



# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Assessment Name:</b>	Repurposing of rooms at Central Station
<b>Prepared by:</b>	Sydney Metro
<b>Prepared for:</b>	Sydney Metro
<b>Assessment number:</b>	TfNSW 3
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The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

## 1.0 Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI 15\_7400 Sydney Metro City & Southwest – Chatswood to Sydenham, as modified.

Modification 1 – Relocation of Victoria Cross northern services building, additional station entry and relocation of Artarmon Substation

Modification 2 – Central Walk

Modification 3 – Martin Place Metro Station

Modification 4 – Sydenham Station and Sydney Metro Trains Facility South

Modification 5 – Blues Point acoustic shed

Date of determination:

SSI 15\_7400 – 9 January 2017

Mod 1 – 18 October 2017

Mod 2 – 21 December 2017

Mod 3 – 22 March 2018

Mod 4 – 13 December 2017

Mod 5 – 2 November 2018

Type of planning approval:

Division 5.2 – critical State significant infrastructure

Description of existing approved project you are assessing for consistency:

The Chatswood to Sydenham component of Sydney Metro City & Southwest comprises a new metro rail line, approximately 16 kilometres long, between Chatswood and Sydenham. New metro stations would be provided as Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo as well as new metro platforms at Central and Sydenham stations.

Modification 2 related to the provision of Central Walk, which includes the delivery of a new east concourse underneath the aboveground suburban platforms, a new eastern entry on Chalmers Street and works to the aboveground suburban platforms. Construction of Central Walk would involve the demolition and repurposing of buildings and relocation of services within Central Station.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

Chatswood to Sydenham Environmental Impact Statement May 2016

Chatswood to Sydenham Submissions and Preferred Infrastructure Report October 2016

Chatswood to Sydenham conditions of approval 9 January 2017, as modified

Modifications 1-5 Modification Reports and Submission Reports

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR, modification reports, submission reports and the Infrastructure Approval, as modified.

## 2.0 Description of proposed development/activity/works

At the time of the assessment of the Central Walk modification, the location of some of the rooms to be repurposed within Central Station to provide the facilities that would be affected by the construction of Central Walk was not known. It is now known that the existing booking office in the South Concourse, near the Devonshire Street gate line would be repurposed into a new meeting room and locker facilities. Refer to Appendix A for the proposed works.

The majority of the repurposing work would involve removing existing internal facilities and furniture and replacing with new facilities and furniture, such as lockers and benches. A new door would be installed adjacent to the concourse to provide access to the new meeting room and the existing ticket windows would be removed to install new tinted windows and frames to provide privacy to the meeting room. A new wall division would be provided within the new locker room.

The proposed works would be undertaken during night time periods, when the station is not operational. The key equipment would include hand tools.

## 3.0 Timeframe

Works would commence in late 2018 and take one week to complete.

## 4.0 Site description

The proposed works would be undertaken within the existing booking office within the South Concourse of Central Station, adjacent to the Devonshire Street gate line. Refer to Appendix A.

## 5.0 Site Environmental Characteristics

The works are within Central Station, as described in the EIS and Modification Report.

## 6.0 Justification for the proposed works

The construction of Central Walk affects existing rooms and facilities used by Sydney Trains to support the operation of Central Station. The proposed works are required to enable the rooms and functions affected by Central Walk to be provided elsewhere within Central Station.

## 7.0 Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

Not applicable.

## 8.0 Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

Yes, a site specific EMP would be prepared.

## 9.0 Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? No

If yes, what adaptation/mitigation measures will be incorporated into the design? Not applicable

## 10.0 Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the approved project.	No additional measures required.	Y	Y	
Water	No change from the approved project.	No additional measures required.	Y	Y	
Air quality	No change from the approved project.	No additional measures required.	Y	Y	
Noise vibration	The proposed works would have minimal noise impacts due to the equipment required to be used and would not affect any nearby sensitive receiver. The works would be undertaken at night and would therefore not affect any staff or customer of Central Station.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	A heritage assessment of the proposed works has been undertaken (refer to Appendix B) as the works are located within the State Heritage listed Central Station.  The assessment concluded that the proposed work would have a negligible impact on heritage significance. The works would impact on modern internal office fitouts to enable the continued use of the space by operational space. The proposed conversion of a window into a door would impact on built fabric, but this material is modern associated with the refurbishment of the southern concourse.	Refer to the recommended measures in the attached heritage assessment provided in Appendix B.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Community and stakeholder	The proposed works would be undertaken at night and would therefore not affect any customers of Central Station.	No additional measures required.	Y	Y	
Traffic	Light vehicles would be used by staff to access the site, using existing access and parking arrangements. No traffic impacts are expected.	No additional measures required.	Y	Y	
Waste	Waste generated from the proposed works would be managed in accordance with the mitigation measures and conditions of approval for the project.	No additional measures required.	Y	Y	
Social	No change from the approved project.	No additional measures required.	Y	Y	
Economic	No change from the approved project.	No additional measures required.	Y	Y	
Visual	No change from the approved project.	No additional measures required.	Y	Y	
Urban design	No change from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project.	No additional measures required.	Y	Y	
Land use	No change from the approved project.	No additional measures required.	Y	Y	
Climate Change	No change from the approved project.	No additional measures required.	Y	Y	
Risk	No change from the approved project.	No additional measures required.	Y	Y	
Other	No change from the approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Management and mitigation measures	No change from the approved project.	No additional measures required.	Y	Y	

## 11.0 Impact Assessment – Operation

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the approved project.	No additional measures required.	Y	Y	
Water	No change from the approved project.	No additional measures required.	Y	Y	
Air quality	No change from the approved project.	No additional measures required.	Y	Y	
Noise vibration	No change from the approved project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Community and stakeholder	No change from the approved project.	No additional measures required.	Y	Y	
Traffic	No change from the approved project.	No additional measures required.	Y	Y	
Waste	No change from the approved project.	No additional measures required.	Y	Y	
Social	No change from the approved project.	No additional measures required.	Y	Y	
Economic	No change from the approved project.	No additional measures required.	Y	Y	
Visual	No change from the approved project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Urban design	No change from the approved project.	No additional measures required.	Y	Y	
Geotechnical	No change from the approved project.	No additional measures required.	Y	Y	
Land use	No change from the approved project.	No additional measures required.	Y	Y	
Climate Change	No change from the approved project.	No additional measures required.	Y	Y	
Risk	No change from the approved project.	No additional measures required.	Y	Y	
Other	No change from the approved project.	No additional measures required.	Y	Y	
Management and mitigation measures	No change from the approved project.	No additional measures required.	Y	Y	

## 12.0 Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed works would not transform the project. The project would continue to provide a new metro rail line from Chatswood to Sydenham.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the construction elements of the approved project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No new environmental impacts are expected as a result of the proposed works.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>

## 13.0 Other Environmental Approvals

Identify all other approvals required for the project:

Not applicable

## Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Yvette Buchli	Signature:	
Title:	Planning Approvals Manager		
Company:	Sydney Metro	Date:	13 December 2018

## Environmental Representative Review

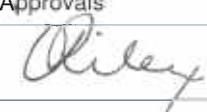
(Additional step for City & Southwest projects only – if this is a CA against a Northwest Project or REF delete this table)

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name:	Annabelle Tungol Reyes	Signature:	
Title:	Environmental Representative	Date:	13/12/2018

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Carolyn Riley	Date:	17/12/18
Title:	Associate Director, Planning Approvals	Comments:	
Signature:			

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes  The proposed activity/works are consistent and no further assessment is required.
- No  The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.



Endorsed by			
Name:	Fil Cerone	Date:	18/12/18
Title:	Director, City & Southwest, Sustainability, Environment & Planning	Comments:	—
Signature:			

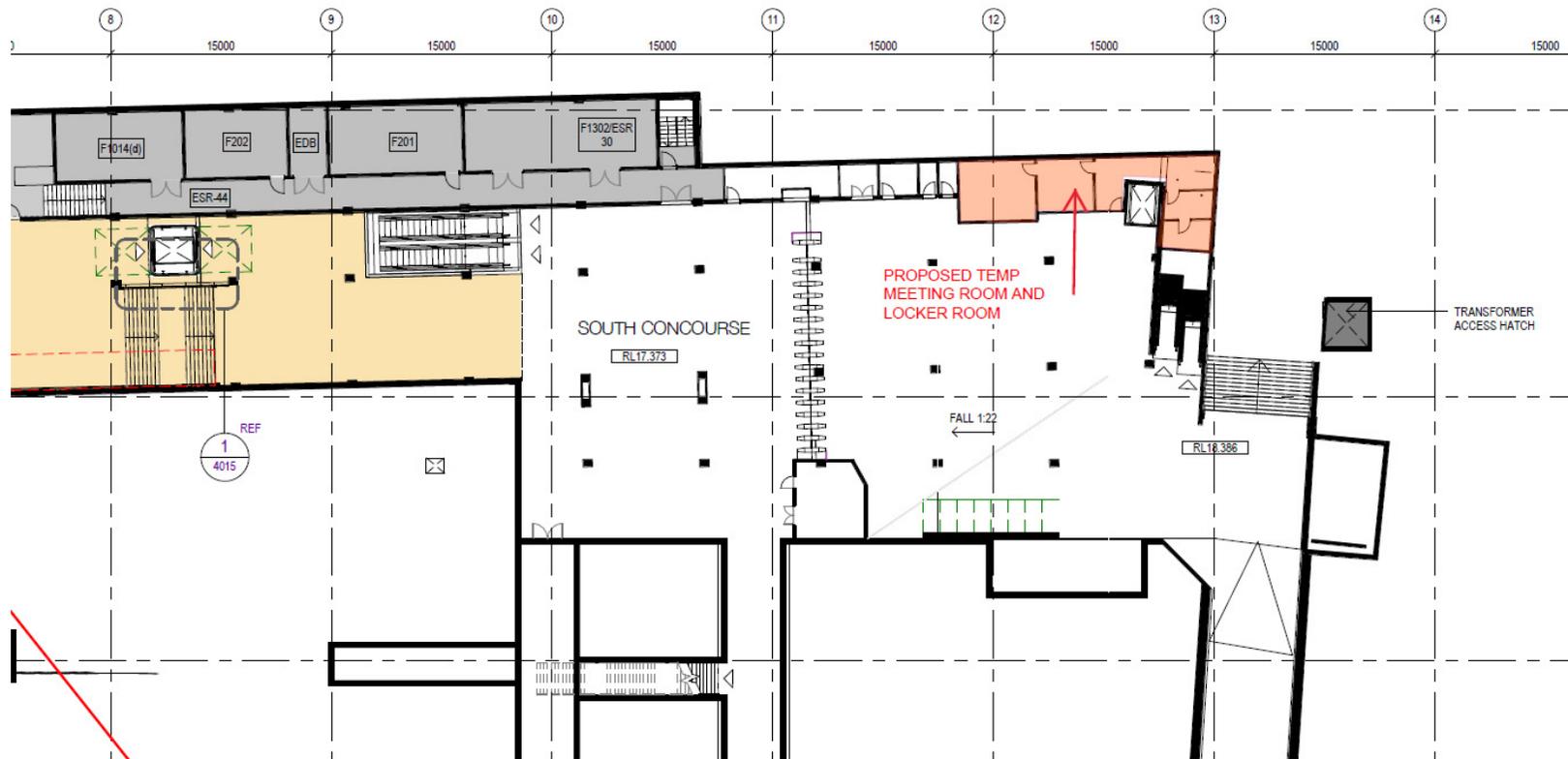
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## Appendix A Proposed scope of work

# CENTRAL STATION

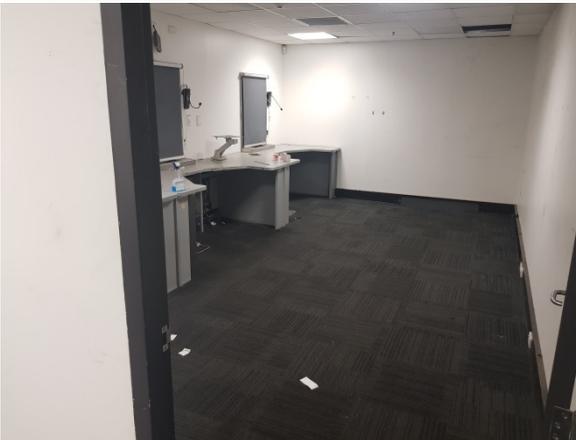
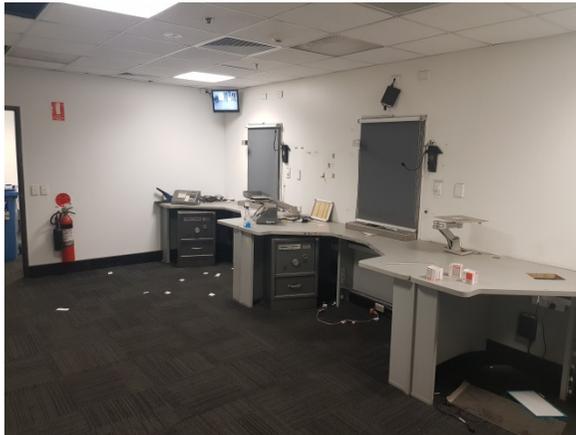
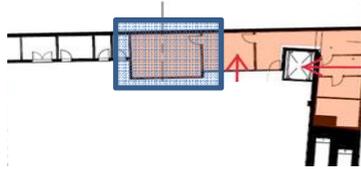
## Devonshire Booking Office

Repurpose the existing booking office into a new meeting room and locker facilities.



# CENTRAL STATION

## Devonshire Booking Office – Scope



### Existing Booking Office – Devonshire Street

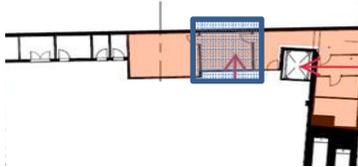
#### Scope:

*Repurpose the Ticket Office into a Multifunctional Meeting Room.*

1. Remove ticketing furniture, including Auto Safes.
2. Remove ticket windows and replace with ordinary windows, tinted to offer privacy to tenants.
3. Evaluate the feasibility of taking out the most southern Ticket Window and replacing with a new door onto the Concourse area.
4. Remove audio equipment and hearing loops.
5. Remove and residual technologies associated to the Ticket Selling function.
6. Make good walls and paint
7. Replace damaged or dirty ceiling tiles.
8. Remove carpet and lay floor similar to what is currently in the kitchen and passage to the kitchen.
9. Install Panasonic Smart Board.
10. Verify suitability of lighting and if not compliant upgrade to compliant standard.
11. Test Air-conditioning and clean air con ducts.
12. Supply and install a Panasonic Smart White Board.

# CENTRAL STATION

## Shift Managers Office – Scope

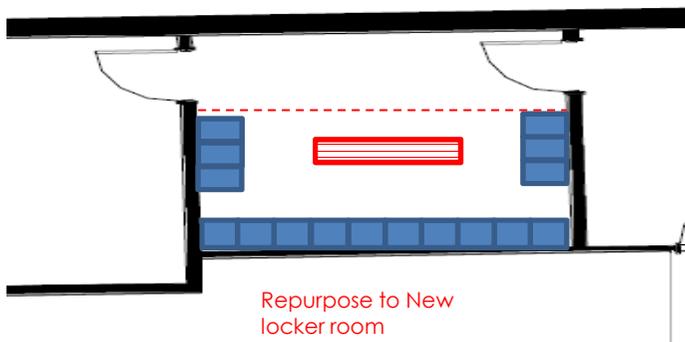


### Shift Managers Office – Devonshire Street

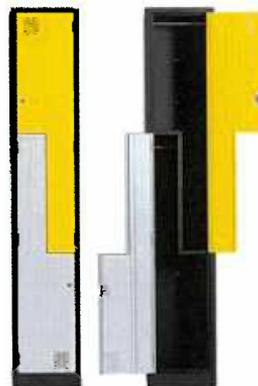
#### Scope:

*Repurpose the Shift Managers Office into a clean space to accommodate staff lockers.*

1. Remove safes and furniture.
2. Repair walls and paint.
3. Remove carpet and lay floor similar to what is currently in the kitchen and passage to the kitchen.
4. Verify suitability of lighting and if not compliant upgrade to compliant standard.
5. Test Air-conditioning and clean air con ducts.
6. Replace damaged or dirty ceiling tiles.
7. Provide a floor plan showing the optimal placement configuration for lockers.



Repurpose to New  
locker room  
16 lockers (32)

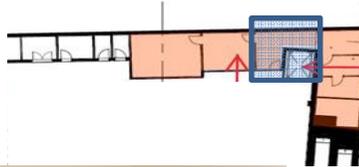


#### Z-DOOR LOCKERS

**Code:** LZD-183845/1  
**Product:** Two Tier – Initial – Z-Door Locker  
 Internal Coat Rail  
**Material:** Mild Steel  
**External Dimensions:** 1803mmH x 381mmW x 450mmD  
 (Allow additional 3mmW per locker for rivet head clearance)  
**Doors:** 2 (Slot pattern perforation)  
**Lock Type:** Single Point Locking, Key operated  
 (2 keys per lock provided)  
**COLOUR:** Dulux Powdercoat – Frame: Notre Dame  
 Upper Door: Safety Yellow, Lower Door: APO Grey (Satin)  
[www.davell.com.au/colourchart.asp](http://www.davell.com.au/colourchart.asp)

# CENTRAL STATION

## Entry and passage – Scope



### DBO Entry and passage to Kitchen – Devonshire Street

#### Scope:

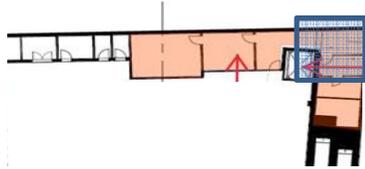
*Refresh this area to fit in with the adjoining areas being refurbished.*

1. Repair walls and paint.
2. Verify suitability of lighting and if not compliant upgrade to compliant standard.
3. Test Air-conditioning and clean air con ducts.
4. Replace damaged or dirty ceiling tiles.
5. Retain Emergency Cabinet.
6. Retain First Aid Bed and Storage Locker.



# CENTRAL STATION

## DBO Kitchen– Scope



**DBO Kitchen – Devonshire Street**

**Scope:**

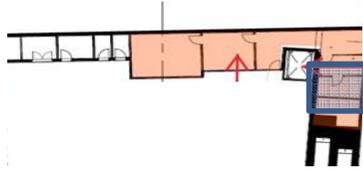
*Refresh this area to fit in with the adjoining areas being refurbished.*



1. Repair walls and paint.
2. Verify suitability of lighting and if not compliant upgrade to compliant standard.
3. Test Air-conditioning and clean air con ducts.
4. Replace damaged or dirty ceiling tiles.

# CENTRAL STATION

## Locker Room – Scope

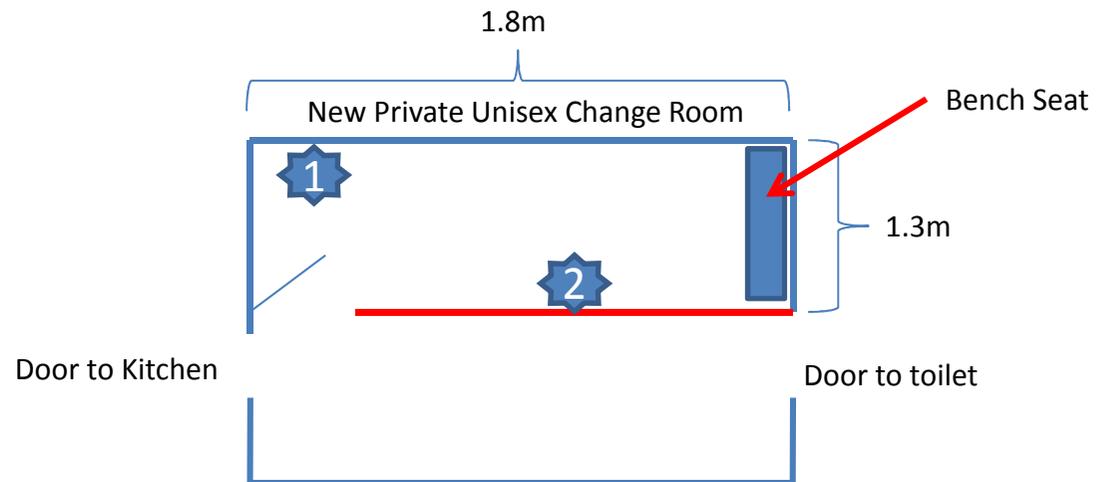
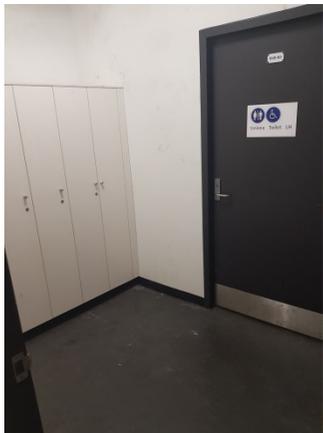
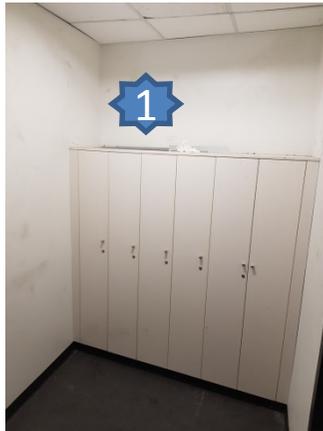


### Locker Room Adjoining Unisex Toilet – Devonshire Street

#### Scope:

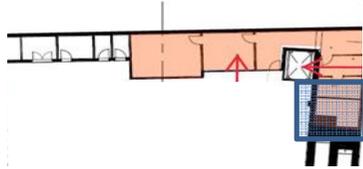
*Refurbish this area to include a unisex secure change room.*

1. Remove existing Locker Cupboards
2. Install a wall division from the Door to the toilet to the door to the kitchen with a lockable door. Wall height to Ceiling to ensure privacy.
3. Repair walls and paint.
4. Verify suitability of lighting and if not compliant upgrade to compliant standard.
5. Test Air-conditioning and clean air con ducts.
6. Replace damaged or dirty ceiling tiles.



# CENTRAL STATION

## Unisex Toilet – Scope



### Unisex – Toilet – Devonshire Street

#### Scope:

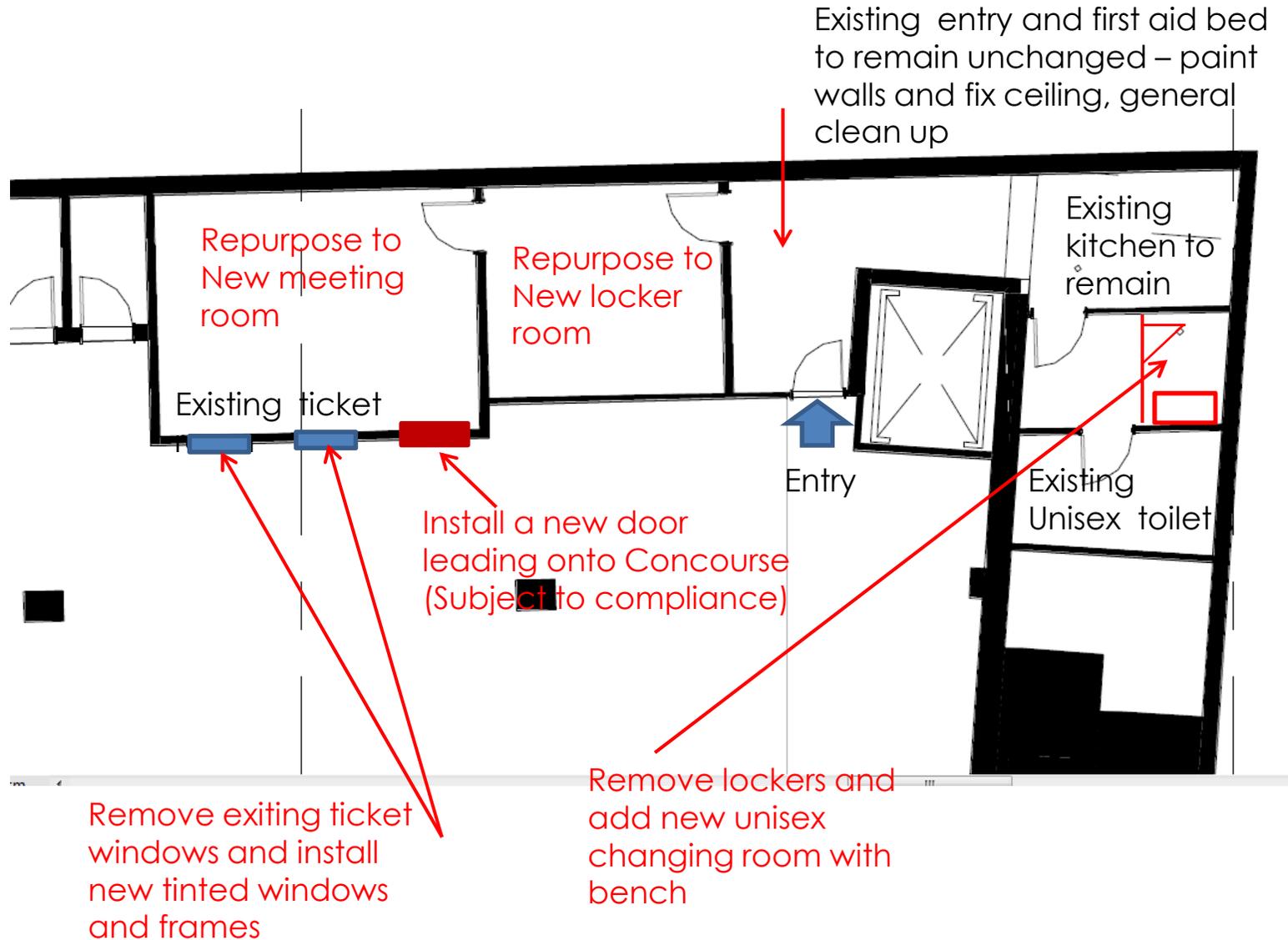
*Refresh this area to fit in with the adjoining areas being refurbished.*

1. Repair walls and paint.
2. Test Air-conditioning and clean air con ducts.
3. Replace damaged or dirty ceiling tiles.
4. Do a deep clean of the amenities



# CENTRAL STATION

## Scope - Summary



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## Appendix B Heritage assessment



# Central Station: Devonshire Booking Office

## Statement of Heritage Impact

2018 Assessment Report

<b>Applicable to:</b>	Sydney Metro
<b>Author:</b>	Extent Heritage Pty Ltd
<b>Owner</b>	RailCorp (Sydney Trains)
<b>Status:</b>	Final
<b>Version:</b>	Version 2
<b>Date of issue:</b>	12.12.18
<b>Review date:</b>	11.12.18

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## 1.0 Introduction

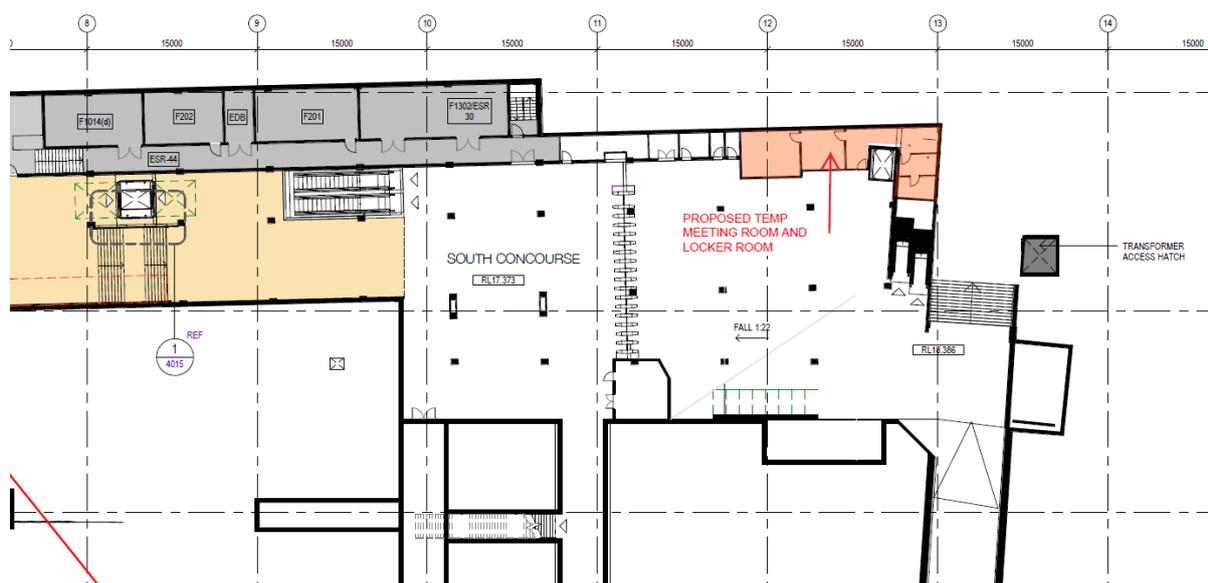
### 1.1 Project Brief

In November 2018, EXTENT Heritage Pty Ltd was commissioned by Sydney Metro to prepare a Statement of Heritage Impact for the proposed refurbishment of the Devonshire Booking Office, Central Station. The scope of works is the repurpose a number of the existing booking office spaces into a new meeting room and locker facilities. The purpose of the report is to analyse the potential impacts of the proposed scope of works on the heritage significance of the Devonshire Booking Office.

### 1.2 Site Identification

The Devonshire Booking Office (the Subject Site) is located in the Southern Concourse of what is known as the Central Electric Precinct, which forms the eastern boundary of the entire Central Station site.

The subject site is located within the underground concourse level, at the Devonshire Street Tunnel entrance of Central Station, underneath the twin escalators accessing Devonshire Street above.



**Figure 1: Location plan with the Subject Site of the proposed works shaded in orange. The green outline indicates the Devonshire Street end of the Devonshire Street Tunnel. The blue outline indicates the twin escalators accessing Devonshire Street. (Source: Sydney Metro)**

## 1.3 Heritage Listings

The Central Railway Station is listed on the following statutory and non-statutory registers.

Register/Listing	Item Listed (Y/N)	Item Name	Item Number
<b>Statutory Register</b>			
National Heritage List	Not Listed	-	-
Commonwealth Heritage List	Not Listed	-	-
State Heritage Register (SHR)	Listed	<i>Sydney Terminal and Central Railway Stations Group</i>	00802
S170 Heritage and Conservation Register	Listed	<i>Central Railway Station and Sydney Terminal Group</i>	4801296
Local Environmental Plan	Listed	<i>Central Railway Station Group Including Buildings, Station Yard, Viaducts and Bu</i>	1824
<b>Non-Statutory Register</b>			
Register of the National Trust (NSW)	Listed	-	-

## 1.4 Project Methodology & Key Resources

The methodology used in the preparation of this Statement of Heritage Impact is in accordance with the principles and definitions as set out in the guidelines to The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance and the NSW Heritage Branch Guide to Assessing Cultural Heritage Significance and the Guide for Preparing Statements of Heritage Impact.

This Statement of Heritage Impact (SOHI) will review the relevant statutory heritage controls, assess the impact of the proposal on the subject property and make recommendations as to the level of impact.

The site was inspected and photographed by Sydney Metro for the specific purpose of this proposal.

## 1.5 Project Limitations

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

## 1.6 Authorship & Acknowledgements

The following staff members at EXTENT Heritage Pty Ltd have prepared this Statement of Heritage Impact:

Eleanor Banaag                      Senior Heritage Advisor

The report was reviewed by Lisa Newell (Senior Associate).

## 1.7 Ownership

The site is owned by RailCorp and managed by Sydney Trains.

## 1.8 Terminology

<b>Term</b>	<b>Definition</b>
<b>Burra Charter</b>	<i>The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 1999.</i>
<b>Conservation</b>	Means all the processes of looking after a place so as to retain its cultural significance ( <i>Burra Charter Article 1.1</i> ). Conservation can include 'maintenance', 'preservation' and 'restoration' works.
<b>Maintenance</b>	Means the continuous protective care of the fabric and setting of a place, and is to be distinguished from 'repair'. Repair involves 'restoration' or 'reconstruction' ( <i>Burra Charter Article 1.5</i> ).
<b>NSW Heritage Division</b>	The NSW government department <i>within</i> the Office of Environment and Heritage responsible for administration and protection of items listed under the <i>NSW Heritage Act 1977</i> .
<b>Restoration</b>	Means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material ( <i>Burra Charter Article 1.7</i> ).
<b>Reconstruction</b>	Means returning a place to a known earlier state and is distinguished from 'restoration' by the introduction of new material into the fabric ( <i>Burra Charter Article 1.8</i> ).
<b>Preservation</b>	Means maintaining the fabric of a place in its existing state and retarding deterioration ( <i>Burra Charter Article 1.6</i> ).
<b>State Heritage Register (SHR)</b>	A register of places that are considered to be of 'state' significance, and protected under the <i>NSW Heritage Act 1977</i> .
<b>S170 Register</b>	Section 170 Heritage and Conservation Register, a heritage register of items owned and managed by a government agency, as required by the <i>NSW Heritage Act 1977</i>
<b>Place</b>	Means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.
<b>Cultural significance</b>	Means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.
<b>Fabric</b>	means all the physical material of the place including components, fixtures, contents, and objects.

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<b>Adaptation</b>	Means modifying a <i>place</i> to suit the existing use or a proposed use.
<b>Use</b>	Means the functions of a place, as well as the activities and practices that may occur at the place.
<b>Compatible Use</b>	Means a use that respects the <i>cultural significance</i> of a <i>place</i> . Such a use involves no, or minimal, impact on cultural significance.
<b>Setting</b>	Means the area around a <i>place</i> , which may include the visual catchment.
<b>Related Place</b>	Means a place that contributes to the <i>cultural significance</i> of another place.

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## 2.0 History & Physical Analysis

### 2.1 Historical Background

The following background has been reproduced from the State Heritage Register database listing for Central Railway Station.

*In 1849, the newly formed Sydney Railway Company applied to the government for four blocks of land between Hay and Cleveland streets to construct a Sydney Railway terminal. Although the Surveyor General favoured Grose Farm (now the grounds of the University of Sydney), which was further from the city and less costly to develop, the company was finally granted land in the Government Paddocks between Devonshire and Cleveland Streets for the construction of the first Sydney railway terminus which was located there from 1855. The first station included timber and corrugated-iron station buildings, an engine shed, carriage shed and goods sheds. A branch line to the Darling Harbour wharves and goods yard ran from the western side of the rail yard. The overbridge that carried Parramatta Road across this line remains as the oldest piece of railway infrastructure in the NSW system (see entry 4801079).*

*The position of the station was at the southern end of the town, at the point where journeys into the interior of the colony began. With the addition of the new railway station, this part of the town grew in importance as an entry point to the city. Shops began to be built around the station and in the adjacent streets. By the turn of the twentieth century, major department stores were positioned in George and Pitt Streets to take advantage of the growing number of commuters coming through the area. This was particularly the case after 1879 when the first steam tramline to the station was installed, linking it with the Hunter Street in the city.*

*As the importance of the railways increased, the station and the Sydney Yard attached to it were also extended. A new sandstone engine house was constructed in 1866 on the eastern side.*

*In 1869, the Mortuary Station was constructed in the western yard, to connect to the new general cemetery at Rookwood. The station, designed by Colonial Architect James Barnett, provided a siding with an elaborate gothic station building, which included a chapel and waiting rooms, for the transport of coffins and mourners to the cemetery where a sister receiving station had also been constructed. Mortuary Station at Sydney is the only surviving example of such a station in situ in the NSW system and is a rare survivor of the first phase of the Sydney Yard. Mortuary Station is written about in more detail on a separate listing (No: 4803219)*

*In 1876 the original Central Railway Station building was replaced by a new brick station building (the second station). John Whitton, the Engineer-in-Chief, designed a neo-classical station building to be constructed of brick with decorative detail using polychromatic and relief work.*

*Almost immediately the demand for platform space during peak times resulted in additional branch lines and platforms being constructed adjacent to the original passenger station.*

*Between 1876 and 1902, Whitton's second station group and the yard were undergoing constant upgrades and expansions, with the addition of carriage sheds, goods sheds, workshops, new sidings and other railway infrastructure. At its peak there were 13 passenger platforms in the 1876 station as well as the Mortuary Station on the western edge of the yard. By 1890 Whitton's station building had become engulfed within a sea of sheds and platform canopies.*

*In 1890, on the eastern side of the yard facing Chalmers and Devonshire Streets, an elaborate Railway Institute building was built. The Institute was built for use by the railway workers providing both an educational facility and a social club. A design competition was held, won by the architect Henry Robinson. The building was built in a Queen Anne Revival style and was the first public building in Australia to use Marseille roof tiles. The building continued to function in its intended role until the later 1970s. It has more recently (2007-08) been converted for non-railway uses.*

*In 1888, the then Railway Commissioner, Edward MG Eddy began work on the quadruplication of the Western Line to Homebush and the duplication of other suburban lines. As part of this project he proposed a new Sydney terminal station closer to the city. The first proposal was for a station in King Street in the city. This would have resulted in large-scale demolitions and resumptions, including much of Hyde Park. Eddy submitted an alternative proposal in 1891 for a site north of the existing station on the land occupied by the former Devonshire Street cemetery (closed to burials since the 1860s), the Benevolent Asylum (c1818) and a police barracks. This site was chosen for a new grand station complex to be built, not least as it was already in government hands and largely devoid of major structures.*

*Work began on the third Sydney station, Central Railway Station, in 1901, with the removal of the cemetery being the first priority. The bulk of the construction work occurred between 1902 and 1906, including the exhumations, excavations, demolition of buildings on the site and construction of the station. The construction work began in mid-1902, with the foundation stone being laid on 30 April 1902 by the Secretary for Public Works, the Hon EW O'Sullivan. By mid-1903 it was reported that the general earthworks were completed and work on the various subways was underway, with a second foundation stone at the base of the clock tower being unveiled in September 1903.*

*The station was officially opened on 4 August 1906 despite the main building not being completely finished. Construction had only been completed as far as the first floor, but included all the underground subways for the transfer of luggage and mail as well as pedestrian subways (Devonshire Street tunnel). The new station had moved one block north from the previous incarnations, closer to the city. If Belmore Park is included, all the land now occupied by the railway at Central and Redfern coincides with the Sydney Railway Company's original selection of four blocks between Hay and Cleveland Streets.*

*The main terminal building was built using Pyrmont sandstone to a design of the Government Architect WL Vernon. A feature of the design was the deliberate separation of passenger, vehicle, train and tram services, all of which entered the station from different levels and directions, eliminating the danger of accidents which had been a feature of the previous station arrangements. The new design created a multi-level*

*transport interchange, able to handle major traffic and pedestrian flows effectively and safely. The trams entered the station via two underbridges at the western and eastern ends of Eddy Avenue. The eastern-end underbridge was a steel bridge with decorative ironwork balustrades and a riveted steel plate girder. It remains as a rare piece of Sydney's original tramway infrastructure and since 1997 has been in use for the Sydney light rail system.*

*Another feature was the prominent positioning of the station at the southern end of the city. The relatively low rise of the city at the time of the station's completion meant it was a major landmark, visible from much of the city. The inclusion of the existing Belmore Park in the wider railway complex design, the planting of gardens on the western side facing George Street and the main vehicle entrance, and the location of Prince Alfred Park to the south of the new station placed the complex in a garden setting, further enhancing its status as a city landmark.*

*From the time of opening, work continued on both the station building and the Sydney Yard associated with it. In August 1906 Platforms 9 and 10 were opened, while overhead signal boxes were opened as lines and platforms were completed. At first, four signal boxes were required, using a mechanical system of signals. These were reduced to two boxes from 1910 when electro-pneumatic technology was introduced. By the early 1920s, a complicated series of lines, cross-overs, junctions and points was in place directing trains in and out of the station and yard complex.*

*In 1921 the clock tower was completed with the clock beginning to operate from March of that year. The clock tower was the last of the major built elements in the first phase of the station to be completed. The top of the dome sits 64.3 metres above the concourse or 85.6 metres above mean sea level. Even more so than the station itself, the clock tower became a major city landmark, with the clock being utilised by workers in the surrounding factory districts as their daily time piece, earning it the nickname 'the worker's watch'.*

*In 1915, before work on the main station was completed, the first extension began. Following recommendations for a city railway system and underground network from a royal commission into Sydney's planning in 1909, approval was given via the City and Suburban Electric Railways Act, 1915, to begin construction on a suburban electrification and underground railway. Although excavations got under way in late 1916, they ceased in 1918 as funds were diverted away from the project into the war effort. Work resumed in earnest in February 1922. A new entrance at Elizabeth Street was constructed to serve the electric platforms. The entrance was built using sandstone to match the main station, with four ionic columns as features. New baggage subways and electric lifts were also installed and linked to the existing tunnel network.*

*Eight new platforms were built to the east of the original 1906 station platforms at a higher level to take the new electric trains between 1922 and 1926. These platforms were named 'Central' to distinguish them from the 'Sydney' or steam-train platforms.*

*As well as new entries, subways and platforms, a complicated series of flyovers was built to carry the new electric lines. The flyovers were built using steel beams on brick piers with large concrete foundations. As part of their construction, an old carriage shed and several storage sheds were demolished, while an old sewer was also diverted. The*

*flyovers allowed for trains on the Up line (heading towards Sydney) to go up and over trains on the Down line (heading away from Sydney) without interfering with each other or requiring point cross overs. When completed, this was the largest collection of flyovers in the world.*

*Adjacent to the northern end of the flyovers, on the eastern side, a new substation was built in 1925-26. Known as the Prince Alfred substation, it was constructed as part of the electrification of the suburban lines. The substation was one of fifteen built for the electrification between 1926 and 1932, and one of three 'Bradfield' designs, the other two being at Meeks Road (Marrickville) and Hurstville, both of which remain in use.*

*The first electric train ran from Central Station on 1 March 1926. In December the new line to the first section of the Sydney underground also opened, with trains to Museum and St James. The underground system required the construction of new underbridges from Central north across Eddy Avenue, Hay and Campbell Street. This bridge was built using an innovative combination of 5-span continuous reinforced concrete beams with variable depths that creates the impression of arch construction. This was a pioneering and complicated use of reinforced concrete in railway bridge design.*

*A change in train locomotion technology began to appear at Central from the 1940s, when four diesel-electric shunting engines were leased from the US Army, originally intended for work at the munitions factories but utilised instead by the NSW Railways in the Sydney Yard. Two were eventually acquired outright in 1948, with the other two transferred to Commonwealth ownership. In 1951, the first diesel electric locomotive on main line service was introduced in NSW. Initially only on goods trains, from 1955 dieselisation of passenger trains began to replace steam. The last steam train on a regular service left Central in October 1969. The end of steam saw the removal of much of the associated infrastructure such as water columns, water tanks, coal hoppers and storage.*

*In the 1951, an interstate booking hall was created (in the former refreshment room, now the railway bar). Murals depicting railway scenes lined the walls and a terrazzo map of Australia was installed on the floor. Modernisation programs were undertaken in 1955 and again in 1964. This was followed in 1979 by the opening of the Eastern Suburbs Railway (ESR) and Illawarra Lines on platforms 24 and 25. Construction had begun on these in 1948 but had been on again off again until the mid-1970s. Above these platforms, two other platforms were excavated for future extensions that never happened. These remain as 'ghost platforms' 26 and 27. The pedestrian subway to the ESR includes the railway war memorial honour boards.*

*In October 1980 a modernisation program at the Sydney Terminal commenced. The objective of the work was to improve the facilities for passenger convenience and comfort. The start of this modernisation program coincided with the 125th anniversary of the NSW Railways and it was at a time when many major service advances were being made to the state rail system. Further work was carried out between 1983 and 1986, with renovations on the clock tower and Mortuary Station.*

*In the mid-1990s, a new branch line to Sydney Airport was constructed, requiring a new tunnel under Prince Alfred Park commencing near Cleveland Street. This work required the removal of the remaining 1870s workshop buildings from the original workshops*

*complex, leaving only the former District Engineers Office building, which was restored and is currently in use as offices and the former Draughtsman's Office which is currently vacant and boarded up. The line was opened in 2000, in time for the Sydney Olympic Games. A new bus terminal was then created progressively up to 2006 in the western edge of the yard which also saw the removal of the remaining old workshops and buildings in the western yard.*

*A major conservation program is currently underway (2009) on the sandstone frontage of the Pitt Street and Eddy Avenue colonnade and walls.*

According to the Central Station CMP, in 2011, the Devonshire Concourse was renovated with a newsagent, new indicator boards and a ticketing area to accommodate greater passenger footfall. North of the Concourse a new disabled ramp and stair connection were built with contemporary ceiling panels and floor tiling. The entrance canopy adjacent to Chalmers Street was demolished and replaced.

## 2.2 Description and Physical Evidence

The following physical analysis focuses specifically on the Devonshire Booking Office and Southern Concourse, which is the subject of this assessment. It consists of two parts, a description of the element taken from the State Heritage Inventory Database (below in *italics*), and an additional comments and observations made by Extent Heritage.

### 2.2.1 RailCorp Heritage Database

#### DEVONSHIRE STREET TUNNEL (c.1906, 1979)

*Access to the southern end of the station is via the Devonshire Street tunnel, a long pedestrian tunnel which extends between George Street and Elizabeth Street. The tunnel is tiled with digital print murals of railway history and scenes on panels along its length. The Elizabeth Street entrance includes a ticket booking office, ticketing machines, newsagent and take away food outlets.*

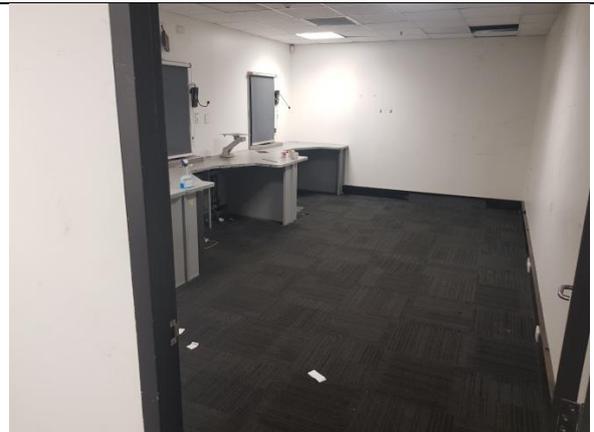
#### Extent Heritage, Additional Observations

The description for the Subject Site within the unpaid Southern Concourse, is a large open space bordered by the automated ticket gates into the Paid Concourse, and the Elizabeth Street entrance of the Devonshire Street Tunnel. The area is mainly a thoroughfare space, justifying its open plan and void of obstructions. The tunnel entrance and concourse has been impacted through recent accessibility upgrades allowing for a lift and upgraded escalator, as well as other aesthetic upgrades to tiles, finishes and amenities for staff and customers.

Beneath the escalators are the former Devonshire Booking Offices and staff rooms. These spaces have been fit out with modern fit-out, finishes and services. Since the introduction of Opal Ticketing, these spaces are currently unoccupied.



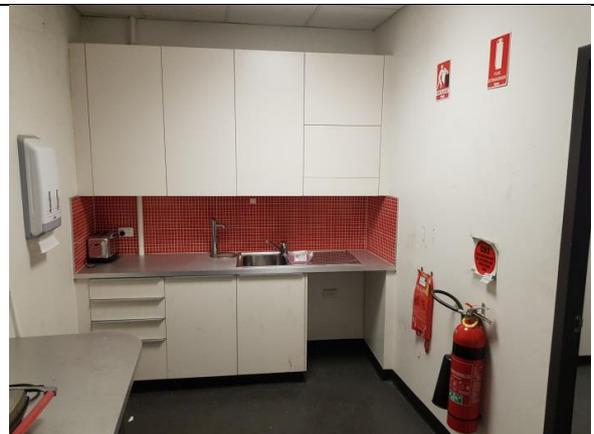
**Figure 2: Existing booking office. Note the two ticket windows which address the southern unpaid concourse.**



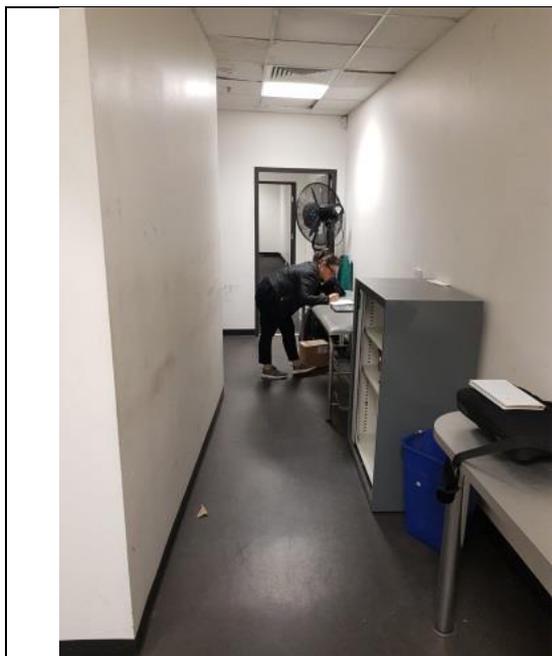
**Figure 3: Existing booking office, looking north.**



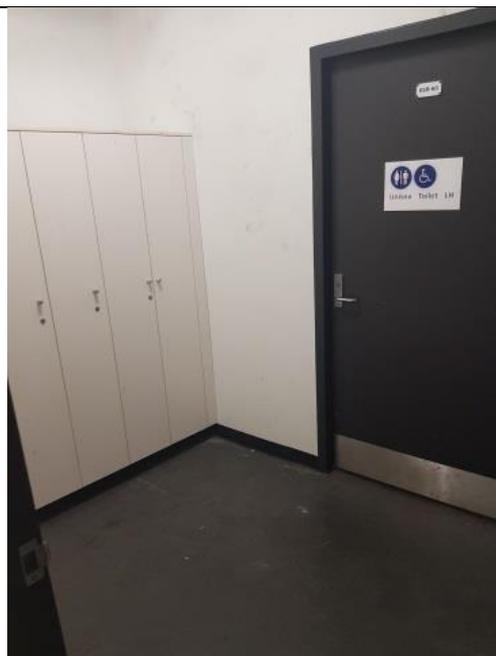
**Figure 4: Existing Shift Managers Office.**



**Figure 5: Existing kitchenette.**



**Figure 6: Hallway connecting ticket office to staff amenities section.**



**Figure 7: Locker Room Adjoining Unisex Toilet.**

### 2.2.2 Condition

The condition of these spaces are good, as they have been refitted for modern uses in the recent past, and were occupied by Sydney Trains staff until recently.

All walls, doors, and ceilings are modern materials. The floor has a modern carpet tile. There are modern kitchenette and cabinetry instalments. There is a modern unisex toilet that is still functional.

### 2.2.3 Views and Settings

These office spaces are not accessible to the public. The entire space is enclosed with no views into the space.

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## 2.3 Significance

### 2.3.1 Statement of Significance

The following Statement of Significance is cited from the NSW Office of Environment and Heritage SHR listing sheet for the site:

*Central Station is the largest railway station and transport interchange in NSW and is of State significance for its historical, aesthetic, technical values and for its research potential. With its grand sandstone edifices and approaches it is a well known landmark in Sydney.*

*The site contains the original Sydney Railway Company grant on which the first Sydney Station and yards were opened, in 1855, and so represents over 150 years of railway operations in the same place, making it the oldest and the longest continuously operated yard in Australia.*

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

*Central Station site contains evidence of the first phase of railway construction in NSW and has been the major hub of rail transportation in NSW since the mid-19th century and has the ability to demonstrate the evolution of changes in the NSW railways and in railway technology over the past 150 years, from steam to electric, reflected in the changes in yard layout and in signalling work practices. The Darling Harbour branch line and associated sandstone Ultimo Railway Overbridge is the only remaining example of railway infrastructure built for the Sydney Railway Company and is the oldest piece of railway infrastructure in NSW. The Prince Alfred Sidings contains some of the oldest remaining workshops in the NSW railway system. The Prince Alfred Substation is part of the Bradfield 1926 electrification works and was designed by Bradfield himself. The site has technical heritage value in such elements as: the Darling Harbour Dive; Central Electrics flyovers; the elliptical arch construction of the Elizabeth Street Viaduct; the western approach ramp underbridge the three pin truss roof of the porte-cochere; the Devonshire Street subway (probably the first of its type in Australia); the underground men's toilets; and the early mail, parcels and luggage subway system.*

*The main terminus building, accentuated by its clock tower and approach ramps, exemplifies the predominant use of sandstone at the site and it has been sited to dominate its surroundings and to mark the importance of the railway to both the city and the State. The construction of the Sydney Terminus was the largest planned intervention into the urban fabric of Sydney at the time and it was the only major complex of the period where the urban setting was consciously designed to enhance and provide views to and from the main structure. With its multi layered access modes and above ground*

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*level platforms not only was the development extraordinarily innovative but also the largest incursion into the southern part of Sydney prior to World War I.*

*Some of Sydney's most notable 19th and 20th century architects and engineers have worked on the Central Station site, including: James Wallace and William Randle who together designed and built the first railway from Sydney to Parramatta and the associated Darling Harbour Branch Line; the last serving Colonial Architect, James Barnet (Mortuary Station); the first NSW Government Architect, Walter Liberty Vernon (the main Terminus building and the Parcels Post Office); and the Chief Engineer for the City Underground and Sydney Harbour Bridge, Dr John Jacob Crew Bradfield (Central Electric). Mortuary Station, the main terminus building and the Parcels Post Office were the only designs undertaken for the NSW Railways by the Colonial Architect and the Government Architect within the Department of Public Works.*

*The main terminus building is enhanced by its Neo-classical architectural features together with the high-quality workmanship and materials it contains, from carved sandstone, marble and terrazzo to cedar joinery, acid etched glazing and metalwork balustrades.*

*The same fine quality in design, materials and workmanship is seen in Mortuary Station, the Railway Institute and also in the Neo-classical Chalmers Street Entrance, the Central Electric Station main façade and the Parcels Post Office, all of which tends to unify these buildings with the main terminus.*

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

*The significance of Central Station is widely appreciated by the broad community for its sense of place and theatre; as an extraordinary place of work for employees past and present and their families; and by many specialist transport and heritage community groups.*

It is noted that the above Statement of Significance is of the Central Station as a whole, and is not reflective of the modern, highly altered nature of the Southern Concourse and the Devonshire Booking Office.

### 2.3.2 Grading of Significance

Graded levels of significance are a management tool used to assess the relative significance of elements within an item, place or site and to assist in decision-making regarding elements of a place. The gradings of significance that have been used for elements within the study area are based on guidelines established in the NSW Heritage Division publication, *Assessing Heritage Significance*.

Grading	Justification	Status
EXCEPTIONAL	Rare or outstanding element contributing to an item's local or significance.	Fulfils criteria for directly State listing. local and State
HIGH	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfils criteria for local or State listing.
MODERATE	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfils criteria for local or State listing.
LITTLE	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
INTRUSIVE	Damaging to the item's criteria for local or State listing.	Does not fulfil heritage significance.

Based on the above grading, and the current modified state of the Devonshire Booking Office, the Subject Site can be considered to have a **LITTLE** grading of significance.

## 3.0 Heritage Assessment & Impact Assessment

### 3.1 Proposed Works

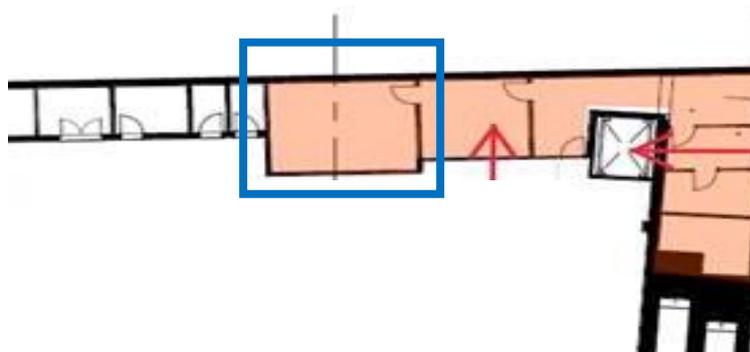
#### 3.1.1 Project Background & Rationale

The proposed scope of works is refurbishing the currently unused and redundant space into multifunctional staff spaces, creating a refreshed, upgraded working environment.

#### 3.1.2 Description of Proposed Works

The following scope of work has been provided by Sydney Metro (refer to Appendix A) and dated to 3 December 2018, involves the following works:

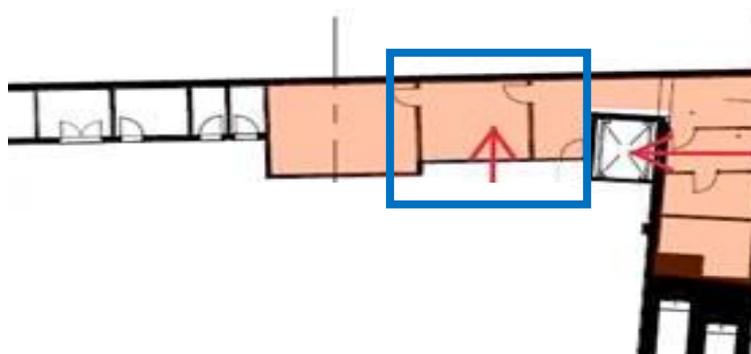
##### Existing Booking Office – Devonshire Street



*Repurpose the Ticket Office into a Multifunctional Meeting Room.*

1. Remove ticketing furniture, including Auto Safes.
2. Remove ticket windows and replace with ordinary windows, tinted to offer privacy to tenants.
3. Evaluate the feasibility of taking out the most southern Ticket Window and replacing with a new door onto the Concourse area.
4. Remove audio equipment and hearing loops.
5. Remove and residual technologies associated to the Ticket Selling function.
6. Make good walls and paint
7. Replace damaged or dirty ceiling tiles.
8. Remove carpet and lay floor similar to what is currently in the kitchen and passage to the kitchen.
9. Install Panasonic Smart Board.
10. Verify suitability of lighting and if not compliant upgrade to compliant standard.
11. Test Air-conditioning and clean air con ducts.
12. Supply and install a Panasonic Smart White Board.

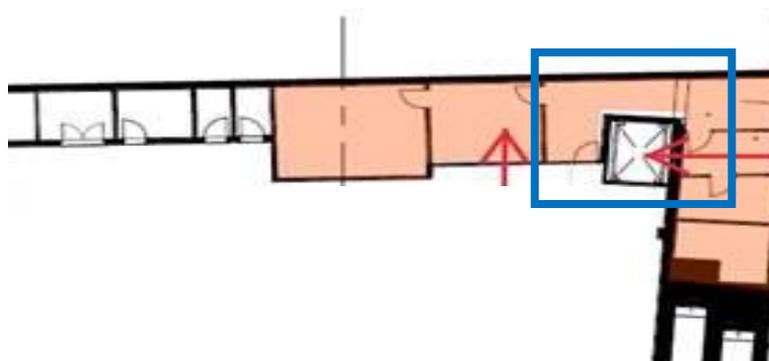
## Shift Managers Office – Devonshire Street



*Repurpose the Shift Managers Office into a clean space to accommodate staff lockers.*

1. Remove safes and furniture.
2. Repair walls and paint.
3. Remove carpet and lay floor similar to what is currently in the kitchen and passage to the kitchen.
4. Verify suitability of lighting and if not compliant upgrade to compliant standard.
5. Test Air-conditioning and clean air con ducts.
6. Replace damaged or dirty ceiling tiles.
7. Provide a floor plan showing the optimal placement configuration for lockers.

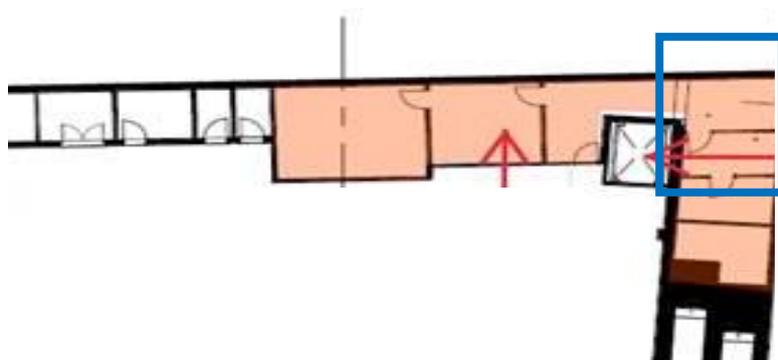
## Devonshire Booking Office, Entry and passage to Kitchenette – Devonshire Street



*Refresh this area to fit in with the adjoining areas being refurbished.*

1. Repair walls and paint.
2. Verify suitability of lighting and if not compliant upgrade to compliant standard.
3. Test Air-conditioning and clean air con ducts.
4. Replace damaged or dirty ceiling tiles.
5. Retain Emergency Cabinet.
6. Retain First Aid Bed and Storage Locker.

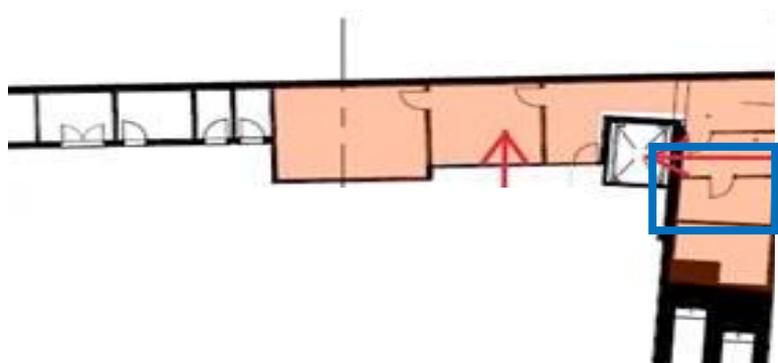
## Devonshire Booking Office, Kitchenette – Devonshire Street



*Refresh this area to fit in with the adjoining areas being refurbished.*

1. Repair walls and paint.
2. Verify suitability of lighting and if not compliant upgrade to compliant standard.
3. Test Air-conditioning and clean air con ducts.
4. Replace damaged or dirty ceiling tiles.

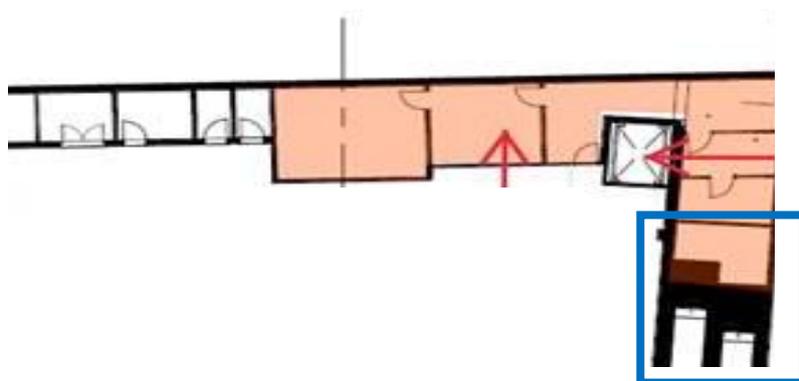
## Locker Room Adjoining Unisex Toilet – Devonshire Street



*Refurbish this area to include a unisex secure change room.*

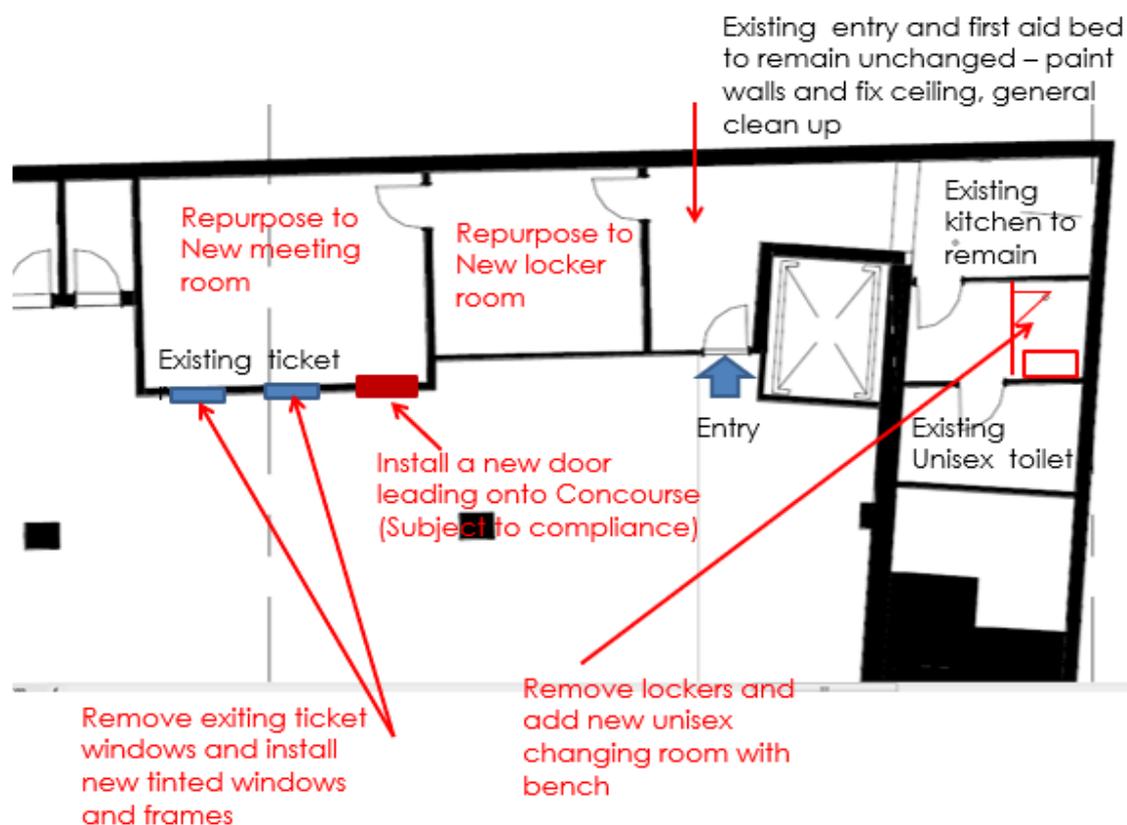
1. Remove existing Locker Cupboards
2. Install a wall division from the Door to the toilet to the door to the kitchen with a lockable door. Wall height to Ceiling to ensure privacy.
3. Repair walls and paint.
4. Verify suitability of lighting and if not compliant upgrade to compliant standard.
5. Test Air-conditioning and clean air con ducts.
6. Replace damaged or dirty ceiling tiles.

## Unisex Toilet – Devonshire Street



Refresh this area to fit in with the adjoining areas being refurbished.

1. Repair walls and paint.
2. Test Air-conditioning and clean air con ducts.
3. Replace damaged or dirty ceiling tiles.
4. Do a deep clean of the amenities



**Figure 8: Summary of Proposal**

## 4.0 Heritage Impact Assessment

### 4.1 Assessment of Heritage Impact

<b>Major/Minor partial demolition (including internal elements)</b>	<b>Yes/No/N/A</b>	<b>Comment</b>
Is the demolition essential for the heritage item to continue to function or to re-instate a use?	No	There will be no demolition of built fabric. The room layouts will remain the same, only the function of each room will be changed. Though in essence, the main function of the spaces, being staff facilities, will remain unchanged.
Have alternative solutions been considered?	N/A	
Are original or significant features of the item affected by the demolition?	No	
Is the resolution to partially demolish sympathetic to the heritage significance of the item?	N/A	
If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?	N/A	
Can selected examples of significant features/elements/materials/forms be retained?	N/A	
<b>Change of use</b>	<b>Yes/No/N/A</b>	<b>Comment</b>
Does the existing use contribute to the significance of the heritage item?	No	The existing uses as operational staff spaces is a modern use, as these spaces are modern.
Why is the change of use necessary?		The spaces are currently unoccupied, made redundant through the removal of paper ticketing. The change seeks to have the spaces occupied again by railway staff.
What changes to the fabric are required as a result of the change of use?		Generally the changes involve cleaning and making good walls, ceilings and floors which are worn from use. There will be some removal of unfixed modern furniture and fitout. One of the existing ticket window openings will be enlarged to a door opening. The wall fabric is modern and not significant.
What changes to the site are required as a result of the change of use?		None. The footprint of the subject site will remain as is after the works.
Is the proposed new use consistent/compatible with the historical use?		Yes. Its historical use is a modern use, staff facilities, which will be maintained.

<b>Repainting using new colour schemes</b>	<b>Yes/No/N/A</b>	<b>Comment</b>
Have previous (including original) colour schemes been investigated?	No	All modern paint scheme and fit out.
Are previous colour schemes being reinstated? If not, what is proposed and why?	No	All modern paint scheme and fit out.
Will the repainting effect the conservation of the fabric of the heritage item?	No	
<b>Removal of Moveable Heritage Items</b>	<b>Yes/No/N/A</b>	<b>Comment</b>
Is it impossible for items to remain in situ?	N/A	
If so, it is possible to relocate or store them on-site?	N/A	
If not, is there an appropriate alternative location to which they could be moved for display, interpretation or storage?	N/A	
Has the item been assessed for inclusion in Sydney Trains's Moveable Heritage Collection?	N/A	

#### 4.1.1 Foundation for Heritage Impact Assessment

The assessment of the degree of impacts made in this report has been modelled off the ICOMOS *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*.<sup>1</sup>

While the guideline was prepared for the Heritage Impact Assessment for World Heritage properties to evaluate the impact of developments on their outstanding universal value (OUV), the definitions and evaluation matrix can be applied to the values of any heritage significant place.

Appendix 3b of the ICOMOS guideline provides an example guide for assessing magnitude of impact to built heritage and historic urban landscapes. The definitions for gradings of impact specific to this project and the study area have been modelled off this guidance.

Impact Grading	Built heritage or Historic Urban Landscape attributes
Major	<i>Change to key historic building elements that contribute to OUV, such that the resource is totally altered. Comprehensive changes to the setting.</i>
Moderate	<i>Changes to many key historic building elements, such that the resource is significantly modified. Changes to the setting of an historic building, such that it is significantly modified.</i>

<sup>1</sup> ICOMOS *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*, January 2011

Minor	<i>Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.</i>
Negligible	<i>Slight changes to historic building elements or setting that hardly affect it.</i>
No Change	<i>No change to fabric or setting.</i>

### Built Heritage

The proposed work will have a negligible impact on heritage significance. It will impact only on modern internal office fitouts to enable the continued use of a staff space by operational staff. The expansion of one window into a door opening constitutes the biggest impact on built fabric, however this material is modern relating to the refurbishment of the southern concourse. There will be no impact to historic fabric.

### Views and Settings

There will be no impact to views and settings, as the work involves changes to internal fitout.

### Curtilage and Subdivision

The proposed works will have no impact on the subject site's curtilage or subdivision.

### Heritage in The Vicinity

There will be no impacts to heritage items in the vicinity.

## 4.1.2 Summary of Heritage Impact Assessment

### **a) The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:**

The spaces are modern and have little contributory significance to the heritage significance of Central Station. Refurbishing the currently redundant and unused staff facilities for renewed staff uses represents a continuation of the same former use, which respects the historical (albeit modern) use of the space.

### **b) The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:**

The removal of modern intrusive elements such as modern furniture, lockers and deteriorated surface finishes and fixings may cause some damage to other building fabric related to the removal activities only. There is one ticket window that will be expanded into a door opening. Given the fabric is modern and not significant, there will be no impact on heritage significance.

### **c) Conclusion**

Central Station is one of the most significant railway sites in NSW, and perhaps nationally. The area of the Central Electric Railway and Devonshire Tunnel is highly significant in the development of the NSW Railways into electric rolling stock, as well as Sydney's metropolitan and urban development. However, the southern concourse and specifically the Devonshire Booking Offices, are modern layouts installed and continuously refreshed over time. They are currently unoccupied as their function (as spaces for ticketing staff) has been made redundant. Refreshing the space for continued use by new staff is a good outcome that maintains staff usage of the space.

The intent of the works is refreshment, with minimal changes proposed to the floor plan and existing building fabric. The refresh work will seek to upgrade the currently redundant and unoccupied spaces for continued use by staff, for spaces that are more useful and relevant to current operations. This includes renewal of modern (but deteriorated) finishes and claddings, fit-out with upgraded fixtures and facilities, and transformation of spaces for new uses that are appropriate to new railway operations.

All of these types of work will have only a minor impact on physical fabric, but a positive impact on the function and condition of the place. The new use does not obscure the former use, but rather enhances it.

## 5.0 Recommendations & Mitigation Measures

This Statement of Heritage Impact has considered the history and significance of Central Railway Station and specifically, the Southern Concourse, the Devonshire Tunnel and the Devonshire Booking Office, with the aim to assess the heritage impact of the proposed internal office refurbishment works. The proposal seeks to remove a number of non-original elements and reinstate new elements that will ensure the continued, effective use of the space. The works do not propose any impacts to historic fabric, as this space was refurbished in the early 21<sup>st</sup> century.

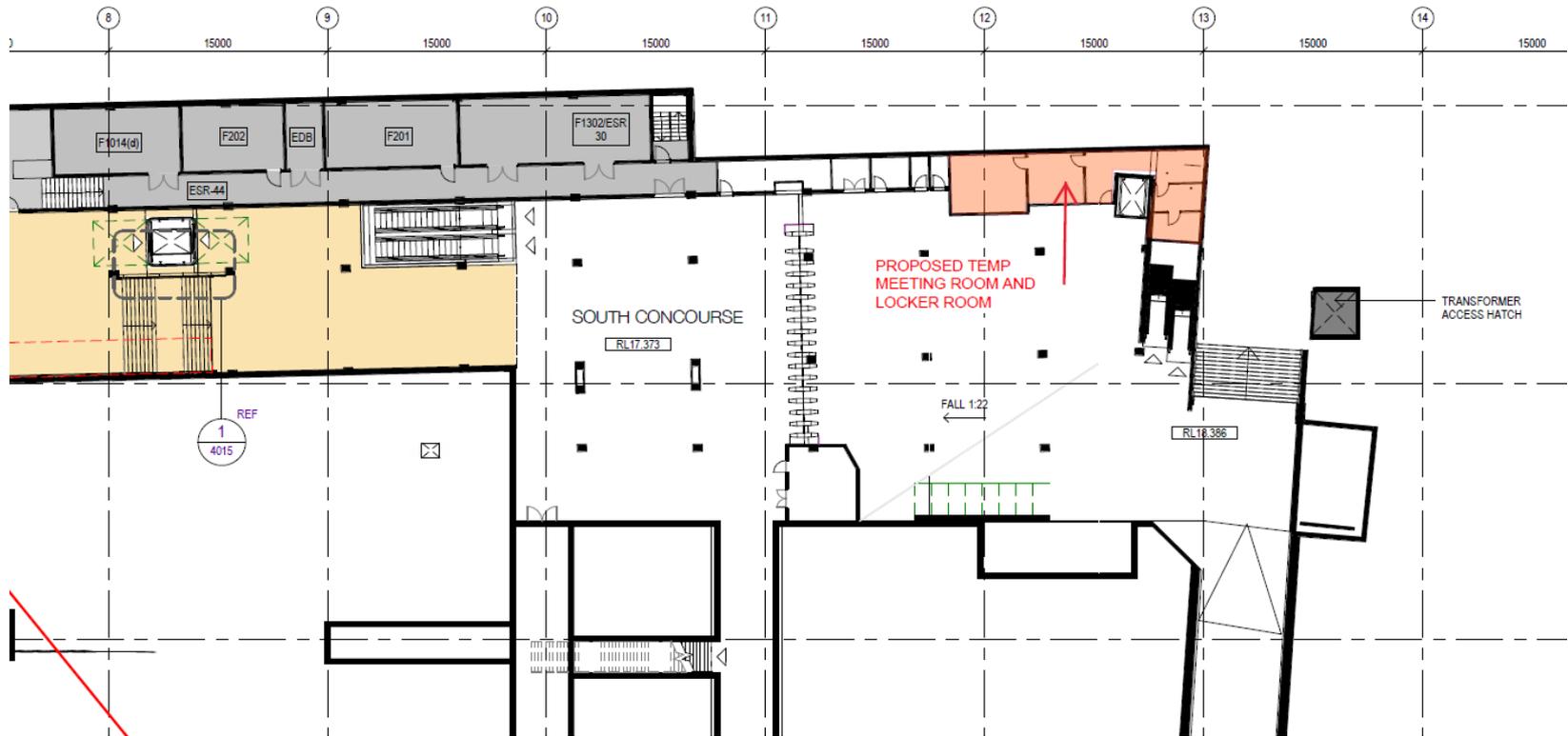
RECOMMENDATIONS	
Onsite Management	<ul style="list-style-type: none"> <li>• Prior to works, contractors must be briefed on the heritage sensitive nature of the site and informed of any recommended mitigation measures or controls required.</li> <li>• No materials are to be stockpiled or stored against the building or other heritage buildings in the area.</li> </ul>
Moveable Heritage	<ul style="list-style-type: none"> <li>• The Sydney Trains Heritage Specialist is to advise of any movable heritage item in these areas.</li> <li>• Sydney Trains Heritage Specialist is to remove highly significant items to protect them during works. These items are to be returned as part of the interpretation installation.</li> </ul>
Materials Salvage/ Reuse	<ul style="list-style-type: none"> <li>• No historic building material should be removed as part of this works. Only modern, intrusive materials are to be removed.</li> </ul>

## Appendix A – Scope of Works

# CENTRAL STATION

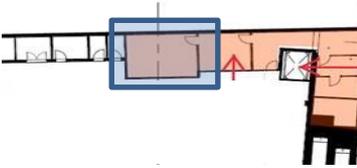
## Devonshire Booking Office

Repurpose the existing booking office into a new meeting room and locker facilities.



# CENTRAL STATION

## Devonshire Booking Office – Scope

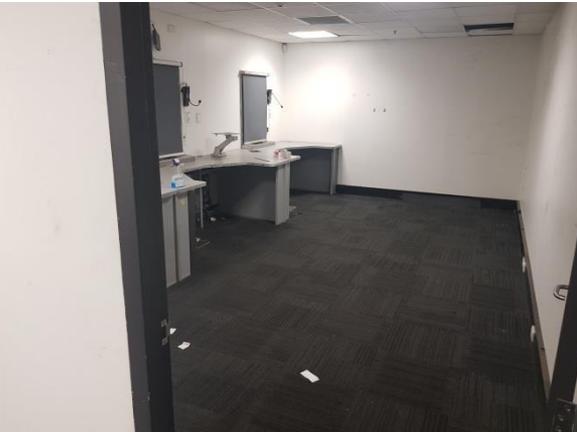


### Existing Booking Office – Devonshire Street

#### Scope:

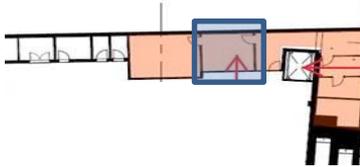
*Repurpose the Ticket Office into a Multifunctional Meeting Room.*

1. Remove ticketing furniture, including Auto Safes.
2. Remove ticket windows and replace with ordinary windows, tinted to offer privacy to tenants.
3. Evaluate the feasibility of taking out the most southern Ticket Window and replacing with a new door onto the Concourse area.
4. Remove audio equipment and hearing loops.
5. Remove and residual technologies associated to the Ticket Selling function.
6. Make good walls and paint
7. Replace damaged or dirty ceiling tiles.
8. Remove carpet and lay floor similar to what is currently in the kitchen and passage to the kitchen.
9. Install Panasonic Smart Board.
10. Verify suitability of lighting and if not compliant upgrade to compliant standard.
11. Test Air-conditioning and clean air con ducts.
12. Supply and install a Panasonic Smart White Board.



# CENTRAL STATION

## Shift Managers Office – Scope

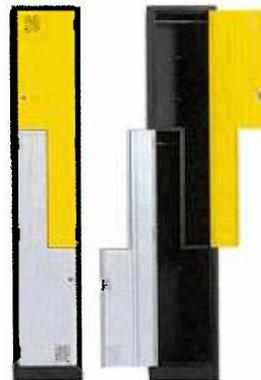
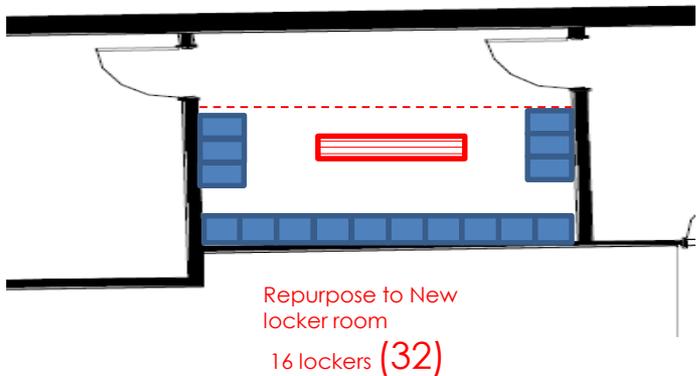


### Shift Managers Office – Devonshire Street

#### Scope:

*Repurpose the Shift Managers Office into a clean space to accommodate staff lockers.*

1. Remove safes and furniture.
2. Repair walls and paint.
3. Remove carpet and lay floor similar to what is currently in the kitchen and passage to the kitchen.
4. Verify suitability of lighting and if not compliant upgrade to compliant standard.
5. Test Air-conditioning and clean air con ducts.
6. Replace damaged or dirty ceiling tiles.
7. Provide a floor plan showing the optimal placement configuration for lockers.



#### Z-DOOR LOCKERS

**Code:**  
**Product:**

**Material:**  
**External Dimensions:**

**Doors:**  
**Lock Type:**

**COLOUR:**

**LZD-183845/1**

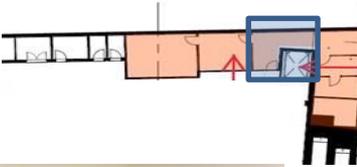
Two Tier – Initial – Z-Door Locker  
Internal Coat Rail  
Mild Steel

1803mmH x 381mmW x 450mmD  
(Allow additional 3mmW per locker for rivet head clearance)  
2 (Slot pattern perforation)  
Single Point Locking, Key operated  
(2 keys per lock provided)

Dulux Powdercoat – Frame: Notre Dame  
Upper Door: Safety Yellow, Lower Door: APO Grey (Satin)  
[www.davell.com.au/colourchart.asp](http://www.davell.com.au/colourchart.asp)

# CENTRAL STATION

## Entry and passage – Scope



### DBO Entry and passage to Kitchen – Devonshire Street

#### Scope:

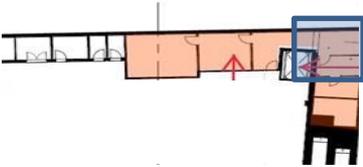
*Refresh this area to fit in with the adjoining areas being refurbished.*

1. Repair walls and paint.
2. Verify suitability of lighting and if not compliant upgrade to compliant standard.
3. Test Air-conditioning and clean air con ducts.
4. Replace damaged or dirty ceiling tiles.
5. Retain Emergency Cabinet.
6. Retain First Aid Bed and Storage Locker.



# CENTRAL STATION

## DBO Kitchen– Scope



### DBO Kitchen – Devonshire Street

#### Scope:

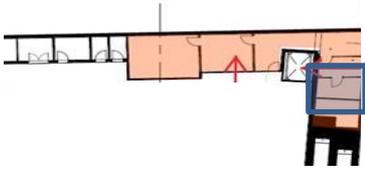
*Refresh this area to fit in with the adjoining areas being refurbished.*

1. Repair walls and paint.
2. Verify suitability of lighting and if not compliant upgrade to compliant standard.
3. Test Air-conditioning and clean air con ducts.
4. Replace damaged or dirty ceiling tiles.



# CENTRAL STATION

## Locker Room – Scope

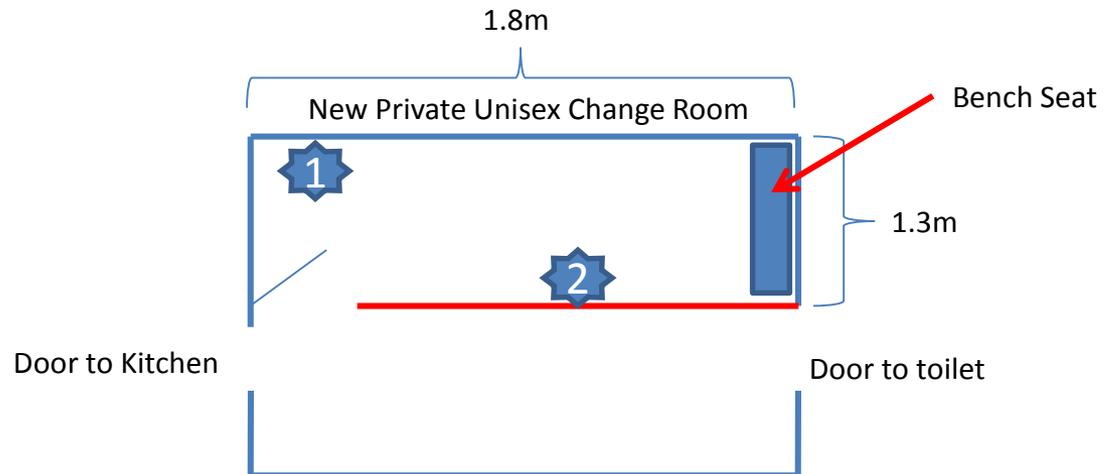
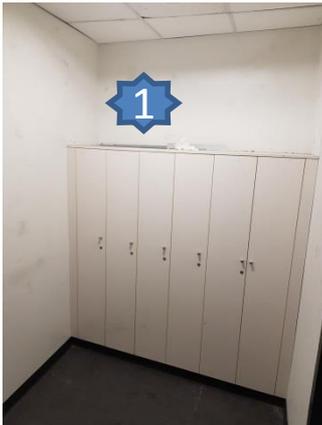


### Locker Room Adjoining Unisex Toilet – Devonshire Street

#### Scope:

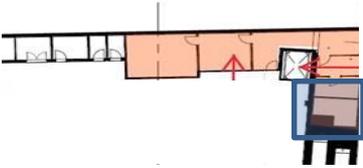
*Refurbish this area to include a unisex secure change room.*

1. Remove existing Locker Cupboards
2. Install a wall division from the Door to the toilet to the door to the kitchen with a lockable door. Wall height to Ceiling to ensure privacy.
3. Repair walls and paint.
4. Verify suitability of lighting and if not compliant upgrade to compliant standard.
5. Test Air-conditioning and clean air con ducts.
6. Replace damaged or dirty ceiling tiles.



# CENTRAL STATION

## Unisex Toilet – Scope



### Unisex – Toilet – Devonshire Street

#### Scope:

*Refresh this area to fit in with the adjoining areas being refurbished.*

1. Repair walls and paint.
2. Test Air-conditioning and clean air con ducts.
3. Replace damaged or dirty ceiling tiles.
4. Do a deep clean of the amenities



# CENTRAL STATION

## Scope - Summary

