



Heritage Interpretation Plan

Crows Nest Station Design Stage 2 & 3

SMCSWSCN-SMC-SCN-HE-PLN-000001

Prepared for Sydney Metro

6 May 2020



Member of the Sutherland Group



Member of the Sutherland Group



Document Control

Document:	Heritage Interpretation Plan
Project Name:	Crows Nest Station Design Stage 2 & 3
Project Number:	30012631
Revision Number:	E

Revision History

REVISION NO.	DATE	SUITABILITY CODE	DOCUMENT NUMBER
A	5 September 2019	For Review and Comment	SMCSWSCN-SMC-SCN-HE-PLN-000001
B	21 October 2019	For Review and Comment	SMCSWSCN-SMC-SCN-HE-PLN-000001
C	07 January 2020	For Review and Comment	SMCSWSCN-SMC-SCN-HE-PLN-000001
D	05 February 2020	Final	SMCSWSCN-SMC-SCN-HE-PLN-000001
E	06 May 2020	Final	SMCSWSCN-SMC-SCN-HE-PLN-000001

Issue Register

DISTRIBUTION LIST	DATE ISSUED	NUMBER OF COPIES
Sydney Metro	6 May 2020	1

SMEC Company Details

Approved by:	Sav Dell'Aquila		
Address:	Level 5, 20 Berry Street, North Sydney, NSW 2060, Australia		
Tel:	02 9925 7145	Fax:	02 9925 5566
Email:	Sav.DellAquila@smec.com	Website:	www.smec.com

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1 Introduction

1.1 Purpose of Document

The Contract Management Plan (CMP) is the primary reference document that provides context and a framework for the delivery of Crows Nest Station Design Stages 2 and 3. The CMP describes the processes and procedures SMEC will implement to comply with specific requirements of the Project and under the framework of the SMEC's Business Management Systems (BMS). SMEC will manage a design team which will be named CNDC (Crows Nest Design Consortium).

It is intended that the CMP will apply to the project until end of Stage 2 & 3 design services. The plan should be read in conjunction with other management plans listed in Section 1.2.

Controlled copy distribution of this document will be by the Sydney Metro document control systems within the TeamBinder environment, and through the Sharepoint document management system within the CNDC environment.

1.2 Relationship with Other Plans

This document is to be read in conjunction with the various CNDC Management Plans, manuals, procedures etc. together with any other document referenced in this plan. The table below provides an overview of the management plan framework that has been developed to support the successful execution of Crows Nest Station Design Stages 2 and 3 scope of services. As such, some aspects of this plan may be general in nature as the details are defined in the other specific referenced plans.

The general approach is to have one point of truth, so that as part of the continual improvement of the project plans, procedures, workflows and other documents; they can be revised individually, without causing a cascading revision of other linked documents, unless there is a significant impact of this revision on any linked document. Therefore, this plan will refer to other documents, for details on the various processes, procedures and deliverables, rather than repeat them within this plan.

- entry and exit points and any other Building Code of Australia compliance required to support the OSD Works.
- provision of support to the Principal in managing the CN Contractor in the delivery of the Crows Nest Station to handover to Sydney Metro (or its associates);
- preparation of specification(s), standard drawings and any additional information for items that will be consistent and typical for all other underground stations, including station furniture, connections to the BMCS, architectural fitments, etc.);
- provision of technical support and advisory service on matters relating to the relevant parts of the Environmental Planning and Assessment Act with respect to the Chatswood to Sydenham EIS 1;
- provision of technical support and advisory service on matters relating to statutory requirements on rail safety management to the CN Contractor;
- review of relevant Technical Specifications of the LW, TSOM, L&E, BMCS, and TSE packages in respect of the integration with the Crows Nest Station Design;
- provision of technical support service and design management including environmentally sustainable design, acoustics, wind modelling, façade engineering, specialist internal linings engineering, accessibility, BCA, security (including blast assessment), heritage, signage and wayfinding, lighting, public art, human factors;
- provision of CAD and BIM services post-Stage 3 design is predicated on an agreed level of design to be agreed with the Principal in accordance with the level of detail requirements for assurance review to allow the construction of a federated model; and

- provision of regular evidence of compliance with the conditions of the SSI.

1.3 Definitions

Table 1-1 Terms and their definitions

TERM	DEFINITION
Attribute	Means any defined parameter within DOORS, associated with a requirement e.g. Design Verification Evidence
CN Contractor	Means an entity appointed by Sydney Metro to undertake the works associated with the construction of Crows Nest Station
CNDC	Means Crows Nest Design Consortium managed by SMEC and subconsultants Woods Bagot, Robert Bird Group, Norman Disney Young, Slattery, Oculus, Creative Road, Buro North, BCA Logic and others
Design Stage	Means each of Design Stage 1, Design Stage 2, Design Stage 3, Construction, Testing, and Operational Readiness phase as well as Finalisation and Asset Acceptance phase
DOORS	Means the software produced by IBM, referred to as DOORS (Dynamic Object-Oriented Requirements System)
Interface Contractor(s)	Means any one or more of the Sydney Metro City & Southwest contracts interfacing with Crows Nest Station that are required to complete works within the station including TSE, TSOM, L&E and LW contracts. (Refer table of acronyms contained within this document)
METRON	METRON is a joint venture of Arcadis and Mott MacDonald, with principal sub-consultants Robert Bird Group, Foster + Partners, Architectus, WT Partnership and McKenzie Group responsible for the Stage 1 design.
Principal	Means Sydney Metro
PSC	Means the Professional Service Contract which is the contract between Sydney Metro and the Service Provider
Service Provider	Means an entity appointed by Sydney Metro to provide professional services as described in the Services Brief
Sydney Metro	Sydney Metro means Sydney Metro (a New South Wales Government Agency constituted under the Transport Administration Act 1988 (NSW)) (ABN 12 354 063 515), the Principal under the Contracts

1.4 Acronyms and Abbreviations

Table 1-2 Abbreviations and their definitions

ABBREVIATIONS	DEFINITION
AFC	Approved for Construction
ASA	Asset Standards Authority
BMCS	Building Management Control System
CBD	Central Business District
CCR	Configuration Change Request
CNDC	Crows Nest Design Consortium
CST	Crows Nest Station
DIS	Detailed Interface Specification
DOORS	Dynamic Object-Oriented Requirements System
DP	Design Package
DPA	DOORS Project Archive
FMECA	Failure Mode, Effects and Criticality Analysis
HAZID	Hazard Identification
HF	Human Factors
HFIL	Human Factors Issues Log
IRS	Interface Requirements Specification
L&E	Lift and Escalators Contract
LW	Linewide
NAC	Network Assurance Committee
NSW	New South Wales
OSD	Over Station Development
RATM	Requirements Allocation and Traceability Matrix
RAATM	Requirements Analysis and Allocation Traceability Matrix
RAM	Reliability Availability & Maintainability
RCI	Reliability Critical Item
RCIL	Reliability Critical Item List

ABBREVIATIONS	DEFINITION
RM	Requirements Manager
RVTM	Requirements Verification and Traceability Matrix
RVVTM	Requirements Verification and Validation Traceability Matrix
RMP	Requirements Management Plan
SFAIRP	So Far As Is Reasonably Practicable
SIL	Safety Integrity Level
SMA	Sydney Metro Authority
SWTC	Scope of Works and Technical Criteria
TK	Thyssen Krupp
TSE	Tunnel & Station Excavation
TSOM	Trains, Systems Operation and Maintenance
WBS	Work Breakdown Structure

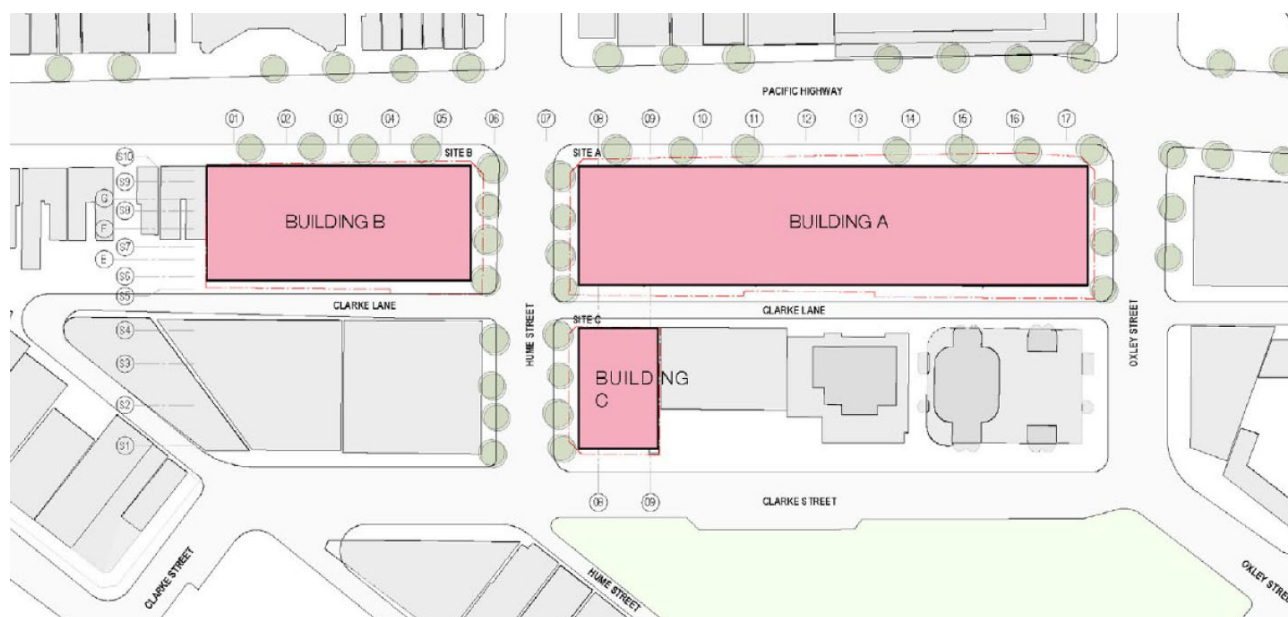
1.5 Project Objectives

Crows Nest Station is an underground station located on the Pacific Highway between Oxley Street and Hume Street, as illustrated in The Contract Management Plan (CMP) is the primary reference document that provides context and a framework for the delivery of Crows Nest Station Design Stages 2 and 3. The CMP describes the processes and procedures SMEC will implement to comply with specific requirements of the Project and under the framework of the SMEC's Business Management Systems (BMS). SMEC will manage a design team which will be named CNDC (Crows Nest Design Consortium).

It is intended that the CMP will apply to the project until end of Stage 2 & 3 design services. The plan should be read in conjunction with other management plans listed in Section 1.2.

Controlled copy distribution of this document will be by the Sydney Metro document control systems within the TeamBinder environment, and through the Sharepoint document management system within the CNDC environment.. This area is a growing commercial and residential precinct in close proximity to the village centre of Willoughby Road and proximate to the CBD centre of St Leonards.

Figure 1 Ground plane showing Crows Nest Station buildings in relation to Pacific Highway and Clarke Street.



Crows Nest Station has the following features:

- New pedestrian crossing with traffic lights at the Pacific Highway/Oxley Street intersection.
- New pedestrian crossings on Clarke and Hume Streets.
- New temporary bike parking on Pacific Highway (Site B).
- New on-road marked cycle link on Hume Street.
- New kiss-and-ride and taxi bays on Clarke Street.
- Existing bus stops close to the station retained and relocated on the Pacific Highway.
- Installation of wayfinding signage and Sydney Metro information.

A Design Stage 1 has been completed for the Crows Nest Station primary structures including provision of a future over station development (OSD) above the station.

On 28th February 2019, SMEC entered into Professional Services Contract with Sydney Metro to act as Service Provider for the delivery of Design Stage 2 and Design Stage 3 for the Crows Nest Station Works and the OSD Enabling Works from the existing Design Stage 1.

1.6 Background for the Interpretation Strategy

Heritage interpretation is required at each new station including Crows Nest Metro. A reference design for heritage interpretation was prepared as part of the 2016 Environmental Impact Statement (EIS) for Metro and a site specific Heritage Strategy was prepared for Crows Nest which included recommendations for heritage interpretation: *Heritage Strategy for Crows Nest Stage 1 Design Underground Stations Design & Technical Services*, authored by Metron for Sydney Metro in 2017. The report was also informed by project specific heritage guidelines, (Transport for NSW Sydney Metro City & Southwest, Technical Services Heritage Design Guidelines, City Reference Design, NWRLSRT-PBA-SRT-HE-REP-000005). Project specific heritage guidelines for Crows Nest recommended that interpretation be integrated into the station, providing the opportunity to communicate the history of Crows Nest, particularly its Town Centre. The strategy identified themes and narratives for interpretation and made recommendations with regard to locations and potential content of interpretation. The following opportunities were noted:

- interpretive signage within station concourses;
- evocative large-scale historical graphics within station entry lobbies, concourses and platforms;
- integration of interpretive material with station way finding and signage;
- interpretative design elements within interface areas in order to connect the station precincts to the surrounding contexts (in cooperation with North Sydney Council); and
- (additional and recommended linewidth) - development of an online exhibition or digital application outlining the history and significance of the station precincts and places. (This last item would be the responsibility of Metro to apply across the line as a whole).

The 2017 Metron report and heritage interpretation recommendations therein has been referred to for this report and forms the basis of this revised and developed HIP.

This Heritage Interpretation Plan has also been prepared in response to and to satisfy Conditions of Approval, specifically condition E21 which states:

Heritage Interpretation

E21) 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 Offices 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, Sydenham Station and Sydenham Pit and Drainage Pumping Station Precincts

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 interpretive hoardings during construction

ii) community open days

iii) community updates

iv) station and precinct design.

c) Aboriginal cultural and heritage values of the project area including the results of any archaeological investigation.

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.

It is noted that previous issues of this report contained content authored by Wolfpeak Heritage and Environment. These sections have been removed and submitted as a separate report on Aboriginal Interpretation (Doc No. SMCSWSCN-SMC-SCN-HE-PLN-000002), therefore this report excludes Aboriginal Interpretation.

1.7 Heritage Guidelines and the Burra Charter

This Interpretation Plan has been prepared in accordance with the NSW Heritage Manual, the NSW Heritage Branch Interpreting Heritage Places and Items: Guidelines (August 2005) and the NSW Heritage Branch's Heritage Interpretation Policy (endorsed by the Heritage Council August 2005). The general philosophy and process adopted is guided by the Australia ICOMOS Burra Charter 1999.

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 the fabric; the use of and activities of the place; and the use of introduced material (Article 1.17).

Interpretation should provide and enhance understanding of the history, significance and meaning of the place. Interpretation should respect and be appropriate to cultural significance (Article 25).

The NSW Heritage Branch Interpreting Heritage Places and Items: Guidelines lists the following best practice "ingredients" for interpretation:

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

1.8 Aims of the Interpretation Strategy

Interpretation forms a critical part of the Metro development. The following aims and outcomes have been identified. The aim of the Strategy is to:

- To reveal history of the site and respect heritage
- Bring to life and celebrate the history of the site;
- Add to layer of richness of activity and meaning for site;
- Support arts and culture as important aspects for wellbeing;
- Where appropriate, heritage interpretation can inform the public art strategy (with the final art composition to be determined by the artist);
- Inform detailed design and development of the strategy and proposed interpretation devices

The intended outcomes of the Strategy are:

- Ensure interpretation is an integral part of the station precinct – considering architecture and public domain, during the detailed design process
- Uncover the stories of people who inhabited the site, but who may not be well known, in order to celebrate their connection to the site;
- Communicate the layered history of the site to commuters, residents and visitors to the site
- Ensure that interpretation considers the broader Metro strategies (in consultation with Metro)
- To satisfy the relevant conditions of approval

The Metro Station is a busy transit location, with limited space for stopping and reading information and texts.

1.9 Authorship

This report was prepared by Urbis Pty Ltd. The following report has been prepared by Fiona Binns (Associate Director, Urbis Pty Ltd).

Previous issues of this report contained content authored by Wolfpeak Heritage and Environment. These sections have been removed and submitted as a separate report on Aboriginal Interpretation (Doc No. SMCSWSCN-SMC-SCN-HE-PLN-000002).

2 Crows Nest Station

Crows Nest Station is an underground station located on the Pacific Highway between Oxley Street and Hume Street.

Figure 2 Locality Map.



The site previously contained a number of buildings of various periods and styles.

The structures and buildings on the subject site were demolished in stages between August 2018 and January 2019. The subject site now comprises a large vacant area along the Pacific Highway and Clarke Lane.

The station box is proposed to be located between the Pacific Highway, Oxley Street, Clarke Lane and Hume Street. The station entrances would be from Clarke Street and corner of Pacific Highway and Oxley Street. The station will be configured as a large 'single span' cavern that accommodates tracks for both directions of travel and a central island platform or a 'binocular cavern' arrangement whereby each platform and track is housed in a single smaller cavern.

3 Heritage Interpretation Themes and Narratives

The history for Crows Nest reveals the growth of a residential community and village from the subdivision of a larger estate. The 2017 Metron Strategy identified the following themes and opportunities for heritage interpretation:

- a) Transport and Infrastructure – which links the new transport system to the historical transport of the area; and
- b) Local Stories – which provides opportunities to commemorate local history and the buildings and developments of the area.

The strategy further identified the opportunity to integrate Aboriginal cultural heritage and early images such as photographs and maps of the area that combine to tell the story of Crows Nest. Aboriginal cultural heritage has been incorporated under a separate report (Doc No. SMCSWSCN-SMC-SCN-HE-PLN-000002) prepared by Wolfpeak Heritage and is excluded from this report.

Urbis has refined these themes and narratives as identified below.

3.1 Transport and Infrastructure

Transport and specifically the trams were critical to the growth and development of Crows Nest. The extension of the trams in 1892, from the terminus at Ridge Street along Falcon Street to Lane Cove Road (Pacific Highway) and in 1909 with the extension to Chatswood, Lane Cove and Willoughby, reinforced Crows Nest's primacy as a shopping centre and tramway interchange (known to locals as 'Five Ways'). The commercial centre of Crows Nest formed around the former tramway intersection of Crows Nest Junction (being the Intersection of Falcon Street, the Pacific Highway and Willoughby Road). Early commercial buildings included grocers, banks, plumbing and gas fitting, rent collectors, hardware stores, hotels, auto mechanics, theatres and picture theatres.

Rail and Road networks also increased access and facilitated development. The North Shore trainline was completed in the 1890s. Lane Cove Road was upgraded and renamed the Pacific Highway in the late 1920s in anticipation of increasing motor traffic flows from the opening of the Sydney Harbour Bridge in 1932. In the 1930s and '40s the Department of Main Roads resumed and widened the north side of the Highway to service an ever-increasing amount of motor traffic in conjunction with the two tram lines and two footpaths either side of the road.

In the latter part of the 20th century, transport also contributed to the decline of Crows Nest. In 1958, a closure of the tramways took place across Sydney, as it was generally accepted that privately owned cars were to become the major mode of transport for people. Cars allowed for increased suburbanisation but also increased congestion, eventually leading to the opening of the Warringah Expressway in 1968. Travel to and through Crows Nest lessened and the focus of the retailers shifted to more immediate markets.¹

¹ Extent Heritage Advisory, Sydney Metro City & Southwest: Crows Nest Over Station Development, Statement of Heritage Impact pages 75-76

Thus, transport and infrastructure were critical to the development (and later decline) of the area and of course is strongly associated with the proposed Station function. Accordingly, there is an opportunity to incorporate transport narratives in proposed interpretation at the station.

3.2 The North Sydney Shopping Village

From 1909, the street frontages on Lane Cove Road (now Pacific Highway) were earmarked for commercial development. A thriving shopping centre sprung up around Five Ways (Crows Nest Junction) and along Willoughby Road and Lane Cove Road towards St Leonards. Crows Nest's development as a retail hub was greatly facilitated by having three transport vectors into the community, such that the Sydney Morning Herald described Crows Nest as "the main shopping centre for the North Sydney Districts".

This continued into the mid 20th century. Building Magazine wrote in August 1938 that "at the present time there is considerable building and developmental activity in the vicinity of North Sydney and more particularly in Crow's Nest...[and] the Pacific Highway from North Sydney up to St Leonards is becoming increasingly popular for small industrial organisations...". On 20 September 1957 the Sydney Morning Herald reported that Crows Nest was a "retail centre serving more than a dozen northside suburbs and is attracting the interest of big city organisations".

The subject site was formerly occupied by a mix of early and mid-20th century retail and commercial development including a group of 6 shop-top buildings built in 1936. The site was occupied by various retail shops – a bakery, motor garage, building supplies store, a chemist and in the latter part of the 20th century, a new post office.

The history of the site as part of the main shopping village is strongly associated with the retail components of the proposed Station function. There is an opportunity to incorporate retail and commercial narratives in proposed interpretation at the station, including interpretation of the former site occupation and development.

4 Heritage Interpretation Plan

This report forms part of staged delivery and implementation of interpretation at Crows Nest station and informs detailed design.

Having regard for the themes identified in section 3 of this report, as well as audience analysis, and available historical resources, the following European heritage interpretation media is recommended. The interpretation detailed herein outlines recommendations for the potential locations, themes, key messages and interpretative devices that may be used and/or installed throughout the station.

4.1 Audience Profile

Interpretation aims to reveal meanings and connections. To effectively achieve this, interpretation is predicated on identifying audiences and using appropriate media. It is important to identify specific audiences so that interpretation responds to audience needs and motivations and also takes into consideration literacy levels, disability, gender, ethnicity and age. Accessible interpretation of heritage themes and values will ensure that the heritage significance and values of the place are appreciated by the commuters and wider community.

- Residential, commercial and retail occupants of the OSD;
- Residential and commercial visitors to the precinct;
- Recreational / tourism (international, interstate, and metropolitan visitors)
- Community / special event audiences (for particular events held in the public spaces in the vicinity of the site)
- General public, workers and residents of nearby suburbs;
- Special interest groups such as heritage, art and architecture enthusiasts and learning audiences;
- Commuters (pedestrian) / through traffic (pedestrian).

4.2 European Heritage Interpretation Media

The following section details the proposed European heritage interpretation media, including nominating key themes and messages and appropriate locations for interpretation. Interpretation principally focusses on built form strategies, as well as more traditional signage and other media.

“Every built form is a system of connecting links. Architecture, in this context, is the application of a number of spatial and temporal metaphors projected from bodily based experiences.” Interpretation in the built form thus refers to the treatment of the built form (being new structures and streetscape elements) to interpret the sites significant values. A built form interpretive strategy is generally a more subtle response which emphasises and compliments the more overt interpretive media. Built form interpretation can be used to interpret specific events, uses, former structures and subdivision patterns as well as cultural uses and activities including Aboriginal narratives.

Proposed interpretation devices are outlined below.

4.2.1 Historical image reproduced in building finishes

It is proposed to incorporate a historical image on the station platform lift, along with the necessary citation and some associated text (location shown at Figure 6). It is noted that as the station is primarily a space that audiences will travel through, it is proposed to incorporate predominantly images and minimise text and signage. The preferred image is provided below in Table 4-1. Alternate images have been provided for use at the discretion of Sydney Metro. It is proposed to etch the image into the perforated metal screen surrounding the lift enclosure (refer to Figures 7, 8 and 9). Selected images for use must seek copyright permissions and incorporate citations.

Table 4-1 Preferred and alternate historic images – to be incorporated into station design



IMAGE	THEME AND DISCUSSION	IMAGE/ PLAN
Preferred image selection:		
1	<p>Theme: Transport and Infrastructure</p> <p>Citation: Laying tram tracks at Crows Nest Junction c.1909</p> <p>Source: State Archives 17420_a014_a0140001116</p>	
Alternate image selection:		
2	<p>Theme: Transport and Infrastructure</p> <p>Laying tram tracks at Crows Nest Junction, 1912.</p> <p>Source: Stanton Library</p>	

IMAGE	THEME AND DISCUSSION	IMAGE/ PLAN
3	<p>Theme: Transport and Infrastructure</p> <p>Car 1922 in Pacific Highway at Crows Nest, March 1958. Study site at left in this view.</p> <p>Source: Stanton Library</p>	
4	<p>Theme: Transport and Infrastructure</p> <p>Car 2032 heading up line in Pacific Highway at corner of Hume Street, 1958. Study site at right in this view.</p> <p>Source: Stanton Library</p>	

Figure 3 Primary Interpretation Location - Station Overall Section identifying location of proposed European interpretation

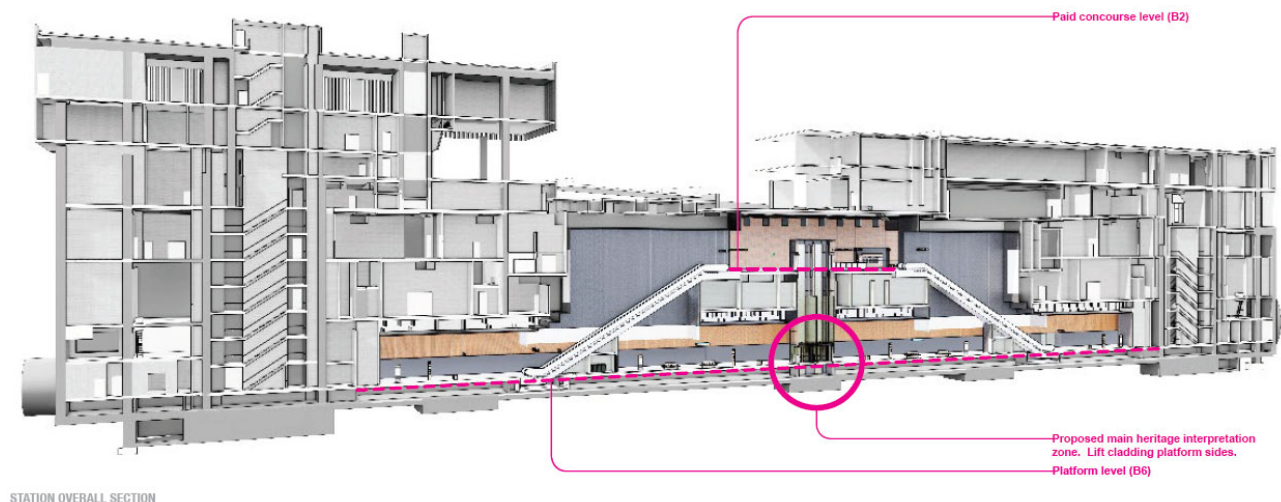


Figure 4 Primary interpretation location – Image Aspect + Indicative Size

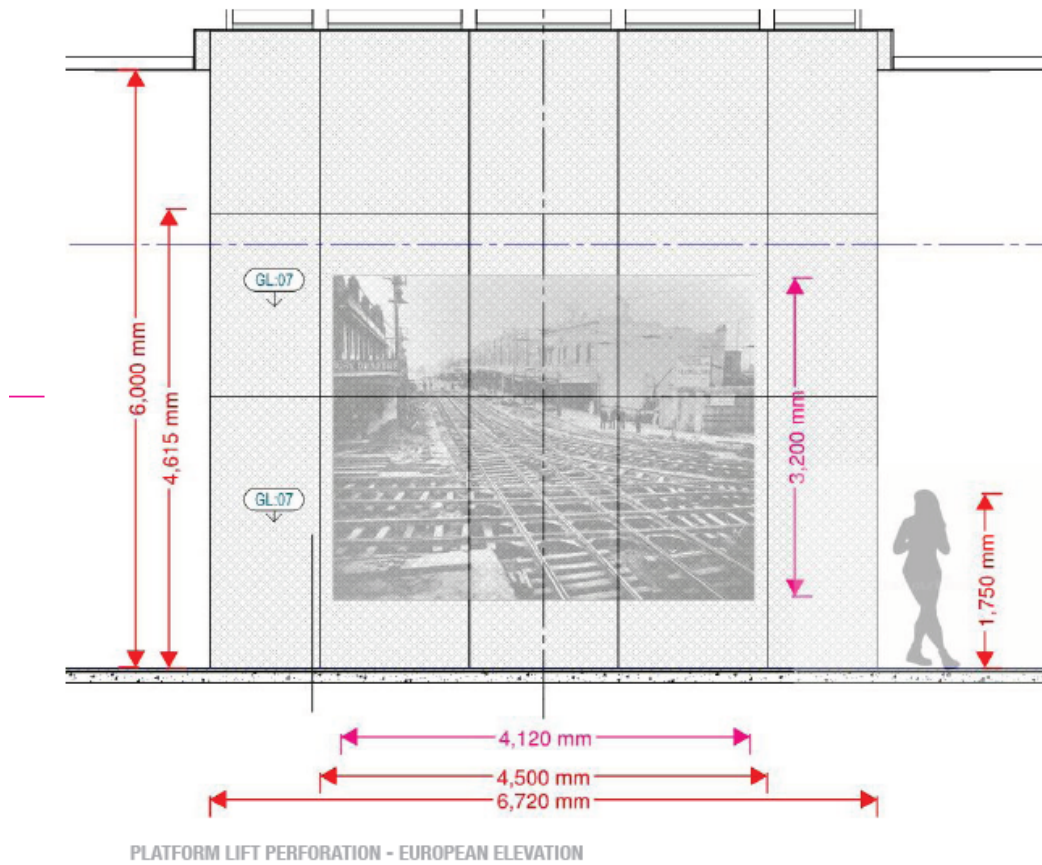
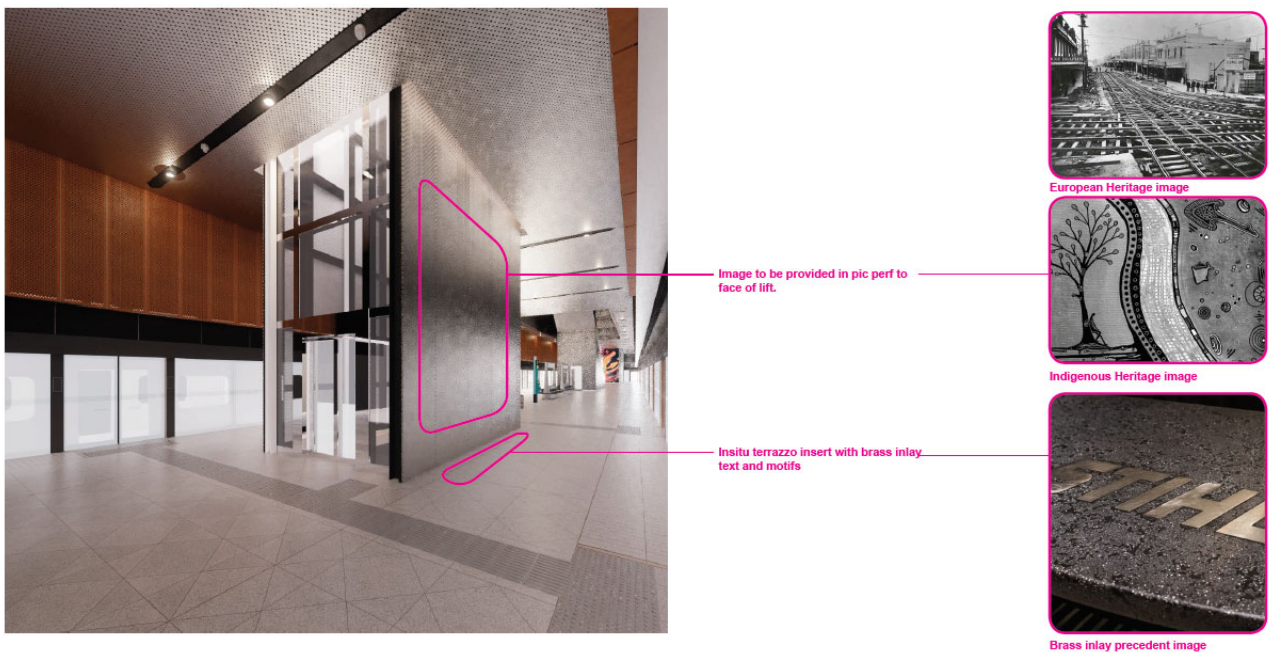


Figure 5 Indicative Platform Lift View



An Oral History Project was undertaken by Stanton Library, North Sydney which included recollections of Crows Nest. Select quotes from these recollections, in addition to other sources such as newspapers, have been included below and are proposed to be used in conjunction with the selected image above (Table 4-1), to enhance the identified interpretation themes and narratives. The quotes (as set out in Table 4-2) are proposed to be incorporated in adjacent ground inlays in conjunction with the image. Quotes are to be acknowledged appropriately to the oral history interviewee or newspaper citation (refer Table 4-2 and Figure 6).

Figure 6 Proposed European Heritage Interpretation – Platform Lift

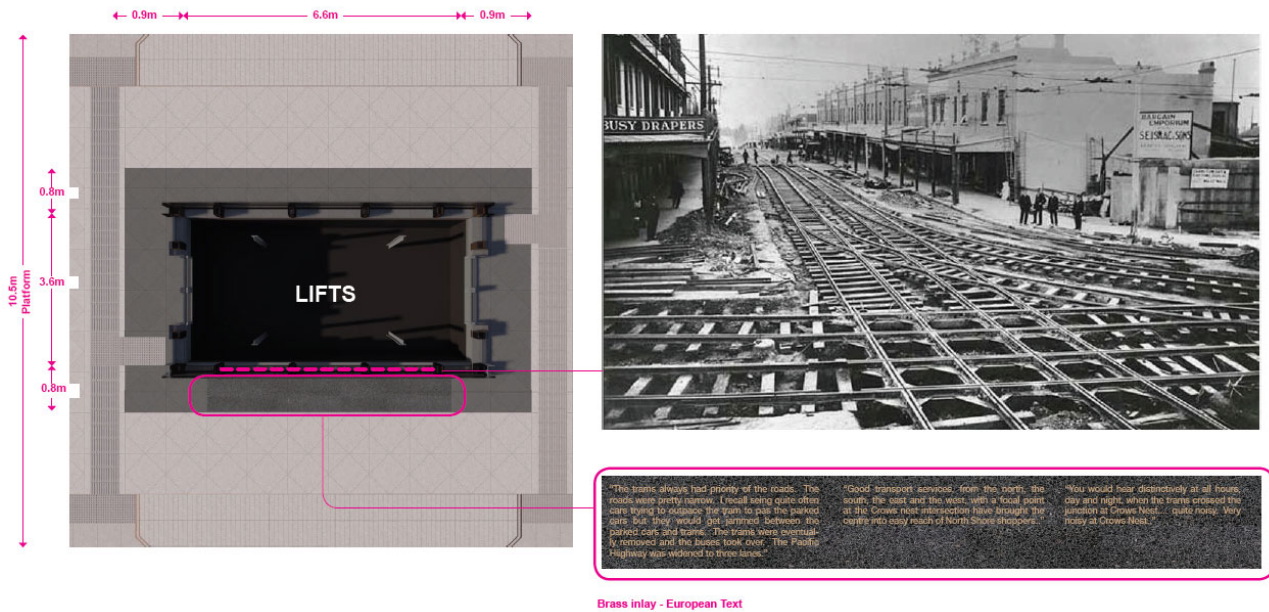


Figure 7 European Interpretation Visualisation – Platform Lift



Table 4-2 Select Quotes

THEME	QUOTE
Transport and Infrastructure	<i>“good transport services, from the north, the south, the east and the west, with a focal point at the Crows nest intersection have brought the centre into easy reach of North Shore shoppers”</i> The Sydney Morning Herald: 20 September 1957
Transport and Infrastructure	<i>“You would hear distinctively at all hours, day and night, when the trams crossed the junction at Crows Nest...quite noisy. Very noisy at Crows Nest”.</i> North Sydney Oral History Project, interview with John Mangraviti, who grew up in Crows Nest and lived on the first floor above his father’s grocery store on the Pacific Highway.

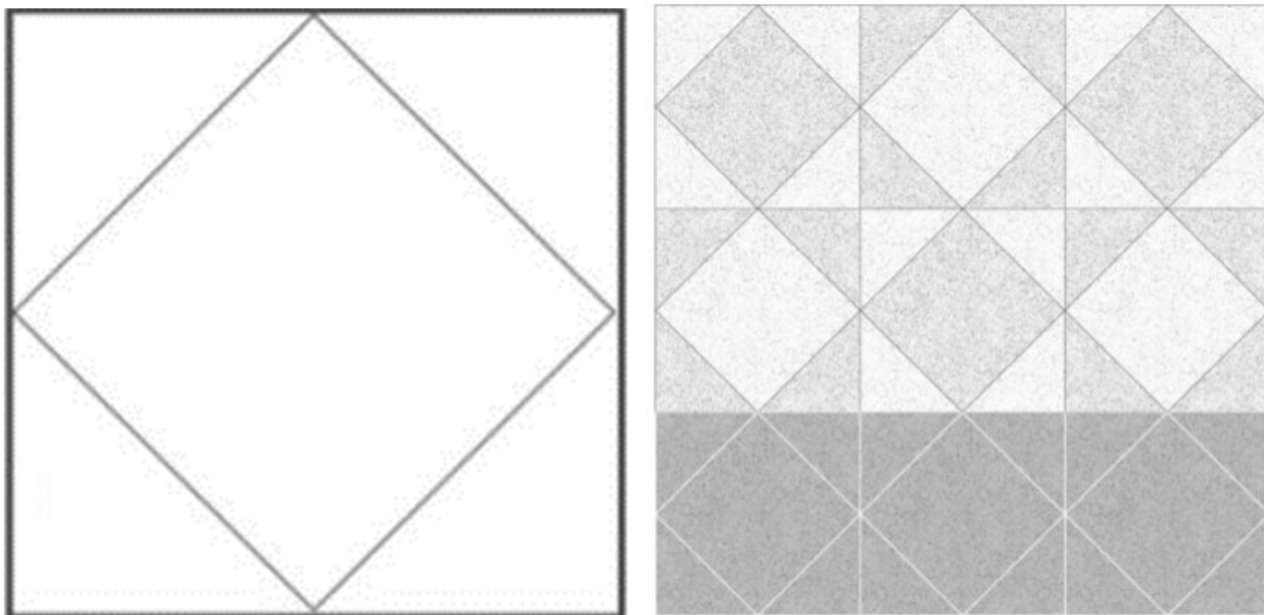
4.2.2 Reinterpretation of Tesselated Tiles

It is proposed to interpret the former residential occupation of the site by reproducing/ reinterpreting the pattern of the remnant tessellated tile from the former 1894 dwelling at 495 Pacific Highway. It is proposed to interpret the pattern in a contemporary form and reproduce this in select locations within the station. The interpretation is to be incorporated onto floor finishes, with locations and extent of as specified in the design package prepared by architects Woods Bagot. Locations must consider functionality and station requirements as well as Public Art. Refer to the nominated tile pattern at Figure 12, inspired by the remnant tile illustrated at Figure 11. An indicative view of the station at Figure 8 shows the tile application in conjunction with the platform lift interpretation.

Figure 8 On left – View west from Clarke Street showing remnants of the 1890s house. On right – Detail of the remnant Victorian tile. (Source: AMBS Ecology and Heritage)



Figure 9 Two examples of remnant Victorian tile – reinterpretation. (Source: Woods Bagot)



5 Conclusion and Recommendations

This report has been prepared as part of the staged delivery and development of heritage interpretation at Crows Nest Station and has been prepared for SMEC by Urbis Pty Ltd. Urbis understands that the proposed heritage interpretation as set out herein is to be implemented by the station contractor, with the report to be provided to them. The following is required to satisfy and implement the strategy:

- 1) Purchase any permissions required for use of the image *Laying tram tracks at Crows Nest Junction c.1909* (State Archives 17420_a014_a0140001116) as well as purchasing a high resolution digital file for application
- 2) Implement interpretation media as directed in sections 4.2 of this plan, including:
 - Application of the reinterpreted tessellated tile motif throughout the platform and station, as set out in the Architectural specifications/ Design Report.
 - Application of the State Archives image *Laying tram tracks at Crows Nest Junction c.1909* (or alternate image as selected by Sydney Metro from the images provided herein) on the platform lift as a design feature and incorporation of accompanying quotations at the base of the image as set out in section 4.2.

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