OCP ARCHITECTS

SYDNEY METRO CITY & SOUTHWEST
VICTORIA CROSS OVER STATION DEVELOPMENT

HERITAGE INTERPRETATION STRATEGY

FOR: Lendlease
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Cover Image

View north along Miller Street showing the MLC Building from Victoria Cross intersection.
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1   INTRODUCTION

1.1   INTRODUCTION

This report has been prepared to accompany a detailed State Significant Development (SSD) development application (DA) for a commercial mixed-use Over Station Development (OSD) above the new Sydney Metro Victoria Cross Station. The detailed SSD DA is consistent with the Concept Approval (SSD 17_8874) granted for the maximum building envelope on the site, as proposed to be modified.

The Minister for Planning, or their delegate, is the consent authority for the SSD DA and this application is lodged with the NSW Department of Planning, Industry and Environment (NSW DPIE) for assessment.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 6 May 2019. Specifically, this report has been prepared to respond to the following SEARs:

> *9. Heritage*
>
> *The EIS shall:*
>
> *include a detailed Heritage Impact Statement that identifies and addresses the extent of heritage impact of the proposal on the surrounding heritage items including the listed MLC Building and the Rag and Famish Hotel.*

This report has also been prepared in response to the following condition of consent for the State Significant Development Concept (SSD 8874) for the OSD:

> *HERITAGE IMPACT ASSESSMENT*
>
> B4.   *Future detailed development application(s) shall include a detailed Heritage Impact Assessment and Heritage Interpretation Strategy for the proposed works, prepared in consultation with the Heritage Council of NSW. The Heritage Impact Assessment must address the recommendations of the concept stage Heritage Impact Assessment dated 15 May 2018 prepared by OCP Architects.*

The detailed SSD DA seeks development consent for:

- Construction of a new commercial office tower with a maximum building height of RL 230 or 168 metres (approximately 42 storeys).
- The commercial tower includes a maximum GFA of approximately 61,500sqm, excluding floor space approved in the CSSI
- Integration with the approved CSSI proposal including though not limited to:
    - Structures, mechanical and electronic systems, and services; and
    - Vertical transfers;
- Use of spaces within the CSSI 'metro box' building envelope for the purposes of:
    - Retail tenancies;
    - Commercial office lobbies and space;
    - 161 car parking spaces within the basement for the purposes of the commercial office and retail use;
    - End of trip facilities; and
    - Loading and services access.

- Utilities and services provision.
- Signage locations (building identification signs).
- Stratum subdivision (staged).

1.2   THE SITE

The site is generally described as 155-167 Miller Street, 181 Miller Street, 187-189 Miller Street, and part of 65 Berry Street, North Sydney (the site). The site occupies various addresses/allotments and is legally described as follows:

- 155-167 Miller Street (SP 35644) (which incorporates lots 40 and 41 of Strata Plan 81092 and lots 37, 38 and 39 of Strata Plan 79612)
- 181 Miller Street (Lot 15/DP 69345, Lot 1 & 2/DP 123056, Lot 10/DP 70667)
- 187 Miller Street (Lot A/DP 160018)
- 189 Miller Street (Lot 1/DP 633088)
- Formerly part 65 Berry Street (Lot 1/DP 1230458)

Figure 1-1 – Site Aerial.

1.3   SYDNEY METRO DESCRIPTION

Sydney Metro is Australia's biggest public transport project. Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new metro railway stations underground at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new metro platforms under Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train

every two minutes in each direction under the Sydney city centre. The Sydney Metro project is illustrated in the Figure below.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure project (reference SSI 15_7400) (CSSI Approval). The terms of the CSSI Approval includes all works required to construct the Sydney Metro Victoria Cross Station, including the demolition of existing buildings and structures on both sites. The CSSI Approval also includes construction of below and above ground improvements with the metro station structure for appropriate integration with the OSD.

With regards to CSSI related works, any changes to the "metro box envelope" and public domain will be pursued in satisfaction of the CSSI conditions of approval and do not form part of the scope of the detailed SSD DA for the OSD. A separate interpretation Strategy will be prepared for the Victoria Cross site in fulfilment of the conditions of consent for the CSSI Approval for the construction of the Metro Station.
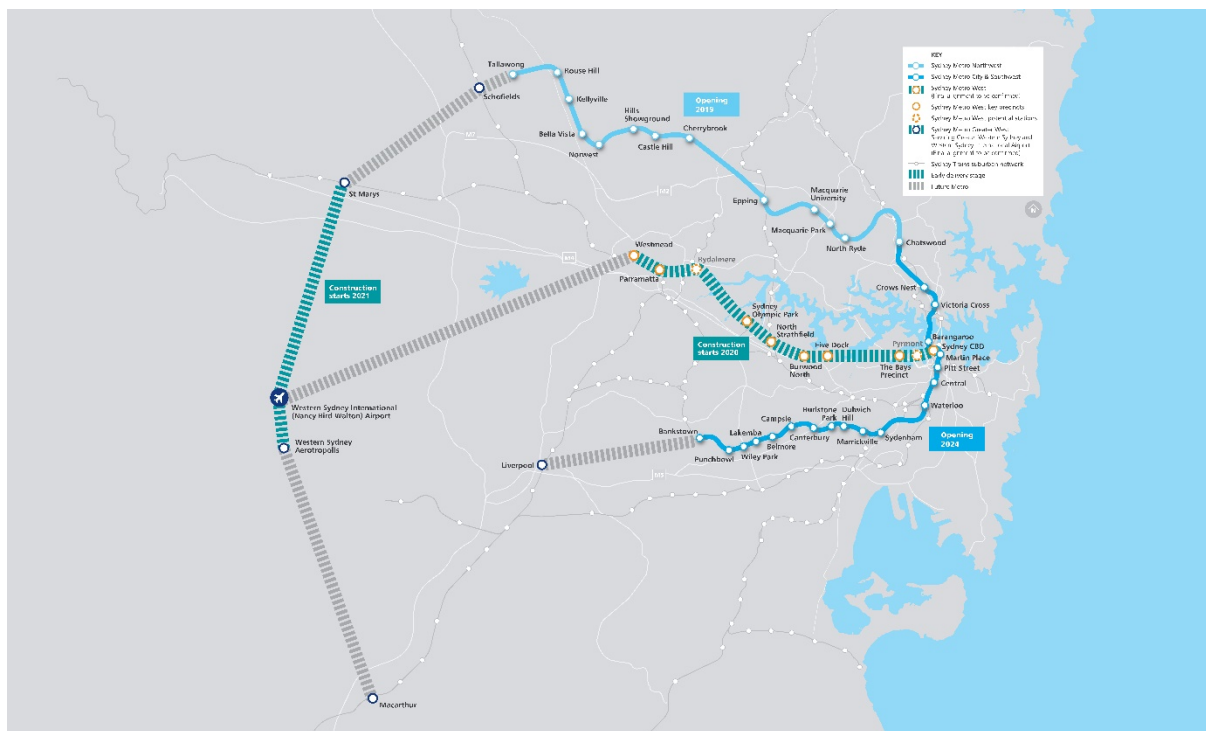
Figure 1-2 - Sydney Metro Alignment Map. Source: Sydney Metro.

1.4   PURPOSE OF THIS INTERPRETATION STRATEGY

OCP Architects have been engaged by Lendlease to prepare this Heritage Interpretation Strategy for the Victoria Cross Over Station Development, North Sydney, which will be used to inform the subsequent development of the specific Heritage Interpretation Plan for this site. The preparation of this document reflects the commitment of Sydney Metro and Lendlease to adopt a best practice approach to the provision of heritage interpretation at this site.

The purpose of this Interpretation Strategy is to outline options for how the heritage values of the site are to be communicated by interpretive media to the future owners, visitors, commuters and to the public in general.

The key aim of heritage interpretation would be to connect the contemporary experience of commuters and visitors with the diverse heritage of the site within the North Sydney Centre by:

- Exposing the historic layers of place to the public view

- Explicitly embedding the past in the present through design

- Harnessing public interest to promote active engagement

- Providing a catalyst for realisation and conversation

- Facilitating meaningful community engagement with the project

- Highlighting heritage as a centrepiece in its own right

Provision of interpretation is a 'value added' method of enriching visitor experiences and developing Victoria Cross as a destination in its own right, encouraging return visits. This strategy will recommend historical themes and the options for interpretive media to be selected for use in conjunction with a future Interpretation Plan.

The principles guiding the approach to development of interpretive media are described in Section 5 of this document.

1.5   METHODOLOGY

This Interpretation Strategy for the Victoria Cross OSD has been prepared in accordance with:

- NSW Heritage Manual, the NSW Heritage Office's *Interpreting Heritage Places and Items: Guidelines* (August 2005), and the NSW Heritage Council's *Heritage Interpretation Policy*. These documents present a series of principles to guide the interpretation of a place. These principles guide this interpretation strategy.
- Methodology of Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter), 2013
- Draft *Sydney Metro City & Southwest Heritage Interpretation Strategy*, which provides an overarching interpretation strategy to guide the future development of the subsequent place specific interpretation plans.
- *Sydney Metro City & Southwest Heritage Interpretation Plan*, 4 May 2017, which comments on the conditions of consent in relation to interpretation of the overall Sydney Metro City & Southwest project and outlines issues relating to adoption of a staged approach

1.5.1 HERITAGE INTERPRETATION POLICY STATEMENT

The following Heritage Interpretation Policy Statement has been endorsed by the Heritage Council of NSW:

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

1.5.2 BEST PRACTICE FOR INTERPRETATION

The NSW Heritage Office *Interpreting Heritage Places and Items: Guidelines* describes 'The Ingredients for Best Practice' as follows:

- INGREDIENT 1: INTERPRETATION, PEOPLE AND CULTURE

Respect for the special connections between people and items.

- INGREDIENT 2: HERITAGE SIGNIFICANCE & SITE ANALYSIS

Understand the item and convey its significance.

- INGREDIENT 3: RECORDS AND RESEARCH

Use existing records of the item, research additional information, and make these publicly available (subject to security and cultural protocols).

- INGREDIENT 4: AUDIENCES

Explore, respect and respond to the identified audience.

- INGREDIENT 5: THEMES

Make reasoned choices about themes, stories and strategies.

- INGREDIENT 6: ENGAGING THE AUDIENCE

Stimulate thought and dialogue, provoke response and enhance understanding.

- INGREDIENT 7: CONTEXT

Research the physical, historical, spiritual and contemporary context of the item, including related items, and respect local amenity and culture.

- INGREDIENT 8: AUTHENTICITY, AMBIENCE AND SUSTAINABILITY

Develop interpretation methods and media which sustain the significance of the items, its character and authenticity.

- INGREDIENT 9: CONSERVATION PLANNING AND WORKS

Integrate interpretation in conservation planning, and in all stages of a conservation project.

- INGREDIENT 10: MAINTENANCE, EVALUATION AND REVIEW

Include interpretation in the ongoing management of an item; provide for regular maintenance, evaluation and review.

- INGREDIENT 11: SKILLS & KNOWLEDGE

Involve people with relevant skills, knowledge and experience.

- INGREDIENT 12: COLLABORATION

Collaborate with organisations and the local community.

1.6 LIMITATIONS

This Interpretation Strategy has been prepared in satisfaction of the conditions of consent for the maximum building envelope for the Victoria Cross Over Station Development (SSD 8874) and therefore, relates to interpretation measures for the tower component of the integrated station development only.

A separate Interpretation Strategy and subsequent Interpretation Plan will be prepared for the Victoria Cross Metro Station site as a whole in satisfaction of the conditions of consent for the CSSI. The findings of this Interpretation Strategy should be incorporated into the Interpretation Strategy for the Victoria Cross Metro Station site to facilitate a consolidated approach to the interpretation of the site.

In addition, this report relates to the European built heritage of the site and North Sydney area only. Aboriginal cultural heritage will be addressed as part of the development of the Interpretation Strategy for the Victoria Cross Metro Station site in satisfaction of the conditions of consent for the CSSI.

The preparation of an Interpretation Strategy constitutes the first stage in the development of an Interpretation Plan for the site. This staged process facilitates a collaborative approach with relevant stakeholders in accordance with best practice.

The historical background has informed the general themes of this Interpretation Strategy, however further information, images and themes may arise during the development of the Interpretation Plan.

The use of any images is subject to obtaining permission from the copyright holder. If images containing Aboriginal people are used, permission is also required from the individual, their family or relevant traditional custodians.

2   PURPOSE AND BENEFITS OF INTERPRETATION

2.1   THE PURPOSE OF INTERPRETATION

The Burra Charter defines interpretation as "all the ways of presenting the *cultural significance* of a *place*", and it may be a combination of the treatment of fabric; the use of and activities at the place; and the use of introduced explanatory material.[1]

The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter, 2013) states the following:

> *The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretation should enhance understanding and engagement, and be culturally appropriate.[2]*

The goal of interpretation is to communicate the heritage values of a place in clear and unambiguous ways, by enhancing the public understanding and appreciation of the history and significance of the site. In preparing this Interpretation Strategy, an emphasis has been placed on ensuring that interpretive messages are simple and reflect the heritage significance of the place.

2.2   THE BENEFITS OF INTERPRETATION

The principal benefits of providing interpretation for visitors are:

- Interpretation helps to meet the increasing demand for more educational and informative visitor experiences.

- Interpretation provides interesting and memorable experiences that provide visitor satisfaction, positive word-of-mouth advertising and promote repeat visits.

- Interpretation encourages visitors to care about the places they visit.

- Interpretation can help to minimise environmental and cultural damage by explaining the impacts of various actions and suggesting appropriate alternatives.

- Interpretation can act as a substitute experience for:
  - fragile places or places that are difficult to access; or
  - topics that cannot be experienced directly (e.g. historical themes).

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[1]   The Burra Charter, 2013, Article 1.17. Definitions
[2]   The Burra Charter, 2013, Article 25. Interpretation

3   HISTORICAL CONTEXT

The historical outline provided below has been summarised from the history provided in the Heritage Impact Assessment report prepared by OCP Architects Pty Ltd for the Concept SSDA which was approved on 18 December 2018 [SSD 17_8874]. The information contained in sections 3.1 – 3.3 and 3.5 below was obtained from the North Sydney entry of the Dictionary of Sydney written by Leonie Mason in 2010.[3]

3.1   EARLY DEVELOPMENT

The area that is now known as North Sydney had been identified as an eligible site for a township as early as 1828 as land that had not yet been disposed of in various land grants. By 1838, the basic road structure of the town centre was established on a traditional 10-chain grid, with Berry, Mount, Blue and Lavender streets running east-west and Miller and Walker streets running north-south.

The initial site for the township (now the commercial centre of North Sydney) was a rectangular shaped parcel of Crown land located to the north of Hulk Bay (later renamed Lavender Bay). In 1838, 48 half-acre building allotments in three sections were offered for purchase by application.

The township was named St Leonards and was formally gazetted in 1838. The present name of North Sydney was adopted by the alderman of the newly consolidated borough in 1890. Although there was a strong sentiment attached to the name St Leonards, Alderman Clark proposed the name North Sydney, arguing that it would give the new borough more prestige if they wanted to borrow more money.[4]

The occasional sale of Crown lots from 1843 extended the development of the St Leonards township, particularly to the north and north-east of the St Leonards Reserve. Subdivisions in the late 1850s and 1860s anticipated a boom period and provided allotments of various sizes, encouraging the building of cottages and terraces as well as villas and mansions.

St Leonards Park, originally envisaged by Mitchell in his 1828 plan of the township, was designed and planned by Alderman William Tunks. The area bordering the park, south from Ridge Street to Berry Street between Miller and Alfred streets developed as an upper-middle-class neighbourhood. Here prominent businessmen, parliamentarians and doctors built grand Victorian and Federation houses on large blocks. Many of these houses were demolished from the 1960s onwards, however some remain on the northern end of Walker Street and in Ridge Street overlooking St Leonards Park, and within the school grounds of Monte Sant' Angelo Mercy College and Wenona.

Churches were established in the area during the 1840s and 1850s with the first St Thomas's Church being constructed in 1843 (rebuilt in 1884), the construction of St Mary's in 1856 and St Peter's Presbyterian Church in 1844 (rebuilt 1866).

[3] Masson, Leonie, North Sydney, Dictionary of Sydney, 2010, http://dictionaryofsydney.org/entry/north_sydney, accessed 07 May 2019
[4] John Griffin, North Sydney Diamond Jubilee Souvenir & Programme, North Sydney Municipal Council, North Sydney, 1928, p 33, as cited in Masson, Leonie, North Sydney, Dictionary of Sydney.

Figure 3-1 - 1860s photograph of North Sydney looking towards Mount and Miller Streets, taken by Dr Robert Ward. Source: North Sydney Council, Picturing North Sydney Collection, File 000/000154.) (Copyright – Mitchell Library).

The Borough of St Leonards was formalised in 1869 with the establishment of local government to administer the township and providing utilities and services such as gas, water, roads, garbage collection, sewage and sanitation. The boroughs of East St Leonards, St Leonards and Victoria were amalgamated to form North Sydney Council in 1890.

North Sydney Superior Public School, which later became the Greenwood Hotel, was established 1878 on Miller and Blue Streets and expanded over time to service the rapidly growing population of the area. A number of religious schools, including Monte Sant' Angelo Convent (Miller Street), SCEGS Shore (Blue Street) and Wenona School (Walker Street) were established before the end of the 19th Century.

During the mid-1880s, the intersection of Miller and Mount Streets and Lane Cove Road (later known as the Pacific Highway) was the commercial and civic centre of the township. This intersection was later referred to as Victoria Cross. Development of the town centre was further boosted by the construction of the cable tramway between Miller Street and the ferry wharf at Milsons Point, via Miller and Alfred Streets. During this period, North Sydney saw the development of banks, public buildings and shops in the civic precinct. The Post Office, Court House and Police Station complex, designed by government architect James Barnett were opened in 1886.

During the 1880s, the population of the township consisted of a mixture of professional and commercial people, skilled tradesmen and labourers. The medical fraternity established itself around Miller Street between Berry and Ridge Streets and this are became known as the 'Macquarie Street of the North Shore'.

Figure 3-2 - Crowds lining Miller Street for the opening of the new cable tram, 22 May 1886. Source: Stanton Library Call No LH REF PF2928. (Copyright held by Stanton Library)

Figure 3-3 – c.1887 Map of St Leonards showing the subject site on the corner of Miller and Berry Streets, and the historic tram route along Miller Street. Source: National Library of Australia, Call No. MAP RM 4458 http://nla.gov.au/nla.obj-232482086/view. (out of copyright)
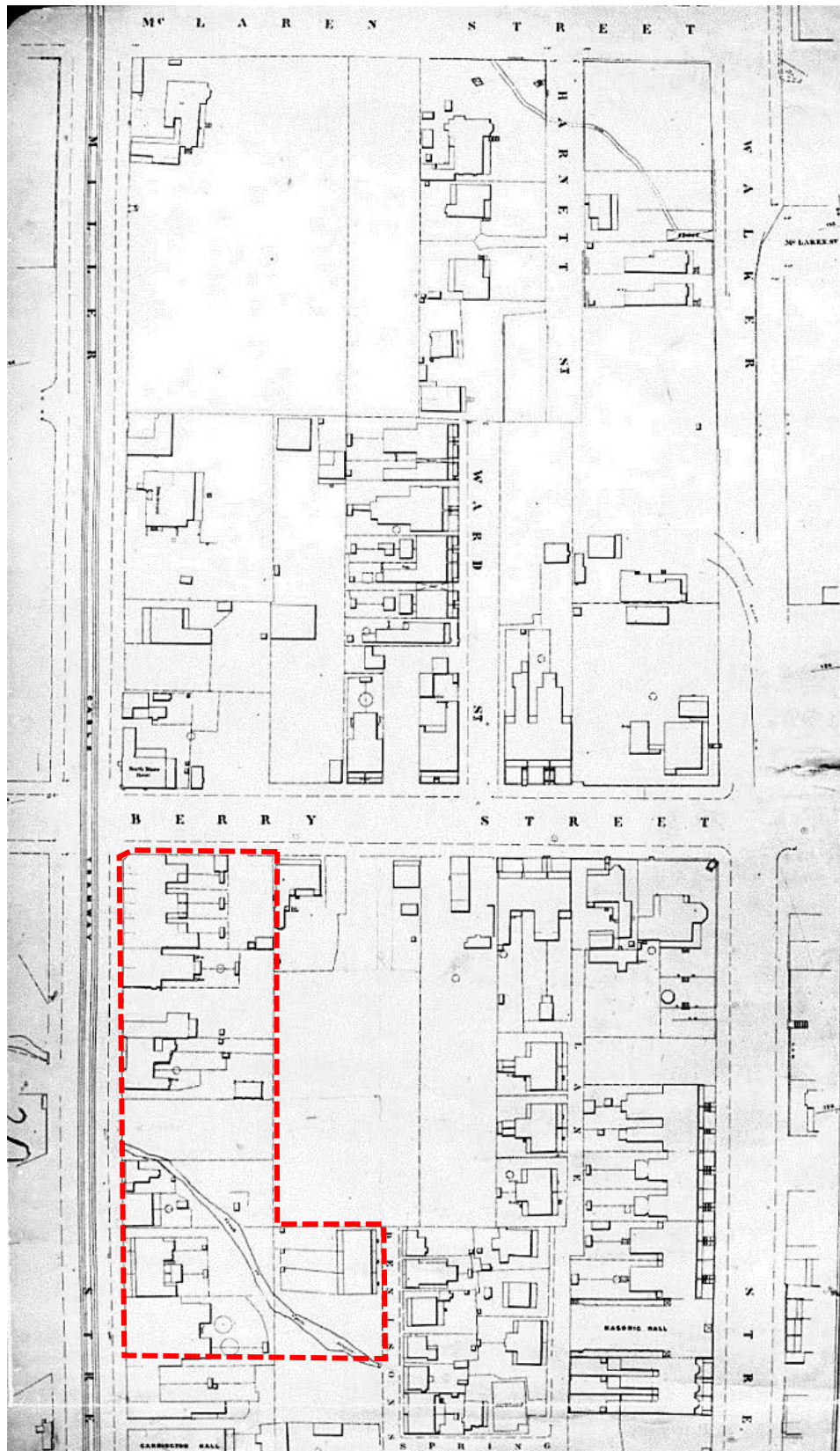
Figure 3-4 - Detail of 1890s Block Plan of North Sydney, showing the tramway along Miller Street and development in the town centre between Miller, Berry, McLaren and Walker Streets. The study area is outlined in red.

Source: Sydney Water Board Maps, Stanton Library File MF2990029, dated 4 February 1892

Figure 3-5 - View north along Miller Street from the intersection of Miller and Mount Streets, c.1890, showing the former tramway and shops fronting Miller Street. Source: Stanton Library LH REF PF802 (Copyright held by Mitchell Library).

3.2   THE RAG & FAMISH HOTEL

The original hotel was constructed in the early 1860s as the 'Sailor's Return' on the corner of Miller and Berry Streets in the township of St Leonards. The original hotel was a single storey brick building with a hipped roof and dormer windows. The Hotel was acquired by Charles Buillvant in 1866 who renamed the hotel the "Rag and Famish".

Following its purchase by Thomas Casey in 1873, the hotel was renamed "North Shore Hotel". In 1890, the original hotel was destroyed, possibly as a result of a fire. Casey rebuilt the hotel in 1892 with "The North Shore Hotel" displayed across the building's parapet.

The Hotel was leased to Tooth and Company in the 1920s and was renamed the "Northern Star". In 1982, the hotel was restored and renamed "Rag and Famish".

Figure 3-6 - The original Rag & Famish Hotel building, undated. The photograph as likely taken after 1866 as the hotel had already been re-named. Source: Stanton Library LH REF PF 3682 (Copyright held by Stanton Library).

Figure 3-7 – Ground floor plan of the rag and Famish hotel in 1916 showing proposed alterations to the hotel. Source: State Archives NRS-9590-1-[Plan62918]-[312].

Figure 3-8 – View north along Miller Street in 1971 showing the Rag & Famish Hotel, painted green at the time, the row of Victorian shops at 187-197 Miller Street, and multi-storey commercial buildings under construction. Source: Stanton Library call number LH REF CT 1/27 (Copyright held by Stanton Library).

3.3   NORTH SYDNEY IN THE EARLY 20TH CENTURY

North Sydney Boys' and Girls' High Schools were established in 1912 and 1914, which was followed by the establishment of North Sydney Demonstration School in 1932.

In approximately 1912, the Coliseum Theatre was built on the site of the cable tram winding sheds on Miller and Ridge Streets. The site was later subdivided and became the Union De Luxe Cinema and Independent Theatre in the 1930s. In 1926, the town hall was relocated to the heart of North Sydney, taking over Dr Capper's Federation House on the corner of Miller and McLaren Streets.

With the onset of the Great Depression and the construction of the Sydney Harbour Bridge in 1932, building activity stalled. Land values dropped and the population levels remained static. As part of the construction of the Harbour Bridge, the railway line was able to be extended from the city to the North Shore, providing greater connection between North Sydney and the rest of the city.

Lane Cove Road was extended to the Bradfield Highway and the Harbour Bridge, resulting in the resumption and demolition of Junction Street and the North Sydney Methodist Church on the Blue Street Intersection. The road was widened and renamed the Pacific Highway in 1932 which lead to the formation of the Victoria Cross intersection, a name chosen as a result of a public competition held in 1939.

Figure 3-9 - View of the almost completed Sydney Harbour Bridge from the North Sydney Post Office, 5 May 1931. Source: State Archives ref 12685_a007_a00704_8732000008r.

3.3   NORTH SYDNEY IN THE EARLY 20TH CENTURY

Figure 3-10 - View along the newly formed Pacific Highway in 1932 from the roof of the Post Office. Source: Stanton Library LH REF PF745. (Copyright held by Mitchell Library).

Figure 3-11 - North Sydney Station in 1932. Source: State Archives ref 12685_a00704_8723000186r.

Development after the depression mainly consisted of rebuilding. Art Deco Style Hotels including the Albert, Federal and Union Hotels were reconstructed in the late 1930s. Garages and new public buildings were constructed in place of earlier buildings. Large Federation and Victorian houses were converted into boarding houses, with verandahs and balconies enclosed to provide additional bed sitting accommodation. Servants' quarters were converted into flats. Despite this, the population of the area declined after the Second World War.

Figure 3-12 – View south along Miller Street towards the Post Office (right) and the MLC Building (left) in the 1950s. Source: Stanton Library LH REF TRAM 67. (Copyright held by Sydney Tramway Museum)

3.4   MLC BUILDING

The expansion of the Mutual Life and Citizens Assurance Company (MLC Limited) after the Second World War led to the development of a series of buildings that were to be designed in order to be "distinctly recognisable as being owned by MLC".[5]

Planning for the series of buildings started in 1952 and 1953 saw the first of the 'modern' Bates Smart & McCutcheon (BSM) designed MLC buildings with the International Style MLC Building in Geelong. This was quickly followed by a succession of similar buildings, the epitome of which was the North Sydney MLC Building. [6]

The MLC Building on Miller Street in North Sydney was constructed in 1957 to the design of Bates Smart and McCutcheon. The building, which is now 60 years old, was the first high-rise office block in North Sydney and was the largest building in North Sydney for many years after its construction. The curtain wall, a thin aluminium framed glass skin, represents the highest level of innovation in construction technology of the time, which was coupled with the emerging modern rationalised open-plan office environment.[7] The MLC Building was also Australia's biggest building at the time with the biggest air-conditioning system and its own power plant. It also included the first of the MLC weather beacons that became a signature of the buildings and led the way for future weather systems that now appear on many buildings.

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[5] Montagnana-Wallace, V.; Blackledge, J. & Hatton, K. (2012). *MLC*. Thornbury, Vic: Bounce Books, as cited in *Background Information, Former MLC Building, 161 London Circuit*, prepared by the ACT Heritage Council, June 2015.

[6] ACT Heritage Council, June 2015. *Background Information, Former MLC Building, 161 London Circuit.* Accessed 12 September 2016 from http://www.environment.act.gov.au/__data/assets/pdf_file/0005/663926/Former-MLC-Building,-Block-1-Section-14-CITY-Background-Information.pdf

[7] Bates Smart Journal / Mar-April 2012, 'MLC Building, North Sydney'. Accessed April 2019 from the Bates Smart website; https://www.batessmart.com/2012/mar-apr/bates-smart-timeline/

Figure 3-13 - The MLC Building in 1957. Source: The Face of North Sydney photo archives, LH REF PF1679. (Copyright - Max Dupain & Associates)

Figure 3-14 – View of the MLC Building in 1957 in the context of the North Sydney centre and the Harbour Bridge in the distance. Source: The Face of North Sydney photo archives, LH REF PF1678. (Copyright - Max Dupain & Associates).

Figure 3-15 – Interior view of a vacant floor within the MLC Building in 1957. Source: Stanton Library, LH REF PF1357/11. (Copyright unknown - not held by Stanton Library)

Revolutionary at the time, the building used a lightweight construction system that used prefabricated sections that could be dry-connected in a modular system, allowing the building to be quickly and economically erected. This paved the way for a series of buildings across Australia based on the same design. MLC buildings were erected in Geelong (1953), Ballarat (1954), Brisbane (1955, extended in 1959), Wollongong (1956), Adelaide (1957), North Sydney (1957), Newcastle (1957), Perth (1959), Shepparton (1959), and Canberra (1958, extended 1963).[8]

The North Sydney MLC Building was recently refurbished to upgrade its corporate attractiveness. Bates Smart were involved in the works which included all aspects of the curtain wall: exterior cleaning, waterproofing, internal finish and venetians, all base building elements of the typical floors and the Miller Street retail concourse upgrade.

3.5   NORTH SYDNEY IN THE POST WAR PERIOD AND LATE 20TH CENTURY

The relatively lower cost of land in the area (compared with the Sydney Central Business District) attracted several large companies to build their headquarters in North Sydney, including the Headquarters of the Mutual Life and Citizens Assurance Company (MLC Limited).

During the building boom of the 1960s, North Sydney was promoted as the twin city to Sydney CBD. The construction of the Warringah Expressway which opened in 1968 resulted in the demolition of approximately 500 houses and shops. Between 1968 and 1973, the construction of commercial office buildings in North Sydney was valued at approximately 138 million dollars which lead to the State Planning Commission putting a limit on further growth in 1973. These developments had attracted insurance, advertising, computing and banking businesses to North Sydney.

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[8] ACT Heritage Council, June 2015. *Background Information, Former MLC Building, 161 London Circuit.* Accessed 12 September 2016 from http://www.environment.act.gov.au/__data/assets/pdf_file/0005/663926/Former-MLC-Building,-Block-1-Section-14-CITY-Background-Information.pdf

Development boomed again during the 1980s, replacing Victorian and Federation buildings within the old shopping centre with commercial office buildings where companies such as Phillips, Sabemo, NRMA, Transfield and Ampol established headquarters in the area.

The late 20th Century building boom in North Sydney led to the destruction of much of the 19th Century township with Victorian and Federation shops, terraces, houses and public buildings disappearing from the streetscape. A number of resident action groups were formed as a result of the increasing dissatisfaction with the extent of development and loss of amenity and heritage. In the 1980 local government election, two thirds of North Sydney Council was replaced and Ted Mack was elected Mayor. This was followed by a period of re-assessment of planning controls to take into account the needs of residents alongside the large labour force working within the suburb. Much of the development carried out during the latter part of the twentieth century contributed to the formation of the character of the suburb today as an important commercial centre and business district within the Sydney region.

Figure 3-16 – View north along Miller Street in 1990. Source: Stanton Library LH REF PF1125/11. (Copyright held by Stanton Library)

1.1   RECENT DEVELOPMENT OF THE SITE

The subject site is comprised of numerous allotments from 155 – 189 Miller Street (as well as part of former lot 65 Berry Street) within North Sydney. The site, which has formed part of the commercial core of North Sydney since the establishment of the township of St Leonards in the 1840s, has been subject to numerous phases of development, including the large-scale commercial redevelopment in the late 20th Century.

In January 2017, the Minister for Planning approved the Sydney Metro City & Southwest – Chatswood to Sydenham Infrastructure project which involves the construction of a new standalone rail network connecting northwest and southwest Sydney through the Sydney CBD with 31 metro stations, including Victoria Cross. The Approval for the construction of the Sydney Metro City & Southwest includes all works required to construct the Metro stations, including the demolition of existing buildings and structures on the subject site.

Prior to the commencement of construction of Victoria Cross Station, the subject site comprised two mid-rise office towers constructed during the 1970s and 1980s, a two storey shop constructed in the Victorian era, and a two storey Tower Square Shopping Centre. These buildings are shown in Figure 3-17 and Figure 3-18 below.

Figure 3-17 - View looking north along Miller Street in 2016, prior to the commencement of demolition works, showing Tower Square on the southern end of the subject site and the mid-rise commercial office building at 181 Miller Street. Source: OCP Architects, 2016

Figure 3-18 - View of the subject site in 2016, prior to the commencement of demolition works, showing the Victorian Shop at 187 Miller Street. Source: OCP Architects, 2016

4   HERITAGE MANAGEMENT FRAMEWORK

4.1   HERITAGE ITEMS

The subject site is located within the vicinity of numerous statutory listed heritage items on the State Heritage Register (SHR) under the *Heritage Act* 1977 and the *North Sydney Local Environmental Plan 2013*. These items are identified in the table below.

The subject site also contains an item of local heritage significance, referred to below as the shop at 187 Miller Street. While the shop at 187 Miller Street is recorded as a heritage item on the NSLEP 2013, the building has been demolished in accordance with the CSSI Approval for the construction of the Sydney Metro City & Southwest.

Table 1: List of heritage items in the vicinity of the subject site.

Item name	Address	Significance	Item No. (NSLEP 2013)	SHR listing No.
Shop*	187 Miller Street	Local	I0898	N/A
The Rag & Famish Hotel	199 Miller Street	Local	I0901	N/A
MLC Building	105-153 Miller Street	Local	I0893	N/A
Commercial Building	201 Miller Street	Local	I0904	N/A
Monte Sant Angelo Group	128 Miller Street Lots 1-8, DP 262534	Local	I0894 I0895 I0896 I0897	N/A
North Sydney Post Office and Court House (former Police Station)	92-94 Pacific Highway	State	I0953	01417
Former Bank of NSW	51 Mount Street	Local	I0919	N/A
Façade of S. Thompson Building (No 67A)	67-69 Mount Street	Local	I0920	N/A
House	67-69 Mount Street	Local	I0921	N/A
Former Fire Station	86 Walker Street	Local	I0983	N/A
Greenwood (Former North Sydney Technical High School)	101-103 Miller Street or 36 Blue Street	State	I0892	00517
Telephone Exchange	1 Wheeler Lane	Local	I1030	N/A
St Joseph's Convent School and Chapel	7-11 Mount Street	Local	I0918	N/A

Item name	Address	Significance	Item No. (NSLEP 2013)	SHR listing No.
Shore Sydney Church of England Grammar School	William Street	Local	I0782	N/A
Simsmetal House	41 McLaren Street	Local	I0889	N/A
Don Bank Museum	6 Napier Street	State	I0926	00031
Houses	1, 3, 5, and 7 Napier Street	Local	I0923, I0924, I0925, I0927	N/A
Houses	144, 146, 148 and 150 Walker Street	Local	I0984, I0985, I0986 and I0987	N/A
House	185 Walker Street	Local	I0988	N/A
Houses	2, 4, 6, 8, 10, 12, and 14 Hampden Street	Local	I0840, I0841, I0842, I0843, I0844, I0845, and I0846	N/A

*Approved for demolition as part of CSSI Approval for Victoria Cross Station. Whilst this site is still listed on the NSLEP 2013, the building has been demolished.
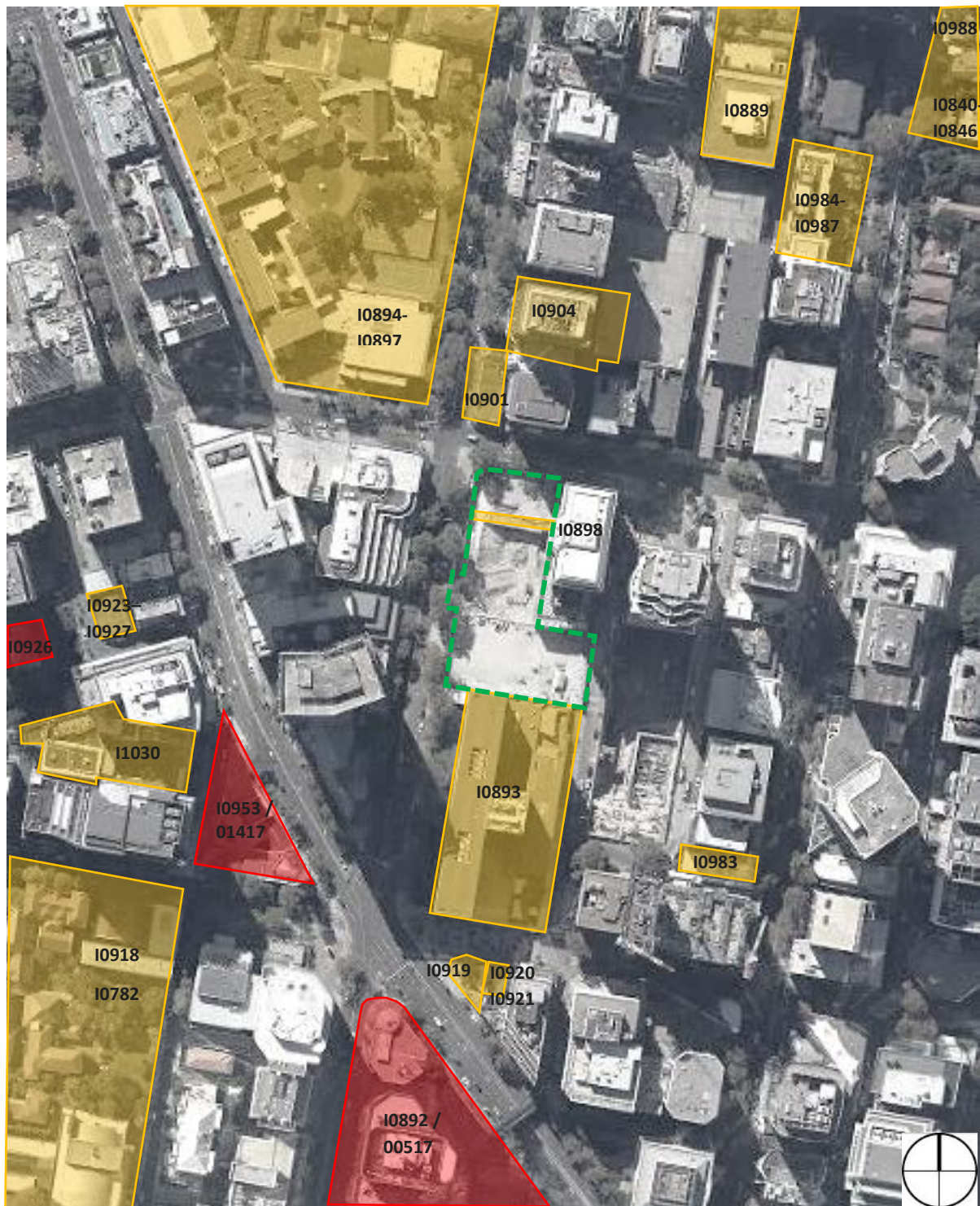
Figure 4-1 - Aerial view of the site, shown with the green dashed line. Heritage items in the vicinity are shaded and labelled with their heritage item number as per the NSLEP 2013 and SHR. Items shaded yellow are listed on the North Sydney Local Environmental Plan 2013 only. Items shaded red are listed on the NSW State Heritage Register. Source: SIX Maps 2016.

4.2   HERITAGE SIGNIFICANCE

The following statements of significance for statutory listed heritage items in the vicinity of the site have been sourced from the online database of the Heritage Division, NSW Office of Environment and Heritage. Key aspects of significance for consideration of the development of the site are highlighted in **bold**.

THE RAG & FAMISH HOTEL

A very good example of a two storey Hotel in the Federation Free Classical style set on a prominent corner location. *Important local hotel with antecedents to the mid-nineteenth century. Associated by tradition with prominent local pioneer and founder of the hotel, Charles Bullivant.* ***Interesting example of its style. The last surviving traditional hotel in the commercial centre. Important and prominent streetscape item.***

THE MLC BUILDING

The first high rise office block in North Sydney and the largest for a number of years after it's construction. Seminal building on subsequent highrise design in Sydney and utilized construction and structural techniques not previously used in Australia. First use of curtain wall design; first use of modular units in Australia. Major landmark in North Sydney. The interior, exterior and landscape setting are of significance.

MONTE SANT ANGELO GROUP

*Important regional private school since the 1880s. Contains a **significant early mansion as its central building. Chapel and Mercy Hall are both fine buildings from the turn of the century**. O'Regan House is a complementary building to the rest and respectable in its own right. **The group, all in sight of each other, form an impressive precinct.***

COMMERCIAL BUILDING – 201 MILLER STREET

An example of a highly integrated office tower in the Twentieth Century International style of considerable quality and distinctive detailing, contributing much to the urban streetscape of this highrise area.

*An office block of considerable quality and distinctive details, contributing much to the urban streetscape of this highrise area. It was controversial when first opened for its **unusual and prominent colour and finish**.*

NORTH SYDNEY POST OFFICE AND COURT HOUSE (FORMER POLICE STATION)

North Sydney Post Office is significant at a State level for its historical associations, strong aesthetic qualities and social value.

*North Sydney Post Office is associated with the development of postal services in the North Sydney area from 1854. As such, the current Post Office is **associated with the growth of the area during the mid-nineteenth century**.*

North Sydney Post Office is historically significant because it is also associated with the development of communications services in the North Sydney (originally called St Leonards) area during the late nineteenth century, as the growing population required improved services. North Sydney Post Office is also historically significant because it is associated with the NSW Colonial Architect's Office under James Barnet, which designed and maintained a number of post offices across NSW between 1865 and 1890.

North Sydney Post Office is aesthetically significant because it is a distinctive example of the Victorian Free Classical style, with strong visual appeal. It is located on a prominent corner site and makes a

significant contribution to the streetscape of the North Sydney civic precinct, and, along with the adjoining Court House and Police Station, provides an insight in the earlier built form of the North Sydney CDB. This complex of civic buildings forms an important civic conservation group in North Sydney. North Sydney Post Office is also considered to be significant to the community of North Sydney's sense of place.

FORMER BANK OF NSW

Interesting and attractive building on an important corner in the commercial heart of North Sydney. Excellent example of it's style and indicative of period bank architecture.

FAÇADE OF S. THOMPSON BUILDING – 67A MOUNT STREET

*Early shopfront facade which with it's neighbour No. 67 is an **important and visible relic of the retail development of this section of Mount Street.** Reminder that the current activity is continuation of traditional activity. Interesting comparison with modern retail facades adjacent.*

HOUSE – 67-69 MOUNT STREET

*Early shopfront facade which with it's neighbour No. 67A is **an important and visible relic of the retail development of this section of Mount Street.** Reminder that the current activity is continuation of traditional activity. Interesting comparison with modern retail facades adjacent.*

FORMER FIRE STATION

Original Fire Station for North Sydney and relic of operations from horsedrawn technology. Indicative of period Fire Brigade organisations and activity. Fine example of a small regional government building and an example of Victorian Italianate architecture.

NORTH SYDNEY TECHNICAL HIGH SCHOOL (FORMER)

*The Greenwood Hotel is a **rare and unique example of Gothic and Romanesque Revival styles** and remains substantially intact from 1908. The earliest wing of the school was built to the design of architect George Mansfield, a prominent architect of the time, and is an exceptional example of his work.*

The other parts of the building demonstrate the work of another notable 19th century state school Architect William Kemp.

The Greenwood Hotel was the first state school erected on the north shore of Port Jackson and was the first technical school on the north shore. The fact that the school was used continuously for educational purposes from 1877 to 1969 is of high significance and has created a strong cultural meaning to people in the area.

*The **sandstone structure is now surrounded by open landscaping and urban development elements and the nearby towers are set away from the Greenwood Hotel**. This space has become an important urban precinct for retailers, office workers and locals, and is well utilised as a pedestrian thoroughfare and a place to meet and relax. The two remaining Moreton Bay Fig trees retain the setting of the Greenwood Hotel and the landmark qualities of the area. The sandstone building is a scarcity of its architectural type and is relatively intact. The age of the building relates to the*

predominant fabric of North Sydney and the building fabric itself demonstrates this historical significance. **The school and its open setting with fig trees are landmarks of North Sydney and engender a high degree of public esteem in relation to its local and schooling history.** *(Tropman & Tropman Architects 2008)*

TELEPHONE EXCHANGE

Important local facility and direct successor to original exchange located in building adjacent. **Excellent example of progressive architectural movement in the Inter-War Period,** *having elements of both Stripped Classical and Functionalist Styles.*

ST JOSEPH'S CONVENT SCHOOL AND CHAPEL

A fine group of buildings all of an ecclesiastical flavour with strong detailing and imposing presence. *Remains of significant local institution as school and convent, and later as Catholic Teachers College.*

SHORE SYDNEY CHURCH OF ENGLAND GRAMMAR SCHOOL

Important private school regionally and occupying the property mostly associated with Bemhard Holtermann. Contains a replica of Holtermanns Tower rebuilt in the early twentieth century. **A range of buildings occupy the site, the chapel being the most interesting architecturally, the others of less design merit but typical of the type and period.** *The newly acquired Graythwaite estate is State-heritage listed. Significance largely sociological and symbolic. Traces of the original house are believed to be incorporated into one of the buildings.*

SIMSMETAL HOUSE

A good example of a **five storey, concrete framed office building in the Twentieth Century International style with strong horizontality in its elevations**. *An example of the work of the prominent Sydney architect, Harry Seidler. An office building of distinction which by its* **strong horizontality and the integration of much planting, is pleasant and attractive not only as streetscape but spatially as well.**

DON BANK MUSEUM

An interesting and **well known cottage** *and one of the r***are survivals of slab construction dwellings in an area of rapid and constant commercial development.** *The building is associated with the Wollstonecraft and Berry families and has become closely identified with local historic preservation forces. It is* **visually pleasing and for the area unusual in several respects. The interior and landscape setting are also of significance.**

HOUSES – 1, 3, 5 & 7 NAPIER STREET

[No Statement of Significance on the NSW State Heritage Inventory]

Terrace **Group of four houses** (nos. 1, 3, 5 & 7 Napier Street) each identical and arranged in symmetrical pairs with each house stepped down the hillside. Roofs are gabled and of corrugated iron. They are very simply detailed in the **Victorian Georgian** style.

HOUSES – 144 AND 146 WALKER STREET

Statement of Significance for 144 Walker Street:

*One of a **group of late nineteenth century houses displaying the design of quality late nineteenth century housing,** and representative of the form of housing which was typically built in this part of North Sydney. The interior room configuration is intact and original detailing is evident.*
*The houses have aesthetic qualities which **contribute to the attractive streetscape in this vicinity and relate to their siting and harbour views.** It is one of a pair with 146 Walker Street*

Statement of Significance for 146 Walker Street:

*An example of a **single storey house in the Federation Queen Anne.** One of a pair with 144 Walker Street. One of a group of **late nineteenth century houses displaying the design of quality housing of the late nineteenth century,** and representative of the form of housing which was typically built in this part of North Sydney. Interior room configuration still evident and detailing, although quite dilapidated by Aug 2011. They have aesthetic qualities which **contribute to the attractive streetscape in this vicinity and relate to their siting and harbour view**s.*

HOUSES – 148 AND 150 WALKER STREET

Statement of Significance for 150 Walker Street (note 148 and 150 are a pair):

*An example of a two storey house in the **Federation Gothic style.** One of a pair with 148 Walker Street. **Representative of the form and quality of housing which was typically built in this part of North Sydney**. Interior room configuration intact. Interior detailing still evident. The face brickwork remains unpainted and intact. The interior room configuration remains intact as does much of the original interior detailing such as the staircase. **They have aesthetic qualities which contribute to the attractive streetscape in this vicinity and relate to their siting and harbour views.**

HOUSE – 185 WALKER STREET

A good example of a late Nineteenth Century stone cottage in the Victorian Regency style, a rare survivor in the area.

HOUSES – 2, 4, 6, 8, 10, 12, AND 14 HAMPDEN STREET

Row of five two-storey terrace houses in the Victorian Filigree style. Part of Hampden Street Terraces Group.

5   APPROACH TO INTERPRETATION

5.1   GUIDING PRINCIPLES

The Interpretation Strategy provides the framework to convey the significant values to the wider community and facilitate the subsequent development of an Interpretation Plan that is to:

- enhance the understanding and enjoyment of the site, its history and its significant values for present and future generations;

- be guided by the cultural significance of the site, historical and physical evidence and not be based on conjecture;

- address the cultural significance of the site through the use of various media;

- have regard for the proposed use of the site;

- provide strategic intent for the interpretation of the place and identification of its cultural values;

- be practicable and usable for the client, consultants, statutory authorities and the community;

- have regard to the audience;

- acknowledge and involve traditional custodians and relevant Aboriginal groups to ensure interpretation strategies adhere to the cultural heritage significance and values of the site;[9]

- acknowledge the sense of community ownership of the site; and

- provide for the longevity and maintenance of proposed interpretative actions.

The following principles should be used for the future selection and design of specific interpretive concepts.

1.   Interpretation should be Practical, Visible and Operational

Interpretation is to be practical, having regard to the purpose, character and function of the spaces or places in which they may exist. The intention of interpretation is to convey the significant cultural values of a place; the 'practical' interpretation will be able to demonstrate the successful transmission of a significant value associated with the place. Interpretive elements should integrate and fit with the design and function of the place.

Locations for interpretive actions should have regard for the intended uses, operations and activities that are to occur within a nominated space. Interpretation should not hinder the intended use of a place but should enhance the experience of a place, space or structure. Interpretive actions should be sited in locations that achieve a balance between the visibility of the proposed interpretive action (so that it is worthwhile) and not obscuring necessary elements such as entrances, signage and public facilities.

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[9] A separate Heritage Interpretation Strategy will be prepared for the Victoria Cross Metro Station site in fulfilment of the condition E21 of the CSSI approval which will incorporate consultation with relevant Registered Aboriginal Parties in accordance with this principle.

2. Interpretation should be Relevant

The interpretation is to be relevant to various key characteristics of the site including:

- The interpretive themes identified in this document.
- Where practical, the location should relate to the theme that is to be interpreted.
- The form, design and materials of an interpretive element are to be relevant to the theme of the interpretive action. This is to allow the subtle transmission of significance and meaning to complement and enhance the principle message.

3. Interpretation should be Understandable

Interpretive actions should successfully convey a significant value associated with the site that is identified in the Interpretation Themes of this document. The method by which this is accomplished should have regard to the readiness of the visitor, user or audience to comprehend the significant value being interpreted.

4. Interpretive media should be Mindful of Maintenance Considerations

Interpretation is to have regard to future maintenance through the following measures:

- Be robust in design, construction and materials having regard to effects of pedestrian traffic and general wear.
- Have parts, fittings and materials that are easily and cost effectively reparable and/or replaceable in the event of damage.
- Be of high quality physically and conceptually so that an interpretive action will contribute to a space or place and hence encourage a 'public ownership' and respect of the place.

5. Interpretation should Complement the Development of the Victoria Cross Metro Station and OSD tower

Interpretation is to fit within the overall context of the site development and have regard to the future use/s of the site. Interpretation should enhance the cultural, social and economic viability of a place by contributing to the space. Interpretation is to enhance the experience of a place without hindering the use and viability of a place.

6. Interpretation should be able to be updated over time

While the aim is to produce interpretive material that will stand up to the test of time, the approach to interpretation often strongly relates to its context. As the building and surrounding context changes over time, there should be further consideration towards updating interpretive media to ensure that interpretation complements its surround and continues to be relevant and interesting for its intended audience. This requires the allocation of appropriate budgets for the review and update of interpretive material at a minimum of 10 year intervals.

6   INTERPRETATION THEMES

The following historical themes have been identified with consideration for the project.

AUSTRALIAN THEME	NSW THEME	RELATIONSHIP TO LOCAL CONTEXT
Developing local, regional and national economies	Commerce	**Early commercial core:** During the mid-1880s, the intersection of Miller and Mount Streets and Lane Cove Road (later known as the Pacific Highway) was the commercial and civic centre of the township. During this period, the population of the township consisted of a mixture of professional and commercial people, skilled tradesmen and labourers. **The Rag & Famish Hotel:** Constructed in the early 1860s as the 'Sailor's Return' on the corner of Miller and Berry Streets in the township of St Leonard, the hotel was acquired by Charles Buillvant in 1866 who renamed it the "Rag and Famish". The Hotel was leased to Tooth and Company in the 1920s and was again renamed the "Northern Star". In 1982, the hotel was restored and renamed "Rag and Famish". **Shops along Miller Street:** The Victoria Cross south site on the corner of Miller and Berry Streets was formerly occupied by a row of Victorian shops. The last of these shops stood until 2016 when it was demolished to make way for the construction of the new Metro Station. The shop provided evidence of the Victorian period development of the north Sydney centre, the character of the early town centre, and the historic building alignments to Miller Street. **The MLC Building:** Constructed in 1957 to the design of Bates Smart and McCutcheon, the building was the first high-rise office block in North Sydney and was the largest building in North Sydney for many years after its construction. **North Sydney as Sydney's second CBD:** During the building boom of the 1960s, North Sydney was promoted as the twin city to Sydney CBD. Between 1968 and 1973, the construction of commercial office buildings in North Sydney was valued at approximately 138 million. These developments had attracted insurance, advertising, computing and banking businesses to North Sydney. Further commercial development in the 1980s attracted other multinational companies such as Phillips, Sabemo, NRMA, Transfield and Ampol who established headquarters in the area. Summary of local themes: • Development of the commercial core of North Sydney from the 19th Century, including the Rag & Famish Hotel and the shop at 187 Miller Street; • Transformation of North Sydney as Sydney's second CBD in the late 20th Century.
Developing local, regional	Technology	**The MLC Building:**

AUSTRALIAN THEME	NSW THEME	RELATIONSHIP TO LOCAL CONTEXT
and national economies		The curtain wall facades of the MLC Building, a thin aluminium framed glass skin, represents the highest level of innovation in construction technology of the time, which was coupled with the emerging modern rationalised open-plan office environment.[10] The building used a lightweight construction system that used prefabricated sections that could be dry-connected in a modular system, allowing the building to be quickly and economically erected. The MLC Building was also Australia's biggest building at the time with the biggest air-conditioning system and its own power plant. It also included the first of the MLC weather beacons that became a signature of the buildings and led the way for future weather systems that now appear on many buildings. The construction of the new tower above the Victoria Cross Metro Station also represents the application of contemporary construction methods and technologies. The curtain wall facades of the Victoria Cross tower, also designed by Bates Smart Architects, sympathetically relates to the design and construction of the adjoining MLC Building. Summary of local themes: • Technological advancements in the design and construction of commercial offices.
Developing local, regional and national economies	Transport	**Cable tram:** Development of the town centre in the late 19th Century was further boosted by the construction of the cable tramway between Miller Street and the ferry wharf at Milsons Point, via Miller and Alfred Streets. During this period, North Sydney saw the development of banks, public buildings and shops in the civic precinct. **Victoria Cross Intersection:** Lane Cove Road was extended to the Bradfield Highway and the Harbour Bridge, resulting in the resumption and demolition of Junction Street and the North Sydney Methodist Church on the Blue Street Intersection. The road was widened and renamed the Pacific Highway in 1932 which lead to the formation of the Victoria Cross intersection, a name chosen as a result of a public competition held in 1939. **The Sydney Harbour Bridge and North Sydney Station:** On 19 March 1932, the Sydney Harbour Bridge was opened, linking the North Shore Railway line to the city via the new North Sydney Station. These significant developments in transport made an important contribution to the intensification of development in the North Sydney area. **Sydney Metro:** Australia's biggest public transport project, Sydney Metro will comprise 31 new metro stations, including Victoria Cross Station, along a 66km standalone metro railway system. The opening of the

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[10] Bates Smart Journal / Mar-April 2012, 'MLC Building, North Sydney'. Accessed April 2019 from the Bates Smart website; https://www.batessmart.com/2012/mar-apr/bates-smart-timeline/

AUSTRALIAN THEME	NSW THEME	RELATIONSHIP TO LOCAL CONTEXT
		new Victoria Cross Station represents a new layer of history in the development of transport services in North Sydney. Summary of local themes: • The evolution of the transport System; • Victoria Cross intersection.
Building settlements, towns and cities	Towns, suburbs and villages	The area that is now known as North Sydney had been identified as an eligible site for a township as early as 1828. By 1838, the basic road structure of the town centre was established on a traditional 10-chain grid, with Berry, Mount, Blue and Lavender streets running east-west and Miller and Walker streets running north-south. The township was named St Leonards and was formally gazetted in 1838. The present name of North Sydney was adopted by the alderman of the newly consolidated borough in 1890. After the Great Depression, North Sydney underwent a period of redevelopment. Art Deco Style Hotels including the Albert, Federal and Union Hotels were reconstructed in the late 1930s. Garages and new public buildings were constructed in place of earlier buildings. Large Federation and Victorian houses were converted into boarding houses, with verandahs and balconies enclosed to provide additional bed sitting accommodation. Servants' quarters were converted into flats. The intensification of urban development in the late 20th Century saw the development of North Sydney centre as Sydney's second CBD. Today, Miller Street remains as a major thoroughfare and centre of the North Sydney centre. Summary of local themes: • The historical development of North Sydney town centre; • Miller Street as a major thoroughfare and main street from the 19th Century to the present.
Developing Australia's cultural life	Creative endeavour	The MLC Building in North Sydney is a significant intact local example of the 1950s International Style in post-war architecture. The curtain wall, a thin aluminium framed glass facades, represents the highest level of innovation in construction technology of the time, which was coupled with the emerging modern rationalised open-plan office environment. Just as the MLC revolutionised workplace in North Sydney in 1957 with large horizontally connected workplaces, Victoria Cross seeks to revolutionise workplace in North Sydney with large vertically connected villages expressed in the architectural form and detailing of the tower. This vertical emphasis, in contrast with the horizontally emphasised facades of the MLC Building, creates a dialogue between the MLC Building and Vitoria Cross OSD. The new Victoria Cross tower adds to Bates Smart's strong legacy in delivering large contemporary workplaces in North Sydney. In 2016, Bates Smart designed 177 Pacific Highway, a 31 storey A grade commercial office building of 45,000 sqm with North Sydney's first public Wintergarden at its base. This building achieved the new maximum height in North Sydney of 195 metres; without any overshadowing of the public domain. And this year in 2018,

AUSTRALIAN THEME	NSW THEME	RELATIONSHIP TO LOCAL CONTEXT
		construction is proceeding rapidly on 1 Denison Street, a 60,000 sqm premium grade commercial office building that will once again set the height record of 212 metres.[11]
		Summary of local themes:
		Architectural legacy of Bates Smart in the North Sydney Centre
Marking the phases of life	Persons	**Berry & Wollstonecraft:**
		Berry and Wollstonecraft's land holdings on the north shore were characteristic of North Shore land grants during the nineteenth century: large acreages which grew in size over time as property owners purchased or acquired neighbouring land. On these large estates a number of wealthy mansions were built, particularly along the southern foreshores. In order to house the workers for these estates, the first town on the North Shore, St Leonards (now North Sydney) was surveyed and gridded roads were laid out in 1838.[12]
		Wollstonecraft and Berry were important figures in the early development of the colony, having been responsible for establishing significant commercial ventures, property holdings and towns (on the South coast in particular). Both Wollstonecraft and Berry were founding members of the New South Wales Agricultural Society (now the Royal Agricultural Society) and their endeavours to experiment with new commercial crops was part of the early economic development of the colony.
		Summary of local themes:
		Notable people associated with the development of North Sydney.

Note: the above themes relate to European built heritage only. As described in section 1.4 above, Aboriginal cultural heritage, including relevant interpretive themes, will be addressed as part of the interpretation of the whole site in satisfaction of the conditions of the CSSI approval for the construction of the Metro Station.

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[11] Bates Smart "Challenging the Height Limit in North Sydney", Essay by Mathieu Le Suer in Bates Smart Journal / Enduring Architecture / 2018, accessed July 2019 from https://www.batessmart.com/journal/2018/enduring-architecture/
[12] Staas, R. Thorpe, W. and Wright, M. 1997. Conservation Area Studies: Holtermann Estate A, B, C, D and Lady Hay Estate (Crows Nest Road), North Sydney. Report prepared for North Sydney Council, pp. 9 – 10.

7   INTERPRETIVE MEDIA

7.1   APPROACH

The construction of the new Victoria Cross metro station and tower provides a unique opportunity to engage with the local heritage values in visually engaging, large scale ways, providing an interface with the enormous number of people who will use the site. For these reasons, and with consideration for the potential audiences identified in Section 7.2 below, the scope and scale of interpretive possibilities has been initially defined as:

1. Design features/integrated architectural elements;
2. Focused interpretive elements - interpretive panels/signage, digital installations, play spaces/interactive elements;
3. Published materials - hard copy materials and digital engagement both off-site and/ or through the use of QR (Quick Response) codes.

It is critical that the approach to interpretation for the Victoria Cross Metro Station and the Victoria Cross OSD tower is complementary.

7.2   AUDIENCE

Visitors to Victoria Cross OSD tower that would represent target audiences for heritage interpretation would include:

- Staff, clientele and other visitors to the tenants of the OSD tower;
- Other members of the public, such as commuters or North Sydney locals who may access the publicly accessible areas of the OSD tower.

Note: The Victoria Cross OSD comprises the commercial office tower which occurs at level 4 and above. The OSD is not likely to be widely accessed by the general public. Therefore, Interpretation within the Victoria Cross Metro Station CSSI areas, particularly within the Metro Station and at street level, would have a much wider audience than interpretation for the OSD alone.

7.3   SPACES

Potential locations for interpretive media have been broadly identified (refer Section 8.2), however further refinement and identification of spaces is required so that the scale and media of possible interpretive elements can be explored. At this early stage, some possibilities for early integration of design features are:

- Public domain / paving design to interpret the historic alignment of buildings to Miller Street, in particular the former shop at 187 Miller Street. This could be achieved through differentiation in paving design, the use of paving markers or inlays in the location of the former shop front;
- Integration of salvaged material into the design of street furniture, for example seating, light posts or signage posts. While we note that the wrought iron awning bracket has been identified for re-use for interpretive purposes in the Sydney Metro salvage register, the re-use of this element must be considered in collaboration with the design architect to determine whether or not these elements could be integrated with the contemporary design of the building and precinct;
- Large scale design features in the flooring or walls, for example, to interpret historic plans.

Complementary strategies for interpretation include:

- Digital signage/informative installations at key access points;

- QR (Quick Response) codes that can be scanned with a mobile device to provide further online written or graphic information in relation to the above interpretive themes;

- Sculptural elements/public art, for example to occupy large scale volume/s within the OSD building;

- Displays, e.g. interpretive panels within designated areas that would not impeded access/use;

- Themed play spaces in gatherings areas.

Sculptural elements, flooring treatments or dynamic digital video, light or interactive components, interpretive panels and object displays which address the themes identified in section 6 above could be incorporated within the flooring, ceilings and/or walls of designated spaces of the Victoria Cross OSD tower and/or Metro Station and public domain areas, or as standalone elements.

In order to allow visualisation of the suggested interpretive elements, examples from other sites are given below.

7.4   EXAMPLES OF INTERPRETIVE ACTIONS

7.4.1 DESIGN FEATURES / INTEGRATED ARCHITECTURAL ELEMENTS

Built form can assist with interpreting the significant values of a place via the treatment of the form and/or its function. A built form strategy can provide a subtle interpretive response that reinforces specific interpretive actions. The design of spaces and buildings can interpret specific events and former structures as well as uses, activities and narratives.
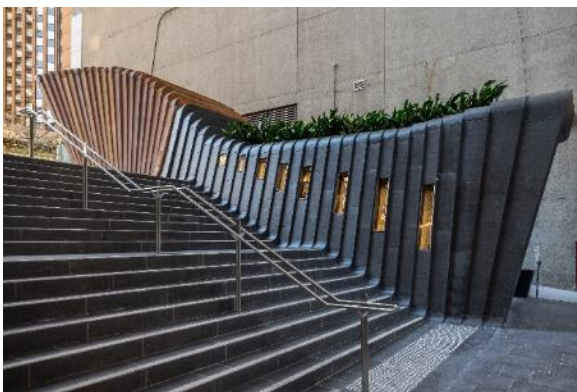

Figure 7-1: 200 George Street, where artefacts from the site are displayed in the wall of the grand staircase at the entry to the building, with a QR code to allow visitors to access more information online.

Figure 7-2: Roads & Maritime corporate headquarters located under the northern approach to Sydney harbour Bridge.

Figure 7-3: MIT Koch Institute includes gallery featuring technical displays and art, e.g. custom floor tile by Artaic

Figure 7-4: Delft Railway Station, Netherlands (mecanoo). "Coming up the escalators, the impressive ceiling with the historic map of Delft unfolds. When you look outside, you see the city and the old station as a modern 'View of Delft' by the painter Johannes Vermeer. Arriving in Delft is now an unforgettable experience!" Francine Houben

Figure 7-5 Architectural sketches and motifs are etched across the concrete walls of the Museum for Architectural Drawing in Berlin by Russian architecture collective SPEECH Tchoban & Kuznetsov

Figure 7-6: Salesforce Headquarters, incorporates the longest 4mm LED screen in the USA, installed as a feature around elevator entrances, allowing the LED technology to be integrated with the lobby's architecture.

Figure 7-7: Sandstone sculpture mapping landscape, 200 George St, Sydney

Figure 7-8: Edge of the Trees, Museum of Sydney

Figure 7-9: Bunjilaka Walkway, Museum of Melbourne

Figure 7-10: Wall mural, Newcastle

Figure 7-11: Gadigal Information Services, Redfern

Figure 7-12:   Muse de Quai Brandy, Paris, Aboriginal Australia features

Figure 7-13: Yagan memorial, WA

Figure 7-14: Awabakal foreshore sculpture, Newcastle

Figure 7-15: Microsoft Flagship store, Sydney

Figure 7-16: Biripi Aboriginal Clinic, Purfleet

Figure 7-17: Melalucca Trail, Tasmania

Figure 7-18: Sculpture, Redfern

Figure 7-19: Yagan Square light structure, WA

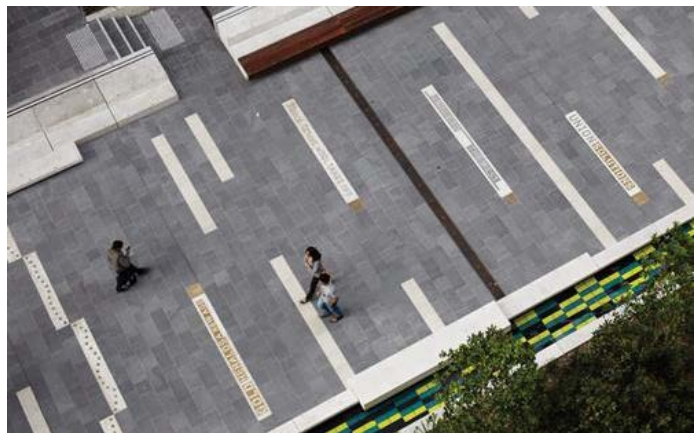Figure 7-20: Forecourt mosaic, Parliament House, Canberra

Figure 7-21: Pavement inlays with historical quotes/key dates, VIC

Figure 7-22: (Above and right) Large scale model of Sydney City located below a glass floor at Customs House, Circular Quay.

7.4.2   FOCUSSED INTERPRETIVE ELEMENTS

Well-designed and written interpretive panels, interpretive units incorporating interactive or digital elements, and visually engaging object displays are an excellent media for effectively conveying key messages and providing contextualising information about the site. If integrated into the design of the site, they can be strategically located to gain appropriate exposure. Focussed interpretive elements can take a variety of different forms depending on the subject and location of the interpretation and may feature text, historic images, drawings or digital images.

Signage

Signage can utilise a variety of materials that may convey the values that are being represented and may include recycled materials or materials relating to the area. Signage needs to be designed with regard to robustness, installation and maintenance while locations need to be considered for effectiveness of communication, historical accuracy and compatibility with the proposed development. Signs should be located at appropriate distances to allow users time to read and respond to different messages. The scale of signs should complement the main features of their environment, and should not disrupt the flow of pedestrian traffic in busy areas.

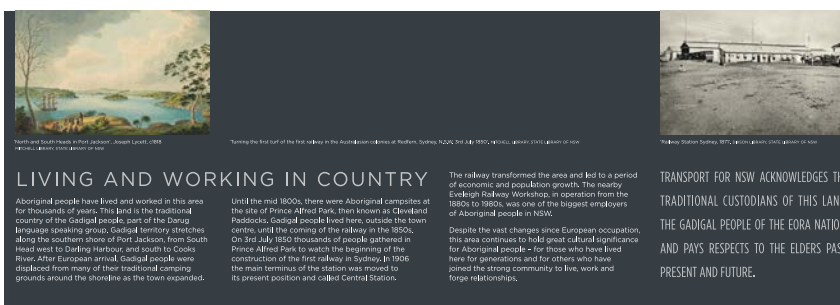Figure 7-23: Benone sandhills, Ireland

Figure 7-24: Parc Blandan, France

Figure 7-25: Sydney Yards Access Bridge signage

Figure 7-26: Cairns Foreshore redevelopment, QLD

Digital Installations

Digital installations can help to achieve a variety of communication objectives more easily than ever before, which can be aimed at all levels. Digital signage can offer a dynamic way to:

- distribute basic information / announcements easily (e.g. events, notices);

- post important visitor information (e.g. building directories and maps);
- feature information about a place;
- gain the attention of users more readily than traditional signage;
- facilitate engagement through interactive processes.

The success of a digital strategy depends on the content. Content must be current (or informative in the case of historic interpretation), relevant, meaningful, interesting, motivating and evoke emotion in order to consistently draw the attention of users. Digital displays are easy to configure and update, can utilise high definition picture quality and multiple display boards can be managed from one central location.

Figure 7-27: Video installations, Korin Gamadji Institute, VIC

Figure 7-28: World Trade Centre, Jenny Holzer 2006

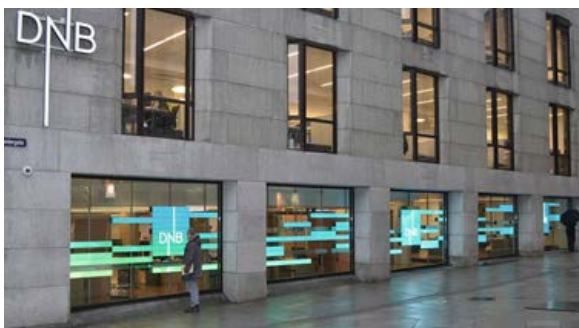Figure 7-29: Multi touch digital booths facilitate interaction

Figure 7-30: Digital signage (by Scala) on DNB financial services building, Norway

Figure 7-31: Digital projection mapping of Sydney opera House during VIVID allows for a variety of images and messages.

Public Art and Play

Public art contributes to the aesthetic and cultural value of a place and can be a powerful and sensitive approach. Artists will be commissioned to produce a work/s that responds to the significant values and themes of the place as identified in a brief. Thoughtfully located public art can enhance visitor experience of a place and often conveys an emotive response or interpretive effect that may be difficult to capture in interpretive signage.

The Sydney Metro City & Southwest Victoria Cross Station Artists Brief provides historical background information of the site and North Sydney Area and potential locations for artworks for consideration by the Artists invited to participate in the competition. It should be noted that the scope of the brief relates to the main publicly accessible areas of the site such as the Metro Station concourse and entrances and public domain areas rather than the OSD tower.

There may be opportunities for elements salvaged from the site to be reused as part of the interpretation of the site, for example via sculptural installation. Depending on suitable locations and design and function of given areas, there may also be opportunities to incorporate an aspect of play in such reuse of elements. The inclusion of play elements would enhance the opportunity for families with children to engage with the site's interpretation, could contribute to the site becoming a 'destination' and could provide activities for families.

Indicative elements for salvage are shown in Appendix B.

Figure 7-32: Strips of plywood from recycled exhibition panels constructed into sculptures by Architectural Association students, London

Figure 7-33: SELPO pavilion, created by reclaimed wood offcuts applied to an abandoned building in Ugra National Park, by Russian artists Nikolay Polissky.

Figure 7-34: Timber recycled from development site used to create interpretive screen, Claremont, Perth

Figure 7-35 Hand upon Hand, public art exploring themes of Federation and multiculturalism in Australia, Centennial Parklands


Figure 7-36: Interactive playground sound equipment, Parramatta Park. This installation has 4 options for soundtracks, which are produced by turning the handle.

7.4.3 PUBLISHED MATERIAL INCLUDING DIGITAL MEDIA

Interpretation of significant values can extend to published materials including text alongside images and photographic reproductions of historic ephemera. Published materials that can be accessed by the general public and other interested parties may be used to further expand on interpretive themes. A variety of media can be used including books, pamphlets/brochures, journals, video or film productions and internet/website or CD-ROM based digital productions. Published media can be for sale (e.g. guidebooks), provided for ready access at the site (e.g. through QR codes or pamphlets), available from the internet and also where relevant supplied to libraries and schools. Inclusion of the Victoria Cross site in existing heritage trails and products could also occur (e.g. North Sydney History Walks or the North Sydney Public Art Trail walking tours and mobile app).

Use of digital media that can be downloaded from websites is becoming an increasingly popular form of publishing that facilitates the development of high quality, developed and informative material that is relatively cost effective and easy to update. Websites accessed through QR codes and downloadable apps are one of the most flexible and accessible of interpretive devices available. They can reach an extremely wide audience, are very accessible to a range of users, and can be promoted with little effort. They provide a vehicle for layering of information, and easy access to a wide range of images, oral histories and appropriate cultural information.

Pages on the Sydney Metro website could be developed to provide information about the heritage of the site and area, and a QR code or similar device positioned appropriately on site could direct interested public to more detailed information.
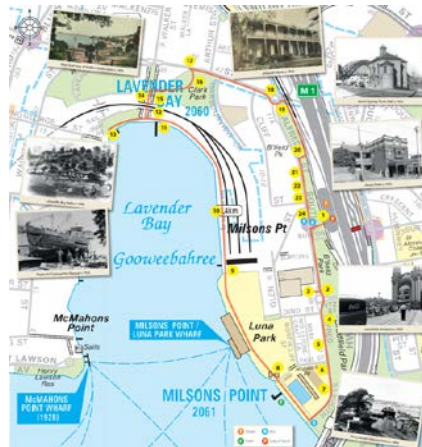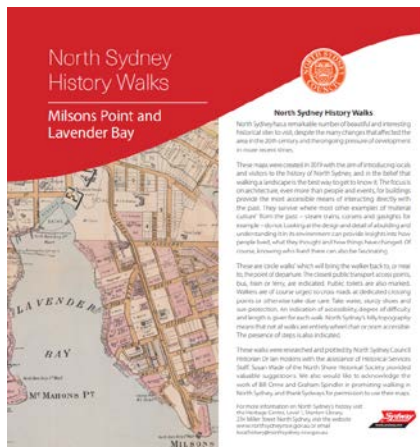
8   SCOPE FOR INTERPRETATION

8.1   THE SITE

8.1.1   NORTH SYDNEY CENTRE

The subject site is located on one of the major north-south oriented thoroughfares of North Sydney that was originally developed as one of the high streets of the township previously referred to as St Leonards. Today, Miller Street forms part of the North Sydney Central Business District (CBD) and contains predominantly high-rise and medium rise commercial office buildings, intermingled with public buildings, educational establishments, pubs, restaurants and shops.

The subject site lies alongside the former tram route which ran from the ferry wharf up Miller Street and the Pacific Highway. The two forms of existing public transport in North Sydney include the North Sydney Train Station to the south of the site and the Sydney Bus Services. The North Sydney Train Station forms part of the North Shore Line linking Hornsby to the city centre and is accessed via escalators on the corner of Mount and Miller Streets (access via Greenwood Plaza). Buses running along Miller Street generally connect outer lying suburban regions of the North shore, Northern Beaches and north-western suburbs. The new Victoria Cross Station will improve available public transport options and connectivity in North Sydney, and will add another layer in the historical development of transport services in North Sydney.

The area immediately surrounding the subject site comprises a number of large scale high-rise developments which as a collection of buildings, define the skyline of North Sydney. In addition to these existing developments, a number of additional high rise buildings are currently under construction, including 1 Denison Street and 100 Mount Street. These buildings will further contribute to the North Sydney skyline and introduce changes to the public domain interface at street level.

Immediately to the north and south of the Victoria Cross OSD site are listed as local heritage items on the North Sydney LEP 2012, including the MLC Building, a fourteen storey cubiform office block opened in 1957, and the Rag & Famish Hotel, located on the north-eastern corner of Berry and Miller Streets. Other heritage items in the immediate visual catchment of the subject site include the Monte Sant Angelo College, the Commercial Building at 201 Miller Street, and the North Sydney Post Office and Court House. These items are identified in section 4 above. There are a number of existing interpretive elements within the North Sydney Centre, some of which associated with the heritage items. These are identified in Appendix A of this report.

8.1.2   SYDNEY METRO – VICTORIA CROSS STATION AND OVER STATION DEVELOPMENT

The integrated station development of the Victoria Cross Metro Station site comprises the Metro Station itself, approved as part of the Critical State Significant Infrastructure (CSSI) process, and the Over Station Development (tower), subject to separate approval process as State Significant Development (SSD).

The approved station works under the CSSI Approval included the construction of below and above ground structures necessary for delivering the station and also enabling construction of the integrated OSD. This included but is not limited to:

- demolition of all buildings on the Victoria Cross site;
- excavation;

- station structure including concourse and platforms;
- lobbies;
- retail spaces within the station building;
- public domain improvements;
- pedestrian through-site link between Miller and Denison Streets;
- access arrangements including vertical transport such as escalators and lifts;
- structural and service elements and the relevant space provisioning necessary for constructing OSD, such as columns and beams, space for lift cores, plant rooms, access, parking, retail and building services.

The Victoria Cross Metro station site spans between two entries on Miller Street in the North Sydney centre. The main and south entry will be from the Victoria Cross South site on the corner of Miller and Berry Streets, adjacent to the MLC Building. The north Metro entry will be located a block to the north, as part of a small services structure for the metro, on the corner of Miller and McLaren Streets.

The Victoria Cross OSD project involves the construction of a new commercial office tower over the Victoria Cross Metro Station south site. The OSD, will sit above a 3-4 storey podium (the CSSI 'metro box') which will provide spaces for OSD uses including commercial office lobbies, services and vertical transfers.

8.2   POTENTIAL LOCATIONS FOR INTERPRETIVE MEDIA

To date, some work has already been undertaken to investigate opportunities for interpretation at the Victoria Cross Metro Station site. These studies include:

- Sydney Metro City and Southwest Heritage Interpretation Strategy, Sydney Metro, February 2019;
- Heritage Strategy for Victoria Cross, prepared by Metron in January 2018.

There are a number of historic themes that may be applied to the interpretation of the Victoria Cross precinct, identified in section 6 above.

Existing measures for interpretation within the North Sydney centre are limited (refer Appendix A) and the overall story of its growth and development is not currently portrayed within the precinct, however, there are a number of online historical resources provided through the North Sydney Council website.

Potential areas within the Victoria Cross OSD for interpretive features may include:

- Walls and/or floors within the OSD lobby entrance on the corner of Miller and Berry Streets – refer Figure 8-1 (note this is an OSD use within the CSSI envelope);
- Walls, floors or ceilings within the level 2 OSD lobby – refer Figure 8-2 (note this is an OSD use within the CSSI envelope);
- Lift lobby spaces within the OSD (level 4 and above).

As the Victoria Cross OSD will comprise commercial offices, the remainder of spaces generally includes spaces for commercial offices and service / operational areas. These are not considered to be appropriate areas for interpretation due to the restricted audience and requirements for tenancy fitouts.
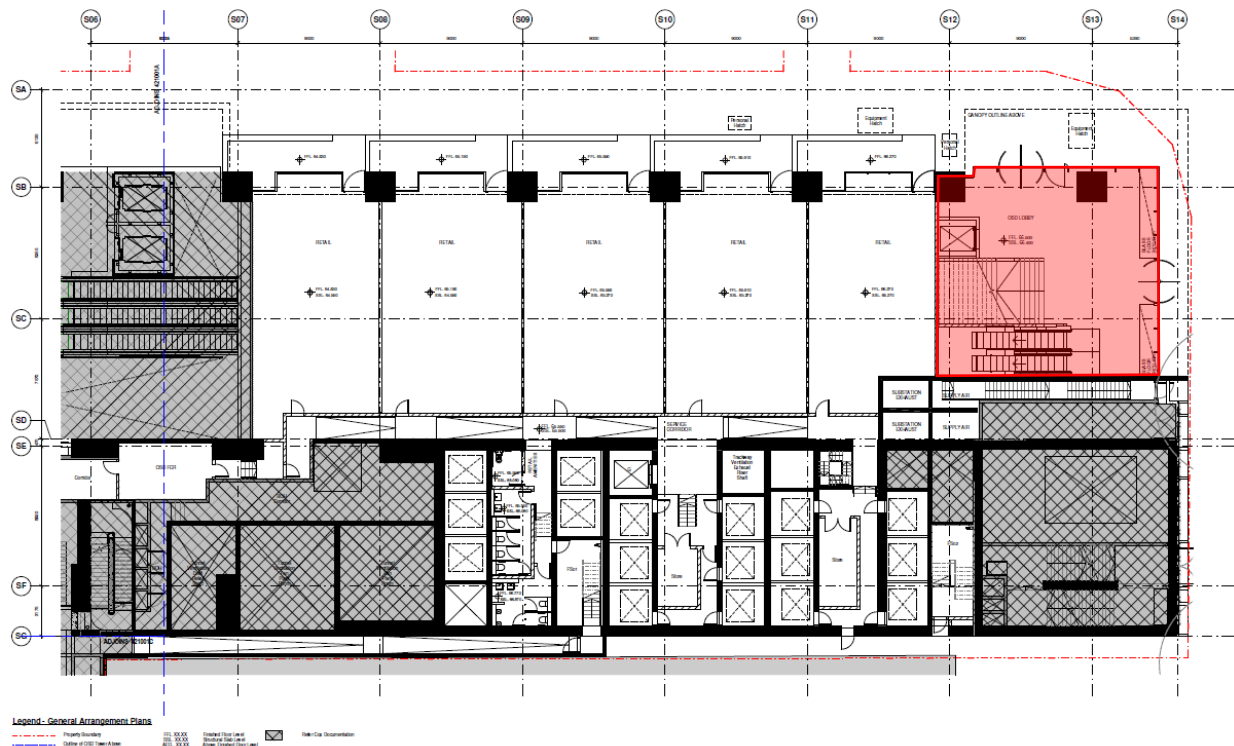
Figure 8-1 – Plan of Level 1 (Miller Street) within the CSSI envelope showing the proposed entrance to the OSD lobby on the corner of Miller and Berry Streets, shaded in red. Source: Lendlease July 2019.
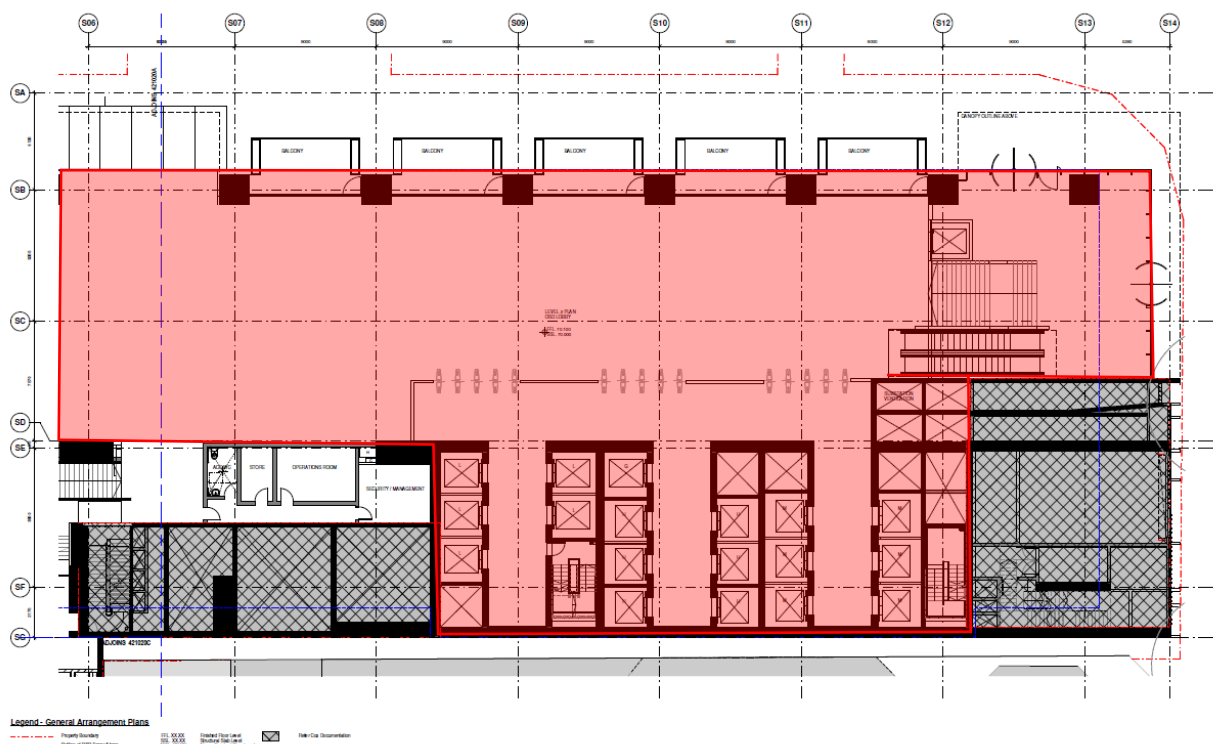

Figure 8-2 – Plan of Level 2 within the CSSI envelope showing the proposed OSD lobby, shaded in red. Source: Lendlease July 2019.

In terms of the design and proposed use of spaces within the Victoria Cross OSD, there is fairly limited potential for incorporating interpretation within the OSD. There is, however, greater potential to incorporate interpretive media and design elements into the CSSI areas of the

development which will be more widely accessed by the general public. Potential areas for heritage interpretation within the Victoria Cross CSSI areas include:

- the public domain at street level;
- within the through site link between Miller and Denison Streets;
- Metro Station platforms, entrances and concourse;
- Furthermore, there may also be an opportunity to integrate heritage interpretation with wayfinding or other signage throughout the precinct through the use of Quick Response codes to provide additional online interpretive information.

As stated in section 1.4 above, a separate Interpretation Strategy and subsequent Interpretation Plan will be prepared for the Victoria Cross Metro Station site as a whole in satisfaction of the conditions of consent for the CSSI. The findings of this Interpretation Strategy should be incorporated into the Interpretation Strategy for the Victoria Cross Metro Station site to facilitate a consolidated approach to the interpretation of the site.

8.2.1 OBJECTIVES RELATING TO POTENTIAL LOCATIONS FOR INTERPRETIVE MEDIA

It is desirable for interpretation in conjunction with the Sydney Metro project to be focused to enable a coherent strategy to be developed that:

- is integrated with the new design elements of the Victoria Cross Station (CSSI areas);
- is simple and meaningful, avoiding an overload of information that cannot be readily processed;
- is relevant in accordance with accepted best practice e.g. some stories are best told in other locations within the site and surrounds;
- can set the tone for future interpretation initiatives by others within the North Sydney CBD;
- facilitates engagement and interest in the site without interrupting the flow of pedestrian movement.

9   CONSULTATION

In accordance with Condition B4 of the SSD approval for the Victoria Cross OSD concept application:

> **HERITAGE IMPACT ASSESSMENT**
>
> *B4. Future detailed development application(s) shall include a detailed Heritage Impact Assessment and Heritage Interpretation Strategy for the proposed works, <u>prepared in consultation with the Heritage Council of NSW.</u> The Heritage Impact Assessment must address the recommendations of the concept stage Heritage Impact Assessment dated 15 May 2018 prepared by OCP Architects.*

This Interpretation Strategy represents the first stage towards development of an Interpretation Plan for the site and should be referred to representatives of the NSW Heritage Council (or delegate) in accordance with the conditions of consent.

9.1   CONSULTATION WITH OTHER PARTIES

The assessment of spaces available for the installation/incorporation of interpretive elements is ongoing in conjunction with the development of the design. The development of a subsequent Interpretation Plan should utilise input from all relevant stakeholders, including, but not limited to, NSW Heritage Council (or delegate), Sydney Metro, Lendlease, the design architects, representatives from the Victoria Cross public art project and the heritage consultants. This will facilitate a diversity of input that will benefit both the process of developing the Interpretation Plan and the final result.

It should also be noted that whilst Aboriginal Cultural Heritage consultation is not part of the scope of this Interpretation Strategy for the Victoria Cross OSD, consultation with the relevant Registered Aboriginal Parties will take place as part of the preparation of the Interpretation Strategy for the Victoria Cross site as a whole. This consultation will also contribute to the diversity of input and the final outcome across the broader site.

9.2   RECOMMENDATIONS

This Heritage Interpretation Strategy (HIS) has been developed in accordance with the *Sydney Metro City & Southwest Heritage Interpretation Plan* (4 May 2017), the *NSW Heritage Manual*, the NSW Heritage Office's *Interpreting Heritage Places and Items: Guidelines*, and the NSW Heritage Council's *Heritage Interpretation Policy*. Several options for interpreting the significant historic themes of the Victoria Cross OSD site have been outlined in this report and a range of potential locations identified to guide subsequent development of the specific Heritage Interpretation Plan.

Within the site, it is important to take account of the functional requirements of the various spaces in operating as a commercial office tower. The approach to interpretation must be mindful of the various challenges and constraints that are associated with the design and functional requirements the building and its prospective uses/ tenants, and ensure that interpretation does not impede these requirements.

In addition, while this Interpretation Strategy has been prepared in condition of the SSD approval for the Victoria Cross OSD concept application, the approach to the interpretation of the entire Victoria Cross site should be consolidated to ensure a consistency in approach across the entire site.

With consideration of the above, it is recommended that:

1. The Consent Authorities accept this Interpretation Strategy as a framework for the future development of interpretation of the Victoria Cross OSD in conjunction with the Victoria Cross metro station site. Specifically:
   - The range of themes identified in section 6 of this report;
   - The following interpretive approaches be further developed within an Interpretation Plan:
     - Design features/integrated architectural elements
     - Focused interpretive elements -interpretive panels/signage, digital installations, artefact displays, play spaces)
     - Published materials – hard copy materials and digital engagement off-site

2. Consultation occurs with the designers and relevant managing agencies to identify and facilitate agreement to suitable areas for the inclusion of interpretive media.

   It is critical that assessment of integration of interpretation into the design and built form continue to be progressed and that areas that are most appropriate and feasible for inclusion of heritage interpretive design elements are identified to ensure an integrated design approach. Suitable locations for interpretive media in conjunction with the Victoria Cross site must be agreed between relevant managing agencies in conjunction with other stakeholders, where relevant.

3. Consultation occurs with representatives managing the public art component to facilitate an integrated outcome.

4. The findings of this Interpretation Strategy should be incorporated into the Interpretation Strategy for the Victoria Cross Metro Station site (prepared in response to the CSSI conditions of approval) to facilitate a consolidated approach to the interpretation of the site.

5. A detailed Interpretation Plan be developed to guide the design of site specific interpretive elements during design development. This should be in the form of one consolidated Interpretation plan for the integrated station development (Metro Station and OSD tower).

APPENDIX A:
Existing Measures for Art & Interpretation in the Vicinity of Victoria Cross

1. Rag & Famish Hotel signage

The Rag & Famish Hotel provides some historic interpretive material about the history of the hotel for the general public.

Figure 0-1 – General view of signage on the exterior building facades of the Rag & Famish Hotel.

Figure 0-2 – Interpretive sign providing historical information on the Rag & Famish Hotel.

2. North Sydney Council and Stanton Library

A number of plaques are located in the grounds of North Sydney Council and Library.

Figure 0-3 – Plaque commemorating the opening of Stanton Library in 1964, located on the external façade of the Stanton Library building.

Figure 0-4 – Plaque commemorating the traditional owners of the land of the North Sydney Council Area, the Cammeraygal people. The plaque is set into a sandstone plinth within the front gardens of the North Sydney Council Chambers.

Figure 0-5 – Plaque commemorating the centenary of the amalgamation of the Council of North Sydney, 1990. The plaque is set into a sandstone plinth within the front gardens of the North Sydney Council Chambers.

Figure 0-6 – Plaque commemorating the centenary of the township of North Sydney, 1938. The plaque is set into a sandstone plinth within the front gardens of the North Sydney Council Chambers.
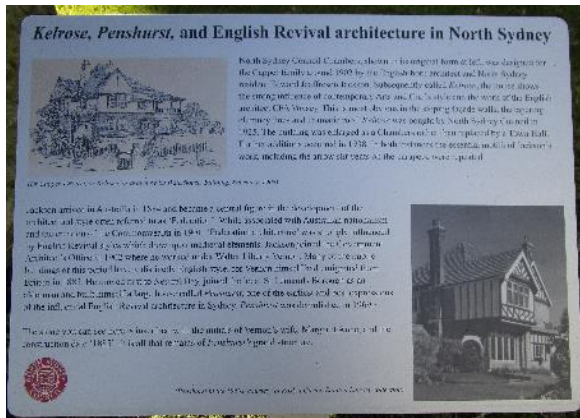

Figure 0-7 – Interpretation panel providing historical information on Kelrose House which has been used as the North Sydney Council Chambers since 1925. The plaque is located within the front gardens of the Council Chambers.

Figure 0-8 – Painted mural on the southern wall of the Stanton Library.

3.   Monte Sant Angelo College

Figure 0-9 – Plaque on the enclosing brick wall along Miller Street commemorating the establishment of Monte Sant Angelo College.

4. North Sydney Post Office

Figure 0-10 – Plaque commemorating the first postmaster of the first official post and telegraph office opened in 1875.

5. Don Bank Museum

Figure 0-11 – Entrance sign at the front gate of the Don Bank Museum providing some historical information about the site as well as museum opening times and admission costs.

6. Brett Whiteley Place

Figure 0-12 – Fountains designed by Robert Woodward in c1980. This is an item on the North Sydney Art Trail

Figure 0-13 – Post identifying Brett Whiteley Place as an item on the North Sydney Public Art Trail. Information on artworks on the North Sydney Art Trail is available via the North Arts App.

Figure 0-14 – Sculptural element at the top of Brett Whiteley Place surrounding one of the escalators to North Sydney Station.

7. Cnr Mount Street and Pacific Highway

Figure 0-15 – *Angles of Incidence*, 2016 sculpture by Warren Langley and Julia Davis.

8. Coca Cola Place, 40 Mount Street

Figure 0-16 – *Angles of Incidence*, 2016 sculpture by Warren Langley and Julia Davis.

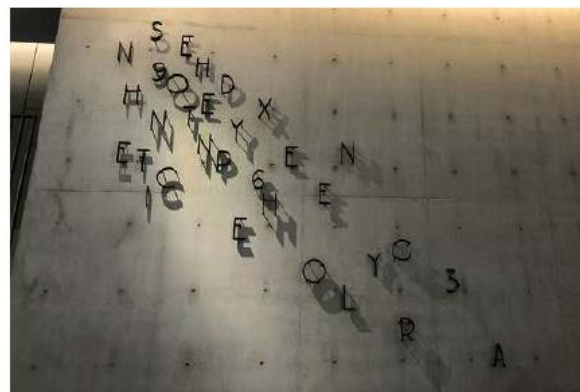Figure 0-17 – *Lines of Communication*, 2010 sculpture by Hany Armanious & Mary Teaque.

Figure 0-18 – *Lines of Communication*, 2010 sculpture by Hany Armanious & Mary Teaque.

9. Cnr of Walker Street, Blues Street and Pacific Highway

Figure 0-19 – *Missing Corners*, 2016 sculpture by David Templeman.

10. Cnr of Pacific Highway and Berry Street

Figure 0-20 – *Mutidjula: Wanambi, (The Serpent)*, by Lawrence Beck.

APPENDIX B:
Salvage Materials for Potential Reuse in Interpretation

The following items have been identified on the Sydney Metro Salvage Register. These items were salvaged from the demolition of the two storey Victorian shop at 187 Miller Street North Sydney.
The only item identified as having potential for use in the future interpretation of the site is the steel awning brackets (item 1).

Item 1 – Steel awning truss identified for potential reuse for interpretation of the site.

Item 2 – Pressed metal ceilings identified for potential re-use by the local community.

Item 3 – Timber door, framings and glazing, and cofferred timber ceiling to shop entry identified for potential re-use by the local community.

Item 4 – Slate threshold identified for potential re-use by the local community.

Item 5 – Parapet urn identified for potential re-use by the local community.

Item 6 – Ceiling rose identified for potential re-use by the local community.

Item 7 –Timber mantel and cast iron fireplaces identified for potential re-use by the local community.

There were a number of other items identified in the Salvage Register, including two floor safes, trophy cups and a sewing machine. It was recommended that these items be made available to the community for re-use.