

Former Inwards Parcels Shed, Central Station

Aboriginal Heritage Due Diligence and
Non-Aboriginal (Historic)
Archaeological Assessment

Report to Avenor/Atlassian



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EXECUTIVE SUMMARY

Atlassian is proposing to develop a new office facility at the current site of the Former Inward Parcels Shed (the study area), located on the western margin of Sydney Central Station. The Former Inwards Parcels Shed is situated at No. 8 – 10 Lee Street, Sydney and was originally constructed in 1906 with the development of the third (and current) Sydney Central Station. The Former Inwards Parcels Shed is currently in use as a YHA youth hostel. The location of the study area is illustrated in Figure 1.

The proposed new office site is situated within the heritage curtilage of the Sydney Terminal and Central Railway Station Group, an item of State heritage significance listed on the State Heritage Register (SHR) as item no. 01255. Works to redevelop the Inwards Parcels Office require approval under the NSW *Heritage Act 1977*.

Weir Phillips have previously prepared a Conservation Management Strategy (CMS) to outline the heritage constraints for the proposed development. This CMS did not provide an assessment of non-Aboriginal (historic) or Aboriginal archaeology within the study area.

Artefact Heritage (Artefact) have been engaged by Avenor, on behalf of Atlassian, to provide an assessment of Aboriginal and non-Aboriginal (historic) archaeology within the study area. This report provides an environmental and historical discussion of the study area, an analysis of historic development within the study area, and a prediction of Aboriginal and non-Aboriginal archaeological remains within the study area. It is understood that this report would be provided in submission with Weir Phillips' CMS report for future planning for the development.

Conclusions

The non-Aboriginal archaeological assessment concluded that:

- There is a Nil to Low potential that significant archaeological remains are present within the study area.
- Any intact remains situated below the existing basement and tunnels of the former Inwards Parcels Office would likely only consist of heavily truncated deep archaeological remains, such as former privies, wells or cisterns.

The Aboriginal archaeological assessment concluded that:

- There are no sites listed on the AHIMS register located within the study area
- Former ground excavation within the study area has removed all original ground surfaces down to significant depth
- There are no Aboriginal heritage constraints for future development within the study area.

Recommendations

During construction works, it is recommended that:

- An Unexpected Finds Policy is developed in the unlikely event that deep non-Aboriginal archaeological deposits (such as former privies, wells or cisterns) are identified during ground disturbing works
- All relevant staff, contractors and subcontractors should be made aware of their statutory obligations for heritage under NSW *National Parks and Wildlife Act 1974*, NSW *Heritage Act 1977* and best practice as outlined in The Burra Charter 2013. This may be implemented as a heritage induction.
- In the unlikely event that any Aboriginal objects, relics or skeletal material are identified in the study area during proposed works, all works in the area should cease. The area should be cordoned off and contact made with a suitably qualified archaeologist so that the archaeological remains can be adequately reported, assessed and managed.

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1.0 INTRODUCTION

1.1 Background and study area location

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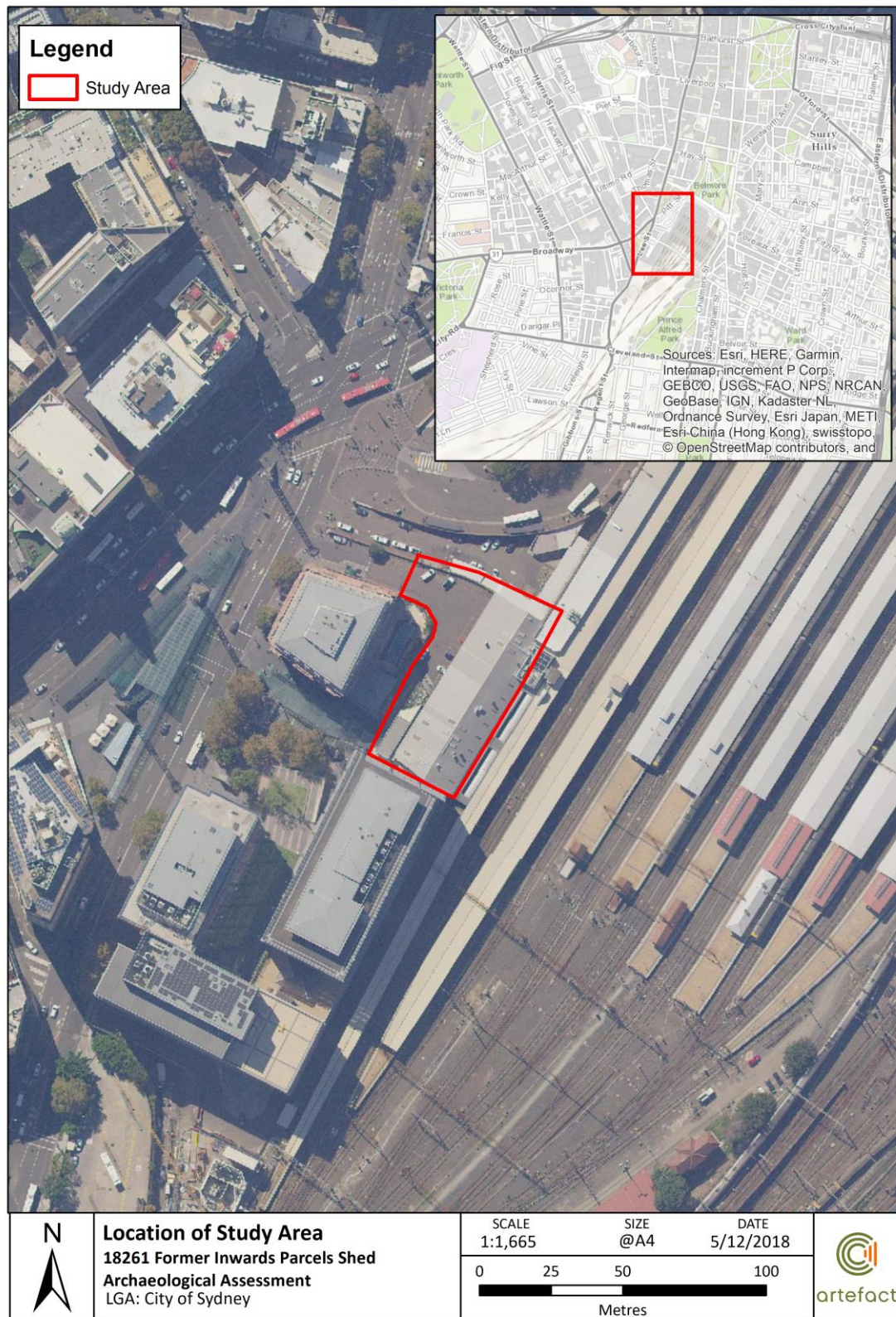
1.2 Report limitations

The current assessment only provides an assessment of Aboriginal and non-Aboriginal (historic) archaeological remains within the study area. This report does not provide any information or significance assessment for the State significant built heritage fabric currently located on the site.

1.3 Authorship and acknowledgements

This report has been prepared by Duncan Jones (Senior Heritage Consultant). Management input and review was provided by Dr Sandra Wallace (Director).

Figure 1: Location of the study area



2.0 LEGISLATIVE CONTEXT

2.1 National Park and Wildlife Act 1974

The *National Parks & Wildlife Act 1974* (the NP&W Act) provides statutory protection for all Aboriginal 'objects' (consisting of any material evidence of the Aboriginal occupation of NSW) and for 'Aboriginal Places' (areas of cultural significance to the Aboriginal community). A Section 90 Aboriginal Heritage Impact Permit (AHIP) is now the only permit available to impact identified Aboriginal objects and/ or an identified Aboriginal place. An AHIP can only be issued by OEH.

Various factors are considered by OEH in the AHIP application process, such as site significance, Aboriginal consultation requirements, ESD principles, project justification and consideration of alternatives. The penalties and fines for damaging or defacing an Aboriginal object have also increased.

The OEH due diligence guidelines were introduced in October 2010 by the OEH. The aim of the guidelines is to assist individuals and organisations to exercise due diligence when carrying out activities that may harm Aboriginal objects and to determine whether they should apply for consent in the form of an AHIP.

A due diligence assessment should take reasonable and practicable steps to ascertain whether there is a likelihood that Aboriginal sites will be disturbed or impacted during the proposed activity. If it is assessed that sites exist or have a likelihood of existing within the activity area and may be impacted by the proposed activity, further archaeological investigations may be required along with an AHIP. If it is found to be unlikely that Aboriginal sites exist within the study area and the due diligence assessment has been conducted according to the due diligence guidelines, work may proceed without an AHIP.

2.1.1 OEH Aboriginal Heritage Information Management System (AHIMS)

OEH maintains the Aboriginal Heritage Information Management System (AHIMS) database, a register of Aboriginal archaeological sites that have been recorded in New South Wales. One basic search of the AHIMS database was undertaken with the following details (Table 1).

Table 1: OEH AHIMS site register search results

| AHIMS Search ID | Co-ordinates GDA 1994 MGA 56 | Buffer | No of sites |
|-----------------|--------------------------------------|-----------|-------------|
| 386008 | 333888 - 334019 6249219 - 6249334 | 50 metres | 0 |

No sites were identified on the basic AHIMS search within the search area. As no sites were identified on this basic search, no extensive search of the AHIMS register was required.

2.2 Heritage Act 1977 (NSW)

The NSW *Heritage Act 1977* (*Heritage Act*) provides protection for items of 'environmental heritage' in NSW. 'Environmental heritage' includes places, buildings, works, relics, movable objects or precincts considered significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. Items considered to be significant to the State are listed on the SHR and cannot be demolished, altered, moved or damaged, or their significance altered without approval from the Heritage Council of NSW.

2.2.1 State Heritage Register

The SHR was established under Section 22 of the *Heritage Act* and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is administered by the Heritage Division of the Office of Environment and Heritage (OEH) and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

The study area for the current assessment is within the curtilage of the SHR listed site “Sydney Terminal and Central Railway Stations Group” (SHR# 01255).

2.2.2 Section 170 Registers

Under the Heritage Act all government agencies are required to identify, conserve and manage heritage items in their ownership or control. Section 170 (s170) requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. They must also ensure that all items inscribed on its list are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines.

The study area for the current assessment is within the curtilage of the “Central Railway Station and Sydney Terminal Group”, listed as an item of State significance on the RailCorp s170 heritage inventory register (SHI# 4801296).

2.2.3 Conservation Management Plans

Conservation Management Plans (CMPs) have been previously prepared, and endorsed by the NSW Heritage Council, for Sydney Central Station (including the former inward parcels office in the current assessment study area). This report uses information and management recommendations provided in the most recently prepared CMP for Sydney Central Station, prepared by Rappoport/NSW Government Architect’s Office in 2013. Note that this CMP has not been endorsed by the NSW Heritage Council.

The 2013 CMP provides an overarching archaeological assessment for the whole of the Sydney Central Station precinct, including the current study area. In addition, the 2013 CMP provides recommendations for managing known and unexpected archaeological resources which may be located at Sydney Central Station.¹ The CMP also provides inventory sheets for all areas of Central Stations, which include preliminary archaeological assessments.² These predictions and management recommendations are discussed in Section 4.3.3 of this report.

2.3 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act consists of three main parts of direct relevance to Aboriginal cultural heritage; Part 3 which governs the preparation of planning instruments, Part 4 which relates to development

¹ Rappoport & NSW Government Architect’s Office, 2013. *Central Station Conservation Management Plan*, prepared for RailCorp / Transport for NSW, pp. 111 – 115.

² Rappoport & NSW Government Architect’s Office, 2013. *Central Station Conservation Management Plan, Precinct 3: Sydney Terminal Inventory Sheet*, Section 3.17 & Section 3.18.

assessment processes for local government (consent) authorities, and Part 5 which relates to activity approvals by governing (determining) authorities.

Planning decisions within LGAs are guided by Local Environmental Plans (LEPs). Each LGA is required to develop and maintain a LEP that includes Aboriginal and historical heritage items which are protected under the EP&A Act and the *Heritage Act 1977*. The study area is located in the City of Sydney LGA and is subject to consents under the City of Sydney LEP 2012.

Under Part 5, Clause 5.10 (2), development consent is therefore required for:

(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed

(d) disturbing or excavating an Aboriginal place of heritage significance.

The study area for the current assessment is within the curtilage of the “Central Railway Station group”, listed as an item of State significance on the City of Sydney LEP 2012 (Item no. I824).

3.0 ENVIRONMENTAL AND HISTORICAL CONTEXT

3.1 Environmental Context

The study area 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 geology within the study area consists of Hawkesbury Sandstone, Ashfield Shale and Quaternary sediments. The study area is located on the edge of the Tuggerah soil landscape, which overlies much of the Botany Bay northern catchment area.

The site is located on the northern edge of the ridge dividing the Sydney Harbour catchment with that of Botany Bay. The line of Cleveland Street partially runs along this divide rising to the main ridge line.

Prior to European settlement the study area consisted of a sand dune network, covered in heath, low scrub, creeks and freshwater wetlands. It would have been a habitat for various fauna including birds, fish and eels and the hunting ground and home to Aboriginal people.

Early plans show a stream running east-west across the Cleveland Paddocks rising in the Strawberry Hills area and then running down into Blackwattle Bay. The stream was utilised by the Kent Brewery and various roads had to bridge the stream. When the railway was constructed the stream was contained in a substantial brick drain.

Another stream running along Devonshire Street is shown in plans from the 1850s. The creek rose in the Strawberry Hills area and discharged into Darling Harbour. The course of the stream is shown as running parallel and adjacent to Devonshire Street and it is presumed that the creek was in a channel at that time.

3.2 Aboriginal land use

Assumptions about land use patterns are made on the basis of archaeological information gained from the local area, from observations made by the Europeans after settlement of the area, and from information known about available natural resources.

As Aboriginal people were mobile hunter-gatherers, it is likely that they moved across the landscape between resources. It is also likely that movement was related to socio/cultural factors such as gatherings and ceremonial obligations. Campsites would have provided temporary residences such as bark structures. It is difficult to ascertain whether a campsite existed at a given location, but correlations between stone artefact density and campsites are often assumed. While it is likely that knapping would have occurred at a campsite, it is also likely that knapping would have occurred during movement across the landscape, as tools were prepared or repaired during hunting and gathering activities.

3.2.1 Aboriginal ethno-historic context

The study area is located within the traditional lands of the Gadigal clan. There are around 30 Aboriginal clans within the Sydney metropolitan area which are collectively known as the Eora Nation. The name 'Eora' was given to the coastal dwelling Aboriginal peoples within Sydney. Eora means 'here' or 'from this place' or 'people'. The territory of the Gadigal stretched from South Head, through to Sydney Cove, Cockle Bay and Darling Harbour to Blackwattle Creek, taking in the suburbs known today as Redfern, Erskineville, Surry Hills and Paddington, down to the Alexandra Canal and Cook's River.

The British settlers first encountered the Gadigal people 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 European settlement in Sydney, for describing the Aboriginal people they had encountered. Following the smallpox epidemic in 1789, up to 70 per cent of Aboriginal people within Sydney were killed by the disease. Only three members of the 60-strong Gadigal clan survived the epidemic.

As Sydney grew, Aboriginal people from outer NSW gravitated towards the city and joined the remaining Gadigal in forming an urban Aboriginal community. Residing in outer city suburbs such as Emu Plains, Campbelltown, Manly and La Perouse, along with harbour side suburbs including Elizabeth Bay, Potts Point and Woolloomooloo throughout the mid-1800s, and into areas surrounding the study area such as Pyrmont, Balmain, Rozelle, Glebe and Redfern by the early 1900s³. Aboriginal people are known to have camped within the study area around the Cleveland Paddocks before the construction of the railway station.

3.3 Early European Settlement

Early European settlement in the colony of Sydney was predominantly focused on the foreshores of Port Jackson and, until the 1820s, the southern edge of the settlement of the town was near where Bathurst Street is today.⁴ For the first twenty years of the colony, the area where Central Station is now located was not developed, consisting primarily of scrub-covered shifting sand dunes, wetlands, sandstone plateau and shale cap which had created farming and drainage issues.⁵ The only noticeable settlement in this area prior to the 1820s was the development of the Brickfields, an area used for brick and pottery production. The sand dunes had been stabilised by various native trees including blackbutts, bloodwoods, angophoras and banksias. However, following land clearing, sand drifts entered the city, engulfing fences, roads and houses.⁶ These sand drifts were of such a high frequency that the word 'brickfielder', became a slang word, meaning a strong wind identified by a choking dust, that was used within Sydney during the 1830s and 1840s.⁷ W. H. Leigh wrote on the subject during the mid-nineteenth century: 'whirlwinds of sand come rushing upon the traveller, half blinding and choking him...the inhabitants call these miseries 'Brickfielders''.⁸ A valley at today's Belmore Park and Haymarket separated the sand dunes from the brickyards at Brickfield Hill. By the 1830s this valley had been eradicated following the dumping of one million cubic metres of earth from Brickfield Hill into the depression to allow for easier horse traffic.⁹

The first European development in the area consisted of convicts clearing the vegetation to the west of the study area to lay out the road to Parramatta from 1789 to 1791. By the early nineteenth century the road became a critical thoroughfare between Sydney and Parramatta for commercial movement of goods. In order to ensure funding for the maintenance of the road and its 37 bridges, a toll-gate was constructed at the junction of Pitt and George Streets by 1821. This toll gate marked the official southern boundary of the township of Sydney but was moved south to City Road by 1850 (Figure 2).¹⁰

³ Artefact 2016

⁴ Shirley Fitzgerald, 2009. *Haymarket*, Dictionary of Sydney, <http://dictionaryofsydney.org/entry/haymarket>, viewed 1 Jun 2016.

⁵ Sydney City Council, 2015. *Electricity Substation No. 229*, viewed at <https://www.sydneyyoursay.com.au/8595/documents/22814> 15 May 2018.

⁶ Benson, D and J. Howell 1995. *Taken for Granted: The Bushland of Sydney and its Suburbs*. Kangaroo Press, pp. 44.

⁷ Edward Ellis Morris, *Austral English: A Dictionary of Australasian Words, Phrases and Usages*, (Cambridge University Press, 2011, first published 1898), p. 52.

⁸ W. H. Leigh, cited in Morris 2011, p. 53.

⁹ Macle hose, J. 1977. *Picture of Sydney and Strangers Guide to NSW for 1839* (John Ferguson), pp.69.

¹⁰ Terri McCormack, *Benevolent Society and Asylum*, Dictionary of Sydney, 2008, http://dictionaryofsydney.org/entry/benevolent_society_and_asylum, viewed 19 November 2018.

Figure 2. Toll Gate and Benevolent Asylum, George Street South, Sydney, 1836. Robert Russell. Source: National Library of Australia.



3.4 Development of the Devonshire Street Cemetery, the Benevolent Society Asylum, and surrounding buildings

From 1820 several public buildings and the Devonshire Street Cemetery were constructed at the southern end of Pitt Street, around the area occupied by the current Central Station. Many of these buildings served charitable services, such as the Benevolent Asylum and the Carters Barracks.

3.4.1 The Devonshire Street Cemetery

By 1820 the Old Burial Ground, located on George Street at the corner with Druiitt Street (a site now occupied by Sydney Town Hall), had reached capacity, becoming abandoned, overgrown and in areas, a dumping ground, meaning a new burial ground was required. The new burial grounds, originally called the Sandhills Cemetery due to its sandy landscape and later, the Devonshire Street Cemetery following the formation of Devonshire Street, were consecrated in 1820 (Figure 3).¹¹ The new site had been reserved by Governor Macquarie in 1818 and was chosen due to the remote location of the cemetery at the edge of town, beyond the cattle and hay markets, today known as Haymarket. Located at the farthest outer limit of the town past the Brickfields, the cemetery was situated at a suitable distance to avoid inconveniencing the gentrifying township and was significant in that there were allotments for various religious denominations. By 1836, there were seven burial grounds (each denomination had a separate area) within the site, covering eleven acres, with the

¹¹ *The Sydney Gazette and New South Wales Advertiser*, 5 February 1820.

whole burial ground encompassed by a high sandstone and brick wall.¹² City plans from 1844 show that the burial ground included separate areas for various religious denominations, including Presbyterian, Catholic, Protestant, Wesleyan, Jewish, and Quakers (Figure 4). By 1865 the cemetery was at capacity and took no more burials. Development in the area around Haymarket also meant that the Devonshire Street cemetery was no longer isolated on the outskirts of Sydney. In 1888, the cemetery was closed for the construction of the third development of Central Station.¹³

Figure 3. View showing the Wesleyan Burial Ground facing Devonshire Street. Pedestrians and horse drawn carriage visible. 1890s. Source: City of Sydney Archives.



¹² Keith A Johnson & Malcolm R Sainty, *Sydney burial Ground 1819-1901: Elizabeth and Devonshire Streets and History of Sydney's Earliest Cemeteries from 1788*, Library of Australian History, Sydney, 2001. p, 205.

¹³ State Archives and Records Authority of New South Wales, ?, *Devonshire Street Cemetery Reinterment Index*: <https://www.records.nsw.gov.au/archives/collections-and-research/guides-and-indexes/devonshire-street-cemetery-reinterment-index>. Accessed 19 November 2018.

Figure 4. City of Sydney (Sheilds), 1845 Map. Source: City of Sydney Archives.



3.4.2 The Benevolent Society Asylum and the Sydney Female Refuge

Also situated at the outer limit of the township, on George Street, backing onto the Devonshire Street Cemetery, was the Benevolent Asylum, a poor house officially opened in 1821 by Governor Macquarie and run by the Benevolent Society of New South Wales (Figure 5). The Benevolent Society was a charity that had been established by journalist Edward Smith Hall and the asylum was funded by private donations for much of its operation. The asylum provided refuge for the needy; it was not an asylum for the insane.

Within a year the asylum was housing over fifty people. More than 1000 people were living there by the 1840s when additional wings were added to the building to accommodate the growth. Inhabitants were provided with shelter, food, and medical assistance. By 1850, the main purpose of the asylum was in assisting married women, particularly pregnant women, older men and families. Following the government resumption of the Liverpool Hospital in 1862, men ceased being processed at the Sydney Benevolent Asylum, being sent directly to Liverpool. Following this, the focus of the asylum shifted to helping pregnant women, both married and single.¹⁴

The various phases of development at the asylum can be seen on historic maps, showing the addition of extra wings on the sides of the original building (Figure 6 and Figure 7).

¹⁴ Sydney Benevolent Asylum, Sydney Benevolent Asylum: Index to Admissions and Discharges 1857-1900, 2016, <http://www.sydneybenevolentasylum.com/>, viewed 19 November 2018.

Figure 5. Benevolent Society Asylum, c.1901. Source: City of Sydney Archives.



Figure 6. City of Sydney Detail Plans, 1855. Source: City of Sydney Historical Atlas of Sydney



Figure 7. Plans of Sydney (Rygate & West), 1888. Source: City of Sydney Archives.



The Sydney Female Refuge Society (Figure 7) was established in 1848 and opened premises on Pitt Street, just north of the Benevolent Asylum. The society aimed to rehabilitate prostitutes under a strict Evangelical moral code and encouraged a minimum stay of 18 months, over which the women would be taught needlework and laundering.¹⁵

3.4.3 Carter's Barracks

Adjacent to the Benevolent Asylum along Pitt Street was the Carters Barracks (Figure 4). The Carters Barracks comprised several buildings and was built to house convict gangs working as carters on the brick fields and a boys' barracks. From 1835 to 1843 it served as a debtors' prison and was later used as a training facility for women by Sisters of the Good Shepherd.

A barracks for convict boys was also built at the Brickfields establishment separated by a high party-wall with mess rooms, kitchens and workshops. In 1823 a treadwheel was introduced to assist in the boys training. Essentially it powered a mill for grinding flour and was removed from the site in 1840 to Darlinghurst Gaol. The Carters' Barracks, Boys Dormitory closed around 1835 when convict boys were assigned directly on their arrival in Australia.

The debtors prison at Carters Barracks was established circa December 1835 and it would appear part of the Barracks was converted for the purpose. Complaints were made by debtors occupying the ground floor of the prison of their health being affected by the damp conditions. By 1842, financial distress had become so common in the colony due to widespread drought and economic downturn that it became necessary to suspend imprisonment for debt to prevent overcrowding and in the following year imprisonment for debt was legally abolished.

3.4.4 The Police Barracks

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 New South Wales 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 (Figure 7). A report in the *Australian Town and Country Journal*¹⁶ notes "These barracks were opened in June, 1856, when they served as headquarters for the mounted police force". Certainly a building is shown on the site in 1857 and the site developed thereafter as a barracks, headquarters and training facility.

The same report continues "The ground on which the Belmore Police Barracks stands contains about four or five acres, having a slope toward Garden-road. The barracks are built of stone, and contain twenty stalls on the ground floor, while the upper storey is divided into bedrooms and a sitting-room and library for the men.

"Behind this is a wooden building in which there are five other stalls, a dining-room, kitchen, and storeroom. On one side is the armory, where sufficient guns, swords, bayonets, &c., are filed to arm 200 men and on the other side, near the fence of the cemetery, are eight more stalls, and some sheds where the "Black Marias," and the horses which draw them, are kept."¹⁷

¹⁵ National Library of Australia; Trove, 2018. *Sydney Female Refuge Society (1848-1919)*: <https://trove.nla.gov.au/people/544100?c=people>. Viewed 19 November 2018.

¹⁶ Saturday 24 September 1887, page 27

¹⁷ Australian Town and Country Journal, Saturday 24 September 1887, page 27

Figure 8. Belmore Police Barracks, c.1901. Source: City of Sydney Archives



3.5 Construction of the First and Second Stations

The development of railway technology in England in the early 1830s coincided with the opening up of agricultural and pastoral settlement of the interior of New South Wales. The need to ship wool and other produce from the interior to the coastal ports for export drove the economic demand for the growth of railways¹⁸. By 1846, a railway line was proposed to operate between the two main settlements at Sydney and Parramatta, with the Parramatta station to be constructed near Mort Street in what is now the suburb of Granville. Various proposals were put to the Colonial Government and following correspondence, approval was received by the Secretary of State for Colonies to sell Crown Land for the purposes constructing railways¹⁹.

In 1849, the Sydney Railway Company was incorporated via an enabling act passed in the Legislative Council. The company officials began planning for a location of its city terminus, deciding on the Cleveland Paddocks site in Haymarket. Francis H. Shields, company engineer, proposed that the site be located nearer the city, as it would prove more convenient, suggesting the Government Paddocks, bounded by Hay and Elizabeth Streets along with the Burial Ground Road (roughly the Belmore Park area).²⁰ The land was granted between Devonshire and Cleveland Streets.

¹⁸ Rappoport Pty Ltd & NSW Government Architects Office. 2013. p. 31

¹⁹ 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, N.S.W. pp 23-39.

²⁰ Singleton, C.C. 1941 History of Sydney Railway Station: Part 1 First Station, 1855-1873, *Australian Railway and Locomotive Historical Society Bulletin*, Vol. 8, No. 49, p. 55.

Construction commenced March 1851 with the first works located in Croydon. By 1853 the location of the terminus and associated infrastructure had settled on the Government Paddocks with a goods line running to serve Darling Harbour²¹. The exact site of the first Sydney railway terminus was fixed in December 1853. It was to be a passenger terminal, with goods facilities located at Darling Harbour where they were close to shipping. Trains ran from Central to Darling Harbour via the Goods Line.

The first Sydney railway terminus was officially opened in 1855, with the first train departing on the 26 September.²² The first Sydney train station was originally called Redfern Station, with the current Redfern Station originally named Eveleigh Station. The station was not a grand affair due to the Sydney Railway Company's dire financial situation resulting in the decision to construct a temporary station rather than a 'grand terminus'.²³ The original station consisted of a galvanised corrugated iron shed of about 100 feet by 30 feet, covering a raised wooden platform and single rail track (Figure 9).

The site also contained a small number of semi-permanent iron buildings with lean-to roofs for carriages, offices and public rooms,²⁴ Almost immediately, the single main line tracks were duplicated.²⁵ The passenger platform, enclosed by the iron train shed was soon discovered to be too short for operations. Therefore, a 100 feet wooden extension was added in 1856.²⁶

Public interest in the new station was considerable, with large crowds assembling to watch the construction of the station as well as large crowds assembling for the first locomotive journey in the colony which occurred in October 1855.

²¹ Singleton 1955, p111-112.

²² R. McKillop, D Ellsmore and J Oakes, 2008. A Century of Central: Sydney's Central Railway Station 1906 to 2006, (Australian Railway Historical Society), p. 7.

²³ Hargerty 2005:197

²⁴ McKillop, Ellsmore and Oakes, 2008. A Century of Central, p. 8.

²⁵ Singleton, CC. November 1941. History of Sydney Railway Station Part 1 First Station, *Australian Railways Historical Society Bulletin*, Vol. 8, No. 49, p. 56.

²⁶ Singleton, CC. November 1941. History of Sydney Railway Station Part 1 First Station, *Australian Railways Historical Society Bulletin*, Vol. 8, No. 49, p. 56.

Figure 9. The first Sydney Station, 1871. Source: State Archives and Records Authority of New South Wales



As the first semi-permanent railway station did not possess sufficient facilities to handle the passenger demand. Designs for the second Sydney Station were completed in 1871 by Engineer-in-Chief, John Whitton with the permanent structure facing Devonshire Street, completed in a Neo-Classical style in 1874 (Figure 10). The building consisted mainly of red brick with lighter facings and a galvanised iron roof. The main feature was a train shed, which spanned 236 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.²⁷ To help deal with this traffic, a new platform called the George Street Platform was brought into use. In April 1878 a footbridge opened, connecting Terminus Street to the George Street Platform.

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.²⁸ During this period, various improvements were made including the development of signalling procedures, there was the construction of the retaining wall on the southern side of Devonshire Street, a new eastern platform, a new western platform and two dead-end lines (Figure 11). In addition, a new two-storey building to house the booking office, telegraph office and rooms for the district superintendent and staff was constructed. Electric lighting was installed for the first time and oil gas was replaced with coal gas within the station premises.²⁹ On

²⁷ Singleton, CC December 1941. History of Sydney Railway Station: Part 2 Second Station, 1874-1885, *Australian Railways Historical Society Bulletin*, Vol. 8, No. 50, p. 73.

²⁸ Rappoport Pty Ltd & NSW Government Architects Office. 2013. pp. 38 – 39.

²⁹ Singleton, CC December 1941. History of Sydney Railway Station: Part 2 Second Station, 1874-1885, *Australian Railways Historical Society Bulletin*, Vol. 8, No. 50, p. 75.

the eastern side of the station a three horse and carriage dock was completed allowing for an extension of the Mortuary platform by 200 feet.³⁰

Figure 10. Second Sydney Railway Station, 1879. Source: State Archives and Records Authority of New South Wales

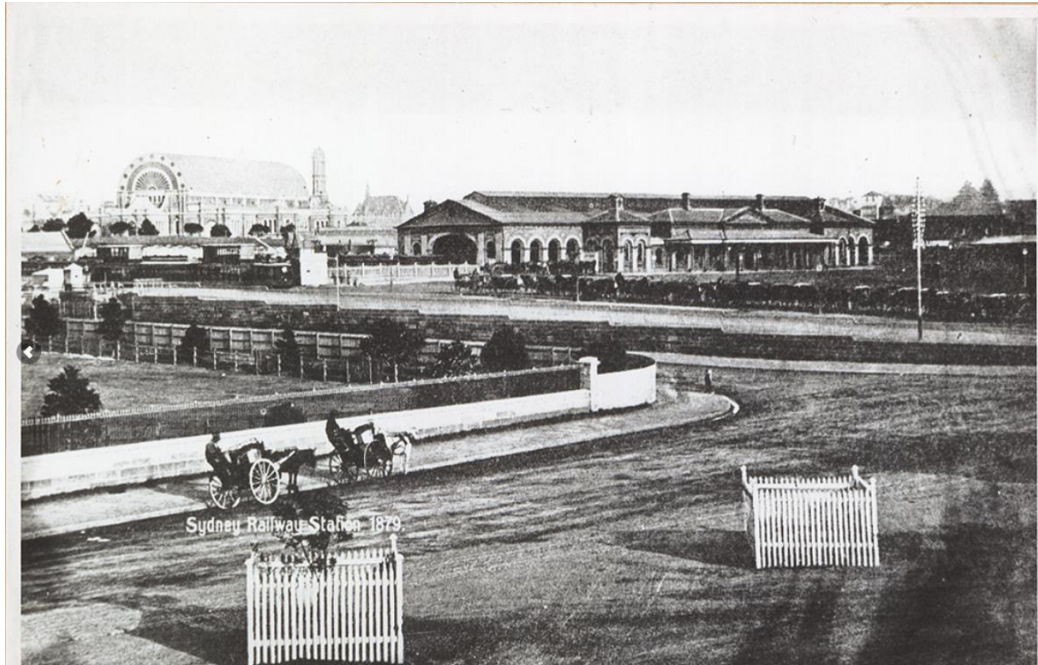
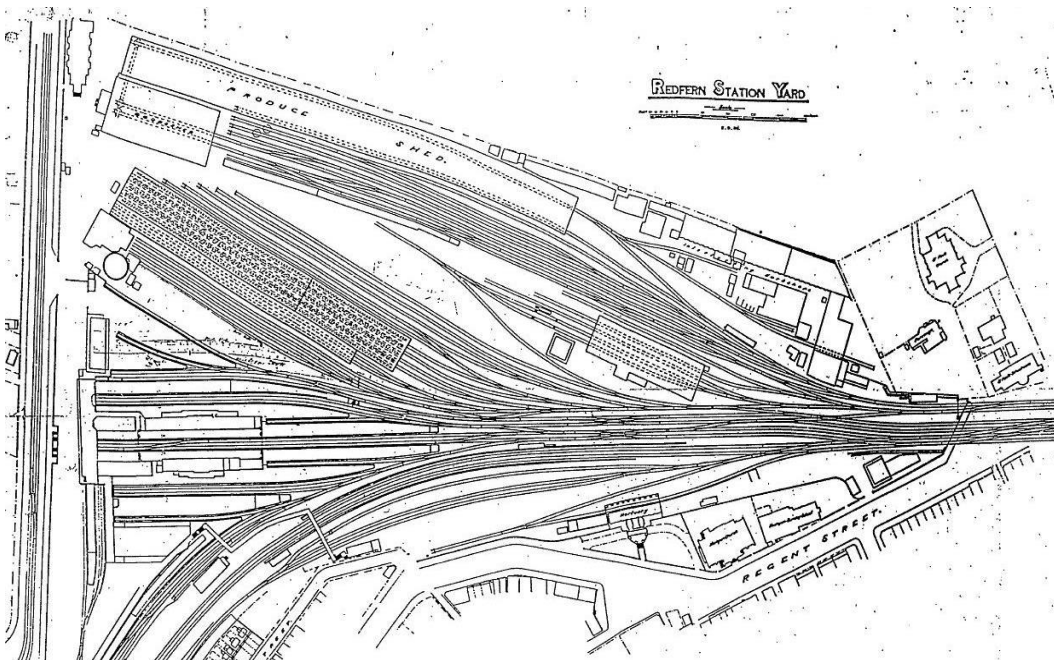


Figure 11. 1896 Plan of the Second Sydney Station. Source: State Library of New South Wales



³⁰ Singleton, CC December 1941. History of Sydney Railway Station: Part 2 Second Station, 1874-1885, *Australian Railways Historical Society Bulletin*, Vol. 8, No. 50, p. 75.

3.6 Expansion of Central Station and demolition of the Devonshire Street block

During the late nineteenth century there were several proposals to bring the railway network into the city and over the harbour. 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. In December 1900 it was decided that the station would be constructed on the Devonshire Street site out of two location proposals that had been developed since 1891. This design would make it necessary to demolish Devonshire Street Cemetery, the Benevolent Asylum, Carters Barracks, the Police Barracks, and other buildings on the block. Despite demolition of the buildings, archaeological excavations have uncovered demolition layers and features associated with the Benevolent Asylum and other contemporary buildings (see section 2.2).³¹ As of 17 January 1901 the representatives of the deceased in the Devonshire Street Cemetery were issued two months to exhume their relatives remains and monuments (Figure 12 and Figure 13). It became apparent that due to the large number of graves identified under paths and various other objects, trenching was required over the entire area at a depth of several feet to retrieve the remains.³² Historical photographs suggest that large amounts of sand were moved south as the cemetery was cleared.

Excavations commenced in preparation for the building foundations and associated roadwork of the new station (Figure 14). Garden Road was reorientated and widened to a 165 feet wide thoroughfare and renamed 'Eddy Avenue' in honour of the late Railway Commissioner who died in 1897, necessary tramline diversions were made, and a new tram line was established along Eddy Avenue which opened in November 1902.

The new station was designed by the Government Architect Walter Liberty Vernon. The first foundation stones were laid in April 1902 and in 1903 excavation works on the Devonshire Street Pedestrian subway had commenced. The new railway terminus and main concourse were completed in 1906, with the official opening on the 4th of August. By 1906 the buildings of the old Redfern Station was demolished, and Eveleigh Station was renamed Redfern Station.

³¹ Casey & Lowe, 2009, 'Results of Archaeological Testing, Western Forecourt, Central Station'.

³² McKillop, Ellsmore and Oakes, 2008. A Century of Central, p. 29.

Figure 12. 1901 photograph of the Devonshire Street Cemetery with the second railway station in the background. Source: RAHS



Figure 13. Removing headstones from the Devonshire Street Cemetery by steam tram in 1902. Source: ARHS Rail Resource Centre



Figure 14. Construction of Central Station at the Devonshire Street end. Source: State Archives and Records Authority New South Wales

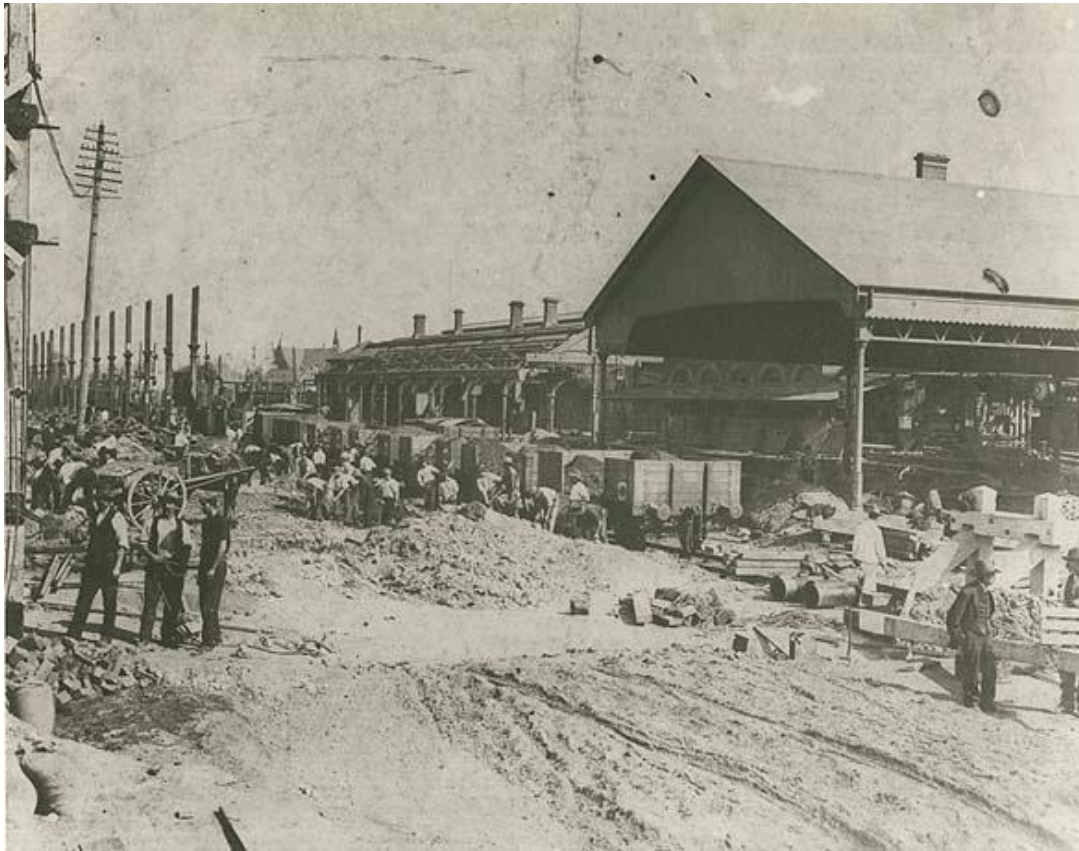


Figure 15. Extent of Central Station in 1903 with study area circled in red. Source: Historical Atlas of Sydney



3.7 The Former Inwards Parcels Shed

The following is largely extrapolated from the Conservation Management Strategy for the Former Inwards Parcels Shed, prepared by Weir Phillips Heritage.³³

The Inwards Parcels Shed was built in 1906 alongside Platform 1 and was designed by the Government Architect Gorrie Blair. The purpose of the building was to be a clearing house for parcels arriving from the countryside, forming a complex with the Outwards Parcel Shed which was once on

³³ Weir Phillips Heritage, 2018, Conservation Management Strategy, Former Inwards Parcels Shed Railway Square Sydney.

the corner of Pitt Street and Eddy Avenue. The Parcels Post Office (now the Adina Hotel) was constructed in 1910 adjacent to the Inwards Parcels Shed. The Parcels Post Office received parcels from department stores and suppliers and dispatched them to countryside regions on the overnight mail trains which left from Central Station.

The building was constructed as a timber structure lined as a corrugated iron shed with a loading dock and yard on the western side. Inside the building, it was configured into three sections, including the Inwards Parcels Office and a Cashier's Office. Fibreglass skylights provided a natural lighting source and rafters support the roof internally and externally. Four rows of columns ran along the building; the two internal rows formed a nave and another row ran along each of the side walls of the building (Figure 16). There are also several internal brick bays with fireplaces which serve to brace the structure of the building.

The Parcels Area is beneath the Former Inwards Parcels Shed, located between the Parcels Post Office (Adina Hotel) and the Western Forecourt. The Parcels Area is located on Lower Carriage Lane, a narrow street wedged between the Western Forecourt retaining wall and a ramp leading south to the Railway Square YHA in the Former Inwards Parcels Shed. The ramp is still in its original form from its construction in 1906. The southern retaining wall running to the Inwards Parcels Shed features a moulded brick string course, a sandstone arched entrance, and a sandstone string course. Original brick arches to the east of the sandstone archway lead to the basement area of the Railway Square YHA/Formal Inwards Parcels Shed, which is currently used by CountryLink for catering purposes. The basement area consists of small concrete vaults, some with corrugated metal ceilings, which support the structure of the YHA above. A pedestrian passage from the basement connects with the subway passage system of the Central Terminus Building.

It is unknown exactly when the Former Inwards Parcels Building ceased to be used for its original purpose, but it was converted into the Railway Square YHA in 2004. From 1999-2000, the Inwards Parcel Dock, West Carriage Shed and Parcels Dock Awning were demolished for the development of Henry Deane Plaza.

Figure 16: Interior of the Inwards Parcels Shed, circa 1973. Source: McKillop, Ellsmore and Oakes, *A Century of Central*



3.8 Mid- to Late-Twentieth Century Station Modifications

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

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

In the 1980s the Wran State Government allocated \$1 million for the restoration and upgrade of the Station, which included the replacement of the original train indicator board with a computer system. Restorations to the clock tower were also undertaken in 1984, and in 1986 the Devonshire Street Tunnel was upgraded with new lighting and murals. After demolition of part of the Parcel Area, Henry Deane Plaza was developed in 2000.

Figure 17. Devonshire Tunnel extension construction, with Parcels Post Office on the right. 1970s. Source: City of Sydney Archives.



Figure 18. Pouring concrete at the Parcels Post Office in 1968. Inwards Parcels Shed on the right up ramp. Source: City of Sydney Archives.



4.0 NON-ABORIGINAL (HISTORIC) ARCHAEOLOGICAL ASSESSMENT

4.1 Methodology

Historical archaeological potential is assessed by identifying former land uses and associated features through historical research and evaluating whether subsequent actions (either natural or human) may have impacted on evidence for these former land uses.

Consideration of archaeological research potential is required when undertaking a significance assessment of an historical archaeological site. Bickford and Sullivan developed three questions to assess the research potential of an archaeological resource (Bickford & Sullivan 1984: 23 – 24).

- Can the site contribute knowledge that no other site can?
- Can the site contribute knowledge that no other resource can?
- Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

The Heritage Division of the Office of Environment and Heritage (OEH) issued a new set of guidelines in 2009: *Assessing Significance for Historical Archaeological Sites and 'Relics'*. These guidelines call for broader consideration of multiple values of archaeological sites beyond their research potential. The following section presents a discussion of the potential archaeological resource's research potential and an assessment against the NSW heritage significance criteria.

4.2 Physical site description

The former Inward Parcels Office is located on the top of an artificial ramp and embankment, approximately 3 metres above the height of the adjacent Ambulance Avenue to the north. A significant series of basement and tunnels are located below the public entrance to the building, and this lower level is accessed through vehicle entry points along Ambulance Avenue.

The eastern portion of Ambulance Avenue is lower in elevation than the western junction of the avenue with Lee Street on the western side. The ground floor of the west wing extension (a three storey brick structure located between the parcels office and the country platforms at Central Station) can be accessed from this ground level (Figure 19).

The Central Station Western Forecourt is located to the north of Ambulance Avenue and at its highest level it is also approximately 3 metres higher than Ambulance Avenue at its highest point. However, the vehicle road and pedestrian pathway located between Pitt Street and the Central concourse has a gentler grade than the access ramp road that leads to the current YHA Hostel.

Figure 19: Eastern end of Ambulance Avenue, showing west wing extension building in background and entrance to Former Inward Parcels Shed basement level.



4.3 Previous Archaeological Studies

4.3.1 Archaeological Assessment, Northern Concourse Central Station Sydney – Wendy Thorp Cultural Resources Management³⁴

January 1999 Archaeological Assessment by Wendy Thorp Cultural Resources Management for Abigroup. The report sought to investigate archaeological remains prior to the construction of Central Station's Northern Concourse. The assessment states that all burials, markers, walls, and other features of the Devonshire Street Cemetery were "completely and thoroughly removed" in 1901 and 1902.³⁵

Geotechnical testing conducted by Thorp revealed a profile showing concrete slabs, asphalt and tiles over a deep deposit of fill up to 3.5 metres in some areas. Thorp concluded that no cultural material appeared in any of the cores, and that the impact of construction of Central Station precludes the finding of archaeological remains at the site.

³⁴ Wendy Thorp Cultural Resources Management, 1999, 'Archaeological Assessment, Northern Concourse, Central Station.'

³⁵ Wendy Thorp Cultural Resources Management, 1999, 'Archaeological Assessment, Northern Concourse, Central Station': 13.

4.3.2 Central Station Main Works – Station Box and Sydney Yard Archaeological Method Statement - Artefact³⁶

In 2018 Artefact was engaged by Laing O'Rourke to conduct an Archaeological Method Statement for works in the Sydney Yard for the Central Station Metro development, which outlines the methodology to manage potential construction impacts to non-Aboriginal archaeological remains.

The report found that the proposed works were likely to disturb remains of the First and Second Central Station infrastructure, but that the Devonshire Street Cemetery was likely to fall outside of the area of works. It was recommended that at excavations adjacent to the Devonshire Street Tunnel removal of topsoil will be monitored and that heritage items and foundations will be salvaged as required.

Similar to the Thorp's results (as detailed above), geotechnical testing conducted by Artefact also showed deep deposits of fill, but the testing data does not indicate whether the fill has archaeological potential.

The report found that there was low archaeological potential for Phase 1 (1788-1855), which includes the Cleveland Paddocks and the early phase of Devonshire Street Cemetery. It was concluded that there would be moderate to high archaeological potential for phases related to the construction of the First and Second Central Stations and the expansion of Central Station.

Similar findings in relation to archaeological potential were detailed in the Sydney Metro City and Southwest – Chatswood to Sydenham Archaeological Research Design (2016), and the Central Walk Archaeological Research Design (2017), also conducted by Artefact.

4.3.3 Central Station Conservation Management Plan – Rappoport and Government Architect's Office³⁷

The Central Station Conservation Management Plan (CMP) 2013 included a general assessment of archaeological potential and significance in their guidelines. In their assessment they show areas of archaeological potential associated with Devonshire Street Cemetery, the location of former nineteenth century buildings and laydown areas of former rail sidings and infrastructure. The archaeological potential mapping does not include potential for former rail infrastructure in the south-west, where the Inwards Parcels Shed is located, though there is likely to be buried remains there. It is noted that the CMP has not been endorsed by the Heritage Council of NSW.

The CMP outlines archaeological management strategies for various areas of the Central Station precinct. The CMP indicates that there are no archaeological deposits predicted to be located in the study area.

4.3.4 Lee Street Turntables - AMAC³⁸

From September to November 2016 archaeological monitoring was undertaken of excavation work for the Lee Street Substation site. Footings for a platform and remains of a turntable were located. The key archaeological remains identified were parallel brick footings which likely relate to the extension

³⁶ Artefact Heritage Services, 2018, 'Central Station Main Works. Station Box and Sydney Yard Archaeological Method Statement.'

³⁷ Rappoport Pty Ltd & NSW Government Architects Office, 2013. 'Central Station Conservation Management Plan.'

³⁸ AMAC Group, 2016, 'Archaeological Assessment and s60 Permit Application Chalmers Street Substation,' Report for Abergeldie on behalf of Transport for NSW.

of the Second Station platforms and passenger facilities in the 1880s. The platforms are shown on the 1884 City of Sydney Detailed Series map.

Based on stratigraphic evidence the turntable dates from before the platform as it is truncated by one footing. The turntable was decommissioned before the introduction of the 1880s extensions to the Second Station. This report implies that the remains of the First and Second Stations can survive despite being demolished and built over by later infrastructure.

4.3.5 Results of Archaeological Testing, Western Forecourt, Central Station – Casey & Lowe³⁹

December 2009 report prepared by Casey & Lowe for Sydney Metro. Two test trenches were excavated in the Central Station western forecourt garden, seeking to uncover remains of the Benevolent Asylum and the Christ Church St Laurence Parsonage. Trench 1, which sought to uncover the Benevolent Asylum, is located slightly north of the Inwards Parcels Shed, and the Casey & Lowe report clearly shows that part of the Benevolent Asylum would have been directly where the Inwards Parcels Shed is now located. A location map of the test trenches for this excavation, with a historical overlay, is provided in Figure 20.

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. A section drawing of Trench 1 from their test excavation is provided in Figure 21.

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.

³⁹ Casey & Lowe, 2009, 'Results of Archaeological Testing, Western Forecourt, Central Station.'

Figure 20: Historical overlay of location of former Benevolent Asylum in Western Forecourt of Central Station. Trench 1 indicated in centre of image.

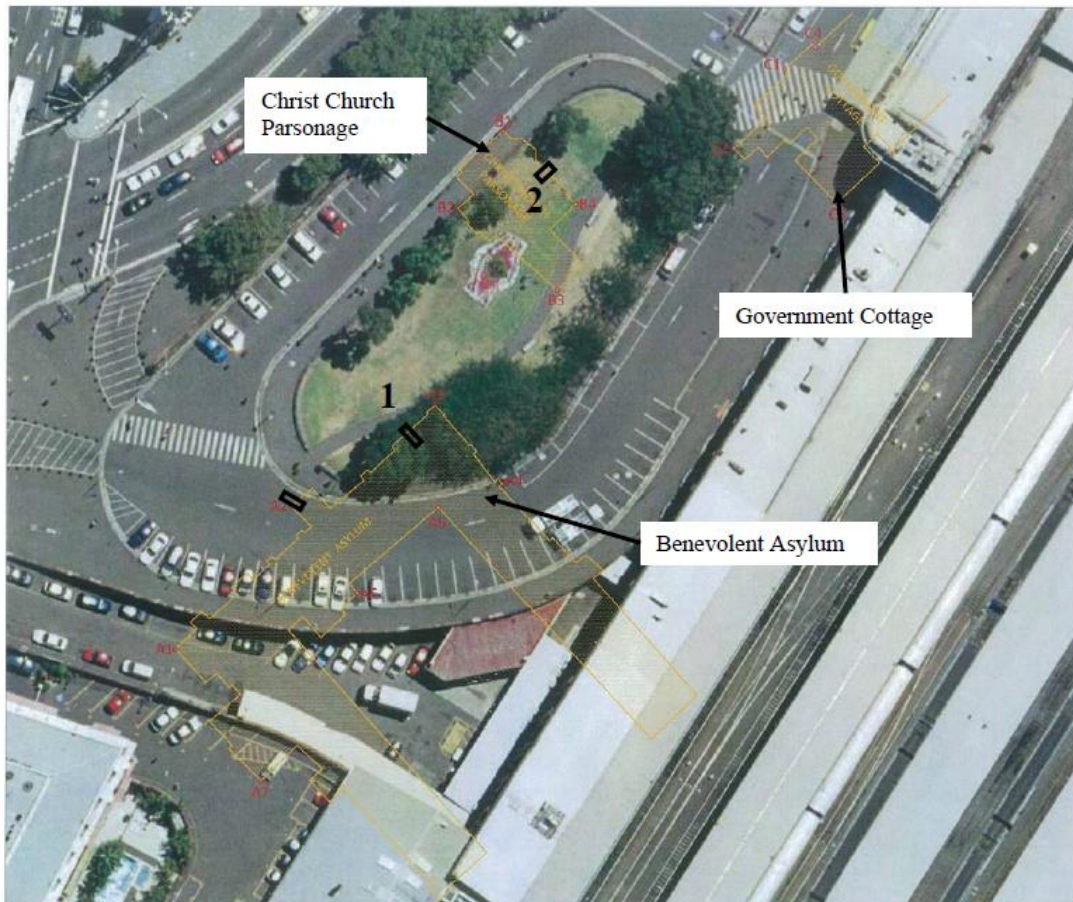
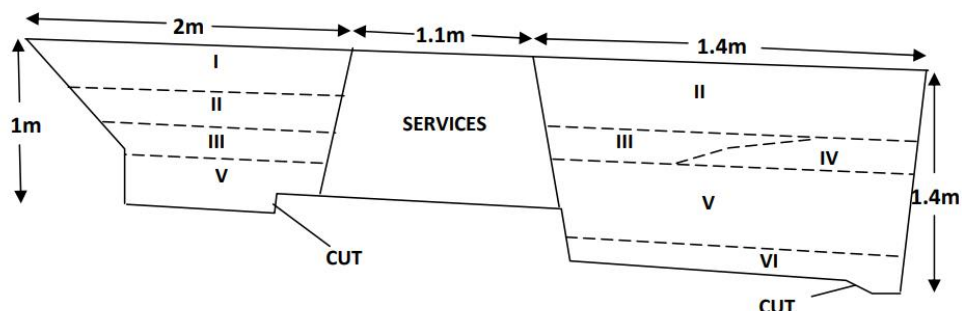


Figure 21: West facing section of trench 1, situated approximately 25 metres north of the current study area



| UNIT | THICKNESS | DESCRIPTION |
|------|-------------|---|
| I | 300mm | Topsoil: Soft, light brown, sandy loam with few inclusions. |
| II | 250mm-400mm | Topsoil: Soft, mid-brown, sandy loam with few inclusions. |
| III | 200mm | Fill: Friable, mid-yellowish brown, sandy clay with moderate demolition material inclusions. |
| IV | 200mm | Fill: Friable, light greyish brown, clayey sand with moderate demolition material inclusions. |
| V | 250mm-500mm | Fill: Loose, light brown, clayey sand with frequent demolition materials including sandstock brick debris. DEMOLITION FILL FROM ASYLUM. |
| VI | - | Subsoil: Soft, pale grey bleached sand. NATURAL SAND. |

4.4 Land use summary

European occupation of the study area has been divided into three general phases of historical activity, which are summarised below:

- Phase 1: Early European Settlement (1788 - 1820).
- Phase 2: Development of the Devonshire Street Cemetery, the Benevolent Society Asylum and surrounding buildings (1820 – 1906).
- Phase 3: The Former Inwards Parcels Shed and modern modifications (1906 – Present).

4.5 Assessment of archaeological potential

4.5.1 Phase 1: Early European Settlement (1788 – 1820)

There is no strong positive evidence that the study area was formally occupied by European settlement prior to the 1820s. Land clearing may have occurred throughout the area, as well as road building near to the study area with the development of the Parramatta Road in the late 1790s. Historical maps from 1807 indicate the presence of some structures in the general vicinity of the Brickfields (now Haymarket), although these structures are situated away from the current location of the Former Inward Parcels Shed.

Archaeological remains relating to this early phase of settlement would be largely ephemeral resources such as tree boles, informal field drains and isolated artefact deposits. Subsequent development in the study area would have entirely impacted any of these physical remains, as the ground surface has been reduced in elevation with the construction of the Former Inward Parcels Shed in 1906.

The archaeological potential for recovering remains related to this historical phase is considered **nil**.

4.5.2 Phase 2: Development of the Devonshire Street Cemetery, the Benevolent Society Asylum and surrounding buildings (1820 – 1906)

Mapping overlays show that the Benevolent Asylum building, constructed in 1820, may be partially located within the study area for this assessment. In addition, the study area is in a location associated with the former southern rear yards of the Asylum, located just to the north of the former alignment of Devonshire Street (now the Devonshire Street tunnel). The Benevolent Asylum (and outbuildings) were demolished from 1901 in order to provide room for the expansion of the Third Sydney Central Station.

The former Benevolent Asylum was known to be located a small elevation above the ground level of Pitt and George Streets (see Figure 5 and Figure 22 below). The current ground level for Ambulance Avenue (and roughly the current floor level for the Inward Parcel Office basement floor) is in parts lower than the current Lee and Pitt Street elevation level.

Figure 22: View of Benevolent Asylum from George Street (north-east aspect), 1871. Small rising elevation path visible behind entrance gate.



Excavations conducted by Casey and Lowe in 2009 showed that demolition rubble, which they ascribed to the former southern wing of the Benevolent Asylum main building, was located at a depth of up to 1 metre's depth. Clean natural sand (remnant basal Botany sand sheet) was identified at up to 1.3 metres depth.

Relative elevation levels indicate that this base unit of demolition fill was situated approximately 1 to 1.5 metres above the current elevation of Ambulance Avenue. Presuming that demolition fills would be broadly vertically correlated across the whole of its demolition footprint, this would situate the former footings of the building at an elevation currently above the ground level at Ambulance Avenue.

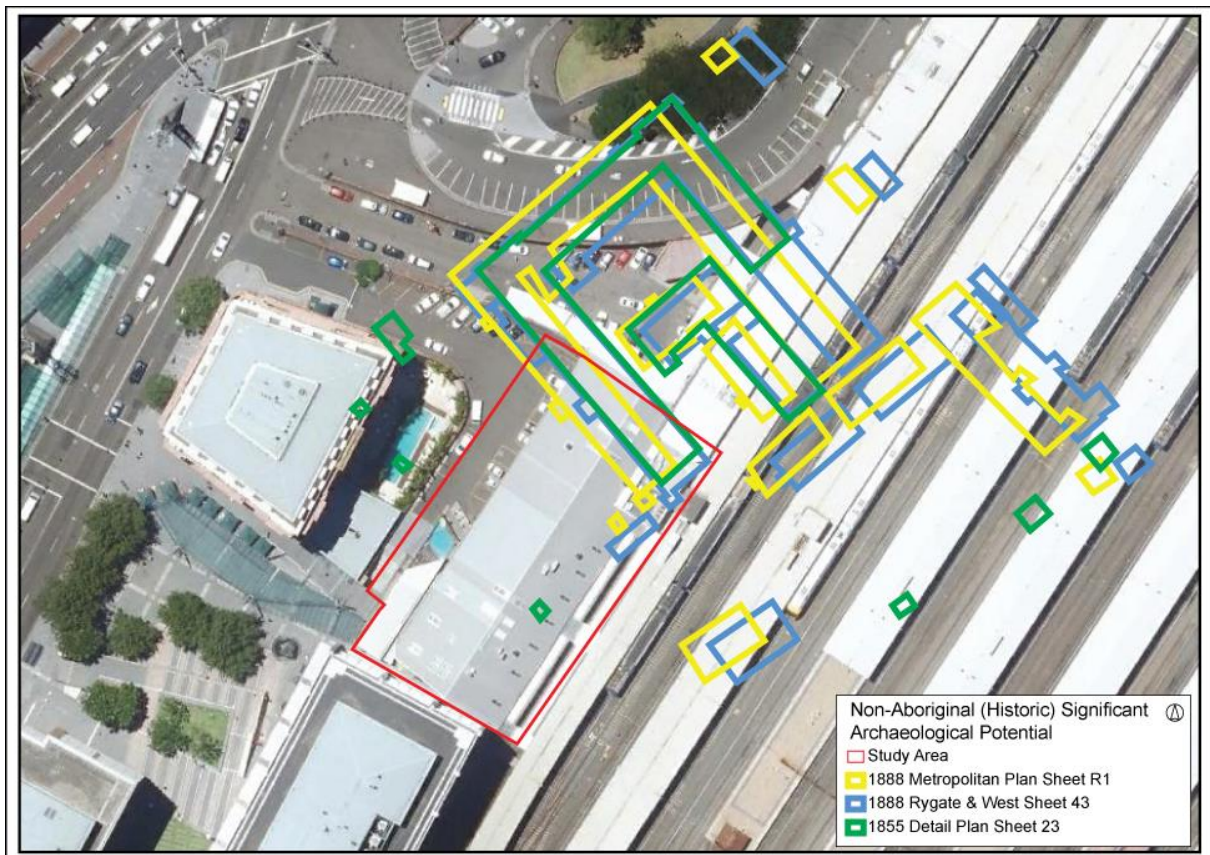
As such, the removal of ground in order to construct the basement and tunnels level of the Inward Parcels Office has likely removed all former buried remains of the former Benevolent Asylum main building. Ancillary structures visible on historic plans may however be evidence of former toilets or wells. These structures may contain deep archaeological deposits which may have survived construction and demolition activities during the development of the Inward Parcels Office in 1906. An overlay of several historic plans within the study area is provided in Figure 23.

Archaeological deposits that may be uncovered include intact wells, cisterns or privies may include discarded artefactual material, including historic glass, ceramic, bone, timber or building materials. These structures are also typically brick-lined buried structures as well.

Very deep deposits may include historic materials infilled during the operation of the Benevolent Asylum, however it is unlikely that these would have remained intact following the development of reticulated sewerage and water supply systems in Sydney from the mid-1800s onwards. However, if these structures existed, they would likely have been backfilled during demolition and excavation works involved in the construction of the Former Inwards Parcels Shed. Backfilled material would be likely related to early twentieth century discard deposits and infills.

As such, the potential to recover archaeological remains relating to former privies, wells, cisterns, which may be artefact bearing, would be **Nil to Low** within the study area.

Figure 23: Historical overlay of historical maps of the Benevolent Asylum and outbuildings.



4.5.3 Phase 3: The Inwards Parcels Shed and modern modifications (1906-present)

The demolition of the Benevolent Asylum within the study area was followed by ground excavation to construct the mail tunnels and parcel office basement. This involved excavation below the natural ground level. In addition, stormwater and other utility services have been developed below the ground level of the current parcel office basement. Apart from minor internal modifications to the structure, the buildings completed on site in 1906 are still in largely their original form and location.

Built structures constructed or modified within the study area during this phase would not be considered archaeological in nature. The potential to encounter archaeological remains related to this phase is considered **Nil**.

4.6 Assessment of archaeological significance

4.6.1 Introduction

This section assesses the heritage significance of the known or potential archaeological remains outlined in Section 4.5. As with other types of heritage items, archaeological remains should be managed in accordance with their significance. Assessing the heritage value of archaeological remains is complicated by the fact that their extent and nature is often unknown. Judgement must therefore be based on expected or potential attributes.

The *NSW Heritage Manual* provides the framework for the following significance assessment of the study area. These guidelines incorporate the aspects of cultural heritage value identified in the *Burra Charter* (Australia ICOMOS 2013). The Heritage Branch (now Heritage Division) has also issued the 2009 *Assessing Significance for Historical Archaeological Sites and 'Relics'*.⁴⁰ and the 1996 *Archaeological Assessment Guidelines*.⁴¹ The assessment of historical archaeological sites requires a specialised framework in order to consider the range of values of an archaeological site.

Archaeological significance assessments have only been prepared for those historical phases which potential archaeological remains have been identified.

4.6.2 Phase 2: Development of the Devonshire Street Cemetery, the Benevolent Society Asylum and surrounding buildings (1820 – 1906)

There is a Nil to Low potential to encounter deeply buried archaeological remains related to the former Benevolent Asylum within the study area. Deeply buried remains which may have survived the large degree of ground disturbance that was conducted prior to the construction of the Former Inward Parcels Shed would consist of outhouses, privies, wells or cisterns. If present however, it is likely that these former deep deposits would be largely infilled with early twentieth century backfill and rubbish artefactual materials. The potential for encountering artefactual materials that relate to the era before sewerage was developed in Sydney is considered low, and if present, would be located at the deepest portion of these buried structures.

Artefactual material related to the daily lives of the inhabitants of the Benevolent Asylum before 1850 may provide information on the daily consumption habits of the inhabitants, as well as the material wealth of the asylum during its early operation. The significance of artefactual remains within any outbuildings would be largely related however, to the intactness of the deposit. Due to the high degree of disturbance in the study area, intact artefactual remains would likely be of local significance if present, although highly intact and sealed deposits dating from the early period of the asylum may reach State significance.

4.7 Summary of areas of archaeological potential and significance

A summary of significant potential archaeological resources in the study area is provided in Table 2. The location of these resources is illustrated in

⁴⁰ NSW Heritage Branch 2009

⁴¹ NSW Heritage Office 1996: 25 – 27

Figure 24.

Table 2: Summary of significant potential archaeological deposits at Central Station

| Phase | Potential archaeological remains | Potential | Significance |
|----------------------------------|---|-------------------|-----------------------|
| Phase 2 (1820 – 1906) | Artefactual deposits (glass, ceramic, bone, timber, plant remains) related to early privies, cisterns or wells associated with the pre-1850s operation of the Benevolent Asylum | Nil to Low | Local to State |

Figure 24: Areas of significant potential for non-Aboriginal archaeological remains within the study area



5.0 ABORIGINAL ARCHAEOLOGICAL POTENTIAL

5.1 Aboriginal archaeological sensitivity

The history of the study area since European settlement indicates that a very high degree of ground disturbance has taken place. While originally the study area was located within the “sand hills” on the outer margin of the early colony of Sydney, subsequent development of Pitt Street, George Street and the Benevolent Asylum has likely resulted in the widespread modification of the local ground level.

The construction of the third Central Station, with the deep ground excavation undertaken for the construction of the Inward Parcels Office basement and tunnels, would have likely removed any remnant intact original soil surfaces within the study area.

Excavations conducted by Casey and Lowe in 2009 in the Western Forecourt of Central Station (approximately 25 metres to the north of the study area), 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.

No AHIMS registered sites were identified within, or near to the study area. Due to the history of deep ground disturbance within the study area 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 study area.

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 Conclusions

The non-Aboriginal archaeological assessment concluded that:

- There is a Nil to Low potential that significant archaeological remains are present within the study area.
- Any intact remains situated below the existing basement and tunnels of the Former Inwards Parcels Shed would likely only consist of heavily truncated deep archaeological remains, such as former privies, wells or cisterns.

The Aboriginal archaeological assessment concluded that:

- There are no sites listed on the AHIMS register located within the study area
- Former ground excavation within the study area has removed all original ground surfaces down to significant depth
- There are no Aboriginal heritage constraints for future development within the study area.

6.2 Recommendations

During construction works, it is recommended that:

- An Unexpected Finds Policy is developed in the unlikely event that deep non-Aboriginal archaeological deposits (such as former privies, wells or cisterns) are identified during ground disturbing works
- All relevant staff, contractors and subcontractors should be made aware of their statutory obligations for heritage under NSW *National Parks and Wildlife Act 1974*, NSW *Heritage Act 1977* and best practice as outlined in The Burra Charter 2013. This may be implemented as a heritage induction.
- In the unlikely event that any Aboriginal objects, relics or skeletal material are identified in the study area during proposed works, all works in the area should cease. The area should be cordoned off and contact made with a suitably qualified archaeologist so that the archaeological remains can be adequately reported, assessed and managed.

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