

VICTORIA CROSS  
INTEGRATED STATION DEVELOPMENT  
HERITAGE INTERPRETATION PLAN



Prepared for Lendlease

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This Interpretation Plan for the Victoria Cross Metro Station was prepared by OCP Architects, written by Rowan Day, and reviewed by Otto Cserhalmi, Principal.

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# 1 INTRODUCTION

## 1.1 Project Overview

As part of the delivery of the Sydney Metro – City and Southwest program of works, the Victoria Cross station is marked as one of the key station locations on the Sydney Metro network. Victoria Cross Station is in the heart of North Sydney’s business district, comprising two station entrance boxes connected by a cavern platform directly beneath Miller Street. The station will provide enhanced accessibility to business, education and residential communities via Station access and entry through the pedestrian plaza opening to Miller, Denison and Berry streets, and the proposed northern services building on McLaren Street.

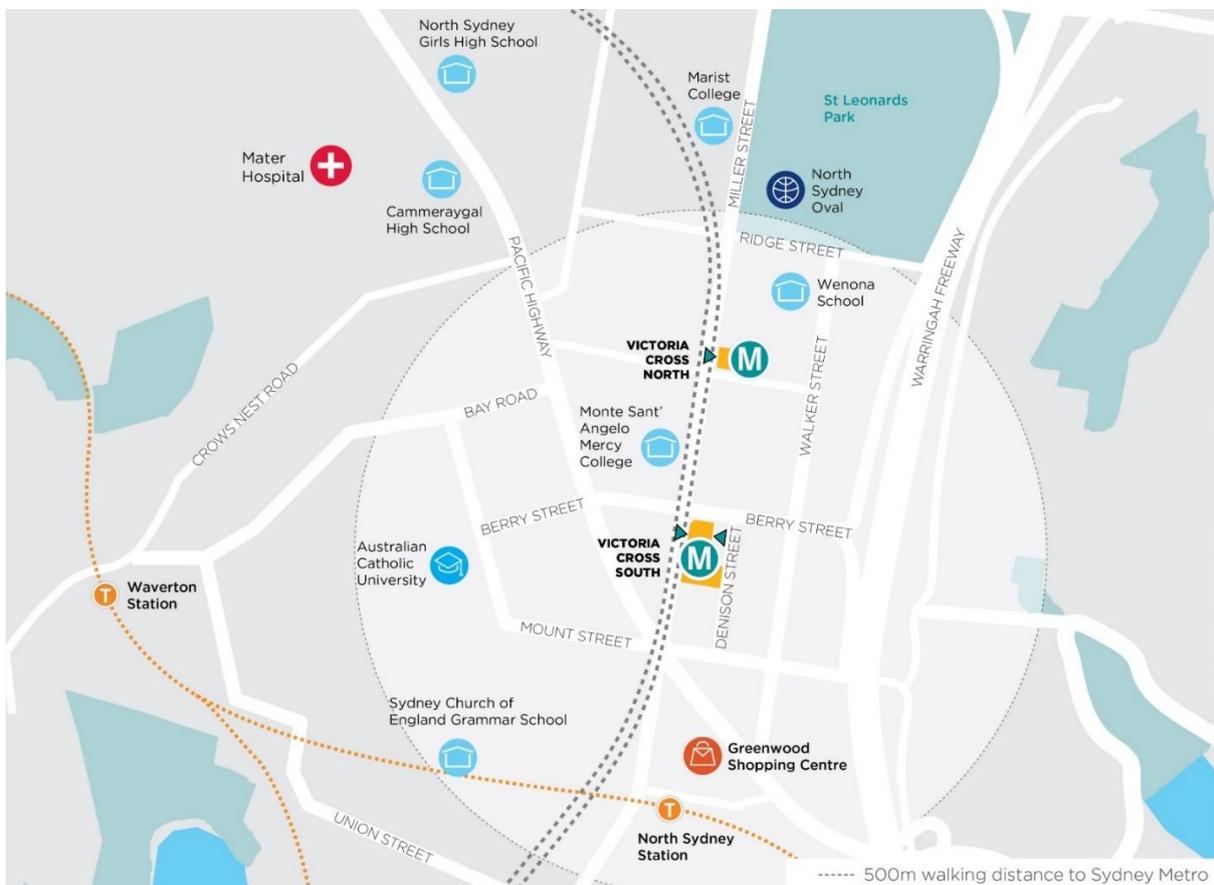


Figure 1-1 - Victoria Cross Station Location

As an integrated development, the Victoria Cross ISD (VC ISD) comprises the following main components:

- A new underground station located at Victoria Cross, North Sydney;
- An over-station development (OSD) tower, integrated into the station.

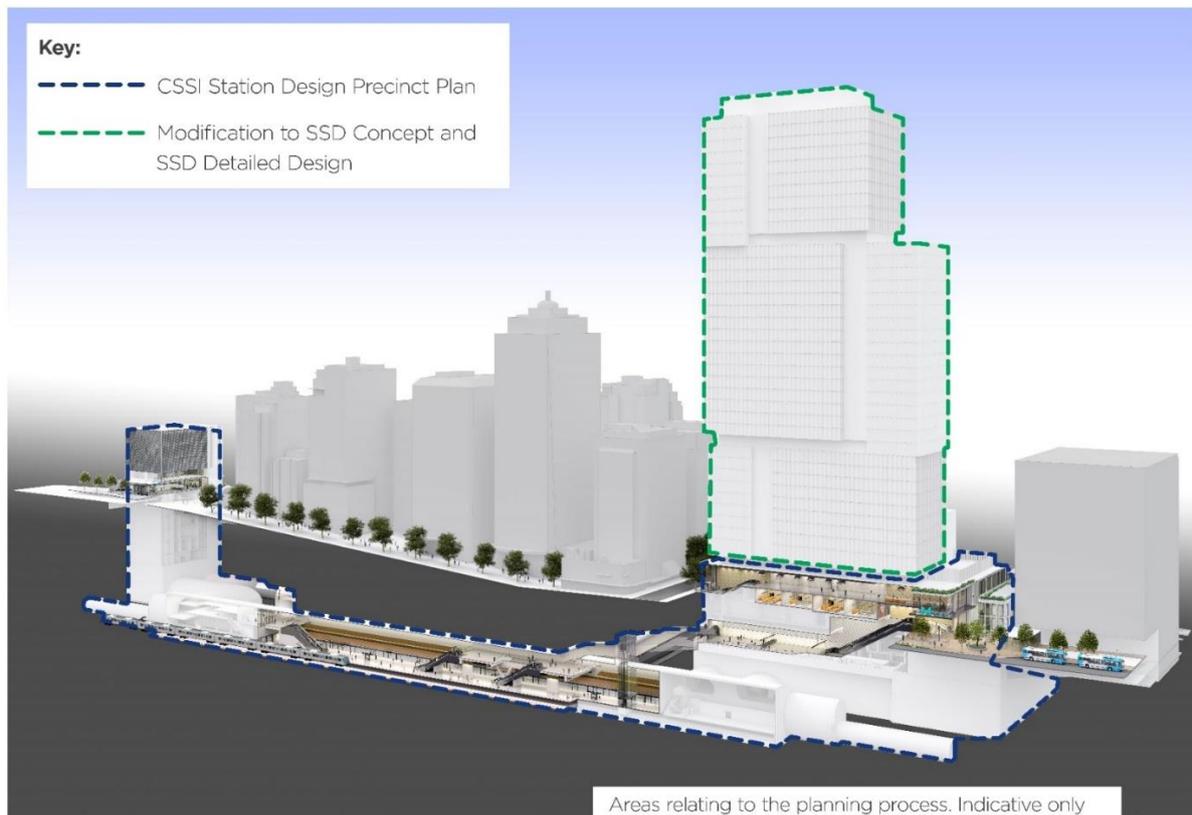


FIGURE 1-2: VICTORIA CROSS STATION SITES ON MILLER STREET IN NORTH SYDNEY, SHOWING THE RELATIONSHIP BETWEEN THE VICTORIA CROSS NORTH SITE (LEFT) AND THE VICTORIA CROSS SOUTH SITE, INCLUDING OSD (RIGHT).

## 1.2 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

FIGURE 1-3 - SYDNEY METRO OVERVIEW

construction of below and above ground improvements with the metro station structure for appropriate integration with the proposed Over Station development (OSD).

### 1.3 Project Scope of Works

The conditions of the planning consent for the CSSI (15\_7400) require a Heritage Interpretation Plan (HIP) to be issued for information and consultation to the NSW Heritage Division prior to construction. The Plan, completed in early 2017, provides a preliminary overview of the Metro HIP requirements and outlined the need to adopt a staged approach to the development of appropriately integrated Heritage Interpretation Plan that would allow for appropriate stakeholder engagement, including with design teams for the respective stations and Registered Aboriginal Parties amongst others, and information from potential archaeological resources.

OCP Architects have been engaged by Lendlease to prepare this Heritage Interpretation Plan specific to Victoria Cross Station.

### 1.4 Sydney Metro Conditions of Approval

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 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.

The conditions of consent require the following:

#### ***Salvage of Heritage Items – Condition E15 (SSI 15\_7400)***

*The Proponent must salvage items of heritage value from heritage listed buildings and structures to be demolished before demolition, and assess options for its sympathetic reuse (including integrated heritage displays) on the project or other options for repository, reuse and display. Suitable repository locations must be established in consultation with Relevant Council(s). Any State listed items or elements suitable for salvage must be determined in consultation with the Heritage Division of the OEH.*

#### ***Heritage Interpretation – Condition E21 (SSI 15\_7400)***

*The Proponent must prepare a **Heritage Interpretation Plan** which identifies and interprets the key Aboriginal and Non-Aboriginal heritage values and stories of heritage items and heritage conservation areas impacted by the CSSI. The **Heritage Interpretation Plan** must inform the **Station Design and Precinct Plan** referred to in Condition E101. The **Heritage Interpretation Plan** must be prepared in accordance with the 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 and include, but not be limited to:*

*(a) a discussion of key interpretive themes, stories and messages proposed to interpret the history and significance of the affected heritage items and sections of heritage conservation areas including, but not limited to the Sydney Terminal and Central Railway Stations Group, Martin Place Station and Sydenham Station and Sydenham Pit and Drainage Pumping Station;*

*(b) identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological Relics, heritage items and conservation areas affected by the CSSI including;*

- i. use of interpretative hoardings during construction*
- ii. community open days*
- iii. community updates*
- iv. station and precinct design; and*

*(c) Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken.*

*The **Heritage Interpretation Plan** must be prepared in consultation with the Heritage Council of NSW (or its delegate), Relevant Councils and Registered Aboriginal Parties, and must be submitted to the Secretary before commencement of construction.*

#### **1.4.1 Relationship Between Victoria Cross Station and Over Station Development**

The Victoria Cross Over Station Development (OSD) comprises a commercial office tower which sits atop a 3-4 storey podium (i.e. the CSSI Metro Box) (refer Figure 1-2).

The design development and approval of the Victoria Cross OSD was subject to a separate State Significant Development Application process. A separate Interpretation Strategy was prepared for the Victoria Cross OSD in fulfilment of the conditions of consent for the concept SSDA (SSD 8874) for the maximum building envelope of the proposed tower at the Victoria Cross south site. The findings of the OSD Interpretation Strategy have been incorporated into this report to facilitate a consolidated approach to the interpretation of the site.

### **1.5 The Study Area**

The Victoria Cross Station study area is located in the central business area of North Sydney, within the North Sydney Council Local Government Area (LGA).

The Metro Station will be located below Miller Street, between Berry and McLaren Streets (refer Figure 1-2). The Victoria Cross metro study area extends between the northern services building on the corner of Miller and McLaren Streets, and the Victoria Cross south site on the corner of Miller and Berry Streets.

The northern entrance to the station will be within the three storey services building on the corner of Miller and McLaren Streets. This entrance will provide customers easy access to Sydney Metro from places like the Mater Hospital, North Sydney Oval and surrounding local schools.

The southern entrance to the station adjacent to the MLC Building will be accessible via a new pedestrian plaza opening to Miller, Denison and Berry streets. When the Metro station opens, the new laneway from Miller to Denison streets will have transformed into a major hub of pedestrian activity, populated by office workers during the day and area residents on evenings and weekends.

The Victoria Cross south site will also include a high-rise commercial tower with an activated podium, comprising retail, food and beverage outlets, as well as a commercial foyer on the corner of Miller and Berry Streets.



FIGURE 1-4: MAP OF NORTH SYDNEY CENTRE SHOWING THE STUDY AREA, SHADED IN RED, INCLUDING THE NORTHERN ENTRANCE ON THE CORNER OF MILLER AND MCLAREN STREETS AND THE VICTORIA CROSS SOUTH SITE ON THE CORNER OF MILLER AND BERRY STREETS. THE STUDY AREA ALSO INCLUDES METRO BOX, LOCATED BELOW MILLER STREETS BETWEEN THE VICTORIA CROSS NORTH AND SOUTH SITES. SOURCE: SIX MAPS.

The Victoria Cross integrated station development (ISD) includes all aspects of the station development approved under the CSSI as well as the commercial tower on the Victoria Cross south site approved under the SSD process.

## 1.6 Aims of this Interpretation Plan

The cultural significance of Victoria Cross should be made readily apparent to all who visit or are involved with the site. One of the key aims of this project is to ensure that heritage values of Victoria Cross relevant to the Metro footprint will be communicated and celebrated through creative and innovative interpretation and an enhanced visitor experience. The aim of including interpretation as a condition of consent is to provide for interpretation of the place in conjunction with the proposed works and conservation of the place itself.

This Heritage Interpretation Plan provides the consolidated proposals for heritage interpretation of the site. Specifically, this Plan will detail the interpretive initiatives, identifying sites for interpretation, types of interpretive media and text, images and objects as relevant. The proposals have been developed to:

- enhance the understanding and enjoyment of the site, its history and its cultural 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 to provide for a diverse visitor experience;
- have regard for the proposed use of the site;
- be practical, having regard to the predicted audience;
- acknowledge the sense of community ownership of the site; and
- provide for the longevity and maintenance of proposed interpretive elements.

## 1.7 Methodology

This Heritage Interpretation Plan for Victoria Cross Station 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*.
- Methodology of Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter), 2013

Heritage NSW's *Interpreting Heritage Places and Items: Guidelines* (former NSW Heritage Office, August 2005) and the NSW Heritage Council's *Heritage Interpretation Policy* present a series of principles to guide the interpretation of a place. These principles have informed the development of this Heritage Interpretation Plan (HIP).

## 1.8 Limitations

The use of historic images proposed in this Interpretation Plan 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.

At the time of writing, the archaeological excavation program is ongoing. The nature of any future finds may have implications for interpretation.

## 1.9 Authorship

The report was prepared by OCP Architects, written by Rowan Day.

## 1.10 Acknowledgements

The assistance of the following people in preparing this Heritage Interpretation Plan is gratefully acknowledged:

- Chris Langeluddecke, AMBS
- Wenfang Tan, Lendlease
- Greta King, Lendlease

## 1.11 Audience

The Victoria Cross Metro Station and integrated station development will provide a collection of highly utilised public spaces for members of the local community and broader public on a daily or weekly basis. Therefore, the development would provide an opportunity to display interpretive media, artworks and design elements to great effect with a considerable degree of exposure of both Aboriginal and European heritage information to both local residents and visitors to the area.

The key audience groups for the Victoria Cross integrated station development have been identified as the following:

<b>Staff</b>	
Activities	<ul style="list-style-type: none"> <li>• Sydney Metro staff and commercial operators working within the Station precinct daily;</li> <li>• Staff, clientele and other visitors to the tenants of the OSD tower;</li> </ul> <p>These audiences would interact with the site as they:</p> <ul style="list-style-type: none"> <li>• enter and exit the precinct</li> <li>• walk between facilities, including within the wider area of the integrated station development</li> </ul>
<b>Commuters</b>	
Activities	<ul style="list-style-type: none"> <li>• People who visit Victoria Cross Station for the purpose of travelling to work: <ul style="list-style-type: none"> <li>- people who travel to and from Victoria Cross Station as part of their work journey;</li> <li>- people who use Victoria Cross as an interchange point – to other trains and buses.</li> </ul> </li> <li>• Depending on their ultimate destination, people traverse various parts of the precinct but are typically passing through</li> </ul>
<b>Travellers</b>	
Activities	<ul style="list-style-type: none"> <li>• Visitors/tourists who pass through Victoria Cross Station while sight-seeing within Sydney.</li> </ul>
<b>Residents and Workers in the Locality</b>	
Activities	<ul style="list-style-type: none"> <li>• Local residents and workers of North Sydney and surrounding areas who make use of the station, either occasionally or regularly, including to make use of the retail/ hospitality facilities.</li> <li>• Local workers who will walk or drive past the area on their way to and from work, including to make use of the retail/ hospitality facilities during breaks or after work.</li> </ul>
<b>General Public</b>	
Activities	<ul style="list-style-type: none"> <li>• General public access to the Victoria Cross Station precinct</li> <li>• General public visits as part of a wider journey, for example heritage walking tour of North Sydney</li> </ul>

## 2 PROPOSED HERITAGE INTERPRETATION

### 2.1 Objectives relating to potential locations for Interpretive Media

Given the use and requirements of the site, interpretation within the Victoria Cross study area will be:

- integrated with the design of the built form and public domain features;
- simple and meaningful, avoiding an overload of information that cannot be readily processed;
- relevant in accordance with accepted best practice;
- designed and located appropriately so that it does not disrupt pedestrian flows and does not compete with other elements such as public art, business identification signs, or wayfinding;
- visually interesting and engaging.

### 2.2 Northern Entry

#### 2.2.1 Design and materiality

The northern services and station entrance building (refer Figure 2-1) is located at the threshold between the North Sydney CBD and lower density residential precincts of North Sydney and Crows Nest. Its design is influenced by the historical context of this area's Edwardian and Victorian domestic architecture. The upper parts of the Northern Entry Building are clad in perforated metal screening which in colour, detailing and texture is resonant with the terracotta and masonry material prevalent in the surrounding area. The design of the masonry base is influenced by the historical context of North Sydney's Victorian and Edwardian residential building stock.<sup>1</sup>

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<sup>1</sup> Lendlease, October 2019, Station Design and Precinct Plan – Victoria Cross Project.

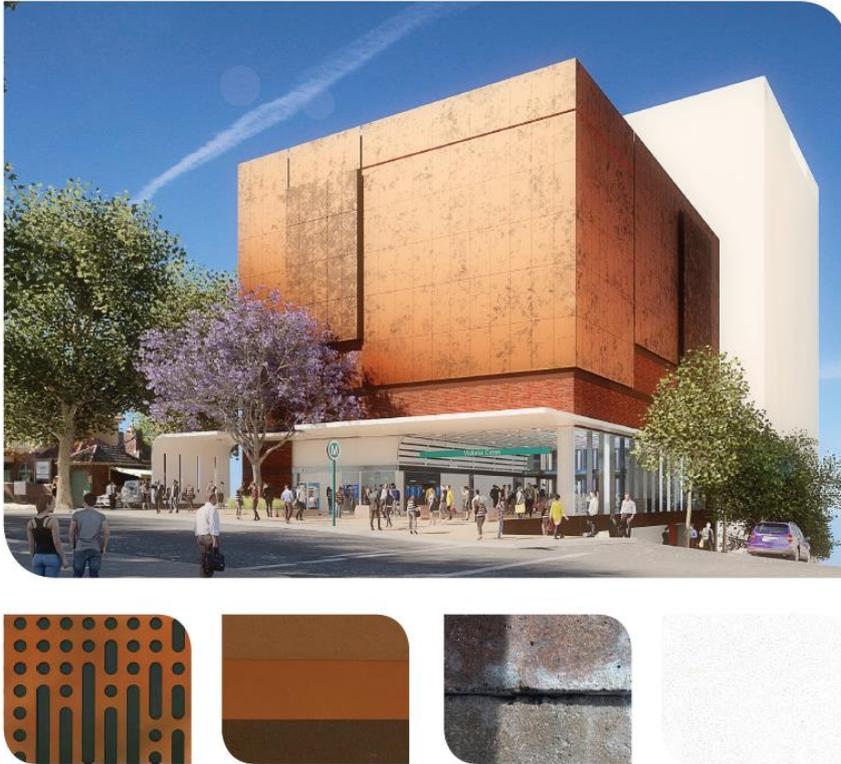
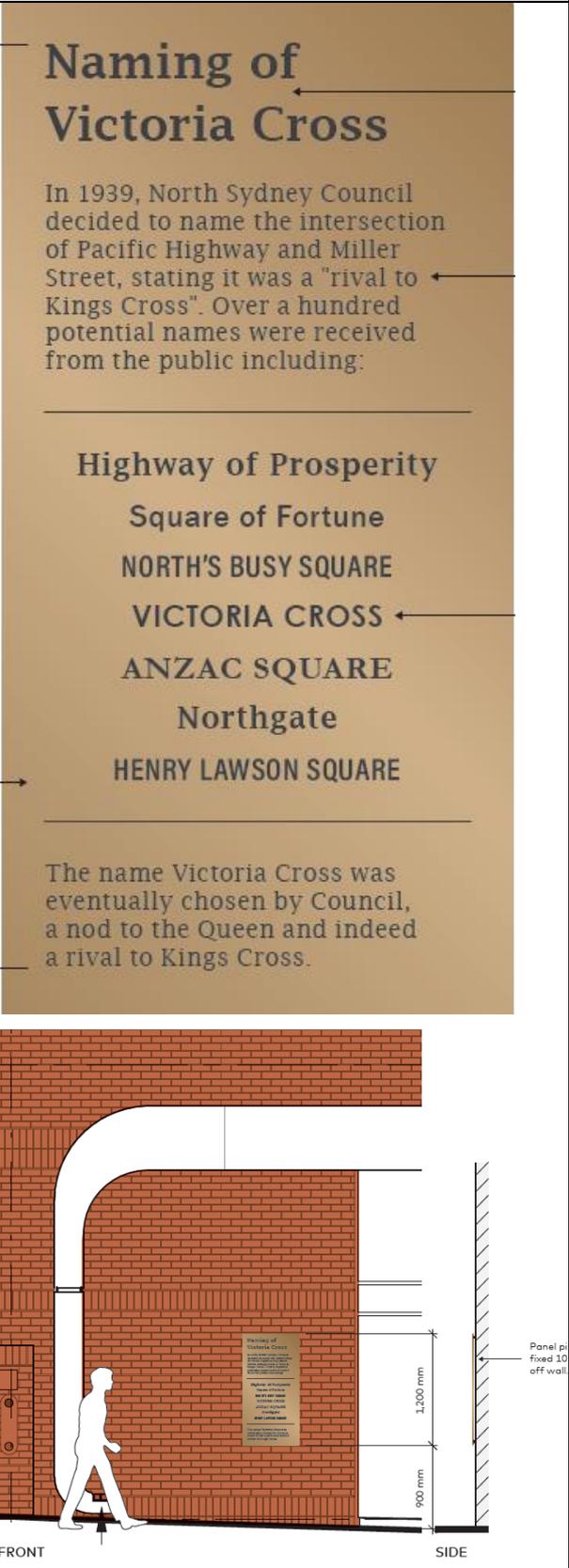


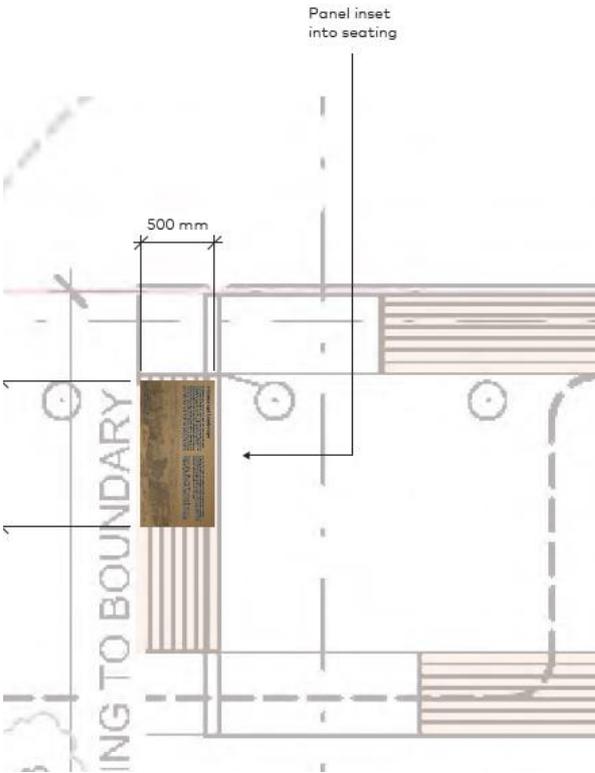
FIGURE 2-1: ARTIST IMPRESSION OF THE NORTH STATION ENTRANCE AT MILLER AND MCLAREN STREETS, SHOWING THE PROPOSED PALETTE OF MATERIALS AND COLOURS TO BE UTILISED FOR THE BUILDING EXTERIOR. SOURCE: LENDLEASE, STATION DESIGN AND PRECINCT PLAN – VICTORIA CROSS PROJECT.

## 2.2.2 Interpretive Media

Proposed measures for interpretation at the Northern Entry consist of:

- Standalone interpretive panel with text and images within the public courtyard area (on the north external brick wall) to explore the following theme:
  - Interpretation of the name 'Victoria Cross' and its origins as the name of the intersection of Miller Street and the Pacific Highway
- Interpretive panel incorporated into seating, to explore the following theme:
  - Interpretation of the Gamaragal landscape, focusing on Gamaragal occupation of rockshelters in the North Sydney area, and the Gamaragal diet.

NAMING OF VICTORIA CROSS	
PROPOSED TEXT	PROPOSED DESIGN
<p><u>Naming of Victoria Cross</u></p> <p>In 1939, North Sydney Council decided to name the intersection of Pacific Highway and Miller Street, stating it was a “rival to Kings Cross”. Over a hundred potential names were received from the public including:</p> <ul style="list-style-type: none"> <li>- Highway of Prosperity</li> <li>- Square of Fortune</li> <li>- North’s Busy Square</li> <li>- Victoria Cross</li> <li>- Anzac Square</li> <li>- Northgate</li> <li>- Henry Lawson Square</li> </ul> <p>The name Victoria Cross was eventually chosen by Council, a nod to a Queen and indeed a rival to Kings Cross.</p>	

ABORIGINAL LIFE IN NORTH SYDNEY	
PROPOSED TEXT	PROPOSED DESIGN
<p><u>A Gamaragal Landscape</u></p> <p>Rock shelters are naturally formed hollows or overhangs in a cliff, usually found in coastal, mountainous or hilly terrain and were quite common close to this area. Rock shelters were used by Aboriginal people for both short term and more permanent shelter and occupation, and evidence of occupation by the local Gamaragal First Nation people can be found in rock shelters throughout the North Sydney area. Some rock shelters contain examples of rock art, artefact scatters and shell middens. Shell midden sites are remnants of the Gamaragal diet which can still be found throughout the North Sydney area. Shell middens result from Aboriginal exploitation and consumption of shellfish, in marine, estuarine, or freshwater contexts. These vary in size as they can be the result of one single meal or the repeated use of a specific area over time.</p> <p>Trees provided shade and bark for shelters (huts), canoes, paddles, shields, baskets and bowls and edible plant species included figs, yams, fern roots, berries, and flowers of banksia.</p>	 <p><b>A Gamaragal Landscape</b></p> <p>Rock shelters are naturally formed hollows or overhangs in a cliff, usually found in coastal, mountainous or hilly terrain and were quite common close to this area. Rock shelters were used by Aboriginal people for both short term and more permanent shelter and occupation, and evidence of occupation by the local Gamaragal First Nation people can be found in rock shelters throughout the North Sydney area. Some rock shelters contain examples of rock art, artefact scatters and shell middens. Shell midden sites are remnants of the Gamaragal diet which can still be found throughout the North Sydney area. Shell middens result from Aboriginal exploitation and consumption of shellfish, in marine, estuarine, or freshwater contexts. These vary in size as they can be the result of one single meal or the repeated use of a specific area over time.</p> <p>Trees provided shade and bark for shelters (huts), canoes, paddles, shields, baskets and bowls and edible plant species included figs, yams, fern roots, berries, and flowers of banksia.</p>  <p>Panel inset into seating</p> <p>500 mm</p> <p>ING TO BOUNDARY</p>

### 2.3 Miller Street Public Domain

The integrated station development will create a new widened public domain area along Miller Street in the form of a new public plaza addressing Miller Street with grassed terraces, a paved pedestrian thoroughfare, an activated retail frontage at street level. Other features of the development at ground level include the OSD lobby and forecourt and Miller Street Metro Station entrance adjoining the through-site link and MLC Building at the southern end of the site. The Miller Street plaza will become a new place for North Sydney – a place of vibrant activity on evenings and weekends which connects customers, communities and workers in a single public and democratic environment.<sup>2</sup>

<sup>2</sup> Lendlease, October 2019, Station Design and Precinct Plan – Victoria Cross Project.

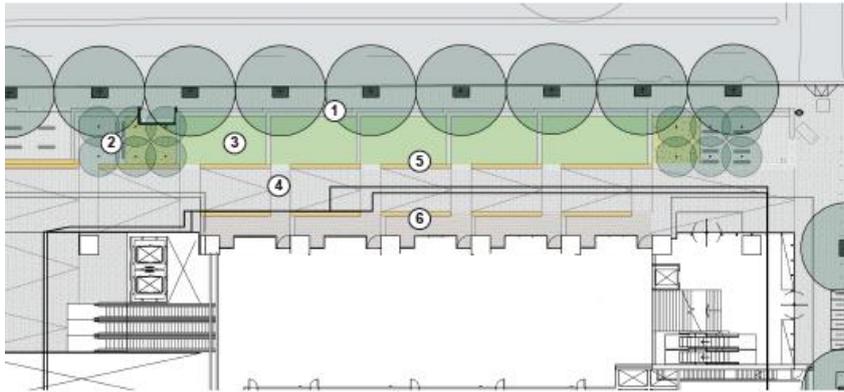
As a public domain that provides people with the opportunity to sit and gather, it is considered that interpretation within the Miller Street public domain will enhance the value of this space to the local community and provide additional interest to visitors.



Figure 2-2: Artists impression of the integrated station development, OSD tower and public plaza along Miller Street, including the grassed terraces, pedestrian thoroughfare, and active retail frontage. The entrance to the OSD lobby and forecourt is shown on the corner of Miller and Berry Street, opposite the historic Rag & Famish Hotel. Source: Lendlease, Station Design and Precinct Plan – Victoria Cross Project.



Figure 2-3: Artists impression of the main Victoria Cross Metro Station entrance from the public plaza along Miller Street. Source: Lendlease, Station Design and Precinct Plan – Victoria Cross Project.



- ① Seating edge
- ② Seating forecourt
- ③ Grassed terraces
- ④ Key walkway
- ⑤ Retail seating edge
- ⑥ Retail terrace

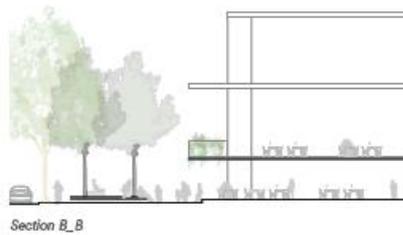


Figure 2-4: Plan of the public domain area along Miller Street, showing arrangements for landscaping, public seating, retail seating, and pedestrian walkway. Source: Lendlease, Station Design and Precinct Plan – Victoria Cross Project.

### 2.3.1 Interpretive Media

Proposed measures for interpretation in the Miller Street public domain consist of:

- Integration of interpretive panels into the seating in the landscaped areas along Miller Street, exploring the following themes:
  - The evolution of transport in North Sydney, including the cable tram, the construction of the Sydney Harbour Bridge and the railway line to the North Shore, and the opening of the Sydney Metro
  - Interpretation of Aboriginal life in North Sydney, with an optional inlay exploring the land rights movement in the twentieth century

TRANSPORT	
PROPOSED TEXT	PROPOSED DESIGN
<p><b>Transport</b></p> <p><b>1886: Cable Tramway</b></p> <p>In 1886 the cable tramway was opened. It connected the intersection at Miller and Ridge Streets to the Milsons Point Ferry Wharf. This new transport link boosted development of the town centre, including new banks, public buildings and shops in the civic precinct.</p> <p><b>1932: Sydney Harbour Bridge</b></p> <p>In 1932 the Sydney Harbour Bridge opened. It linked the North Shore Railway line to the city via North Sydney Station. These</p>	

<b>TRANSPORT</b>	
<b>PROPOSED TEXT</b>	<b>PROPOSED DESIGN</b>
<p>significant developments in transport made an important contribution to the intensification of development in the North Sydney area.</p> <p>2024: Sydney Metro Victoria Cross Station</p> <p>In 2024, Victoria Cross Station opened. Victoria Cross is one of 32 Sydney Metro Stations on a 66km standalone railway system . The opening of the new Victoria Cross Station represents a new layer of history in the development of transport services in North Sydney.</p>	

<b>ABORIGINAL LIFE IN NORTH SYDNEY</b>	
<b>PROPOSED TEXT</b>	<b>PROPOSED DESIGN</b>
<p><u>Aboriginal Life in North Sydney</u></p> <p>Aboriginal people have lived in this local area for thousands of years. The Traditional Owners of the North Sydney region are the Gamaragal (Cammeraygal) people.</p> <p>The Gamaragal were renowned as strong and powerful people, whose lands were thought to possess the best fishing grounds in Port Jackson. Men were responsible for making spears, weapons and tools, and women made and used fishing lines and hooks. They were also known for performing ritual tooth extraction on uninitiated boys as part of male initiation ceremonies. This ceremony allowed elders to pass on their knowledge to younger generations and</p>	

<b>ABORIGINAL LIFE IN NORTH SYDNEY</b>	
<b>PROPOSED TEXT</b>	<b>PROPOSED DESIGN</b>
<p>ensured a male’s passage from childhood to adulthood.</p> <p>Today’s North Sydney Aboriginal community includes both those who identify as Gamaragal, and Aboriginal and Torres Strait Islander people from other clans.</p> <p><u>Optional inlay: Land Rights Movement</u></p> <p>The second half of the twentieth century saw the growth of the Indigenous land rights movement, in which North Sydney played a prominent part as a gathering place for the movement. Important campaigns promoting recognition and land rights were developed, leading to the successful 1967 referendum which changed the Constitution and included Aboriginal and Torres Strait Islander people in the census.</p>	

### 3 OTHER INITIATIVES AT VICTORIA CROSS

#### 3.1 Public Art

In addition to heritage interpretation, the Victoria Cross integrated station development will incorporate a major public art project.

The proposed public artwork for Victoria Cross station involves the installation of large digital screens; one at the Miller Street station entrance and another potentially at the northern station entrance.

The screens will show footage of remnant North Sydney bushland. While not explicitly for the purpose of heritage interpretation, the public art can be seen as supplementary to heritage interpretation measures, as it will provide the opportunity to convey Aboriginal heritage through highlighting the D’harawal seasons: Burran (January-March); Marrai’gang (April-June); Burrugin (June-July); Wiritjiribin (July-August); Ngoonungi (September-October); Parra’dowee (November-December). This will be further developed in production, depending on Aboriginal consultation.



FIGURE 3-1: INDICATIVE VIEW OF THE PUBLIC ART DIGITAL SCREENS AT VICTORIA CROSS (ONE EACH AT NORTHERN AND SOUTHERN ENTRANCES)

## 4 IMPLEMENTATION

Following acceptance of the Heritage Interpretation Plan by the consent authorities, it should be implemented as required by the conditions of consent. Required steps are outlined below:

1. Signage consultant and/or graphic designer to finalise graphic artwork for stakeholder signoff and manufacture where required for base building interpretive media, for example interpretive panels.
2. Receive the approval of the consent authorities in writing prior to manufacture of interpretive media and interpretive base building infrastructure.
3. Manufacture the approved interpretation media.
4. Install the approved interpretation media.

## 5 CONCLUSION

This Interpretation Plan recommends the strategies, specific locations and methods by which the heritage significance and role of the place can be communicated to the audience in culturally appropriate ways that respect the heritage values of the place. A number of locations for interpretation have been identified within the footprint of the Victoria Cross Station works:

1. Northern Entry: This area is proposed for both indigenous and non-indigenous interpretation, relating to interpreting the historical origins of the name Victoria Cross for the intersection of Miller Street and the Pacific Highway, and the Gamaragal landscape. The interpretive measures in this location are proposed to be a combination of traditional panels with text and images, and panels incorporated into seating.
2. Miller Street Public Domain: This area is proposed for interpreting the history of transport in Victoria Cross and North Sydney; and interpretation of Aboriginal life in North Sydney. The interpretive measures in this location are proposed to be panels incorporated into seating.

In addition to these areas, it is noted that as a public art measure there will be the installation of large digital screens; one at the Miller Street station entrance and potentially another at the northern station entrance. The public art can be seen as supplementary to heritage interpretation measures, as it will provide the opportunity to convey Aboriginal heritage through highlighting the D’harawal seasons. The proposed interpretive measures contained in this report are intended to communicate and celebrate the heritage values of Victoria Cross.