiated early in the design process. Consultation should extend to the engagement of Aboriginal designers and artists to create any Aboriginal heritage elements in interpretive media.

- **Scale and grain**

  Throughout Central SSP the interpretive media should be developed in response to the scale, grain and style of the surrounding context and be presented in a range of planes. This will ensure maximum visual and intellectual interest for interpretive media onsite and ensure public engagement with different types of interpretive experiences.

- **Materiality**

  Materials used in interpretive elements play a key role in contributing to the site's overall aesthetic. The predominant materials, textures, and colours of the precinct, should be echoed in the interpretive elements where possible, such as the use of sandstone and timber, providing a consistent character for

the site. Alternatively, the use of new or contrasting materials, such as glass and metal, can provide a stimulating contrast by focusing attention on specific elements and re-interpreting the heritage aspects of the area creating relationships between the old and the new.

- **Sustainability**

  Design of interpretive elements should adhere to best practice sustainable design guidelines, such as the TfNSW Sustainable Design Guidelines [1] and/or the City of Sydney's Sustainable Design Technical Guidelines. [2] The construction and maintenance of all interpretive media onsite should also be undertaken according to these best practice sustainability guidelines.

Recommendations

The following recommendations for heritage interpretation planning and development for the Central SSP project have been compiled from the information and recommendations within this HIS:

- Adherence to key heritage interpretation policies and guidelines

- Connecting with Country focus

- Adoption of the Central SSP Heritage Interpretation Strategy, and development of specific Heritage Interpretation Plans.

1. Adherence to key heritage interpretation policies and guidelines

Key guidelines, as outlined in Section 1.9 of this report, should be adhered to ensure a cohesive approach to interpretation planning within the precinct. This includes all reports prepared as part of this SSP study, in addition to:

- Ask First: A Guide to Respecting Indigenous Heritage Places and Values (Australian Heritage Commission, 2002)

- Burra Charter (Australia ICOMOS, 2013), Article 25. Interpretation.

- Central Precinct Heritage Framework (2021)

- Central Precinct Strategic Framework (2021)

- Connecting with Country Framework (OGA, draft 2020)

- Heritage Interpretation Guidelines (NSW Heritage Office, 2005)

- Interpretation Guidelines (Sydney Trains, 2019)

- Interpreting Heritage Places and Items Policy (NSW Heritage Office, 2005).

2. Connecting with Country focus

The following guidelines will bring the project into alignment with the OGA Connecting with Country Framework, promoting and empowering Aboriginal voices during the Central SSP Renewal Project:

- Ensure early engagement with Aboriginal communities/knowledge holders through a structured ongoing engagement strategy.

- Establish an Aboriginal reference group for TfNSW works to inform planning.

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[1] TfNSW, 2017. Sustainable Design Guidelines Version 4.0. Accessed at: https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/sustainable-design-guidelines-v4.pdf (May 2021).

[2] City of Sydney, 2018. Sustainable Design Technical Guidelines. Accessed at: https://www.cityofsydney.nsw.gov.au/design-codes-technical-specifications/sustainable-design-technical-guidelines (May 2021).

- Develop and implement a site specific Connecting with Country framework and a co-design process to establish cultural design principles, based on respectful and collaborative engagement throughout all the planning, development, and construction stages.

- Ensure an appreciation by project teams of the concept of Aboriginal inter-connectedness with Country, supported by a cultural awareness training program.

- Include Aboriginal expertise in specific roles within the architectural/design team

- Ensure Aboriginal spatial designers are involved in the design of Aboriginal cultural heritage interpretive elements Engage Aboriginal artists/designers, with appropriate permissions and intellectual property rights in place, to work with the design team (also linked to the Public Art Strategy, 2023).

- Ensure future development is connected to and cohesive with neighbouring precincts with strong Aboriginal cultural values, such as Redfern Station and the Redfern North Eveleigh State Significant Precinct.

3. Adoption of the Central SSP Heritage Interpretation Strategy, and development of specific Heritage Interpretation Plans

All future interpretation planning within the Central SSP site is to be developed in alignment with the Central SSP HIS to ensure a cohesive suite of interpretive elements throughout the Precinct. This includes:

General

- Adhere to the Interpretive Design Principles when developing interpretive elements, as outlined in this HIS.

- Adhere to the Interpretive Principles at all stages of interpretive planning, as outlined in this HIS.

- Interpretation in each sub-precinct should link to the key themes of 'Journeys' and 'Gatherings', which provide an anchor point for selection of interpretive narratives, and development of interpretive media in the public domain spaces and within specific built forms within the site.

- A range of site stories for each sub-precinct, outlined in the HIS, should be integrated into future development designs. When developing site stories, assessment of where key stories have already been explored in existing interpretive elements should be undertaken to avoid repetitious, duplicated, or inconsistent messaging.

- Interpretation planning within key buildings, such as the Terminal Building, should be prioritised during future development. This priority project includes the planning and design of a 'heritage hub' exhibition space for moveable heritage and artefacts within the Terminal Building.

- Interpretation within future developments at the Central SSP, such as adaptive re-use of key buildings and moveable heritage, should align with the policies and framework outlined in the Central Station CMP (2023). This is especially key for conservation policies.

- Heritage interpretation must be developed in consultation with key stakeholders, including TfNSW, Aboriginal community knowledge holders and stakeholders, Sydney Trains, City of Sydney Council.

- Involvement of Aboriginal community knowledge holders and Aboriginal architects/ artists in the development of an integrated interpretation approach should occur at an early planning stage for all developments in the Central SSP.

Interpretive media

- The Public Domain area is a key connector within the Central SSP and should incorporate cohesive interpretive elements relating to the key themes of 'Journeys' and 'Gatherings', linking Tech Central

and transport areas of the site and making links to nearby Redfern. Landscape geometries and planting within Public Domain spaces should reflect past topography, bio-communities and site uses.

- Public spaces for gathering and programming purposes should be integrated within the Public Domain spaces.

- Key iconic moveable heritage pieces, as outlined in Section 6 of the HIS, should be considered for reinstatement as major interpretive elements in appropriate locations, including a dedicated Heritage Hub/exhibition for collection display within the Terminal Building.

- If relevant archaeological material is located during excavations and works, these should be considered for contextualised display within/near their original location.

- Naming of places and spaces should include the Sydney Language.

- Welcome to Country/Acknowledgement of Country elements, led by Aboriginal stakeholders, should be consistent and respectful, and placed at key entry points to the precinct.

- Public art is a key element that can carry heritage interpretation stories. Close collaboration between heritage interpretation and public art planning should occur to ensure a synergy between these two approaches (as per Public Art Strategy, 2023).

- New buildings, and in particular 'signature buildings', should be designed to express and reflect Aboriginal cultural values (as per Connecting with Country framework, 2023).

- Existing heritage buildings (Central Station Group/Terminal Building, Mortuary Station and Prince Alfred Substation) should be sensitively conserved/restored and considered for adaptive re-uses which should include interpretive elements which reflect the buildings' previous uses and associations.

- Interpretive elements should be integrated within ground plane and overhead structures to create narrative pathways, particularly in Public Domain spaces and key heritage buildings.

- The use of lighting as an interpretive device should be explored to support night-time activation of the precinct.

- The precinct should be integrated within city wide tours and trails, supported by in situ interpretive elements.

Interpretive planning

- Detailed HIPs, based on this HIS, should be prepared for development approvals within each sub-precinct or for major heritage assets; for the buildings and spaces within the Central Station Group (Terminal Building, Post Office, Parcels Shed), Mortuary Station, and Prince Alfred Substation, promoting sensitive adaptive reuse of these key buildings.

- During design phases of development within each sub-precinct, an assessment of existing interpretive elements should be undertaken and decisions made as to their retention, restoration, or removal. . Of particular note is the continuance of the Transport Heritage Expo events.

- Precinct-wide interpretive elements should be developed - one digital overlay providing connected and cohesive details of heritage stories, an oral history program (digital or published), and use of temporary hoardings. The oral history program and the structure for the digital overlay could be developed as early interventions.

- All heritage interpretation documents under development within the Central SSP should be reviewed with respect to this HIS.

- As a priority, a site specific HIP based on this HIS should be developed for the Terminal Building - a Priority Project for TfNSW.

Table of Contents

Figures

Tables

Document control

Authors	Artefact Heritage Services Pty Ltd
Document owner	Artefact Heritage Services Pty Ltd
Approved by	Transport for NSW
Document number	
Branch	IP Development
Division	Infrastructure and Place (IP)
Review date	August 2023
Superseded documents	Revision A, Revision B, Revision C, Revision D, Revision E, Revision F, Revision G

Versions

Version	Amendment notes
Revision A	
Revision B	Addressed TfNSW comments Nov 2021; Changed formatting/template
Revision C	Addressed TfNSW comments April and May 2022, New TfNSW formatting/template
Revision D	Addressed minor update
Revision E	Final for CPRP Public Exhibition 2022
Revision F	Final draft, following response to submissions and updated masterplan, 2023
Revision G	Addressed minor updates
Revision H	Final for ToA, August 2023

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, This is further discussed below. 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.

Figure 1. Tech Central. Source: TfNSW

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

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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

The purpose of this report is to provide a detailed Heritage Interpretation Strategy to guide future development of the Central Precinct. This report addresses study requirement 5.4 'Heritage Interpretation Strategy'. The relevant study requirements, considerations and consultation requirements, and location of where these have been responded to within the report is outlined in **Table 1** below.

2.1 SSP study requirements

Table 1: Addressing the requirements, considerations and consultation requirements

Ref	Requirement or consideration	Summary response	Where addressed
Study requirement			
5.4	Prepare a detailed Heritage Interpretation Strategy for the Precinct	This study fulfils this study requirement.	Addressed throughout this document
	Provides the strategic direction for heritage interpretation across the entire precinct having regard to the precinct's historic significance (particularly its social, intangible, industrial and engineering values) and regard to the place's relationship with nearby heritage items, as an integral component of the development of detailed design	This study fulfils this study requirement.	Addressed throughout this document, particularly Sections 4, 11, 12.2, and 14
	Recognises and celebrates Aboriginal connection to the precinct and its spiritual, intangible and cultural values to Aboriginal people and addresses the full story of the place (i.e. landscape through the eyes of indigenous inhabitants);	This study fulfils this study requirement.	Addressed in Sections 4, 8.3, 10, 12 and 17
	Accounts for existing and planned (where possible) interpretive approaches as part of other projects within and in the vicinity of the precinct; and	This study fulfils this study requirement.	Addressed throughout, particularly in Sections 3, 6, 7, 16, 17 and Appendix B
	Integrates with broader design responses where relevant such design elements (form and fabric), public art, landscaping and cultural design principles.	This study fulfils this study requirement.	Addressed throughout, particularly in Sections 2, 3, 6, 7, 16, 17
Study consideration			
	The significance of cultural heritage values for Aboriginal people who have a cultural association with the land;	This study fulfils this study requirement.	Addressed in Sections 4, 8.3, 10, 12 and 17
	Any direct and/or indirect impacts (including cumulative impacts) to the heritage significance of the Station buildings, structures including the viaducts adjacent to Belmore Park and other heritage items and conservation areas in the vicinity of the site. This should include visual impacts, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual amenity, landscape and vistas, setting, and curtilage (as relevant);	This study requirement is not relevant to this report.	N/A

Ref	Requirement or consideration	Summary response	Where addressed
	The cumulative impact of change, development density and erosion of the readability (legibility) of the heritage cultural landscape;	This study requirement is not relevant to this report.	N/A
	If the SOHI identifies impact on potential historical archaeology, an historical archaeological assessment should be prepared by a suitably qualified archaeologist in accordance with Heritage NSW, Heritage Guidelines 'Archaeological Assessment' 1996 and 'Assessing Significance for Historical Archaeological Sites and Relics' 2009. This assessment should identify what relics, if any, are likely to be present, assess their significance and consider the impacts from the proposal on this potential archaeological resource. Where harm is likely to occur, it is recommended that the significance of the relics be considered in determining an appropriate mitigation strategy. If harm cannot be avoided in whole or part, an appropriate Research Design and Excavation Methodology should also be prepared to guide any proposed excavations or salvage program;	This study requirement is not relevant to this report.	N/A
	Appropriate mitigation measures including retention and re-use, use of setbacks and heights to respect heritage scale, mass and views, implementing heritage interpretation techniques in the contemporary design of the precinct and management of historical relics	This study requirement, in alignment with the non-Aboriginal and Aboriginal SSP Studies and CMP, fulfils this study requirement.	Addressed in Section 14
	Any relevant Conservation Management Plan, addressing any proposed adaptive reuse and measures to minimise impacts on the site;	This study fulfils this study requirement.	Addressed in Section 2.4.1
	Attempts to avoid and/or mitigate impacts to the heritage significance or cultural heritage values of the site and surrounding heritage items and heritage conservation areas	This study requirement is not relevant to this report.	N/A
	Measures to facilitate the conservation of items, areas, objects and places of heritage significance or cultural heritage values; and	This study requirement is not relevant to this report.	N/A
	The Studies should be informed by a site inspection and documentary research	This study fulfils this study requirement.	Addressed throughout
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	Relevant consultations for this report have been undertaken	Addressed in Section 12

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Ref	Requirement or consideration	Summary response	Where addressed
	Strait Islander Advisory Panel and GANSW.		
Author			
	No requirement	This study fulfils this study requirement. This HIS has been authored by experienced and qualified heritage consultants specialising in interpretation.	Addressed in Section 2.1
Guidance documents			
	The following documents provide guidance for this Study: The Guide to investigating, assessing and reporting on Aboriginal Cultural heritage in NSW; Aboriginal Cultural Heritage Consultation Requirements for Proponents; Guidelines set out in the NSW heritage manual, "The Conservation Plan" and the Burra Charter; Interpreting Heritage Places and Items Guidelines; NSW Heritage Manual; 'The Conservation Plan' (J S Kerr 1996); Australia ICOMOS Charter for the Conservation of Places of Cultural Significance; Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (DECCW, 2011); Statement of Heritage Impact Guideline; Central Station Conservation Management Plan - June 2013 (NSW Transport RailCorp); GANSW Design Guide for Heritage; Central Precinct Heritage Framework; and Designing With Country Discussion Paper (GANSW).	The appropriate guidance documents relevant to heritage interpretation planning have been considered during the preparation of this report.	Addressed throughout, particularly in Section 2.4

2.1 Purpose of the report

A HIS is a tool that provides a broad strategic vision for ways of transmitting messages about the cultural heritage values of a site to visitors and other audiences through interpretation. It is intended to inform and guide planning for future heritage interpretation, connecting this strategic vision with practical place-making and design.

The HIS for Central SSP has been prepared to address both Aboriginal and non-Aboriginal values of the site, providing a comprehensive interpretive strategy that aligns with industry best-practice. This HIS identifies heritage and cultural themes relevant to the Central SSP site and explores opportunities for effective, meaningful heritage interpretation closely linked to place.

The HIS also outlines strategies for presenting the heritage and cultural themes of the precinct through a variety of interpretive elements. These strategies will be tailored to the individual interpretive opportunities presented within each sub-precinct and integrated to create a through-site narrative of the precinct.

2.2   Scope of report

This HIS includes:

- **Section 1** - An outline of the project and Central Precinct

- **Section 2** – Information regarding the report scope, purpose and constraints

- **Section 3** – A description of the setting of Central SSP, including the concurrent construction projects and the existing interpretive elements onsite

- **Section 4** – A summary of the Aboriginal and non-Aboriginal histories of the Central SSP and surrounds

- **Section 5** – A history of the significant/heritage-listed buildings within the site

- **Section 6** – An outline of the moveable heritage items associated with the Central SSP

- **Section 7** – A summary of the existing interpretive elements within the Central SSP

- **Section 8** – An outline of the archaeological investigations and archaeological potential of the site

- **Section 9** – An analysis of the non-Aboriginal heritage values associated with the site

- **Section 10** – An analysis of the Aboriginal cultural values associated with the site

- **Section 11** – An assessment of significant heritage themes and key stories for sub-precincts and overall site

- **Section 12** – A summary of the consultation undertaken for this project

- **Section 13** – A discussion of the interpretive approach and principles guiding the development of interpretation

- **Section 14** – An outline of a range of options for interpretive media for overall site interpretation

- **Section 15** – Identification of cross-precinct opportunities: on-site within the public domain and off-site with digital interpretation.

2.3   Constraints and challenges

The project comes with a range of site-specific challenges for heritage interpretation, both practically and conceptually.

The Central SSP site contains a multitude of layered histories and stories, stretching over tens of thousands of years of Aboriginal occupation to the present day. Tangible and intangible cultural and heritage values are embedded within the precinct, with its histories as a meeting place, a final resting place, and a rail terminus deeply valued by a wide range of stakeholders. Incorporating these histories, and the voices of the key stakeholders, is a crucial challenge for the HIS.

Another key challenge for the preparation of a cohesive HIS is the size of the site and the range of heritage significant items the area includes and borders. The Central SSP site stretches over 24 hectares, including multiple listed heritage items, contributory buildings of various sizes, new commercial developments, the railway, Light Rail and Metro stations and associated infrastructure, and several green spaces. The site is also evolving, through several new developments, into an innovation and technology precinct. A large, disparate, and changing space such as the Central SSP needs an overarching HIS to guide approaches to current and future heritage interpretation.

The final challenge for heritage interpretation at Central SSP is the site's connections to other key precincts in Sydney and wider NSW. The precinct did not develop in isolation, with its history deeply interconnected with the development of the Sydney colony and the state. The neighbouring Redfern Precinct, for example, is deeply

linked to Central through the railway, the Eveleigh workshops, and the continued presence of Aboriginal communities on Country. Additionally, precincts such as Redfern are also evolving, with new developments and associated heritage interpretation which should in turn take account of developments within the Central SSP.

2.4 Methodology

2.4.1 Guiding documents

This HIS has been prepared with reference to the following documents. A summary of the principles outlined in each document has been included below.

Documents relevant to Central SSP Renewal project

- Central Precinct Strategic Framework (TfNSW, 2021)

- Central Precinct Heritage Framework (Tonkin Zulaikha Greer, 2021)

- Consultation Report for Aboriginal Heritage Interpretation Strategy (Cox Inall Ridgeway, 2021)

- Central Precinct Renewal Strategy: Aboriginal Community Engagement Report (Cox Inall Ridgeway, 2021)

- Connecting with Country Framework – Central SSP specific (Balarinji, 2023)

- Central Precinct Renewal Strategic Vision (TfNSW, 2020)

- Central Station Conservation Management Plan (Rappoport Pty Ltd & NSW Government Architects Office, 2013)

- Central Station Conservation Management Plan (Artefact Heritage, draft 2022)

- Mortuary Station Conservation Management Plan (2000)

- Reconciliation Action Plan (TfNSW, 2019-21)

- Aboriginal Culture and Heritage Framework (TfNSW, 2021).

Documents relevant to heritage interpretation planning

- The Burra Charter (Australia International Council on Monuments and Sites [ICOMOS], 2013)

- Connecting with Country Framework (OGA, draft 2021)

- Ask First: A Guide to Respecting Indigenous Heritage Places and Values (Australian Heritage Commission, 2002)

- Interpreting Heritage Places and Items Policy (NSW Heritage Office, 2005)

- Heritage Interpretation Guidelines (NSW Heritage Office, 2005)

- Interpretation Guidelines (Sydney Trains, 2019)

- City Plan 2036 (City of Sydney, 2020)

- City Art Public Art Strategy (City of Sydney, 2011).

Central Precinct Strategic Framework (2021)
The Strategic Framework for the Central Precinct by TfNSW foregrounds heritage interpretation as a key component in the precinct's redevelopment. A focus on the opportunities for both Aboriginal and non-Aboriginal heritage interpretation elements are integrated throughout the Strategic Framework, as summarised in Design Principle 8:

Design Principle 8 states:

Celebrate the unique architectural and cultural heritage of Central Precinct through conservation, adaptive reuse and interpretation

Reinforce the iconic architecture of the Sydney Terminal Building, former Parcels Post Office and Mortuary Station as important and defining character elements in the Precinct

There is the opportunity to unlock, reveal and adaptively reuse the Sydney Terminal building and other key heritage items for retail and active uses or community uses.

The rich Aboriginal heritage and culture of the area can be explored and presented through an integration of key values and narratives in the landscaping, built forms, public spaces, public art and interpretation.

The history of Central Precinct and the surrounding areas as well as the industrial heritage significance of the rail infrastructure will be explored through various mediums.

Central Precinct Heritage Framework (2021)
The Central Precinct Heritage Framework, prepared by Tonkin Zulaikha Greer, is a guiding document for heritage interpretation at the Central SSP site. The overarching vision of the framework is:

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

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

The framework focuses on heritage interpretation as an opportunity to tell the stories associated with the Central SSP site, interpret demolished elements, and reveal the layers of past uses associated with its history. The framework recommends the preparation of a comprehensive HIS for the precinct, and outlines opportunities and challenges for interpretation.

Aboriginal Heritage Interpretation Strategy, Community Consultation Report (2021)
The HIS has been informed by the considerations outlined in the Central Precinct Renewal Project: Consultation Report for Aboriginal Heritage Interpretation Strategy prepared by Cox Inall Ridgeway (2021).

To assist with the preparation of this HIS, Cox Inall Ridgeway conducted targeted, high level community consultation workshops to build stories and integrate memories associated with the site. These community consultation workshops centred around the heritage interpretation themes developed by Artefact in this HIS of 'Journeys' and 'Gatherings' and will be further discussed in Section 12.

Central Precinct Renewal Strategy: Aboriginal Community Engagement Report (2021)
To inform the future planning of the Central SSP in regard to Aboriginal heritage and community interest, Cox Inall Ridgeway prepared a Community Engagement Report summarising the extensive program of research and engagement with Aboriginal stakeholders over the life of the project. Participants in the research included local and Gadigal Elders, local First Nations community members, relevant Local and State Government agencies and representatives from relevant peak Indigenous organisations. These workshops allowed a greater understanding of Aboriginal lifeways and cultural connections with the precinct throughout time.

The findings of the consultation process were organised by Cox Inall Ridgeway into six major 'key themes':

- **Key Theme 1** – The Project was widely supported and endorsed by First Nations stakeholders, but future engagement is recommended

- **Key Theme 2** – The Project must be anchored in a Gadigal identity to properly connect with Country

- **Key Theme 3** – Central Precinct has a strong Aboriginal history, but this is not reflected in the Precinct's current design

- **Key Theme 4** – The Project's design should explore and respect Aboriginal culture and heritage

- **Key Theme 5** – Embedding Aboriginal voices at all stages of the Project is key in ensuring Central Precinct is a welcoming and inclusive place for First Nations people

- **Key Theme 6** – Relationship building with peak Indigenous stakeholders is critical in identifying opportunities for Indigenous economic development and improving Project processes.

This HIS has been developed mindful of the above 'key themes'.

Connecting with Country Framework – Central Precinct (2023)
A site-specific Connecting with Country Framework, including consultation with key Aboriginal knowledge holders, community members and organisations, has been developed for the project.

The Connecting with Country Framework identifies seven Statements of Commitment for the development, with accompanying principles for action and considerations and challenges. These Statements of Commitment are as follows:

- Statement of Commitment 1: We will respect the rights of Aboriginal peoples to Indigenous cultural intellectual property, and we will support the right of Country to be cared for

- Statement of Commitment 2: We will prioritise Aboriginal people's relationship to Country and their cultural protocols, through education and enterprise by and for Aboriginal people

- Statement of Commitment 3: We will prioritise financial and economic benefits to the Country where we are working, and by extension to the Traditional Custodians of that Country

- Statement of Commitment 4: We will share tangible and intangible benefits with the Country where we are working, and by extension the Traditional Custodians of that Country, including current and future generations

- Statement of Commitment 5: We will respect the diversity of Aboriginal cultures, but we will prioritise the local, place-specific cultural identity of the Country we're working on. Aboriginal people will determine the representation of their cultural materials, customs, and knowledge

- Statement of Commitment 6: We will prioritise recognition and responsibility of Aboriginal people, supporting capacity building across Aboriginal and non-Aboriginal communities, and across government project teams

- Statement of Commitment 7: We will support Aboriginal people to continue their practices of managing land, water, and air through their ongoing reciprocal relationships with Country. We will create opportunities for traditional first cultures to flourish.

Central Station Conservation Management Plan (2013)

The 2013 Central Station CMP[3] provides policies and related strategies to enable the formulation of creative development proposals that respect heritage values.

Guidelines for heritage interpretation included in the 2013 CMP, including the following[4], have been addressed by this HIS:

- Opportunities for a study area wide heritage interpretation strategy should be explored, which provides a consistent approach to interpretation across the Precinct.

- Opportunities to enrich customer and visitor experience through appropriate heritage interpretation.

- Opportunity for future new development to be integrated with interpretation.

- Opportunities to interpret the Aboriginal heritage associated with the Precinct should be explored.

- Interpretation of the site should adopt 'best practice' methods to deliver the key themes and messages that connect the Precinct and stories, using methods and techniques which are relevant to the Precinct and are engaging and respond to target audiences.

- Any introduction of new interpretative elements should respond to the Heritage Interpretation Plan for the study area.

- Generally, it is recommended that moveable heritage items be retained, conserved, and reinstated or incorporated where possible for heritage interpretation as a priority.

- New development should be of design excellence and built of high-quality materials. This could include designs for the adaptive reuse of a structure or space. This should be conducted with the heritage values in mind and in coordination with heritage professionals and include heritage interpretation.

- Opportunities to include excavated relics and works within heritage interpretation plans should be explored.

- Early infrastructure, fixings and fixtures within the precinct should be assessed for inclusion within the moveable heritage inventory for the overall study area. Alternatively, elements or items could be used for future heritage interpretation plans.

- A Landscape Plan for the Central Precinct should be commissioned to guide interpretation of the cultural landscape using appropriate plantings and groundworks.

Central Station Conservation Management Plan (2023)

Artefact Heritage have prepared an updated CMP for Central Station in association with the Central Precinct Renewal project, providing updated guidelines to ensure the preservation and celebration of heritage in the Central SSP.

The specific policy relating to heritage interpretation in the updated 2022 CMP is therefore:

> ***Policy 24: Implement and maintain interpretation in keeping with the preferred options and recommendations of the 2022 Central Precinct Interpretation Strategy.*[5]**

It should be noted that the Central Station CMP divides the Central SSP into five precincts rather than the eight sub-precincts utilised in this HIS. These five precincts have been utilised in previous Central Station CMPs and have been adopted for consistency throughout the 2021 draft CMP. These precincts comprise:

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3 Rappoport Pty Ltd & NSW Government Architects Office, 2013.Central Station Conservation Management Plan. Report prepared for RailCorp.

4 Artefact Heritage, 2023. Central Precinct Renewal Conservation Management Plan. Report to TfNSW.

5 Artefact Heritage, 2023. Central Precinct Renewal Conservation Management Plan. Report to TfNSW.

- Precinct 1: The Western Yard

- Precinct 2: Prince Alfred Sidings

- Precinct 3: Sydney Terminal

- Precinct 4: Sydney Yards

- Precinct 5: Central Electric.

When addressing sub-precinct specific interpretation (see Section 16), this HIS will refer to the CMP precinct that corresponds with each sub-precinct.

Mortuary Station Conservation Management Plan (2000)

The Mortuary Station CMP provides 29 policy statements to guide future works and developments at the site and surrounding the site, including:

> ### *Policy 21: Interpretation*
>
> ***The cultural significance of Mortuary Station needs to be readily apparent, no matter what is altered/used, and should be explained by interpretation. Interpretation should enhance understanding and enjoyment and be culturally appropriate.***

Transport for NSW Reconciliation Action Plan (2019)

TfNSW Reconciliation Action Plan[6] provides direction for the integration of Aboriginal cultural heritage values into design of TfNSW projects, such as the Central SSP. It sets out deliverables which will 'make a positive difference to Aboriginal and Torres Strait Islander peoples in areas such as employment, empowerment and economic development, and to enhance and develop cultural understanding.' Four of the actions in the plan closely relate to the development and integrations of cultural design principles:

- **Action 1**: Establish and maintain mutually beneficial relationships with Aboriginal and Torres Strait Islander stakeholders and organisations, with a deliverable to 'develop and implement a Transport Cluster Community Engagement Framework to work with Aboriginal and Torres Strait islander stakeholders, communities and organisations'

- **Action 5**: Increase understanding, value and recognition of Aboriginal and Torres Strait Islander cultures, histories, knowledge, and rights through cultural learning, with a deliverable to 'develop a consultation plan to engage local Traditional Custodians and/or Aboriginal and Torres Strait Islander advisors on the development and implementation of an Aboriginal Cultural Framework.'

- **Action 10:** Promote respect for Aboriginal heritage and increase inclusion of Aboriginal art, with three deliverables to 'develop and implement a Transport Cluster Aboriginal Art Strategy', 'develop a Cultural Heritage Consultation Framework for all Transport Cluster works' and 'Promote public recognition and respect for Aboriginal and Torres Strait Islander heritage and art with the inclusion of signage and information for the public'

- **Action 11:** Embed Aboriginal and Torres Strait Islander co-design principles across Transport Cluster Projects, with a deliverable to 'Develop a set of Transport Cluster Aboriginal co-design principles incorporating place-making and community-cantered design initiatives for all relevant projects and assets in NSW'.

Transport for NSW Aboriginal Culture and Heritage Framework (2021)

As part of the Reconciliation Action Plan for TfNSW, an Aboriginal Culture and Heritage Framework has been developed by TfNSW to provide guidelines for a greater understanding and engagement with Aboriginal culture,

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[6] TfNSW, 2019. Reconciliation Action Plan. Accessed at: https://www.transport.nsw.gov.au/about-us/reconciliation-action-plan (May 2021).

heritage, and co-design. The document contains culture and heritage commitments and co-design principles aiming to assist TfNSW to embed Aboriginal engagement into their ways of working and acknowledge and celebrate Aboriginal culture and heritage in projects, services, and initiatives.

The following co-design principles have been developed as part of this framework:

- *Early and ongoing engagement:* Aboriginal co-design should occur as early as possible in the life-cycle of your project, service, or initiative to allow appropriate time and space for Aboriginal engagement that should be ongoing. Staff should approach such engagements with a desire to listen, respect and include Aboriginal voices.

- *Connect with people and Country:* Allocate time to walk on Country with Aboriginal Knowledge Holders and hear stories that belong to the place you are working in. Observe the Aboriginal cultural themes that emerge, ask questions, and understand the context.

- *Embed:* Co-design is a normal part of project development in the same manner as engineering design, surveying, community engagement and environmental planning. Project schedules should embed, organise, and commit time for Aboriginal co-design & allocate an appropriate budget.

- *Partnership:* Effective co-design requires roles, responsibilities, and mutually beneficial outcomes to be clearly defined and established at the outset. Working together in a spirit of partnership and respect, Aboriginal and non-Aboriginal people should maintain a high level of collaboration throughout the co-design process.

- *Aboriginal empowerment:* Aboriginal co-design requires the empowerment and inclusion of Aboriginal people to participate in our work process and should consider how the finished project or service will meet the needs of both the Aboriginal and non-Aboriginal community.

- *Two-way sharing and capacity building:* Aboriginal co-design requires the two-way sharing of knowledge, capacity and capability between Aboriginal people and Transport staff. When co-design is successful, both parties emerge from the relationship with new domains of knowledge and expertise creating a positive legacy, both in the community and for the Transport cluster.

These co-design principles have been considered in the development of this HIS.

Australia ICOMOS Burra Charter (2013)

This document has also been informed by the Australia ICOMOS Burra Charter. The Burra Charter defines interpretation as '*all the ways of presenting the cultural significance of a place',* which may be achieved through a combination of the treatment of heritage fabric, the use of the place, or activities undertaken at the place, and the introduction of material explaining this history (Article 1.17). Interpretation should provide and enhance understanding of the history, significance and meaning, as well as respect and be appropriate to the cultural significance of a place (Article 25).

In addition, and specifically in relation to Aboriginal consultation processes, the Burra Charter states that:

> ***Conservation, interpretation and management of a place should provide for the participation of people for whom the place has significant associations and meanings, or who have social, spiritual or other cultural responsibilities for the place' (Article 12).***

The Interpretation Practice Note of the Australia ICOMOS (2013) has also informed this document. It provides seven key principles to guide approaches to the interpretation of places, closely linked with those of the Ename Charter:

- Facilitate understanding and appreciation

- Communicate

- Safeguard the tangible and intangible values

- Respect authenticity

- Contribute to sustainable conservation

- Encourage inclusiveness

- Develop technical and professional guidelines.

OGA Connecting with Country Framework (draft 2020)

This HIS has also been developed mindful of the OGA draft framework – Connecting with Country[7]. This framework assists with understanding the value of Aboriginal knowledge in the design and planning of places/built environment projects. The key principles are:

- Thinking differently about Country means prioritising Country

- Gaining cultural awareness is the first critical step towards connecting with Country

- Gaining an understanding of Country requires leadership from Aboriginal people.

An understanding of Country, how that is expressed through culture and how it forms identity is key to the Connecting with Country framework. The framework defines key strategies for connecting with Country and developing cultural awareness, key to working with built environment projects with an Aboriginal perspective. These strategies comprise:

- Pathways for developing cultural awareness:

- Learning from first languages and place names

- Developing mutually beneficial relationships with Country

- Reawakening memories of cultural landscapes

- Finding common ground through sharing knowledge and ways of knowing.

- Considering how project life cycles can be understood from an Aboriginal perspective:

- Project formation becomes *sensing,* the point at which we start with Country

- Project design and conceptualisation becomes *imagining*, where we listen to Country

- Project delivery becomes the process of *shaping,* designing with Country

- Project maintenance becomes *caring,* an ongoing continuum of caring for Country.

Ask First: A Guide to Respecting Indigenous Heritage Places and Values (2002)

The HIS has been prepared in accordance with the definitions and principles within the Australian Heritage Commission's Ask First: a guide to respecting Indigenous heritage places and values, particularly in relation to consultation processes being undertaken by Cox Inall Ridgeway for the project (in development), and ownership and acknowledgement of cultural knowledge. The guide states that Aboriginal people[8]:

- Are the primary source of information on the value of their heritage and how this is best conserved;

- Must have an active role in any Indigenous heritage planning process;

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[7] Government Architects Office of NSW, 2020. Draft Connecting with Country Framework.

[8] Australian Heritage Commission, 2002. Ask First: a guide to respecting Indigenous heritage places and values. 6.

- Must have input into primary decision-making in relation to Indigenous heritage so they can continue to fulfil their obligations towards this heritage; and

- Must control intellectual property and other information relating specifically to their heritage, as this may be an integral aspect of its heritage value.

Interpreting Heritage Places and Items: Guidelines and Heritage Interpretation Policy (2005)

This HIS has been prepared in accordance with the NSW Heritage Office's Interpreting Heritage Places and Items: Guidelines (2005) and Heritage Interpretation Policy (2005).

The Heritage Interpretation Policy states that:

> ***The interpretation of New South Wales' heritage connects the communities of New South Wales with their heritage and is a means of protecting and sustaining heritage values. Heritage interpretation is an integral part of the conservation and management of heritage items, and is relevant to other aspects of environmental and cultural management and policy. Heritage interpretation incorporates and provides broad access to historical research and analysis. Heritage interpretation provides opportunities to stimulate ideas and debate about Australian life and values, and the meaning of our history, culture and the environment.***

The NSW Heritage Office (2005) provides 'The Ingredients for Best Practice' as shown in Table 2.

Table 2: Best practice principles

Ingredient	Outline
1: Interpretation, people and culture	Respect for the special connections between people and items.
2: Heritage significance and site analysis	Understand the item and convey its significance.
3: Records and research	Use existing records of the item, research additional information, and make these publicly available (subject to security and cultural protocols).
4: Audiences	Explore, respect, and respond to the identified audience.
5: Themes	Make reasoned choices about themes, stories, and strategies.
6: Engaging the audience	Stimulate thought and dialogue, provoke response, and enhance understanding.
7: Context	Research the physical, historical, spiritual, and contemporary context of the item, including related items, and respect local amenity and culture.
8: Authenticity, ambience and sustainability	Develop interpretation methods and media which sustain the significance of the items, its character and authenticity.
9: Conservation planning and works	Integrate interpretation in conservation planning, and in all stages of a conservation project.
10: Maintenance, evaluation and review	Include interpretation in the ongoing management of an item; provide for regular maintenance, evaluation, and review.
11: Skills and knowledge	Involve people with relevant skills, knowledge, and experience.
12: Collaboration	Collaborate with organisations and the local community.

Sydney Trains Heritage Interpretation Guidelines (2019)

The Sydney Trains Heritage Interpretation Guidelines provide an evaluative process for developing successful heritage interpretation at a railway-affiliated site. The guidelines aim to achieve the following:

- Deliver interpretation projects that are engaging, collaborative and integrated

- Improve consistency of information to easily recognise heritage-listed places

- Convery the significance of heritage places and objects to the community and staff

- Involve rail heritage and community stakeholders in interpretation projects

- Enhance the customer experience and promote place-making for local communities

- Promote a sustainable heritage industry by engaging younger generations in the appreciation of rail heritage

- Use digital technology to link common themes and promote cultural tourism at rail heritage places.

City of Sydney, City Plan 2036 (2020)

The City of Sydney's City Plan 2036 provides a 20-year vision supporting planning priorities and actions for land use planning in the city. Its key priorities are listed below:

- Movement for walkable neighbourhoods and a connected city

- Align development and growth with supporting infrastructure

- Supporting community wellbeing with social infrastructure

- A creative and socially connected city

- Creating great places

- New homes for a diverse community

- Growing a stronger, more competitive Central Sydney

- Developing innovative and diverse business clusters in the city fringe

- Protecting industrial and urban services in the southern enterprise area and evolving businesses in the Green Square-Mascot strategic centre

- Protecting and enhancing the natural environment for a resilient city

- Creating better buildings and places to reduce emissions and waste, and use water efficiently

- Increasing resilience of people and infrastructure against natural and urban hazards

- Open, accountable and collaborative planning.

City of Sydney City Art Public Art Strategy (2011)

The City of Sydney's City Art Public Art Strategy, drawing on the City of Sydney's Sustainable Sydney 2030 Plan, provides a vision for maintaining and enhancing Sydney's vibrant cultural scene, aiming to embed public art into the fabric of the city to reflect Sydney's unique history and diverse communities. The strategy is driven by eight Guiding Principles, outlined below:

- Principle 1: Align significant City Art projects with major Sustainable Sydney 2030 urban design projects

- Principle 2: Recognise and celebrate Aboriginal stories and heritage in public spaces

- Principle 3: Support local artists and activate city sites with temporary art projects

- Principle 4: Support vibrant places in village centres with community art and City Art projects

- Principle 5: Promote high quality public art in new development

- Principle 6: Support stakeholder and government partners to facilitate public art opportunities

- Principle 7: Manage and maintain the City's collection of permanent artworks, monuments and memorials

- Principle 8: Initiate and implement programs to communicate, educate and engage the public about City Art.

These guiding principles should inform the development of heritage interpretation and public art for the Central SSP Renewal project, and forthcoming projects within the sub-precincts.

2.1   Authorship and acknowledgements

Information regarding the authors and contributors to this report is provided in Table 3.

Table 3: Authors and contributors

Author	Role	Relevant experience
Carolyn MacLulich	Principal, Artefact Heritage	B.Ed. (Hons), Master of Letters in Museum and Heritage Studies; Over 25 years of experience in heritage interpretation
Darrienne Wyndham	Senior Heritage Consultant, Artefact Heritage	B.A. (Anc.Hist.), Master of Museum and Heritage Studies; Over 5 years of experience in heritage interpretation
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

Artefact Heritage would like to extend thanks to Tim Green, Michelle Crammer and Josh Daniels (TfNSW), Greg Burgon and Jemma Basso (Architectus), and Mark Tyrrell (Tyrrell Studios) for their input and advice, to Nick Doyle (Cox Inall Ridgeway), Rachel Taylor and Rachael Barrowman (Balarinji) for management of Aboriginal community consultations, and to Gretta Logue (Sydney Trains) and Matt Devine (City of Sydney Council) for input and advice.

3.   Site Context

3.1   Introduction

This section describes the existing setting of the Central SSP site, outlines the concurrent heritage interpretation projects occurring within the site and provides examples of the interpretive elements currently installed around the site.

3.2   Setting

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 Terminal Building and the Clock Tower.

Figure 2: 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.

These eight sub-precincts will be individually assessed within the heritage interpretation process and integrated to construct a coherent consolidated interpretive strategy for the overall site.

The location of these sub-precincts and relevant boundaries is illustrated in **Figure 3**.

Figure 3: Central Precinct and sub-precincts

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

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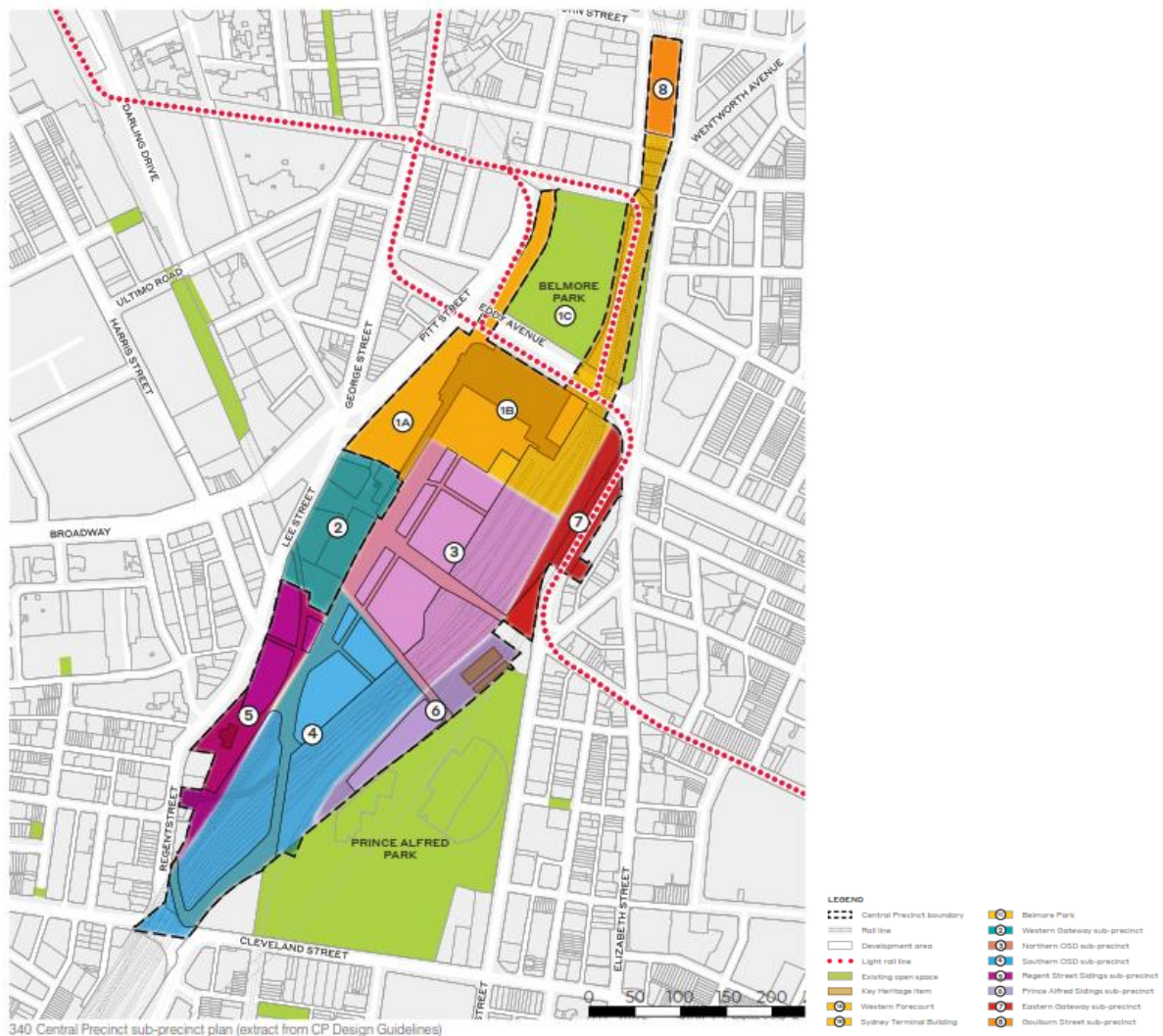
3.3 Planning priorities

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 4** below.

Table 4: Central Precinct planning priorities

Theme	Planning priorities
Place and destination	• 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.
People and community	• 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 • 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	• 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.
Economy and innovation	• 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.

3.4   Reference Master Plan

Architectus and Tyrrell Studio prepared a Place Strategy, Urban Design Framework and a Public Domain Strategy which established the Reference Master Plan for Central Precinct in 2022.

The Central SSP Study and supporting documents were made available for public comment from 22 August to 4 October 2022. During the exhibition period, community members and stakeholders were invited to provide their comments and feedback on the rezoning proposal. Based on the feedback received, an updated Reference Master Plan, with an updated Urban Design Framework and Public Domain Strategy was produced. The updated Reference Masterplan comprises:

- approximately 263,000 square metres of commercial gross floor area (GFA).
- approximately 24,450 square metres of retail GFA
- approximately 46,000 square metres of education/ tech GFA
- approximately 14,800square metres of community/ cultural GFA
- approximately 82,350 square metres of residential GFA
- approximately 53,000 square metres of hotel GFA.
- approximately 20,700 square metres of student accommodation GFA.
- 30% of new dwellings to be provided as affordable housing
- over two hectares of new and improved publicly accessible spaces, including:
  - ➢ Central Square, a new approximately 7,000 square metre publicly accessible open space located at the junction of George Street and Pitt Streets at street level
  - ➢ Central Green, a new approximately 6,200 square metre publicly accessible open space located immediately south of the Sydney Terminal building at deck level, including the Sydney Terminal building western rooftop
  - ➢ Devonshire Square, an approximately 3,700 square metre publicly accessible plaza at the junction of Central Avenue and the Devonshire link
  - ➢ Southern Plaza, an approximately 4700 square metre publicly accessible plaza at the junction of Central Avenue and the George Street Bridge
  - ➢ Mortuary Station Plaza, an approximately 6,500 square metre (excluding the Mortuary Station building) publicly accessible plaza located at street level at the junction of the Mortuary Station and the Goods Line
  - ➢ upgrades to Eddy Avenue Plaza and Ibero-American Plaza.
- an integrated network of streets, laneways and other movement corridors, including:
  - ➢ Central Avenue, as Central Precinct's new main street
  - ➢ Devonshire Link, as Central Precinct's main east-west sequence
  - ➢ a north-south link as an intimately scaled, active laneway
  - ➢ a supporting network of other open-to-the-sky laneways generally running east-west through the Precinct
  - ➢ through-block links to provide further permeability for pedestrians
  - ➢ three active transport over-rail bridges
  - ➢ a revitalised Goods Line as an active transport corridor.

The proposed land allocation for Central Precinct is described in **Table 5** below.

Table 5: Breakdown of allocation of land within Central Precinct

Land allocation	Proposed
Open-air rail corridor (Infrastructure)	89,781 sqm
Western Gateway	16,638 sqm
Developable area (Total)	131,593 sqm
Public Space (Including open space, squares, plazas, movement zones, streets and links)	71,603 sqm /54.4 % of Developable area
Building area	59,990 sqm / 45.6 % of Developable area
Central SSP total area	**238,012 sqm (23.8 ha)**

The Reference Master Plan for Central Precinct is illustrated in **Figure 2** below.

Figure 2: Urban Design Framework (Source: Architectus, 2023)

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) a minimum 18m 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 Dexus 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.

Figure 4. Reference Master Plan and associated GFA sub-precincts. Source: Architectus and Tyrrell Studio , 2023

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
	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

Figure 5. Reference Master Plan. Source: Urban Design Framework Addendum, 2023

Figure 6. Reference Master Plan. Source: Urban Design Framework Addendum, 2023

3.5 Related projects

A large number of projects are being undertaken within and in close proximity to the Central SSP, transforming Sydney into a modern transport, technology and innovation centre. Many of these projects have developed site-specific interpretive strategies that address the unique heritage values of the project. The strategies of these projects, both within and around the Central SSP, should be considered during interpretation planning to ensure that the comprehensive and layered stories of Central and the surrounding area can be told.

3.5.1 Related projects near the Central SSP

A number of related projects have been/are currently being undertaken in the Redfern area, a location closely connected to the Central SSP. The key stories developed during the heritage interpretation planning for each project have been provided below, and the spatial relationships between these projects and the Central SSP is illustrated in **Figure 7**.

Redfern Station
The upgrade of Redfern Station is currently being undertaken by Transport for NSW, with improved customer accessibility and a new southern concourse planned for the station. Located directly south of the Central SSP, the sites share historic connections through the railway and the evolution of the Central Sydney suburbs.

The HIP for the Redfern Station upgrade was prepared by Curio Projects in 2018, addressing both the Aboriginal and non-Aboriginal heritage of the site. This HIP identified the following themes to guide the heritage interpretation of the station:

24

- Aboriginal Heartland – Redfern

- The Demise of Steam and Industrial Revolution at Redfern

- Evolution and Urban Renewal of Redfern Station

- Redfern and the War

A corresponding Body of Art Report was provided by Balarinji in 2018, providing summaries of community and Aboriginal artist consultation on artworks to be installed as part of the Aboriginal heritage interpretation of the station. These interpretive approaches should be considered in the detailed development of HIPs for the Central SSP.

Redfern North Eveleigh

The renewal of the Redfern North Eveleigh State Significant Precinct is currently being undertaken by Transport for NSW, with planning for the future of the area focusing on the transformation of the former Eveleigh Railway Workshops into a world-class centre of technology. Located just south of the Central SSP and closely connected by shared histories, the interpretive principles of the Redfern North Eveleigh project should be considered in the development of heritage interpretation. Especially important is the continuity of Aboriginal histories and cultural connections between Central and Redfern.

The HIS for the Redfern North Eveleigh project was prepared by Artefact Heritage and Curio Projects in 2022, addressing both the Aboriginal and non-Aboriginal heritage of the site. This HIP identified the following themes for interpretation at the State Significant Precinct:

- Eveleigh's Forgotten Waterways

- North Eveleigh's Hidden Histories: Calder House

- Home Away From Home

- Fighting for Change at North Eveleigh

- The Science Behind the Scenes

- From Industry to Technology

- Developing Darlington

- All Aboard! Eveleigh Railway Workshops and Sydney's Commuter Networks

- Employment at the Eveleigh Railway Workshops

- Death and Dying at Calder House

- *Mura* (trackways) and *ngurang* (places)

- *Gabara* (head), *damara* (hand) and *butbut* (heart)

- *Yirran* (very, great, large, many)

South Eveleigh

The redevelopment of the Australian Technology Park was undertaken by Mirvac from 2016-2021, with the project focusing on renewing South Eveleigh as a centre for work, retail and community that conserves and celebrates the significant industrial heritage of the site. Located just south of the Central SSP, the South Eveleigh site was also utilised as railway workshops since the 1870s and shares a close relationship with Redfern North Eveleigh, Redfern Station and Central Station.

The overarching HIS for the South Eveleigh project was prepared by Curio in 2016, addressing both the Aboriginal and non-Aboriginal heritage of the site. The following key stories were identified to guide interpretation at South Eveleigh:

25

- Aboriginal connections: past and present

- Before the trains pulled in

- 'Faces in the crowd' (from Eveleigh Stories)

- Moving with the times

- Strikes, unionism and activism

- Eveleigh at war

- Eveleigh in decline

- Just one piece of the picture

- Work practices, safety and processes

- Defining a neighbourhood.

3.5.2   Related projects within the Central SSP

Several projects are occurring within the Central SSP sub-precincts, some of which have required the development of interpretive strategies or plans. As these projects are being undertaken within the subject site, analysis of the interpretive strategies and identified key stories/interpretive media is necessary to integrate these into the overall interpretive narrative of the site. Summaries of these projects are provided in **Table 6,** and the locations of these projects are illustrated in Figure 8.

Details of the existing heritage interpretation strategies and plans prepared for existing and past projects within the Precinct are included in **Table 7** below, together with a conclusion as to their compatibility with this HIS.

In summary, the heritage interpretation planning for Central Metro, Atlassian Central, Central Plaza, the Toga development and Prince Alfred Sidings aligns closely with the approaches and themes set out in this HIS. The elements within the 1999 Henry Deane Plaza plan had already been implemented at that time and are included in the existing interpretive element audit.

Figure 7: Related projects in the vicinity of the Central SSP

Figure 8: Locations of concurrent projects and heritage interpretation planning

Legend
- Central SSP
- Prince Alfred Sidings Activation development
- Sydney Metro development
- Atlassian Central development
- Central Place development
- Toga development
- MTMS development
- Wagon turntables

Source: C:\Users\DWyndham\AppData\Local\Box\Box Edit\Documents_RgO2qtehUW2ommq_AmEFg==\Central Station Study Area 22042021.qgz
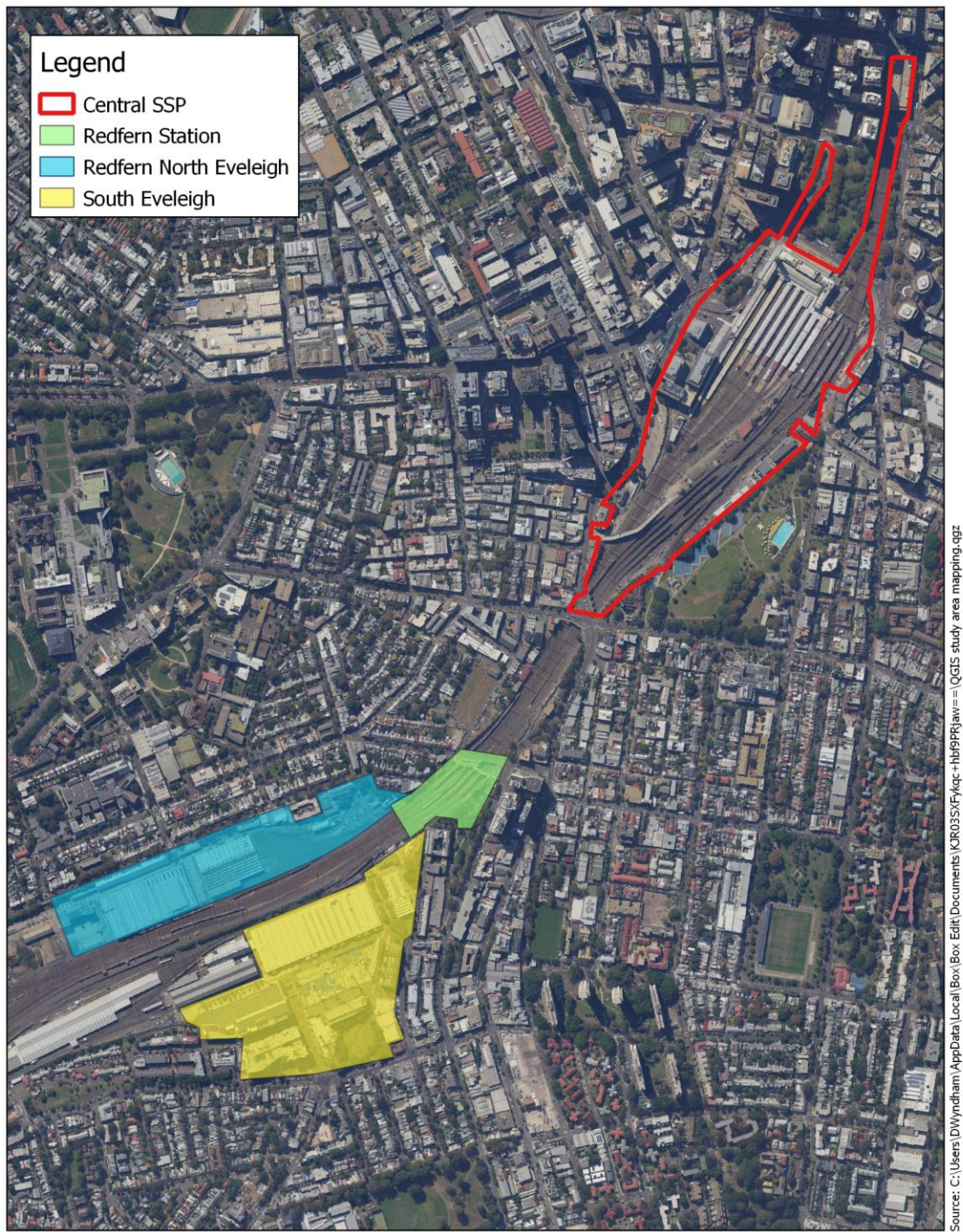
Concurrent projects

20045 Central Precinct Renewal

LGA: City of Sydney

Scale: 1:6,500
Size: A4
Date: 13-04-2022

0   130   260 m

artefact

Table 6: Concurrent projects within the Central SSP

Project	Location	Developer	Description	Interpretation	Delivery timeframe
Prince Alfred Sidings Activation	**Prince Alfred Sidings sub-precinct.**	**TfNSW**	**Design works to enable the Prince Alfred Substation to be repurposed as a commercial space.**	**A HIS has been developed which is aligned with this HIS**	**Ongoing**
Central Station – Sydney Metro	**Central Station, Northern OSD and Eastern Gateway sub-precinct Specifically, below Platforms 13-15**	**Laing O'Rourke, for Sydney Metro Artefact Heritage and OCP Architects (Heritage interpretation)**	**Construction of a Metro Station at Central connected with suburban, intercity, and regional rail services, buses, coaches and light rail.**	**Existing HIP (2020) directly connects to this HIS: themes of 'Journeys' and 'Gatherings'**	**2024 (projected)**
Atlassian Central	**Western Gateway sub-precinct Specifically, Block A Lee Street (Railway Square Youth Hostel Australia site)**	**Atlassian Freeman Ryan Design (Heritage interpretation)**	**Development of a 40-storey headquarters for Atlassian Tech, adapting the existing Inward Parcels Shed, as part of the redevelopment of the Western Gateway.**	**HIS in development**	**2025 (projected)**
Central Place Sydney	**Western Gateway sub-precinct Specifically, Block B Lee Street (Henry Deane Plaza)**	**Dexus Fraser Freeman Ryan Design (Heritage interpretation)**	**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.**	**HIS in development**	**2025 (projected)**
Toga	**Western Gateway sub-precinct Specifically, Block C Lee Street (Henry Deane Plaza and Adina Hotel Sydney Central)**	**Toga**	**Redevelopment of the Adina Hotel Sydney Central and Henry Deane Plaza areas into a commercial and retail tower including hotel rooms, as part of the redevelopment of the Western Gateway.**	**Heritage interpretation should be planned in alignment with this HIS**	**2025-2026 (projected)**
New Intercity Train Fleet	**Central Station sub-precinct. Multiple platforms**	**Sydney Trains**	**Enabling works to platforms allowing for the new intercity train fleet which is longer than the current intercity fleet.**	**No interpretation**	**Ongoing**
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.**	**No overall interpretation. Interpretation of finds from Sydney Terminal Area Reconfiguration (STAR) is aligned with this HIS**	**Ongoing**

Table 7: Heritage interpretation strategies for concurrent projects

Central Station Precinct Renewal Heritage Interpretation Strategy (this document)	Central Metro Heritage Interpretation Plan (2020)	Atlassian Central Heritage Interpretation Strategy (draft 2020)	Central Place (Dexus Fraser) Heritage Interpretation Strategy (draft 2021)	Toga development Heritage Interpretation Strategy (draft July 2022)	Henry Deane Plaza Interpretation Study/Historical Analysis (1999)	Wagon Turntable Heritage Interpretation Strategy (2018)	Prince Alfred Substation Heritage Interpretation Strategy (2021)
Overarching interpretive themes: Journeys and Gatherings	**Overarching interpretive themes**: Journeys and Gatherings	**Overarching interpretive themes:** The lie of the land Lines of communications Part and parcel of everyday life The substance of place	**Overarching interpretive themes:** Connecting Country Arrivals and departures Different carriages, different journeys Figures in a shared space	**Overarching interpretive themes:** The lie of the land A very fine building Lines of communications Connecting Countries	**26 overarching interpretive themes**	**Overarching interpretive themes:** The wagon turntables	**Overarching interpretive themes**: Journeys and Gatherings
Key stories: (as an example, draft stories at Central Station sub-precinct only are listed below, for stories for other sub-precincts, see Section 16) For tens of thousands of years/deep time Journeys in the sky Waterways and trackways Platform 1 and the Stolen Generations Many languages Coming to Redfern/Central Train journeys Gadigal identity Custodianship Ambulance Avenue What lies beneath	**Key stories:** The journey of railway history/rail development and growth of the city Language of arches Railway time/clocktower The cemetery as gathering place of the dead Aboriginal connection to Country **Interpretive media:** Sandstone cladding/directional design re clocktower orientation	**Key stories**: The significance of the Parcels Shed building as part of a metropolitan, regional and national network of communication and the importance of the site as a crossroads of Aboriginal walks tracs which became the basic road network of inner Sydney The history of the area around the building in the time before its construction and the diverse perspectives form which the landscape may be seen The daily experience of the building by those who worked and visited it and moments in the daily life of Sydney in which the building played a part.	**Key stories:** The use of the site by Aboriginal people as a place of gathering, exchange and movement Reconnecting the built environment with Aboriginal sense of 'Country' Aboriginal perspectives on and connection ton to the natural world The diversity of different journeys for which the site was the beginning or ending point, beginning with its place in the network of Aboriginal walking racks the colonial era highways and later the railway network Central Station as the stage upon which both personal	**Key Stories:** The characteristics of the landscape prior to European colonisation, its meaning to First Nations people, and following colonisation, the uses of the land prior to the development of Central Station. The architectural values, design characteristics and historical significance of the Parcels Post Office building. The building's role within the postal and railway systems and its contribution to the economic development of the city and the nation The name - an allusion to railway lines - invites comparison to other	**Key stories:** Founding the Railways The First Railway The Second Railway Trams: Devonshire entry ramp Founders: Henry Deane Western Carriage Shed **Interpretive media:** Interpretive panels Information etched in glass balustrade	**Key stories:** The two wagon turntables (found at Chalmers Street, and at Lee Street) as examples of rail transport technology, and twentieth century rail infrastructure **Interpretive media:** Reconstruction of one or both turntables, (locations were specified in the HIS)	**Key stories:** Powering the railways Changing technologies Working on the rail **Interpretive media to be developed at HIP stage, but potentially to include** Lighting of external brick features

Central Station Precinct Renewal Heritage Interpretation Strategy (this document)	Central Metro Heritage Interpretation Plan (2020)	Atlassian Central Heritage Interpretation Strategy (draft 2020)	Central Place (Dexus Fraser) Heritage Interpretation Strategy (draft 2021)	Toga development Heritage Interpretation Strategy (draft July 2022)	Henry Deane Plaza Interpretation Study/Historical Analysis (1999)	Wagon Turntable Heritage Interpretation Strategy (2018)	Prince Alfred Substation Heritage Interpretation Strategy (2021)
Sydney's second cemetery The first and second Sydney Stations The Central Station Early railway engineering Powering the railway Connecting Sydney Running on time Central at war Working on the rail Railway services. **Interpretive media to be developed at HIP stage**	Inlays with quotes related to sense of journeying, key gatherings, railway development over time Archaeology wall (map and artefacts) – findings from cemetery as a gathering place Digital displays for key stories Time Travellers Aboriginal artwork	The materiality of the site, including the distinctive materials and architectural features that constitute the building as well as the geological features that characterize the area. (Acknowledgement that these are broader, cross-precinct stories) **Interpretive media to be developed at HIP stage, but to include materiality, landscaping, public art**	narratives and significant national events happened The connection enabled by the construction of 'The Dive'/ Goods Line The Western Carriage Shed, representing the diversity of railways functions and the significance of railways in the economic development and cultural history of NSW of profiles of individuals (Acknowledgement that these are broader, cross-precinct stories) **Interpretive media to be developed at HIP stage, but to include materiality, landscaping, public art**	'lines' of communication such as Aboriginal walking tracks and roads, telegraphs and telephone connections. Aboriginal perspectives on the landscape, important role the site has played as a place of human connection, exchange and movement throughout the landscape. **Interpretive media to be developed at HIP stage but potentially will include built form, landscaping and hard works, graphics, artwork, digital interface**	Large scale images on walls Landscaping evoking sleepers and tracks	Interpretive material/panel Integration into the landscaping Including in guided tours, digital tours Incorporated in artwork	Design features, such a patterning in surfaces, use of original signage fonts Digital engagement Re-use of salvaged materials and moveable heritage Echoes of architectural elements –brass strips in flooring to show locations of brick stalls Interpretive panels/graphics
Assessment of cohesion with Central SSP HIS	Key themes the same; site stories relevant to location	Key themes similar; site stories relevant to location	Key themes similar; site stories relevant to location	Key themes similar; site stories relevant to location	Existing elements to be reviewed as part of Toga development	To be incorporated within sub-precinct interpretation planning	Key themes the same; site stories a subset of the Central SSP HIS relevant to location

4.   Site History

4.1   Introduction

A brief history of the Central SSP site and surrounding area is included below. Please note, this section is to provide a historical context for the site and is not to be treated as indicative text for any future interpretative media.

4.2   Landforms

The area around Central SSP is located within the Sydney Basin. The basin spans from Batemans Bay to the south, Newcastle to the north and Lithgow to the west. The underlying geology within the site consists of Hawkesbury Sandstone, Ashfield Shale and Quaternary sediments.

The area of Central Station falls at the junction of the Blacktown, Deep Creek, Lucas Heights, and Tuggerah soil landscapes; historically the area was covered with a large sand deposit, so it is likely to fall into the area mapped as the Tuggerah soil landscape. The Tuggerah soil landscape is described as Quaternary (Holocene and Pleistocene) wind-blown, fine to medium grained, well sorted marine quartz sand. Shell fragments are absent, and the sand appears to be finer than sands found on foredunes and on beaches.

Portions of the Central SSP site are located across the north-western section of a large Quaternary sand sheet called the Botany sands. The exact extent of the sand sheet is not known; it is likely that the Botany sand sheet overlies Ashfield Shale in some areas. Much of the area east of Central SSP to the coastline and south to Botany Bay was originally an undulating series of sand dunes.

In summary, prior to European settlement, the Central SSP site consisted of a sand dune network, covered in heath, low scrub and freshwater wetlands. The site is located just south of a low-lying landform associated with the Haymarket area and in the vicinity of the original shoreline of Darling Harbour.

Drainage around Central Station would have flowed north towards Haymarket and eventually into Darling Harbour. Two creeks ran through the area, emptying into Blackwattle Bay and Darling Harbour respectively. Devonshire Street followed the course of one of those creeks. Early maps and historical accounts show a large sand ridge was located between Albion Street and Devonshire Street running on a north-west south-east axis. The Devonshire Street Cemetery was located on this ridge.

Historical sources suggest there was a large swamp to the south-east, where Redfern Park is today, known as Boxley's Lagoon. Freshwater springs rose near today's Surry Hills and formed streams and creeks that flowed southwards through this area towards Botany Bay. Many of the waterways in the area would have fed into Shea's Creek (Alexandria Canal) approximately 1.8 kilometres to the southwest, which is a tributary to Cooks River.

Figure 9: Map of early-European contact topography and watercourses around the Central SSP. Source: Tyrrell Studia via Architectus
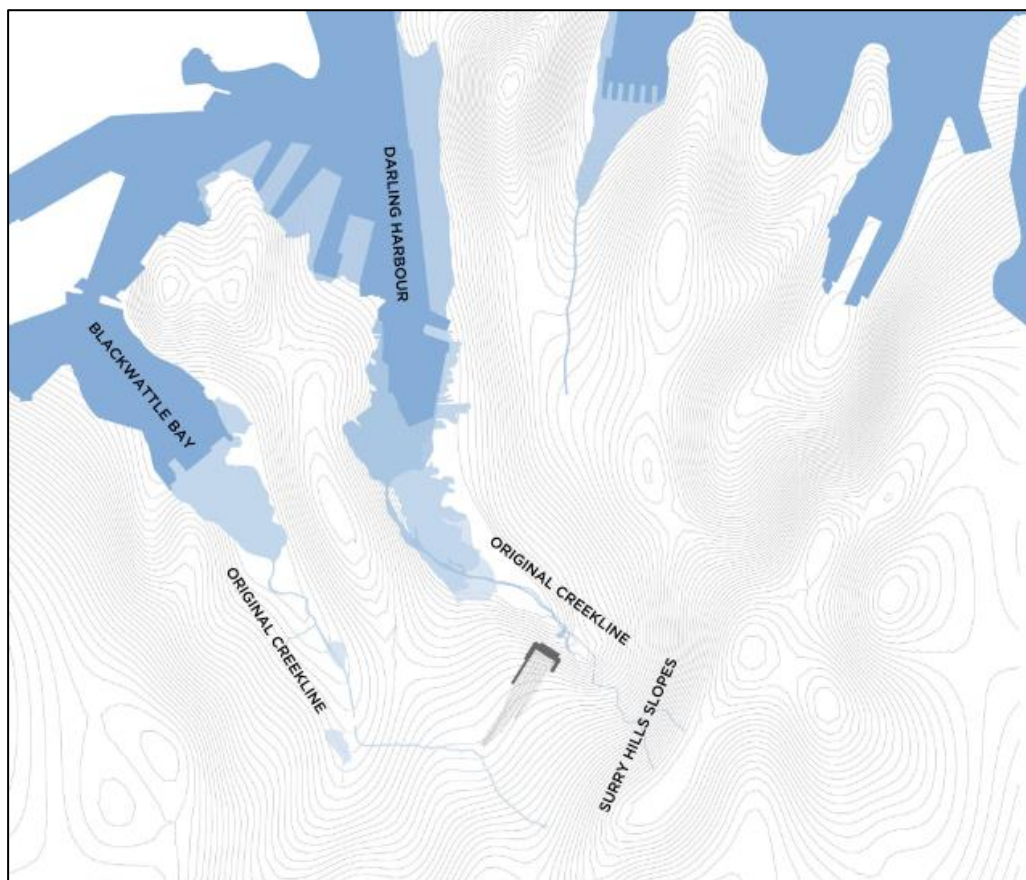
Figure 10: Overlay of approximate locations of waterways in Central SSP area during the early colonial period. Source: Eveleigh Stories[9]

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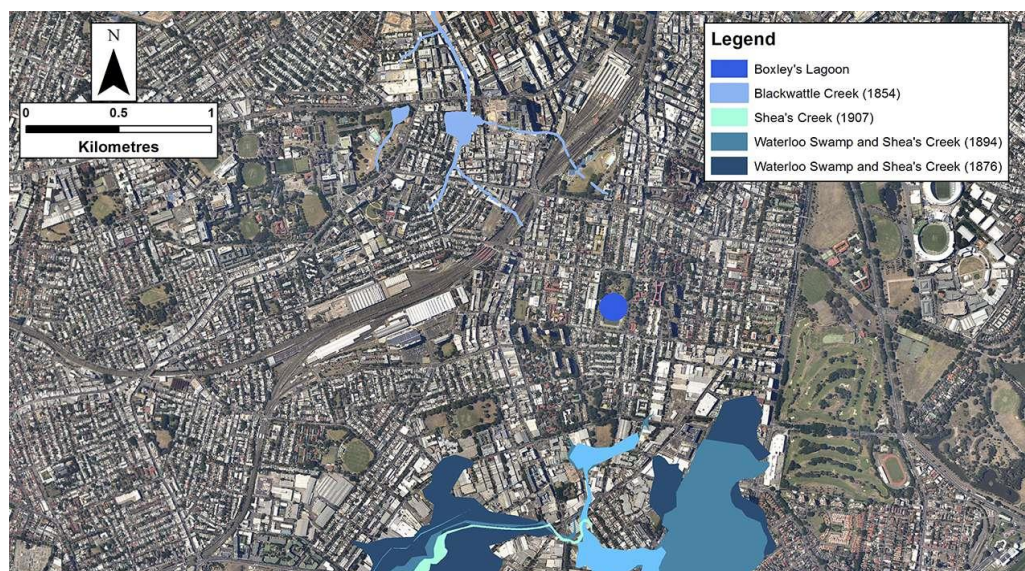
[9] Eveleigh Stories, n.d. Indigenous Connections. Accessed at: https://eveleighstories.com.au/story/indigenous-connections (June 2021).

Figure 11: Panoramic photograph showing Central Precinct, facing north from near the corner of Devonshire Street and Elizabeth Street, late 1800s. Source: State Library of NSW a7124008

Figure 12: View from Pitt Street facing south, showing the extent of the Botany Sands and sandhills, c.1902. Source: State Library of NSW

4.3   Aboriginal history

4.3.1   Pre-invasion

The Gadigal are the traditional custodians of the land occupied by Central SSP 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 Alexandria Canal and the Cooks River. The modern suburbs of Redfern, Erskineville, Paddington, Haymarket, and Surry Hills are all situated on Gadigal land.

The Sydney Basin was home to a number of diverse Aboriginal communities, each with varied languages. The disruption of colonisation has led to ongoing debate about the association of particular languages with particular places, and whether colonial narratives of naming and assessing languages are appropriate. Today, due to this lack of records and history of dispossession, it is unknown what Aboriginal language was used for the Central Sydney area. The general consensus for the modern name of the language comes from Jakelin Troy's interpretation of William Dawes' original word lists from the Aboriginal woman Patyegarang, with the language known as the Sydney Language.[10]

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[10]   Balarinji, 2023. Central State Significant Precinct Connecting with Country Framework. Report prepared for TfNSW.

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, Various plant species within the area supplied food, seeds, nectars, fruits, roots and tubers to the local Aboriginal community, who read the signs of the seasons and the signals from the sky to understand when to gather certain resources. Species of native lilies with small tuberous roots were collected and eaten, as were native raspberries and currents. The flower-cones of the Wiriyagan (old man banksia) were soaked in water in bark or wooden containers to extract the nectar to make sweet drinks. The hearts of the Gulgadya (grass tree) stems were eaten and the nectar from the spike flowers was also collected and eaten. They could also be utilised for making tools such as spears, shafts, and handles for stone implements, as well as carrying vessels of bark and woven fibre, digging sticks and a variety of other items utilitarian and non-utilitarian. The dry flower-stems of the smaller grass tree species were used for spears. Nawi (canoes) made from tree bark enable Aboriginal men and women to move swiftly through the various bodies of water on Country[11]. Materials sourced from mammals such as kangaroos, wallabies and possums were also processed for tool making, such as tail sinews which are known to have been used as a fastening cord, whilst 'bone points' would have functioned as awls or piercers and are an often abundant part of the archaeological record[12]. Ethnographic observations from early colonists noted that Aboriginal people used animal claws, talons, bone, skin, teeth, shell, fur and feathers for tools and non-utilitarian functions.

The Gadigal camped seasonally, moving between areas depending on the availability of resources[13]. Travel was undertaken on foot, using trackways that stretched over ridgeways from the coast to inland camping and ceremonial places. A place for men's business was located close to Central Station near Waterloo[14]. The stars were an important traditional source of navigation for Aboriginal communities, with the Milky Way and the Emu in the Sky constellation especially important in story[15].

Some Aboriginal trackways became Sydney's roadways; though no historical European maps exist specifically noting Aboriginal trackways, it is thought that today's George Street and Oxford Street (located north of the site) followed Aboriginal paths[16]. George Street was especially important, as the pathway leading to Warrane (Sydney Cove).[17] The area between Eveleigh and today's Central Station was also part of an Aboriginal pathway or travel corridor running north-south, likely utilizing the higher ground/ ridgeline located to the east of the site.

4.3.2   Post-European contact

Colonists first encountered the Gadigal in and around the coves and bays of Port Jackson. The settlers included the name Gadigal, or its alternative spellings of Cadigal and Cadi, in some of the earliest records of colonial settlement in Sydney, for describing the Aboriginal people they had encountered. [18]

The arrival of colonists from 1788 had a rapid effect on the Aboriginal population due to introduced disease, and the dislocation and disruption of traditions and established behaviours. Access to resources was restricted as the colony grew, with introduced diseases such as smallpox ravaging the Aboriginal population from 1789 onwards. Upon initial contact, the population of the Sydney area was likely to have been 1000; however, some estimates put the figure at between 3000-5000. [19] In 1789, the area was hit by an epidemic of smallpox,

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

[12] Attenbrow, 2010. 118.

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

[14] Cox Inall Ridgeway, 2021. Central Precinct Renewal Project: Consultation Report for Aboriginal Heritage Interpretation Strategy. Report prepared for TfNSW. 8.

[15] Ibid.

[16] Barani, n.d. Aboriginal People and Place. Accessed at: https://www.sydneybarani.com.au/sites/aboriginal-people-and-place/ (April 2021).

[17] Cox Inall Ridgeway, 2021. Central Precinct Renewal Project: Consultation Report for Aboriginal Heritage Interpretation Strategy. Report prepared for TfNSW. 8.

[18] Ibid.

[19] Smith, K. V. 2006. Eora: Mapping Aboriginal Sydney 1770-1850, Exhibition Catalogue, State Library of NSW, Sydney.

leading to a significant death toll within the local Aboriginal communities around Sydney. 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. [20] The grief felt within the community was accompanied by a shock at the sudden collapse of an ancient way of life.

Aboriginal people were important participants in the emerging colonial economy, with their cultural knowledge used by colonists to survive in an unfamiliar climate. In and around the Central SSP, Aboriginal people acted as guides through Country, sold fish in Haymarket and other trade areas, accompanied and guided fishing expeditions and shared other crucial skills to assist convicts and settlers alike. This remains a remarkable act of generosity and resilience in the face of deep cultural shifts and increasing colonial disenfranchisement.

Despite the increasingly severe consequences of European colonisation, the Gadigal continued their traditional way of life, with the site of today's Belmore Park and Central Station an important cultural ground for ceremonial practice. David Collins described a 'clear spot between the town and the brickfield' being utilised for one such ceremony in December 1793. [21] Collins noted the continuous use of this space as a ceremonial site, noting that the Aboriginal community 'derived so many comforts and so much shelter in bad weather' at the site. [22] Moore Park, south-east of the site, was another key place for continuing cultural practices; colonists would travel to watch 'payback rituals' take place in the area, where Aboriginal people would resolve grievances through ritual and punishment. [23]

The open, sandy area around the Cleveland Paddocks (today's Prince Alfred Park) became a prominent campground in the first half of the nineteenth century, with increasing development in the colony driving various Aboriginal groups to the site from the resource-rich areas around Sydney Cove and the Domain. [24] The Devonshire Street Cemetery north of the Cleveland Paddocks campground was the resting place of several Aboriginal people, including Cora Gooseberry, wife of Bungaree. As the first railway terminus at Redfern was constructed in 1855, the Aboriginal community was dispersed from the campground. The rail workshops constructed in Eveleigh in the 1870s became a major employer of Aboriginal workers, with many Aboriginal families from around Sydney settling just south of the site. Others moved from the reserve in La Perouse to be closer to the workshops.

4.3.3   The coming of the railway

Following the arrival of the railway in 1855, the areas around Central and Redfern became an industrial hub. The rail had a profound effect on the area, with major repercussions for the futures of Aboriginal people within the area then and into the future. The Eveleigh Railway Workshops, which opened in 1887, became one of the biggest employers of Aboriginal people. With the railway providing easy access to the district, other local companies began to employ Aboriginal people, including Henry Jones & Co, IXL Jam Factory, Francis Chocolates, and the Australian Glass Manufacturers.

Aboriginal people were employed at Eveleigh, working in the precinct's foundries, boiler rooms and workshops; however, the names of individuals employed during the early days of the workshops are difficult to obtain and photographs of Aboriginal workers are largely non-existent.[25] Taksa clarifies that Aboriginal employees at the

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[20] Cox Inall Ridgeway, 2021. Central Precinct Renewal Project: Consultation Report for Aboriginal Heritage Interpretation Strategy. Report prepared for TfNSW. 8.

[21] Collins, David, 1798. An Account of the English Colony in New South Wales, Volume 1, T. Cadell Jun. and W. Davies, London.

[22] Collins, David, 1802. An Account of the English Colony in New South Wales From Its First Settlement, in January 1788, to August 1801, Volume 2, T. Cadell Jun. and W. Davies, London.

[23] Cox Inall Ridgeway, 2021. Central Precinct Renewal Project: Consultation Report for Aboriginal Heritage Interpretation Strategy. Report prepared for TfNSW. 8.

[24] Tonkin Zulaikha Greer, 2021. Central Precinct Heritage Framework. Report prepared for Transport for NSW. 30.

[25] Michael Davis Consultants, 2012. Aboriginal Connections with Eveleigh. Report prepared for Sydney Metropolitan Development Authority. 1.

Eveleigh Railway Workshops were listed in an employment register, without names under the category of 'Boy'.[26] Taksa has since established an Eveleigh Workshops Register in 1999, which so far features a single Aboriginal employee by name; Phillip James Campbell.[27]

Figure 13: Turning the first turf of the first railway in the Australasian colonies at Redfern, Sydney, July 1850. John Rae. Source: State Library of NSW No. a928444 / ML 244

Figure 14: Staff from the Eveleigh workshops, 1949. Source: State Records of NSW

4.3.4   Twentieth century

From the 1910s to the 1960s, Central Station played a key role in the trauma experienced by the Stolen Generations. Survivors specifically name Central as a source of dark memories, as the place where Aboriginal

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[26] Taksa, Lucy. 'From Steam Trains to Information Superhighways', Workers Online, Issue 12, 7 May 1999 in Michael Davis Consultants, 2012. Aboriginal Connections with Eveleigh. Report prepared for Sydney Metropolitan Development Authority. 6.
[27] Ibid.

children, already kidnapped from their parents, were separated from siblings and cousins on Platform 1 and sent to State-run welfare homes across the country. [28]

Redfern continued to build a strong Aboriginal community on the outskirts of the Central SSP site. Aboriginal people migrated to Redfern for several reasons; work was available, transport was relatively easy and, most importantly, Redfern had the promise of a community of other Aboriginal people. Redfern was an important gathering place and source of social connection for Aboriginal men, women, and children. Some Aboriginal people travelled to Redfern to look for family members kidnapped as part of the Stolen Generations.

As the population grew during the Great Depression of the 1930s, with many relatives and others coming to Sydney to search for work, the inner city became a hub for Aboriginal activists and political protesting. In 1943, Bill Ferguson was elected as the first Aboriginal member of the Aborigines Welfare Board following extensive campaign meetings at Redfern Town Hall.[29] The following year, the first Aboriginal Football Club was formed at Redfern. The Redfern All Blacks played rugby league at Alexandria Park southeast of the site, which would later host the annual Koori Knockout competition.[30]

By the 1960s, the Aboriginal population in the inner city rose; nearby Redfern's population numbered over 12 000, swelling to 35,000 in the 1970s. The 1960s and 1970s also saw the rise of Aboriginal community groups and political activism around the Central SSP. The Foundation for Aboriginal Affairs was established in Haymarket, west of the site, in 1964.[31] The next year, a sit-in at the local Burlington Hotel was staged by forty Aboriginal men in response to bans on Aboriginal people drinking at public bars. Redfern was a founding site of important organisations including the Aboriginal Medical Service, Murawina childcare centre, the Aboriginal Housing Company, and the Aboriginal Legal Service in the early 1970s.

Community elders, including activist Mum Shirl (Shirley Smith), worked closely with Father Ted Kennedy of St Vincent's Church in Redfern Street to provide support services for Aboriginal people in the Redfern area. Father Ted worked with community to support significant Aboriginal organisations such as the Aboriginal Medical Service and was an active supporter of Aboriginal ownership of the Block housing development in the 1960s and 1970s.[32]

Other organisations were forming at the same time around the Central SSP. The Foundation for Aboriginal Affairs was established in 1964 and moved into a building at 810-812 George Street in October 1966. For over a decade, the 'Foundo' was an organisation that helped the local Aboriginal community find safe housing and employment, as well as providing a place for Aboriginal bands to play and Aboriginal Debutante Balls. These debutante balls would be the blueprint for the NAIDOC Balls held around Australia today.[33]

The growing movement for Aboriginal rights at this time found a home, and many willing hands, in and around Central and Redfern. In 1977, the NSW Aboriginal Land Council was established as a result of a Land Rights conference at the Black Theatre site on Cope Street in Redfern. The Land Rights conference had cleverly been organised to coincide with the Koori Knockout competition that year. The NSWALC's first office was on Botany Road and worked to pressure the NSW Government to take action on Aboriginal land rights.[34]

During the 1980s, Aboriginal artists collective Boomalli was founded in Chippendale and an Aboriginal Resource Room was established at Cleveland Street High School, reflecting the high proportion of Aboriginal residents around the site. In 1983, the Aboriginal Land Rights Act was established, with the Metropolitan Local Aboriginal

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[28] Cox Inall Ridgeway, 2021. *Central Precinct Renewal Project: Consultation Report for Aboriginal Heritage Interpretation Strategy*. Report prepared for TfNSW. 8.

[29] AHMS, 2015. *Central to Eveleigh Corridor Aboriginal and Historical Heritage Review*. Report prepared for UrbanGrowth NSW.

[30] Ibid. 24.

[31] Tonkin Zulaikha Greer, 2021. *Central Precinct Heritage Framework*. Report prepared for Transport for NSW. 30.

[32] Cox Inall Ridgeway, 2021. *Selected research by Cox Inall Ridgeway – A brief history of the Redfern/Central area*. 3.

[33] Cox Inall Ridgeway, 2021. *Central Precinct Renewal Project: Consultation Report for Aboriginal Heritage Interpretation Strategy*. Report prepared for TfNSW.

[34] Cox Inall Ridgeway, 2021. *Selected research by Cox Inall Ridgeway – A brief history of the Redfern/Central area*. 7.

Land Council (LALC) officially instituted two years later. The Metropolitan LALC's first meeting was also held at the former Black Theatre site, though today the officers are based at George Street, Redfern.[35]

Public spaces around the Central SSP and Redfern areas have been locations for important protests for Aboriginal rights. Redfern Oval marked the beginning point of the 1988 Bicentenary demonstration, which saw thousands of Australians marching past Central Station to protest the colonial origins of Australia Day. Prime Minister Paul Keating chose Redfern as the location for his famous Redfern Speech in 1992. Belmore Park, just north of the site, has been utilised as a gathering place for protests and small marches, with the last major events held in relationship to the Apology to Australia's Indigenous Peoples Speech by Prime Minister Kevin Rudd in 2008 and the Black Lives Matter protests in 2020.[36] Belmore Park was also the starting and gathering point for the 1989 NAIDOC Week march, a significant act of protest against the Government's policy for mainstreaming Aboriginal services.[37]

Today, the area continues to hold great cultural significance for Aboriginal people - for those who have lived here for generations and for other communities who identify with the historical and political significance of the area.

Figure 15: Harry Williams and Chicka Dixon at the Foundation for Aboriginal Affairs in the mid-1960s. Source: Robert Hallams Collection, State Library of NSW[38]
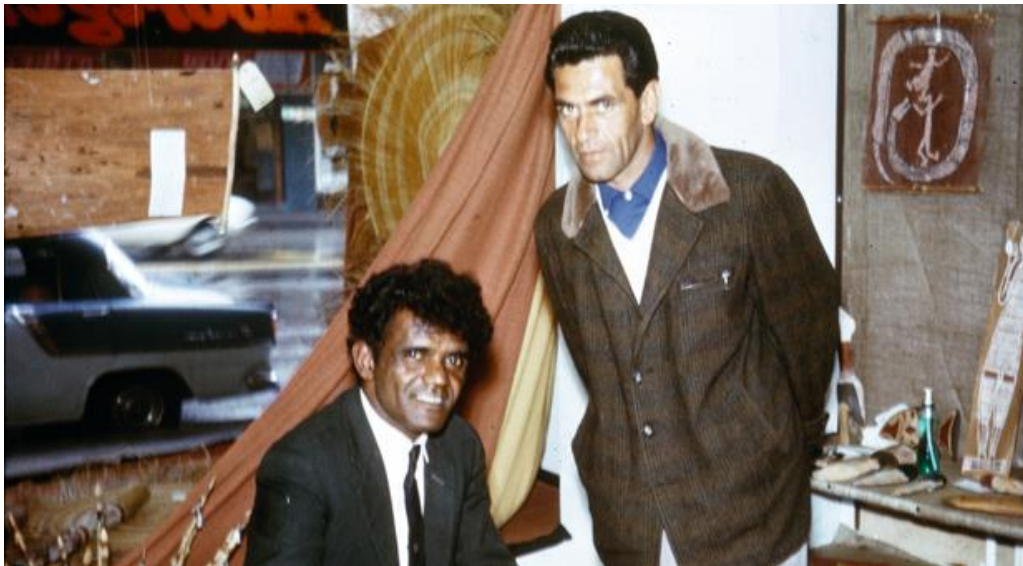
Figure 16: Aboriginal Medical Service and Aboriginal Legal Aid, Redfern, 1974. Source: National Archives

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[35] Metropolitan Local Aboriginal Land Council, 2015. History of Metro LALC. Accessed at: https://metrolalc.org.au/about-us/our-history/ (July 2021).

[36] Ibid.

[37] Ibid.

[38] Robert Hallams Collection, Mitchell Library, State Library of NSW – SLIDES 53 / 1442-1456.

Figure 17: Left: Boomalli Aboriginal Artists Co-operative poster, 1980s; right: Sorry Day gathering at Redfern Community Centre, 2008. Source: State Library of NSW

4.4 Non-Aboriginal history

The following section provides a summary of the history of the area from colonisation until the present. Summary histories are provided for key heritage buildings within the Central SSP site in Section 4.

4.4.1 Early settlement

Early colonisation of Sydney was predominantly focused on the foreshores of Port Jackson. Until the 1820s, the southern edge of the settlement was near where Bathurst Street is today. For the first twenty years of the colony the site remained undeveloped, consisting primarily of scrub-covered shifting sand dunes, wetlands, sandstone plateau and shale cap which created farming and drainage issues. The only documented residential settlement in this area prior to the 1820s was the development of the Brickfields, an area approximately 300m to the north-west of the general area used for brick and pottery production.

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.[39] These sand drifts were of such a high frequency that the word 'brickfielder' became a slang word in 1830s Sydney, meaning a strong wind identified by a choking dust.[40]

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[39] Benson, D and Howell, J. 1995. *Taken for Granted: The Bushland of Sydney and its Suburbs*. Kangaroo Press, 44.
[40] Morris, Edward Ellis. *Austral English: A Dictionary of Australasian Words, Phrases and Usages* (Cambridge University Press, 2011, first published 1898), 52.

Figure 18: Brickfield Hill and village on the High Road to Parramatta, 1797. Source: National Library of Australia[41]

4.4.2 Devonshire Street Cemetery

By 1820 the Old Sydney Burial Ground, located at the corner of George and Druitt 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.[42] 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.

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.[43] Each burial ground was fenced, had an exclusive entrance, and its own scale of fees and charges.

The Devonshire Street cemetery took no more burials from 1865 onwards. 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. On the 17 January 1901, the government declared that representatives of any deceased in the cemetery must remove their relatives within two months.[44] Remains were reinterred by relatives or the Department of Public Works at cemeteries such as Rookwood, Waverly, and the Bunnerong Cemetery at Botany.[45] The brick walls of the cemetery were

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41 Dayes, Edward & Watling, Thomas. (1797). [*Brickfield Hill and village on the High Road to Parramatta]* Accessed at: http://nla.gov.au/nla.obj-134425618 (April 2021).

42 Government and General Orders. (1820, February 5). *The Sydney Gazette and New South Wales Advertiser* (NSW: 1803 - 1842), 1*.* Accessed at: http://nla.gov.au/nla.news-article2179248 (April 2021).

43 Murray, Lisa, 2013. *Death and dying in nineteenth century Sydney*. Dictionary of Sydney. Accessed at: http://dictionaryofsydney.org/entry/death_and_dying_in_nineteenth_century_sydney (April 2021).

44 *The Sydney Morning Herald*, 25 January 1901.

45 Sydney burial ground 1819-1901: Elizabeth and Devonshire streets and history of Sydney's early cemeteries from 1788 / by Keith A. Johnson and Malcolm R. Sainty, 2001.

demolished, with the sand hills of the cemetery excavated by labourers. Much of the spoil was used to build new embankments in Belmore Park.[46]

Figure 19: 1890s photo of the Church of England area of the Devonshire Street Cemetery, facing south from north-eastern corner. Source: State Library of NSW[47]

4.4.3   Institutions

Prior to the construction of the current Sydney Railway Station, the area east of George Street was occupied by several institutional buildings in use from the Macquarie period (1810 – 1821). All these buildings were demolished to make way for Central Station in 1901.

These included the Benevolent Asylum, a poor house 'for the aged, blind and destitute' opened by Governor Macquarie in 1821. [48] Operating until 1901, the asylum cared for men, women, and children from its location on the corner of Devonshire and Pitt Streets.

The Carter's Barracks, later used as the Sydney Female Refuge and Convent of the Good Samaritan, was in the vicinity of the current intersection of Pitt Street and Eddy Avenue adjacent to the Benevolent Asylum. Built in 1818, the barracks comprised several buildings housing convict gangs working as carters on the Brickfields and convict boys. It also served as a debtor's prison from 1835-1843, and as a training facility for women by Sisters of the Good Shepherd.

The Police Superintendent's / Magistrate's residence was constructed in the 1820s in the garden belonging to the Carters' Barracks. The superintendent was required to live at the stockade, and the garden cottage would have been a suitable location in proximity to the iron gang housed in the Barracks.

Christ Church St Laurence was constructed on George Street and consecrated in 1845. The parson, William Horatio Walsh, moved to a new parsonage on Pitt Street South in 855. The site of the parsonage had previously been part of the Carter's Barracks garden and was located south of the Superintendent's residence.

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[46] *The Sydney Morning Herald*, 3 January 1902.

[47] Photograph Collection of Redfern Railway Station and Central Railway Station, Sydney, 1871 – 1920. State Library of New South Wales, Accessed at: http://acms.sl.nsw.gov.au/album/ItemViewer.aspx?itemid=1017387&suppress=N&imgindex=6 (April 2021).

[48] McCormack, T., 2008, Benevolent Society and Asylum, Dictionary of Sydney. Accessed at: https://dictionaryofsydney.org/entry/benevolent_society_and_asylum (April 2021).

By 1854 a Police Magistrate's building had been constructed on Pitt Street adjacent to the Benevolent Society Asylum and it is possible that the city division of the NSW Mounted Police Unit was stationed here. Historical records and maps suggest that Carters Barracks were converted into the Police Barracks, with city plans from 1888 showing the extensive site of the Police Barracks.

The Railways Institute Building occupies a prominent site at the corner of Devonshire Street and Chalmers Street and still stands today. Although the building is located outside of the site, its historical significance is linked to the development of Central Station and intangible railway history. The building was constructed in 1890-91, opening on the 14 March 1891. [49] The building was designed in the Queen Anne style and used the then novel Marseilles tiles for roofing. The building contained a lecture hall and library as it was indented to form an educational institute for railway workers to "improve" through study and attending lectures.

Figure 20: Benevolent Asylum c1848-1850. Source: State Library of NSW[50]

Figure 21: 1888 Plan of the Benevolent Society Asylum building footprint and neighbouring institutions. Source: City of Sydney Archives

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[49] Opening of the Railway Institute. (1891, March 19). *The Maitland Mercury and Hunter River General Advertiser (NSW : 1843 - 1893)*, p. 2. Accessed at: http://nla.gov.au/nla.news-article18992754 (April 2021).
[50] State Library of New South Wales [a623005 / PX*D 123, 1b].

4.4.4   First and Second Sydney Stations

The first Sydney Station, known as Redfern Station, was constructed south of the current station in 1855. This simple station, comprising a single timber platform and track, a corrugated iron roof and a lean-to for offices and administration staff, was only intended as a temporary centre the town's burgeoning railway industry. The Railway Square underbridge forms part of the original 1855 Central Station development as part of the direct goods line from the Sydney Yard to Darling Harbour. [51] The structure was originally designed as a sandstone arched overbridge by engineer William Randle.

The first station was in use for almost two decades, until the opening of a second, brick station in 1874. Designed by Engineer-in-Chief John Whitton in the Neo-Classical style, this station saw the opening of many additional railway lines, including the Illawarra line and the North Shore line. The main feature was a train shed, which spanned 236 feet by 43 feet covering the main lines and both the arrival and departure platforms. 1878 saw the passenger traffic grow to an extent that trains were departed at five-minute intervals during the morning rush hour. [52]

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. [53]

During the late nineteenth century there were several proposals to bring the railway network into the city and over the harbour. These plans would require the construction of a larger station, and in the late 1890s the plans for the new Grand Concourse of Central Station were designed.

Figure 22: 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. Source: NSW State Archives[54]

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[51] DPIE, 2009. *Ultimo (Railway Square) Railway Overbridge.* SHI Inventory Database, Accessed at:
https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801079 (April 2021).
[52] Singleton, CC December 1941. History of Sydney Railway Station: Part 2 Second Station, 1874-1885, Australian Railways Historical Society Bulletin, Vol. 8, No. 50, 73.
[53] Rappoport Pty Ltd & NSW Government Architects Office. 2013. 38 – 39.
[54]   NSW State Archives. Railway Station Sydney May 1871. 17420_a014_a0140000245.

Figure 23: Image of the second Sydney Station, c.1874. Source: Australian Railway Historical Society[55]
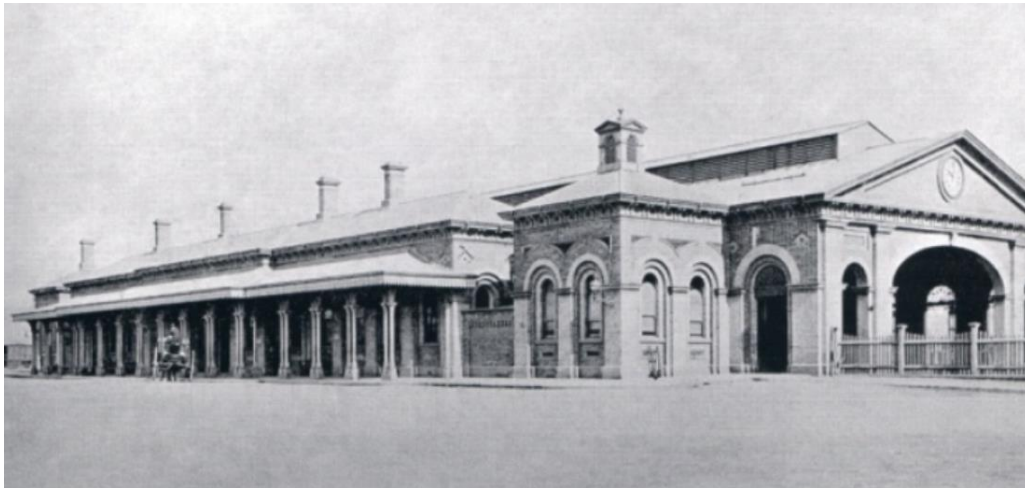
Figure 24: View of the Second Sydney Station from the corner of Devonshire and George Streets, 1890. Source: City of Sydney Archives[56]

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[55] McKillop, R. F. (Robert Francis) & Ellsmore, Donald & Oakes, John (William John) & Australian Railway Historical Society. New South Wales Division, 2008. *A century of Central: Sydney's Central Railway Station 1906 to 2006*. Australian Railway Historical Society/NSW Division, Redfern, N.S.W.

[56] Redfern Railway Station (1890). Accessed at: https://archives.cityofsydney.nsw.gov.au/nodes/ (April 2021).

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Figure 25: The proposed new station (left) and existing second station, c1901. Source: National Library of Australia[57]
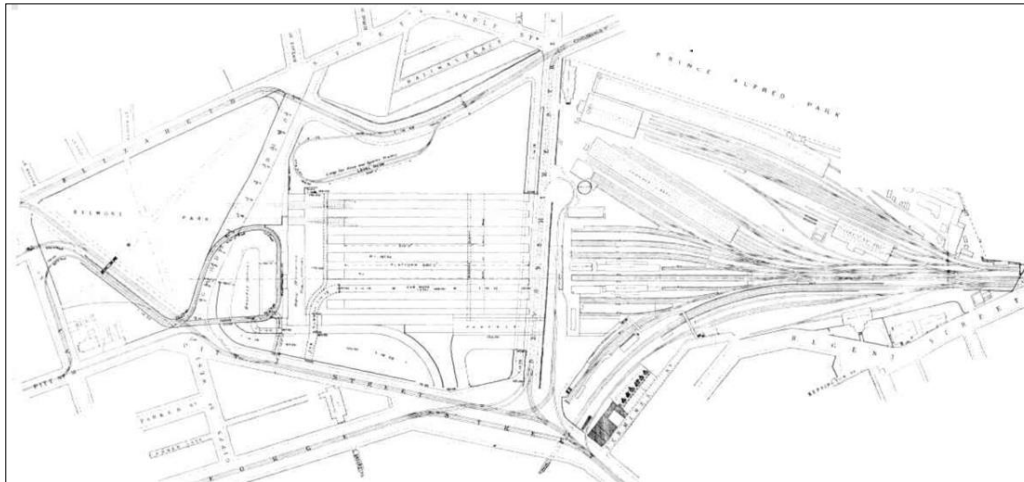
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[57] Sydney's New Railway Station. (1901, August 3). *The Sydney Mail and New South Wales Advertiser* (NSW: 1871 - 1912), 288. Accessed at: http://nla.gov.au/nla.news-article165234515 (April 2021).

5. Significant Building Histories

5.1 Introduction

This section provides a summary of the histories of significant buildings within the Central SSP site. For a comprehensive history of these structures within the Precinct, see the Central Station and Mortuary Station CMPs.

5.2 Central Station Terminal Building

'...a monumental work of stateliness and beauty.' [58]

The site for the third Sydney Station was resumed throughout 1900-1901, costing the government £148 000. A large swathe of properties were demolished to make way for the station including the Benevolent Asylum, the local tram depot, Christ Church Parsonage, the Police Superintendent's Residence, the Police Barracks, and the Carters Barracks. [59] The Devonshire Street Cemetery underwent a large-scale exhumation in 1901, with the majority of the remains removed for reburial at the Botany Cemetery. Following this exhumation, another massive excavation took place throughout the site, with the sandhills around the cemetery removed and other gaps filled to create a level foundation for the railway lines.[60]

The main construction material for the complex was Pyrmont sandstone, with initial costs for the terminal building estimated at £230 000. [61] 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 terminal 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.[62]

The third Sydney Station opened in August 1906, despite only being complete up to the main concourse and Eddy Avenue. [63] The sandstone Federation Free Classical terminal building and station, designed by Government Architect Walter Liberty Vernon, 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. [64] A parcel dock was also built, with four platforms connected to the interior of the station for deliveries. [65] A section of Devonshire Street, which had been resumed for the project, was retained within the Devonshire Tunnel connecting the platforms.

The interior of the terminal building was richly decorated, with decorative steel and sandstone colonnades, marble and terrazzo stairs, ornamental balustrades and stained-glass panels.[66] Passengers could enjoy a meal in the Dining and Refreshment Rooms or check on their tickets at the Booking Hall.[67] Due to its elevation, the

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[58] Edward O'Sullivan, Minister for Public Works, speaking in 1901 about Central Station.

[59] Mark Dunn, 2008. Central Railway Station. Dictionary of Sydney. Accessed at: https://dictionaryofsydney.org/entry/central_railway_station (November 2020).

[60] McKillop, Ellsmore and Oakes, 2008. A Century of Central, 20.

[61] Dunn, 2008.

[62] Ibid.

[63] Rappoport Pty Ltd & NSW Government Architects Office, 2013.

[64] DPIE, 2009. Central Railway Station and Sydney Terminal Group. State Heritage Register. Accessed at: https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801296 (November 2020).

[65] Ibid.

[66] DPIE, 2009. Central Railway Station and Sydney Terminal Group. State Heritage Register. Accessed at: https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801296 (November 2020).

[67] Rappoport Pty Ltd & NSW Government Architects Office, 2013. 47.

building was clearly visible from a considerable distance; its ornamental design, swiftly enhanced by gardens and the leafy Belmore and Prince Alfred Parks, meant that it became an instant landmark.[68]

Other buildings opened alongside the station, including the Inwards Parcels Shed, designed by Government Architect Gorrie Blair.[69] Located on the original site of the Benevolent Asylum, on the western side of Platform 1, the Inwards Parcels Shed was part of a larger postal complex housing and moving parcels arriving in the city via train. A ramp was constructed to the west of the building and provided vehicular access from the Shed level down to Lee Street.[70] The Inward Parcels Shed was connected to the Outwards Parcels Shed, located on the corner of Pitt Street and Eddy Avenue.[71]

The St John Ambulance Brigade civil service had been operating at a borrowed police station at Railway Square, adjacent to Sydney Station, since 1895, co-ordinating hand-wheeled and horse-drawn stretchers for unwell and injured Sydneysiders.[72] In 1905, the government offered the brigade free accommodation within the Terminal Building in an area below Platform 1 at the rear of the Inward Parcels Shed. The premises, ready by May 1906, included three narrow garages, used initially as stables and later as storage for motor ambulances. Upstairs, two bedrooms, a store room, lavatory, and general room housed a staff of around thirty, evolving into a full headquarters with telephone, radio and administration services. The narrow road from Pitt Street towards the headquarters became known as Ambulance Avenue.[73] The brigade operated out of these headquarters until 1961, when they moved to Quay Street.

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 proceeding Government Architects, Walter Liberty Vernon and E.L Drew.[74] 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. [75] The building was connected to the station through tunnels 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. [76] 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.[77]

The 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 finished in March 1921. The 64.3 metre high clock dominated the skyline of Sydney, with local employees nicknaming it 'the worker's watch'.[78]

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.[79] The

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[68] Tonkin Zulaikha Greer, 2021. Central Precinct Heritage Framework. Report prepared for Transport for NSW.

[69] Weir Phillips Heritage, 2018. Conservation Management Strategy, Former Inwards Parcels Shed Railway Square Sydney.

[70] Ibid.

[71] GML Heritage, 1999. Inwards Parcel Shed, Sydney Terminal – Conservation Management Plan. Report for Toga Building Company Pty Ltd

72 New South Wales Ambulance Retired Officers Association, n.d.

73 Ibid.

[74] DPIE, 2006. Former Parcels Post Office Including Retaining Wall, Early Lamp Post and Building Interiors. SHI Inventory database. Accessed at: environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424235 (April 2021).

[75] Ibid.

[76] DPIE, 2006. Former Parcels Post Office Including Retaining Wall, Early Lamp Post and Building Interiors. SHI Inventory database. Accessed at: environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424235 (April 2021).

[77] Ibid.

[78] DPIE, 2009. Central Railway Station and Sydney Terminal Group. State Heritage Register. Accessed at: https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801296 (April 2021).

[79] Rappoport Pty Ltd & NSW Government Architects Office, 2013. 53.

electric platforms were connected to the city with innovative 'flying junctions' made from reinforced concrete.
[80]   A new entrance for the electric platforms, facing Elizabeth Street, was constructed from sandstone to match the terminal building. In 1925, an electrical substation was built on the northern end of the 'flying junctions' to serve the electrified suburban lines.[81]   The first electric train and the first underground train service both ran in 1926.

Changes to the interior of the terminal 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.

Modernisation programs were undertaken at the station in 1955, 1964 and 1979, when the Eastern Suburbs Railway and Illawarra lines opened on platforms 24 and 25. Further improvements were made in 1980, 1983 and 1986, where the clock tower was renovated and the original train indicator board replaced with a computer system.[82]   Though the station had been colloquially referred to as 'Central' for decades, the complex was only officially renamed Central Station in 1999.[83]

After demolition of part of the Parcel Area, Henry Deane Plaza was developed in 2000. 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.

Today, the Central Station Terminal Building is one of Sydney's most recognisable landmarks, with tens of thousands of passengers passing through the station each day – commuters, families, tourists, migrants and railway workers – just as they did in 1906. The sights, sounds and smells may have evolved from the days of steam trains, but the hustle and bustle of a morning at Central Station remains as vital as ever.

The proud tradition of technological innovation at the Central Station Terminal Building also continues, with the transformation of part of the station into a Metro, the provision of new modern trains and services, and the renewal of the Central SSP a promise for a bright future.

Figure 26: Laying the foundation stone for Central Station tower, September 1903. Source: State Archives

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[80] Ibid.
[81] DPIE, 2009. Central Railway Station and Sydney Terminal Group. State Heritage Register. Accessed at:
https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801296 (April 2021).
[82] Ibid.
[83] Rappoport Pty Ltd & NSW Government Architects Office, 2013. 59.

Figure 27: Central Station under construction, 1903. Source: State Archives

Figure 28: Construction of the exterior Eddy Avenue colonnade, now the site of the Light Rail terminus, c.1905. Source: State Archives No. 17420_a014_a014000267

Figure 29: Image of the former inwards parcel shed towards the western façade, 1906. Source: State Library of NSW

Figure 30: The first train leaves Central Station, 1906. Source: State Archives

Figure 31: Central Station terminal building, c.1900s. Source: National Archives of Australia

Figure 32: Railway Square, c.1914. The Parcels Post office is highly visible in the right of frame. Source: City of Sydney Archives

Figure 33. Construction of the clock tower at Central Station, 1922. Source: State Archives

Figure 34: Decorative garden in front of the Railway Colonnade entrance, 1930s. Source: State Archives

Figure 35: A train leaving Central Station, c.1930s. Source: State Library of NSW

Figure 36: View from Railway Square towards Central Station and the Parcels Post Office, 1930s. Source: City of Sydney Archives

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Figure 37: Central Station indicator board in use, 1962. Source: Museum of Applied Arts and Sciences

Figure 38: Milk bar at Central Station, c.1940s. Source: State Archives

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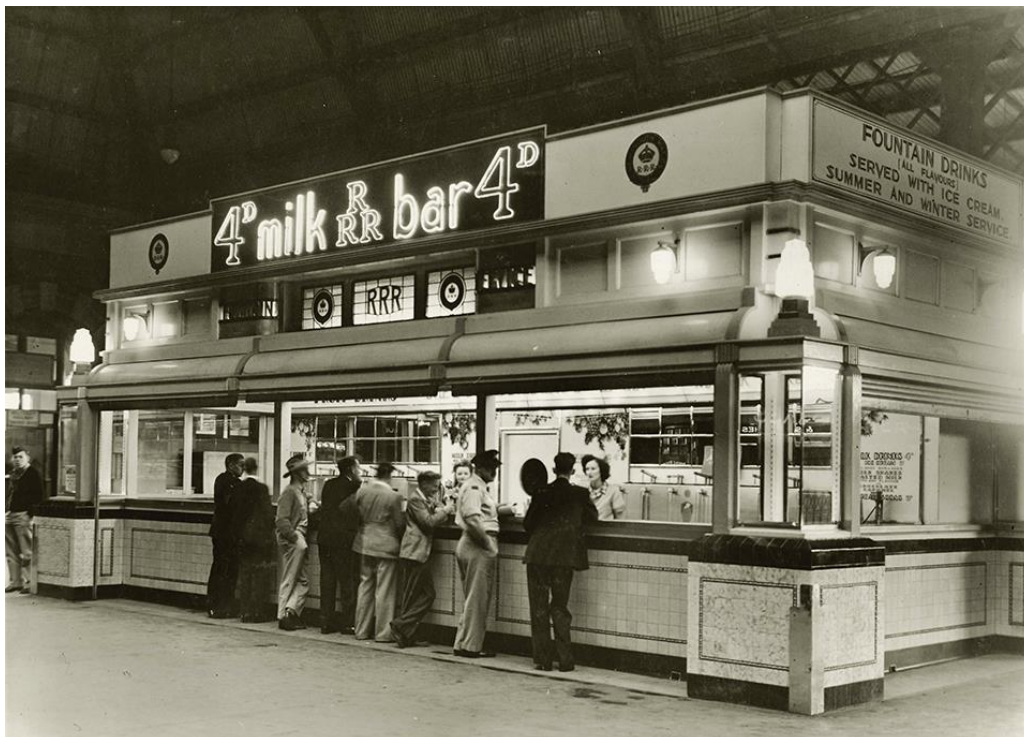
Figure 39: The Commissioner for Railways, Reg Windsor, shows the NSW Premier and Minister for Transport the newly completed interstate booking hall at Central Station, 1951. Source: McKillop

Figure 40: Aerial view of Central Station platforms, 1978. Source: City of Sydney Archives

Figure 41: The interior of the Central Station concourse, 1978. Source: State Archives

Figure 42: Eddy Avenue façade of the Terminal Building, 1980s. Source: City of Sydney Archives

5.2.1   Working on the rail

To most people, Central Station is a place of movement, with journeys commencing and ending at the station platforms. For a large group of staff, however, the Central Station Terminal Building is a place of work,

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facilitating these journeys for hundreds of thousands of passengers each year.[84] The railway workers of the twentieth century comprised a large community, with roles ranging from senior officials like station masters to railway labourers, workshop employees, clerks, typists and the lowliest job, the beginner-level junior porter.[85] Women were also key members of staff from 1916 onwards, representing 75% of staff in the railway refreshment room at Central Station by 1917.[86]

The Traffic Branch of the NSW Railways corporation, established in 1855, moved into the terminal building in 1920 following the completion of their head office. This branch of the corporation was responsible for the co-ordination of all railway services around the state, including produce, mail, and passenger trains. Three departments, Administration, Operative and Commercial, were in separate offices.

The Goods Train Section (later Freight Operations) of the Traffic Branch was located on the second and third floors of the north wing of the terminal building. This vital service ensured that locomotives were assigned to the correct carriages for freight, ensuring all rolling stock was in good repair, organizing livestock travel, and daily train control/signalling across each train line. Train controllers worked in one of six soundproof rooms with a telephone, speaker and microphone operated with a foot pedal to keep the hands free. The sixth office was for Trouble Traffic, which had three control boards to bring online in case of issues on any line.

Other offices in the vast Terminal Building contained services like the Car Diagram Bureau, which operated on the first-floor north wing. These employees allocated berths and seat reservations on train services, an arduous task that was completed by hand until 1982. Officers for timetabling, train planning, route planning and trackwork were housed on the first floor of the west wing. The Lost Property office, a staple of any railway station, was located at the station entrance near Eddy Avenue. The Lost Property station staff handled everything from umbrellas to more unusual items such as jam jars, musical instruments, and – once – a porcupine.[87]

The Telegraph Office was originally located on Platform 1, handling both railway signalling and public telegraphs. This office, a key operating facility in the station, was moved to the south end of the second storey west wing in 1921. All messages to country stations were sent from the Telegraph Office in Morse code until 1968, while in-house messages were delivered to offices within the building by runner or pneumatic tube.[88]

Many employees worked behind the scenes in special rooms underneath the public platforms, ensuring that days ran smoothly for the passengers above. Underground passageways crisscrossed beneath the platforms, with employees able to deliver mail and goods to the right platform without being seen by the public. Electric lifts then transported the goods up to the correct platform. These passageways were regarded as a modern innovation of the Terminal Building and measured approximately two kilometres in length. As the demand for services grew following the Second World War, rail workers eased the load by converting small motor vehicles into mail tractors as well as the traditional hand-pushed mail trolleys.

Four special dock platforms for mail and parcels vans were located close to the parcels offices, at the western end of Platform 1 for easy transport to the parcels office nearby. Railway correspondence was handled by station staff in the dispatch office, located underneath Platform 1 since 1906. [89] The bottle room, where staff cleaned and filled water bottles for passengers, was opened in 1913 on the outer end of Platforms 10 and 11. A foot-warming room was located in the basement beneath Platforms 12 and 13 prior to the Second World War; station staff fitted all trains with steel containers filled with crystalline hydrated acetate of soda in this room to

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[84] McKillop, R. F. (Robert Francis) & Ellsmore, Donald & Oakes, John (William John) & Australian Railway Historical Society. New South Wales Division, 2008. A century of Central: Sydney's Central Railway Station 1906 to 2006. Australian Railway Historical Society/NSW Division, Redfern, N.S.W.

[85] Ibid.

[86] Ibid.

[87] McKillop, R. F. (Robert Francis) & Ellsmore, Donald & Oakes, John (William John) & Australian Railway Historical Society. New South Wales Division, 2008. A century of Central: Sydney's Central Railway Station 1906 to 2006. Australian Railway Historical Society/NSW Division, Redfern, N.S.W.

[88] Ibid.

[89] Ibid.

ensure passengers remained comfortable on winter train journeys.[90] Food preparation for the Railway Refreshment Room catering was carried out in the basement kitchen which was entered from Eddy Avenue. Storerooms for meat, fruits and vegetables, confectionary and alcohol were positioned close to the kitchen area, originally kept cool by an icemaker and eventually by a refrigerator in the 1920s.

A description of the life of a railway worker and their contributions to the running of Central Station was given by an observer in the 1950s:

> *To the public it probably appeared a chaotic scene, but I am sure the platform staff and their supervisors had it under control and the trains rarely got away late. Sunday nights were probably the busiest for the numbers of passengers, while Thursdays were usually the heaviest nights for parcels traffic. School holiday periods were very busy, but of course Easter Thursday – or 'Black Thursday' as some called it – was the busiest night of the year when many extra relief expresses and mail trains were scheduled.[91]*

Today's Sydney Trains workers remain the heart of the Central SSP, ensuring that the complications of modern rail transport are smoothed out on an everyday basis. Using the latest rail technology, the large team of diverse workers – from the train cleaners and guards to the train drivers, operations workers, to the station masters, customer service attendants and engineers and many more – work 365 days a year to deliver world-class railway experiences to customers. The Central SSP continues to transform with new rail infrastructure, with the workforce of Sydney Trains employees continuing their tradition of dedicated service in the twenty-first century.

Figure 43: A porter races past the station master's office at Central Station, Platform 1, 1949. Source: State Library of NSW, Hood Collection I, Home and Away

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[90] Ibid.
[91] Ibid.

Figure 44: Station staff using an Austin tractor to transport heavy loads onto a mail train, n.d. Source: State Archives and Records 17420

Figure 45: Clerks allocating seat and sleeping berths at the Car Diagram Bureau, 1938. Source: State Library of NSW, GPO 1 27999

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Figure 46: Female customer service attendants in the Refreshment Rooms, 1946. Source: State Archives

Figure 47: Luggage transport at Central Station, 1946. Source: State Archives

Figure 48: A steam locomotive departs Central Station, 1969. Source: Steam Train Stories

5.2.2   Significant events at Central Station

From riots to war events to celebrations, the Central Station Terminal Building has been the site of many major events in the life of Sydney throughout the last one hundred and twenty years.

One of Sydney's early riots occurred at Central Station during the First World War, where a 'battle' was fought on 16 February 1916 between police and volunteer Australian soldiers from the Liverpool training camp. Several thousand recruits, rebelling against the long hours of training demanded by the camp, broke into Liverpool – and some enterprising men went further, catching the Liverpool train into the city. Once they reached Central, the drunken soldiers 'plundered fruit cards and overturned some vehicles', with The Daily Telegraph reporting that 'thirty roisters arrived with missiles and assailed the military guard at Central Station' with stones, bottles, and a fire hose.[92] Shots were exchanged, with nine men wounded and a young private, E.W. Keefe, killed by a bullet wound to the cheek. The death of the young soldier effectively ended the Battle of Central Station, with up to a thousand military dismissals connected to the incident. A bullet hole from the battle can still be seen at the entrance to Platform 1.

During the First World War, Central Station played host to the German 'Amiens Gun', captured by Australian and British soldiers near Villers-Bretonneux in France. [93] The 185-tonne gun was offered to NSW and displayed at the corner of Eddy Avenue and Chalmers Street from 1920 to 1922, when it was moved to the Australian War Memorial.

Sydney reacted with excitement to the visit of Queen Elizabeth II and the Duke of Edinburgh in the 1950s, who arrived and departed from Central Station during their official royal visit. Arriving in Sydney on 13 February, the royal couple travelled in their own 'brightly painted Regal train', [94] which pulled in at Central Station 49 minutes late due to the massive crowds that lined the railway all the way from Parramatta.[95] The Queen was one of many visiting celebrities who chose Central Station as their arrival point into Sydney, including opera

[92] Military riots. (1916, February 15). The Daily Telegraph (Sydney, NSW: 1883 - 1930), 5. Accessed at: http://nla.gov.au/nla.news-article238780188 (June 2021).
[93] NSW ANZAC Centenary, 2018. The Amiens Railway Gun. Accessed at: https://nswanzaccentenary.records.nsw.gov.au/on-the-homefront/amiens-railway-gun/ (June 2021).
[94] Thousands throng central station to farewell queen (1954, February 9). Lithgow Mercury (NSW: 1898 - 1954), 1. Accessed at: http://nla.gov.au/nla.news-article220822286 (June 2021).
[95] Wild crowd scenes at Central Station (1954, February 13). Daily Advertiser (Wagga Wagga, NSW: 1911 - 1954), 6. Accessed at: http://nla.gov.au/nla.news-article145647463 (June 2021)

singers, actors, sports stars, and politicians, with the sandstone terminal building an attractive option for press shoots.

The Central Station Terminal Building holds traumatic connotations for the Aboriginal community across NSW due to its significant role in the forced removal of Aboriginal and Torres Strait Islander children from their families. The train line on Platform 1 transported children from Sydney to state-run welfare homes across the state including Cootamundra Aboriginal Girls Training Home and Kinchela Aboriginal Boys Training Home. The platform would be the last place that countless survivors (and those who never made it home) saw their families. A plaque commemorating the experience of the Stolen Generations at Central is currently in place near Platform 1.

Figure 49: The Amiens Gun at Central Railway Station, 1920s. Source: State Archives of NSW

Figure 50: Queen Elizabeth II and the Duke of Edinburgh at Central Station, 1954. Source: NSW State Archives

5.3 Mortuary Station

> *'…the subdued and sorrowing heart is conscious of a soothing sympathy even from the cold stone wrought into floriated capital and symbolic design. Nothing could have been more beautiful or appropriate.'* [96]

The Devonshire Street Cemetery, Sydney's second burial ground, was consecrated in 1820. The site, initially chosen for its relative isolation from the emerging colony, crept closer to the heart of the city as development moved south from Sydney Cove. By the 1860s, the cemetery had reached capacity and the state government began looking into other options for local burials.[97]

The Sydney Burial Grounds Act 1866 prohibited burials 'within the city of Sydney from 1 January 1867', effectively closing the Devonshire Street Cemetery. A new site was selected near Lidcombe, a considerable distance from the city centre. This cemetery, known as Rookwood Necropolis, was designed in a 'gardenesque' manner, with fountains, curving paths and garden beds.[98] Most importantly, a highly decorative Gothic railway station was placed at the centre of the necropolis. A matching station with sandstone spire was planned for Sydney Central at Regent Street. These stations, designed by Colonial Architect James Barnet, were constructed between 1868 and 1869. [99] The construction firm, Stoddart and Medways, 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.

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. With the Victorian relish for funerals in mind, the dramatic sandstone building was accompanied by a well-kept garden with a lawn was maintained at the street-facing side.[100]

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; 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.[101]

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 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.

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[96] The Sydney Morning Herald. (1869, February 17). *The Sydney Morning Herald* (NSW: 1842 - 1954), 7. Accessed at: http://nla.gov.au/nla.news-article13191880 (April 2021).

[97] DPIE, 2008. Mortuary Station. State Heritage Inventory. Accessed at: https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4803219 (November 2020).

[98] Ibid.

[99] Ibid.

[100] DPIE, 2008. Mortuary Station. State Heritage Inventory. Accessed at: https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4803219 (November 2020).

[101] Ibid.

Figure 51: Mortuary Station, 1871. Source: State Library of NSW
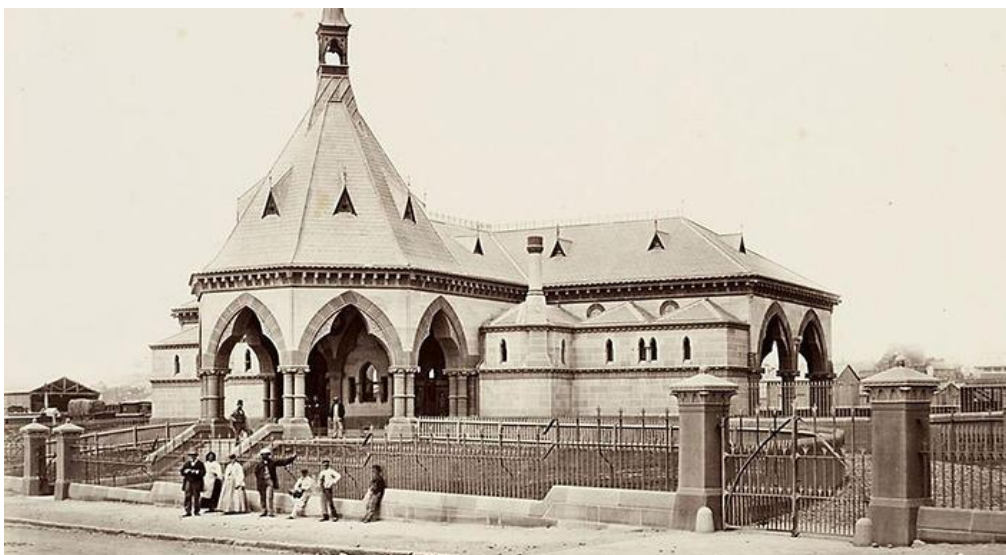
Figure 52: Mortuary Station, view from Regent Street with the second Sydney Station in the background. N.d. Source: NLA PIC/12254/923 LOC Album 1136

Figure 53: A steam train at Mortuary Station, 1967. Source: Steam Train Stories

5.4 Railway Overbridge

'…the oldest surviving structure on the NSW railway system and possibly the only surviving examples of the work of the Sydney Railway Company…' [102]

The coming of the railway was important for carrying both passengers and goods across NSW, with goods lines a key piece of infrastructure in the growing city. A goods line from Sydney Yard to Darling Harbour, linking the first Sydney Station to the wharfs, was opened on 26 September 1855, the same day as the passenger rail link between Sydney and Parramatta. To connect to the waterside without interrupting traffic, the goods line tracks were designed to run underneath Parramatta Road, through a sandstone arched overbridge.

Engineer William Randle designed the arched overbridge, which was constructed with Pyrmont sandstone by the Sydney Railway Company. The overbridge was large for the time, built with a 7.55m span and a width of 18.3m. [103] The embattled Sydney Railway Company was dissolved before the overbridge was completed, with the Government Railways completing the final sections of the overbridge.

The goods line was heavily used throughout the nineteenth and twentieth century, with the overbridge extended and well-maintained during its use. The overbridge was widened by approximately 44m in the 1880s with the corresponding widening of Parramatta Road, and again in 1901 with the creation of Lee Street. Both extensions continued to use sandstone blocks, adding vaulted arched brickwork to support the new work. As the overbridge widened, it began to resemble a tunnel.

The overbridge became completely closed into a tunnel during the 1970s. Twenty years later, concrete sections were added to the tunnel to support construction of an office tower in Lee Street. In 1986, the Darling Harbour goods yard was closed, ending over a century of essential goods transport from the water to the railway. The goods line and overbridge remained in use until 1997, connecting Central Station to the Rozelle goods yard. The final closure of the goods line occurred in 2005, when the Powerhouse Museum stopped a program involving heritage trains from Sydney Yard. The overbridge tunnel has since been closed to the public and propped up with steel frames, while the goods line was converted into a pedestrian footbridge connecting Ultimo to Darling Harbour.

Figure 54: Goods loco 3381 steams across the Ultimo Road underbridge. Source: Museum of Applied Arts and Sciences

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[102] Department of Planning, Infrastructure and Environment (DPIE), 2009. 'Ultimo (Railway Square) Railway Overbridge'. Accessed at: https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=4801079 (May 2021).
[103] Ibid.

Figure 55: View towards the Goods Line overbridge from Harris Street, 1950s. Source: City of Sydney Archives

5.5   Prince Alfred Sidings Substation

> *'...the principal sub-station – Prince Alfred – is the largest traction sub-station in the world…'* [104]

The Prince Alfred Sidings area was part of the original railyards at the first Sydney Station, which opened in c.1855. Known as Redfern Station, the structure was a hastily built corrugated iron shed with a wooden platform. [105] Throughout the 1850s and 1860s, the Prince Alfred Sidings area functioned as a storage yard for produce, with goods sheds built onsite.

As the first Sydney Station could not meet passenger demand, a second station was designed in 1871 by John Whitton. Workshops were constructed within the Prince Alfred Sidings area during construction for the second station, which was completed by 1874.[106] By 1896, the Prince Alfred Sidings area contained a carriage shed, goods sheds and yards.

On 11 December 1900, an Act of Parliament was passed enabling the construction of Central Railway Station at the Devonshire Street Cemetery site with works beginning the next year.[107] During construction, the Prince

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[104] Unseen Power that Drives our Trains (1926, November 21). *Sunday Times* (Sydney, NSW: 1895 - 1930), p. 5. Accessed at: http://nla.gov.au/nla.news-article128130755 (April 2021).

[105] Hagarty, D., 2005. The building of the Sydney Railway: the known story of the work of six men - a naval surveyor, four engineers, and the contractor who, with many others, built the first railway from Sydney to Parramatta 1848-1857. (Australian Railway Historical Society, New South Wales Division, Redfern), 197.

[106] Artefact Heritage, 2018a. Central Station Main Works – Station Box and Sydney Yards Archaeological Method Statement. Report to Laing O'Rourke. 29-31.

[107] Garnsey, H. and M. Killion, 2020. 'What was the Benevolent Asylum', *Sydney Benevolent Asylum: Index to Admissions and Discharges 1857-1900*. Accessed at: http://www.sydneybenevolentasylum.com/index.php?page=what-was-the-sydney-benevolent-asylum (November 2020).

Alfred Sidings continued to be utilised for goods storage. The new railway terminus and main concourse level were completed in 1906.[108]

Between 1925-1926, a three-storey electrical substation with two-storey annexe was constructed on the site, requiring the demolition of the Prince Alfred Sidings goods facilities. Several brick buildings from the 1870s, including the Blacksmiths and Carpenters Workshops, the former District Engineers Office, and former Draughtman's Office, were retained. The substation at the Prince Alfred Sidings area became known as the Prince Alfred Substation and supplied tractive power to the railway network. [109] The building was designed by John Bradfield in the Inter War Stripped Classical style, known for its simple strong lines. In the mid-twentieth century, an ancillary station was constructed as a compressor house to supply air to the pneumatic points in the Central electric yard.

The Blacksmiths and Carpenters Workshops and remnant working sidings were demolished in the late 1990s to make way for construction of the Airport Rail Link. [110] In 2016, an additional substation was constructed south-west of the Prince Alfred Sidings area at Chalmers Street. During the construction of the CBD and South East Light Rail (CSELR), another substation was built between the Railway Institute Building and the Prince Alfred Substation.

Figure 56: The Prince Alfred Substation c.1928. Source: AGE Archive

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[108] McKillop, R. F., Donald Ellsmore, and John Oakes, 2008. A Century of Central: Sydney's Central Railway Station 1906 to 2006. (Redfern, N.S.W: Australian Railway Historical Society/NSW Division). 33.

[109] DPIE, 2015. 'Central Railway Station and Sydney Terminal Group'. Accessed at: https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801296 (November 2021).

[110] Rappoport Pty Ltd & NSW Government Architects Office, 2013.

Figure 57: The Prince Alfred Substation BTH railway rotary converter, c.1928. Source: AGE Archive
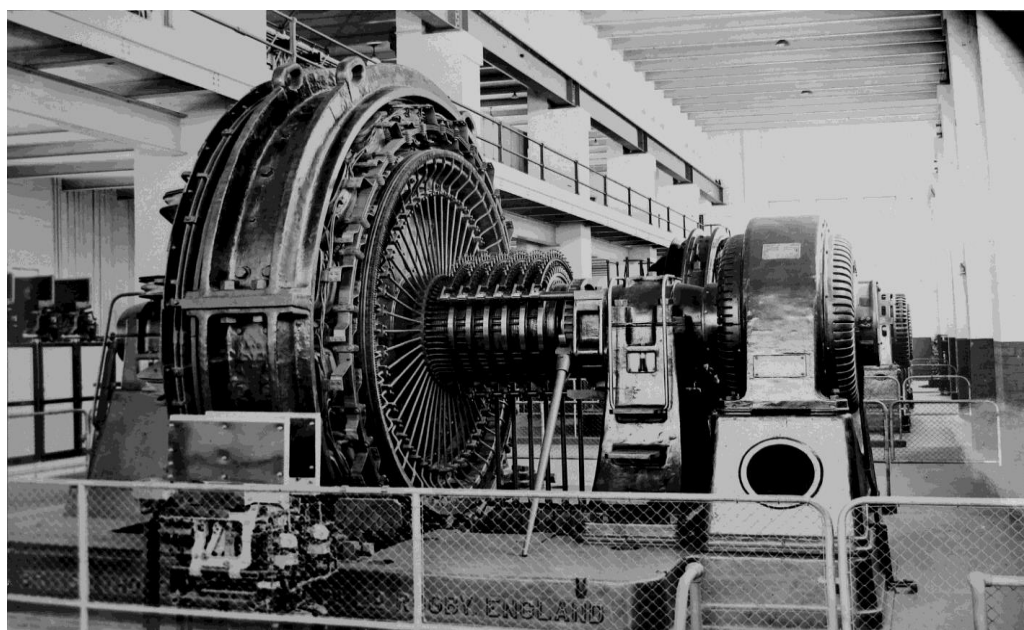
6. Moveable Heritage

Transport Heritage NSW manage the NSW Government's Moveable Heritage Transport Collection, a collection of moveable heritage items associated with the social, industrial, and engineering history of public transport in NSW. The Moveable Heritage Transport Collection has traditionally focused on the railways and contains many large and small artefacts associated with the Central SSP site. These items are stored onsite and at various TfNSW storage sites across Sydney.

Management of moveable heritage associated with Central Station is addressed by the Central Station CMP (2023, Artefact Heritage), in line with the management principles composed by Heritage NSW (2000). The following principles are relevant to moveable heritage and interpretation[111]:

- *Moveable heritage relates to places and people:*
  Moveable heritage exists in a variety of contexts in addition to museum, library and archive collections. It may be associated with places, regions, people and communities. It is often best to care for items and collections in this context.

- *Educating the community about how to identify and manage moveable heritage assists in conserving items and collections:*
  Community education is an effective way to protect moveable heritage in the long term. Private owners and community custodians have information and knowledge about moveable heritage and why it is important. Communities need to be involved in managing and interpreting their cultural material.

- *Assess the heritage significance of moveable items and collections before making decisions on managing them:*
  Decisions on managing moveable heritage, including acquisition, should be based on their significance, including their relationships to places and people. The wishes of private owners and community custodians should also guide decisions. Where relevant, conservation management plans should include policies that integrate the management of heritage places and their significant items.

- *Provide community access to moveable heritage and encourage interpretation:*
  Community access to moveable heritage is important because it helps people to understand and maintain cultural traditions and practices. It also encourages the conservation of significant moveable items. Interpret moveable heritage and places and educate people to understand uses, functions, community history and cultural practices.

The Central Station CMP recommends that a complete survey of moveable heritage items associated with Central Station should be undertaken, including guidelines for salvage and retention.

The Transport Heritage NSW collections house a range of moveable heritage items that relate to Central Station that could be developed into an engaging, conceptually accessible and historically important heritage display if supported by contextual information and showcased in a dedicated, publicly accessible location. The moveable heritage within the Moveable Heritage Transport Collection should be considered a priority for interpretation at the Central SSP, with opportunities for displays of large and small items in areas such as the Terminal Building considered (see Section 14.5). Moveable heritage pieces could also be incorporated into public artworks throughout the site, though their condition and heritage significance should be considered during this process (see Section 14.5 and 14.6).

In discussion with Sydney Trains, the following items were identified as 'iconic' pieces of the TfNSW moveable heritage collection associated with the Central SSP site that could be considered for integration in interpretation:

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[111] Artefact Heritage, 2023. Central Station Conservation Management Plan. Report prepared for TfNSW.

- The Sydney Trains Clock collection (currently not accessible to the public except as a special event).

- The wheelbarrow and shovel from the turning of the first sod at Central Station from 1850

- Rustic benches from Platform 1 (possibly also from the Second Sydney Station)

Left and right: Sydney Trains Clock collection

Left: Rustic bench Source: Transport Heritage NSW; right: Wheelbarrow and shovel from the turning of the first sod. Source: Transport Heritage NSW

Additionally, six iconic pieces that could be considered for integration in interpretation have been identified through consultation with the project team, Sydney Metro and through research:

- The mechanically operated indicator board installed at the terminal in 1906, which is a significant 'iconic' piece associated with Central Station, currently on display at the Powerhouse Museum.

- The burial vaults from the Devonshire Street Cemetery uncovered during the archaeological works for Central Station Main Works for Sydney Metro in 2019 (Burial Vaults 1 and 2), currently disassembled and in storage.

- A pair of gateposts from the Devonshire Street Cemetery which were relocated to the Camperdown Cemetery in Newtown in 1946, with another identical pair relocated to Rookwood Necropolis.

- Wagon turntables discovered during archaeological works in 2018 and salvaged/stored by TfNSW, currently disassembled and in storage.

- Central Station platform canopies, specifically Intercity Platforms 1-7 and Suburban Platforms 16-23 which may be removed during site development. [112]

Further opportunities for incorporating moveable heritage into future developments within sub-precincts of the Central SSP site could be explored, focusing on the 'iconic' pieces as an anchor point for interpretation (see Section 14.5).

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[112] TfNSW, 2016. Central Station Canopy Survey.

When detailed HIPs for each sub-precinct/heritage asset are being developed, the catalogue of the Moveable Heritage Transport Collection should be assessed, and appropriate artefacts nominated for possible future interpretation at a dedicated location within the Central Station Terminal Building or other areas within the site.

Left and right: Central Station indicator board. Source: Museum of Applied Arts and Sciences

Left: Burial Vault 1 (sandstone) from the Devonshire Street Cemetery. Source: Artefact Heritage; right: Lee Street wagon turntable. Source: AMAC Group

Left: Devonshire Street Cemetery gateposts in place at Camperdown Cemetery; right: another pair of gateposts at Rookwood Necropolis. Source: Flickr

Left: Platform 4/5 'High' significance canopy gable end, Central Station; right: Platform 20/21 'high' significance canopy exposed steel trusses

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7. Existing Interpretive Elements

There are currently over 60 different interpretive and dedication devices and programs in the Central SSP site. Their diverse messaging, style and locations reflect the nature of their installation over time for differing purposes. These elements include:

- Plaques

- Small sculptures and busts

- Murals

- Panels

- Artworks

- Murals

- Digital displays

- Events

- Tours (in person and digital).

Some examples are shown below, and a full list of the existing interpretive media is provided in Appendix B – Existing Interpretive Media Audit. Of particular note is the annual Transport Heritage Expo event held on Central Station Platforms 1-3. The proposed CPR plan provides for the continued use of the station for steam and diesel locomotives and associated events at Central Metro platforms 13/14 which are open to the sky.

During future project approval stages within each sub-precinct, assessment of whether the existing interpretive elements should be retained as is, restored and retained, replaced, or removed needs to occur.

This assessment should be undertaken against the following criteria:

- **Relevance** – is the message of relevance in supporting the main interpretive themes for the precinct or site-specific stories?

- **Condition/age** – is it in excellent condition?

- **Style** – does it integrate with the overall interpretation focus, use of materials and design style?

- **Add value** – does the pre-existing element add value to the interpretive experience of users the site?

- **Representativeness** – is the element representative of a story or style of interpretation that is unique in itself?

Left: Sydney – Perth Rail Link plaque; right: Devonshire Street Cemetery plaque, RAHS

Left: Chalmers Street murals, celebrating 150 years of railway workers; right: Busts at the Ibero-American Plaza, Chalmers Street

Left: Honour rolls on display at the Terminal Building; right: Terrazzo floor mosaic at the Terminal Building

Transport Heritage Expo event at Central Station

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8. Archaeological Potential

8.1 Introduction

The stories of the Central SSP site are embedded in the earth, with layers of historical development present onsite. This section outlines the archaeological potential, both Aboriginal and non-Aboriginal, of the Central SSP site, providing a contextual background about elements that may require interpretation in future developments within the SSP.

8.2 Historical archaeological potential

8.2.1 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.

8.2.1.1 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. [113]

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.

8.2.1.2 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.

8.2.1.3 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.

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[113] Casey & Lowe, 2009. Results of Archaeological Testing, Western Forecourt, Central Station.

8.2.1.4   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.

8.2.1.5   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. [114] 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.

8.2.1.6   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. [115] 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 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.

8.2.1.7   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.[116] 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.

8.2.1.8   Sydney Metro Central Stations 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.

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[114] Artefact Heritage, 2017. CSELR Memo: Archaeological Excavation Results 311024_JVB. Report prepared for Acciona.
[115] Artefact Heritage, 2018. CSELR Memo: Archaeological Excavation Results 180712_JVB. Report prepared for Acciona.
[116] Artefact Heritage, 2020. Report on Archaeological Salvage Fee Zone 14, Surry Hills. Report prepared for Acciona.

Table 8: 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 Devonshire Street Cemetery, with associated human remains	Human remains

8.2.1.9   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.[117]

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,

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

Maintenance Plumbers, Traffic Control buildings and signal boxes in Sydney Yard. Items associated with this phase have been assessed as locally significant.[118]

8.3 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 follows[119]:

- **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 and the location of the AHIMS site are shown in Figure 45.

8.3.1 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.

8.3.1.1 *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.[120] 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.

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[118] Ibid.
[119] Artefact Heritage, 2022. Central State Significant Precinct Aboriginal SSP Study. Report to Transport for NSW.
[120] Casey & Lowe, 2009. Results of Archaeological Testing, Western Forecourt, Central Station.

Figure 58: Map of Aboriginal archaeological potential at the Central SSP site and location of AHIMS ID 45-6-3654
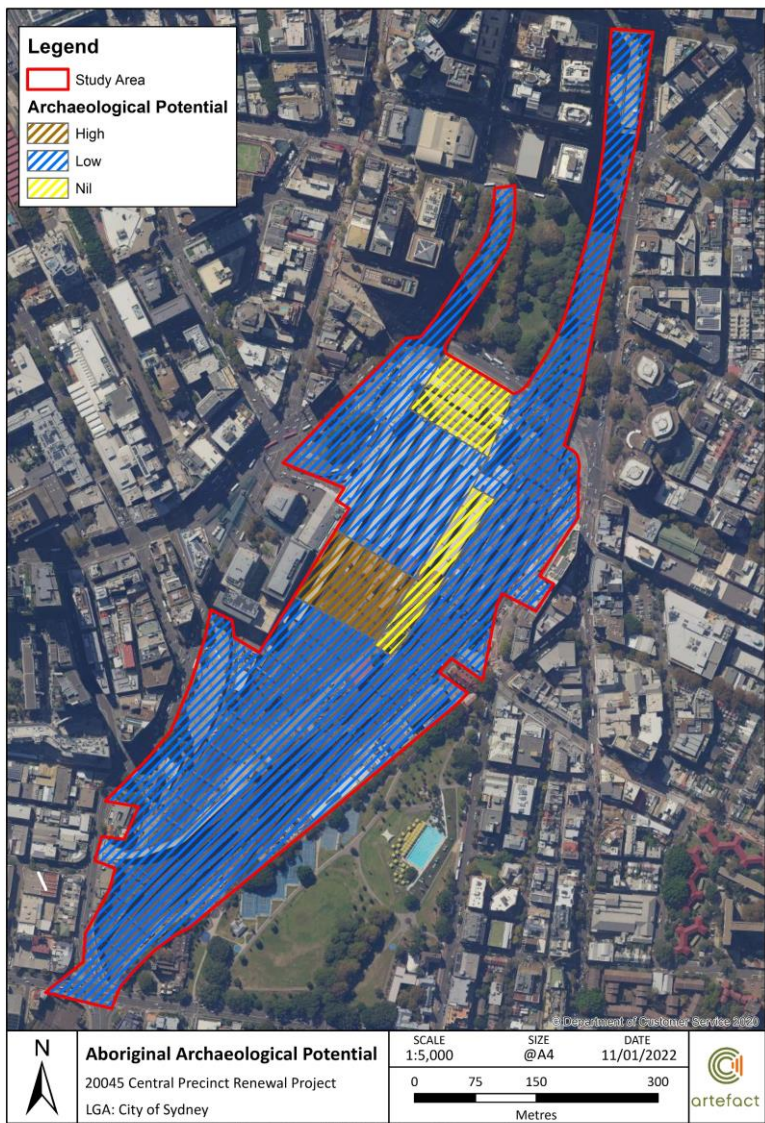
8.3.1.2 Lee Street Substation Excavations, 2016

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.[121] 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.[122]

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.

8.3.1.3 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.

8.3.1.4 Former Inwards Parcel 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.

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

[122] Ibid. 10.

8.3.1.5   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 that 1m below the current ground level. As such works that do not exceed this depth are unlikely to impact deposits with Aboriginal archaeological potential.

8.3.2   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.

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. 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.

These results are shown in **Table 9** below.

Table 9: 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%

9.   Heritage Significance

9.1   Introduction

This section outlines the non-Aboriginal heritage values of the Central SSP site, to inform the development of heritage interpretation around the precinct. The heritage values are derived from the heritage listed items within the precinct, and the histories, associations, appearance, form, and visual and physical relationships between these items.

9.2   Heritage listings

The site includes three listed heritage items of local and State significance, as shown in **Table 10**. These items will be a strong focus point for heritage interpretation onsite. The statements of significance for these three items is shown in Appendix A.

Additionally, a total of 59 other locally listed heritage items and six State Heritage Register (SHR) listed heritage items are in the immediate vicinity of the site. A listing of these items is shown in Appendix A.

Table 10: Heritage items within the site

Item	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, Prince Alfred Substation	Local	Sydney LEP 2012 (Item No. I824)
Mortuary 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. I194)
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. I180)

Figure 59: LEP and SHR listed items in and around the site

10. Aboriginal Heritage Values

10.1 Introduction

An understanding of the relevance and importance of the Aboriginal cultural landscape is key to sensitive cultural design development. This understanding provides opportunities to explore Aboriginal peoples' unity with the natural environment, their traditional knowledge of spirit, places, land uses and ecology, and the ongoing interrelationships between past and present. These understandings are best developed through authentic and sustained consultation with Aboriginal knowledge holders and professionals.

The Aboriginal cultural landscape of the Central SSP site is highly valued by Aboriginal people because of their long and complex relationship with the land. The area, part of the traditional lands of the Gadigal, has a wealth of intangible and tangible Aboriginal heritage values. Intangible heritage values are communicated through story and song and should only be shared though meaningful consultation with Elders. More tangible heritage values, communicated through Aboriginal sites, are recorded and cared for through the AHIMS database, which is continually updated with new archaeological discoveries.

10.2 Aboriginal consultation

10.2.1 Aboriginal stakeholder consultation

Consultation with Aboriginal knowledge holders is a fundamental aspect of the heritage interpretation process. As the Traditional Owners of the land, the local community maintains a dynamic connection to Country which informs their identity, culture, language, and ways of living. [123] The depth of this connection requires that appropriate, effective consultation with relevant community members must take place for any archaeological or heritage works occurring on their traditional land.

Under the Burra Charter[124]:

> *Article 12. Conservation, interpretation and management of a place should provide for the participation of people for whom the place has significant associations and meanings, or who have social, spiritual or other cultural responsibilities for the place.*

The following strategies should be considered when planning an approach to Aboriginal engagement and integration of Aboriginal cultural values in the Central SSP Renewal project:

- Early engagement with Aboriginal communities/knowledge holders through a structured engagement strategy

- The establishment of an Aboriginal reference group to inform planning

- The development of a site specific Connecting with Country framework, and a co-design process[125] to establishing cultural design principles, based on respectful and collaborative engagement throughout the planning, development and construction stage

- An appreciation by the project teams of the concept of Aboriginal inter-connectedness with Country

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123 Australian Heritage Commission, 2002. Ask First: a guide to respecting Indigenous heritage places and values.

124 Australia ICOMOS, 2013. Burra Charter –The Australian ICOMOS Charter for Places of Cultural Significance. 3.

125 Department of Aboriginal Affairs, 2018. Weaving Knowledges: Knowledge exchange, co-design and community-based participatory research and evaluation in Aboriginal communities. Accessed at: https://www.aboriginalaffairs.nsw.gov.au/pdfs/new-knowledge/Weaving-Knowledges-codesign-report-FINAL.pdf (April 2021).

- Inclusion of Aboriginal expertise/Aboriginal roles in architectural/design teams

- Engagement of Aboriginal artists/designers, with appropriate permissions and intellectual property rights.

To address the first point, a consultation process specially focused on approaches and narratives that could inform the heritage interpretation planning process was undertaken by Cox Inall Ridgeway in 2021 (see Appendix C). The results of these have informed the development of this HIS. The results of consultation process are outlined in section 9.4 below.

10.2.2 Previous Aboriginal stakeholder consultation

Several Aboriginal stakeholder consultations have been undertaken for projects in the Central area over the past several years. These include:

- Archaeological & Heritage Management Solutions for Urban Growth NSW, Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review Final Report (September 2015)

- Origin Communications Australia for Urban Growth NSW, Central to Eveleigh Urban Transformation and Transport Program Final Report on Engagement Activities and Feedback from Aboriginal Community Members, Organisations and Stakeholders (Phase 1 – 2015)

- Extent Heritage Advisors for Urban Growth NSW, North Eveleigh West Railway Yards Historical and Aboriginal Archaeological Impact Assessment (June 2016).

A review of these existing community consultation for recent projects in and around the subject site was also undertaken by Cox Inall Ridgeway in 2021, and a summary is provided below:

> *Key themes and recommendations arising from the previous engagement sessions include the desire of the local Aboriginal community for the stories and memories of Redfern as the Aboriginal heart of Australia to be recorded and celebrated and the central importance of recognising the Project area as Cadigal Country. Previous suggestions put forward to celebrate the area's rich Aboriginal history include an oral histories project, a Keeping Place, a Gathering Place, family mapping, co-naming and signage.*
>
> *The Project area contains extremely significant Aboriginal heritage values which encompass traditional cultural connections, local histories, industrial/entrepreneurial histories, social/kinship histories and political histories which are ongoing to the present day.[126]*

The report also summarised previous suggestions for interpretation options deriving from these consultations which included:

- An oral history project

- A keeping place

- Cultural expression through art, murals, street art, sculpture

- Smart apps and virtual reality tours/museums

- Naming, use of the Sydney Language in signage/place naming/street names

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[126]Cox Inall Ridgeway, 2021. Central Precinct Renewal Project: Review of Central and Redfern Renewal Project Documents. Report prepared for TfNSW.

- Landscape design & plantings

- Walks and tours

- A gathering place - spaces and places that allow Aboriginal people to connect and gather

- Cultural expression programs

- Show tangible markers of Aboriginal culture and history

- Cultural sensitivity as to what can be shared/shown.

10.2.3 Aboriginal Community Engagement Report (2021)

Cox Inall Ridgeway prepared a Community Engagement Report for the precinct redevelopment summarising the extensive program of research and engagement with Aboriginal stakeholders over the life of the project. Participants in the research included local and Gadigal Elders, local First Nations community members, relevant Local and State Government agencies and

The findings of the consultation process were organised by Cox Inall Ridgeway into six major 'key themes':

- **Key Theme 1** – The Project was widely supported and endorsed by First Nations stakeholders, but future engagement is recommended

- **Key Theme 2** – The project must be anchored in a Gadigal identity to properly connect with Country

- **Key Theme 3** – Central Precinct has a strong Aboriginal history, but this is not reflected in the Precinct's current design

- **Key Theme 4** – The Project's design should explore and respect Aboriginal culture and heritage

- **Key Theme 5** – Embedding Aboriginal voices at all stages of the Project is key in ensuring Central Precinct is a welcoming and inclusive place for First Nations people

- **Key Theme 6** – Relationship building with peak Indigenous stakeholders is critical in identifying opportunities for Indigenous economic development and improving Project processes.

The themes which directly relate to the development of Aboriginal heritage interpretation elements have been addressed in this HIS.

10.3   Cultural heritage values of the Central SSP

The Aboriginal cultural heritage values of the Central SSP site outlined in this HIS were developed through consideration of the project's Connecting with Country Framework (see Section 9.5) and consultation workshops with Aboriginal communities facilitated by Cox Inall Ridgeway during the preparation of a Consultation Report for Aboriginal Heritage Interpretation Strategy for the project (Appendix C). The values were also informed by research and previous projects in the Redfern/Central area where consultations were undertaken. [127] These workshops allowed a greater understanding of Aboriginal lifeways and cultural connections with the precinct throughout time.

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[127]AHMS, 2015. Central to Eveleigh Corridor Aboriginal and Historical Heritage Review. Report prepared for UrbanGrowth NSW.

10.3.1 Journeys and Gatherings consultation workshops (2020)

During the workshops, Aboriginal stakeholders agreed that the key themes of 'Journeys' and 'Gatherings' developed by Artefact Heritage in the draft HIS to frame the interpretive work within the site were appropriate and resonated deeply with the Aboriginal history of the site. [128]

The stories discussed by the Aboriginal stakeholders included:

Journeys

- **The Stolen Generation** – Platform 1 at Central Station is a key site of trauma for Aboriginal people associated with the Stolen Generation, as this was the platform where trains departed to deliver Aboriginal children to State welfare homes, separating siblings from siblings and children from mothers and fathers.

- **Highways** – Historical sources indicate that the area between Eveleigh and Central Station was part of a significant travel route running north-south, likely utilizing the higher ground/ridgeline located to the east of the site and roughly followed by the current day Botany Road, and an area of connection between groups used for trade and social and ceremonial networking.

- **Aboriginal astronomy and Sky Country** – The stars were a useful tool for Aboriginal people while navigating across Country, with the setting and rising of certain stars associated with cultural knowledge about harvests and hunting times. The sun and moon rising in the east was a key dictator in how Gadigal lived their lives.

- **Coming to Redfern** – From the late nineteenth century onwards, Aboriginal people began to move to Redfern in large numbers. The community formed at Redfern, made up of Aboriginal people from all over the country, was a place of safety, where Aboriginal people could live, work, access services and come together. The civil rights movement was also born in Redfern in the 1940s, and would grow throughout the 1960s, 1970s and 1980s into a strong force for change for Aboriginal people.

- **Train journeys** – Central Station has been a key place in the mobility of Aboriginal peoples from all over Australia. Train journeys taken from Central were often the way Aboriginal people connected back to Country, allowing people to return to both their and other people's Country for specific celebrations and responsibilities.

Gatherings

- **Places** – The area around Belmore Park and Central Station was an important meeting point and place of gatherings for Aboriginal people throughout the 1790s where Aboriginal performances, ceremonies and trials in this spot were often witnessed by hundreds of spectators from Sydney town, and the area of Cleveland Paddocks (now Prince Alfred Park) was an Aboriginal campsite until the coming of the railway in the 1850s. Moore Park, south-east of the site, was traditionally used as a 'payback area', where grievances were aired and culturally resolved. In the twentieth century, places like Redfern and The Foundation for Aboriginal Affairs in George Street were important for advancing the general welfare of Aboriginal people in Sydney and places where Aboriginal people felt safe and welcomed.

- **Employment** – The Aboriginal heritage values of the area are rich and complex, and interwoven with more recent historic events: for example, the coming of the railway in the 1850s facilitated movement of Aboriginal people into the area to work at the Eveleigh railyards and other factories and light industry around Redfern. Aboriginal people have a proud history of working with the rail, including a family with the first male and female train drivers in NSW.

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[128] Cox Inall Ridgeway, 2021. Central Precinct Renewal Project: Consultation Report for Aboriginal Heritage Interpretation Strategy. Report prepared for TfNSW. 6.

- **Activism in the heart of Sydney** – The Central/Redfern/Waterloo area is a key contemporary location, often referred to as the Aboriginal heart of Sydney, and the centre of Aboriginal activism, where major Aboriginal legal, health and community services were established. Spaces near Central Station such as the Burlington Hotel and the Goulburn Street Trades Hall were important spaces for organising and unionising. The Australia Hall, at 15-152 Elizabeth Street, was the site of the first Aboriginal Day of Mourning in 1938.

- **Country's heartbeat** – Underneath the built environment of the Central SSP, Gadigal Country is still living and breathing. Country comprises all parts of the natural environment, from plants and animals to water, earth and rock, weather, and sky. There is a general understanding that without Country, Aboriginal people would hold no knowledge.

- **Custodianship** – The concept of sharing Aboriginal culture with all people was flagged as a critical factor in closing the gap between Aboriginal and non-Aboriginal people. For example, stakeholders noted that inheriting custodianship of Gadigal Country and culture is not an obligation exclusive to Indigenous people – non-Indigenous people inherit this obligation, too.

- **Connections** – Aboriginal people see the Central SSP as a place of connectedness, an umbilical connection throughout Country that has also played an important role in forming social, family, and cultural connections for Aboriginal people.

- **Gadigal identity** – The Gadigal are connected to their identities through Country, seeing themselves as an extension of the land on which Sydney sits. Gadigal identity can be explored through the characteristics of 'sunrise people, moonrise people, sandstone people, stories of whale dreaming, and dreaming stories of mother earth through fig trees, paperbark trees, angophora trees and ironbark trees'.[129]

Other cultural priorities for planning at the Central SSP were discussed, including the following:

- **Cultural blindness** – 'Rather than an outcome of explicit and intentional prejudice, cultural blindness often stems from complex, nuanced, and often changing social and institutional dynamics'.[130] The development of the Central SSP should aim to remove cultural blindness through education, cultural representation and celebration of Aboriginal people and culture.

- **Healing** – the idea of cultural healing anchoring the project was repeatedly noted by stakeholders, especially due to the dark legacy of Platform 1 at Central Station. Healing Country, culture and spirit should be a focus on the development and should be achieved through education and truth-telling at the subject site.

- **Public spaces** – Ensuring Central SSP is welcoming and inclusive for Aboriginal and First Nations people should be a primary concern of the future development. Public spaces are loaded with meaning for Aboriginal people – on the one hand, gathering as communities and families to socialise and undertaken business and ceremony are key facets of culture, however historically Aboriginal people have been marginalised from public spaces around the Central SSP. Aboriginal people should feel like they belong to a space and are free to be their authentic cultural self with no fear for their spiritual, cultural, or physical safety.

- **Accessing Country** – Aboriginal stakeholders emphasised the importance of creating Indigenous tourism opportunities, allowing the Indigenous community the opportunity to care for and access Country, and creating social "stages" or platforms where Indigenous people can publicly perform and celebrates cultural events such as NAIDOC Week.

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[129] Cox Inall Ridgeway, 2021a. Central Precinct Renewal Program: Aboriginal Community Engagement Report. Report to TfNSW.
[130] Ibid.

- **Aboriginal voices** – To ensure the success of the proposal for the Aboriginal community, it is vital that Aboriginal voices are embedded into design and planning throughout the life cycle of the project.

- **Complex histories** – Aboriginal connection, history, and stories need to be layered or acknowledged alongside the versions of dominant/colonial history which exist in the Central SSP space, to create a place which can hold all stories together.

Further cultural heritage values have been derived from other projects' guiding documents for the precinct and surrounds, including the following:

- **Welcome to Country** – In Aboriginal culture, welcoming protocols are important in clan relationships. When crossing clan Countries, Aboriginal people would show respect to the Country they are crossing by waiting on the border for the Country's clansmen to welcome that person. As Aboriginal people are custodians of the land, the welcoming of persons through their land ensures the good intentions of these persons towards the land itself and the clan. This tradition continues to be practiced today in the form of Welcome to Country, an acknowledgement of Aboriginal people's connection to the land and custodianship of Country. The continuation of welcoming protocols was suggested as an important aspect to consider during design. [131]

- **Many languages** – The local language spoken by the Aboriginal community prior to the arrival of colonists is today generally known as the Sydney Language. Stakeholders stressed the importance of inclusivity regarding using language or acknowledging all the Aboriginal groups who have travelled to the area over the last century and exist within the Sydney CBD to encourage a sense of belonging in the local Aboriginal community. [132]

- **Deep time** – There are deep time connections with this area over tens of thousands of years. The name Gadigal, the traditional custodians of the land, was used in the earliest historical records of European settlement in Sydney to describe the Aboriginal band that lived on the southern shore of Port Jackson, from South Head west to the Darling Harbour area. The area is historically significant for the associations it has with the Gadigal and other Aboriginal people in the past and continuing today.

- **Waterways** – Aboriginal occupation before European invasion would have been concentrated around resource rich areas associated with water. A number of swamps and small waterlines were located within the low-lying areas of the undulating dune landform in the area surrounding Central SSP site, including a creek running through the current location of Sydney Yards. Historical sources suggest there was a large swamp to the east where Redfern Park is today, as well as the Blackwattle Creek and Devonshire Street Creeks which ran through the site. Many of the waterways in the area would have fed into Shea's Creek (Alexandria Canal) approximately 1.8 km to the southwest of the site, which is a tributary to The Cooks River. The geology of the area, on the transition between the Botany sand sheet and Ashfield Shale, made the area rich in plant and animal resources to support Aboriginal lifeways.

- **Cultural challenges** – The sensitivity and appropriateness of information must be assessed by community elders, Traditional Owners and family custodians during the interpretive process. Sacred and non-public information must be protected.

- **Contemporary lifeways** – Aboriginal people expressed their interest in modern issues directly affecting their communities in and around the subject site, including housing affordability, gentrification and specific design elements (e.g., high rises, fenced and locked areas) that are seen as exclusionary.

While all these stories should be considered for inclusion within heritage interpretation elements, a selected suite of these stories has been outlined in Section 8.2: Key Site Stories to ensure that a manageable number of stories, including the wealth of non-Aboriginal stories, can be told within the site. In particular, the proximity of Redfern, considered the Aboriginal heart of Sydney and the site of many civil rights movements, to the Central

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[131] Balarinji, 2021. Aboriginal Core Narrative and Cultural Design Principal Report.
[132] Ibid.

SSP site indicates that some of these site stories could be best placed within interpretive elements in the Redfern

10.3.2 Connecting with Country Framework consultation (2021)

A site-specific Connecting with Country Framework (2023), developed by Balarinji for the project, also included consultation with key Aboriginal knowledge holders, community members and organisations.

As part of the framework preparation, Balarinji arranged consultation sessions with:

- Adam Byrne, Garigal, Gadigal and Darug man and co-owner of Bush to Bowl

- Aiesha Saunders, Biripi woman and former Sydney Living Museums Assistant Curator of Aboriginal Interpretation Projects

- Akala Newman, Wiradjuri and Gadigal woman and Assistant Producer with Moogahlin Performing Arts

- Alannah Davison, Gadigal and Dunghutti woman and Communications and Education Officer at Aboriginal Affairs NSW

- Allen Madden, Gadigal Elder

- Clarence Slockee, Cudgenburra/Bundjalung man and director of Jiwah

- Darren Hammond, Gomeroi man and CEO of the National Centre for Indigenous Excellence

- Deborah Lewis, Dharawal women and cultural advisor to the CEO at Inner West Council

- Dixie Link-Gordon, Goreng woman and Redfern community organiser

- Kerry Johnson, a teacher of Wiradjuri dance and artistic director of Burrundi Theatre for Performing Arts

- Shirley Lomas, descendant of the Gamilaroi and Waka Aboriginal nations and Redfern community organiser.

From their consultation sessions, Balarinji identified the following twelve themes for design integration at the Central SSP site. These themes have been integrated by the Central SSP Design Team into the Technical Studies for the Central SSP renewal and align with the interpretive themes outlined in this HIS.

The Design Themes for Connecting with Country at the Central SSP site are as follows:

- Reconnect Redfern and the Harbour

- Replacing Landmarks of Country

- A Connection to Sky Country and Cosmology

- The Legacy of Sydney Trains

- A Meeting Place

- Connecting to Country Through Layers of Sandstone

- Acknowledging and Healing

- Biodiversity and Restoring the Sounds of Country

- Place Based Learning

- Six Seasons Planting

- Living Technology

- Community Space and Facilities

- Welcome to Country.

Figure 60: Design Themes for Connecting with Country. Source: Balarinji, 2023

Reconnection Redfern & The Harbour
- Consider historical connections between Redfern and the Harbour
- Acknowledge the movement of the Aboriginal community from the Harbour to Redfern and the impacts this has had

Replacing Landmarks of Country
- Consider how the traditional landmarks of Country have been obscured by the City, however Country and many of its landmarks are still under the concrete
- Acknowledge and interpret the landmarks of Country, such as Sandhills, in the new masterplan

A Connection to Sky Country and Cosmology
- Reconnect vertical sightlines.
- Acknowledge and celebrate local Sky Country knowledge and stories
- Including Sky Country in exploration of Connecting with Country

The Legacy of Sydney Trains
- Acknowledge that the railways were one of the first employers of Aboriginal people in Sydney. Community moved into Sydney from regional areas for employment opportunities
- Acknowledge that Sydney Trains is still one of the largest government employers of the Aboriginal community today

A Meeting Place
- Acknowlede Central as a traditional and contemporary meeting place
- Recognise Central as a place where the Aboriginal community gather before travelling back out to Country by train

Connecting to Country Through Layers of Sandstone
- Acknowledge Sydney as Sandstone Country
- Understand Sandstone as a function of Country and a resource that has been formed on Country and of Country over thousands of years
- Explore how Country can be represented when it moves from being under to above ground and the enduring nature of Country

Acknowledging and Healing
- Acknowledge the history of Platform 1 and its role as a processing station for the Stolen Generations
- Contribute to reconciliation and healing through acknowledging the history of the site and the Country below

Biodiversity & Restoring the Sounds of Country
- Consider Country through all five senses
- Increase the biodiversity of the site to support the regeneration of Country, for example, biodiversity increases birdsong (the sound of Country)

Place Based Learning
- Celebrate the Aboriginal storytelling protocol of Place-Based Learning. Knowledge is gained only through participation. You have to walk Country to know place. This is living knowledge and learning
- Encourage Precinct visitors to engage in Aboriginal culture and learn about Aboriginal history and approach to Country
- Encourage visitors to follow knowledge pathways across the Precinct.

Six Seasons Planting
- Acknowledge that Sydney has six seasons according to Country
- Integrate Indigenous knowledge systems around seasonality and indicator species
- Regenerate Country by planting in accordance with the six seasons

Living Technology
- Acknowledge that Aboriginal culture is a living culture with ever evolving technology
- Use technology to enhance and protect Aboriginal cultural knowledge and Indigenous knowledge systems
- Use technology to bring Aboriginal culture into the Precinct through language installations, interactive story telling etc

Community Space and Facilities
- Acknowlede that community need culturally safe spaces to gather within the Sydney CBD
- Provide space for culture to practiced and shared within the Central Precinct

Welcome to Country
- Recognise that the Welcome to Country that a majority of Australians experience is not generally connected to the ancient protocol
- Understand that when Aboriginal people traditionally travelled across Country, they waited at the border of their Country and gained permission to travel into the Country of others. This would typically happen by setting fires to create smoke signals (Visual) and through song and dance (auditory and movement) and gift or trade exchange. They would wait for someone to come to meet them and grant them permission to continue on their travels
- Acknowledge that part of being welcomed on to Country is accepting a responsibility to care for Country and treat it with the respect that it deserves

10.3.3 Metropolitan LALC consultation (2022)

Discussions about the cultural significance of the Central SSP were undertaken with the Metropolitan LALC during the Aboriginal archaeological site survey on 12 April 2022. The above cultural heritage values were confirmed by Cultural Heritage Officer Rowena Walsh-Jarrett, who also provided additional insights into the cultural stories of the subject site. The following stories were discussed with Metropolitan LALC:

- *Cadi/Gadi Trees* **–** Grass trees, the plant that the word Gadigal is derived from, were commonly growing around the Central SSP prior to colonization, with the species particularly abundant near areas associated with sandstone. This connects to the modern use of sandstone at Central Station; the sandstone blocks sourced from Pyrmont that comprise the station building may have once supported grass trees.

- *Along the track* **–** The Central SSP was part of a walking track that ran from the coast around La Perouse into Sydney Cove, where Aboriginal people would travel to fish or gather resources.

- *Connected communities* – The suburbs around the Central SSP, including Surry Hills, Waterloo, Eveleigh and Redfern were places where Aboriginal families lived and worked throughout the late nineteenth and early- to mid-twentieth century. Aboriginal children grew up in these suburbs, playing in the houses and streets and learning culture from their families. The evolution of these suburbs into gentrified areas has erased the proud history of Aboriginal and migrant families.

- *Cultural knowledge* –Aboriginal people were important participants in the emerging colonial economy, with their cultural knowledge used by colonists to survive in an unfamiliar climate. In and around the Central SSP, Aboriginal people acted as guides through Country, sold fish in Haymarket and other trade areas, accompanied and guided fishing expeditions and shared other crucial skills to assist convicts and settlers alike. This remains a remarkable act of generosity and resilience in the face of deep cultural shifts and increasing colonial disenfranchisement.

11. Interpretive Themes

11.1 Introduction

To successfully interpret a site, the contextual background should be presented in a way that is clear, concise, informative and engaging. Successful interpretation is best achieved by structuring the interpretive approach around key themes or stories directly associated with the site to provide a strong context for understanding the heritage values of the site.

11.2 Historical themes

The Heritage Council of NSW has established thirty-two NSW Historical Themes[133] to connect local issues with the broader history of NSW and the nation. Historical themes provide a context within which the heritage significance of an item can be understood, assessed, and compared. Themes help to explain why an item exists, how it was changed and how it relates to other items linked to the theme.

The historical themes which relate to the Central SSP site are listed in **Table 11**. In addition, NSW RailCorp have identified a series of historic themes, particularly relevant to rail history, which are also included in **Table 11**.[134]

Table 11: Central SSP site thematic framework

Australian Theme	NSW Theme	RailCorp Themes	Site Specific Themes
Developing local, regional and national economies	**Technology** Activities and processes associated with the knowledge or use of mechanical arts and applied sciences		The evolution of railway technology from steam to electricity - Bradfield 'Flying Junctions', Electricity sub-stations Innovation in railway architecture; Central Station Terminal building and platforms, Mortuary Station
Developing local, regional and national economies	**Communication** Activities relating to the creation and conveyance of information		Journeys of packages, goods and messages across the state; mail trains and parcels services, railway telegraph services, former parcel dock and parcels office, signaling systems Central Station Terminal administration offices
Developing local, regional and national economies	**Events** Activities and processes that mark the consequences of natural and cultural occurrences	Railway celebrations and commemorations	Major events at Central Station
Building settlements, towns and cities	**Towns, suburbs and villages**	Shaping inland settlements	Central Station Terminal suburban rail lines

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133 Heritage Council of NSW, 2001. NSW Historical Themes.
134 McKillop, Robert F. 2009. Thematic History of the NSW Railways. Report prepared for RailCorp.

| | | Impacts of railways on urban form | Creating landmark structures and places in urban settings - Central Station Terminal building. Mortuary Station

Gatherings of people into settlements, attracted by the proximity and ease of the railway line to Central Station |
|---|---|---|---|
| | Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages | | |
| Building settlements, towns and cities | **Utilities**

Activities associated with the provision of services, especially on a communal basis | | Prince Alfred Substation

Bradfield 'Flying Junctions'

Provision of electricity to new railway lines

Railways to inland settlements |
| Building settlements, towns and cities | **Accommodation**

Activities associated with the provision of accommodation, and particular types of accommodation | Servicing and accommodating railway employees

Servicing and accommodating passengers | The Railway Institute

Central Station Terminal building offices

Central Station Terminal building refreshment and waiting rooms, train carriages |
| Working | **Labour**

Activities associated with work practices and organised and unorganised labour | Railway operations workers

Railway work culture

Operational health and safety

Rail heritage volunteers | Working practices at mills, workshops substations and Gasworks associated with the site |
| Governing | Government and Administration

Activities associate with the governance of local areas, regions, the State and the nation, and the administration of public programs – includes both principled and corrupt activities | Railway administration

Federation and railways

Railway time | Building and operating public infrastructure/rail networks

Central Station Terminal building as a landmark site of public architecture

Central Station's clocktower as the 'working man's watch'

Central Station Terminal building as a showpiece for NSW following Federation |
| Governing | Defence

Activities associated with defending places from hostile takeover and occupation | Transporting troops and equipment

Remembering the fallen | |

Developing Australia's cultural life	Leisure Activities associated with recreation and relaxation	Moving people to sporting events and leisure activities Railway tourism	Moving people to events and leisure activities Central Station Terminal building as the terminus for suburban and interstate lines
Developing Australia's cultural life	Creative endeavour Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities	Evolution of design in railway engineering and architecture Railway art, folklore, and music	Evolution of design in railway engineering and architecture Central Station Terminal building as a constantly changing, evolving, and improving station, both architecturally and technologically Prince Alfred Substation
Marking the phases of life	Persons Activities of, and associations with, identifiable individuals, families and communal groups	Significant railway identities	Central Station Terminal building associated with a number of Government Architects, Ministers, Railway Commissioners and Railway Chief Engineers Associations with Walter Liberty Vernon, John Bradfield, John Whitton, James Barnet, Edward Eddy, Edward O'Sullivan, Henry Deane and other historical figures
Marking the phases of life	Birth and Death Activities associated with the initial stages of human life and the bearing of children, and with the final stages of human life and disposal of the dead	Funerary trains	Site of the former Devonshire Street Cemetery, the mass exhumation and continuing archaeological investigation of the cemetery, and recent archaeological investigations Mortuary Station/funerary trains and journeys

11.3   Key themes

Key themes for heritage interpretation are a vehicle for structuring information to convey the layered history of a site and its cultural landscape. They are informed by an analysis of the historic themes outlined above, historical research and by feedback from community consultations. To simplify the interpretive structure and to provide some major anchor-points, two key themes emerge that encompass the majority of the identified historic themes and can be applied across both Aboriginal and non-Aboriginal heritage values.

The key themes for interpretation of the Central SSP site are:

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

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

These themes provide an anchor point for selection of interpretive narratives and can inform the development of interpretive media in the public domain spaces (plazas, parks, pathways, streets), and within specific built forms (adaptively reused heritage buildings and new buildings/structures).

From these overarching interpretive themes, specific site stories related to each sub-precinct can be developed which allow the specific meanings and associations of buildings and spaces to be explored.

11.4   Key site stories

An assessment of the histories and of the consultations undertaken to date, have led to the development of thirty major site stories which can be explored through interpretation at the site. These site stories fall under the themes of 'Journeys' and 'Gatherings', though many contain elements of both themes.

11.4.1 Journeys

- **Waterways and trackways** - A number of swamps and small waterlines were located within the low-lying areas of the undulating dune landform in the area surrounding the Central SSP site, including a creek running through the current location of Sydney Yards. The geology of the area, on the transition between the Botany sand sheet and Ashfield shale, made the area rich in plant and animal resources to support Aboriginal lifeways. Historical sources indicate that the area between Eveleigh and Central Station was part of a significant travel route running north-south, likely utilizing the higher ground/ridgeline located to the east of the site and roughly followed by the current day Botany Road, and an area of connection between groups used for trade and social and ceremonial networking.

- **Journeys in the sky** – Aboriginal astronomy and star stories relate to seasonal views from Sydney.

- **Platform 1 and the Stolen Generations** – the stories of the members of the Stolen Generations, who were separated from their loved ones and delivered via train from Platform 1 to State-run welfare homes.

- **Coming to Redfern/Central** – the Aboriginal heritage values of the area are rich and complex, and interwoven with more recent historic events: for example, from the late nineteenth century onwards Aboriginal people began to move to Redfern in large numbers, the coming of the railway in the 1850s facilitated movement of Aboriginal people into the area to work at the Eveleigh Railway Workshops and other factories and light industry around Redfern. Aboriginal people have a proud history of working with the rail, including a family with the first male and female train drivers in NSW. The

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community formed at Redfern, made up of Aboriginal people from all over the country, was a place of safety, where Aboriginal people could live, work, access services and come together.

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

- **Custodianship** – underneath the built environment of the Central SSP, Gadigal Country is still living and breathing. Inheriting custodianship of Gadigal Country and culture is not an obligation exclusive to Indigenous people – non-Indigenous people inherit this obligation too.

- **Gadigal identity** - the Gadigal are connected to their identities through Country, seeing themselves as an extension of the land on which Sydney sits. Gadigal identity can be explored through the characteristics of 'sunrise people, moonrise people, sandstone people, stories of whale dreaming, and dreaming stories of mother earth through fig trees, paperbark trees, angophora trees and ironbark trees'. [135]

- **The first and second Sydney Stations** – the site was also home to Sydney's first two stations, which were built in 1855 and 1874 and demolished for the construction of the monumental Central Station. Since its opening in 1855, the various iterations of Sydney's Central Station within the Central SSP have been used as a transport interchange, aiding the efficient functioning of the city and supporting the economy of NSW. [136]

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

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

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

- **Central at war** – troops were carried via train to and from Central Station during mobilization in both World Wars. Workers from the railways also participated in the wars and are commemorated in plaques on the Railway Remembrance Wall. The station was also the location of the Battle of Central Station, an overspill of 1916's Liverpool riots where striking soldiers caught the train to Central and were confronted by military guards. [137]

- **Ambulance Avenue** – the Civil Ambulance and Transport Brigade of NSW have occupied premises in the Central SSP since 1895, with an office built off the Western Gateway to house the Ambulance Corps as part of Central Station. The Ambulance Corps occupied the offices off Pitt Street, now known as Ambulance Avenue, until 1961.

- **The Goods Line** – A freight line that ran between Darling Harbour and Central Station has existed since the 1850s, transporting goods like wheat, wool and produce between the harbour and the railway for

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135 Cox Inall Ridgeway, 2021a. Central Precinct Renewal Program: Aboriginal Community Engagement Report. Report to TfNSW.

136 Tonkin Zulaikha Greer, 2021, Central Precinct Heritage Framework. Report prepared for TfNSW. 21.

137 Radford, Neil, 2016. The Soldiers Riot of 1916. The Dictionary of Sydney. Accessed at: https://dictionaryofsydney.org/entry/the_soldiers_riot_of_1916 (May 2021).

over 100 years. Today, the Goods Line is an urban linear park that brings together heritage and community in the heart of Sydney.

- **Parcels and post** – the Parcels Post Office played an important role in transporting mail and parcels around NSW. As well as being an architecturally significant building, the Parcels Post Office was connected to extensive underground tunnels and subways for luggage, mail, and other items to be transported beneath Central Station. The Parcels Post Office will be renewed again, playing a key role in the emergence of the Tech Central innovation precinct.

- **Early railway engineering** – The Darling Harbour Dive, Ultimo Railway Overbridge and the Goods Line are some of the oldest remaining infrastructures representing the early development of the NSW railways, dating back to the first Sydney Station in the 1850s. The station has been a location for successive developments in railway engineering for over 100 years.

- **Bradfield's Flying Junctions** – John Bradfield's innovative Flying Junctions were part of a bold new vision for Sydney's public transport in the 1910s. The flyover tracks connected the Cleveland Street bridge at Redfern to Central Station, allowing trains to safely move up and over other trains and switch lines. At the time, the Flying Junctions were the largest construction of their type in the world. [138]

- **Connecting Central** – the Elizabeth and Chalmers Street entrances and the Devonshire Street tunnel have formed a key historic link between Surry Hills, Railway Square, Central Station, Haymarket and Ultimo. The Devonshire Street Tunnel follows the original alignment of Devonshire Street, regarded as the first urban subway in Australia. This tradition of connection will be honoured through new development in the Central SSP.

- **Transport's heart in NSW** – Central Station has made major contributions to the industrial development of Sydney and changed the face of industry in NSW and Australia since 1906. The station has formed the heart of transport and industry in the state, with people, goods, machinery, produce, post and livestock transported through Central across the country. This key role in industry is still being played out today.

11.4.2 Gatherings

- **For tens of thousands of years/deep time**… - the Central SSP site has always been a place of gathering, story and song for the Gadigal people, and the area continues to hold great cultural significance for Aboriginal people - for those who have lived here for generations and for those who identify with the historical and political significance of the area.

- **Gathering places** - The area around Belmore Park and Central Station was an important meeting point and place of gatherings for Aboriginal people throughout the 1790s where Aboriginal performances, ceremonies and trials in this spot were often witnessed by hundreds of spectators from Sydney town, and the area of Cleveland Paddocks (now Prince Alfred Park) was an Aboriginal campsite until the coming of the railway in the 1850s. In the twentieth century, places like The Foundation for Aboriginal Affairs in George Street were important for advancing the general welfare of Aboriginal people in Sydney. Today, Central and Belmore Park continue to be areas for meeting and gathering.

- **Many languages** – the local language spoken by the Aboriginal community prior to the arrival of colonists was generally known today as the Sydney Language. Stakeholders stressed the importance of inclusivity regarding using language or acknowledging all the Aboriginal groups who have travelled to the area over the last two centuries to encourage a sense of belonging in the local Aboriginal community. [139]

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138 Radford, Neil, 2016. The Soldiers Riot of 1916. The Dictionary of Sydney. Accessed at:
https://dictionaryofsydney.org/entry/the_soldiers_riot_of_1916 (May 2021).
139 Balarinji, 2021. Aboriginal Core Narrative and Cultural Design Principal Report.

- **What lies beneath** – the rich variety of colonial archaeological remains under Central Station including the Benevolent Asylum, Carter's Barracks, and The Cottage as well as archaeological remains associated with the former stations and railway infrastructure onsite.

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

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

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

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

- **A society for good** – The Benevolent Society's asylum for the needy was founded in 1821, serving generations of men, women, and children until its resumption in the early 1900s for Central Station.

- **A place to mourn** – Mortuary Station, a purpose-built platform connected to Rookwood Cemetery, transported mourners and coffins from 1869 until the 1930s. The elaborate gardens and Gothic architecture were matched by an identical station at Rookwood, soothing the 'subdued and sorrowing heart' of Victorian mourners. [141] The station is the only remaining example of a purpose-built Victorian funerary railway station in Australia.

- **Belmore Park** – the area north of Central Station was originally a large park, established as a place of public recreation in the early nineteenth century. A swathe of Belmore Park was resumed for the construction of Central in 1901, with further areas resumed in the 1920s to build the city circle rail system. The rail viaducts in this area are associated with the 1926 electrification of the lines. Belmore Park continues to be used as a gathering place for Aboriginal activism and social rights movements, with crowds gathering in the location for landmark recent events such as the 1989 NAIDOC Week march and the 2008 Apology. [142] Today, Belmore Park is a popular green space and meeting place.

- **The Railway Institute** – occupying a prominent site at the intersection of the Devonshire Street Tunnel and Chalmers Street, this building was intended for railway workers to "improve" through study and

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[140] McKillop et al, 2009, *A Century of Central, Australian Railway Historical Society*, 74.

[141] The Sydney Morning Herald. (1869, February 17). *The Sydney Morning Herald* (NSW: 1842 - 1954), 7. Accessed at: http://nla.gov.au/nla.news-article13191880 (April 2021).

[142] Cox Inall Ridgeway, 2021. Central Precinct Renewal Project: Consultation Report for Aboriginal Heritage Interpretation Strategy. Report prepared for TfNSW.

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attending lectures. (While intrinsically connected to the development of Central Station, it is outside the study area of Central SSP and so will not be included as an interpretive story in this HIS).

11.4.3 Key locations for site stories

The diverse site stories of the Central SSP present a large range of opportunities for storytelling across the precinct. Each site story should be analysed in line with its specific site, and the most engaging, streamlined and appropriate interpretive medium should be chosen to express the story/stories. Further details are provided in Section 15.

The three major heritage structures on the Central SSP site, comprising the Central Terminal Building and surrounds, Mortuary Station and Prince Alfred Substation [143], should be key locations to showcase relevant site stories. Detailed HIPs, based on this HIS, should be prepared for these major heritage assets as a priority.

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[143] A HIS and preliminary HIP has been prepared for Prince Alfred Sidings, based on this HIS: Artefact Heritage, 2021. Prince Alfred Sidings Activation Heritage Interpretation Strategy and Preliminary Interpretation Plan

12. Consultation

12.1 Stakeholder consultation program

A program of stakeholder consultation was undertaken throughout the development of the HIS, which has informed the approach and content of the report. This has included consultation with organisations as required by the Study Requirements as shown in **Table 12**, plus additional consultation as shown in **Table 13**. A full consultation log is provided in Appendix C.

Table 12: Study Requirements nominated stakeholder consultation summary

Organisation	Date
Metropolitan Local Aboriginal Land Council.	Consultation on Aboriginal heritage interpretation archaeological potential and cultural heritage values was undertaken with Metropolitan LALC during site survey of Central SSP, 12 April 2022 (see Section 10.2, and Appendix C for details).
Heritage NSW (as delegate for the Heritage Council of NSW)	Presentation at meetings on 8 July 2020, 2 December 2020, 3 March 2021, 5 June 2021 Draft HIS was provided to Heritage NSW in August 2022, and comments provided
City of Sydney Aboriginal and Torres Strait Islander Advisory Panel	Consultation undertaken as part of Connecting to Country framework (Balarinji 2023)
OGA NSW (through the DRP process).	Presented HIS outline at DRP meeting in August 2020 and information on interpretation integration at DRP meeting on 4 Nov 2021. Heritage matters raised at regular DRP meetings throughout 2020 and 2021

Additional consultation has also occurred, as outlined below. See Appendix C for details.

Table 13: Stakeholder consultation program summary

Organisation	Date
Aboriginal community consultation	Targeted engagement undertaken by Cox Inall Ridgeway re interpretation themes/stories, March–April 2021, November 2021 (see Section 10.2, and Appendix C for details) Engagement undertaken by Cox Inall Ridgeway re: CPRP project, June-September 2021 Engagement undertaken by Balarinji for Connecting with Country Framework, November 2021
TfNSW Heritage Consultation Group	Presentation of draft HIS approach, March 2021
Atlassian, Dexus Fraser and Toga interpretation development teams	Discussion with Atlassian & Dexus Fraser on 11 February 2021, 25 February 2021. Toga provided documentation on 30 Feb 2022.
Sydney Trains, Gretta Logue	Discussions on 5 February 2021 and 26 March 2021
City of Sydney Heritage Officers; Matt Devine, Tony Smith, Katherine Chalmers, Michaela Grade, Sally Peters	Presentation of approach to HIS on 24 May 2021, and update on 21 April 2022.

12.2 Public Exhibition

The Central SSP Study and supporting documents were made available for public comment from 22 August to 4 October 2022, as part of the Public Exhibition process. During the exhibition period, community members and stakeholders were invited to provide their comments and feedback on the rezoning proposal.

A total of 368 submissions were received from individuals, local council, government agencies, industry bodies, non-government organizations, and interest groups. The tables below provide an overview of the feedback from key stakeholders and industry experts relating to the Heritage Interpretation Strategy.

Table 14. Agency and community feedback received, and responses

Comment	Response
Agency submissions	
Submission 331001 (Heritage Council NSW) The Heritage Interpretation Strategy proposes a range of innovative options, including key site stories, digital media and movable heritage/artefact displays. We support: • Celebrating First Nations heritage and stories and other environmental heritage and archaeology. • Engaging with Western Gateway Sub-precinct stakeholders in the development and progress of precinct-wide heritage interpretation.	Noted
City of Sydney The Mortuary Station is a particularly distinctive component of the precinct and needs special consideration in any proposal. It is essential that any works associated with the Mortuary Station Plaza ensure that train access to the station is retained. Links to Rookwood Cemetery should be addressed in heritage interpretation, but not replicated in any landscape design in this precinct (as implied in the Central Precinct Design Guide (2022) and the Heritage Interpretation Strategy (Artefact 2022). Mortuary Station should be able to be used as a functioning platform for heritage trains. (page 63)	Detailed planning of public spaces and features within Mortuary Station area to emphasie links to railway heritage to occur at detailed design stage. Heritage train events to be added as an opportunity to the Heritage Interpretation Strategy. TfNSW advises that the revised masterplan has provided for continued use of use the station for steam and diesel locomotives at Platform 13/14 for events such as Transport Heritage Expo.
Submission 332246 (Transport Heritage NSW) Central Railway Station is an iconic and key hub for both THNSW and other heritage operators' various activities including: • Transport Heritage Expo – an awarding winning celebration of our transport heritage involving heritage steam and diesel train and rail motor operations, vintage electric train operations, etc double decker buses and heritage displays which attracts tens of thousands of people each year. See: Transport Heritage Expo | Sydney. The heritage backdrop of Central Railway Station and its very nature as a multimodal hub for transport in Sydney for many years makes it the ideal venue for this activity. There is no other location in Sydney at which this type of event can be	TfNSW advises that the revised masterplan has provided for continued use of use the station for steam and diesel locomotives at Platform 13/14 for events such as Transport Heritage Expo , and for accommodating rail heritage interpretation at Mortuary Station. Mortuary Station and the expanded open parkland will be able to accommodate locomotives as part of special event offerings. Continued collaboration with Transports Heriatge NSW to support events at Central will be key.

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undertaken with the same impact or effect. • Regular and frequent mainline heritage passenger services using steam and diesel and electric locomotives to various destinations throughout NSW. • Special one-off events such as the relaunch of the iconic Locomotive 3801 and its recent operation across the Sydney Harbour Bridge which captured national media coverage. We believe the ability to currently undertake these type of heritage operations from and at Central Railway Station greatly adds to the heritage value and appreciation of the Central Railway Station precinct for people visiting the Station. We also believe heritage operations would be in serious doubt, if not impossible, should the complete roofing of the Station and all of its platforms proceed as currently planned.	
Submission 332286 (National Trust of Australia) Excerpt only: Steam Locomotives - no longer part of Central's Rail Heritage .... It is thus the conclusion of the National Trust that steam locomotives will no longer be able to use Central Station as a result of the North OSD and its complete covering of all Country and Intercity platforms.	TfNSW advises that the revised masterplan has provided for continued use of use the station for steam and diesel locomotives at Platform 13/14 for events such as Transport Heritage Expo , and for accommodating rail heritage interpretation at Mortuary Station
Community submissions	
Submision 331206 Excerpt only The current proposal will build over approximately 45% of the state heritage listed "Sydney Terminal and Central Railway Stations Group" (SHR ID 01255) curtilage boundary. It will... 4. Ensure that steam locomotives can no longer use Central Station; 5. Remove the railway lines that service Mortuary Station, preventing any use of that building for rail purposes	TfNSW advises that the revised masterplan has provided for continued use of use the station for steam and diesel locomotives at Platform 13/14 for events such as Transport Heritage Expo , and for accommodating rail heritage interpretation at Morturay Station. Mortuary Station and the expanded open parkland will be able to accommodate locomotives as part of special event offerings. Additionally, the open public space at the new Devonshire Square affords an opportunity to interpret the first and second Sydney stations and rail heritage history.
Submission 331591 Excerpt: 'Steam and diesel trains must continue to access Mortuary Station and the track certified and maintained.	TfNSW advises that the revised masterplan has provided for continued use of use the station for steam and diesel locomotives at Platform 13/14 for events such as Transport Heritage Expo , and for accommodating rail heritage interpretation at Mortuary Station. Mortuary Station and the expanded open parkland will be able to accommodate locomotives as part of special event offerings.
Submission 332596 Excerpt: The operation of heritage steam services may be incompatible with this enclosed space.	TfNSW advises that the revised masterplan has provided for continued use of use the station for steam and diesel locomotives at Platform 13/14 for events such as Transport Heritage Expo , and for accommodating rail heritage interpretation at Mortuary Station

Submission 332596 Excerpt: The operation of heritage steam services may be incompatible with this enclosed space.	TfNSW advises that the revised masterplan has provided for continued use of use the station for steam and diesel locomotives at Platform 13/14 for events such as Transport Heritage Expo , and for accommodating rail heritage interpretation at Mortuary Station
Submission 331156 There should also be an increased focus on showcasing railway-related heritage, as the main station of the railway network. For example, having static displays of old trains or carriages	The Heritage Interpretation Strategy outlines a wide range of opportunities for showcasing rail heritage, including re-use/display of moveable heritage objects. Additionally, the open public space at the new Devonshire Square affords an opportunity to interpret the first and second Sydney stations and rail heritage history.
21 other community comments mentioned the issue of the importance of steam and diesel trains being able to use Central Station for special events, like the Transport Heritage Expo.	TfNSW advises that the revised masterplan has provided for continued use of use the station for steam and diesel locomotives at Platform 13/14 for events such as Transport Heritage Expo , and for accommodating rail heritage interpretation at Mortuary Station. Additionally, the open public space at the new Devonshire Square affords an opportunity to interpret the first and second Sydney stations and rail heritage history. The Heritage Interpretation Strategy includes this opportunity.

13. Interpretive Approach

> *'Interpretation means all the ways of presenting the cultural significance of a place…'* [144]

13.1 Introduction

This section outlines the approach that will guide the interpretation of the Central SSP site, including overall interpretive principles and design-based principles for future development. A summary of the audiences served by these interpretive principles is also included.

13.2 Interpretive principles

The key principles for heritage interpretation at the Central SSP site are:

- Present the site as a distinct cultural landscape, the product of numerous phases of use and associations, and intrinsically connected to nearby heritage items

- Present the site in context, honouring the historical, industrial and cultural connections (both Aboriginal and non-Aboriginal) with surrounding suburbs like Redfern

- Collaborate with Traditional Owners and relevant Aboriginal groups to ensure interpretation strategies meaningfully express the cultural heritage significance of the area

- Prioritise the interpretation of the Central SSP as both a historic site and major modern transport interchange, and the unique qualities of the site both locally and nationally

- Evoke curiosity and provoke conversations about the social, intangible, industrial and engineering values of the site through intriguing interpretive media

- Engage audiences with bold interpretation of railway architecture, moveable heritage and spatial experiences intrinsic to the evolving the functions of Central Station and the Central SSP

- Incorporate a range of interpretive media that are physically and conceptually accessible and designed to engage and stimulate interest to interpret the heritage significance of the site, and particularly the site's railway heritage

- Ensure heritage interpretation for future developments is developed to align with this HIS and include sensitive assessment of the location, style, and content of existing interpretive features throughout the site

- Ensure that on-site interpretive media are developed in a way that complements the built environment and landscape design of the site and the historical characteristics of the area.

13.3 Interpretive design principles

The Central Precinct Strategic Framework states that the Central SSP site should have a unique heritage identity, allowing the precinct a sense of cohesiveness and distinction from surrounding precincts such as Ultimo or Chippendale. The interpretation and design elements present throughout the site should signal to audiences that they have stepped over the threshold into Central SSP and can expect to encounter cohesive, engaging interpretive experiences. Within the site itself, each sub-precinct will have a subtly distinctive look and feel, based on the site-specific stories within the respective sub-precincts and the character of future developments.

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[144] Burra Charter 2013 Article 1.17.

To guide the development of the heritage interpretation identity of Central SSP the following interpretive design principles are recommended for future interpretive planning:

First Nations first

Celebrating and valuing Aboriginal heritage and connection to Country is a key responsibility of heritage interpretation and should be at the forefront of the planning process for any developments in Central SSP. This should be based on the site specific Connecting with Country Framework (Balarinji, 2023). Building relationships and engaging in authentic consultation with Aboriginal knowledge holders and traditional custodians is an essential component of developing heritage interpretation messages, designs, and experiences for any current or future heritage interpretation planning in the Precinct. Approaching the planning process in partnership with Aboriginal architects, urban planners, designers, and artists is also an important element. Specifically, engaging Aboriginal designers to co-develop Aboriginal heritage interpretation elements is recommended. Of key importance is acknowledging the land as Gadigal Country, providing tangible markers of Aboriginal associations with place, representing Aboriginal culture as a living and vibrant, and using the Sydney Language where appropriate.

Integration

Heritage interpretation should be fully integrated in the new development, with consideration of the design principles, stories and overarching themes contained within this HIS. Interpretation planning should take place during early design stages of new developments to ensure this integration.

Connectedness

Heritage interpretation should support a connected public realm by providing experiences, both physical and in terms of cohesive messaging, which connect places within the precinct, and connect people with place.

Adding value

Heritage interpretation should be planned to add value to peoples' experiences, giving insights and new knowledge about the cultural and heritage values embedded in Central SSP, and add value to the character of the site.

Accessibility

Heritage interpretation should be physically and conceptually accessible, designed to encourage engagement and conversation. Interpretation should be planned with an understanding that visitors to Central SSP will have a variety of intellectual and physical capabilities, come from different language and cultural backgrounds, interact in different sized social groups, and have a differing amount of available time.

Significance

Heritage interpretation should respond to the heritage significance of the site and its various elements, including the form of heritage buildings, the historical characteristics of the area, and the significance of connecting to Country.

Storytelling

While linking with the two key themes of 'Journeys' and 'Gatherings' to guide the development of interpretation within each sub-precinct, heritage interpretation should seek to highlight the key site stories of each sub-precinct while incorporating cohesive meanings and messages across the entirety of the site.

Cohesiveness

Each sub-precinct may have different characteristics from the others, yet both cohesive messaging and design considerations should ensure that all interpretive media share similar elements to create the impression that they are part of the overall Precinct. The graphic language of interpretive media in each sub-precinct should complement other signage and wayfaring devices. Adherence to Heritage NSW, City of Sydney and TfNSW

interpretation policies and guidelines is also essential to ensure a cohesive and professional approach to interpretation planning.

Consultation

Consultation with key asset owners/managers is a key requirement of any heritage interpretation planning process. All Aboriginal heritage interpretation must be developed in consultation with Traditional Owners, responding to the Connecting with Country Framework for Central SSP (Balarinji, 2021). Meaningful and respectful consultation must be undertaken for all future development and initiated early in the design process. Consultation should extend to the engagement of Aboriginal designers and artists to create any Aboriginal heritage elements in interpretive media.

Scale and grain

Throughout Central SSP the interpretive media should be developed in response to the scale, grain and style of the surrounding context and be presented in a range of planes. This will ensure maximum visual and intellectual interest for interpretive media onsite and ensure public engagement with different types of interpretive experiences.

Materiality

Materials used in interpretive elements play a key role in contributing to the site's overall aesthetic. The predominant materials, textures, and colours of the precinct, should be echoed in the interpretive elements where possible, such as the use of sandstone and timber, providing a consistent character for the site. Alternatively, the use of new or contrasting materials, such as glass and metal, can provide a stimulating contrast by focusing attention on specific elements and re-interpreting the heritage aspects of the area creating relationships between the old and the new.

Sustainability

Design of interpretive elements should adhere to best practice sustainable design guidelines, such as the TfNSW Sustainable Design Guidelines [145] and/or the City of Sydney's Sustainable Design Technical Guidelines. [146] The construction and maintenance of all interpretive media onsite should also be undertaken according to these best practice sustainability guidelines.

13.4   Audience identification

Heritage interpretation is most effective when potential audiences are identified and specifically targeted. It is important to define audience categories to ensure that the location, orientation, content and design of interpretive media provide engaging and informative experiences relevant to those audiences.

The Central Precinct Heritage Framework (2021) identified a wide range of audiences for the Central SSP, from family groups to commuters to international tourists and students. [147] Most will be utilising public transport at Central Station and many may be multilingual. Central Station also functions as an introduction to Australia and a connection to the rest of Sydney to migrants and tourists. It is likely that most audience groups will be time-poor, using their time in the Central SSP site for intercity or interstate travel, and unable to spend a great deal of time reading or otherwise experiencing heritage interpretation. Audiences who use the area as a workplace will have more discretionary time, however, will be repeat users of the spaces.

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[145] TfNSW, 2017. Sustainable Design Guidelines Version 4.0. Accessed at: https://www.transport.nsw.gov.au/sites/default/files/media/documents/2017/sustainable-design-guidelines-v4.pdf (May 2021).
[146] City of Sydney, 2018. Sustainable Design Technical Guidelines. Accessed at: https://www.cityofsydney.nsw.gov.au/design-codes-technical-specifications/sustainable-design-technical-guidelines (May 2021).
[147] Tonkin Zulaikha Greer, 2021. Central Precinct Heritage Framework. Report prepared for Transport for NSW.

It is important that heritage interpretation at the station and wider precinct be designed with these factors in mind, with strong, succinct and accessible messages that capture the attention of audiences and provide variety in style to engage repeat audiences. An emphasis should be placed on utilising visual mediums able to engage commuters and tourists upon their arrival at the precinct without impeding foot traffic.

14. Interpretive Media Options

14.1   Introduction

The following sections present a range of potential opportunities for interpretive media that can be considered as a vehicle for communicating messages about Aboriginal and non-Aboriginal heritage at the Central SSP site. It is not intended that all options be utilised at the site; rather that the most appropriate elements be integrated into the design of future developments within each sub-precinct.

Descriptions of each interpretive media option and examples are provided below.

14.2   Architectural integration into the built form

Creative practices relating to place-making and the built form are powerful devices to incorporate and reflect the heritage values and stories of a site. Heritage values embedded within the Central SSP site can be expressed through an integrated, innovative architectural design response and choices of materials, providing a visual exploration of the history of the site. This is particularly relevant to new buildings within the Over Station Developments, and to 'signature' buildings planned for the site.

This interpretive media option is also an effective approach to integrating Aboriginal cultural values into the built form. Designs that echo traditional forms, spaces and narratives and their contemporary interpretations are increasingly being integrated within new developments worldwide, sending strong, respectful messages about the timeless links between Indigenous people and the landscape, and allowing for reflection of contemporary connections to the land. The significance of such design integration does not just lie in its aesthetics, but in the recognition and the empowerment that such public statements of value bring.

The involvement and authority of Aboriginal community knowledge holders and Aboriginal architects/designers/artists in such integration is paramount. The planning process for new developments or infrastructure 'frequently mimics colonial institutional practices of collection and exchange' by allowing superficially representations and tick-box involvement, and can 'undermine cultural confidence with the Indigenous community.' [148] The Central SSP project provides an opportunity to redress this by authentically engaging with Aboriginal communities and professionals, and respectfully developing an integrated design approach to built forms at an early planning stage.

Left: Puntukurnu Aboriginal Medical Services healthcare hub, by Kaunitz Yeung Architecture; right: Uluru-Kata Tjuta Cultural Centre, National Parks

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[148]   Pieris A., 2016. Indigenous Cultural Centres and Museums: an illustrated international survey.

Yagan Square, Perth

City Rail Link Auckland: plans for new stations and plazas developed with Maori Mana Whenua (tribal groups): Station entrance incorporating sky narrative elements; Basalt stone cladding floor to ceiling representing the earth and the nearby volcano terraces

Left: Crystal Houses for Chanel, by VRDV, Amsterdam; right: Paddington Reservoir Gardens, by Tonkin Zulaikha Greer

Kings Cross, London, adaptive reuse, additions, and complementary development to significant heritage fabric

New developments also provide an opportunity to integrate heritage interpretation design features into the interiors of commercial, retail and residential buildings. Options include paving in building foyers, internal feature walls, integration of large scale moveable heritage items into structures/facades, integration of designs or language within functional elements such as seating, screens, steps, balustrades, public art elements in foyers and courtyards, and rooftop gardens.

Left: Coffs Harbour Stadium, by Saltwater Freshwater Arts Alliance; right: *Bush Path* ,Balarinji, Nespresso Pitt Street Mall

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Sandstone sculpture mapping the landscape, by Judy Watson, foyer of 200 George Street Sydney

Left: *Wellama* installation, an audio-visual artwork, Alison Page and Nik Lachajczak at Barangaroo; right: Yerrabingin rooftop garden, Redfern

14.3   Conservation and restoration

Conservation can be regarded as a process of managing change in ways which best retain and protect the heritage significance of a place, while recognising opportunities to reveal or enhance its values for present and future generations. Conservation of the heritage values at Central Station is dependent on establishing appropriate and sustainable new uses for the site that will facilitate its ongoing conservation into the future.

The Central Precinct Renewal Conservation Management Plan for Central Station (July 2022) by Artefact Heritage outlines a comprehensive framework of policies and principles for future conservation of the subject site. The policies and guidelines are intended to manage change at a place rather than prohibit it. The overarching Heritage Management Principles provided in the CMP are as follows[149]:

1. The Statement of Cultural Significance (Section 10 of the CMP) and the significance of built components (Section 10 and Appendix A of the CMP) provide the basis for future planning and decision making at Central Station.

2. The future conservation and development of the place should be carried out in accordance with the principles provided in the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance.

3. The approach and options recommended for the conservation of specific fabrics, spaces, elements and qualities of Central Station should be endorsed as a guide for any proposed future work, the recommendations having been related to the principles outlined in the Burra Charter.

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[149] Artefact Heritage. 2023. Central Station Conservation Management Plan. Report prepared for TfNSW.

4. Uses for areas of exceptional and high significance should not have an unacceptable impact on the character and significance of those areas.

5. Potential future development should aim to minimises adverse impacts on the setting and significant built and landscape elements at Central Station.

The current best-practice heritage frameworks and heritage management documents for the Central Precinct Renewal project recommend conservation of the physical, visual, sensory and cultural settings of heritage items and the protection of all elements that contribute to their significance. [150]

The conservation and restoration of significant architectural elements in the Central SSP site, specifically the Central Terminal Building and surrounds, Mortuary Station and Prince Alfred Substation, contributes to the overall integrity of the site and can be a key focus of heritage interpretation. Interpretive devices such as panels, wall features and artefact displays can support the principles of conservation and the stories of restoration onsite, giving audiences an insight into the practical heritage work undertaken at the precinct. It is key, however, that meaningful conservation of significant elements be prioritised over interpretation; if the interpretation compromises the conservation process, another avenue should be considered.

The process of conservation may also be a suitable topic for tours and trails, integrated with local organisations dedicated to built heritage conservation such as the National Trust and Sydney Living Museums (see Section 14.21).

Guidance for conservation of significant fabric such as metalwork, sandstone, brickwork, timber elements, glazed elements, plasterwork and paint finishes are also provided in the Central Station CMP (2023), which must be consulted in the case of any future development. The CMP provides guidelines for the conservation of moveable heritage, structures and the cultural landscape of Central Station The individual CMPs for heritage items, such as Mortuary Station (as endorsed by the Heritage Council), should also be consulted during development of specific sites.[151]

14.4   Adaptive re-use of buildings

Adaptive re-use refers to the adaptation of a heritage place for a new use by respecting and retaining its cultural significance. Adaptive re-use aims to retain and sympathetically re-use significant existing fabric, features and the inherent character of buildings, landscapes, or places, while creating spaces that people want to inhabit and use in a meaningful way.

The Burra Charter provides a best practice framework for considered, meaningful adaptive re-use, advising that a cautious approach to change is adopted, adapting as little of a structure as possible while caring for the original structure and making it useable and safe.[152] The Adaptive Reuse Strategy in the Central Station CMP (2022) should also be a touchstone for any adaptive re-use.[153]

Adaptive re-use has already been utilised within the Central SSP site in a number of ways, with buildings such as the Former Parcels Post Office and rooms inside Central Station adapted into commercial, hotel and retail spaces. However, a cohesive and integrated approach is advised, and further adaptive re-use of internal and external spaces of the Central SSP site should be considered. Examples include the re-use of Mortuary Station, Prince Alfred Substation, the Post Office, and the many rooms on the street interface within the Terminal

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[150] Australia ICOMOS, 2013. The Burra Charter, and Tonkin Zulaikha Greer, 2021. Central Precinct Heritage Framework. Report prepared for Transport for NSW, and Artefact Heritage, 2021. Central Precinct Renewal Conservation Management Plan. Report to Sydney Trains.

[151] Artefact Heritage. 2023. Central Station Conservation Management Plan. Report prepared for TfNSW.

[152] Office of Environment and Heritage, 2012. Adaptive Reuse of Heritage Places Policy.

[153] Artefact Heritage. 2023. Central Station Conservation Management Plan. Report prepared for TfNSW.

Building. Within these buildings and structures, provision of heritage interpretation elements which provide context for the adaption and information about the original uses if the buildings should be a key component.

Left: Geelong Arts Centre, by Hassell; right: No. 4 Police Station adaptive re-use, by Welsh + Major
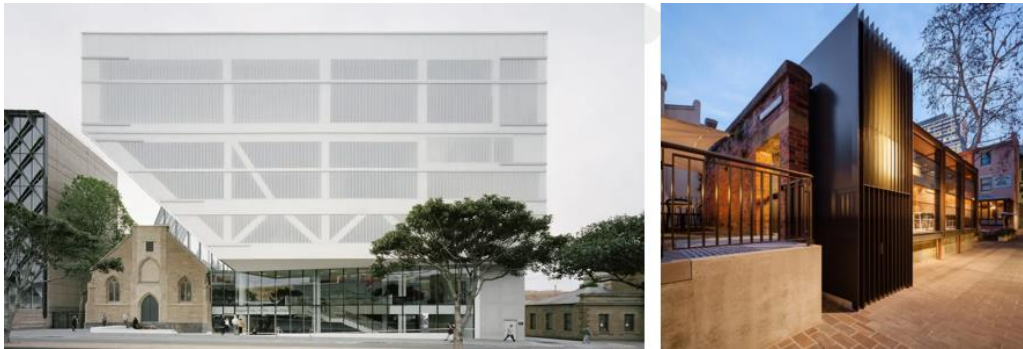
Left: The Mint, by FJMT; right: Coal Drops Yard, London, by Thomas Heatherwick
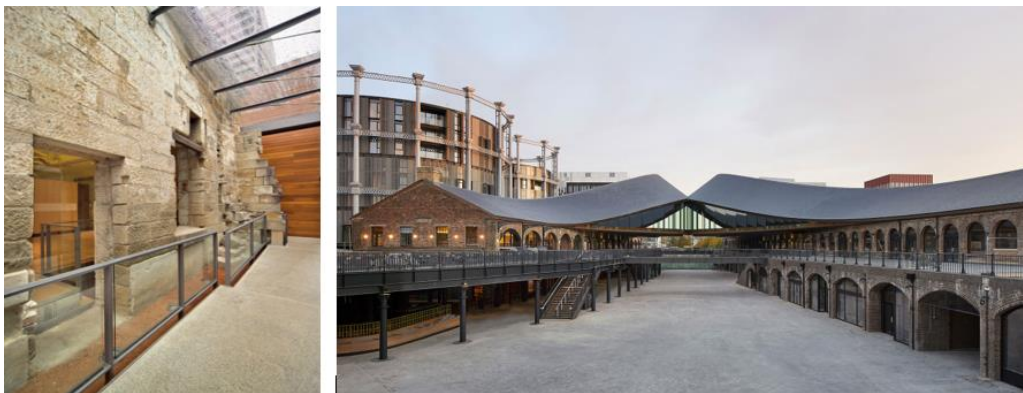
14.5   Re-use of salvaged materials and moveable heritage

A large number of existing moveable heritage items have been identified for possible inclusion within sub-precinct developments (see Section 6). During future developments at the Central SSP site, it is likely that demolitions or other impacts to existing structures will also occur, possibly resulting in more salvageable material. In addition to this, archaeological investigations at Central Station have uncovered many archaeological remains, ranging from sandstone footings to wagon turntables to burial vaults.

The presence of such a large range of salvaged materials is an opportunity for meaningful and creative re-use which can add positive heritage value to future developments. For example, salvaged elements can be re-used to show the location of demolished structures, function as framing devices for other elements such as interpretive panels, be re-used in public art or as functional furniture elements such as seating or balustrades.

Moveable heritage items can be placed in single displays, formed as installations or grouped with other salvaged materials to create immersive small heritage 'moments' around the precinct.

The condition of any salvaged materials or moveable heritage items should be carefully assessed before they can be considered as suitable for re-use in interpretation.

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Left: Example of a re-used heritage window in context at Milsons Point Station; centre/right: seating constructed of salvaged brick

Left: Re-used tram at Harold Park; right: re-used escalators in Interloop at Wynyard Station, by Chris Fox

14.6   Public art

Public artworks, such as sculptures and installations, can be an evocative and successful tool in interpreting the heritage significance of a site while also enhancing its aesthetic and cultural character. This type of interpretive media creates a visual statement about the cultural heritage of an area and is important in place-making for a new site. A variety of unique site-based installations could be either representative or more impressionistic pieces and may work in tandem with other interpretive elements, such as lighting, functional or ground plane elements. Public art can also be a visceral experience for site-users, with immersive experiences able to evoke the historic noise, smells and bustle of the various iterations of Central Station and the Central SSP.

Public art can be an engaging medium for carrying heritage interpretation messaging, if based on Aboriginal and non-Aboriginal heritage interpretation themes, thus creating a further connection through an exciting visual form to the heritage of the site. Existing objects associated with the Central SSP, such as moveable heritage elements, could be creatively transformed into public art pieces that encourage engagement with heritage in new ways.

Coordination between the Public Art Strategy prepared for the Central SSP project (Cultural Capital, 2023) and the HIS is important to ensure there is consistency of messaging and use of space. Any public art projects focusing on Aboriginal culture heritage must be designed by Aboriginal artists with appropriate local cultural knowledge.

Left: Earth, Wind, Fire, Water glasswork, by Bronwyn Bancroft, Royal North Shore Hospital; centre: Yagan memorial, Western Australia; right: Edge of the Trees by Fiona Foley/Janet Lawrence, Museum of Sydney

Left: Dual Nature, by Nigel Helyer, Woolloomooloo and Interloop, by Chris Fox, Wynyard Station
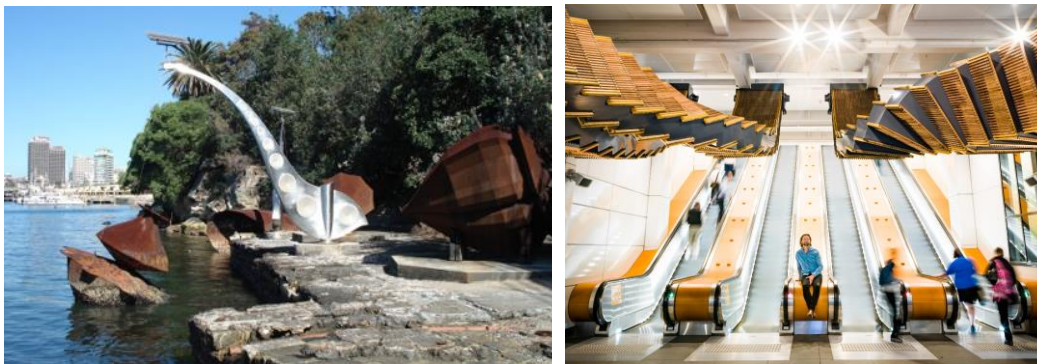
14.7   Landscape geometry

The geometry of the landscape within the Public Domain areas of the Central SSP site can also be a very effective heritage interpretation device. At Central SSP, the landscape geometry could echo previous landforms – original creek beds, ridgelines, geology formations – through the positioning of pathways and the use of sandstone and sand dunes. For further exploration of how landscape geometry can echo Country, see the Connecting with Country Framework (Balarinji, 2023). Landscape geometry can also echo previous uses of the site, providing a subtle yet immersive experience as site-users move throughout the space. Inclusion of past structures and key architectural features in future developments provides an effective framework for landscape geometry; e.g. retaining the tracks for the Goods Line, designing the open spaces at Mortuary Station to reflect the formality of cemetery grounds, and the introduction of previous elements into the landscape as key features, such as the wagon turntables.

Left: Wingarra-Murra, sandblasted paving design, University of Sydney; right: railway tracks incorporated into pathways, Baka Jerusalem

14.8   Plantings

Plantings of species that were in the Sydney area prior to European arrival, and therefore part of the Indigenous landscape experienced by the local Aboriginal community, is a powerful interpretive feature that can be implemented in all public domain areas.

The endangered Eastern Suburbs Banksia Scrub ecosystem, thriving in the sandy soil deposits, was the predominant vegetation in this area before European arrival. It comprised heath or scrub with small areas of low forest, including varieties of Banksia, Melaleucas, grasses, and Xanthorrhoea. The Gadigal were named from the native Grass tree (Xanthorrhoea), known locally as the Gadi (Cadi) tree. It was used to make sections of spear shafts with the stems and resin and was culturally significant to the Gadigal.

Traditionally, the flowers, nectar, fruits and leaf-bases of many plants and shrubs from the Sydney area (including varieties of Melaleuca, Banksia, Grevillia, and Hakea) were collected and processed by Aboriginal people at certain times of the year. Tea tree (Melaleuca) bark is recorded to have been used to make containers, while the bark of other trees is also recorded to have been employed in the construction of semi-permanent shelters and/or dwellings. Introduction of species from the Eastern Suburbs Banksia Scrub ecosystem into the Central SSP landscape, as well as being a key interpretive feature, could provide biodiversity benefits as it is an endangered bio-community.

The renewal of garden areas within the Central SSP site, as well as new public domain areas near the proposed Goods Line linear park, the new Third Square Park, the Devonshire Square, and the Active Loop at Prince Alfred Park, are opportunities for the planting of native species. Planting patterns, where trees and understorey plants were clumped rather than planted in lines, are preferred to enhance the naturalistic feel and to echo Country. For further exploration about plantings of Country at the Central SSP, see the Connecting with Country Framework (Balarinji, 2023).

Left: Native plantings at Barangaroo Reserve; right: plant label with Aboriginal cultural information, Marrickville Metro
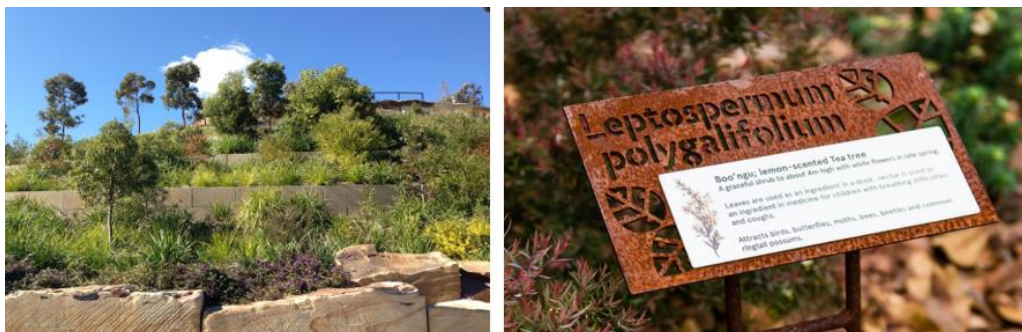
14.9   Design features in public spaces and buildings

New developments provide an opportunity to integrate heritage interpretation design features into commercial, retail and residential buildings and public spaces, with iconic heritage details such as decorative columns, finials, moulded ornamentation or motifs referencing rail heritage being forms that could be incorporated within new developments at Central SSP. Similar interpretive media are proposed for the Sydney Metro development in Central Station, where motifs of clocks are embedded in sandstone walls to recall the Clock Tower's historic role as the 'worker's watch'. [154]

Aboriginal design elements could also be incorporated into public spaces and new development designs, allowing for reflection on contemporary connections to the land. Options for paving, functional elements such as pavilions, shading screens, seating, steps, balustrades, could all be considered. Any Aboriginal design

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[154] OCP Architects and Artefact Heritage, 2021. Sydney Metro City and Southwest Central Station Main Works, Heritage Interpretation Plan. Report prepared for Laing O'Rourke Australia.

elements should be prepared by Aboriginal artists/designers and undertaken in collaboration with the Metropolitan LALC and relevant Aboriginal stakeholders.

Left: Sydney Metro concept designs echoing railway clock, Central Station (under preparation)[155]; right: 3M heritage wall by THERE, Sydney

Left: Marri Ngurang, by Nicole Monk, City West affordable housing foyer, Redfern; right: Citizens Gateway by Brian Robertson, Cairns

14.10 Ground plane elements

Ground plane elements embedded in public domain areas are a subtly effective heritage interpretation medium. Paving colours, metal inlays or sandblasted patterns may be installed into ground planes, forming artworks, tracing the footprints of former structures, or containing small 'bites' of textual information, quotes or dates creating a narrative as paths are traversed. Ground plane elements may also work to connect other interpretive media, including plantings, seating, lighting, and public art. These elements can form an important graphic link between different areas and spaces and may be especially useful in visually connecting the public domain areas of the Central SSP site, seen from both ground level and from high above looking down from new buildings.

Embedding Aboriginal design elements into the ground plane of a site can connect a new development directly to Country, providing a tangible aesthetic reference to significant physical, social, or spiritual features of the land. By installing such ground plane elements into outdoor spaces, a strong visual message about the Aboriginal heritage of the site can be created.

This connection could continue using ground plane patterning into the nearby Redfern Station and Redfern North Eveleigh Precinct, connecting the two areas through Aboriginal design elements creating narrative paths (see Section 3.5.1).

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[155] OCP Architects and Artefact Heritage, 2021. Sydney Metro City and Southwest Central Station Main Works, Heritage Interpretation Plan. Report prepared for Laing O'Rourke Australia.

Examples of architectural drawings and patterns, laser engraved, in paving

Left: Text in steps, Pirrama Park; right: text from children's rhyme in Monument Steps London

14.11   Gathering spaces and seating

Gathering spaces are a key design feature in the public domain, allowing groups of people to meet, rest and connect. Embedding heritage interpretation elements within the seating, ground plane, and shade structures within gathering spaces provides a rich context and points of engagement and conversation.

Patterning, text, or graphic image-based seating inserts are effective forms of interpretation, strategically positioned to engage people who have some time to pause, read and reflect absorbing messages and stories about the site. Seating inserts could include small amounts of text, phrases or single words, or design elements relevant to the railway or relevant sub-precinct site specific stories. Seating areas with Aboriginal interpretation could include content such as words in the Sydney Language or Aboriginal design elements relevant to Country.

The practice of gathering in the public domain recalls the idea of speaking and listening from the heart, often referred to in the Aboriginal community as 'yarning'. Yarning circles, spaces which enable and enhance communication, are regarded as an important cultural practice within Aboriginal culture. Developed in consultation with Aboriginal knowledge holders, the inclusion of yarning circles in the public domain could be a powerful interpretive device, as well as facilitating meaningful interactions and connections amongst groups and individuals.

Left: Sunset Heritage Precinct seating insert; right: Culloden Battlefield seating insert

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Left: Aboriginal motifs in concrete seating; right: seating elements, Champion Lakes, Perth

Left: Kaurna Learning Circle, University of Adelaide; right: Curtin University Learning Circle, Perth

14.12 Play spaces

Play spaces act as community focus points, drawing young families to a space of recreation, safety and relaxation, a key element in placemaking for a new development. A well-designed play space providing a rich and diverse play opportunities allows children and adults alike to engage with heritage in new ways. By incorporating heritage interpretation in a play space in creative and subtle ways, both children and parents can encounter new ideas and integrate educational experiences into everyday play.

This type of interpretive media would be suitable for communicating Aboriginal heritage or non-Aboriginal railway-based interpretive experiences, depending on the location of the play space and its proximity to surrounding key sites.

Play equipment and topography can be customised to the heritage experience, with local materials, natural shapes and reconstructed heritage elements creating a strong sense of connection to the land or railway motifs integrated into the design. Visual/tactile design features and simple text could be incorporated into the play space to support play-based learning.

Left: Mukanthi Nature Playspace, Adelaide; right: Wanuskewin Heritage Park, Saskatoon

Left: Railway Square play space, Perth; right: Bethune Railway Park, France

14.13 Lighting

Lighting is a dynamic form of interpretation that can tell stories in a non-invasive manner, and support nighttime uses and activations of a site.

Both Aboriginal and non-Aboriginal heritage interpretation themes can be expressed through lighting patterning, using a gobo or template over a lighting source, as this medium can creatively 'reconstruct' demolished built forms or architectural details, highlight building features, recreate historical images, project key design components or single words, and move/change to tell unfolding cultural stories. Lighting programs can change seasonally or in response to specific events, e.g. the anniversary of Central Station's construction.

Audiences can view and physically interact with lighting displays, enabling meaningful messages about the history of the Central SSP site to be experienced. Lighting can also be effectively paired with complementary interpretive devices, such as play spaces, adaptive re-use of buildings and public art, to create an immersive experience for evening site-users.

Left and right: Parrtjima Festival in Light, Alice Springs
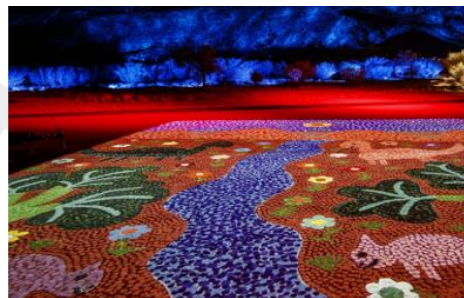
Left: Vivid Festival of Light, Sydney: centre: David Bowie projection on Hirsch building, Amsterdam; right: Light Institute Building façade by SuperUber, Rio de Janeiro

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14.14 Wall features and overhead features

Large-scale wall features can have an impressive impact, and clearly signal an understanding and respect of the heritage significance of the site, as well as engaging viewers in an impressionistic manner. Wall features can be placed on the external façade of a structure or incorporated into feature walls in the interior of public or commercial spaces.

Several types of large-scale wall features could be considered - murals which include enlarged photographic panels of historic images or maps; wall textures with key dates, map segments, short quotes incorporated into the design; or sculptural elements which give an impressionistic sense of the history and cultural values of the Central SSP site. Other types include etched designs in glass or concrete, screen printed fabric walls for internal spaces, and 'Windows in time' (which comprises glass panels presenting large scale historic images situated in an opportunistic viewpoint that aligns the historic image with the contemporary location/structures).Similarly, utilising overhead elements such as canopies, roofs, shopfront awnings or shade structures for portraying images or designs of key heritage themes could be considered. This approach would be particularly apt for the large-scale portrayal of Aboriginal astronomy elements, showing journeys of constellations across the Sydney skies and their cultural meanings and connections to Aboriginal lifeways, or for showcasing original uses of buildings/spaces with one key image.

Any wall or overhead features focusing on Aboriginal heritage interpretation must be designed by an Aboriginal artist/design team with appropriate local consultation and knowledge.

Left: Marri Ngurang, by Nicole Monk, Redfern; right: Burwood Brickworks by Balarinji, Mandy Nicholson

Left: Newtown Station external graphic feature; right: large-scale historic image in internal space

Left: Sandstone sculpture, by Judy Watson, 200 George Street Sydney; right: Shade shelters by Russell Saunders and Lee Black, Taree

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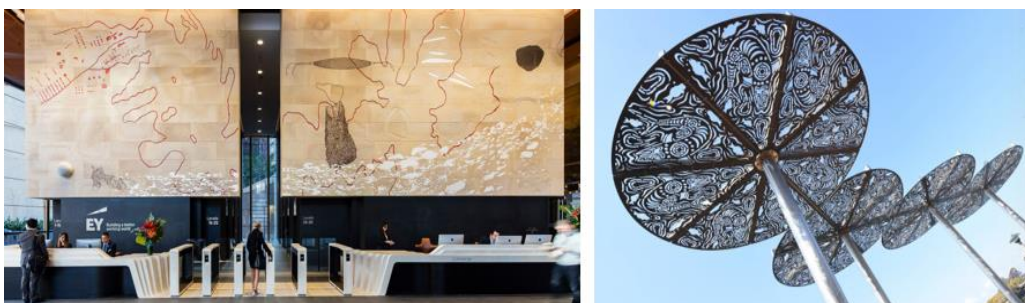
14.15 Interpretive panels

Visually attractive and well-written interpretive panels are an excellent media for effectively conveying key information about the history of a site and providing necessary contextual information. Panels may include historic images and plans, oral history quotes and accessible explanatory text. Interpretive panels, as text-based media, are ideally suited to tell more details of site-specific stories providing contextual information in a succinct and engaging manner.

If integrated into the design of a site, interpretive panels can be strategically located to gain appropriate exposure. To be accessible to a wide audience, interpretive panels should be located in publicly accessible areas of the Central SSP site, but not in locations that impede access. Placing interpretive panels in the public domain, on publicly accessible external or internal walls, and immediate surrounds of facilities, such as cafés or retail areas, are possible options as these locations provide clear opportunities for pause points and accessible engagement.

A cohesive approach to interpretive panels across the site, or across sub precincts, in terms of style and design, would be required to build a connected narrative across the site, and to be recognisable by audiences as points for accessing contextual information.

Left and right: Examples of external interpretive panels
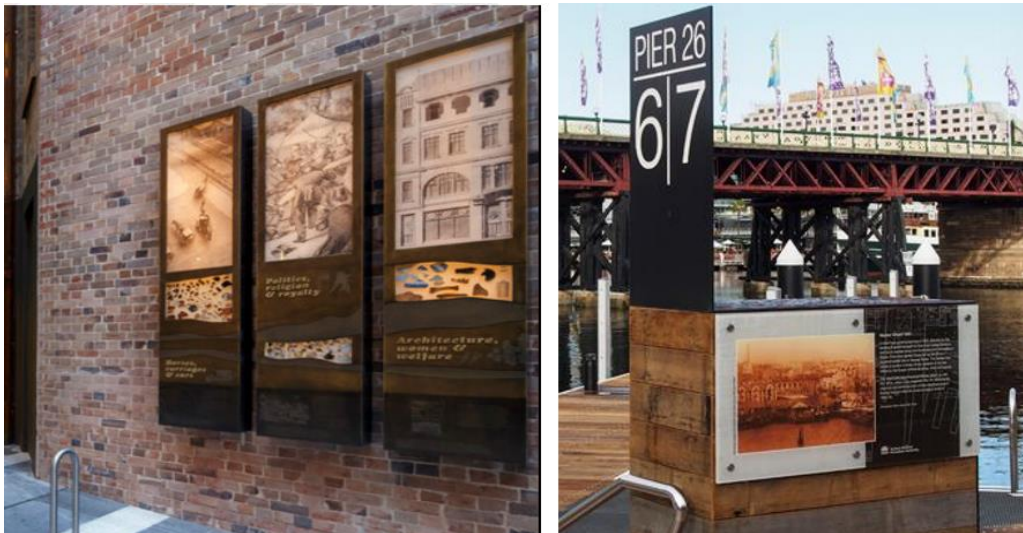
Left and right: Examples of external interpretive panels

14.16 Artefact displays

Many archaeological investigations have taken place within the last five years at Central Station and surrounding areas within the site, resulting in a wide variety of salvaged historical artefacts. Some of these artefacts may be suitable for inclusion in artefact displays throughout the Central SSP site. Sydney Trains also maintains a register of the moveable heritage items relevant to the history of the railways and Central Station

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which may also be suitable for curated presentation. Displays of artefacts, with contextualising information, would enable audiences to visualise the phases of previous use of the site and connect to the past users and occupants of Central SSP.

Consideration should be given to a dedicated display area or 'heritage hub' within the Terminal Building to showcase Sydney Trains heritage collection including the impressive clock collection. The display area should be designed specifically as a functional and accessible exhibition area that suits the amenities of the Terminal Building. The dedicated display area must be large enough to hold a considerable exhibition space with moveable heritage and archaeological artefacts, and include sufficient storage space customised for collection storage requirements. It is important that such an area be integrated into designs for future development of the Terminal Building at an early stage to maximise the potential for the 'heritage hub'

Mortuary Station may also be a suitable location for a dedicated display area to showcase archaeological finds from the Devonshire Street Cemetery, due to their connected associations with funeral stories.

Additionally, suitable artefacts could be placed in wall embedded display boxes, stand-alone display units, or small toughened Perspex boxes incorporated into the paving/flooring at locations throughout the Central SSP. Artefact displays can be integrated into the built form of future developments or placed in temporary positions in the public domain as part of public programming exploring specific histories of the site.

Any artefacts or moveable heritage pieces should be selected by a qualified heritage consultant or curator and assessed by a qualified conservator to determine their suitability for inclusion in display. Aboriginal objects, such as any stone tools discovered during archaeological investigations, should not be nominated for inclusion in artefact displays without consultation with the Metropolitan LALC and local Aboriginal stakeholders.

Left: Artefact displays at Hyde Park Barracks; right: Glass case of artefacts at Millers Point

Left: Artefact display at 200 George Street, Sydney; right: Artefact display at the Rokin metro station, Amsterdam

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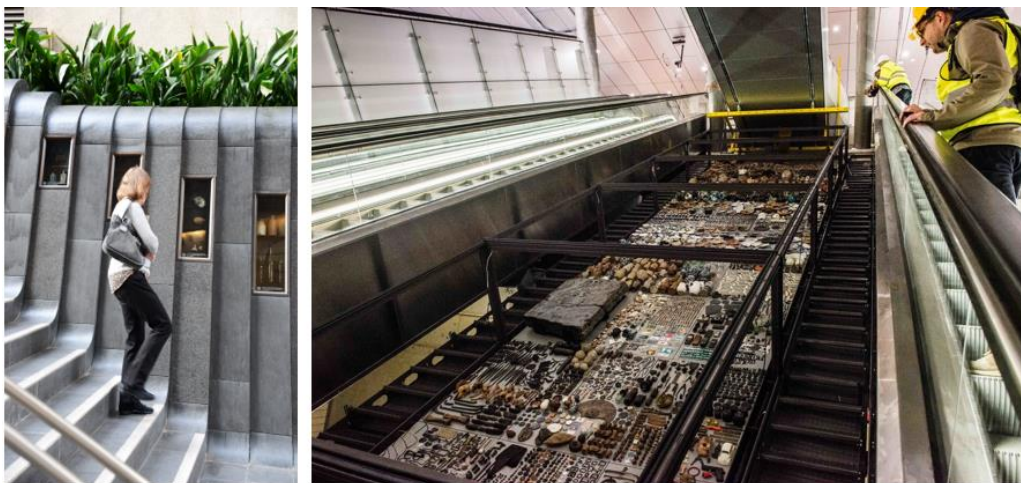
14.17 Naming/use of language

The names given to places convey their significance through a sense of history, identity and connection between people and a place. Many individuals and groups have made important contributions to the evolution of the Central SSP site, which can be reflected through this interpretive device. Naming can be incorporated into wayfinding strategies, on digital and physical maps, on artwork or signage, in designated rooms, areas or precincts and in public programs.

An effective interpretive device for interpretation of the site would be naming features or areas after significant non-Aboriginal people associated with the development of the railways. This honours their contribution to railway heritage, a strong story within the Central SSP site. Examples of this practice already in use onsite include Henry Deane Plaza, named after the Engineer-in-Chief the Railway Construction Branch of the Department of Public Works between 1890 and 1912. Opportunities for other key individuals, such as John Whitton, should be explored, as well as opportunities for key women to be represented.

For Aboriginal people, connection with Country is intrinsically connected to identity through language, cultural practices and long held relationship between people and the land. Using words or phrases in the Sydney Language to name features or areas within Central SSP, or to provide information about values or elements in the landscape, are interpretive options that recognise Aboriginal connection to Country. Dual naming options should also be explored.

A selection of words sourced from Jakelin Troy's The Sydney Language is included below, as examples of language directly relating to Central SSP's interpretive themes: 'Journeys' and 'Gatherings'. Any naming options in language should be developed in consultation with appropriate cultural and language knowledge holders and the Metropolitan LALC.

Table 15: Sample of the Sydney Language related to Central SSP's interpretive themes

Journeys	Gatherings
muru (path/road)	yirran (many)
baru (quick)	marri (great, large)
wurral (slow)	garbara (dance)
yudi (to escort home)	dunguru (dance)
wumara (fly/run)	dyalgala (embrace/hug)
wuruna (to go outside)	yuridyuawa (to sit near someone)
wari (away/abroad)	buduwa (warm one's hands by the fire and then gently squeeze the fingers of another)
winima (close by)	burbangana (take hold of my hand and help me up)
ngarrawan (distant)	yalabi dayalung (bora ceremony)
warawara (far away)	

Left: Edge of Trees, Museum of Sydney, by Fiona Foley/Janet Laurence; right: Awabakal foreshore sculpture, Newcastle

St Leonard's Health Complex seating in language 'Teaching the children how to make fish slow'

Henry Deane Plaza, Central Station

14.18 Welcome to Country/ Acknowledgement of Country

A key way of signalling to audiences the importance of Country is through a Welcome to Country (provided by Traditional Owners/custodians) or an Acknowledgement of Country message (provided by the asset owners, e.g. TfNSW).

Consultation with Aboriginal stakeholders have indicated the importance of acknowledging the land as Gadigal land, and of the significance to providing a welcome to the land at a prominent precinct entrance location as a pause point for people to reflect. This could be achieved through a variety of means:

- Largescale artwork by Aboriginal artists which provides a Welcome to Country

- Use of sensitively worded messages to acknowledge Gadigal custodianship, in both English and the Sydney Language

- A signature building located at a prominent entrance position to the Central SSP to include design elements that celebrate Aboriginal culture.

If Acknowledgement of Country statements are located at several points within the precinct, it is important that a consistent wording and approach be developed to be used cross-precinct so that a clear message is conveyed.

Left: Acknowledgement of Country, NRMA; right: Acknowledgement of Country, Westpac Bank

Left: Immigration Museum, Victoria; right: Ngunnawal Centre, University of Canberra

14.19 Community Place

The desire for a Community Place has been emphasised in previous consultation with the Aboriginal community for sites around Redfern, Central, Waterloo and Eveleigh (see Section 10.2).

Community Places function in many ways according to the wishes and needs of the individual communities that participate in their management, including as a cultural centre for sharing Aboriginal stories, an exhibition space for artists' works, as a place of cultural safety, as a learning place for Aboriginal youth, as a centre for Aboriginal cultural activities and workshops, and as a Keeping Place for storing and displaying heritage material and a focus for heritage interpretation. A Community Place at Central, a key entrance point for visitors to Sydney, would be a significant and much needed feature, respecting the cultural significance of the location and providing a focus for the continuation of Aboriginal cultural leadership.

A Community Place should be co-designed with Aboriginal community and professionals to ensure that it will meet the needs of the community it is serving and should be supported through an ongoing funding model. It may be appropriate for a signature building within the new precinct to be designated as an Aboriginal Community Place. If a Keeping Place were to be considered for inclusion within the Community Place, then further discussion of the role, establishment, ongoing management and funding models will be required, with permanent participation by Aboriginal stakeholders in the design and ongoing management of a Keeping Place imperative, as well as consultation with Heritage NSW.

A Community Place/Keeping Place is also being considered for the Redfern North Eveleigh project (also being undertaken by TfNSW) so the appropriateness of such an important feature at either site should be carefully evaluated.

Left: Armidale Keeping Place; right: Lake Condah Mission Keeping Place

NB: this HIS has not addressed the issue of inclusion of spaces and places for Aboriginal run businesses and start-ups particularly in new technologies as an integral part of the new precinct, as that is beyond the scope of the HIS. However, both the concept of a Keeping Place and of support for Aboriginal run businesses/start-ups should be considered.

14.20 Programming and Events

Well-designed public programs and events have also been a successful avenue for heritage interpretation at Central Station and the wider Central SSP. Audiences have participated in the Sydney Open, which runs annual tours of the clock tower and 'ghost' platforms 26 and 27, and an annual steam and diesel Transport Heritage Expo; the popularity of events like this indicates that residents and tourists would be interested in regular public programming.

Dedicated spaces for public programs, with suitable seating and viewing options, should be considered for development in the precinct to provide suitable physical locations for such programming. In particular, spaces for the public to experience heritage trains, as is done in the Transport Heritage Expo, should be made available.

An understanding and appreciation of Aboriginal cultural heritage within the Central SSP site cannot only be limited to expression realised in the built environment, landscaping, and artworks. An ongoing relationship with local Aboriginal knowledge holders is important in facilitating the community's appreciation and understanding of Aboriginal cultural heritage values and respect for Country. This can be achieved through sustained, engaged public programming around Aboriginal culture and heritage, developed in concert with the Metropolitan LALC and relevant Aboriginal community stakeholders.

The development of a Public Programming Strategy to provide guidelines for future programs involving both Aboriginal and non-Aboriginal knowledge holders and heritage train experts should be undertaken during detailed design for the Central SSP future development.

Images from the Sydney Open clock tower and 'ghost platform' tours. Source: Sydney Morning Herald

Left: National Parks and Wildlife Aboriginal Studies lessons; right: Wyanga Malu coach tour, Dreamtime Southern

14.21 Tours and trails

The Central SSP site is one of the most significant historical areas in Sydney, with many layered histories present throughout the site. The large public domain area of the site lends itself well to historical trails, tours or walks, integrated into existing tours facilitated by local organizations such as Sydney Open and City of Sydney.

The Sydney Trains webpage provides a self-guided tour of Central Station. This self-guided tour lacks adequate promotion and smartphone usability. An expanded trail, tour or walk can be achieved in a number of ways, with paving elements or panels placed at key points, with brochures, maps, QR codes, a smartphone app system or websites as possible delivery methods, integrating the various histories of the area into a comprehensive, engaging narrative. Integration with the existing City of Sydney series of heritage walks/trails would also be appropriate.

In particular, City of Sydney established the Eora Journey program in 2012, aiming to recognise and celebrate the living culture of Aboriginal and Torres Strait Islander peoples in Sydney. This program centres upon four elements:

- Recognition in the public domain

- A significant event celebrating Aboriginal and Torres Strait Islander cultures and heritage

- Preparation of an economic development plan in consultation with Aboriginal and Torres Strait Islander communities

- Development of an Aboriginal knowledge and culture centre.

The Barani-Barrabugu (Yesterday/Tomorrow) Walking Tour booklet was also produced, highlighting key associations, histories and cultural spaces in locations across Sydney city, consolidating locations into four walking 'journeys', with Sydney City and Surry Hills comprising Journey Three.[156] As well as inclusion in the Walking Tour, the curatorial approach outlined in the Barani-Barrabugu Walking Tour booklet should be considered in the selection and development of Aboriginal heritage interpretation at the Central SSP site.

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[156] City of Sydney, 2011. Barani/Barrabugu (Yesterday/Tomorrow) Walking Tour. Accessed at:
https://www.cityofsydney.nsw.gov.au/history/barani-barrabugu-yesterday-tomorrow-walking-tour (June 2021).

Eora Journey identified locations of Aboriginal cultural associations, significance, and stories. Source: City of Sydney
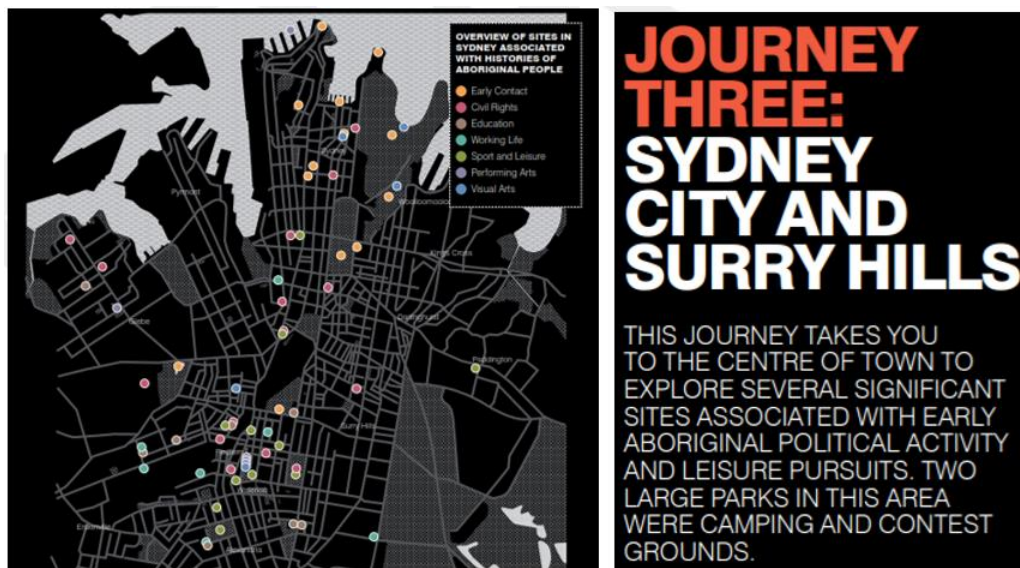
14.22 Oral histories

A positive way to engage the community and capture the rich layers of information about Central SSP's history would be to develop an oral history project, whereby the history of the site and its ongoing role in the evolution of Sydney is contextualised by first-hand accounts of those in the community who have related to the area, both Aboriginal and non-Aboriginal.

In particular, an oral history project would be an opportunity to present the experiences of past and present staff from Sydney Trains, TfNSW and former RailCorp employees, to create a knowledge bank of personal stories from the twentieth and twenty-first centuries. Willing past and present staff members should be prioritised for oral histories of the Central SSP, alongside railway heritage specialists, rail historians and rail heritage groups such as NSGR News and History Group.

The publication of an oral history project could either be in hard-copy or digitally on a website. Partnerships with community focused organisations, such as the State Library of NSW, the Dictionary of Sydney, and the Royal Australian Historical Society in developing an oral history project should be explored. The City of Sydney also has extensive expertise on the collection and publishing of oral histories, with its own Oral History Collection recording perspectives by Sydney's residents on the history of the city, art and culture, historic local businesses, and many other topics at https://www.sydneyoralhistories.com.au/

Other examples of online oral history projects include:

- http://www.oralhistorynsw.org.au/examples-of-websites-featuring-oral-histories.html

- http://www.nla.gov.au/what-we-collect/oral-history-and-folklore

- http://artsonline.monash.edu.au/australian-generations/

- https://livinghistories.newcastle.edu.au/nodes/view/89913

The resulting publication, whether hard-copy or digital or both, would be a positive outcome and an important resource for the community.

14.23 Digital engagement

As technology advances, digital engagement has become one of the most flexible and accessible interpretive devises available, able to reach a wide audience and be promoted with little effort. A number of digital solutions suitable for exploring the Aboriginal and non-Aboriginal heritage of Central SSP are outlined below.

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14.23.1 Onsite digital engagement

Mobile, wireless, and location-based media delivers information directly to personal mobile devices such as mobile phones, iPads, e-books and laptops. Downloadable apps are some of the most flexible and accessible interpretive devices available today. Apps provide a vehicle for the layering of information, and easy access to a wide range of images, photographs, and historical information. Immersive apps can also evoke the experience of the Central SSP at different points in history, creating a virtual world that includes the sights and noise of a train station throughout the late nineteenth and twentieth centuries.

A structured heritage interpretation resource app with information/images/audio/visual features could be programmed using Beacon Technology (in which small, wireless transmitters that use Bluetooth technology are installed in convenient high traffic locations) or phone GPS, providing site users with a unique onsite heritage experience. The app could activate certain aspects in certain sub-precincts e.g., in the Central Station sub-precinct, listed buildings and past buildings/archaeological finds at the site could be highlighted. Alternatively, heritage information could be incorporated into future wayfinding apps for the Central SSP.

Left and right: Examples of apps with heritage features
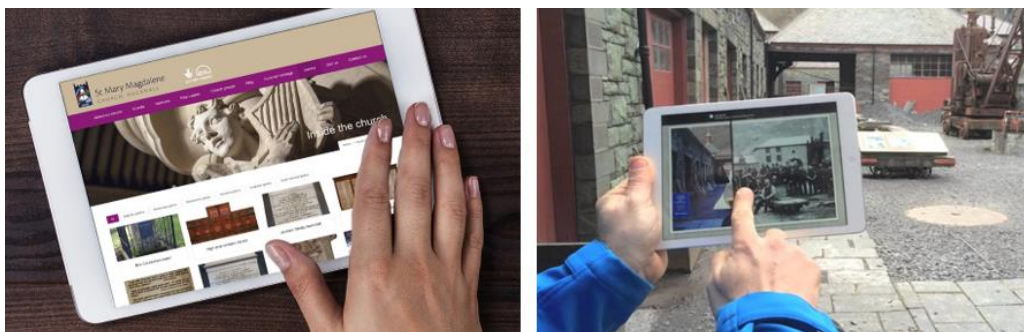
14.23.2 Offsite digital engagement

As a more traditional form of digital engagement, web pages have continued to be popular with a wide range of audience groups. Dedicated pages within a website can provide a vehicle for layering of information and easy access to a wide range of images, photographs, and historical information. A possible link from onsite media via QR codes to the website would mean that a wealth of information could be accessible to interested audiences with no additional investment. Any oral histories or complementary interpretive elements such as naming or programming could also be included or advertised on the web page.

Modern rolling stock has increased digital capability, presenting another opportunity for digital engagement. A broadcast AV program welcoming visitors and briefly outlining the history of the Central SSP on inter-state trains, airport link, and Indian Pacific trains, and long-distance coaches, buses, and shuttles as they arrive at Central, may be appropriate if the vehicle has the digital capability. This is a well-known device used by international flight companies and trains such as the Gatwick Express and Heathrow Express in London.

Left: City of Sydney history webpage; right: Barani Aboriginal Sydney webpage

14.24 Documentaries and publications

The ongoing evolution of Central Station and Central SSP presents the opportunity to create short or feature-length documentaries or publications which include interpretive aspects. There is a wealth of historic materials to work with for a potential documentary or publication, through local and State organisations, the City of Sydney Archives, the Australian Railway Historical Society and the Sydney Trains heritage staff.

Several documentaries have been produced in the past decade addressing histories of Central SSP; notably the Running on Time 15-minute film, produced by Sydney Trains as part of the 'Running on Time' railway heritage project. Sydney Trains has recently commissioned a documentary film focusing on Central Station, called 'Inside Central Station: Australia's Busiest Railway'(SBS) Opportunities for future documentaries and publications should continue to be explored during future development at the Central SSP.

Left and centre: 'Running on Time' packages; right: A Century of Central, Australian Railway Historical Society
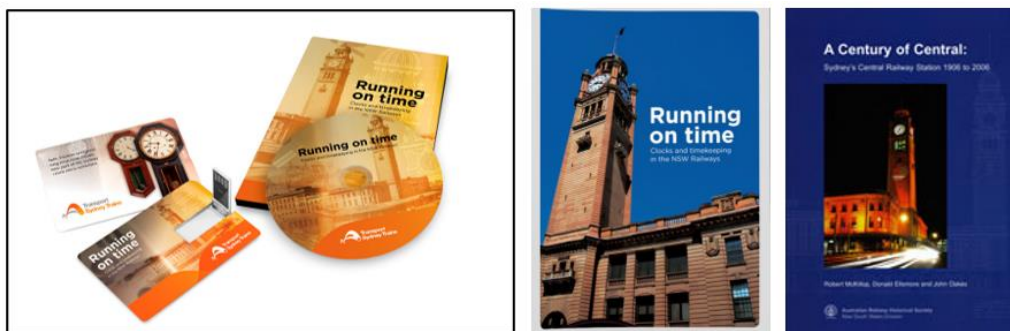
Left and right: 'Inside Central Station: Australia's Busiest Railway' (2021)

14.25 Temporary hoardings

Hoardings are a highly visible temporary canvas for heritage interpretation and are necessary for developments constructed in high traffic areas for safety and to mitigate visual impacts. The City of Sydney Creative City team requires temporary hoardings to be covered in art by a living Australian artist or in relevant historical images with a connection to the construction site.

The existing artworks offered by the City of Sydney include images designed by both Aboriginal and non-Aboriginal artists, covering a wide range of themes; an alternative option is for hoardings to be developed independently for each construction and approved by the City of Sydney. [157] Heritage listed buildings must be covered in temporary hoardings with historic images only; therefore, it is likely that only historic images will be

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[157] City of Sydney, 2021. Creative Hoardings Program. Accessed at: https://www.cityofsydney.nsw.gov.au/cultural-support-funding/creative-hoardings-program (April 2021).

available for use on hoardings for future development at the Central SSP. [158] The possibility of introducing Aboriginal artwork hoardings should be explored, however, for developments outside the curtilage of Central Station.

Though only temporary, the inclusion of artworks/murals or historic images on hoardings during construction of the future developments would communicate a sense of the heritage of the site during the construction phase and engaging the local community in a positive manner.

Left: Building wrap for Town Hall reconstruction, Sydney; right City of Sydney approved hoardings;

Left: Ancient Tracks by Toby Bishop, Woolworths Town Hall; right: Ngaarr by Lucy Simpson, City of Sydney approved hoarding
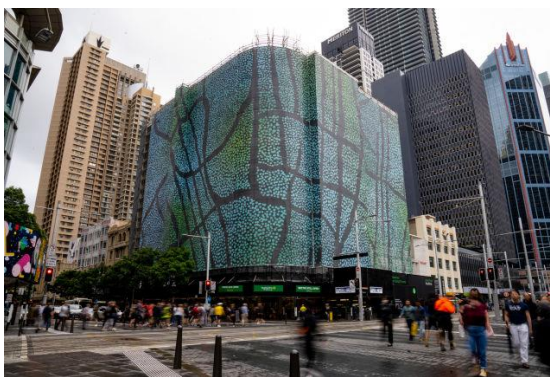
14.26 Educational programs

A number of key heritage precincts and buildings in the City of Sydney have developed education programs linked to NSW State Education Department Curriculum. These include both materials accessible online, plus on-site interpretive tours/programs. Examples include Barangaroo Precinct programs for Years 7-12 (https://discoverbarangaroo.keclassroom.com/) and Sydney Living Museums school programs for Years K-12 (https://sydneylivingmuseums.com.au/tags/schools).

The development of education programs relating to the history of the Central SSP site linked to Primary School Stage 3 Human Society and the Environment (Aboriginal Studies and History) and Science and Technology syllabi, and Secondary School Stage 4 and 5 Human Society and the Environment (Aboriginal Studies and History) and Technologies syllabi would be a positive outcome for young audiences and help to promote a lifelong understanding of the heritage significance of the Precinct.

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[158] City of Sydney, 2021. How to create or commission your own site-specific artwork for construction site hoardings. Accessed at: https://www.cityofsydney.nsw.gov.au/hoardings-temporary-structure-approvals/create-commission-site-specific-artwork-hoardings (April 2021).

Left: Sydney Living Museums school on-site program; right; Bangarra Dance Theatre's Patyegarang online teacher's resource

15. The Public Domain: Cross-Precinct Opportunities

15.1   Introduction

This section explores the opportunities for heritage interpretation across the entirety of the Central SSP, both on-site and offsite. The on-site opportunities for heritage interpretation will largely be installed within the public domain spaces of the Central SSP and will be encountered by thousands of site users each day as they utilise the precinct for various purposes. The offsite opportunities for heritage interpretation are planned for the digital space to be easily accessible online for any interested parties.

15.2   The public domain: on-site opportunities

There are many examples from Australia and around the world where former industrial sites have been transformed into active public spaces, blending industrial heritage with the natural environment and contemporary design features. Connected networks of public domain spaces of various scales and types are a key part of encouraging a diverse range of social activities within a place.

Embedding connections between public domain spaces across the precinct can assist in making the new Tech Hubs within Central SSP inviting and connected places to work. Integrating site-specific heritage interpretation elements within these connected developments provides engaging and accessible opportunities for the heritage significance of the site to be communicated and shared.

15.2.1 Public domain space at the Central SSP

The proposed public domain system for the Central SSP provides a high-quality network of new and revitalised public open space. Major new north-south and east-west connections will pull the city together around a remade Central Terminal. The Terminal Building will be set in an iconic public landscape consisting of major new CBD spaces including Central Square, Central Green, Devonshire Square and Mortuary Station Plaza.[159]

The public domain spaces for the Central SSP include areas within the entirety of the eight sub-precincts, in addition to key connectors to previously disconnected parts of Sydney including the Goods Line Extension, the Prince Alfred Park Active Recreation Extension, Central Avenue and the Great Civic Destination connector for Belmore Park, Eddy Avenue and the Terminal Building. These elements are described in the Central Precinct Place Strategy, Public Domain Strategy and Urban Design Framework Report [160]**.** The various levels of the Central SSP public domain spaces will be connected through a terrain-based approach, integrated with the character and movement networks of the wider city.

The public domain development has been organised within the Central Precinct Place Strategy, Public Domain Strategy and Urban Design Framework Report into three distinct but harmonious characters, which have informed the scale, form, and likely program of the public domain in each part of the Central SSP. The three distinct characters will be brought together as a dynamic setting for public life. The characters for the Central SSP are summarised in Figure 61, and as follows[161] :

- The northern character is Civic and Cultural

- The central character is for Innovation and Work

- The southern character is for Life and Health

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[159] Central Precinct Place Strategy, Public Domain Strategy Urban Design Framework, April 2022.
[160] Ibid.
[161] Ibid.

Figure 61: Characters of the Central SSP. Source: Central Precinct Public Domain Strategy Update, 2023

65.   Diagram of public domain character areas
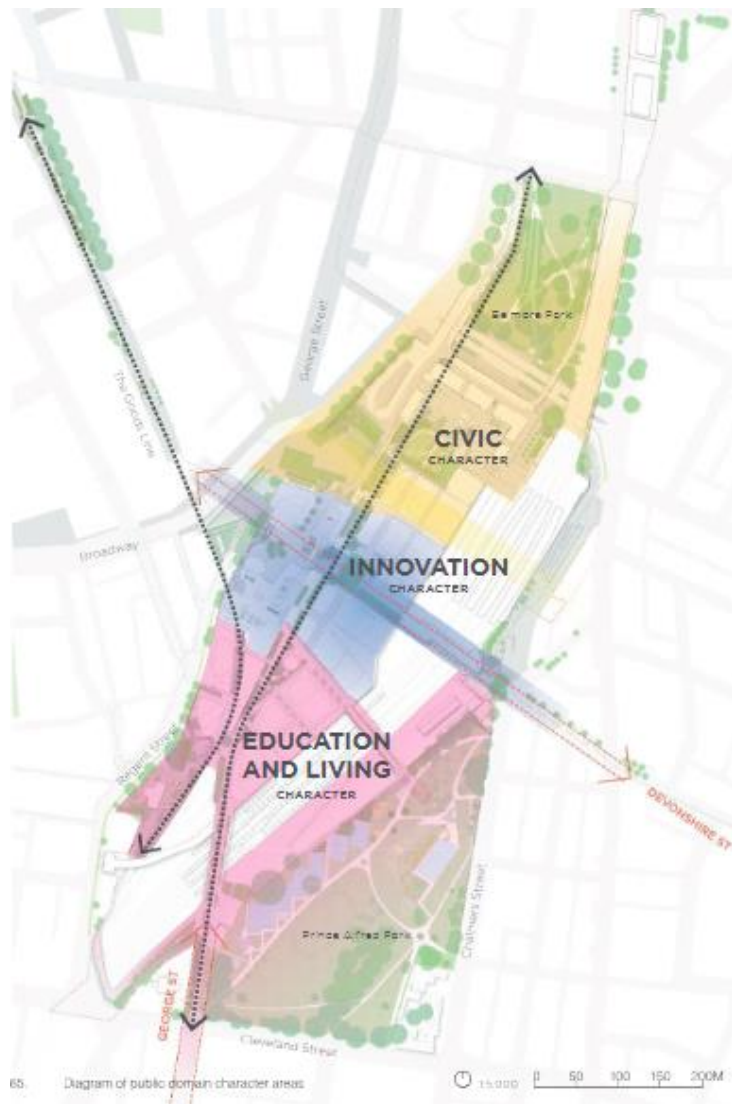
The overall character of these public domain sections will be informed by the project's urban design principles, which include guidance for built heritage, public art, heritage interpretation and Connecting with Country. These Urban Design Principles are as follows[162]:

- Principle 1: Respond to the unique context of Central SSP

- Principle 2: Celebrate and reconnect with heritage and Country

- Principle 3: Create a north-south spine

- Principle 4: Link east-west

- Principle 5: Establish movement and connectivity framework

- Principle 6: Define a network of places and spaces

- Principle 8: Define city blocks

- Principle 9: Define gateway sites.

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[162]   Central Precinct Place Strategy, Public Domain Strategy and Urban Design Framework Report, 2022, p88.

15.3   Renders showing key public domain spaces

15.3.1 Public spaces: north

Impression of Central Square. Source: Public Domain Strategy Update, 2023

Impression of Central Green, Source: Public Domain Strategy Update, 2023

15.4 Public spaces: central

Impression of Central Avenue running north-south and Devonshire Street running east-west. Source: Public Domain Strategy Update, 2023

Impression of Devonshire Square. Source: Public Domain Strategy Update, 2023

15.4.1 Public spaces: south

Impression of Southern Plaza, indicating possible Aboriginal welcome to country/signature building at a key entrance point to the precinct. Source: Public Domain Strategy Update, 2023

Impression of Mortuary Station Plaza. Public Domain Strategy Update, 2023

Impression of George Street bridge, leading to Mortuary Station Plaza. Public Domain Strategy Update, 2023

Public Doman Plan. Source: Source: Central Precinct Public Domain Strategy Update, 2023

3.2 Public Domain Plan

Public Domain

The proposed public domain system provides a high quality network of new and revitalised public open space. Major new north-south and east-west connections will pull the city together around a remade Sydney Terminal Building. The Sydney Terminal Building will be set in an iconic public landscape consisting of major new CBD spaces including Central Square and Central Green.

Public spaces

1 Eddy Avenue (Upgrade)
2 Eddy Avenue Plaza (Upgrade)
3 The Grand Concourse (Upgrade)
4 Regional Coach Terminal
5 Central Square
6 Central Green
7 Central Avenue
8 Devonshire Square
9 Devonshire St Bridge and Connection
10 Railway Square (Upgrade)
11 Henry Deane Plaza (Part of Western Gateway Sub-precinct, not within this rezoning proposal)
12 Laneways
13 Prince Alfred Park Bridge
14 Southern Rainforest
15 Southern Plaza
16 The Goods Line
17 George Street Bridge
18 Mortuary Station and Gardens
19 Ibero-American Plaza (Upgrade)

48. Public Domain Plan

Figure 62: Key features of the Public Domain at the Central SSP. Source: Central Precinct Public Domain Strategy, 2023

Public Domain Plan

The Public Domain Master Plan integrates the OSD and
public spaces with the wider network of the city.

52. **Extending the Goods Line** to connect Central Station
Precinct with Darling Harbour and Pyrmont, as well as UTS and the
Powerhouse Museum.

53. The **Active Loop** extends the functions of Prince Alfred Park
up and onto the deck. Larger floor plates on this edge of the deck
offer indoor recreation opportunities.

54. The great **civic destinations** with the Sydney Terminal
Building and Clocktower at its heart, including Central Square,
the Grand Concourse, Central Green, Railway Square, Eddy Ave,
Belmore Park, Devonshire Square, George St, Pitt St.

55. The North South Avenue and George St Bridge connects
George St, Redfern through the Central Precinct, and on through
the city to the harbour at Circular Quay. A major intersection is
created with Devonshire Street at Devonshire Square. It is the major
civic armature of the OSD, and the main address for new buildings.

56. A bustling system of **laneways**, arcades and courts provide
access to larger building lobbies and a fine grain experience
connected to Central Avenue.

57. A **link at the level of the platforms and Grand Concourse**
(RL21) directly connects the Grand Concourse and Regional Coach
Terminal with Henry Deane Plaza and the Western Gateway.

Figure 63: Integrated public domain plan for the Central SSP. Source: Central Precinct Public Domain, 2023

A connected network and enduring public domain for Sydney

The over station development will be connected and integrated with the wider city.

These wider city threads are pulled together as new public space and then connected directly into the Grand Concourse of Sydney Terminal Building ensuring that the Sydney Terminal Building remains the key civic heart of the precinct.

Historic buildings and structures create landmarks at key junctions in the public domain. These structures assist with legibility and wayfinding through their landmark qualities, as well as connecting the experience of the over-station development with the surrounding city and into the setting of the rail context.

58.   Diagram of the public domain system with the surrounding historic landmarks of the city.

15.4.2 Incorporating heritage interpretation

The public domain spaces of the Central SSP site should incorporate the key themes of 'Journeys' and 'Gatherings' in their geometry, design, and connections, providing an overlay for the Precinct as a whole. These interpretive themes can intertwine and connect the heritage interpretation, Connecting with Country elements and public art installations across the site. Therefore, close coordination between these three requirements is a key component of future planning.

Site specific stories, aligning with the overarching themes, will be attached to relevant locations within the public domain. Some sites across the public domain will be more sensitive (and therefore contain more site-specific stories) than others. The synthesising of heritage interpretation into the public domain should be approached with consideration of the type of interpretive media and the sensitivity of the location.

More sensitive sites, with multiple site stories, would require a more varied interpretive approach with additional layers of diverse interpretive media allowing detail and nuance. Less sensitive sites, with a single key site story, would be more suited to a large-scale form of interpretive media that can explore this story in an expansive manner, contributing to the landmarks of the Central SSP.

This synthesis and an approach to public domain interpretation is provided in Figure 52.

15.4.2.1 *Interpretive media examples*

Examples of the incorporation of heritage interpretation in the public domain are included below. This list is not exhaustive and should be treated as an example only for future planning purposes.

Examples for interpretive media include:

- Integration of Aboriginal design elements within the built form (signature buildings at key entrance locations)

- Landscape geometry evoking past landscapes and past uses, or programming spaces formed by the space geometry

- Ground plane elements creating narrative paths using designs, dates, quotes

- Large scale wall features showcasing site specific heritage images or heritage focused art

- Overhead features related to Aboriginal astronomy on canopies, roofs, shade structures

- Public art elements, particularly celebrating Aboriginal heritage and Connection to Country

- Design features, such as the use of railway motifs relevant to the site as repeated, small interventions

- Gatherings spaces and seating, with inserts in seating, patterning on structures, spaces designed for programming and heritage event use

- Plantings of species native to the area

- Interpretive panels providing focused contextual information

- Embedded artefact displays from archaeological works

- Moveable heritage objects incorporated into landscaping, particularly large scale elements such as wagon turntables

- Displays of key moveable heritage objects and artefacts with contextual information

- Play spaces with rail heritage or Aboriginal cultural heritage themes

- Naming of spaces and places/use of language..

Example: Gadigal identity

Site story

The site story 'Gadigal identity' explores the connection between the Gadigal identity and Country, as Aboriginal people see themselves as an extension of the land on which Sydney sits. Gadigal identity can be explored through the characteristics of 'sunrise people, moonrise people, sandstone people, stories of whale dreaming, and dreaming stories of mother earth through Gadi (Cadi) grass trees, fig trees, paperbark trees, angophora trees and ironbark trees'.

Interpretive media

This key site story can be explored in the public domain through one major ground plane public artwork, which could also connect multiple commissions of public art pieces by Aboriginal artists and designers. A large-scale art trail, Tracks to Connection, is proposed for the precinct within the Public Art Strategy, expressing and interweaving Aboriginal narratives by numerous commissioned Aboriginal artists alongside heritage narratives and modern Australian art.

Positioning a major ground plane artwork in the main plaza off Pitt St in the Central Station sub-precinct and extended though the Central Avenue towards the Redfern entrance of the precinct, could echo the trackways of Aboriginal people as well as making a strong link with the significance of neighbouring Redfern to the Aboriginal community, evoking the contemporary railway tracks, and connecting artworks along the way.

A major artwork incorporated within the signature building at the southern entrance of the site would also act as a Welcome to Country, and a pause point for people to consider the Gadigal connections to the land.

Examples of artworks by Aboriginal artists in public domain spaces are shown below.

Left: Barrangal dyara (skin and bones), Jonathan Jones, Sydney Royal Botanic Garden; right: (untitled) maraong manaóuwi, Jonathan Jones, Hyde Park Barracks

Wingarra-Murra, sandblasted paving design, University of Sydney

Left: Jugama by Judy Watson, University of Sydney; right: Water is Life by Elisa Jane Carmichael, Brisbane
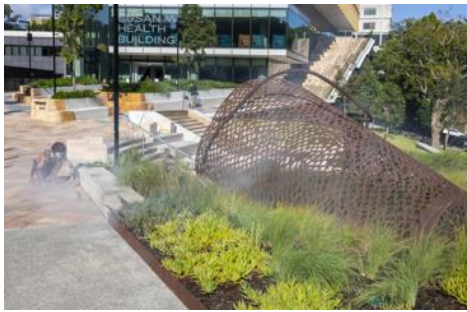
Example: Many languages

Site story

The site story 'Many languages' explores the local Aboriginal languages of Sydney. The local language spoken by the Aboriginal community has the commonly accepted name of the Sydney Language, though the original name and nature of the language has been lost due to colonial disruption. Stakeholders stressed the importance of using language as an acknowledgement of Gadigal land, and of inclusivity regarding using language or acknowledging all the Aboriginal groups who have travelled to the area over the last century and exist within the Sydney CBD to encourage a sense of belonging in the local Aboriginal community.

Interpretive media

This key site story can be explored in the public domain through language and naming. The Sydney Language, and other Aboriginal languages as appropriate, as nominated and approved by key stakeholders, could be used for the naming of public spaces, pathways, laneways, rest spots and signature buildings.

Left: Street sign, Dubbo; right: Burrawang Walking track sign, Kamay

Example: Train journeys

Site story

The site story 'Train journeys' explores Central Station's role as key place in the mobility of peoples from all over Australia for over a hundred years, connecting family and friends over thousands of train journeys.

Interpretive media

This key site story can be explored in the public domain through interpretation elements in gathering and seating spaces evoking the history and emotions associated with train journeys. As site users rest, pause or gather in the public domain seating areas, small seating inserts with stories of historic train journeys to/from Central can provide points of conversation. Other evocative elements, such as furniture featuring traditional railway design motifs, embedded trackways in the ground plane, or lighting and sound associated with trains craft an individual experience with heritage in a gathering space.

The Social Line at Railway Square, Perth: railway-inspired seating/ backlit train tracks; water movement evoking the steam and movement of trains

15.4.3 Example plans

Plans showing opportunities for integration of historic and Aboriginal interpretation, Connecting with Country initiatives and public art within the public domain are shown in Figures 64 and 65.

15.5 Digital interpretation: off-site opportunities

Digital engagement is a flexible and accessible interpretive device that can be accessed offsite, able to reach a wider audience of site users worldwide. Well-designed, intelligent digital interpretation can effectively address both Aboriginal and non-Aboriginal heritage of the Central SSP, making it suitable for a cross-precinct approach. Easily accessible digital platforms, including webpages, sites, and apps, are an opportunity to incorporate the key themes of 'Journeys' and 'Gatherings' and specific site stories into the Central SSP's online space. Any future digital strategy developed for the Central SSP should include provisions for heritage interpretation.

Digital interpretation is also an exciting opportunity for early intervention, with several interpretive elements achievable without a physical presence on-site. These interpretive elements can therefore be developed at an early stage within the project timeline.

15.5.1 Interpretive media examples

Examples on how to incorporate digital heritage interpretation of the public domain are included below. This list is not exhaustive and should be treated as an example only for future planning purposes.

Digital overlay

The wealth of stories and the complexity of their interconnections across the site suggest that a digital interpretation overlay, whereby people can choose the depth of information and experience they interact with based on their time and interest levels, would be an important interpretive feature. The digital overlay could include information about archaeological finds, previous structures and current heritage buildings and sites within the precinct presented as a map where people can access layers of information – an ArcMap.

Oral history

A cross precinct oral history project, published either digitally or physically, would capture the many and varied stories of people's relationships with the site, from railways workers, postal workers, past travellers, people's memories of major events, stories related to Aboriginal employment and activism in the area

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Figure 64: Draft approach to integrating media for Heritage Interpretation, Connecting with Country Framework, and Public Art Strategies into the public domain. Source: Public Domain Strategy Update, 2023

3.6 Connecting with Country, heritage interpretation and public art strategies

Interpretation
- Interpretation communicates what is important about the place and contributes to recognising and retaining the cultural significance of that place through building understanding, awareness and engagement.
- Interpretation is an important key to reveal and help retain the significance, (natural, cultural or both) of the place through public awareness, understanding and lived experience.

Intangible Heritage
- Ensure that new works understand, respect and safeguard the place's intangible heritage – the cultural practices at a place that relate to the significance of the place.
- The conservation and maintenance of cultural practices may be integral to retaining the cultural significance of a place.

A Context Responsive Cultural Framework
The Cultural Framework for the Central Precinct has been developed as a direct response to site. This includes an approach to Country, to non Aboriginal heritage interpretation, to art and creative programming. These strategies are arranged across the site such that they do not conflict. In several areas there are opportunities to bring multiple approaches together in one area. The diagram illustrates the overall coverage of the three strategies illustrating a rich and interwoven cultural framework for the entire precinct.

Synthesising Connecting with Country, Heritage Interpretation and Public Art Strategies

Types of elements and interpretation
Small or Ephemeral ← → Large or Permanent

	Naming Documentary Projection/Big Screen Oral histories Lighting Digital Tours Programming	Adaptive Reuse Museum space and displays	Interpretive signage, panels and walls, frames to focus views	Embedded interpretation and art, such as seating and play elements, and planting	Singular Art Piece	Path or thread narrative Landscape geometry	Buildings and public places	Iconic landmark at the city scale
Connecting with Country, and Aboriginal Heritage Interpretation	Language Story Place naming			Dune garden and Sand Circle Six Seasons Planting Functional element design Embedded learning	Sky Country Artwork	A connected thread with embedded learning	Gathering Place, Sand Circle, Sand Dunes, landmarks of Country Community space Keeping Place	Immersive Welcome to Country piece Platform 1
Historic Heritage Interpretation	Rail stories Working on the rail Major events Mortuary Station Goods Line Sydney Terminal Building	Movable heritage rail collection Prince Alfred Sidings Substation	Devonshire St Cemetery, Bradfield Flyovers First and Second Stations, Sydney Terminal Building	Mortuary Garden, Turntables		The rail lines Powering the railways Connecting Sydney and NSW	New rail building new station environment	
Public Art	'Life at Central' (Programming and Events)			'Tracks to Connection' A thread of related artwork				'Central Loopline' Big art with a social purpose

Figure 65: Plan indicating key Aboriginal and non-Aboriginal heritage interpretation possibilities within the public domain at Central SSP. Source: Public Domain Strategy Update, 2023

Connecting with Country, heritage interpretation and public art strategies

The clock tower - running on time

Interpretation of the original uses of rooms within western wing and adaptive reuse

Benevolent society and Ambulance Avenue interpretive elements

Goods Line
connections beyond Australia, connecting the country to sea transport
- lighting, interpretive elements

Mortuary Station
- a place to mourn
- garden and planting interpretive elements
- lighting
- projection
- adaptive reuse

Bridges with view over Bradfield Flyovers - interpretive elements

The Grand Concourse
- gathering
The Sydney Terminal Building
- interpretive elements for rail history, connecting Sydney & NSW, rail engineering, major events
Eddy Avenue Plaza
- station gardens and nursery
The Electric Building
- adaptive re-use or rail museum
Platforms and tracks
- journeys, arrival and departure - new condition
Devonshire Bridge
- interpretive elements for view over rail history, first and second stations and Devonshire St cemetery
PA substation
- adaptive reuse and interpretive elements
Turntables
- possibly relocated in park as seating elements
Social innovation of the 'family hubs' play areas

Edge of Prince Alfred Park - social life of the railway, the welfare education of rail workers

Precinct Naming
Oral histories
Digital trails
Tours
Publications

197.   Diagram of heritage interpretation opportunities in the public domain

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16. Sub-Precinct Opportunities

'Incorporate high quality interpretation of history and archaeology that integrates with and adds to the depth of the visitor experience.'[163]

16.1   Introduction

TfNSW's Central Precinct Strategic Framework (2021) divided the site into eight sub-precincts based on heritage items, local character, and function:

- Central Station

- Western Gateway

- Northern OSD

- Southern OSD

- Regent Street Sidings

- Prince Alfred Sidings

- Eastern Gateway

- Goulburn Street.

The locations of each sub-precinct are illustrated in Figure 66 with a summary of interpretive themes, site-specific stories, and opportunities for heritage interpretation media opportunities at each sub-precinct.

The following sections then provide more detailed information about the focus for heritage interpretation within each of the eight sub-precincts, including relevant heritage items, existing interpretive elements and examples of how future interpretive media could be utilised to communicate site-specific stories. These sections should guide future interpretation planning for developments within in each sub-precinct.

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[163] Tonkin Zulaikha Greer, 2021. Central Precinct Heritage Framework. Report prepared for Transport for NSW.

Figure 66. Summary of interpretive themes/key stories by sub-precinct

Southern OSD Sub-Precinct
Overarching themes: Journeys and Gatherings
Site stories
- *For tens of thousands of years/deep time*
- *Waterways and trackways*
- *Gathering places*
- *The first and second Sydney Stations*
- *Bradfield's Flying Junctions*

Interpretive media options
- Architectural integration within new built forms, particularly signature bld
- Re-use of salvaged materials and movable heritage
- Landscape geometry
- Seating and gathering spaces
- Design features in public spaces/buildings
- Ground plane elements
- Plantings
- Lighting
- Interpretive panels
- Artefact display
- Public art
- Naming/use of language

Regent Street Sidings Sub-Precinct
Overarching themes: Journeys and Gatherings
Site stories
- *For tens of thousands of years/deep time*
- *The first and second Sydney Stations*
- *Connecting Sydney*
- *Early railway engineering*
- *The Goods Line*
- *A place to mourn*

Interpretive media options
- Architectural integration into new built forms
- Conservation, restoration and adaptive re-use of buildings (Mortuary Station, Goods Line)
- Re-use of salvaged materials and movable heritage
- Landscape geometry
- Seating and gathering spaces
- Play spaces
- Plantings
- Lighting
- Interpretive panels
- Public art

Western Gateway Sub-Precinct
Overarching themes: Journeys and Gatherings
Site stories
- *For tens of thousands of years/deep time*
- *Many languages*
- *Gadigal identity*
- *Custodianship*
- *The first and second Sydney Stations*
- *What lies beneath*
- *Ambulance Avenue*
- *Parcels and post*
- *Early railway engineering*

Interpretive media options
- Atlassian, Toga and Dexus HIPs
- Landscape geometry
- Naming/use of language
- Ground plane elements
- Public art

Northern OSD Sub-Precinct
Overarching themes: Journeys and Gatherings
Site stories
- *For tens of thousands of years/deep time*
- *Journeys in the sky*
- *Many languages*
- *The first and second Sydney Stations*
- *Sydney's second cemetery*
- *Connecting Central/The Devonshire Street tunnel*

Interpretive media options
- Architectural integration within new built forms, particularly signature bld
- Re-use of salvaged materials and movable heritage
- Landscape geometry
- Gathering spaces and seating
- Design features in public spaces/buildings
- Ground plane elements
- Plantings
- Play spaces
- Lighting
- Interpretive panels
- Public art
- Naming/use of language
- Programming

Goulburn Street Sub-Precinct
Overarching themes: Journeys and Gatherings
Site stories
- *The Central Station*
- *Transport's heart in NSW*
- *Belmore Park*
- *Custodianship*

Interpretive media options
- Conservation and restoration
- Ground plane elements
- Interpretive panels
- Lighting

Central Station Sub-Precinct
Overarching themes: Journeys and Gatherings
Site stories
- *For tens of thousands of years/deep time*
- *Journeys in the sky*
- *Waterways and trackways*
- *Platform 1 and the Stolen Generations*
- *Many languages*
- *Coming to Redfern/Central*
- *Train journeys*
- *Gadigal identity*
- *Custodianship*
- *Ambulance Avenue*
- *What lies beneath*
- *Sydney's second cemetery*
- *The first and second Sydney Stations*
- *The Central Station*
- *Transport's heart in NSW*
- *Early railway engineering*
- *Powering the railway*
- *Connecting Sydney*
- *Running on time*
- *Central at war*
- *Working on the rail*
- *Railway services*

Interpretive media options
- Conservation and restoration of Terminal Bld
- Adaptive re-use of building elements and spaces
- Architectural integration within new built forms, particularly signature bld
- Re-use of salvaged materials
- Artefact/moveable heritage displays/a 'heritage hub'
- Landscape geometry
- Seating and gathering spaces
- Design features in public spaces
- Ground plane elements
- Plantings
- Play spaces
- Lighting
- Interpretive panels
- Wall elements/canopies
- Public art
- Programming

Eastern Gateway Sub-Precinct
Overarching themes: Journeys and Gatherings
Site stories
- *For tens of thousands of years/deep time*
- *Train journeys*
- *The first and second Sydney Stations*
- *Connecting Central/The Devonshire Street tunnel*
- *Sydney's second cemetery*

Interpretive media options
- Architectural integration within new built forms
- Re-use of salvaged materials and movable heritage
- Seating and gathering spaces
- Design features in public spaces/buildings
- Ground plane elements
- Plantings
- Lighting

Prince Alfred Sidings Sub-Precinct
Overarching themes: Journeys and Gatherings
Site stories
- *For tens of thousands of years/deep time*
- *Waterways and trackways*
- *Many languages*
- *Gathering places*
- *The first and second Sydney Stations*
- *Connecting Central*
- *Powering the railway*
- *Changing technologies*
- *Working on the rail*

Interpretive media options
- Architectural integration within new built forms
- Conservation, restoration and adaptive re-use of buildings (PA substation)
- Re-use of salvaged materials and movable heritage
- Landscape geometry
- Seating and gathering spaces
- Ground plane elements
- Plantings
- Lighting
- Interpretive panels
- Public art
- Naming/use of language

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16.2   Central Station sub-precinct

The Central Station sub-precinct will draw upon its heritage landmark qualities, re-establish its civic role and provide a world class public transport interchange. The Grand Concourse will be re-imagined as the civic heart of the precinct and provide vital connections to the future OSD while celebrating its heritage character. A central green will become the focal point for the community integrated with heritage, landscape and a vital mix of uses. The Western Forecourt will be a key public place, providing a new western front entrance to Central Station that connects people to the city and invites them to stay and linger. [164]

16.2.1 Location

The Central Station sub-precinct covers the Central Station Terminal Building at the corner of Eddy Avenue and Pitt Street, including the Western Forecourt area and sections of Belmore Park. Significant public domain space in this sub-precinct includes Central Square.

The Central Station sub-precinct corresponds with Precinct 3 of the Central Station CMP.

16.2.2 Built heritage and archaeology

The Central Station sub-precinct includes a large variety of built heritage and archaeological items, including the Sydney Terminal Building, clock tower, the Eddy Avenue colonnade, and the Belmore Park viaducts.

The Central Station sub-precinct is also located near heritage items such as Christ Church St Lawrence, the Former Lottery Office and Marcus Clarke Building, which are local and State heritage listed items not included within the Central SSP.

Archaeological items associated with this sub-precinct include the first Sydney Railway Station, Carter's Barracks, The Cottage, part of the Benevolent Asylum, Christ Church Parsonage and Belmore Police Barracks. This sub-precinct is also partially located on the site of the former Devonshire Street Cemetery.

16.2.3 Renewal opportunities

The opportunities for renewal identified by TfNSW for this sub-precinct include[165]:

Terminal Building

- Change perceptions of Central Precinct as only a place for transport to that of a major civic asset and landmark destination in Sydney, consistent with that of the great train stations of the world.

- Better integrate Central Station with the surrounding public realm by improving key entrance points to the station, re-imagining the Eddy Avenue and Pitt Street colonnades, and enhancing the Sydney Terminal Building's interface with Eddy Avenue Plaza, the Grand Concourse and the Western Forecourt.

- Upgrade and reinvigorate the Grand Concourse, improving the function and activation of the space, while celebrating its unique heritage character to elevate the station design to that befitting of Sydney's principal transport interchange.

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[164] Central Precinct Place Strategy, Public Domain Strategy Urban Design Framework, April 2022.
[165] Ibid

- Sensitively integrate the Terminal Building and OSD, and provide opportunities for connections up to the deck, a destination open space that will become the focal point of the precinct, and new public and cultural uses.

- Reorganise the pedestrian network within the station in a manner that relieves congestion, improves accessibility and wayfinding and enhances the overall customer environment.

- Support improved connectivity to and from the interchange to neighbouring educational institutions and creative industries.

- Adaptively reuse the Terminal Building to introduce high quality retail, commercial and community uses that will transform the station into a destination, broadening its function beyond transport.

- Restore and enhance the Terminal Building in a manner that reinforces its role as an orienting device in the city and a defining feature of the unique heritage character of the area.

Western Forecourt

- Contribute to creating a new focal point that will activate and energise this part of the city and draw people into the broader Central Precinct.

- Contribute to the vision for a third square in Central Sydney as a new civic heart of Central Precinct and surrounding neighbourhoods.

- Reorganise and redefine the intersection at George, Pitt, Quay and Lee Streets into a pedestrian friendly place that seamlessly supports pedestrian movements while inviting people to dwell, meet and gather.

- Create a new civic space that is activated at all hours and which promotes social interaction and inclusion.

- Provide opportunities for smaller scale retail and cafes.

- Use landscaping to provide shade, reduce urban heat and soften the urban environment.

- Allow views south along George Street to terminate at the potential third square, redefining the western edge of Central Station, improving wayfinding and access.

- Create a new entry and station forecourt that links with future east-west connections across the precinct.

- Revitalise the Pitt Street colonnade and internal spaces of the Sydney Terminal Building to reveal and celebrate the heritage building and provide new and enhanced opportunities for people to engage with the area's history.

Belmore Park

- Collaborate with the City of Sydney for the integration of Belmore Park and the Central Station sub-precinct.

- Improve Belmore Park as a significant open space in Central Sydney through improved activation and greater opportunities for active and passive recreation.

- Enhance the unique character of the park through landscape design and public art features that interpret and tell the story of the park's history

- Incorporate a celebration of Aboriginal cultural heritage and connection to Country

- Utilise the heritage viaducts to strengthen the north-south urban and green links across the city, enhancing visual and physical connections to the wider network of open spaces and key destinations

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- Improve the interface between Belmore Park and the Terminal Building across Eddy Avenue, creating a grand front door for the station.

16.2.4 Existing interpretive elements

Over 25 existing interpretive elements, programs and events have been identified within this sub-precinct (refer to the existing interpretation audit, Appendix B). Existing elements should be assessed, then retained, restored or removed according to the assessment.

Several new interpretive elements associated with Sydney Metro are under construction in this sub-precinct and have been assessed as being compatible with this HIS (see Table 5).

16.2.5 Future interpretive planning- themes and site stories

Each development within the Central Station sub-precinct should require an area-specific HIP to be developed integrating the key themes of 'Journeys' and 'Gatherings' and the specific site stories for this sub-precinct.

All future interpretive planning should align with the recommendations outlined in this HIS and the Central Precinct CMP and integrate with other relevant documents such as the Public Art Strategy and Connecting with Country framework.

Site stories for this sub-precinct include:

- For tens of thousands of years/deep time

- Journeys in the sky

- Waterways and trackways

- Platform 1 and the Stolen Generations

- Many languages

- Coming to Redfern/Central

- Train journeys

- Gadigal identity

- Custodianship

- Ambulance Avenue

- What lies beneath

- Sydney's second cemetery

- The first and second Sydney Stations

- The Central Station

- Transport's heart in NSW

- Early railway engineering

- Powering the railway

- Connecting Sydney

- Running on time

- Central at war

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- Working on the rail

- Railway services.

16.2.6 Interpretive media options

Recommended interpretive media options to consider for the Central Station sub-precinct include:

- Conservation and restoration of Terminal Building

- Adaptive re-use of building elements and spaces

- Re-use of salvaged materials

- Moveable heritage displays/exhibition/'heritage hub'

- Landscape geometry

- Seating and gathering spaces

- Design features in public spaces

- Ground plane elements

- Plantings

- Play spaces

- Lighting

- Interpretive panels

- Wall elements/canopies

- Public art

- Programming

- Heritage focused events (eg Transports Heritage Expo)

16.2.7 Interpretive media examples

Examples of interpretive media that could be used to explore some key site stories in this sub-precinct are given below. These are not exhaustive and should be treated as examples only to guide future planning purposes.

Example: Platform 1 and the Stolen Generations

Site story

The site story 'Platform 1 and the Stolen Generations' explores the stories of the members of the Stolen Generations, who were forcibly separated from their loved ones as children and delivered via train from Platform 1 to State-run welfare homes. The stories of loss, grief, dislocation from Country, culture, language, and family networks mark one of the darkest chapters in Australia's history, with impacts still felt today. The healing for Aboriginal communities is an ongoing process, with truth-telling and meaningful acknowledgement of Central Station's role in the tragedy a key part of this journey.

Interpretive media

It is essential that any interpretive media developed for an Aboriginal site story, especially one with associated cultural and community trauma such as the Stolen Generations, be developed by an Aboriginal artist/designer in collaboration with the TfNSW Committee responsible for developing Stolen Generation memorials, the Metropolitan LALC and key Aboriginal knowledge holders.

This key story may be told through public art developed by an Aboriginal artist/artists and Aboriginal community stakeholders positioned at or in close proximity to Platform 1. This type of interpretive media creates a visual statement about the cultural heritage of an area and can express deep emotions and truth-telling in an impressionistic manner. The nature, design elements, and wording of any text associated with the public artwork would be determined by Aboriginal knowledge holders in association with the Metropolitan LALC and appropriate TfNSW committees.

Left: Remember Me memorial, Reko Rennie, Melbourne; centre: Stolen Generations and Kinchela Boys Home Memorial, Kempsey Railway Station; right: Grieving Mother Stolen Generations Memorial, Colebrook Reconciliation Park

Example: Running on time

Site story

The site story 'Running on time' explores the story of Central Station's iconic clock tower, a piece of built heritage that dominated Sydney's skyline when it was constructed in March 1921. The clock tower has set the standard for railway time in every NSW train station for over a hundred years.

Interpretive media

This key story may be told through interpretive panels, a text-based medium ideally suited to telling detailed stories in a succinct and engaging manner, and moveable heritage displays. Well-designed panels placed in visible proximity to the clocktower, inside and outside the Terminal Building, could provide contextual information about the tower and its history with railway time. The interpretive panels could also provide more general context about railway timekeepers, connecting to and highlighting other interpretive media within the Terminal Building complex. A display of Sydney Train's extensive clock collection, in a dedicated exhibition space (a 'heritage hub') within the Terminal Building, would be a key interpretive feature for this site story

Interpretive media for this site story could also include a tour of the clock tower, a documentary ('Running on Time') and a section on the TfNSW website about the clock's history and clock collection.

Left: New Norcia interpretive panel; right: Robertson Clock interpretation display, Bristol

Example: Railway services

Site story

The site story 'Railway services' explores the staggering variety of railway service branches with headquarters at Central Station. Central Station's railway services offices, located above and below the public areas of the

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Terminal Building, administered the efficient movement of goods, people and animals across the state. From scheduling signals to filling foot-warmers, the services at Central Station – and the workers who performed them each day – have ensured that rail transport runs smoothly for over a hundred years.

Interpretive media

This key story could be told through wall features, a striking interpretive device for interior spaces. Various former railway services offices have been identified as suitable for future use as public or commercial spaces. Large-scale historic images of these railway service offices in use may be incorporated into wall features, ideally with a corresponding image of the former usage of the room. A 'window in time' effect could also be utilised, with glass panels presenting large scale historic images strategically located to align the historic image with the contemporary room.

Left: Ennis Road wall feature; right: large-scale historic image feature

Impression of courtyard, showing individual 'railway rooms' to be redeveloped for commercial use. Source: Public Domain Strategy Update, 2023

16.3   Western Gateway sub-precinct

__The Western Gateway sub-precinct will be a gateway to Central Sydney, a visual marker for Central Precinct through city-scale buildings creating a focal point for the innovation and technology hub.__ [166]

16.3.1 Location

Avenue, Railway Square and Central Station. Current buildings in place include the Former Parcels Post Office (Adina Apartments), the Former Inward Parcels Shed (Sydney Railway Square YHA), entries to the Devonshire Street Tunnel and Henry Deane Plaza.

The Western Gateway sub-precinct corresponds with Precincts 1 and 3 of the Central Station CMP.

16.3.2 Built heritage and archaeology

The Western Gateway sub-precinct contains several built heritage items of note, including the Former Parcels Post Office, the Former Inward Parcels Shed and the State significant Railway Square road overbridge heritage item.

Locally listed heritage items are also located near the precinct boundary, including the Marcus Clarke Building and the Former Lottery Office.

Archaeological remains associated with this sub-precinct include the Benevolent Asylum.

16.3.3 Renewal opportunities

The opportunities for renewal identified by TfNSW for this sub-precinct include[167]:

- Deliver a critical mass of employment floor space for technology companies and support uses e.g. hotels, community spaces, as recommended in the Sydney Innovation and Technology Precinct Panel Report.

- Create a city centre environment that includes supporting retail.

- Establish a visual marker for Central Precinct through the creation of city scale buildings that positively contribute to Sydney's skyline, character, and public identity.

- Interface with the City of Sydney's proposed third square, framed by existing heritage items such as the former Parcels Post Office, Inward Parcels Shed and Marcus Clarke Building.

- Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country.

- Deliver generous through-site connections that facilitate safe, convenient, effective and efficient movement of pedestrians between Central Station, the sub-precinct and the surrounding areas.

- Re-imagine Henry Deane Plaza as a convergence point for pedestrians and a high-quality urban environment.

- Ensure the public domain effectively addresses the changing ground levels from footpath level to any potential future development above the rail yards.

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[166] Central Precinct Place Strategy, Public Domain Strategy Urban Design Framework, April 2022.
[167] Ibid

16.3.4 Existing interpretive elements

Seven existing interpretive elements have been identified within this sub-precinct (refer to the existing interpretation audit, Appendix B).

Existing elements should be assessed, then retained, restored, or removed according to the assessment.

16.3.5 Future interpretive planning- themes and key stories

Each development within the Western Gateway sub-precinct should require an area-specific HIP to be developed integrating the key themes of 'Journeys' and 'Gatherings' and the specific site stories for this sub-precinct.

It is noted that HISs for three private developments for the Western Gateway, including the Atlassian Central, Central Place and Toga towers, are under preparation. The Atlassian Central and Central Place HIPs' key themes and stories have assessed as being compatible with this HIS (see Table 5). As of 2021, no information was available for the Toga development's planned HIP.

All future interpretive planning should align with the recommendations outlined in this HIS and the Central Precinct CMP and integrate with other relevant documents such as the Public Art Strategy and Connecting with Country framework.

Site stories for this sub-precinct include:

- For tens of thousands of years/deep time
- Many languages
- Gadigal identity
- Custodianship
- The first and second Sydney Stations
- What lies beneath (incl Benevolent Society)
- Ambulance Avenue
- Parcels and post
- Early railway engineering.

16.3.6 Interpretive media options

Recommended interpretive media options for the Western Gateway sub-precinct include:

- Landscape geometry
- Naming/use of language
- Ground plane elements
- Public art.

Additional interpretive media options, which align with this HIS, are explored in the HIPs for the Central Place, Atlassian Central and Toga (tba) developments.

16.3.7 Interpretive media examples

Examples of interpretive media that could be used to explore some key site stories in this sub-precinct are given below. These are not exhaustive and should be treated as examples only to guide future planning purposes.

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Example: For tens of thousands of years/deep time…

Site story

The site story 'For tens of thousands of years/deep time…' explores the Central SSP as a place of gathering, story and song for the Gadigal. The area continues to hold great cultural significance for Aboriginal people - for those who have lived here for generations and for those who identify with the historical and political significance of the area.

Interpretive media

It is essential that any interpretive media developed for an Aboriginal site story be developed by an Aboriginal artist/designer in collaboration with Aboriginal knowledge holders and the Metropolitan LALC.

This site story may be told through landscaping and plantings native to the area around Central SSP, a powerful interpretive feature that can be implemented in the public domain. A Dune Garden is proposed as part of the Central Square area as 'a rolling landform terrain referencing the gentle mounding of a sand dune environment interpreting the character of the dune system that was a landmark of Country in a large-scale and meaningful way.'[168]

Plantings within and around this Dune Garden should be from Gadigal Country, extending the original sights, sounds and smells of Country into the station areas. Planting patterns, where trees and understorey plants were clumped rather than planted in lines, are preferred to enhance the naturalistic feel and to echo original Country.

Left: Mount Annan Native Botanical Gardens, right: Yerrabingin Native Rooftop Garden Redfern

Impression of Dune Garden. Source: Public Domain Strategy Update, 2023

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[168] Public Domain Strategy Update, 2023. p64

Example: Ambulance Avenue

Site story

The site story 'Ambulance Avenue' explores the heritage of the space named after the Civil Ambulance and Transport Brigade. The Ambulance Corps occupied space near Railway Square since 1895, and a specific office and garages were designated for their use at Central Station in 1906. These offices would be occupied by the local heroes until 1961.

Interpretive media

This site story may be told through public art, an evocative and successful tool in interpreting the heritage significance of a site while also enhancing its aesthetic and cultural character. A public art piece with a small contextual panel commemorating the role of the Ambulance Corps at Central Station may be set in or around Ambulance Avenue.

Left: Porto Hospital mural; right: Historic image mural, Kurri Kurri Hospital

16.4 Northern Over Station (OSD) sub-precinct

> ***The Northern OSD sub-precinct will be a mixed-use highly urban precinct and commercial hub for jobs of the future and emerging industries above the rail yards forming part of the southern CBD, supported by open space and cross-corridor links that reconnect into the surrounding street network.*** [169]

16.4.1 Location

The Northern Over Station Development (OSD) sub-precinct is proposed to be located above the railyards of Central Station, Platforms 1 to 25, the Bradfield Flying Junctions, and the extensive tunnel network, including the proposed Central Walk and the Devonshire Street tunnel.[170] Significant public domain spaces in this sub-precinct include Central Green and Devonshire Square.

The Northern OSD sub-precinct corresponds with Precinct 3 of the Central Station CMP.

16.4.2 Built heritage and archaeology

Built heritage items of note in the Northern OSD sub-precinct include the Sydney Yard and Bradfield Flying Junctions, as well as heritage-significant platform canopies.

Archaeological items associated with this sub-precinct include the Aboriginal and non-Aboriginal findings associated with Sydney Yard and the MTMS STAR excavations, and the remains of the Devonshire Street Cemetery.

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[169] Central Precinct Place Strategy, Public Domain Strategy Urban Design Framework, April 2022.
[170] TfNSW, 2020. Central Precinct Strategic Framework. 14, 41.

16.4.3 Renewal opportunities

The opportunities for renewal identified by TfNSW for this sub-precinct include[171]:

- Change perceptions of Central Precinct as only a place for transport to that of a major civic asset and landmark destination in Sydney, consistent with that of the great train stations of the world.

- Extend Sydney CBD south with taller built form located and the north and west and define a new tower cluster as proposed by the City of Sydney in the draft Central Sydney Planning Strategy 2020.

- Deliver a variety of city-scale buildings that sensitively respond to existing heritage items, particularly the Terminal Building.

- Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country.

- Create a well connected commercial hub that will be a home to jobs of the future and support new and emerging industries that will contribute to the success of Tech Central.

- Create a new mixed-use community that activates the precinct day and night. New commercial and enterprise uses would be supported by entertainment, retail, and cultural uses. The sub-precinct would cater to the needs of transit users, workers, visitors, and the surrounding community.

- Provide space for small business, creative industries, start-ups, and community uses and for supporting retail and cafes.

- Coordinate a new ground plane above operational rail land that will facilitate the extension of important connections and view corridors, particularly the Devonshire Street alignment, enabling the precinct to reconnect into the surrounding urban fabric and the community while ensuring the ongoing function of the rail and road network.

- Reconnect the surrounding streets and neighbourhoods through the creation of a clear and legible network of high amenity streets, laneways and connections that support pedestrian access across Central Precinct including to the Camperdown-Ultimo Collaboration Area.

- Central Walk will improve clarity, access and circulation through Central Station linking all platforms along a single spine.

- Create a 'Cultural and entertainment hub' anchored by a low pavilion building and a central open space that provides a community and public offering on the deck level with destinational activation from day to night.

- Deliver new high-performing low-emission buildings with renewable energy and water conservation infrastructure.

- Use landscaping to provide shade and visual amenity, reduce urban heat, enhance biodiversity and soften the urban environment.

- Protect solar access to surrounding public spaces by ensuring maximum height sits within the solar access plane (SAP).

- Ensure existing and proposed open space and public domain achieves appropriate solar and wind amenity outcomes.

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[171] Central Precinct Place Strategy, Public Domain Strategy Urban Design Framework, April 2022.

16.4.4 Existing interpretive elements

One existing interpretive element has been identified within this sub-precinct (refer to the existing interpretation audit, Appendix B). Existing elements should be assessed, then retained, restored, or removed according to the assessment.

16.4.5 Future interpretive planning- themes and key stories

Each development within the Northern OSD sub-precinct should require an area-specific HIP to be developed integrating the key themes of 'Journeys' and 'Gatherings' and the specific site stories for this sub-precinct.

All future interpretive planning should align with the recommendations outlined in this HIS and the Central Precinct CMP and integrate with other relevant documents such as the Public Art Strategy and Connecting with Country framework.

A Heritage Interpretation Integration Memo (HIIM) has been prepared by Artefact Heritage as part of the MTMS STAR project (see Sections 3.5.2 and 8.2.1), aligning with this overall HIS for the Central Precinct. The HIIM recommends the following site-stories associated with the MTMS STAR project area within the Northern OSD sub-precinct:

- What lies beneath

- Working on the rail

- The first and second Sydney Stations.

Site stories for this sub-precinct include:

- For tens of thousands of years/deep time

- Journeys in the sky

- Many languages

- The first and second Sydney Stations

- Sydney's second cemetery

- Connecting Central/The Devonshire Street tunnel.

16.4.6 Interpretive media options

The HIIM for the MTMS STAR project recommends the following interpretive media options associated with the MTMS STAR project area within the Northern OSD sub-precinct:

- Display of artefacts found during the MTMS STAR excavation as part of display in the Terminal Building (see Section 14.16)

- Digital interpretation of the archaeological investigations as part of the proposed ArcMap digital interpretation (see Section 15.5)

- Interpretive elements on the Central OSD deck structure and the Active Loop.

Recommended interpretive media options for the Northern OSD sub-precinct include:

- Architectural integration of heritage focus within new built forms, particularly the 'signature building'

- Re-use of salvaged materials and moveable heritage

- Landscape geometry

- Gathering spaces and seating

- Design features in public spaces/buildings

- Ground plane elements

- Plantings

- Play spaces

- Lighting

- Interpretive panels

- Public art

- Naming/use of language

- Programming.

16.4.7 Interpretive media examples

Examples of interpretive media that could be used to explore some key site stories in this sub-precinct are given below. These are not exhaustive and should be treated as examples only to guide future planning purposes.

Example: Journeys in the sky

Site story

The site story 'Journeys in the sky' explores Aboriginal astronomy and star stories, as they relate to the seasons of Sydney. The Gadigal saw the movement of the stars as signals that time was passing, with certain constellations indicating the correct times to gather particular foods, camp in certain places and fish for certain species. The stars were also an important traditional source of navigation for Aboriginal communities, with the Milky Way and the Emu in the Sky constellation especially important in story. The sun and moon rising in the east was a key dictator in how Gadigal lived their lives.

Interpretive media

It is essential that any interpretive media developed for an Aboriginal site story be developed by Aboriginal artists/designers in collaboration with the Metropolitan LALC and Aboriginal knowledge holders.

This key site story may be told through lighting and projections, a non-invasive medium that can move and change to tell unfolding cultural stories. Audiences can view and physically interact with lighting displays, enabling meaningful messages about Sky Country to be incorporated into the night-time activation of the Northern OSD. Projection programs may also be accompanied by complementary soundscapes, voices of local Elders in language, and specific cultural programming by Aboriginal groups.

Left and right: Parrtjima Festival in Light, Northern Territory

Example: The first and second Sydney Stations

Site story

The site story 'The first and second Sydney Stations' explores the histories of Sydney's first two stations, which were built close to Central Station in 1855 and 1874. Though these stations were demolished to make way for Central in 1901, the archaeological remains of the railways and infrastructure can still be found today.

Interpretive media

This site story may be told through design features incorporated into the new development and signature buildings, actively embedding the past of Central SSP into the future of the precinct. Architectural features and historical images of the first and second stations may be reproduced within the design of new buildings, evoking the scale and style of past stations into the new development.

Left: Sydney Metro concept designs echoing railway clock, Central Station (under preparation); right: 3M heritage wall by THERE, Sydney

16.5 Southern OSD sub-precinct

The Southern OSD sub-precinct will be a mixed-use highly urban precinct with a residential and education focus above the rail yards forming part of southern CBD, supported by open spaces and cross-corridor links that reconnect into the surrounding street network.[172]

16.5.1 Location

The Southern OSD sub-precinct comprises the rail yards south of the platforms to Cleveland Street, including the Bradfield Flying Junctions and the Lee Street substation. The sub-precinct has frontage along Regent Street and is located close to Prince Alfred Park. Open public domain space, Southern Plaza, is provided to transition from this sub-precinct to Mortuary Station Plaza in the Regent Street sub-precinct.

The Southern OSD sub-precinct corresponds with Precincts 2, 4 and 5 of the Central Station CMP.

16.5.2 Built heritage and archaeology

The Southern OSD sub-precinct contains the heritage listed Bradfield Flying Junctions. The western portion of the sub-precinct is associated with the Darling Harbour Dive, Ultimo Railway Overbridge and the Goods Line, some of the oldest railway infrastructure in the NSW railways system.

State and locally significant heritage items are also located near the precinct boundary, including the Cathedral of the Annunciation of our Lady and Prince Alfred Park.

Archaeological remains associated with this sub-precinct include the Cleveland Paddocks (today's Prince Alfred Park, adjacent to the precinct boundary).

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[172] Central Precinct Place Strategy, Public Domain Strategy Urban Design Framework, April 2022.

16.5.3 Renewal opportunities

The opportunities for renewal identified by TfNSW for this sub-precinct include[173]:

- Deliver new buildings that sensitively respond to existing heritage elements, in particular the Bradfield Flying Junctions.

- Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country.

- Support the future expansion of the CBD through the provision of new employment floor space that meets future demand, particularly supporting innovation, and technology businesses as part of Tech Central.

- Create an authentic city centre environment that includes supporting retail, dining, entertainment, community, health and education uses.

- Deliver a variety of city scale buildings while protecting solar access to existing public open spaces, particularly Prince Alfred Park.

- Deliver new high-performing, low-emission buildings with renewable energy and water conservation infrastructure.

- Create a variety of new open spaces that connect with and build upon the existing green grid, including plazas, green spaces, and high amenity pedestrian links.

- Reconnect the surrounding streets and neighbourhoods through the creation of a clear and legible network of high amenity streets, laneways and connections that support pedestrian and bicycle access across Central Precinct including to the Camperdown-Ultimo Collaboration Area.

- Contribute to residential living within Central Sydney, only where it is supplementary to the sub-precinct's primary employment function.

- Create a high-quality southern entrance to Central Precinct, with the potential to support a mixed use environment that activates and improves the interface with Cleveland and Regent Streets.

- Facilitate active transport connections across Central Precinct by linking into existing and planned cycle paths and pedestrian links to the surrounding neighbourhoods.

- Provide space for small businesses, creative industries, start-ups, and community uses.

- Provide space for supporting retail and cafes.

- Coordinate a new ground plane above operational rail land to provide an easy, safe, and comfortable east-west transition between Regent Street, the Cathedral and Prince Alfred Park, while ensuring the ongoing function of the rail and road network.

- Use landscaping to provide shade, reduce urban heat and soften the urban environment.

- Ensure existing and proposed open space and public domain achieves appropriate solar and wind amenity outcomes.

16.5.4 Existing interpretive elements

Two existing interpretive elements have been identified within this sub-precinct (refer to the existing interpretation audit, Appendix B).

Existing elements should be assessed, then retained, restored, or removed according to the assessment.

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[173] Central Precinct Place Strategy, Public Domain Strategy Urban Design Framework, April 2022.

16.5.5 Future interpretive planning- themes and key stories

Each development within the Southern OSD sub-precinct should require an area-specific HIP to be developed integrating the key themes of 'Journeys' and 'Gatherings' and the specific site stories for this sub-precinct.

All future interpretive planning should align with the recommendations outlined in this HIS and the Central Precinct CMP and integrate with other relevant documents such as the Public Art Strategy and Connecting with Country framework.

A Heritage Interpretation Integration Memo (HIIM) has been prepared by Artefact Heritage as part of the MTMS STAR project (see Sections 3.5.2 and 8.2.1), aligning with this overall HIS for the Central Precinct. The HIIM recommends the following site-stories associated with the MTMS STAR project area within the Southern OSD sub-precinct:

- What lies beneath

- Working on the rail

- The first and second Sydney Stations.

Site stories for this sub-precinct include:

- For tens of thousands of years/deep time

- Waterways and trackways

- Gathering places

- The first and second Sydney Stations

- Bradfield's Flying Junctions.

16.5.6 Interpretive media options

The HIIM for the MTMS STAR project recommends the following interpretive media options associated with the MTMS STAR project area within the Southern OSD sub-precinct:

- Display of artefacts found during the MTMS STAR excavation as part of display in the Terminal Building (see Section 14.16)

- Digital interpretation of the archaeological investigations as part of the proposed ArcMap digital interpretation (see Section 15.5)

- Interpretive elements on the Central OSD deck structure and the Active Loop.

Recommended interpretive media options for the Southern OSD sub-precinct include:

- Architectural integration of heritage focus within new built forms, particularly the 'signature building'

- Community Place/Keeping Place (signature building)

- Re-use of salvaged materials and moveable heritage

- Landscape geometry

- Seating and gathering spaces

- Design features in public spaces/buildings

- Ground plane elements

- Plantings

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- Lighting

- Interpretive panels

- Artefact display

- Public art

- Naming/use of language.

16.5.7 Interpretive media examples

Examples of interpretive media that could be used to explore some key site stories in this sub-precinct are given below. These are not exhaustive and should be treated as examples only to guide future planning purposes.

Example: Bradfield's Flying Junctions

Site story

The 'Bradfield's Flying Junctions' site story explores the innovative tracks designed by John Bradfield as part of a bold new vision for Sydney's public transport in the 1910s. At the time, the flying junctions were the largest construction of their type in the world, allowing trains to safely move up and over other trains and switch lines between Central and Redfern Stations. The flying junctions are still used today.

Interpretive media

This site story may be told through public art and design features overlooking the Bradfield Flying Junctions. The OSD will be linked to surrounding areas such as the Terminal Building and Prince Alfred Park by the Active Loop bridge structure, a contemporary and curated space activating the southern end of the Central SSP.

Text 'bites' with contextual information may be mixed with artworks, historic images, 'windows in time', architectural designs or interactive touch screens in areas close to the Bradfield Flying Junctions, creating a direct visual link to the flying junctions. Audiences may be able to look directly at the junctions while accessing the interpretive material, creating a strong connection to this area of rail heritage.

Left: Public art at the New York City Highline; right: Carnaby Street design features at Tower Bridge Walk, London
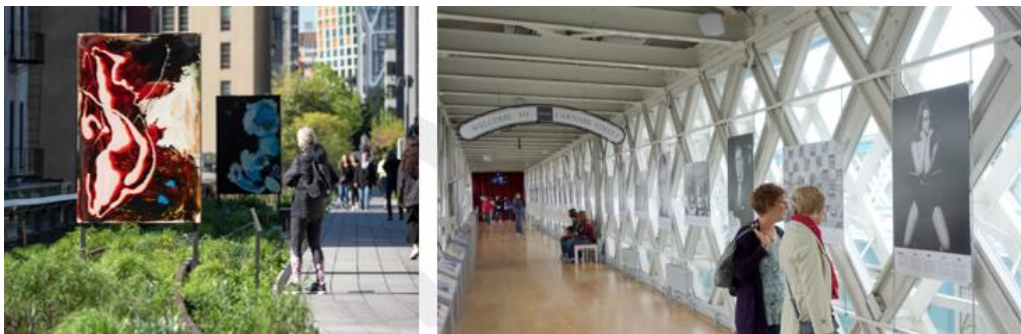
Example: The Central Station

Site story

The site story 'The Central Station' explores Central as a modern transport and innovation hub deeply connected with its historic past. Hundreds of thousands of passengers have passed through Central Station since its opening in 1906, with the station acting as both an iconic landmark and a functioning transport interchange.

Interpretive media

This site story may be told through digital interpretation activated at the Southern OSD. The OSD will be linked to surrounding areas such as the Terminal Building and Prince Alfred Park by the Active Loop bridge structure, a contemporary and curated space activating the southern end of the Central SSP. This structure could contain Beacon Technology or GPS, connecting to an app that immerses the site user in the sights and sounds of Central Station at different points in time. The OSD structure is a particularly useful space for an immersive app experience, as site users can look down at the railway infrastructure and safely move through an elevated space away from the rail line.

Left: Historik app; right: Histovery's Histopad at the Palais des Papes

16.6 Regent Street Sidings sub-precinct

The Regent Street Sidings sub-precinct will be a mixed-use precinct anchored by Mortuary Station that interacts with and positively responds to the changing urban context of Chippendale.[174]

16.6.1 Location

The Regent Street Sidings sub-precinct is located in proximity to Chippendale, bounded by Regent Street and Mortuary Station. The sub-precinct comprises Mortuary Station, an adjacent bus layover and service access pathway. Significant public domain spaces in this sub-precinct includes Mortuary Station Plaza and the entrance to the Goods Line, including the incorporation original railway tracks.

The Regent Street Sidings sub-precinct corresponds with Precinct 1 of the Central Station CMP.

16.6.2 Built heritage and archaeology

The Regent Street Sidings sub-precinct contains a number of key heritage listed items, notably Mortuary Station. The sub-precinct is also associated with the Darling Harbour Dive, Ultimo Railway Overbridge and the Goods Line, some of the oldest railway infrastructure in the NSW railways system.

16.6.3 Renewal opportunities

The opportunities for renewal identified by TfNSW for this sub-precinct include[175] :

- New development should sensitively respond to the existing scale of the neighbouring area and the landmark qualities, scale and setting of Mortuary Station, which is a unique heritage item.

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[174] Central Precinct Place Strategy, Public Domain Strategy Urban Design Framework, April 2022.
[175] Ibid

- Renew and revitalise the unused Darling Harbour Dive, extending the already renewed section of the Goods Line as a new piece of public domain for Sydney, contributing to the existing pedestrian and cycle network that links the western side of the CBD to inner city suburbs.

- Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country.

- Provide residential accommodation which responds to the community need and amenity associated with surrounding area.

- Consideration is given to entertainment, cultural, food and drink and other night-time options to support the needs of the Precinct's future workers, visitors and surrounding community.

- Establish a sensitive built form that responds to the diversity of its surrounds, activating Regent Street, improving Central Precinct's interface with Chippendale including Central Park.

- Create new pedestrian connections through the sub-precinct that maximise access through and between Central Precinct and its surrounds.

- Use landscaping, including where feasible and appropriate deep soil, to provide shade, reduce urban heat and soften the urban environment.

16.6.4 Existing interpretive elements

Six existing interpretive elements have been identified within this sub-precinct (refer to the existing interpretation audit, Appendix B).

Existing elements should be assessed, then retained, restored, or removed according to the assessment.

16.6.5 Future interpretive planning- themes and key stories

Each development within the Regent Street Sidings sub-precinct should require an area-specific HIP to be developed integrating the key themes of 'Journeys' and 'Gatherings' and the specific site stories for this sub-precinct.

All future interpretive planning should align with the recommendations outlined in this HIS and the Central Precinct CMP and integrate with other relevant documents such as the Public Art Strategy and Connecting with Country framework.

As the key heritage item in the Regent Street Sidings sub-precinct, the Mortuary Station building and setting should be central to the interpretation of this area.

Site stories for this sub-precinct include:

- For tens of thousands of years/deep time

- The first and second Sydney Stations

- Connecting Sydney

- Early railway engineering

- The Goods Line

- A place to mourn.

16.6.6 Interpretive media options

Recommended interpretive media options for the Regent Street Sidings sub-precinct include:

- Architectural integration of heritage focus into new built forms

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- Conservation, restoration, and adaptive re-use of buildings (Mortuary Station, Goods Line rails)

- Re-use of salvaged materials and moveable heritage

- Landscape geometry

- Seating and gathering spaces

- Play spaces

- Plantings

- Lighting

- Interpretive panels

- Public art.

16.6.7 Interpretive media examples

Examples of interpretive media that could be used to explore some key site stories in this sub-precinct are given below. These are not exhaustive and should be treated as examples only to guide future planning purposes.

Example: A place to mourn

Site story

The site story 'A place to mourn' explores the unique story of Mortuary Station and its role in Sydney's funerary practices from the nineteenth to the early twentieth century. The purpose-built platform was directly connected to Rookwood Cemetery, transporting mourners and coffins to their final resting place from 1869 until the 1930s. The elaborate gardens and Gothic architecture were designed to soothe the 'subdued and sorrowing heart' of mourners, reflecting ideas about death and dying in Victorian Sydney. The station is the only remaining example of a purpose-built Victorian funerary railway station in Australia.

Interpretive media

Interpretive media for this site should align with the examples given in this HIS, as well as the site-specific Mortuary Station CMP.

This site story could be told through the landscape geometry of Mortuary Station Plaza. Mortuary Station has traditionally been surrounded by formal landscaped gardens, directly evoking the formal Victorian landscaped gardens at its sister station at Rookwood Cemetery. By incorporating formal landscaping with similar seasonal plantings and terracing of the areas around Mortuary Station into any new developments, the setting and character of the item will be enhanced.

Conservation of the rail tracks, together with contextual information, would be an effective way of linking the new developments with the past historic uses of the site. Explanatory interpretive panels and historic images of Mortuary Station itself should be a key interpretive element in this area.

Left: Current formal gardens at Mortuary Station; right: Historic formal gardens at Mortuary Station

Impression of Mortuary Station Plaza. Source: Urban Design Framework Update, 2023

Example: The Goods Line

The site story

'The Goods Line' explores the unique history of the freight line that ran between Darling Harbour and Central Station transporting goods like wheat, wool and produce since the 1850s. Today, the Goods Line is an urban linear park that brings together heritage and community in the heart of Sydney. Parts of the Goods Line tunnel which have been closed to the public may be made accessible as part of the Central SSP Renewal.

Interpretive media

This site story could be told through a suite of interpretive elements that align with the existing interpretation in the Goods Line linear park (see below, outside of Central SSP subject site). Interpretive media suitable for this site story include the conservation and restoration of existing railway infrastructure, such as railway tracks, outside and within the tunnel, use of dynamic lighting to illuminate architectural features and create visual timelines, and interpretive panels and ground plane elements that connect elements throughout the park.

Left and right: Existing Goods Line interpretive panels and ground plane elements, Deuce Design

Impression of revitalised Goods Line tunnel extension. Source: Urban Design Framework Update, 2023

16.7 Prince Alfred Sidings sub-precinct

The Prince Alfred Sidings sub-precinct will provide an attractive lower scale western edge to Prince Alfred Park. The future character would activate the park, ensure appropriate solar access, respond sensitively to heritage items and assist in linking Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards.[176]

16.7.1 Location

The Prince Alfred Sidings sub-precinct is located on the eastern edge of the Central SSP, comprising the Prince Alfred Sidings and Substation and the Chalmers Street Substation. The sub-precinct is bordered by the Bradfield Flying Junctions and is directly adjacent to Prince Alfred Park.

The Prince Alfred Sidings sub-precinct corresponds with Precinct 2 of the Central Station CMP.

16.7.2 Built heritage and archaeology

Built heritage items of note within this sub-precinct include the Prince Alfred Substation and Switch House, as well as the Sydney Yard.

The sub-precinct is also adjacent to the State significant Railway Institute Building and the locally listed Prince Alfred Park.

Archaeological items associated with this sub-precinct include the Cleveland Paddocks and remains of the first and second Sydney Stations associated with Sydney Yard.

16.7.3 Renewal opportunities

The opportunities for renewal identified by TfNSW for this sub-precinct include[177] :

- Deliver urban renewal that supports a range of uses including community, commercial (retail, food and beverage and office)

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[176] Central Precinct Place Strategy, Public Domain Strategy Urban Design Framework, April 2022.
[177] ibid

- Improve Prince Alfred Park as a significant open space and an important green space for the city that supports active and passive recreational functions.

- Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country.

- Adaptive re-use of existing heritage items including the former Prince Alfred Substation.

- Facilitate low-scale well-considered buildings that presents an attractive and activated edge to Prince Alfred Park, and sensitively responds to the park, particularly for solar access, complementary uses and key views.

- Accommodate new 'open to sky' pedestrian connections that provide clear links across Central Precinct.

- Extend the green landscaped nature of Prince Alfred Park by encouraging design that contributes to the sub-precinct's park settings, enhances pedestrian amenity, and improves local biodiversity.

- Use landscaping to provide shade, reduce urban heat and soften the urban environment.

16.7.4 Existing interpretive elements

There are currently no publicly accessible interpretive elements within this sub-precinct.

A number of moveable heritage items have been identified as possible interpretive devices as part of the HIS and HIP for this sub-precinct (see Prince Alfred Substation Heritage Interpretation Strategy, 2021, and Heritage Interpretation Plan, 2023).

16.7.5 Future interpretive planning- themes and key stories

Each development within the Prince Alfred Sidings sub-precinct should require an area-specific HIP to be developed integrating the key themes of 'Journeys' and 'Gatherings' and the specific site stories for this sub-precinct.

It is noted that a site-specific HIS and HIP for the Prince Alfred Substation and Switch House are being prepared for the Prince Alfred Sidings Activation project, concurrent with the Central SSP works. These interpretive documents align with the themes and key site stories for the Prince Alfred Sidings sub-precinct and build upon the existing interpretive media recommendations in this section.

All future interpretive planning should align with the recommendations outlined in this HIS and the Central Precinct CMP and integrate with other relevant documents such as the Public Art Strategy and Connecting with Country framework.

Site stories for this sub-precinct include:

- For tens of thousands of years/deep time

- Waterways and trackways

- Many languages

- Gathering places

- The first and second Sydney Stations

- Connecting Central

- Powering the railway

- Changing technologies

- Working on the rail.

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16.7.6 Interpretive media options

During the development of the site-specific HIS and HIP for the Prince Alfred Sidings Activation project, the following interpretive media were identified as suitable for interpretation of the Prince Alfred Substation and Switch House[178]:

- Conservation, restoration and adaptive re-use of buildings

- Re-use of salvaged materials and moveable heritage

- Integration of design features

- Lighting

- Interpretive panels

- Digital engagement.

16.7.7 Interpretive media examples

Examples of interpretive media that could be used to explore some key site stories in this sub-precinct are given below. These are not exhaustive and should be treated as examples only to guide future planning purposes.

The interpretive examples from this section have been extracted from the site-specific HIS for the Prince Alfred Sidings Activation project.

Example: Powering the railways

Site story

The 'Powering the railways' site story explores the role that the Prince Alfred Sidings area has played at the centre of the railway industry since 1855, housing workshops and offices to serve the evolving needs of the railways. From 1925 – 1928, the Prince Alfred Substation supplied vital electricity to Sydney's railways, providing the invisible spark that powered thousands of locomotives and millions of train journeys.

Interpretive media

This key story may be told through the re-use of salvaged materials and moveable heritage onsite. Key moveable heritage pieces, as well as a number of salvaged architectural and technical elements, can be meaningfully and creatively re-used as interpretive devices.

Permanent moveable heritage, such as the Substation's Overhead Crane, loading dock ladder and large-scale Railways Map, may be retained in fixed positions or in situ to evoke a sense of the substation's industrial purpose. These items should be accompanied by interpretive panels explaining the original placement and purpose of the items.

Salvaged architectural elements can be re-used within wall finishes, as public art or to show the location of demolished structures within the interior of the Prince Alfred Substation. For example, the brick nibs of demolished walls in the Switch House building could be retained to represent the original layout of the room, and the range of historic signage could be reinstated as a public art wall feature.

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[178] Artefact Heritage, 2021b. Prince Alfred Sidings Activation Heritage Interpretation Strategy and Preliminary Interpretation Plan. Report prepared for Transport for NSW.

Left: Retained moveable heritage at Cockatoo Island; right: Retained rail tracks, Jones Bay Wharf

Example: Changing technologies

Site story

The 'Changing technologies' site story explores the Prince Alfred Substation as a triumphant reminder of John Bradfield's visionary engineering in a time when railway technology was shifting from steam power to modern electricity. Since the 1920s, the complex has been a place of innovation, incorporating the rapidly changing technologies of railway travel into its operation.

Interpretive media

This key story may be told through lighting, a dynamic, non-invasive interpretive device that can support the night-time activations of a site. Gobo lights, downlights, patterns, or projections can creatively 'reconstruct' demolished built forms, highlight architectural details, recreate historical images, and move/change to tell unfolding stories.

Lighting design for the Prince Alfred Substation may include external accent lights on the substation building, highlighting the clean lines and vertical emphasis of the Inter War Stripped Classical architecture. Other uses of lighting could include downlighting of the larger moveable heritage elements, such as the Overhead Crane or courtyard Transformer.

Left: St Louis Library, Missouri; right: St George's Church, Georgetown Penang

Example: Changing technologies

Site story

The 'Changing technologies' site story can also explore the archaeological remains of two wagon turntables, found at Chalmers Street and Lee Street during works in 2018. The wagon turntables are significant intact examples of twentieth century rail infrastructure, and part of the unfolding story of technological innovation at the Central SSP.

Interpretive media

This key story may be told through the re-use of salvaged materials and moveable heritage integrated into landscaping close to the find site.

By reinstating the wagon turntables within landscaping at the Prince Alfred Sidings sub-precinct, site users can gain a greater understanding of the sub-precinct's former use as railway workshops. The turntables should be carefully integrated within the landscaping, providing public amenity while ensuring that the items are positioned in proximity to their original location at Chalmers Street (within the present Central Precinct Place Strategy, Public Domain Strategy and Urban Design Framework Report there is not sufficient space to reinstate the Lee Street turntable). To give further context for site users, an interpretive panel with information about the turntables should accompany the installation.

Left: Lee Street wagon turntable in situ; right: Chalmers Street wagon turntable and footings in situ

16.8   Eastern Gateway sub-precinct

The Eastern Gateway sub-precinct will be the eastern entry to Central Precinct that will respond to the unique urban character of Surry Hills. The future character would celebrate surrounding heritage buildings and provide opportunities for small-scale businesses and uses that serve the local community, future workers and visitors. [179]

16.8.1 Location

The Eastern Gateway sub-precinct is focused on the Elizabeth Street and Chalmers Street entrances to Central Station and will be the future eastern entry to the Central Walk and Sydney Metro. The sub-precinct also includes the CSELR tracks. This sub-precinct is also located in close proximity to Surry Hills.

The Eastern Gateway sub-precinct corresponds with Precinct 5 of the Central Station CMP.

16.8.2 Built heritage and archaeology

Built heritage items of note include the Elizabeth Street entrance to Central Station.

Other listed heritage items are located outside the precinct boundary but are in close proximity to the Eastern Gateway sub-precinct. These include the former Dental Hospital building, the former Metro Goldwyn Mayer building and the Railway Institute building.

Archaeological remains associated with this area include the former Devonshire Street Cemetery and various small pieces of railway infrastructure uncovered during the Central Walk and CSMW archaeological investigations.

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[179] Central Precinct Place Strategy, Public Domain Strategy Urban Design Framework, April 2022.

16.8.3 Renewal opportunities

The opportunities for renewal identified by TfNSW for this sub-precinct include[180] :

- Create a more attractive and functional eastern edge to Central Precinct characterised by better defined station entrances, new east-west connections, and enhanced pedestrian amenity.

- Promote urban renewal that activates and enlivens the area, and which positively responds to Central Precinct's interface with Surry Hills.

- Provide opportunities for smaller scale retail and cafes.

- Deliver a renewed public domain that supports a safe, clear, and efficient interchange between the station and other modes of transport, including light rail and bus services.

- Restitch and reintegrate Central Precinct into the adjacent street and lane network, building on the vibrant intimately scaled network of businesses and uses that serve the local community.

- Ensure the public domain effectively addresses the changing ground levels from footpath level to any potential future development above the rail yards.

- Use landscaping to provide shade, reduce urban heat and soften the urban environment.

- Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country.

16.8.4 Existing interpretive elements

Eleven existing interpretive elements have been identified within this sub-precinct (refer to the existing interpretation audit, Appendix B).

Existing elements should be assessed, then retained, restored, or removed according to the assessment.

16.8.5 Future interpretive planning- themes and key stories

Each development within the Eastern Gateway sub-precinct should require an area-specific HIP to be developed integrating the key themes of 'Journeys' and 'Gatherings' and the specific site stories for this sub-precinct.

All future interpretive planning should align with the recommendations outlined in this HIS and the Central Precinct CMP and integrate with other relevant documents such as the Public Art Strategy and Connecting with Country framework.

- Site stories for this sub-precinct include:

- For tens of thousands of years/deep time

- Train journeys

- The first and second Sydney Stations

- Connecting Central/The Devonshire Street tunnel

- Sydney's second cemetery.

16.8.6 Interpretive media options

Recommended interpretive media options for the Gateway sub-precinct include:

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[180] Central Precinct Place Strategy, Public Domain Strategy Urban Design Framework, April 2022

- Architectural integration of heritage focus within new built forms

- Re-use of salvaged materials and moveable heritage

- Seating and gathering spaces

- Design features in public spaces/buildings

- Ground plane elements

- Plantings

- Lighting.

16.8.7 Interpretive media examples

Examples of interpretive media that could be used to explore some key site stories in this sub-precinct are given below. These are not exhaustive and should be treated as examples only to guide future planning purposes.

Example: Connecting Central/The Devonshire Street Tunnel

Site story

The 'Connecting Central/The Devonshire Street Tunnel' site story explores the key historic link between Surry Hills, Railway Square, Central Station, Haymarket and Ultimo. The Devonshire Street Tunnel follows the original alignment of Devonshire Street, regarded as the first urban subway in Australia.

Interpretive media

This key story may be told through interpretive elements integrated into seating and gathering spaces, allowing people to connect with heritage interpretation while sitting, meeting others, or resting. Embedded interpretive elements, such as text inserts, within seating provides a rich context for a historical area, provoking thought and conversation in a social space.

Graphic and text-based seating inserts, strategically positioned to engage users of the Eastern Gateway, may be placed in public domain areas near the Ibero-American Plaza and proposed cafes, retail, transport interchange points and the transitional spaces between the footpath levels and OSDs. These inserts, with a strong and simple design approach, would display succinct text and historical images about the original Devonshire Street and its relationship to the Devonshire Street Tunnel and the area's historic and modern connections to Surry Hills.

There is also a possibility of extending this interpretive device throughout the tunnel area into Railway Square and Henry Deane Plaza, or in any rest spaces designed as part of the Central Walk.

Additionally, lighting elements could be used within the tunnel as an evocative interpretive device, and could be designed to provide a changing program of stories relevant to the area's significance and/or key figures involved in the area's development.

Left: Culloden Moor Battlefield seating inserts; right: Sunset Heritage Precinct seating insert

Left: Hundreds and Thousands light tunnel, Vivid Sydney; right: Tokyo Design Week 2011
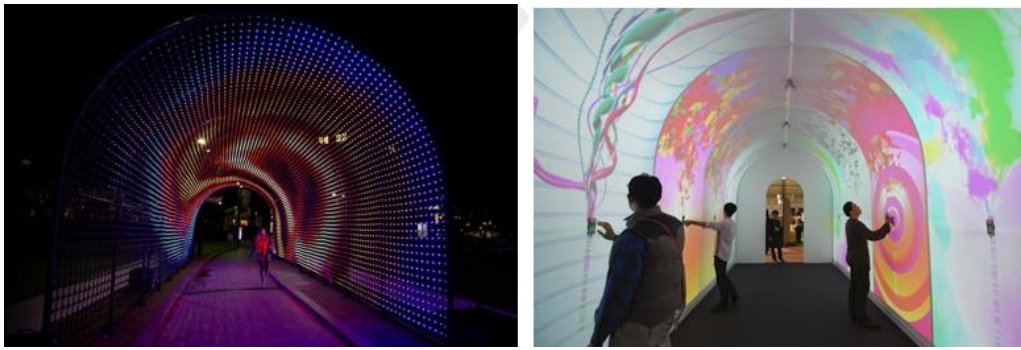
16.9 Goulburn Street sub-precinct

The Goulburn Street sub-precinct will be an urban block of city-scale development. The future character resolves existing site challenges, integrates and activates the adjoining public domain and provides a new high quality edge to Elizabeth Street, Castlereagh Street and Goulburn Street. [181]

16.9.1 Location

The Goulburn Street sub-precinct is the most northerly in the Central SSP, comprising the block bound by Goulburn, Campbell, Elizabeth, and Castlereagh Streets. The sub-precinct is located adjacent to Belmore Park.

The Goulburn Street sub-precinct corresponds with Precincts 3 and 5 of the Central Station CMP.

16.9.2 Built heritage and archaeology

Notable built heritage within the Goulburn Street sub-precinct comprises of a sandstone rail viaduct extending over Goulburn Street.

There are no notable archaeological remains associated with this sub-precinct.

16.9.3 Renewal opportunities

The opportunities for renewal identified by TfNSW for this sub-precinct include[182]:

- Provide opportunities for commercial development including retail and office space, as well as residential uses.

- Re-imagine the city block in a manner that better interfaces with the surrounding streets, including improved street activation and pedestrian connections at the ground plane.

- Improve pedestrian connectivity between Hyde Park, Belmore Park and Central Station through exploration of active transport and open space strategies.

- Deliver a design outcome that appropriately responds to the intersection of Elizabeth Street, Wentworth Avenue and Campbell Street.

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[181] Central Precinct Place Strategy, Public Domain Strategy Urban Design Framework, April 2022.
[182] Ibid

- Deliver larger scale development that reflects the sub-precinct's CBD location, and which can overcome the design and development challenges presented by the underlying operational rail infrastructure.

16.9.4 Existing interpretive elements

There are currently no publicly accessible interpretive elements within this sub-precinct.

16.9.5 Future interpretive planning- themes and key stories

Each development within the Goulburn Street sub-precinct should develop an area-specific HIP integrating the key themes of 'Journeys' and 'Gatherings' and the specific site stories for this sub-precinct.

All future interpretive planning should align with the recommendations outlined in this HIS and the Central Precinct CMP and integrate with other relevant documents such as the Public Art Strategy and Connecting with Country framework.

Site stories for this sub-precinct include:

- The Central Station

- Transport's heart in NSW

- Belmore Park

- Custodianship.

16.9.6 Interpretive media options

Recommended interpretive media options for the Goulburn Street sub-precinct include:

- Conservation and restoration

- Ground plane elements

- Interpretive panels

- Lighting.

16.9.7 Interpretive media examples

Examples of interpretive media that could be used to explore some key site stories in this sub-precinct are given below. These are not exhaustive and should be treated as examples only to guide future planning purposes.

Example: Belmore Park

Site story

The 'Belmore Park' site story explores the connections between Central Station and Belmore Park, a popular public gathering place since its establishment as a park in the 1860s. Parts of Belmore Park were resumed for the construction of Central Station in 1901, with further areas resumed in the 1920s to build the city circle rail system and sandstone rail viaducts.

Close to Sydney's key public transport interchange, Belmore Park has been a key space for markets, events, protests, and performances for over 150 years. It is also an important location for Aboriginal activism, with crowds gathering there for landmark recent events such as the 1989 NAIDOC Week march and the 2008 National Apology to the Stolen Generations.

Interpretive media

This key story may be told through ground plane elements, a subtly effective interpretive medium that forms an important graphic link between different areas and spaces. Paving colours, metal inlays or sandblasted patterns may be installed into ground planes, forming artworks, or containing small 'bites' of textual information, quotes or dates.

Ground plane inlays may be integrated into the ground plane of Belmore Park at the corner of Hay Street and Castlereagh Street. Sandstone materials, evoking the materials of the sandstone rail viaduct east of Belmore Park, should be utilised in the ground plane to create a visual connection between the parkland and the railway infrastructure of the area.

These ground inlays may contain short, timeline-style text bites with stories of Belmore Park and Central Station, creating a narrative path within the sub-precinct. Text may include, but is not limited to:

1868: Belmore Park dedicated for public recreation. The park was named in honour of the Earl of Belmore, the Governor of NSW.

1878: Performer Henri L' Estrange attempted to take off in a gas-fuelled balloon at Belmore Park. The balloon rose 45 metres into the air and crash-landed in the yard of the Benevolent Asylum.

1890s: Belmore Park's original layout included grassed areas, landscaped paths, an avenue of trees and a central fountain.

1901: Belmore Park was resumed by the government for the construction of Central Station. The original layout of the park was buried underneath 61, 164 cubic metres of earth from the station excavations.

1906: The remainder of Belmore Park was rented out for circus performances.

1910: The park was re-landscaped with plane trees and the bandstand built.

1923: Further areas of Belmore Park were resumed for the city circle railway system, including the construction of the Central Station sandstone railway viaduct connecting Central and Town Hall stations.

1989: A protest march for better Aboriginal services began in Belmore Park during NAIDOC Week.

2000: Belmore Park hosted a screening of the Sydney Olympics.

2008: The community gathered in Belmore Park to hear Prime Minister Kevin Rudd's National Apology to the Stolen Generations.

Left: inlays at Darling Quarter; right: poem inlaid into the ground plane

17. Recommendations

The following recommendations for heritage interpretation planning and development for the Central SSP project have been compiled from the information and recommendations within this HIS:

- Adherence to key heritage interpretation policies and guidelines

- Adoption of the Connecting with Country focus

- Adoption of the Central SSP Heritage Interpretation Strategy, and development of specific Heritage Interpretation Plans.

17.1   Adherence to key heritage interpretation policies and guidelines

Key guidelines, as outlined in Section 1.9 of this report, should be adhered to ensure a cohesive approach to interpretation planning within the precinct. This includes all reports prepared as part of this SSP study, in addition to:

- Ask First: A Guide to Respecting Indigenous Heritage Places and Values (Australian Heritage Commission, 2002)

- Burra Charter (Australia ICOMOS, 2013), Article 25. Interpretation.

- Central Precinct Heritage Framework (2021) which states 'Incorporate high quality interpretation of history and archaeology that integrates with and adds to the depth of the visitor experience.'

- Central Precinct Strategic Framework (2021) to 'celebrate the unique architectural and cultural heritage of Central SSP through conservation, adaptive reuse and interpretation.'

- Connecting with Country Framework (OGA, draft 2020)

- Heritage Interpretation Guidelines (NSW Heritage Office, 2005)

- Interpretation Guidelines (Sydney Trains, 2019)

- Interpreting Heritage Places and Items Policy (NSW Heritage Office, 2005).

17.2   Connecting with Country focus

The following guidelines will bring the project into alignment with the OGA Connecting with Country Framework, promoting and empowering Aboriginal voices during the Central SSP Renewal Project:

- Ensure early engagement with Aboriginal communities/knowledge holders through a structured ongoing engagement strategy.

- Establish an Aboriginal reference group for TfNSW works to inform planning.

- Develop and implement a site specific Connecting with Country framework and a co-design process to establish cultural design principles, based on respectful and collaborative engagement throughout all the planning, development, and construction stages (as per Connecting with Country Framework, Balarinji, 2023)

- Ensure an appreciation by project teams of the concept of Aboriginal inter-connectedness with Country, supported by a cultural awareness training program.

- Include Aboriginal expertise in specific roles within the architectural/design team

- Ensure Aboriginal spatial designers are involved in the design of Aboriginal cultural heritage interpretive elements

- Engage Aboriginal artists/designers, with appropriate permissions and intellectual property rights in place, to work with the design team (also linked to the Public Art Strategy, 2023).

- Ensure future development is connected to and cohesive with neighbouring precincts with strong Aboriginal cultural values, such as Redfern Station and the Redfern North Eveleigh State Significant Precinct.

17.3   Adoption of the Central SSP Heritage Interpretation Strategy, and development of specific Heritage Interpretation Plans

All future interpretation planning within the Central SSP site is to be developed in alignment with the Central SSP HIS to ensure a cohesive suite of interpretive elements throughout the Precinct. This includes:

General

- Adhere to the Interpretive Design Principles when developing interpretive elements, as outlined in this HIS.

- Adhere to the Interpretive Principles at all stages of interpretive planning, as outlined in this HIS.

- Interpretation in each sub-precinct should link to the key themes of 'Journeys' and 'Gatherings', which provide an anchor point for selection of interpretive narratives, and development of interpretive media in the public domain spaces and within specific built forms within the site.

- A range of site stories for each sub-precinct, outlined in the HIS, should be integrated into future development designs. When developing site stories, assessment of where key stories have already been explored in existing interpretive elements should be undertaken to avoid repetitious, duplicated, or inconsistent messaging.

- Interpretation planning within key buildings, such as the Terminal Building, should be prioritised during future development. This priority project includes the planning and design of a 'heritage hub' exhibition space for moveable heritage and artefacts within the Terminal Building.

- Interpretation within future developments at the Central SSP, such as adaptive re-use of key buildings and moveable heritage, should align with the policies and framework outlined in the Central Station CMP (2023). This is especially key for conservation policies.

- Heritage interpretation must be developed in consultation with key stakeholders, including TfNSW, Aboriginal community knowledge holders and stakeholders, Sydney Trains, City of Sydney Council.

- Involvement of Aboriginal community knowledge holders and Aboriginal architects/ artists in the development of an integrated interpretation approach should occur at an early planning stage for all developments in the Central SSP.

Interpretive media

- The Public Domain area is a key connector within the Central SSP and should incorporate cohesive interpretive elements relating to the key themes of 'Journeys' and 'Gatherings', linking Tech Central and transport areas of the site and making links to nearby Redfern. Landscape geometries and planting within Public Domain spaces should reflect past topography, bio-communities and site uses.

- Public spaces for gathering and programming and event purposes should be integrated within the Public Domain spaces.

- Key iconic moveable heritage pieces, as outlined in Section 6 of the HIS, should be considered for reinstatement as major interpretive elements in appropriate locations, including a dedicated Heritage Hub/exhibition for collection display within the Terminal Building.

- If relevant archaeological material is located during excavations and works, these should be considered for contextualised display within/near their original location.

- Naming of places and spaces should include the Sydney Language.

- Welcome to Country/Acknowledgement of Country elements, led by Aboriginal stakeholders, should be consistent and respectful, and placed at key entry points to the precinct.

- Public art is a key element that can carry heritage interpretation stories. Close collaboration between heritage interpretation and public art planning should occur to ensure a synergy between these two approaches (as per Public Art Strategy, 2023).

- New buildings, and in particular 'signature buildings', should be designed to express and reflect Aboriginal cultural values (as per Connecting with Country framework, 2023).

- Existing heritage buildings (Central Station Group/Terminal Building, Mortuary Station and Prince Alfred Substation) should be sensitively conserved/restored and considered for adaptive re-uses which should include interpretive elements which reflect the buildings' previous uses and associations.

- Interpretive elements should be integrated within ground plane and overhead structures to create narrative pathways, particularly in Public Domain spaces and key heritage buildings.

- The use of lighting as an interpretive device should be explored to support night-time activation of the precinct.

- The Precinct should be integrated within city wide tours and trails, supported by in situ interpretive elements.

Interpretive planning

- Detailed HIPs, based on this HIS, should be prepared for development approvals within each sub-precinct or for major heritage assets - for the buildings and spaces within the Central Station Group (Terminal Building, Post Office, Parcels Shed), Mortuary Station, and Prince Alfred Substation, promoting sensitive adaptive reuse of these key buildings.

- During design phases of development within each sub-precinct, an assessment of existing interpretive elements should be undertaken and decisions made as to their retention, restoration, or removal. Of particular note is the continuance of the Transport Heritage Expo events.

- Precinct-wide interpretive elements should be developed - one digital overlay providing connected and cohesive details of heritage stories, an oral history program (digital or published), and use of temporary hoardings. The oral history program and the structure for the digital overlay could be developed as early interventions.

- All heritage interpretation documents under development within the Central SSP should be reviewed with respect to this HIS.

- As a priority, a site specific HIP based on this HIS should be developed for the Terminal Building - a Priority Project for TfNSW.

- A precinct-wide moveable heritage survey should be undertaken in alignment with the Central Station CMP, with guidelines for salvage and retention.

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19. Appendices

19.1 Appendix A – Heritage Items

19.1.1 Built heritage items within the site

Table 16 identifies the heritage items that are located within the site.

Table 16: Heritage items located within the site

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, Prince Alfred Substation	Local	Sydney LEP 2012 (Item No. I824)
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. I194)
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. I180)

Statements of Significance

The statement of significance for the Sydney Terminal and Central Railway Stations Group SHR item is as follows[183] :

THE SYDNEY TERMINAL AND YARDS:

- As the site of the first Sydney Terminal and the starting point of the main line, from which the NSW rail network grew;

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[183] DPIE, 2009. Central Railway Station and Sydney Terminal Group. State Heritage Register. Accessed at: https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801296 (November 2020).

- for its continuity of railway use since 1855;

- As the site of one of the first passenger stations in NSW;

- As a major terminal by world standards, comparable with late Victorian and Edwardian metropolitan stations in Europe, Great Britain and North America;

- Containing the Mortuary Station, one of five pre 1870 stations surviving in the State;

- As the first major terminus to be constructed in Australia and the only example of a high level terminus in the country;

- As a unique terminal, in NSW, not only in extent but also for the high standard of design of the associated buildings in particular the Mortuary Station, Railway Institute and the Parcels Post Office;

- Containing two of the three station buildings, in NSW designed by the Colonial or Government Architect in NSW;

- As one of the two longest continuously operating yard/workshop complexes in Australia, dating from the 1850s. Although many of the original functions have been superseded, or operations transferred to other sites, evidence of the working 19th century yard remains extant;

- As a major multi-level transport interchange between pedestrians, vehicular traffic and trains and later trams and subsequently buses. Since its establishment in 1855 it has been one of the busiest transport interchanges in Australia;

- As the largest formally planned addition to the urban fabric of Sydney prior to World War 1, intended to form a gateway to the city;

As the site of the Benevolent Asylum and Carters Barracks and Devonshire Street Burial Ground and Stations, evidence of which is likely to be found in the archaeological record;

- As a major public work undertaken in numerous stages between 1855 and 1930 by two branches of the Department of Public Works, the Railway and Tramway Construction Branch and the Colonial (later Government) Architects Branch;

- For the evidence provided of the changing technology of train travel from steam to electric trains, indicated not only by the declining yard workforce but also by the changes in yard layout and signalling work practises;

- As point of entry to the city for visitors from country NSW and a major departure point for travellers within Australia;

- The railway yards, the Mortuary Station, Railway Institute Building, terminus and clock tower are familiar Sydney landmarks, particularly to rail travellers.

THE WESTERN YARD:

- For their continual operation as a rail yard since the introduction of railways to NSW in 1855;

- As site of the first and second Sydney Terminals and the Mortuary Station;

- Whitten virtually abandoned Sydney work in order to construct the main line network in the country areas.

THE DARLING HARBOUR BRANCH LINE

- Containing one of the first overbridges and cuttings constructed in Australia, part of the first phase of railway construction in NSW;

- As a vital link with Darling Harbour and for the export of wool and other agricultural products from country NSW;

- For the surviving fabric which provides evidence of change embankment and retaining wall and bridge construction techniques.

THE MORTUARY STATION

- As one of a pair of purpose built mortuary or receiving stations, the only known example in Australasia. Whilst the station at Sydney remains in its original location, the Rookwood Station has been relocated;

- As a fine, rare example of 19th century Venetian Gothic;

- As the finest example of a covered single platform type station in Australia and the most elaborately detailed stations, of its period. The detail includes a rare example of a tiled platform, elaborately carved stonework and joinery, furniture and decorative wrought iron work;

- As one of few Gothic Revival buildings designed by the Colonial Architect James Barnet, a highly praised design, marking a high point in his career and considered to be one of his finest designs;

- For its association with Victorian rituals surrounding death and mourning. The building was designed as an elaborate setting for the example of the use of trains rather than horse drawn carriages to transport coffins to cemeteries;

- As one f few Gothic revival buildings of the period that were designed for a function other than for churches or schools. The style was selected to provide an appropriate atmosphere for the mourners;

- As an early example of the introduction of Venetian Gothic motifs including the colonnade which screens the platform;

- As a fine example of stone masonry including an arcade with foliated capitals and carved intrados (soffit), metal and wood work.

- For the role played by the colonial Architect James Barnet in encouraging the art of stone masonry through his designs;

- For its association with the development of the Rookwood Necropolis, one of the largest garden cemeteries in the world;

- As a local landmark, visible from locations such as Prince Alfred Park, the Cleveland Street Bridge and the forecourt of Sydney University.

THE WEST CARRIAGE SHEDS

- One of few surviving working buildings on the site, whose industrial character, specialised layout and form demonstrate former functions and operations;

- As the smaller, and remaining of two carriage sheds, built for the servicing of carriages;

- Part of the extension of the Sydney Terminal shortly after the turn of the century;

- The disuse of the carriage sheds provides evidence of the changing nature of rail travel and work practices, such labour intensive processes no longer being undertaken within the Sydney Yards.

PRECINCT 2: THE PRINCE ALFRED SIDINGS

- Contain the only remains of a workshop building within the Sydney Terminal complex, which date from the 1870s, and also the Railway Institute;

- Mark the eastern boundary of the once extensive Sydney yards.

THE RAILWAY INSTITUTE

- The first Railway Institute to be established in Australia;

- A fine example of the Queen Anne revival style, based on English precedent. The building exhibits characteristic features of the style including Dutch Gables, the use of moulded brickwork and Marseille roof tiles;

- For its role in the continuing education of the railway employees, through evening classes;

- A setting for social activities for the railway employees;

- Containing significant plagues and memorials to railway employees;

- Containing a rare, and largely intact, example of a small scale, late Victorian Hall.

PRECINCT 3: THE SYDNEY TERMINAL - THE TERMINUS

- The first major terminus, and the only high level terminal, to be constructed in Australia, the design of which was overseen by experts from NSW, Victoria and Queensland. Comparative in scale and quality of design to the major European and American termini;

- A major transport interchange, with numerous tram lines on different levels, the most complex in Australia;

- A major planned urban design aimed at improving Sydney, in contrast to the haphazard beginning and former unplanned growth of the rail termini. The only major building of this period in Sydney where the urban setting was consciously designed to complement, and provide views of the main structure;

- A symbol of the progress of the development of the city and the railway;

- A major public building designed by the Government Architect WL Vernon, and detailed by GM Blair, and completed by his successor George McRae. The only railway station designed by Vernon, and his most adventurous free classical design;

- A major sandstone building, one of the few to be constructed, in Sydney, outside of the heart of the CBD. The use of sandstone reflected the status of the building as a major public building;

- For its design as an elaborate progression of spaces, from the tram portico to the booking hall to the concourse and into the (proposed) train shed, enhancing the sense of journey. This contrasted with the previous station which had grown into an unplanned conglomeration of platforms;

- The largest station to have been constructed in NSW, previously the major country stations such as Albury were grander both in scale and decorative detail than the Sydney Terminal;

- The Sydney Terminal would have been even grander had the train shed been constructed covering the platforms. The changing of the design as a cost cutting measure reflects the economic conditions of the time. The construction of Stage Two during the war years, however, reflects the importance of this transport link to the Australian economy;

- A rare example, in Sydney, of the use of multi level vehicular approaches, the separate approaches for tram, pedestrian and vehicle, being identified at the outset as being a particular feature;

- The clocktower, completed as part of the second stage, is a well known Sydney landmark, nicknamed "the working mans watch";

- Containing such planning innovations as separate subways for passengers and baggage handling and the main assembly platform [concourse];

- Further investigation may reveal the main assembly platform to be one of the earliest uses of reinforce concrete floor slabs in NSW;

- Marking a period of prosperity for the railways and a subsequent decline in other forms of transport, in particular the more unreliable coastal shipping, following construction of the north coast Railway 1910-1922;

- The manner in which different structural systems, such as the three pin and crescent truss roofs, were used throughout the design to form a variety of spaces;

- The original floor plan indicates separate waiting facilities for different classes of passenger and for women. These distinctions have largely disappeared, with the exception of the use of a system of classes on the transcontinental trains and the XPT and Explorers;

- For the inclusion, in the design, of up-to-date technology including telephones and telegraphs.

THE PARCEL POST OFFICE

- The only purpose built post office building, of this period in Sydney;

- An indication of the importance of rail in carrying parcels;

- An example of the work of the Government Architects Vernon and McRae and their principal design architect, GM Blair;

- A fine example of neo-classical detailing on one of the few brick and sandstone public buildings in inner Sydney;

- A landmark in Railway Square;

- An early example of a concrete and steel framed office building of fire proof construction.

THE SYDNEY YARD

- The yard contains one of the earliest sewers in Metropolitan Sydney, built by the newly formed Department of Public Works in the mid 1850s;

- The site of the workshops which were the heart of the working yard in the mid to late 19th century;

- Containing evidence of the changing technology of train travel, commencing with steam locomotives in the mid 1850s;

- Showing the impact of the decentralisation of railway functions, which began in the 1880s, on the Sydney Yard.

PRECINCT 5: THE CENTRAL ELECTRIC STATION

- Association with JJC Bradfield and the construction of the City Electric Railway, and the Sydney Harbour Bridge in the late 1920s;

- One of a number of inner Sydney stations designed by JJC Bradfield, of which two are above ground, Milsons Point and Central Electric;

- Containing the most elaborate station entrance (Elizabeth Street), of the City Circle stations;

- For the continuation of the neo-classical architectural vocabulary and the use of sandstone for the station building and the viaduct;

- For its continuous use as a commuter station for the Sydney suburban lines;

- For the use of 'state of the art' reinforced concrete construction.

There is no current statement of significance available for the Mortuary Railway Station and Site SHR item. The statement of significance for the Mortuary Railway Station and Gardens s170 item is as follows :

The former Mortuary Station has state significance as a rare surviving example of this building type, a physical reminder of former funeral customs in nineteenth century Sydney, and of the central role in funeral services played by the railway. It serves as an example of the role of Government in the provision of burial services to the expanding nineteenth century city of Sydney. The building is aesthetically significant as a fine example of Gothic inspired design attributed to James Barnet, a style adopted for its religious associations in the construction of a

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funeral station. It is a rare surviving example of this building type remaining in situ, and is understood to be unique in Australia.

There is no current statement of significance available for the Railway Square Overbridge SHR item. The statement of significance for the Railway Square Overbridge s170 item is as follows :

The Ultimo (Railway Square) overbridge is of state significance as the oldest surviving structure on the NSW railway system and possibly the only surviving example of the work of the Sydney Railway Company. Opened in 1855, it has a direct and tangible link to the first phase of railway construction in NSW and to the Darling Harbour Goods Yard. The overbridge is associated with William Randle, the first engineer in charge of construction on the NSW railways. The various extensions to the overbridge which together form the current tunnel demonstrate the changing technologies and designs used in railway engineering. The sandstone ceilings blackened from the soot and steam of the steam trains that used it are an evocative reminder of the steam era. The overbridge has a strong connection to the original Sydney Station and is a rare example of the first phase of railway construction in NSW.

19.1.2 Built heritage items within the vicinity of the site

The table below identifies the heritage items that are located within a 50m buffer of the site.

Table 17: Heritage items within the vicinity of the site (50m buffer)

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)
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. I476)
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 Pit Street), Sydney	State	SHR (Item No. 00123)
		Local	Sydney LEP 2012 (Item No. I848)
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. I472)
		Local	Sydney LEP 2012 (Item No. I532)
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 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)

Commercial building group including interiors	767–791 George Street, Haymarket	Local	Sydney LEP 2012 (Item No. I844)
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)
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. I406)
Dental Hospital including interior	2–18 Chalmers Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I469)
Royal Exhibition Hotel, including interior	86–92 Chalmers Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I471)
Newmarket Hotel, including interior	198–200 Elizabeth Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I531)
Former RC Henderson Ltd factory, including interiors *(destroyed by fire, June 2023)*	11–13 Randle Street, Surry Hills	Local	Sydney LEP 2012 (Item No. I2270)
Former "Wentworth House" flat building and former Warehouse, including interiors	184–196 Elizabeth Street, Sydney	Local	Sydney LEP 2012 (Item No. I1749)
Crown Hotel including interior	160–162 Elizabeth Street, Sydney	Local	Sydney LEP 2012 (Item No.I1747)
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)

19.2 Appendix B – Existing Interpretive Media Audit

The existing interpretive media at the Central SSP, current as of 2021, are listed below via sub-precinct.

Sub-precinct	Type	Image	Description	Location	Details
CENTRAL STATION					
	Program	-	**Self-guided tour of Central Station**	**Central Station**	**Directions available online** **https://www.transport.nsw.gov.au/sydneytrains/culture-and-heritage/self-guided-tour-of-central-station**
	Program	-	**SLM Central Station Clock Tower Climb**	**Central Station**	**Guided, ticketed tour by SLM as part of Sydney Open** **https://sydneylivingmuseums.com.au/sydneyopen/2019/central-station-clock-tower-climb**
	Program	-	**SLM Central Station Ghost Tours – Platforms 26 and 27**	**Central Station**	**Guided, ticketed tour by SLM as part of Sydney Open – not regular, entries are selected via ballot** **https://www.smh.com.au/national/nsw/the-ghost-platforms-at-central-station-a-haunting-feature-of-sydney-open-weekend-20151008-gk40my.html**
	Program	-	**Running on Time**	**Central Station**	**Exhibition and study with restored clocks at Central Station** **https://www.nationaltrust.org.au/tours-and-multimedia-running-on-time/**
	Event		**Heritage Train Expo annual event**		**https://www.transportheritageexpo.com/**
	Honour rolls		**NSW Government Railways and Tramways, First World War Roll Of Honour**	**Grand concourse, Central Station**	**Honour roll for NSW Government Railways and Tramways Staff who passed in WWI x4, part of the Moveable Heritage collection of NSW Trains** **https://www.warmemorialsregister.nsw.gov.au/memorials/nsw-government-railways-and-tramways-first-world-war-roll-honour-central-station**
	Display		**Re-use of the NSW Government Railways clock**	**Grand concourse, Central Station**	

Sub-precinct	Type	Image	Description	Location	Details
	Plaque		Stolen Generations plaque	Platform 1, Central Station	Plaque commemorating the Stolen Generations children who arrived in Sydney via train https://www.sbs.com.au/nitv/nitv-news/article/2018/12/04/stolen-generations-plaque-unveiled-sydneys-central-station
	Large scale historic images		History of Central Station images	Grand Concourse, Central Station	Large scale historical image of the station concourse
	Plaque		First World War Commemorative Plaque, Eddy Avenue	Eddy Avenue, Central Station	Plaque commemorating the men who marched past Central Station in WWI, 1925 https://www.warmemorialsregister.nsw.gov.au/content/eddy-ave-wwi-bronze-commemorative-plaque
	Bust and Plaque		John Whitton, NSW Government Railways	Grand concourse, Central Station	Bust on plinth accompanied by large gold plaque commemorating John Whitton 'Father of the NSW Railways'. https://www.monumentaustralia.org.au/themes/people/government---colonial/display/90236-john-whitton
	Remains		Remains of old signage	Grand concourse, Central Station	Faded paint remains of old signage next to John Whitton bust

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Sub-precinct	Type	Image	Description	Location	Details
	Plaque		Central Station centenary	Grand concourse, Central Station	A small plaque commemorating the centenary of Sydney Central Station near
	Plaque		Sydney - Perth Standard Gauge Rail Link	Grand concourse, Central Station	Bronze plaque commemorating the inauguration of services from Perth to Sydney
	Adaptive reuse		Reuse of original Pitt and George Street signage	Above Eddy Avenue, Central Station	
	Plaque		The Carters Barracks	Eddy Avenue, Central Station	RAHS plaque about the Carter's Barracks
	Plaque	-	Sydney Central Station opening, 1906	Grand concourse, Central Station	Small plaque from the opening of Central Station
	Paving inlay (terrazzo)		1950s Australian Railways mosaic	Restaurant, Central Station interior	Large scale paving inlay featuring a graphic of Australia, floral emblems of states and the rail networks

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Sub-precinct	Type	Image	Description	Location	Details
	Mural		1951 former Interstate Booking office mural	Restaurant, Central Station interior	Restored large scale carved wood mural by Peter Melocco and Guido Zuliani depicting the history of the railway in Australia
	Large-scale historic images		Historic images printed on a power box	Above Eddy Avenue, Central Station exterior	
	Foundation stone		Foundation stone	Above Eddy Avenue, Central Station exterior	Corresponds to below
	Foundation stone		Foundation stone	Above Eddy Avenue, Central Station exterior	Corresponds to above
	Remains		Remains of old signage	Grand concourse entrance, Central Station	Remains of old signage at station entrance

OFFICIAL

Sub-precinct	Type	Image	Description	Location	Details
	Functional elements		Gratings with date	Above Eddy Avenue, Central Station exterior	Various plaques incorporated into functional grates with the same year – 1904 – written
	Plaque		Opening of station to Public 1904	Above Eddy Avenue, Central Station exterior	
NORTHERN OSD					
	Panel		Suburban tunnel panel with historical photographs	Central Station tunnel	
WESTERN GATEWAY					
	Statue		Donna the Hearing Guide Dog	Railway Colonnade, near Lee Street	Bust of dog recognising the companionship of all seeing and hearing guide dogs
	Digital interpretation		Merilyn Fairskye's Material World (1999)	Railway Square	A series of lightboxes along the Railway Square tunnel and accompanying plaque.

Sub-precinct	Type	Image	Description	Location	Details
	Interpretive panels and paving		Historical signage on stainless steel signs and concrete paving inlays mimicking railway sleepers	Henry Deane Plaza	Stories about the first and second stations in Sydney and the development of Central Station
	Naming		Vertical naming sign for Henry Deane Plaza	Henry Deane Plaza, close to Lee Street entrance	
	Public Art		Helix art, fountain and plaque	Henry Deane Plaza	Helix was installed in 2001 and dedicated to the public by the Toga Group of Companies. Sculptor: Terrance Plowright
	Plaque		Plaque on red post box	Near Railway Square station entrance	Plaque on ornate red post box near station entrance
	Salvage and signage		The Goods Line and tram tracks	The Goods Line off George Street	The original Goods Line track as the linking force to the neighbouring precinct and through the Pyrmont and Darling Harbour

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Sub-precinct	Type	Image	Description	Location	Details
REGENT STREET SIDINGS					
	Program	-	SLM Mortuary Station guided tour	Mortuary Station	Guided evening tour as part of Sydney Open https://sydneylivingmuseums.com.au/sydneyopen/2019/after-dark-mortuary-station
	Large scale historic images		Historical images framed and mounted on the walls of the station	Mortuary Station	
	Plaque		Wesley Church plaque	Regent Street, near 85 Regent Street	Plaque near old entrance to Mortuary Station
	Adaptive reuse		Old Post Office sign at Adina hotel	Old Post Office, Railway Square	Original signage of the Post Office, reused with the Adina Hotel logo in the middle
	Plaque		Dispensary memorial plaque, Premier Storey	Regent Street Dispensary	
	Panel		Acknowledgment/history of Gadigal land	Regent Street, near Sydney Yards Bridge access	Installed 2018
SOUTHERN OSD					
	Memorial	-	Redfern Memorial Gates	Greek Orthodox Cathedral, Cleveland Street	Entrance pillars of the former St Paul's Anglican Church were erected to commemorate those from Redfern who died in service or were killed in action during World War I

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Sub-precinct	Type	Image	Description	Location	Details
	Plaque		Edmund Blacket memorial plaque	Greek Orthodox Cathedral, Cleveland Street	Marble tablet commemorating Edmund Blacket, architect of the church, University of Sydney, St Andrews Cathedral etc
PRINCE ALFRED SIDINGS – no interpretation recorded					
EASTERN GATEWAY					
	Plaque	-	Railway Remembrance Wall	Eastern concourse, Central Station	Plaque naming the Railway Remembrance Wall, a large collection of war memorial honour rolls near platform 23 at Central. There are 19 other honour rolls/plaques as part of this wall https://www.warmemorialsregister.nsw.gov.au/content/railway-remembrance-wall-central-station
	Honour roll	-	Eveleigh Loco Roll Of Honour 1939 - 1945 Korea, Railway Remembrance Wall	Eastern concourse, Central Station	Honour roll for the Korean War for Eveleigh rail workers, large and ornate https://www.warmemorialsregister.nsw.gov.au/content/railway-remembrance-wall-central-station-eveleigh-loco-roll-honour-1939-1945-korea
	Honour roll	-	Railways Traffic Branch, First World War and Second World War Honour Roll,	Eastern concourse, Central Station	Honour roll for the NSW Railways Traffic branch workers, large and ornate https://www.warmemorialsregister.nsw.gov.au/content/railway-remembrance-wall-central-station-railways-ww1-and-ww2-honour-roll
	Honour roll	-	Millwright Staff Great War Honour Roll	Eastern concourse, Central Station	Honour roll for 10 Locoworks Millwright workers who passed in WWI, small wooden and gilt https://www.warmemorialsregister.nsw.gov.au/content/railway-remembrance-wall-central-station-millwright-staff-great-war-honour-roll
	Plaque	-	Rozelle Railways and Tramways Stores Branch, WWII Honour Roll	Eastern concourse, Central Station	Cast iron oval plaque for Rozelle Railways workers who passed in WWII https://www.warmemorialsregister.nsw.gov.au/content/railway-remembrance-wall-central-station-world-war-2-bronze-plaque
	Honour roll	-	Foundry Roll of Honour 1914-1919	Eastern concourse, Central Station	Wooden framed honour roll for Locoworks Foundry workers https://www.warmemorialsregister.nsw.gov.au/content/railway-remembrance-wall-central-station-foundry-roll-honour-1914-1919
	Plaque		First Fleeters	Elizabeth Street entrance, Central Station	Plaque commemorating the First Fleeters who had been buried/reburied in the Devonshire Street Cemetery (1988)

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Sub-precinct	Type	Image	Description	Location	Details
	Sculptures and busts		Ibero-American Plaza	Chalmers Street, Surry Hills	Series of two sculptures and 11 busts commemorating the history of Spanish and Portuguese speaking people in Australia
	Murals		Devonshire Street Tunnel Murals	Devonshire Street tunnel	Murals along the length of the Devonshire Street tunnel memorialising aspects of the railways throughout history
	Murals		Chalmers Street Murals	Chalmers Street, edge of rail corridor	Murals celebrating 150 years of railway workers associated with the railway line
	Plaque		Plaque marking the place of the Devonshire Street Cemetery	Elizabeth Street portico	Plaque acknowledging the location of the Devonshire Street Cemetery RAHS
GOULBURN STREET – no interpretation recorded					

19.3   Appendix C – Evidence of consultation

19.3.1 Consultation Log

The following Consultation Log provides information about the consultations undertaken with the required authorities, as per Study Requirement 5.4.

Organisation	Date	Feedback/comments
Metropolitan Local Aboriginal Land Council.	Cox Inall Ridgeway Engagement contacted Metro LALC 4 x throughout 2021, no response. Artefact consulted with Metropolitan LALC on 12 April 2022 regarding Aboriginal archaeology and heritage interpretation at the Central SSP.	Positive feedback on interpretive themes for the Central SSP Offer of assistance with future interpretive planning, especially in response to the Stolen Generations stories at the Terminal Building (Platform 1)
Heritage NSW (as delegate for the Heritage Council of NSW)	Presentation at meetings on 8 July 2020, 2 December 2020, 3 March 2021, 5 June 2021. Draft HIS provided to Heritage NSW in December 2022	Positive responses to interpretive themes and approach at meetings. Response to draft HIS in December 2022: 'The Heritage Interpretation Strategy proposes a range of innovative options, including key site stories, digital media and movable heritage/artefact displays. We support: • Celebrating First Nations heritage and stories and other environmental heritage and archaeology. • Engaging with Western Gateway Sub-precinct stakeholders in the development and progress of precinct-wide heritage interpretation.'
City of Sydney Aboriginal and Torres Strait Islander Advisory Panel	Undertaken by Balarinji for Connecting to Country framework.	
OGA NSW through the DRP process).	Presented HIS outline at DRP meeting on 7 August 2020 and information on interpretation integration at DRP meeting on 4 Nov 2021. Heritage matters raised at regular DRP meetings throughout 2020 - 2021.	
Aboriginal community consultation	Targeted engagement undertaken by Cox Inall Ridgeway re interpretation themes/stories, March-April 2021, November 2021. Engagement undertaken by Cox Inall Ridgeway re: CPRP project, June-September 2021. Engagement undertaken by Balarinji for Connecting with Country Framework, November 2021.	Outline of key Aboriginal cultural heritage values and stories
TfNSW Heritage Consultation Group	Presentation on HIS in March 2021.	Positive response to early planning for HIS – themes, approach, consultation plans
Atlassian, Dexus Fraser and Toga interpretation development teams	Discussion with developers on 11 February 2021, 25 February 2021. Discussion with Toga TBA	Interpretive themes previously developed by Atlassian and Dexus Fraser aligned with HIS; no information on Toga
Sydney Trains, Gretta Logue	Discussions on 5 February 2021 and 26 March 2021.	Key moveable heritage items in Sydney Trains/TfNSW collections identified; request for a heritage display area/clocks within Terminal Building; discussion on range of existing and possible interpretation elements
City of Sydney Council heritage group: Matt	Presentation on HIS on 24 May 2021.	24 May - Positive response to interpretive themes and approach; considered good for

Organisation	Date	Feedback/comments
Devine, Tony Smith, Katherine Chalmers, Micaela Grande, Sally Peters	**Update presentation on 22 April 2022.**	**early interpretation work to be able to inform design decisions and show underlying sense of place, acknowledged interfaces with public art and connections with City, contribution to Sydney walks app, emphasised importance of public domain areas, encouraged TfNSW's early consultation with City of Sydney Aboriginal Advisory Panel** **22 April – positive response; no additional comments**

19.3.2 Aboriginal Consultation Report (Cox Inall Ridgeway)

Transport for NSW – Central Precinct Renewal Project

Consultation Report for the Aboriginal Heritage Interpretation Strategy

April 2021

ABOUT THIS DOCUMENT

This document has been prepared by Cox Inall Ridgeway (**CIR**) for Transport for NSW (**TfNSW**) and heritage advisors, Artefact, to assist with the Aboriginal Heritage Interpretation Strategy for the Central Precinct Renewal Project (**CPRP**). The advice and conclusions within this document were primarily based on a number of limited consultations with First Nations community members.

Whilst all care and due diligence was taken in drafting this advice, this document may contain errors.

Date: 16 April 2021

Table of Contents

1. Introduction

The Central Precinct Renewal Project (**CPRP**) is a project by the NSW Government which aims to renew up to 24 hectares of Government-owned land in and around Sydney's Central Station (**Central Precinct**), the main transport interchange for the city and for NSW. The project area is located on the traditional lands of the Gadigal people of the Eora Nation and holds significant social, cultural and commercial values to both Aboriginal and non-Aboriginal people.

The CPRP is being led by TfNSW and has been declared a State Significant Precinct (**SSP**) by the NSW Department of Planning, Industry and Environment. The CPRP is currently in Stage 2 which includes preparation of an SSP Study including detailed technical analysis and community and stakeholder consultation. The estimated timing to completion of this stage is 12 months.

CIR has been engaged by TfNSW to plan community consultation to support CPRP in being inclusive of First Nations history and perspectives to influence design concepts, and the overall Aboriginal use and consideration of Central Precinct. The contents within this report are to assist with the preparation of a Detailed Heritage Interpretation Strategy for the Central Precinct that:

> **Recognises and celebrates Aboriginal connection to the precinct and its spiritual, intangible and cultural values to Aboriginal people and addresses the full story of the place (ie. landscape through the eyes of Indigenous inhabitants)**

To assist with above, CIR completed a number of targeted, high level community consultation workshops to assist with the building of stories and memories attached to the Central Precinct area. These stories will be included in the heritage interpretation strategy and may influence aspects of the design of the CPRP.

It is noted that the Central Precinct heritage interpretation strategy is underpinned by two main themes:

- Journeys
- Gatherings

Some initial desktop research and consultation with Artefact revealed that key considerations and subsequent discussion points of the Central Precinct, in addition to Aboriginal and Gadigal culture, included:

- The Stolen Generation;
- Cleveland Paddocks (Prince Alfred Park);
- Belmore Park and Moore Park;
- The Foundation;
- The Burlington Hotel; and
- The Trades Hall.

2. Project methodology

CIR approached a number of Gadigal Elders, established community Elders and leaders, and Stolen Generation Survivors to be involved in the targeted consultation process in the preparation of this report. Eight (8) senior Aboriginal stakeholders were consulted using the below discussion questions to guide and facilitate the consultation workshops.

GENERAL
Can you tell me about yourself and any personal and familial connections that you may have to the Central area?
The two key themes underpinning the interpretation strategy for Central Precinct are journeys and gatherings. Do you think these are the right themes?

ABORIGINAL USE OF LAND
How do Aboriginal people and community use the Central area today?
How did Aboriginal people and community use Central area previously?
Do you have any comments on Aboriginal use and occupation of Cleveland Paddocks and Belmore Park?
Do you know historical movements of Aboriginal people and the navigational tracks they used to traverse Country?

ACTIVISM
The Central area has played a part in Aboriginal activism in prior years. Do you have any comments or experiences with: • *The Foundation* • *The Burlington Hotel* • *Trades Hall* • *1992 Apology March*

ABORIGINAL CULTURE
Do you have any insight into "deeper cultural memories" and "mind memories" of the Central precinct prior to colonisation?
Do you have any comments or knowledge of Aboriginal Astronomy to Gadigal Country and community?
What do you want people to know about Aboriginal culture and history at Central precinct?
Do you know of any naming of phrases about the area in Darug that should be a part of the place?

DESIGN AND CONCEPT
Do you have any key cultural stories about the Central precinct that should be told?
Do you have any design ideas for how Aboriginal culture and storytelling could be interpreted at Central precinct?
Do you have any other comments?

3. Aboriginal Heritage Analysis

a. Overview

The community consultation undertaken for this report was done under the lens of the key themes underpinning the Central Precinct heritage interpretation strategy: *Journeys* and *Gatherings*. The Aboriginal history of Central Precinct revealed a sub-theme of *Activism*, which is woven throughout the key theme analysis where relevant.

Whilst we note that there is an extensive amount of research on Aboriginal history in Sydney, this report focuses on limited community feedback received from our engagement processes. With the high volume of development proposed in the Central Precinct area in the coming years, more extensive community engagement in the future is both crucial and necessary. The views and experiences contained herein are specific to the stakeholders consulted and should not be taken to encompass the views, opinions and perspectives of the wider Aboriginal community.

Significantly, all community members who contributed to this report unanimously agreed that *Journeys* and *Gatherings* were congruent themes for the Central Precinct that resonated deeply with the Aboriginal history attached to the area.

b. Journeys

Stakeholder consultations revealed the importance of Central Precinct in relation to the mobility of Aboriginal people, both historically and today. Trains journeys taken from Central Station were often a conduit to Country to allow Aboriginal people to return to both their own, and other people's Country for specific celebrations and responsibilities. Described by an Elder as the "hub and spoke" of Aboriginal mobility, Central Station was, in some instances, also the final destination for Aboriginal people and families who migrated to Sydney and settled in nearby suburbs. An Elder who was consulted also commented on the strong social dreaming lines between Central and Redfern and said that there were many places between these two places that were used by Aboriginal people for social connection.

When asked where Aboriginal people and families were migrating from, stakeholders commented that due to the job opportunities in the Eveleigh Railway Workshop and the Botany Road warehouses, a lot of Aboriginal people were migrating from Aboriginal reserves across the state to take up residence in Redfern. It was noted that this increase in migration was also due to the desire to live a life free from the control of the Aborigines Protection Board.

Research supports the above assertion, in which it was stated, *"Inner Sydney suburbs within easy reach of Central Railway station became a magnet to Aborigines of diverse communal and country origins who sought cheap housing, access to public transport, and unskilled employment in the Eveleigh Railway Yards and other industrial outlets."*[1]

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[1] Anderson, K (1993). Place Narratives and the Origins of Inner Sydney's Aboriginal Settlement, 1972-73, *Journal of Historical Geography*, 19(3): 314-335.

The Stolen Generation

The damaging and traumatic role that Central Station played in the history of the Stolen Generation is well documented. The information contained below is derived from a series of conversations that were held with Survivors of the Stolen Generation. These survivors asserted an ardent aspiration for their reality, truth and lived experiences to be a key priority and consideration for the CPRP.

> *"Our history of being Stolen Generation is a dark one, and it is a history that is significant to this country. Everyone has a responsibility to make sure that our truth is told, and we can achieve this by creating something that makes people stop and consider, so that events like this never happen again. " – Stolen Generation Survivor*

Platform 1 at Central Station is a particularly memorable place for members of the Stolen Generation as it was where the trains departed to deliver Aboriginal children to State-run welfare homes. Stakeholders noted the significance of Platform 1 and the opportunity to use Platform 1 as a canvass for design opportunity throughout the CPRP to tell their stories and history of the place through the eyes of the Survivors.

> *"I always feel cold when I think of Central Station. It was the last place where I saw the people that loved me the most." – Stolen Generation Survivor*

Survivors also wished to express the effects of separating children from their parents, and particularly separating fathers from their children. Survivors noted that fathers are often excluded from the wider Stolen Generation conversation, and that they wanted to ensure that the voice of children who were taken from their fathers, and the lasting and damaging affects this had on their fathers, was considered.

> *"Central station was a dark place … a scary place. Everything looked so tall and so different to anything I'd seen before. I was four years old when I was thrown onto a train at Platform 1. I was taken away from my parents and brothers and forced on to a train with no idea where it was headed. Everyone else on the platform was tall and white and paid no attention to me." – Stolen Generation Survivor*

Community members from the Stolen Generation also noted the importance of being mindful of other materials and promotional collateral in Central Station which can significantly impact and change the experience of the public transport audience. A community Elder recalls seeing a billboard advertisement for foster carers in close proximity to Platform 1, which the Aboriginal community considered to be inappropriate, offensive, and tone deaf with regards to the history attached to the site.

Aboriginal "Highways"

A local Elder provided the concept of "Aboriginal highways", especially in relation to the routes and paths that Aboriginal people tracked and camped along. It was provided that these "highways" could likely be mapped out and that they would follow similar routes to major road and railway systems as Aboriginal people guided early colonists through their Country.

One of the most common routes traversed by Aboriginal people was George Street which led to Warrane – a key focus point for access to water, food, and recreational activities. Elders noted that further research and consultation is likely required to unlock the history and common routes travelled by Aboriginal people. Elders also revealed that mob traditionally traversed to Waterloo to conduct men's business.

Aboriginal Astronomy

Community members expressed that Aboriginal people have historically used the stars and astronomy to aid in travel and navigation across Country.

> *"For Aboriginal people travelling at night, an incorporation of knowledge of Aboriginal astronomy and Aboriginal highways was commonly used to get around.*
> *– Community Elder*

Stakeholders also provided comments on stories of the milky way in Aboriginal astronomy. Common amongst different tribal groups included *Emu Dreaming* and the 'Emu in the Sky', whose constellation of dark clouds told stories of the sun, moon, Orion, and the Pleiades. The setting and rising of certain stars were believed to have informed Aboriginal people of ideal harvest times for certain food and plants, and they believed there to be a strong relationship between the sun and mood and the tided of oceans. Elders also highlighted the role of *Biami*[2] in Aboriginal lore.

We report that none of the community members who were consulted throughout this process held intimate cultural knowledge of Aboriginal astronomy. However, stakeholders noted that Aboriginal astronomy and its associate lore could form pieces of impactful future research in development of design concepts for the CPRP.

c. Gatherings

The below events and places look at gatherings of Aboriginal people in both historical and modern contexts. Gatherings below are looked at from traditional gathering rituals, day-to-day life, and forms of activism.

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[2] Biami is an Aboriginal 'all-father deity' which found its way into Aboriginal spirituality as a response to Christianity. See more: https://www.creativespirits.info/aboriginalculture/spirituality/aboriginal-spirituality-changes-and-adapts

Cleveland Paddocks

"Prince Alfred Park, earlier known as Cleveland Paddocks, was an Aboriginal camp site until the mid-19th century. Sydney's Aboriginal people lived here, west of the city centre, until the coming of the railway in 1855 and the subsequent use of the park as the showground for the Agricultural Society. Sydney's Aboriginal population had been earlier pushed to the fringes of the city, away from their traditional camping grounds around Sydney Cove at The Domain and Woolloomooloo."[3]

In 1890, the Echo Newspaper reported that, "*There are many people living who recollect when the Cleveland Paddocks, where the railway station and the exhibition building now stand, were a favourite camping place for the blacks. Then their 'corroborees' kept the few residents in Redfern awake til far into the night.*"[4]

When queried about Cleveland Paddocks, stakeholders commented that they were aware that it was a mission for Aboriginal people and that played an important part in "trade" of food and other goods. "Aboriginal people back then had a very subsistence lifestyle," said a local Elder.

Belmore Park

Consultations revealed a lack of knowledge about the traditional uses of this place, but stakeholders asserted that Belmore Park was, and is used, as a regular meeting place. Community members also asserted that Belmore Park was a central place where all modern-day Aboriginal people live (such as Redfern, La Perouse, etc).

Belmore Park has been used in recent times as a gathering place for protests and small marches. An Elder noted that, "*I have seen a lot of activism and social rights movements take place at Belmore Park. From memory, the last major event was the Apology and handover in 2008. Mob came from all over for that day, and it is a significant part of our history.*"

Belmore Park was also the starting and gathering point for the 1989 NAIDOC Week march through to the Domain to protest the Government's policy for mainstreaming Aboriginal services.

Moore Park

Stakeholders revealed that Moore Park was traditionally used as a *"payback area"* for the Sydney local region. In Aboriginal culture, payback referred to a vendetta and the subsequent satisfaction of a grievance (such as death, wife-stealing, etc) through ritual and ceremony, which may have included gift-giving, corporal punishment or in extreme cases, death.[5] Elders noted that colonists knew about the area and would often go and watch the payback rituals take place.

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[3] City of Sydney, *'Barani/Barrabugu (Yesterday/Tomorrow): Sydney's Aboriginal Journey'*, published 20 October 2017, available from https://www.cityofsydney.nsw.gov.au/history/barani-barrabugu-yesterday-tomorrow-walking-tour
[4] Echo Newspaper, 12 June 1890
[5] See more on Aboriginal payback: https://www.creativespirits.info/aboriginalculture/law/tribal-punishment-customary-law-payback

The Foundation

"The Foundation for Aboriginal Affairs was established in December 1964 to provide assistance to Aboriginal people living in Sydney. Although it was originally intended as a non-political and non-religious organisation, it soon became an important steppingstone in the push towards community-control within Sydney's Aboriginal community. The 'Foundo' helped with housing, employment, education, welfare, and legal, medical and financial assistance. It was administered by Aboriginal people including Charles Perkins, Chicka Dixon and Ken Brindle, but non-Aboriginal people were also involved in its operations and helped with fundraising events including dances. The Foundation for Aboriginal Affairs bought a building at 810–812 George Street for its headquarters, which was officially opened in October 1966 by Eric Willis, then the Chief Secretary of NSW. The organisation folded in 1977 due to a lack of funding and a general shift towards Aboriginal-run and administered organisations."[6]

In addition to helping Aboriginal people with housing, employment and general welfare assistance, community members reflected on the importance the Foundation from a perspective of socialising young Aboriginal community members. Consultations also revealed that The Foundation played host to 'Aboriginal Debutante Balls', and that this tradition is what led to the NAIDOC Balls that happen today. In 1968, Prime Minister John Gorton was reported to have attended the Foundation's Debutante Ball. Stakeholders commented that it was also common for Aboriginal bands to perform at the Foundation and that alcohol was never served.

> *"The Foundo played an important role in the socialising of young Aboriginal people. Youth would primarily go out on Friday, Saturday, and Sunday nights for dances and to connect with each other. It really filled a gap for young Aboriginals who didn't have many places to meet." – Community Elder*

Employment

Although a less "traditional" notion of gathering, stakeholder consultations revealed a long history of Aboriginal employment in the Central Precinct, particularly in relation to industrial jobs. The proximity to Sydney Harbour was also said to have brought a series of industrial job opportunities for Aboriginal people.

> *"The Central area is so gentrified now that I think younger people would be surprised to find out that, historically, it was a very industrial area with significant Aboriginal employment. Some of the big employers were Carlton United Brewery, the dental hospital, Francis Chocolates, the jam factory, and Australia Post. I can still vividly picture the large neon light of an arm lifting a beer on top of the brewery on Elizabeth Street…" – Community Elder*

Research conducted denotes a distinct lack of photos or media concerning Aboriginal people in employment in the project area. When questioned about the lack of photographic evidence of Aboriginal people working in and around the Central Precinct, a community member noted, "*Aboriginal employment schemes and initiatives weren't on any government or corporate agenda, so it's not a surprise that*

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[6] City of Sydney, *'Barani/Barrabugu (Yesterday/Tomorrow): Sydney's Aboriginal Journey'*, published 20 October 2017, available from https://www.cityofsydney.nsw.gov.au/history/barani-barrabugu-yesterday-tomorrow-walking-tour

there are no photos floating about. There may be some old black and whites [photos] amongst some of the old Sydney families..."

An Elder also highlighted the story of the first Aboriginal man to become a train driver in NSW, with this man's daughter later becoming the first female Aboriginal train driver in NSW.[7]

d. Activism

As touched on previously in this report, the Central Precinct has played home to bouts of activism throughout modern history, with peaceful protests and marches parading down the streets lining the Central Precinct. Activism as it relates to other pieces of Aboriginal history or site-specific events has been covered where appropriate. Below are some other key activist events attached to Central Precinct.

> *"It is hard for me to pinpoint a particular march or protest because I can remember participating in so many of them. Even as a young boy, and then when I was older, I would march up and down Elizabeth Street and George Street with other mob. My most vivid memory is probably protesting down Elizabeth Street in 1988 with about 30,000 people. We were marching against the bicentennial celebration, and mob were protesting in the streets, dressed in tribal gear…" – Community Elder*

Whilst none of the stakeholders consulted were part of the events detailed below, community members highlighted them as being significant to Aboriginal history.

The Burlington Hotel[8]

> *Aboriginal people were not free to drink in public bars in Sydney through to the 1970s. Although not upheld by law, this informal apartheid was enforced by patrons, publicans and the police. The imposition of this unofficial ban was a snub to Aboriginal people, and reflected the prevailing attitudes of non-Aboriginal people at this time. On 21 March 1965, a group of 40 Aboriginal men staged a 'sit-in' demonstration in the lounge of the Burlington Hotel on the corner of Hay and Sussex Streets in Haymarket. The group led by Charles Perkins and Ken Brindle was protesting against the hotel's policy to refuse admission to Aboriginal patrons. The protest at the Burlington Hotel came a month after a group of Sydney University students took part in an event that became known as the Freedom Ride.*

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[7] CIR was unable to contact the daughter (Recheal Daley) an invite her to be consulted within the project timeframe.
[8] City of Sydney, *'Barani/Barrabugu (Yesterday/Tomorrow): Sydney's Aboriginal Journey'*, published 20 October 2017, available from https://www.cityofsydney.nsw.gov.au/history/barani-barrabugu-yesterday-tomorrow-walking-tour

The Day of Mourning[9]

The Aboriginal Day of Mourning was the Indigenous response to Australia's sesquicentenary on January 27 in 1938. It was the first national gathering of Indigenous people protesting against the prejudice and discrimination that was a daily part of their lives and marked the beginning of the modern Aboriginal political movement.

One of the events organised for the sesquicentenary was a re-enactment of the landing of Captain Arthur Phillip. Refusing to take part, a group of Aboriginal people met at Australia Hall (located at 150-152 Elizabeth Street) to mourn t he loss of their country, their freedom and self-determination, and the deaths of so many of their kin.

One of the key organisers of the event, Jack Patten, stated that, "*We, representing the Aborigines of Australia, assembled in conference at the Australian Hall, Sydney, on the 26th day of January, 1938, this being the 150th Anniversary of the Whiteman's seizure of our country, hereby make protest against the callous treatment of our people by the whitemen during the past 150 years, and we appeal to the Australian nation of today to make new laws for the education and care of Aborigines, we ask for a new policy which will raise our people to full citizen status and equality within the community.*"

Trades Hall (4-10 Goulburn Street)

When Aboriginal people began to organize politically, there were often sympathetic non-Aboriginal people to help in the struggle, some of them unionists. From the 1950s, unions and Aboriginal organisations worked closely to build momentum towards the 1967 Referendum on Citizenship Rights and Commonwealth control of Aboriginal affairs.

Unions helped Aboriginal people from regional areas to get jobs in Sydney and offered support in the education sector by financing scholarships at Tranby College. The Builders Labourers Federation was a sponsor of the Redfern All Blacks football team, and later placed a Green Ban on the development of The Block in the early 1970s. In 1963, two Aboriginal unionists, Ray Peckham and Valentine 'Monty' Maloney, launched The Aboriginal Worker newspaper, which urged Aboriginal people to 'play an active part in their union'.[10]

e. Proximity to Redfern

Stakeholders noted that due to the proximity of Central to Redfern, building significant stories specific to the Central Precinct was going to be difficult. An Elder noted that, "*Redfern holds significant history to us mob. Discrimination was less felt here and there's a long history of activism, innovation and community ownership. Central played a part in keeping us all connected and allowing us to travel to Country*

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[9] See more: https://www.nma.gov.au/defining-moments/resources/day-of-mourning
[10] City of Sydney, *'Barani/Barrabugu (Yesterday/Tomorrow): Sydney's Aboriginal Journey'*, published 20 October 2017, available from https://www.cityofsydney.nsw.gov.au/history/barani-barrabugu-yesterday-tomorrow-walking-tour

to participate in our rituals and cultural responsibilities. Central was also key in getting mob here and set up in Redfern. It helped them get out of the reserves they were in and into somewhere where they had more control over the lives."

4. Interpretation aspirations

Stakeholder consultations revealed a number of aspirations and ideas for how Aboriginal heritage, culture, and historical events may be developed into public art or functional installation pieces. Whilst the below are ideas, all stakeholders reflected on the importance of having Aboriginal artists involved in the creative processes and overall designs.

Stolen Generation

The Stolen Generation Survivors all reflected on the notion that their history "cannot be prettied up" and that there is significant healing that comes out of truth telling. The Survivors asserted that their stories needed to be told in ways that were impactful, honest, and unfiltered.

The following idea were proposed by the Survivors:

- A mural and art piece at Platform 1 that acknowledge the history of the Stolen Generation Survivors;
- A function art piece/installation of an eternal flame in recognition of their history;
- Develop a site for an Aboriginal Keeping Place/Cultural Centre; and
- Create a stronger link to other memorialisation initiatives (like the memorials at Kempsey, Bourke etc).

Celebrating Aboriginal heroes and leaders

Several community members highlighted that the inclusion of historical Aboriginal heroes and leaders around the Central Precinct could be an idea worth exploring. Some Aboriginal leaders proposed include:

- Charlie Perkins
- Chikka Dixon
- William Ferguson
- Coora Gooseberry (one of Bungaree's wives who died in 1852 and is buried in the Devonshire Street Cemetery)

These ideas would need further consultation with a wider community audience as it is very uncommon to celebrate people in Aboriginal culture by using their names in places and public domains.

Aboriginal History and Culture

Stakeholders noted the significant use of Central Station by both domestic and international travellers and the opportunity that poses for to welcome and educate all visitors on Aboriginal culture. A Gadigal Elder noted that, "*Projects such as this have the opportunity to splash little reminders of culture everywhere. Everywhere you go should be an education.*"

Some of the design aspirations as they related to Aboriginal and Gadigal culture included:

- Indigenous artwork and murals at all entry points and regularly throughout the precinct;
- A series of yarning circles throughout the precinct as an alternative to normal bench seating;
- Tying colonial history together with traditional and contemporary Aboriginal history through art pieces to signify unification;
- Change train and station announcements to acknowledge Aboriginal places and Country, eg, "You are now entering Awabakal Country"; and
- Having a common theme or story being told across the entire Central Precinct, noting that community members are aware of the immense amount of development happening across the Precinct.

General Design Principles – A Connecting with Country Approach

A number of stakeholders discussed design ideas that would typically fall under the concept of Connecting with Country. These early design ideas included:

- Bringing in the concept of "lots of light" in the overall design plans. Elders highlighted the importance of buildings that let in a lot of light allow those inside to connect with the outside world;
- "Sky Country" – telling stories through Aboriginal astronomy, which Elders noted could manifest itself in many different artistic and creative expressions;
- Greenery and foliage around and on the buildings, particularly with endemic flora. Elders emphasised the importance of bringing the ecology back to what it originally was; and
- Naming of places in language, however Elders noted that this would require greater consultation and is likely to be a key focus point of discussion in later consultation activities.

19.3.3 Metropolitan Local Aboriginal Land Council Central SSP Report (April 2022)

Metropolitan Local Aboriginal Land Council
36-38 George Street Redfern NSW 2016
PO Box 1103 Strawberry Hills NSW 2012
Telephone: (02) 8394 9666 Fax: (02) 8394 9733
Email: bookings@metrolalc.org.au

Tuesday the 12th of April 2022

Archaeologist

Darrienne Wyndham , Jayden Van Beek (Senior Associate) of Artefact cultural heritage , Management , Archaeology.

Site Visit

Central precinct

Property/Inspection Description

Walking inspection of the Central precinct , platform one

Aboriginal Heritage

The study area has strong historical and cultural significance to the local Aboriginal clan groups and the connected current Aboriginal Communities of Sydney and the entire state of N.S.W , as stipulated in the draft report there is one AHIMS registered site.

Conclusion and Recommendations

In conclusion of the survey conducted and reviewing of the report provided by Artefact cultural heritage management Metropolitan LALC recommend that the cultural interpretation be representative of the local Gadigal clan and related clan groups of coastal Sydney . The cultural interpretation should include culturally appropriate imagery and narratives of the local clan groups and reflective of the traditional fishing , seasons, ceremonies, flora and fauna , traditional tools and shellworks.

Post-colonial Aboriginal history should strongly emphasise the continued connection to country and the continuation of cultural practices on country e.g. the continuation of fishing within Sydney cove , the contribution of local clans to the fishing economy ,Government issued rowboats , fishing expeditions led by Local Aboriginal people , Aboriginal camps within the area, traditional walking tracks and the ceremonies still conducted.

Phase two of post-colonial history is the vital truth telling in relation to the Stolen generation and Government policy of forcible removal of Aboriginal children , Central Station, Platform

one is a site of grief and pain that needs to be memorialised to acknowledge the kidnapped Aboriginal children who were forcibly removed from their families under the policies that created the stolen Generations. A memorial plaque created by Stolen Generations survivors was unveiled in 2018 but more consultation with Stolen Generations survivors and Survivor Led Organisations like Cootamundra Girls Aboriginal Corporation , Children of Bomaderry Aboriginal Children's corporation, Kinchela Boy's home Aboriginal Corporation and The Stolen Generations Council NSW/ACT needs to happen. A statue ,mural and information panels need to be considered and Metropolitan LALC will consult Survivors and Survivor Led organisations on this work.

If you require further information, please do not hesitate in contacting the MLALC Office for assistance.

Rowena Welsh - Jarrett

Culture and Heritage Officer

Metropolitan Local Aboriginal Land Council

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