



# Crows Nest Metro Station – Aboriginal Heritage Interpretation Plan - Contribution


March 2020

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## Crows Nest Metro Aboriginal Heritage Interpretation Plan - Contribution

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## 1. Background

WolfPeak Environment and Heritage have been engaged to consult, develop and complete the Aboriginal Heritage Interpretation Plan for the Crows Nest Metro Station.

This document provides:

- a consolidated summary of historical information related to the Aboriginal occupation and use of the site and surrounding lands
- consultation details with identified Aboriginal community stakeholders
- identified themes
- recommended interpretation media (artwork) and associated information

### 1.1 How to use/integrate this document

This Aboriginal Heritage Interpretation Plan forms part of the holistic Heritage Interpretation Plan (HIP) for the site. The HIP is being completed by Urbis. To enable concise transfer of information, this document includes section references to the relevant section of the draft HIP supplied by Urbis on 5 September 2019.

### 1.2 Compliance Table

*Table 1 – Compliance Table SSI 15\_7400*

Condition of Consent	Completed
A9	Complete
E23	Complete



## 2. Heritage Interpretation Themes and Narratives (HIP s3)

### 2.1 Aboriginal Cultural Heritage (HIP s3.1)

The following historic summary has been sourced from the *North Sydney Council, Aboriginal Heritage Infosheet (written by Ian Hoskins)*. WolfPeak have amended to reflect later understandings and interpretations, indicated through reference.

Evidence of Aboriginal occupation within NSW has been dated to 50-60,000 years Before Present (yBP) at Lake Mungo and up to 30,000 yBP in Parramatta. Radiocarbon dating of archaeological material at present-day Cammeray indicates that Aboriginal people were living in the North Sydney area at least 5, 800 years ago. By this time the last ice age had ended and water levels had risen to create Sydney Harbour and its river valleys. The landforms and waterways familiar to these people would have differed little from those that confronted European colonists in the late 18<sup>th</sup> century.

When the First Fleet arrived in Sydney Cove in 1788, the North Shore of Sydney was inhabited by at least two Aboriginal Clans, the Gamaragal (also spelt Cammeraygal, Gamaraigal, Gammeraygal, Kamarigal) and the Wallumedegal.

In 1790 Governor Phillip reported:

*... About the north-west part of this harbour there is a tribe which is mentioned as being very powerful, either from their numbers or the abilities of their chief. This district is called Cammerra, the head of the tribe is named Cammerragal, by which name the men of that tribe are distinguished the opposite shore is called Wallumetta, and the tribe, Wallumedegal ...*

We know more about the Gamaragal clan because of their social status, as leaders of ceremony within the harbour area,<sup>1</sup> and the consequent written and pictorial observations of the early colonists. It was noted that they were 'robust and muscular' people, and the men presided over the initiation of young males from other Sydney area groups.

A Gamaragal man called Carradah made the acquaintance of Lieutenant Lidgbird Ball of the ship *Supply*. The connection between the two men was significant enough for Carradah to 'exchange' names and adopt the title Mr Ball for himself. He may well have aided the Englishman in his explorations of north shore areas.

By the early 1800s Aboriginal social structures had been dramatically affected by dispersal and disease. Cammeraygal land was being appropriated by Europeans as early as 1794 when Samuel Lightfoot was 'granted' 30 acres at Kirribilli. By the 1860s the Aborigines were only occasional visitors to the North Shore. At Christmas time groups of Aborigines would come from regional districts and camp in the caves in Cremorne Reserve and near Kurraba Road at Neutral Bay. There they waited to receive the annual gift of a blanket each, given by the Government.

Today few, if any, of the Aboriginal people living in the northern suburbs can trace their ancestry to Gamaragal or Wallumedegal tribes due to the overwhelming decimation of these clans through

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<sup>1</sup> Metropolitan LALC.



colonisation. The physical evidence of the first inhabitants of the North Shore can be found in fire charred caves, stencilled hands painted on stone, engravings of animals and weapons on rocks, middens of whitened seashells from ancient meals.

Balls Head has some of the most significant remaining Aboriginal sites in North Sydney. The Australian Museum investigated a rock shelter at Balls Head in 1964 where the skeleton of a female was discovered. The site was revisited in 1971 and further documented. The human remains had been either interred or abandoned in the rock shelter though there was evidence of subsequent human disturbance. A small tooth with traces of vegetable gum found near the skeleton suggests that the woman had adorned her hair or wore a necklace. An important and impressive rock engraving remains at Balls Head. The engraving features a whale, one of the totems of the Gamaragal. Other engravings are located at this site and were recorded in 1899, however the location of some remains unknown.

450 artefacts were recovered from various layers of soil in the shelter. Most of these were waste flakes from tool manufacture and tiny stone tools such as barbs, known as microliths. There were fabricating stones, scrapers and cores.

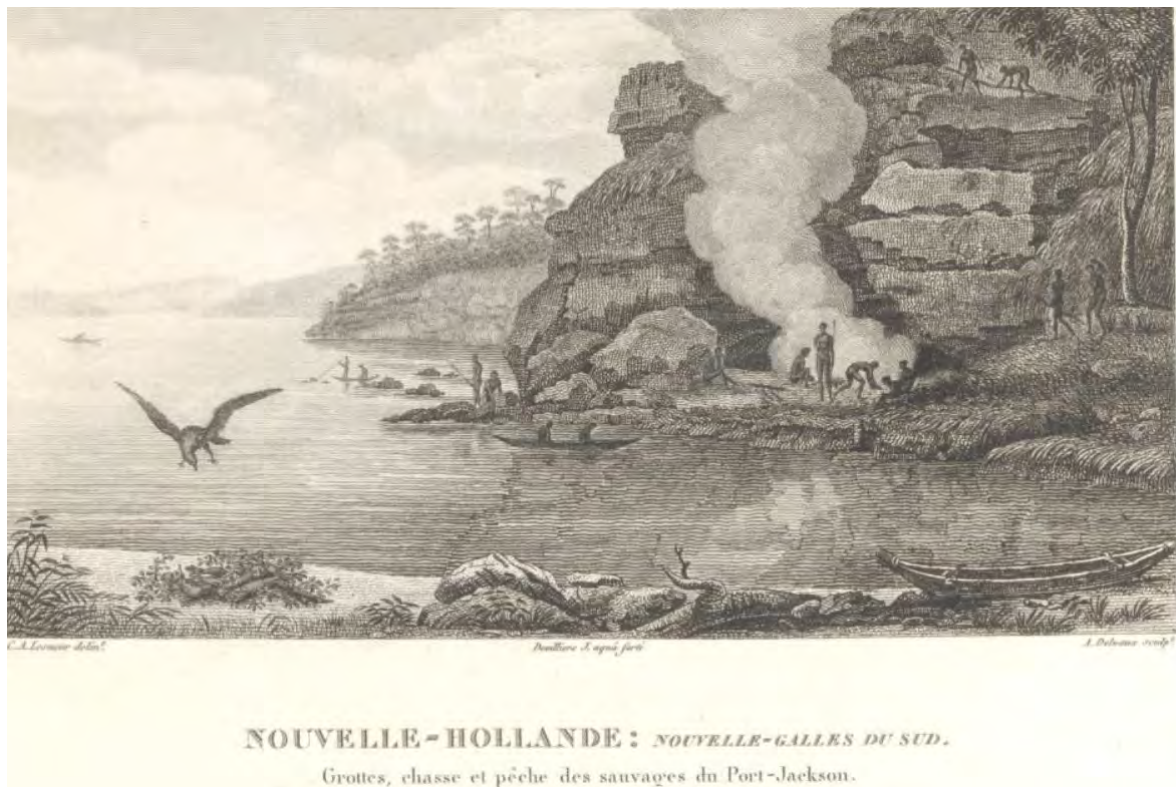


Figure 1 – French engraving from 1820s. The headland closely resembles Balls Head, frequently used by the Gamaragal clan. The caption refers to caves with people hunting and fishing.<sup>2</sup>

Food remains consisted almost entirely of shellfish. The main species were the rock oyster, the hairy mussel and the Sydney cockle and mud oyster, both of which are now virtually extinct in Port Jackson. Their presence confirms the importance of the harbour as a source of food for the Gamaragal. The study concluded that the site had been used by women, who gathered shellfish, and men, who made and repaired implements.

<sup>2</sup> North Sydney Council  
<http://www.athomeinnorthsydney.com.au/aboriginal-shelters.html>



The archaeological assessment conducted by Artefact Heritage for the Chatswood to Sydenham Environmental Impact Statement (May 2016) concluded that no identified Aboriginal sites would be impacted by the proposed works at the Crows Nest Station site. Due to the landscape context and largely modified nature of Crows Nest Station and surrounding area there are no identified areas of archaeological potential that would be impacted by the proposed works at the Crows Nest Station site.



Figure 2 – Engraving at Balls Head.<sup>3</sup>

<sup>3</sup> Dictionary of Sydney



### 2.1.1 Identified Historical Figures

The area is associated with several significant Aboriginal historical figures from the early years of first contact.

#### **Bennelong and Barangaroo**

Barangaroo was a Gamaragal Clan Matriarch.

Barangaroo, from whom Barangaroo the place takes its name, was a considerable influence in the days of the early European colony. The first written account of her in 1790 described Barangaroo as being in her early 40s, worldly, wise and freer of spirit than the settlers expected of a woman - at least the English women of the time.

Her first husband is said to have died of smallpox, which decimated the clan around Sydney after European settlement. Her second husband was Bennelong, a Wangal man and one of the most well-known Aboriginal people from Sydney's early days.

Bennelong, after initially being captured and shackled, grew to become friendly with the colonists, dining with Governor Phillip and adopting many of their customs. He later travelled to England and met King George.

Barangaroo was quite different. The colonists observed her to be a determined and persuasive character. On one occasion, she refused to go to Sydney Cove to visit the governor with Bennelong, who went anyway. In a fit of rage, Barangaroo broke one of his fishing spears. In another incident, a convict was being flogged for stealing hunting and fishing gear from her clan. Barangaroo threatened the executioner with a flogging of his own. Like her people, she did not have the same ideas about possessions as the Europeans.

Barangaroo refused to wear European clothes or drink their wine and was one of only a few women who had a pierced septum. When she did visit the colony with Bennelong she was 'dressed up' with a bone through her nose and painted herself with white clay - a proud statement of her spirituality and culture.

Unlike the settlers, Barangaroo, whose 'power' came from her role as a hunter and provider of fish, would only ever catch enough fish for her people's immediate needs. When she witnessed a trawl of some 4,000 salmon - more fish than the settlers or the local clan could possibly eat - she was outraged. This fiercely independent woman perhaps could see the demise of her traditional way of life.

Barangaroo died shortly after giving birth in 1791, her ashes were scattered by her husband near present day Circular Quay.<sup>4</sup>

#### **Musquito**

Musquito was a Gamaragal Clan Patriarch.

Musquito (c.1780-1825), Aboriginal resistance leader and tracker, born on the north shore of Port Jackson. In 1805 he participated in raids on settlers' properties in the Hawkesbury and Georges

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<https://dictionaryofsydney.org/media/4032>

<sup>4</sup> Aden Ridgeway of Cox Inall Ridgeway, Barangaroo Project site, <https://www.barangaroo.com/see-and-do/the-stories/barangaroo-the-woman/>





River districts. After the Sydney Gazette reported that, in good English, he had expressed his determination to continue his 'rapacity's', General Orders issued on 9 June 1805 authorised his arrest to prevent further mischief. Local Aborigines agreed to capture him and he was apprehended and gaoled at Parramatta, but not charged. Governor King exiled Musquito to Norfolk Island, where he remained for eight years.

In January 1813 Musquito was sent to Port Dalrymple (Launceston), Van Diemen's Land. In 1817 Lieutenant-Governor Sorell praised his service as a tracker of bushrangers and approved his return to 'his Native Place', but this never eventuated.

He helped to track and kill the bushranger Michael Howe. The journalist Henry Melville later recounted Musquito's statement that Sorell's broken promise, and ostracism by convicts, drove him into the bush, where he formed the 'tame gang', which Rev. William Horton met at Pittwater in 1823. Horton conversed with him and described him as possessing superior skill and muscular strength to that of his companions. Musquito subsequently became antagonistic towards settlers and joined the 'wild' Oyster Bay tribe. His knowledge of the English language, customs and his expertise in guerrilla warfare were assets to people who, frustrated, resorted to aggression. With 'Black Jack', the band killed several stockkeepers in raids on the east coast in November 1823 and in 1824.

In August 1824, Musquito was wounded and captured by an Aboriginal boy named Teague. After his recovery, Musquito and Jack were charged with aiding and abetting the murder of a stockkeeper, and tried without oaths in the Supreme Court, Hobart Town, in December 1824. Musquito was convicted on dubious evidence and hanged on 25 February 1825. Melville considered the trial and executions to constitute a 'most extraordinary precedent'. Gilbert Robertson felt the hangings incited further violence. It remained unclear whether Musquito committed any murders.<sup>5</sup>

### **Patyegarang (also spelt Badjagorang, Pattygerang)**

Patyegarang was in her mid-teens in 1790. She was likely a member of the Gamaragal clan. She assisted Lieutenant William Dawes with his study of the Sydney Aboriginal language. Her full name was Tagaran Tuba Patyegarang Kanmagnal. Her name was similar to and possibly synonymous with the word pattagorang meaning grey kangaroo. She formed a close relationship with the young Lieutenant. Dawes became a passionate advocate for Aboriginal rights and entered into a personal and professional conflict with the Governor by initially refusing to obey an order to join a punitive expedition in 1790. His notes of conversations with Patyegarang are a valuable record of the Sydney language and her answer to one of his questions encapsulates the Aboriginal sense of injustice at the colonists' occupation of her country.<sup>6</sup>

*Minyin gulara eora? (Why are the black men angry?)  
Inyam ngalawi wadyiman (Because the white men are settled here).*

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<sup>5</sup> Australian Dictionary of Biography,  
<http://adb.anu.edu.au/biography/musquito-13124>

<sup>6</sup> Aboriginal Heritage Office Museum and Keeping Place.





Figure 3 – One type of traditional style spears.<sup>7</sup>

### 3. Heritage Interpretation Plan (HIP s4)

#### 3.1 Aboriginal Heritage Interpretation (HIP s4.3)

##### 3.1.1 Aboriginal Consultation

Aboriginal culture and heritage are central elements in Aboriginal identity, history, spirituality and customary law. For Aboriginal cultural heritage, interpretation is undertaken to share information among family, kin and other Aboriginal people and with non-Aboriginal people. It is only undertaken with the approval and direct involvement of a traditional owner or an Aboriginal person/s with cultural association. Community protocols apply as to who may have access to places and knowledge, in accordance with traditional laws and customs. Aboriginal people's culture and heritage may not always be confined to traditional country. Many Aboriginal people may also have connections through relocation and removal from traditional country. Aboriginal people have the primary role in interpreting these places, and non-Aboriginal people can assist. The history of Aboriginal people, as the first custodians of the land, underpins the history of many heritage items, and becomes a part of an item's interpretation (particularly for landscapes/natural areas). This notion is encapsulated in the practice of acknowledging Aboriginal people and their country at the opening of special events, and in the phrase 'Always was, always will be Aboriginal land.'<sup>8</sup>

For Aboriginal Interpretation, Australian ICOMOS suggests The National Trust (WA) publication *We're a Dreaming Country: Guidelines for Interpretation of Aboriginal Heritage, 2012*. The following notes and guidelines are provided for Aboriginal consultation.

*Effective consultation should occur regularly and often through the life of the project. Good consultation empowers those consulted and creates strong mutually respectful and positive outcomes. Aboriginal people will often not make decisions at a meeting but will return to home and consult others before a decision is made.*

<sup>7</sup> Australian Museum, <https://australianmuseum.net.au/learn/cultures/atsi-collection/sydney/fishing-spears-callarr-mooting/>

<sup>8</sup> Interpreting Heritage Places and Items: Guidelines. NSW Heritage Office 2005.



#### *Guidelines*

- a) Provide those consulted with an outline of the project, the consultation process, clear outcomes and expectations, ways to access the people involved and a timeframe.*
- b) Provide this material in written plain English that enables people to take the material home and consult with others in their cultural group.*
- c) Time must be made for two or more meetings when undergoing consultation to enable this Aboriginal consultation process to be undertaken.*
- d) Literacy issues may exist amongst the group, ensure material distributed through the consultative process is in plain English and not too dense.<sup>9</sup>*

As part of the development of this Heritage Interpretation Plan, WolfPeak Environment and Heritage consulted with identified members of the Aboriginal community including, Registered Aboriginal Parties, Aboriginal Land Councils (including Metropolitan Local Aboriginal Land Council) and interested community members. Consultation was conducted consistent with the guidelines provided by NSW Heritage Division and as outlined above by the National Trust. The following table provides the details of the consultation process undertaken.

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<sup>9</sup> We're a Dreaming Country, National Trust (WA) 2012.



Table 2 – Consultation Process Summary

Community Member	Relevance	Contact Method/s	Date/s	Response	Matters Raised
Christopher Payne	RAP	Email (initial) Phone (initial) Meeting	10/09/2019 18/09/2019 25/09/2019	Agreed to consult. Meeting arranged. Met with K.Christian.	Mr Payne explained that they had no particular responses regarding the Crows Nest Metro development or the area. Matters discussed were not relevant for the Aboriginal Heritage Interpretation Plan.
Ryan Johnson	RAP	Email (initial) Phone (initial) Meeting	10/09/2019 18/09/2019 25/09/2019	Agreed to consult. Meeting arranged. Met with K.Christian.	Mr Johnson explained that they had no particular responses regarding the Crows Nest Metro development or the area. Matters discussed were not relevant for the Aboriginal Heritage Interpretation Plan.
Danny Franks	RAP	Email Phone	10/09/2019	Referred to Scott Franks (see below).	N/A
Scott Franks	Referred by other RAP (Danny Franks)	Email Phone	19/09/2019 19/09/2019	Agreed to consult, unable to confirm timing.	N/A
Kayla Williamson	RAP	Email Phone	10/09/2019	No locality specialisation.	N/A
Brad Maybury	RAP	Email	10/09/2019	No response.	N/A

Community Member	Relevance	Contact Method/s	Date/s	Response	Matters Raised
Peter Foster	RAP	Email Phone	10/09/2019	Via Chris Payne	N/A
David Bell	RAP	Email Phone	10/09/2019	Via Chris Payne	N/A
Tony Williams	RAP	Email Phone	10/09/2019	Via Chris Payne	N/A
Phil Hunt	RAP/Aboriginal Heritage Office, Northern Beaches.	Email Drop-in	10/09/2019 26/09/2019	Initially advised not able to consult formally. Met with K.Christian and G.Patton via drop in to the AHO. Provided referrals and local information.	Matters raised included: Patyegarang, which has fed into the history and themes.
Darren Duncan	RAP	Email Phone	10/09/2019	No locality specialisation. Referred to MLALC.	N/A
Darlene Hoskins-McKenzie	RAP	Email	10/09/2019	No response.	N/A

Community Member	Relevance	Contact Method/s	Date/s	Response	Matters Raised
David Watts	RAP/Aboriginal Heritage Office, Northern Beaches.	Email Drop-in	10/09/2019 26/09/2019	Advised not able to consult formally. Met with K.Christian and G.Patton via drop in to the AHO. Provided referrals and local information.	Matters raised included: Patyegarang, which has fed into the history and themes.
Kylie Watts	Referred by community.	Email (initial) Phone (initial) Meeting	10/09/2019 09/09/2019 26/09/2019	Agreed to discuss. Meeting arranged. Met with K.Christian and G.Patton. Provided referrals and local information.	Matters raised included: Artist recommendations/suggestions Totems – Whale and eels

Community Member	Relevance	Contact Method/s	Date/s	Response	Matters Raised
Nathan Moran	CEO MLALC/RAP	Phone  Meeting	10/10/2019	Agreed to consult and meeting arranged.  Met with K.Christian and G.Patton. Provided detailed local information, reference points, referral points and community background.	<p>Matters raised included:</p> <p>Overview of Aboriginal history within Sydney.</p> <p>Gamaragal Clan were leaders of ceremony within the Sydney area. This is further evidenced by early paintings.</p> <p>The Clan were known as the ‘Spear Clan’, highlighting their role as leaders of ceremony.</p> <p>Musquito – the story of this clan Patriarch.</p> <p>The Sydney Language – the story of how it has and is being used and examples of welcoming.</p> <p>Totems – Whale, eel, sunfish and other aquatic animals.</p> <p>Barangaroo – story of Barangaroo, Clan Matriarch and that she was from the opposite side of the harbour to the current Barangaroo headland, named in her honour.</p>
Dennis Foley	Referred by other RAP	Email	09/10/2019	No response.	N/A

### 3.1.2 Themes and Narratives – Descriptions

The below themes and narratives have been derived from the Aboriginal consultation as noted above and through historical research following consultation.

Table 3 – Themes and Narratives Table

Historical Theme/Person	Narrative
<b>Musquito</b>	<ul style="list-style-type: none"> <li>• Overview</li> <li>• Gamaragal Clan Patriarch</li> <li>• Resistance efforts</li> <li>• Transportation</li> </ul>
<b>Barangaroo</b>	<ul style="list-style-type: none"> <li>• Overview</li> <li>• Gamaragal Clan Matriarch, originally from the <i>north side of the harbour</i>.</li> <li>• Relationship with Bennelong</li> <li>• Interaction with colony and Governor Phillip</li> <li>• Authentic personality</li> </ul>
<b>Patyegarang</b>	<ul style="list-style-type: none"> <li>• Overview</li> <li>• Relationship to Lt Dawes</li> <li>• Key link to the Sydney Language</li> </ul>
<b>The Sydney Language</b>	<ul style="list-style-type: none"> <li>• Overview, demise and resurrection efforts</li> <li>• Suggested use of language in signage by MLALC (in place in several local government locations) <ul style="list-style-type: none"> <li>○ Eora welcome, Budjari Gamarruwa - meaning in English, Good Day</li> </ul> </li> </ul>
<b>Gamaragal Clan</b>	<ul style="list-style-type: none"> <li>• Overview</li> <li>• Leader of ceremonies</li> <li>• Spear clan</li> </ul>
<b>Totems/Significant animals</b>	<ul style="list-style-type: none"> <li>• Gawura (whale) is identified as the key significant animal totem.</li> <li>• Other totems include eels, sunfish and other aquatic species.</li> </ul>
<b>Aboriginal Artwork</b>	<ul style="list-style-type: none"> <li>• See section 3.1.3 below.</li> </ul>





### 3.1.3 Aboriginal Artwork

The following artwork, *'The Space Between'* has been sourced from local well-known and celebrated Aboriginal artist Jessica Birk, for use within the project. This artwork was selected for this project based on the artists recommendation and recommendations from the Aboriginal Artists Co-op - Boomalli and the Metropolitan Local Aboriginal Land Council.



Figure 4 – Tonal Version



Figure 5 – Colour Version

#### Description (provided by artist)

*'A lone figure reclining against the tree faces the space between themselves and the dreamscape beyond.*

*This represents the diversity of Aboriginal people's contemporary connections to culture, their families, their language and their home country.'*

#### Artist

Jessica Birk was born in 1984 on the Northern Beaches of Sydney. Birk was a proud descendant of the Yaegl people, from the Northern Rivers of NSW, The Clarence Valley.

A former Cromer High School student, Jessica graduated with a Bachelor of Fine Arts from the College of Fine Arts at the University of New South Wales in 2007. Since the beginning of her studies in 2003, Jessica has participated in several exhibitions including a Solo Exhibition at Manly Regional Art Gallery in 2006 and has continued to work on commissioned artworks.

Jessica won wide recognition for her work, including being named the joint winner of the 2009 QANTAS Young and Emerging Indigenous Art Award and as a finalist in the 2006 Parliament of NSW Indigenous Art Prize. More recently, Jessica completed an Artist Residency at the Bilpin International Ground for Creative Initiative and a Solo Exhibition at Willoughby Council's Incinerator Art Gallery in 2012.<sup>10</sup>

<sup>10</sup> Pittwater Online News, <http://www.pittwateronlinenews.com/Jessica-Birk-Artist>



## 4. Recommendations and Opportunities

The following recommendations and opportunities will provide a balanced and inclusive approach to the interpretation proposed for the Crows Nest Metro Station.

### 4.1 Recommendations

- 1) Aboriginal heritage interpretation is portrayed in genuine balance with Colonial representation.
- 2) Further consultation and review by local Aboriginal Stakeholders to ensure appropriate approach to use of Aboriginal elements.
- 3) Use of welcome in Eora (Sydney Language). *Budjari Gamarruwa* - meaning in English, "Good Day".
- 4) Signage be used to provide local Aboriginal associations.
- 5) Utilise totems (including whale) and/or traditional spear shapes.
- 6) The recommended artwork *licence* is purchased, and the artwork used as design feature.
- 7) Utilise elements/shapes/colours within the artwork throughout the station design.

### 4.2 Opportunities

#### Aboriginal Interpretation Opportunities

Item	Description
<b>Language</b>	<ul style="list-style-type: none"> <li>• Etched into pillar/wall at entry to station.</li> </ul>
<b>Design Elements</b>	<ul style="list-style-type: none"> <li>• Use of artwork patterns and inspiration for inclusion into the design of walls and floors, as proposed using the European tile as inspiration.</li> <li>• Use of significant animal (whale) and clan (spear) shapes/designs as association to local Aboriginal heritage.</li> </ul>
<b>Artwork</b>	<ul style="list-style-type: none"> <li>• Use of the artwork 'The Space Between' in etched metal mesh or glazing surrounding lift enclosure/s or similar. As per the suggested use of historical photographs for 20<sup>th</sup> Century heritage of the area.</li> </ul>
<b>Signage</b>	<p>Opportunity for use of signage (discrete and elegant):</p> <ul style="list-style-type: none"> <li>• Identifying the Gamaragal Clan as the Spear Clan and as Leaders of Ceremony.</li> <li>• A concise acknowledgement of Patyegarang (and Lt Dawes) in the survival of a small part of the Eora language.</li> <li>• Musquito story.</li> <li>• Barangaroo and Bennelong associations and story.</li> </ul>



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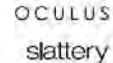
## Heritage Interpretation Plan

# Crows Nest Station Design Stage 2 & 3

SMCSWSCN-SMC-SCN-HE-PLN-000001

Prepared for Sydney Metro

6 May 2020



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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

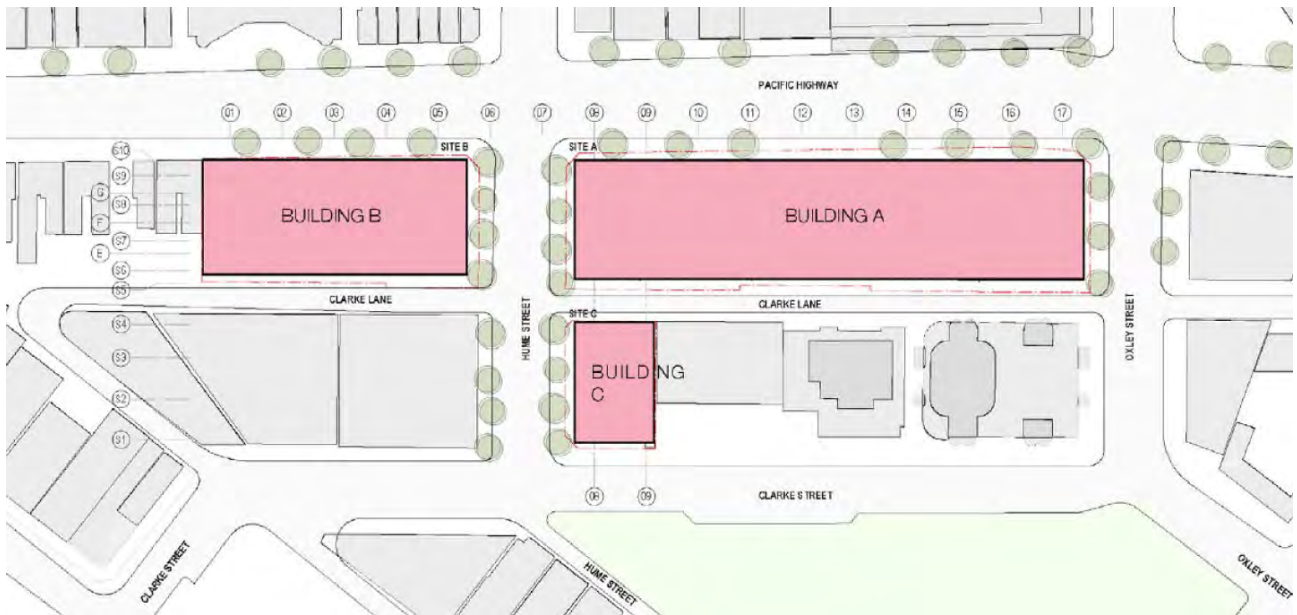
## 1.5 Project Objectives

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;
- interpretive 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 linewide) - 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.<sup>1</sup>

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<sup>1</sup> 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**

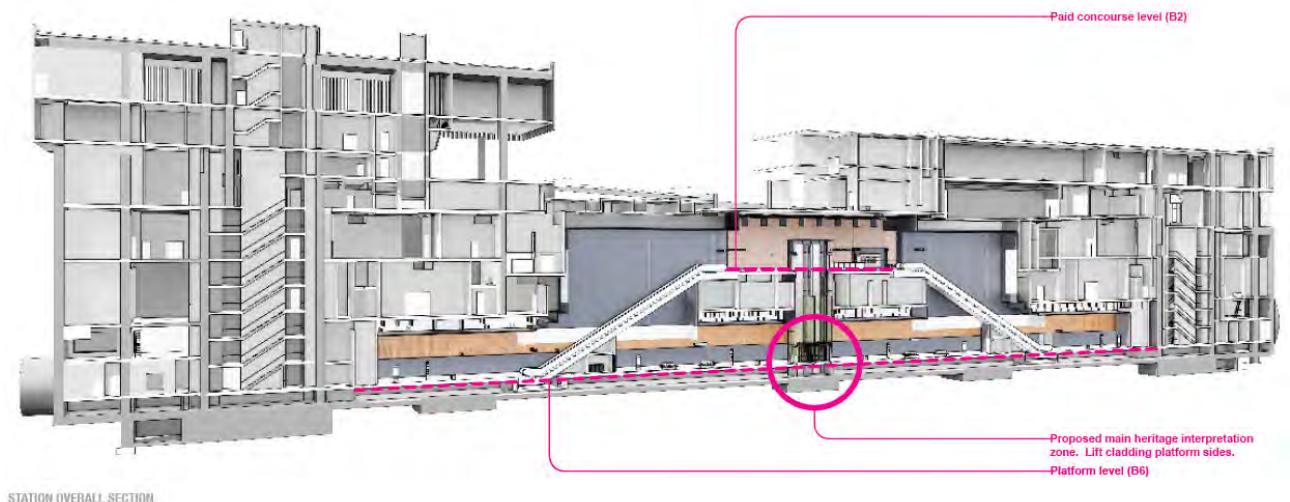


Figure 4 Primary interpretation location – Image Aspect + Indicative Size

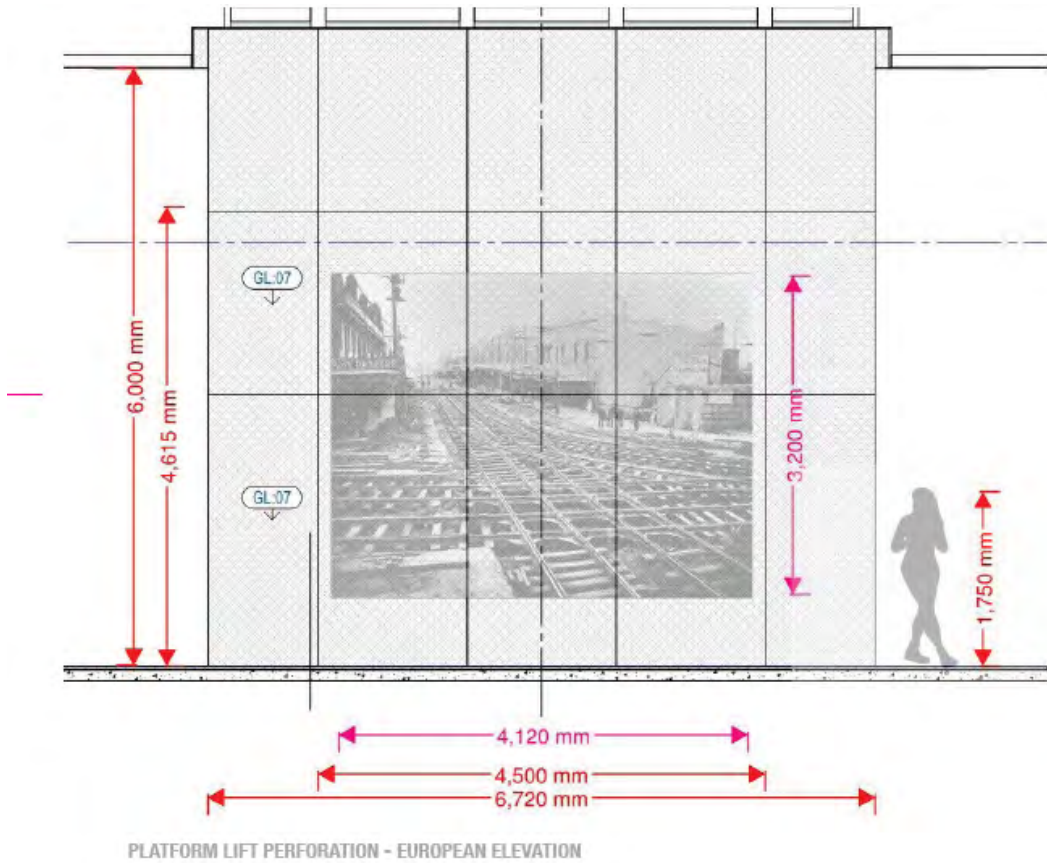


Figure 5 Indicative Platform Lift View

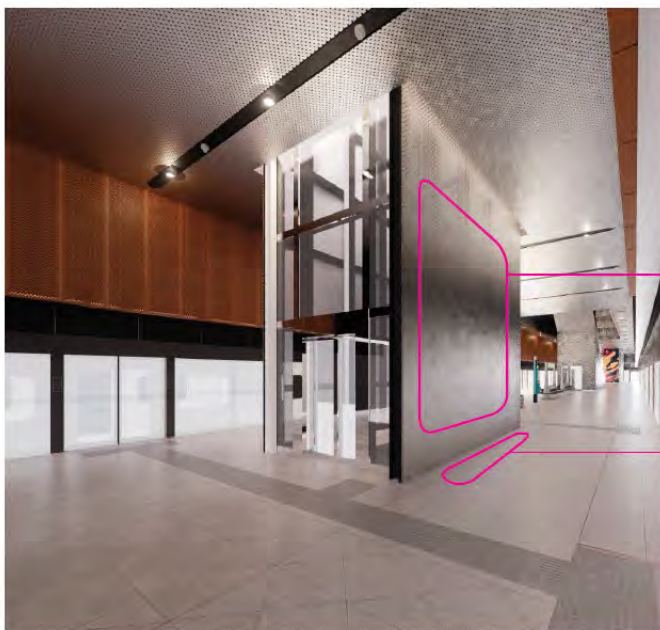


Image to be provided in pic perf to face of lift.

In situ terrazzo insert with brass inlay text and motifs



European Heritage image



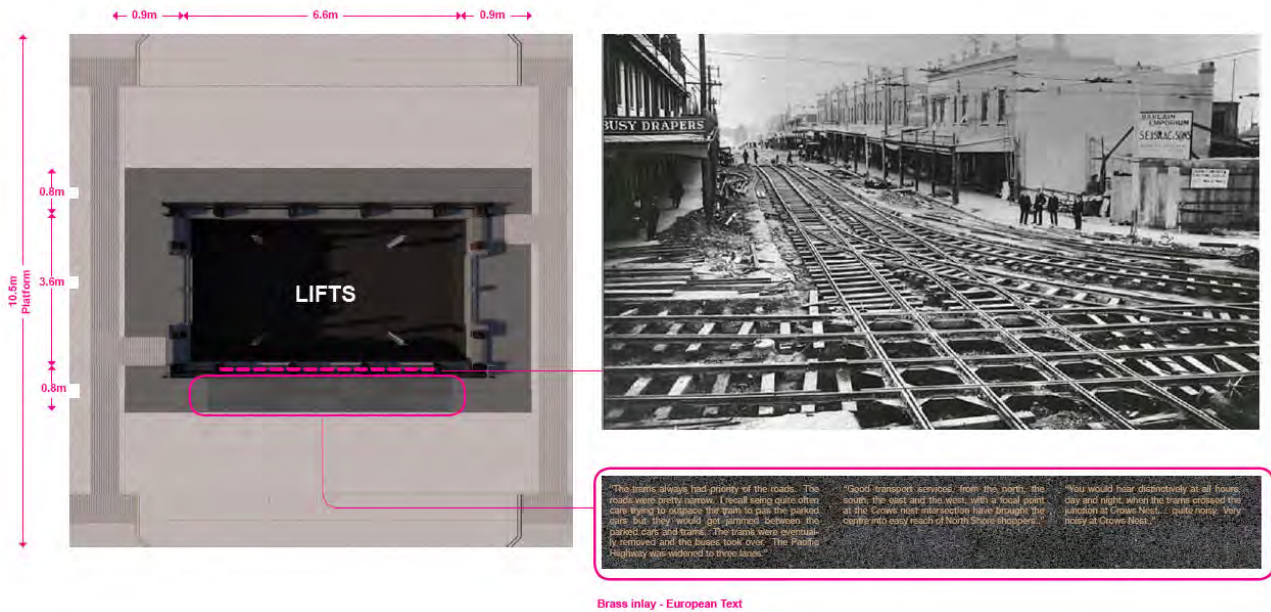
Indigenous Heritage image



Brass inlay precedent image

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	<p><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></p> <p>The Sydney Morning Herald: 20 September 1957</p>
Transport and Infrastructure	<p><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></p> <p>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.</p>

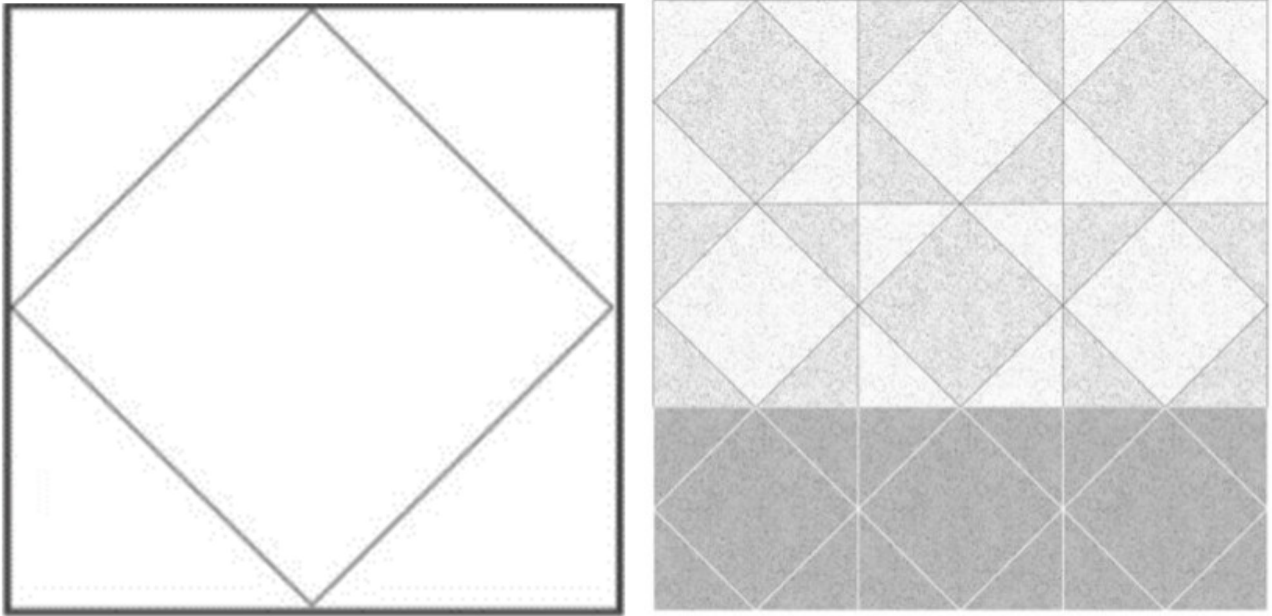
**4.2.2 Reinterpretation of Tesselated Tiles**

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.

**local people**  
**global experience**

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SMEC is recognised for providing technical excellence and consultancy expertise in urban, infrastructure and management advisory. From concept to completion, our core service offering covers the life-cycle of a project and maximises value to our clients and communities. We align global expertise with local knowledge and state-of-the-art processes and systems to deliver innovative solutions to a range of industry sectors.

Fil Cerone  
Director of Sustainability, Environment and Planning  
Sydney Metro  
Level 43, 680 George Street  
Sydney, NSW, 2000

06/09/2022

---

Subject: Heritage Interpretation Plans – Crows Nest

Dear Mr. Cerone,

I refer to your submission dated 30 August 2022, of the Crows Nest Integrated Station Development (CN ISD) Heritage Interpretation Plans (HIPs), issued to the Secretary for information in accordance with CSSI 7400 Condition of Approval E21.

I note the HIPs:

- have been prepared in consultation with Registered Aboriginal Parties, Aboriginal Land Councils (including Metropolitan Local Aboriginal Land Council) and interested community members;
- have been reviewed by Sydney Metro and no issues have been raised with the Department; and
- contain the information required by the conditions of approval.

The Department has carefully reviewed the document and is satisfied that it meets the requirements of the relevant conditions in CSSI 7400 Conditions of Approval.

You are reminded that if there are any inconsistencies between the HIPs and the conditions of approval, the conditions prevail.

Please ensure you make the document publicly available on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact Ellena Tsanidis at [ellena.tsanidis@planning.nsw.gov.au](mailto:ellena.tsanidis@planning.nsw.gov.au).

Yours sincerely



Grant Brown  
A/Team Leader - Rail  
Infrastructure Management

As nominee of the Planning Secretary