



# Newcastle Urban Transformation and Transport Program – Rezoning of Surplus Corridor Lands

## Heritage Assessment Report

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## Executive Summary

RPS has been contracted by Elton Consulting on behalf of Urban Growth NSW (UGNSW) to provide an assessment of Aboriginal and historic cultural heritage to support the proposed rezoning of surplus rail corridor lands in central Newcastle for urban purposes. The proposal involves a zoning change from its current zoning SP2 Special Purpose Infrastructure to B4 Mixed Use, SP3 Tourist and RE1 Public Recreation zones. The rezoning would be achieved through an amendment to Newcastle Local Environmental Plan 2012 (NLEP).

A search undertaken of the Aboriginal Heritage Information Management System (AHIMS) identified that no Aboriginal sites are present in the Rezoning Study Area. However, the literature review and previous archaeological work suggests that subsurface Aboriginal heritage may be present in the Rezoning Study Area.

The Rezoning Study Area is in the Newcastle City Centre Heritage Conservation Area. In reference to built heritage there are six heritage places in or abutting the area: the Newcastle Railway Station and the Newcastle Railway Station Additional Group (both on the State Heritage Register); the Civic Railway Workshop; Civic Station; the Remains of AA Co. Bridge and Fence and the former Tramway Substation (on the NLEP 2012 Schedule 5 and of local heritage significance). There are a number of identified archaeological and potential resources in the Rezoning Study Area including archaeological resources associated with Mortuary Station, Civic Railway Station, Civic Railway Workshops curtilage and railway turntable, Newcastle Railway Station and the penal settlement as defined in the Newcastle Archaeological Management Plan (Higginbotham 2013).

The program objective of the proposed rezoning is ‘to preserve and enhance culture and heritage’ with the aim of respecting, maintaining and enhancing the unique heritage and character of the Newcastle city centre (Newcastle Urban Transformation and Transport Program January 2016). This objective should ensure the retention, maintenance and refurbishment of heritage buildings and preserve the heritage significance of the Newcastle City Centre Heritage Conservation Area. The detailed management plan to support this objective will occur during the planning phase of the Development Application.

Though the proposed rezoning will not physically affect built heritage, development that will follow the rezoning will. It is considered however that the impact will be, in most instances, positive with adaptive re-use of heritage items and in a number of instances improved view corridors. Detailed assessments of archaeological potential will be required prior to development to determine the potential for archaeological resources in specific areas and the potential of a proposed development to affect an identified or potential archaeological resource. The approvals required would be dependent on the significance of the archaeological resource and the potential for the proposed development to affect that significance.

This report provides advice on the planning approval process required and provides recommendations for mitigation against an adverse heritage impact.

The heritage aspects within the rezoning Study Area should not impact the proposed rezoning progressing.

Abbreviation/ Term	Meaning
Aboriginal Object	“any deposit, object or material evidence (not being a handicraft made for sale) relating to the Aboriginal habitation of the area that comprises NSW, being habitation before or concurrent with (or both) the occupation of that area by persons of non-Aboriginal extraction, and includes Aboriginal remains” (DECCW 2010:18).
Aboriginal Place	“a place declared under s.84 of the NPW Act that, in the opinion of the Minister, is or was of special significance to Aboriginal culture” (DECCW 2010:18). Aboriginal places have been gazetted by the minister.
Activity	A Study, development, or work (this term is used in its ordinary meaning and is not restricted to an activity as defined by Part 5 EP&A Act 1979).
AHIMS	Aboriginal Heritage Information Management System
AHIP	Aboriginal Heritage Impact Permit
DECCW	Department of Environment, Climate Change and Water (is now the Office of Environment and Heritage – OEH)
Disturbed Land	“Land is disturbed if it has been the subject of a human activity that has changed the land’s surface, being changes that remain clear and observable.” (DECCW 2010:18).
Due Diligence	“taking reasonable and practical steps to determine whether a person’s actions will harm an Aboriginal object and, if so, what measures can be taken to avoid that harm” (DECCW 2010:18)
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
GDA	Geodetic Datum Australia
Harm	“destroy, deface, damage an object, move an object from the land on which it is situated, cause or permit an object to be harmed.” (DECCW 2010:18)
ICOMOS	International Council for Monuments and Sites
IHO	Interim Heritage Order
LEP	Local Environmental Plan
LGA	Local Government Area
NCCHCA	Newcastle City Centre Heritage Conservation Area
NLEP	Newcastle Local Environment Plan
NPWS	National Parks and Wildlife Service
NPW Act	National Parks and Wildlife Act 1974 (NSW)
NPW Regulation	National Parks and Wildlife Regulation 2009 (NSW)
NURS	Newcastle Urban Renewal Strategy
OEH	Office of Environment and Heritage (formerly DECCW)
PAD	Potential Archaeological Deposit
Program	Newcastle Urban Transformation and Transport Program
Project Area	Project Area is the area subject to the desktop study in this report
Proposal site	Proposal site is the area subject to the desktop study in this report
REF	Review of Environmental Factors
s170 register	Section 170 of the <i>Heritage Act 1977</i> requires each State Government agency to keep records of heritage items owned or operated by it and this is commonly referred to as a s170 register
SHI	State Heritage Inventory – inventory of heritage items of local or state significance
SHR	State Heritage Register – register of heritage items of state significance
SoHI	Statement of Heritage Impact
Study Area	Study Area is the area subject to the desktop study in this report
TfNSW	Transport for NSW

## I.0 Introduction

### I.1 Background

RPS has been contracted by Elton Consulting on behalf of UrbanGrowth NSW to provide an assessment of Aboriginal and historic cultural heritage to support the proposed rezoning of surplus rail corridor lands in central Newcastle for urban purposes through an amendment to Newcastle Local Environmental Plan 2012 (NLEP).

### I.2 The proposal

This report has been prepared to support the amendment to the Newcastle Local Environmental Plan (NLEP) 2012 that applies to the surplus rail corridor land ('rail corridor land') between Worth Place and Watt Street in Newcastle city centre (Figure 1).

The Newcastle Urban Transformation and Transport Program ('Program') has been established to deliver on NSW Government's more than \$500m commitment to revitalise the city centre through: the truncation of the heavy rail line at Wickham and creation of the Wickham Transport Interchange; the provision of a new light rail line from Wickham to the Beach; and the delivery of a package of urban transformation initiatives.

The transformation element of the Program aims to bring people back to the city centre by strengthening connections between the city and the waterfront, creating employment opportunities, providing more public space and amenity, and delivering better transport.

The proposed rezoning of the rail corridor land forms a part of the delivery of urban transformation initiatives, comprising a package of transport, built form and public domain improvements.

#### I.2.1 Vision

The Program vision has been informed by feedback from the community, Council, government agencies and urban renewal experts.

*Our vision is an activated city centre and waterfront that attracts people, new enterprises and tourism. Over time, we see great opportunities to build on the strengths of the city centre to encourage innovative and enterprising industries to thrive. In the longer term, we see an opportunity to strengthen Newcastle's position on the regional, national and international stage, with a view to stronger ties with the Asia Pacific.*

*UrbanGrowth NSW, 2015*

#### I.2.2 Newcastle Urban Transformation

The Newcastle Urban Renewal Strategy (NURS) sets out the NSW Government's long term approach and vision for the revitalisation of Newcastle city centre to the year 2036.

The NURS identifies three character precincts in Newcastle city centre (West End, Civic and East End), within which significant housing and employment opportunities, together with built form and public domain changes and improvements exist. The NURS describes these precincts as:

- East End: residential, retail, leisure and entertainment
- Civic: the government, business and cultural hub of the city



- West End: the proposed future business district including the western end of Honeysuckle (Cottage Creek)

UrbanGrowth NSW has been directed by NSW Government to deliver on NURS through the Program, in partnership with Transport for NSW (TfNSW), the Hunter Development Corporation (HDC) and the City of Newcastle Council (Council).

### 1.2.3 Proposed rezoning

UrbanGrowth NSW seeks to amend the Newcastle Local Environmental Plan 2012 (NLEP) to enable the delivery of the Program and the objectives of NURS planning outcomes.

The Program is underpinned by six objectives which will drive successful urban revitalisation:

- 1. Bring people back to the city centre**

Re-imagine the city centre as an enhanced destination, supported by new employment, educational and housing opportunities and public domain that will attract people.

- 2. Connect the city to its waterfront**

Unite the city centre and the harbour to improve the experience of being in and moving around the city.

- 3. Help grow new jobs in the city centre**

Invest in initiatives that create jobs, with a focus on innovative industries, higher education and initiatives to encourage a range of businesses to the city centre.

- 4. Create great places linked to new transport**

Integrate urban transformation with new, efficient transport to activate Hunter and Scott Streets and return them to thriving main streets.

- 5. Creating economically sustainable public domain and community assets**

Leave a positive legacy for the people of Newcastle. Ensure that new public domain and community facilities can be maintained to a high standard into the future.

- 6. Preserve and enhance heritage and culture**

Respect, maintain and enhance the unique heritage and character of Newcastle city centre through the revitalisation activities.

### 1.2.4 Urban transformation proposed concept plan

Surplus rail corridor land runs through the East End and Civic city centre precincts as established by NURS.

Based on this vision and the results of extensive stakeholder and community engagement, an overall urban transformation concept plan (the concept plan) has been prepared for the surplus rail corridor (rezoning sites), as well as surrounding areas.

The concept plan considers and integrates with the delivery of light rail. It is also coordinated with the proposed Hunter Street Mall development to create an interactive, synergised and cohesive city centre and foreshore area.

The concept plan (as shown in Figure 4) includes five 'key moves', two that relate to the Civic precinct and three of which relate to the East End.

- 1. Civic link (Civic)**

This area is the civic heart of Newcastle and includes some of the region's most important civic and cultural assets, including Civic Park, City Hall, Civic Theatre and Newcastle Museum. Current investment in the area includes the law courts development and the, soon to be completed, University of Newcastle NeW Space campus.

The focus of this key move is to leverage best value from new investments by creating new open space and walking and cycling connections that link Newcastle's civic buildings to the waterfront and the light rail system.

- **Civic Green.** Creating a new civic focused public space linking Hunter Street to the Newcastle Museum that will provide direct visual and physical connection from Wheeler Place to the harbour, activate light rail on Hunter Street and meet the needs of the incoming legal and student populations
- **Built form improvements.** Sensibly scaled mixed use development that forms part of the Honeysuckle development.

## 2. Darby Plaza (Civic)

Darby Street is Newcastle's premier 'eat street', offering a mix of shops, cafes, restaurants and night life. At present Darby Street ends at the intersection with Hunter Street, and this key move seeks to create a new node of activity and linkage through to the harbour that complements the delivery of light rail.

- **Darby Plaza** A new community focused public space including provision of new walking and cycling facilities from Hunter Street to the harbour.
- **Built form improvements.** Zoning of rail corridor land between Merewether Street and Argyle Street to allow for future mixed use development in conjunction with surrounding lands in the longer term.

## 3. Hunter Street Revitalisation (East End)

Hunter Street features some of Newcastle's best heritage buildings and offers a mix of shops, cafes, restaurants and other local business. Hunter Street has experienced decline in recent years, and the opportunity exists to reinstate Hunter Street as the regions premier main street that complements the delivery of light rail.

- **Built form improvements.** Sensibly scaled mixed use development consistent with the adjoining land uses to create an activated street with 'two edges', celebrate heritage and create new linkages from Hunter Street to the waterfront, provide activation around light rail stops and improve walking and cycling facilities.

## 4. Entertainment Precinct (East End)

This key move aims to create a place where people can come to play, relax and reconnect with the harbour in a new public space stretching from Scott Street to the waterfront incorporating a new connection from Market Street to Queens Wharf. This key move will also assist to activate the area to create an exciting place for the East End.

- **Recreational opportunities.** This precinct will incorporate the adaptive re-use of the signal box and provision of recreation opportunities for all ages and abilities. Public domain will be designed to provide a thoughtful series of character areas and experiences as one traverses its length. The area will also provide opportunities for viewing and interpretation of heritage character that respect the unique qualities of place.

## 5. Newcastle Station (East End)

Newcastle Railway Station is proposed to be re-purposed into a hallmark destination and focal point for the new East End, accommodating enterprises and activities that attract visitors and stimulate the economy.

Refurbishment would fully respect and celebrate the heritage integrity of the Station, and could accommodate a range of different activities including community, retail, leisure and commercial uses.

### **1.2.5 Rezoning concept plan**

The proposed rezoning of the surplus rail corridor lands is the focus of this report. The rezoning area is indicated in Figure 1.

Amendments to the NLEP are required to deliver part of the concept plan. The proposed amendments are on surplus rail corridor land only.

Necessary amendments to the NLEP 2012 include:

- amending the Land Use Zoning Map to introduce B4 Mixed Use, SP3 Tourism and RE1 Public Recreation zones to sites along the corridor
- amending the Height of Building and Floor Space Ratio maps to apply appropriate development standards to selected parcels of land

The approach taken to the amendments is to support the NURS planning approach and to remain consistent with surrounding planning controls in terms of zones, floor space ratio (FSR) and height.

The concept plan will also form the basis for updates to the Newcastle City Centre Development Control Plan design controls to guide development and public domain works for rezoning sites.

### **1.2.6 Proposed rezoning**

This planning proposal seeks to rezone rail corridor land (rezoning sites) to enable the delivery of the proposed urban uses established in the concept plan. The location of the land affected by the proposed rezoning is identified in Figure 1.

The planning proposal concept plan includes public domain, entertainment, mixed use and commercial and residential development.

In general, the proposed rezoning will provide a mix of uses enabling between 400-500 dwellings which will comprise a variety of styles and types, and around 5,000m<sup>2</sup> of commercial, restaurant and other entertainment uses, as described in Table 1, and excluding any education or associated uses.

Proposed maximum building height and floor space ratio controls respect existing controls that apply to surrounding land.

**Table 1 Proposed rezoning**

Previous Parcel Number prior to Gateway	Updated Parcel Number post Gateway	Size	Proposed Zoning	Proposed FSR	Proposed Height
Parcel 01 B4 Mixed Use 3,370m <sup>2</sup>	Parcel 01	3,370m <sup>2</sup>	B4 Mixed Use	FSR – 3:1	Height - 30m
Parcel 02 B4 Mixed Use 408m <sup>2</sup>	Parcel 02	408m <sup>2</sup>	B4 Mixed Use	FSR – 3:1	Height - 30m
Parcel 03 B4 Mixed Use 3,146m <sup>2</sup>	Parcel 03	1,869m <sup>2</sup>	B4 Mixed Use	FSR – 3:1	Height - 30m
	Parcel 04	900m <sup>2</sup>	B4 Mixed Use	FSR – 3:1	Height - 24m
Parcel 04 RE1 Public Recreation 2,464m <sup>2</sup>	Now parcel 05 (and small corner of old 03 where western boundary of park realigned)	2,839m <sup>2</sup>	RE1 Public Recreation	N/A	N/A
Parcel 05 B4 Mixed Use 1,603m <sup>2</sup>	Now parcel 06	1,604m <sup>2</sup>	B4 Mixed Use	FSR – 3:1	Height – 18m
Parcel 06 B4 Mixed Use 295m <sup>2</sup>	Now parcel 07	295m <sup>2</sup>	B4 Mixed Use	FSR – 2.5:1	Height – 30m
Parcel 07 B4 Mixed Use 2,040m <sup>2</sup>	Now parcel 08	2,040m <sup>2</sup>	B4 Mixed Use (Road)	FSR – 2.5:1	Height – 30m
Parcel 08 B4 Mixed Use 988m <sup>2</sup>	Now parcel 09	988m <sup>2</sup>	B4 Mixed Use	FSR – 4:1	Height – 24m
Parcel 09 B4 Mixed Use 467m <sup>2</sup>	Now parcel 10	467m <sup>2</sup>	RE7 Public Recreation	N/A	N/A
Parcel 10 SP2 Infrastructure 386m <sup>2</sup>	Now parcel 11	386m <sup>2</sup>	SP2 Infrastructure	N/A	N/A
Parcel 11 B4 Mixed Use 4,542m <sup>2</sup>	Now parcel 12	4,542m <sup>2</sup>	B4 Mixed Use	FSR – 1.5:1	Height – 14m
Parcel 12 B4 Mixed Use 1,544m <sup>2</sup>	Now parcel 13 (and has been reduced in size)	659m <sup>2</sup>	SP2 Infrastructure	N/A	N/A

Previous Parcel Number prior to Gateway	Updated Parcel Number post Gateway	Size	Proposed Zoning	Proposed FSR	Proposed Height
Parcel 13 RE1 Public Recreation 303m <sup>2</sup>	Now parcel 14 (new parcel 14 encompasses part of old parcel 12, and the whole of old parcel 13, 14 and 15)	11,151m <sup>2</sup>	RE1 Public Recreation	N/A	N/A
Parcel 14 B4 Mixed Use 2,251m <sup>2</sup>					
Parcel 15 RE1 Public Recreation 7,713m <sup>2</sup>					
Parcel 16 SP3 Tourist 10,698m <sup>2</sup>	Now parcel 15	10,698m <sup>2</sup>	SP3 Tourist	FSR – 1.5:1	Height – 10-15m

This report has been based upon the proposed zoning under the Planning Proposal as submitted for Gateway determination, with the inclusion of Parcel 13. It is noted that this parcel has been removed from the current Planning Proposal in accordance with the Gateway determination as issued by the NSW Department of Planning and Environment. Nevertheless, for completeness, this report has considered the potential for some development occurring within this parcel in the future (subject to outcomes of a separate Planning Proposal). The recommendations of this report discuss whether there are any specific implications arising from this additional parcel.

### 1.3 Methodology

This assessment includes:

- An identification of statutory requirements relevant to the project.
- A brief literature review of relevant documents relating to the history of the study area and its heritage values as well as strategic heritage policies.
- A heritage register search (Aboriginal and historic cultural heritage).
- Heritage advice for the Rezoning.

An extensive literature review has been carried out to inform this assessment including the following area-based and site-specific heritage-related studies and strategic heritage policy documents:

- *Newcastle Archaeological Management Strategy*. Newcastle City Council (August 2015)
- *The City of Newcastle Heritage Strategy 2013-2017* (March 2014)
- *The City of Newcastle Heritage Policy* (June 2013)
- *Newcastle Archaeological Management Plan Review*, Edward Higginbotham et al (April 2013) for the City of Newcastle
- *Newcastle Railway Station Heritage Fabric Review & Conservation Works* (2014), EJE Heritage
- *Newcastle Urban Renewal Adaptive Reuse Case Studies of Heritage Buildings*
- *Wickham Transport Interchange Heritage Impact Statement*, Urbis (July 2014)

In the provision of heritage advice, this report will follow best practice standards and guidance where appropriate including *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013*.

#### 1.4 Authorship

This report has been prepared by Laraine Nelson and Joanne McAuley, RPS Senior Cultural Heritage Consultants and has been reviewed by Tessa Boer-Mah RPS Newcastle Cultural Heritage Manager.

#### 1.5 Land use

The Rezoning Study Area has previously been used as a rail corridor, road pavement, footpath and contains rail related structures and infrastructure. The rail corridor has associated disturbance in the form of rail ballast, tracks and associated infrastructure and results from the geotechnical assessment show that the subterranean disturbance ranges from 0.7m to over 1.8m in depth (RCA Australia 2015:7). Outside the rail corridor geotechnical testing has shown that road pavements have typical disturbance of 0.4m beneath the ground surface (RCA Australia 2015:7). The amount of ground surface disturbance beneath buildings is likely variable (this has not been subject to geotechnical testing). The geotechnical testing has identified the extent of fill and characteristics of the subsurface soils. The results of the geotechnical testing show that while there are high levels of disturbance in the upper layers, natural sand layers may be present from 0.7m. Depending on the historic sand dune movement, archaeological material may be present in the natural sand layers. Fill layers also have potential to contain Aboriginal and historic archaeological material.





Figure 1 Rezoning Study Area

## 2.0 Statutory context

The following sections provide information on Federal and State legislation which provides for the protection and management of Aboriginal and historic cultural heritage.

The following overview of the legal framework is provided solely for information purposes for the client, it should not be interpreted as legal advice. RPS will not be liable for any actions taken by any person, body or group as a result of this general overview, and recommends that specific legal advice be obtained from a qualified legal practitioner prior to any action being taken as a result of the summary below.

### 2.1 Aboriginal cultural heritage

Although there are a number Acts and regulations protecting and managing cultural heritage in New South Wales the primary ones include:

- *National Parks and Wildlife Act 1974* (as amended)
- *National Parks and Wildlife Regulation 2009*
- *Environmental Planning and Assessment Act 1979*

In brief, the *National Parks and Wildlife Act 1974* (as amended) protects Aboriginal heritage (places, sites and objects) within NSW; the *National Parks and Wildlife Regulation 2009* provides a framework for undertaking activities and exercising due diligence.

#### 2.1.1 National Parks & Wildlife Act 1974 (as amended)

The *National Parks and Wildlife Act 1974* (as amended) (NPW Act) protects Aboriginal heritage (places, sites and objects) within NSW. Protection of Aboriginal heritage is outlined in s86 of the NPW Act, as follows:

- “A person must not harm or desecrate an object that the person knows is an Aboriginal object” s86(1),
- “A person must not harm an Aboriginal object” s86(2)
- “A person must not harm or desecrate an Aboriginal place” s86(4).

Penalties apply for harming an Aboriginal object or place. The penalty for knowingly harming an Aboriginal object (s86[1]) and/or an Aboriginal place (s86[4]) is up to \$550,000 for an individual and/or imprisonment for 2 years; and in the case of a corporation the penalty is up to \$1.1 million. The penalty for a strict liability offence (s86[2]) is up to \$110,000 for an individual and \$220,000 for a corporation.

**Harm** under the NPW Act is defined as any act that; destroys defaces or damages the object, moves the object from the land on which it has been situated, causes or permits the object to be harmed. However, it is a defence from prosecution if the proponent can demonstrate 1) that harm was authorised under an Aboriginal Heritage Impact Permit (AHIP) (and the permit was properly followed), or 2) that the proponent exercised due diligence in respect to Aboriginal heritage. The ‘**due diligence**’ defence (s87(2)), states that if a person or company has exercised due diligence to ascertain that no Aboriginal object was likely to be harmed as a result of the activities proposed for the Project Area; then liability from prosecution under the NPW Act will be removed or mitigated if it later transpires that an Aboriginal object was harmed. If any Aboriginal objects are identified during the activity, then works should cease in that area and Office of Environment and Heritage (OEH) notified (DECCW 2010c:13). The due diligence defence does not authorise continuing harm.



## Notification of Aboriginal Objects

Under section 89A of the NPW Act Aboriginal objects (and sites) must be reported to the Director-General of OEH within a reasonable time (unless it has previously been recorded and submitted to AHIMS). Penalties of \$11,000 for an individual and \$22,000 for a corporation may apply for each object not reported.

### **2.1.2 National Parks and Wildlife Regulation 2009**

The *National Parks and Wildlife Regulation 2009* (NPW Regulation) provides a framework for undertaking activities and exercising due diligence in respect to Aboriginal heritage. The NPW Regulation outlines the recognised due diligence codes of practice which are relevant to this report, but it also outlines procedures for Aboriginal Heritage Impact Permit (AHIP) applications and Aboriginal Cultural Heritage Consultation Requirements (ACHCRs) (DECCW 2010a); amongst other regulatory processes.

### **2.1.3 Aboriginal Community Consultation**

OEH acknowledges that Aboriginal people are the primary determinants of the significance of their heritage and that Aboriginal people should be involved in the Aboriginal cultural heritage planning process. Aboriginal people are the primary source of information regarding the value of their heritage and how this is best protected and conserved, and must be afforded control in the way cultural information (particularly sensitive information) is used. Aboriginal consultation is regarded as an integral part of the process of investigating and assessing Aboriginal cultural heritage (OEH 2011:2).

Aboriginal consultation is mandatory for the preparation of an Aboriginal Heritage Impact Permit application (clause 80C of the NP&W Regulation), for undertaking a test excavation (DECCW 2010b) and is usually required as part of the DGRs issued by the Department of Planning and Infrastructure. In cases when Aboriginal consultation is mandatory, the consultation process is stipulated in clause 80C of the NPW Regulation and is further specified in the Aboriginal Cultural Heritage Consultation Requirements (ACHCRs) (DECCW 2010a). As a general principal, OEH encourages consultation with Aboriginal people whenever there is uncertainty that a proposed activity could potentially harm Aboriginal objects or places.

### **2.1.4 Aboriginal Heritage Impact Permit**

Under the NPW Act, a person can apply for an AHIP as a defence to a prosecution for harming Aboriginal objects or Aboriginal places. An Aboriginal Cultural Heritage Assessment Report (ACHAR) is needed to support an AHIP application. The AHIP will be a defence provided that:

- the harm was authorised by the AHIP, and
- the conditions of that AHIP were not contravened.

An AHIP is required where a proposed activity would – directly or indirectly – harm an Aboriginal object or a declared Aboriginal place.

### **2.1.5 Aboriginal Heritage Information Management System**

A search was undertaken of the Aboriginal Heritage Information Management System (AHIMS) for GDA Zone 56, Eastings 382900 to 386600 and Northings 6355700 to 6357200 (Appendix 1).

The AHIMS results show there are 17 Aboriginal sites in the Newcastle area (Table 2, Figure 2), but none of these are in the Rezoning Study Area. However, it should be acknowledged that the AHIMS results are influenced by ground surface visibility and that the subsurface archaeological investigations have been emplaced according to development proposals and, as such, have not systematically tested landforms or archaeological areas in Newcastle.

Thus the AHIMS results need to be interpreted in conjunction with results of the archaeological context review in Table 2.

The view shows that some archaeological excavations have identified intact subsurface Aboriginal material underneath previously disturbed areas, which demonstrates that previous land use has not, necessarily, removed Aboriginal objects. The distribution of subsurface Aboriginal material is not spatially uniform and that some areas have contained only disturbed archaeological contexts and other area contained relatively intact deposit. On this basis, there is a high likelihood that subsurface Aboriginal material is present in the Rezoning Study Area, but its distribution would need to be further investigated.

**Table 2 Summary of AHIMS site types within the searched coordinates, none are in the Rezoning Project Area**

Site type	Count	Percent
PAD	7	41.18%
PAD + Midden	2	11.76%
Surface Artefact(s)	8	47.06%
<b>Total</b>	<b>17</b>	<b>100.00%</b>

Source: AHIMS search generated 4 November 2015.







## 2.2 Non-Aboriginal cultural heritage

### 2.2.1 Heritage Act 1977 and the NSW Heritage Division

Historical archaeological relics, buildings, structures, archaeological deposits and features with State heritage significance are protected under the *Heritage Act 1977* (and subsequent amendments) and may be identified on the State Heritage Register (SHR) or by an active Interim Heritage Order.

The Heritage Council of NSW, constituted under the *Heritage Act 1977*, is appointed by the Minister and supported by the Heritage Division of the Office of Environment and Heritage (OEH). The Council is responsible for heritage in NSW and reflects a cross-section of community, government and conservation expertise. The work of the Heritage Division includes:

- working with communities to help them identify their important places and objects
- providing guidance on how to look after heritage items
- supporting community heritage projects through funding and advice
- maintaining the NSW Heritage Inventory, an online list of all statutory heritage items in NSW.

The 1996 *NSW Heritage Manual*, published by the NSW Heritage Division and the then Department of Urban Affairs and Planning, provides guidelines for conducting assessments of heritage significance. The Manual includes specific criteria for addressing the significance of an item and this assessment has been completed in accordance with those guidelines.

#### 2.2.1.1 State Heritage Register

The State Heritage Register (SHR) was searched for the Rezoning Study Area. Table 3 outlines the state heritage places and their location in relation to the proposed rezoning areas.

There are a number of state heritage places within the townscape surrounding the sites proposed for rezoning. Heritage items in the vicinity of the Rezoning Study Area, that is, across the road or have direct line of sight have been listed in Table 4.

**Table 3 Items of State Significance on the State Heritage Register (SHR) intersecting the Rezoning Study Area**

Item	Address	Heritage Listing	Significance	Relationship to the Proposed Rezoning
Civic Railway Workshops	Great Northern Railway, Newcastle	SHR No. 00956	State	Within Parcel 5, Parcel 18 and Parcel 19.
Newcastle Railway Station	Great Northern Railway, Newcastle	SHR No. 00236	State	Within Parcel 15.
Newcastle Railway Station Additional Group	Great Northern Railway, Newcastle	SHR No. 01212	State	Within Parcel 14 and 15.

**Table 4 Items of State Significance on the State Heritage Register (SHR) in close proximity to the Rezoning Study Area**

Item	Address	Heritage Listing	Significance	Relationship to the Proposed Rezoning
Former Frederick Ash Building	359-361 Hunter Street, Newcastle	SHR No. 00642	State	Approximately 45 metres south of proposed Parcel 06 and Parcel 07.
Newcastle City Hall and Civic Theatre	289 King Street, Newcastle	SHR No. 01883	State	Approximately 45 metres south of proposed Parcel 04 and Parcel 05.

Item	Address	Heritage Listing	Significance	Relationship to the Proposed Rezoning
Great Northern Hotel	89 Scott Street, Newcastle	SHR No. 00507	State	Approximately 30m southeast of Parcel 15.
Customs House	1 Bond Street, Newcastle	SHR No. 01403	State	Approximately 20 metres east of Parcel 15.

### 2.2.1.2 Section 170 Heritage and Conservation Register

The following Table 5 identifies heritage places included on the Section 170 Heritage and Conservation Register located within the Rezoning Study Area and an item adjacent to the Rezoning Study Area is listed in Table 6.

**Table 5 Items on s170 Heritage Registers in the Rezoning Study Area**

Item	Address	State Government Agency	Significance	Relationship to the Proposed Rezoning
Civic Railway Station Group	Hunter Street, Civic	RailCorp	Local	Within Parcel 01, 02, 03 and 04.
Newcastle Railway Station Group	110 Scott Street, Newcastle	RailCorp	State	Within Parcel 14 and 15.

**Table 6 Items on s170 Heritage Registers in close proximity to the Rezoning Study Area**

Item	Address	State Government Agency	Significance	Relationship to the Proposed Rezoning
Newcastle Port Corporation	Cnr Newcomen and Scott Streets, Newcastle	Newcastle Port Corporation	Local	Approximately 30 metres south of Parcel 14.

### 2.2.2 **Environmental Planning and Assessment Act 1979**

The *Environmental Planning and Assessment Act 1979* (EP&A Act) regulates environmental planning and assessment in NSW. The EP&A Act and its regulations, schedules and associated guidelines require that environmental impacts are considered in land use planning and development assessment. The EP&A Act defines “environment” as “...all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings.” The environment therefore includes cultural heritage.

Heritage items and places are described in local environmental plans (LEPs) and shown on the heritage maps which accompany the LEP. All LEPs contain clauses dealing with heritage conservation. Under this Act all local governments in NSW are required to maintain a register of heritage places as Schedule 5 under their LEP.

### 2.2.3 **Newcastle Local Environmental Plan 2012**

The NLEP provides protection for local heritage items and conservation areas. Schedule 5 of the NLEP 2012 lists local heritage items, as well as conservation areas within the Newcastle LGA. The aims of the NLEP 2012 are “to respect, protect and complement the natural and cultural heritage, the identity and image, and the sense of place of the City of Newcastle” and “to conserve and manage the natural and built resources of

the City of Newcastle for present and future generations, and to apply the principles of ecologically sustainable development in the City of Newcastle” (S1.2a,b).

#### 2.2.3.1 Schedule 5 of the NLEP 2012

The Rezoning also falls in part within the Newcastle City Centre Heritage Conservation Area. The following Table 7 lists items located in or abutting the Rezoning Study Area, Table 8 lists items in the vicinity.

**Table 7 Local Heritage Items in or abutting the Rezoning Study Area**

Item	Address	Heritage Listing	Significance	Relationship to the Proposed Rezoning
Remains of AA Company bridge and fence	280 Hunter Street	I415	Local	Within Parcel 12.
Newcastle Railway Station (note curtilage differs from the SHR item)	110 Scott Street	I455	Local (& State)	Within Parcel 14 and Parcel 15.
Civic Railway Workshops Group	5 Workshop Way, 1 Wright Lane, 6 Workshop Way and 2–4 Merewether Street	I479	Local (& State)	Within Parcel 5, Parcel 18 and Parcel 19.
Former Tramway Sub-station	342 Hunter Street	I416	Local	Abuts eastern boundary of proposed rezoning Parcel 10, 11 and 12

**Table 8 Local Heritage Items in close proximity to the Rezoning Study Area**

Local Heritage Place	Address	Heritage Listing	Significance	Location in relation to Rezoning Study Area
The Civic Theatre	373 Hunter Street	I418	Local (& State)	Approximately 45 metres south of proposed Parcel 04; Parcel 05 and 06
Former Frederick Ash Building	359-361 Hunter Street	I417	Local (& State)	South side of Hunter Street, approximately 45 metres south of proposed Parcel 06 and 07
The Lucky Country Hotel	237 Hunter Street	I414	Local	South side of Scott Street, approximately 20 metres south of proposed rezoning Parcel 12
Former ANZ Bank	227 Hunter Street	I413	Local	South side of Scott Street, approximately 20 metres south of proposed rezoning Parcel 12
The Crown and Anchor Hotel	189 Hunter Street	I410	Local	South side of Hunter Street, approximately 40 metres south of proposed rezoning Parcel 14
Former School of Arts	182 Hunter Street	I409	Local	South side of Scott Street, approximately 20 metres south of proposed rezoning Parcel 14
Rundles Buildings (former R Hall & Sons buildings)	161 Scott Street	I458	Local	South side of Scott Street, approximately 20 metres south of proposed rezoning Parcel 14
Former Beberfaulds Warehouse	175 Scott Street	I459	Local	South side of Scott Street, approximately 20 metres south of proposed rezoning Parcel 14
The former Commonwealth Bank	220 Hunter Street	I412	Local	South side of Scott Street, approximately 20 metres south of proposed rezoning Parcel 14
The former Johns Building	200–212 Hunter Street	I411	Local	South side of Scott Street, approximately 20 metres south of proposed rezoning Parcel 14
The Air Force Club	129 Scott Street	I457	Local	South side of Scott Street, approximately 20 metres south of proposed rezoning Parcel 14 and Parcel 15
The Centennial Hotel	127 Scott Street and 114 Hunter Street	I456	Local	South side of Scott Street, approximately 20 metres south of proposed rezoning Parcel 14 and Parcel 15
Customs House	1 Bond Street	I372	Local (& State)	East side of Watt Street, 20 metres east of proposed rezoning Parcel 15
Great Northern Hotel	89 Scott Street	I451	Local (& State)	South side of Scott Street, 30 metres south east of Parcel 15

#### 2.2.4 The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 2013

The *Burra Charter* is a set of best practice principles and procedures for heritage conservation. It was developed by Australia ICOMOS (International Council for Monuments and Sites), the Australian group of the international professional organisation for conservation. Although without statutory weight, the *Burra Charter* underpins heritage management in NSW and Australia. The policies and guidelines of the Heritage Council of NSW and the NSW Heritage Office are consistent with and guided by the *Burra Charter*.

## 2.3 Statutory requirements in relation to non-Aboriginal built and archaeological heritage

### 2.3.1 State listed heritage items

Approval must be gained from the NSW Heritage Council when making changes to a place listed on the State Heritage Register or a place covered by an interim heritage order (IHO). That approval is sought through lodgement of a section 57 or a section 60 application prior to commencement of works.

### 2.3.2 Locally listed heritage items

Under the *State Environmental Planning Policy (Infrastructure) 2007* (Part 2, Division 1, 14) the public authority conducting works with impacts on local heritage must not carry out development unless the authority or the person has:

- (a) *had an assessment of the impact prepared, and*
- (b) *given written notice of the intention to carry out the development, with a copy of the assessment, to the council for the area in which the heritage item or heritage conservation area (or the relevant part of such an area) is located, and*
- (c) *taken into consideration any response to the notice that is received from the council within 21 days after the notice is given.*

### 2.3.3 Archaeological sites

Approval from the NSW Heritage Division is required when excavating any land in NSW where there is potential of disturbing an archaeological relic (of historic origin). The application type required depend on whether the site is of local or state significance.

#### 2.3.3.1 Archaeological Sites of Local Significance

The following approvals may apply to archaeological sites of local significance:

- Section 139 Application (Exception 1B) – This exception can be applied for where the excavation or disturbance of land will have a minor impact on archaeological relics including the testing of land to verify the existence of relics without destroying or removing them.
- Section 139 Application (Exception 1C) – This exception can be applied for where the site has little likelihood of relics or no archaeological research potential.
- Section 140 Application – this is required to excavate or disturb land that will or is likely to result in the discovery, movement and/or destruction of relics (that are not State Heritage).

If during ground disturbing works, substantial intact archaeological relics of State or local significance are identified, then work must cease in the affected area and the Heritage Council must be notified in writing in accordance with section 146 of the Act. Depending on the nature of the discovery, additional assessment and possibly an excavation permit may be required prior to the recommencement of excavation in the affected area.

#### 2.3.3.2 Archaeological Sites of State Significance

The following approvals may apply to archaeological sites of state significance:

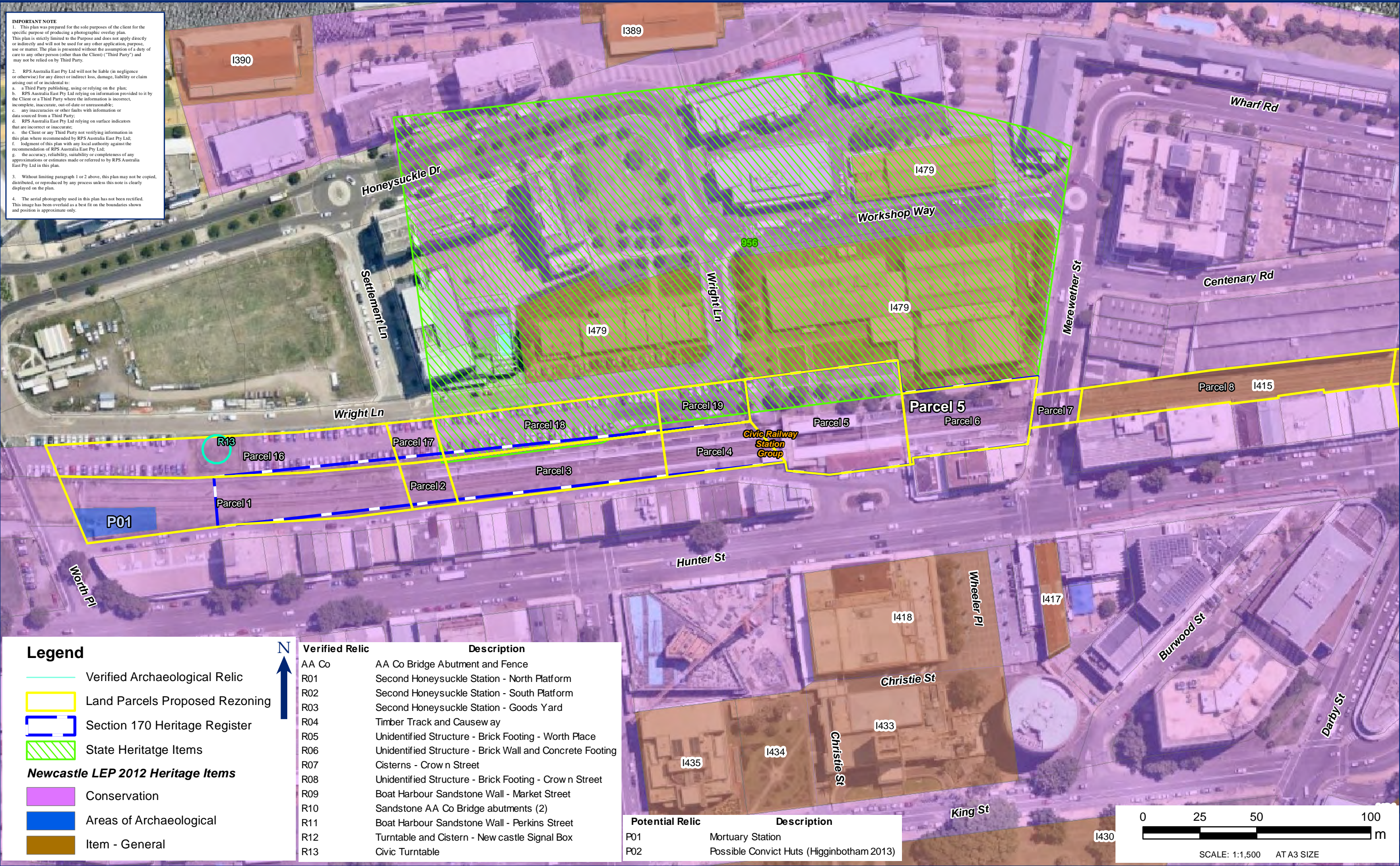
Section 57 Application (Standard Exemption) – There are 17 standard exemption types, the one pertaining to the excavation of archaeological sites is detailed under Standard Exemption 4 and may be applied for if it is demonstrated that:



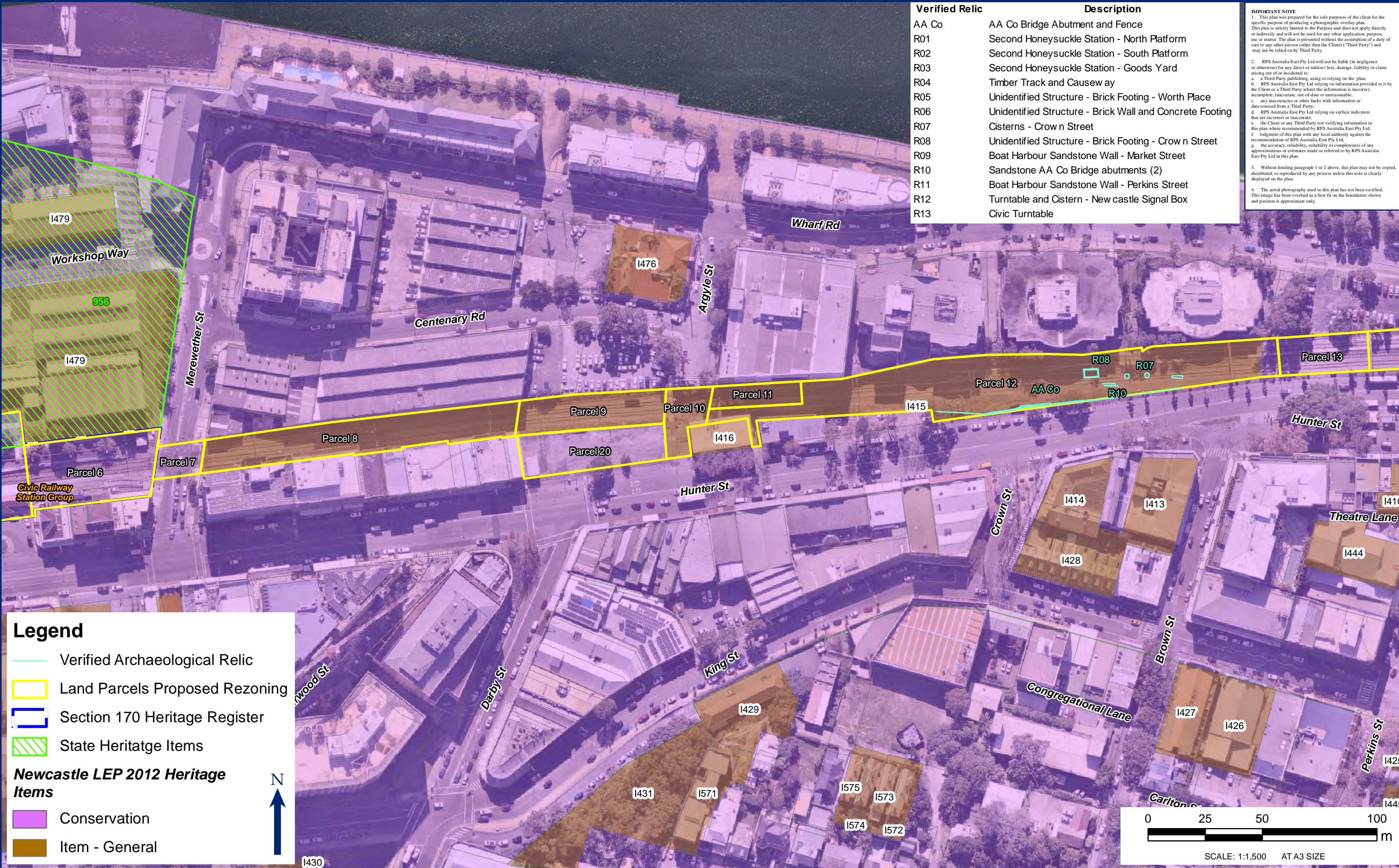
- (a) an archaeological assessment, zoning plan or management plan has been prepared in accordance with Guidelines published by the Heritage Council of NSW which indicates that any relics in the land are unlikely to have State or local heritage significance; or
- (b) the excavation or disturbance of land will have a minor impact on archaeological relics including the testing of land to verify the existence of relics without destroying or removing them; or
- (c) a statement describing the proposed excavation demonstrates that evidence relating to the history or nature of the site, such as its level of disturbance, indicates that the site has little or no archaeological research potential.

Section 60 Application – this is required for items on State heritage listed land where there is a likelihood that identified State heritage significant items/s will be impacted on as a result of the proposal









Verified Relic	Description
AA Co	AA Co Bridge Abutment and Fence
R01	Second Honeysuckle Station - North Platform
R02	Second Honeysuckle Station - South Platform
R03	Second Honeysuckle Station - Goods Yard
R04	Timber Track and Causeway
R05	Unidentified Structure - Brick Footing - Worth Place
R06	Unidentified Structure - Brick Wall and Concrete Footing
R07	Cisterns - Crow n Street
R08	Unidentified Structure - Brick Footing - Crow n Street
R09	Boat Harbour Sandstone Wall - Market Street
R10	Sandstone AA Co Bridge abutments (2)
R11	Boat Harbour Sandstone Wall - Perkins Street
R12	Turntable and Cistern - New castle Signal Box
R13	Civic Turntable

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**TITLE :** FIGURE 4: REZONING STUDY AREA WITH HISTORIC HERITAGE ITEMS (CIVIC)

**LOCATION :** NEWCASTLE

**DATUM:**GDA 1994

**DATE :** 10/1/2017

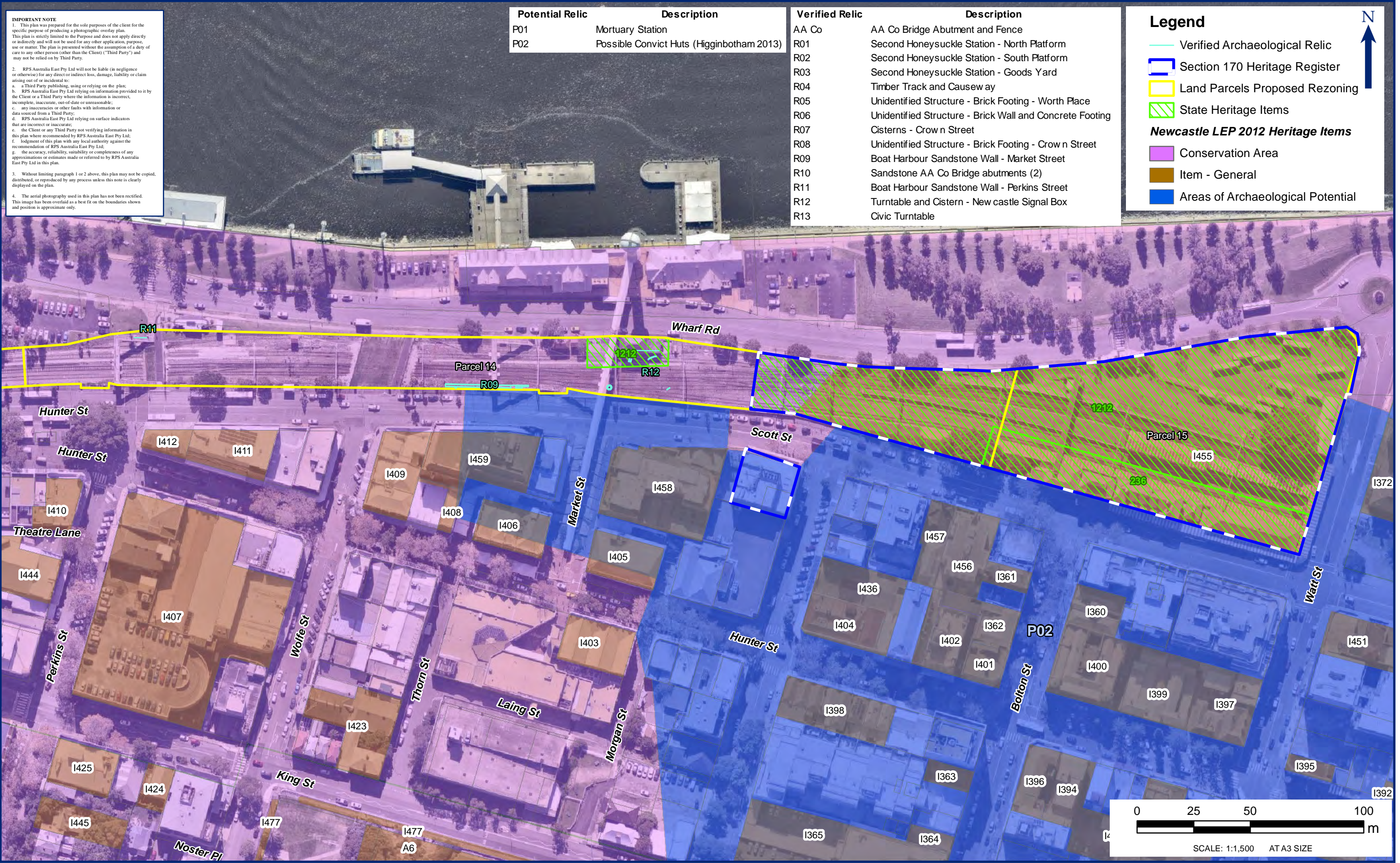
**VERSION (PLAN BY):** D A3 (james.hugo)

**PROJECTION:** GDA 1994 MGA Zone 56

**PURPOSE:** HERITAGE

**PATH:** J:\JOBS\123K\123632 Heritage Newcastle Rail Corridor\10 - Drafting\Arcgis Map Documents\Report Figures\04 123632 Dec 2016\123632 Figure 3 Rezoning CIVIC F 20170110.mxd







## 3.0 Landscape and Aboriginal archaeological context

### 3.1 Landscape context

The purpose of reviewing the environmental context and archaeological literature is to assist in identifying whether Aboriginal objects or places are present within the Rezoning Study Area.

#### 3.1.1 Geology and soils

This summary of geology and soils aims to provide an overview of the Rezoning Study Area; however, more specific detail and information is provided in the land-use summary. The Newcastle foreshore is underlain by sandstone, siltstone, claystone, coal and tuff associated with the Nobbys Head formation. Broadly, the Newcastle foreshore falls within the Hamilton Soil Landscape, variation A: Developed Terrain. Topsoils in this landscape are typically brownish black specked loamy sand (A<sub>1</sub>) which is 20 to 60 centimetres thick. This is underlain by 15 to 30 centimetres of loose, pale coarse sand (A<sub>2</sub>), followed by brown to orange sandy pan (B horizon) and may further be underlain by clay (Matthei 1995:38-40). Although this is the typical soil formation, variations may occur due to previous Aeolian or alluvial events.

#### 3.1.2 Topography and hydrology

The development of Newcastle as a major port has led to the reclamation of land and reworking of the shape of the Hunter River foreshore. The foreshore and environs, from its junction with Throsby Creek to Nobbys Headland, has undergone major modifications since European settlement; the original shore line was characterised by mud flats and sand spits (Melville 2014 p. 22).

Historic records show an unnamed watercourse between Brown and Crown Streets. Archaeological evidence shows that Aboriginal occupation was highly concentrated around creeks in the locality, for example Cottage Creek. Although it is likely that Aboriginal occupation would have occurred adjacent to the Brown and Crown Street watercourse; this has not been tested archaeologically.

#### 3.1.3 Flora and fauna

This section provides an indication of the types of flora and fauna resources which were likely to have been available to Aboriginal people in the past. It is based on broad scale vegetation mapping for NSW (Keith 2006).

Past Aboriginal people are likely to have encountered Hunter-Macleay Dry Sclerophyll Forests in the vicinity of Rezoning Study Area, as well as coastal vegetation. Dry sclerophyll forests have open canopies with trees up to 30 metres tall; common tree species include spotted gums, iron barks, grey gums, boxers and turpentines (Keith 2006:124-125). The understorey of this vegetation community includes shrubs, herbs, ferns and grasses, thus providing habitat for smaller mammal species. The shrubby understorey includes silver-stemmed wattle and forest oak which present as tall shrubs or small trees; smaller shrubs include coffee bush, gorse bitter pea, peach heath, large mock-olive, narrow-leaved geebung and mutton wood (Keith 2006:124-125).

This vegetation community along with the coastal vegetation would have provided habitat for a variety of animals and would have also provided potential food and raw material sources for Aboriginal people. Coastal resources are likely to have included fish and oysters, while typical animals likely to have been hunted in the vicinity include kangaroos, wallabies, sugar gliders, possums, echidnas, a variety of lizards and snakes, birds, as well as rats and mice. The bones of such animals have been recovered from excavations of Aboriginal sites suggesting that they were sources of food (Attenbrow 2010:70-76), although the hides,

bones and teeth of some of the larger mammals may have been used for Aboriginal clothing, ornamentation, or other implements.

### 3.2 Aboriginal archaeological context

#### 3.2.1 Aboriginal occupation of the Hunter Valley

Archaeological evidence suggests that Aboriginal occupation of the Hunter Valley region began at least 35,000 years ago (Koettig 1987). Additional chronological evidence was recovered from the Hunter Valley's north-east mountains for which the following dates were assigned: 34,580±650 (Beta-17009), >20,000 (Beta-20056) and 13,020±360 years before present (BP) (Beta-17271) (Koettig 1987, as cited in (Koettig 1987, as cited in Attenbrow 2006). In the lower Hunter Valley, excavations at Moffats Swamp (Tomago Coastal Plain) have revealed basal dates of 15,376 calibrated BP.

The majority of Aboriginal sites in the region, however, are dated to the more recent Holocene (<11,000 years ago). This may reflect Aboriginal occupation patterns, but may also be influenced by the inaccessibility of potential coastal Pleistocene sites that may have been inundated when sea levels rose and reached present levels approximately 6,000 years ago (Mulvaney and Kamminga 1999 p.223). Other factors such as post depositional processes that may have obscured sites, or a lack of archaeological research in particular areas, could account for the lack of evidence for Pleistocene or early Holocene occupation (AMBS 2005). At Black Hill excavations revealed a stone lined hearth dated to approximately 2,000 BP calibrated.

Throughout the Hunter Valley, archaeological investigations have provided a basis for the development of predictive models of site distribution within this region. Studies completed by Koettig and Hughes (1983a) and (1983b) have demonstrated that open artefact scatters are common throughout the Hunter Valley. Large open sites were generally located in proximity to large creeks that provided a more reliable source of potable water, with smaller open sites distributed through a variety of landforms including large and small creeks, slopes and crests.

Certain typological temporal markers such as backed blades and eloueras are present within the Hunter Valley assemblages. Whilst these provide only a gross indication of time scale, based on the age of the soils and the presence of backed artefacts, the majority of sites in the Hunter Valley are considered to date to the late Holocene period.

Using colonial records, (Brayshaw 1986) conducted extensive research of the landscape and the known Aboriginal communities in the broader Hunter Valley area. Although the ethnographic literature refers to ceremonial grounds and carved trees, these represent only a small portion of the sites which would have occurred in the Hunter Valley. Camp sites would have occurred more commonly, but little is recorded regarding the locations of such sites. The literature does indicate that in the Hunter Valley, as elsewhere, Aboriginal numbers were quickly and greatly reduced by introduced European diseases.

Brayshaw's research into the ethnographic record also showed the distinction between the material culture and goods manufactured inland compared to coastal areas which were dependent on the resources available. The exchange of goods between inland and coastal inhabitants was also evident. Bark was probably the most commonly utilised raw material, associated with the construction of huts, canoes, nets, drinking vessels, baskets, shields, clubs, boomerangs and spears. Being manufactured from an organic material, very few such artefacts survive today. Scarred trees, carved trees, burial sites, ceremonial or bora grounds, cave paintings, rock engravings, axe grinding grooves, quarries and wells have all been recorded in the Hunter region. The distribution of these sites would generally have been reliant on environmental and cultural factors such as resource availability.

### 3.2.2 Aboriginal occupation in the Newcastle area

A summary of the land use context has identified that there has been substantial modification to the original landforms in the Newcastle City area. This has included infilling of the harbour in some areas, and the installation of infrastructure and buildings. The presence of archaeological evidence for Aboriginal occupation in the Newcastle area is influenced by the previous land use, although a number of recent excavations have shown that Aboriginal sites are located below historic structures, or intermixed with historic occupation (City of Newcastle 2015:27). In addition, the detection of Aboriginal archaeological evidence can depend on the sample size of areas archaeologically excavated (i.e. dimensions of trenches) and the location of archaeological excavations. The locations of archaeological investigations have been emplaced according to development proposals and, as such, have not systematically tested landforms or archaeological areas in Newcastle. The AHIMS database of Aboriginal sites is also limited by the same factors and many of the AHIMS sites have been identified as a result of archaeological excavation, the extent of some of the subsurface AHIMS sites are unknown, as often only a sample of them were excavated, as such the AHIMS results will be evaluated following the synthesis of the available archaeological and historical literature for Newcastle.

### 3.2.3 Archaeological and heritage literature review

There are numerous sources of information on the Aboriginal occupation of Newcastle. This section, however, focuses on those studies which are most relevant to understanding the archaeological evidence for the Aboriginal occupation of Newcastle. The studies have been summarised according to the date issued/completed.

#### 3.2.3.1 Convict Limber Yard (Bairstow 1989)

During the excavation of the Convict Lumber Yard at Scott Street (SHR 00570) small quantities of Aboriginal artefacts were identified (Bairstow 1989). These appeared at the eastern end of the excavation and comprised chert, stone, shell and bone that were recorded at a depth of 1.5 metres, the same depth as the convict era deposit (Bairstow 1989:45-53) which is perhaps evidence of mixed deposits in that location. This site was registered as a potential archaeological deposit (PAD), AHIMS 38-4-1020. The excavation results suggest that the Aboriginal material is unlikely to extend beyond the area investigated and there did not appear to be in-situ deposits associated with the site.

#### 3.2.3.2 Accor Ibis Hotel Site 700 Hunter Street Newcastle (AHMS 2001a, 2001b)

This excavation was undertaken approximately 120 metres east of Cottage Creek and included the investigation of AHIMS 38-4-0544, which was registered as a PAD. The excavation of this site revealed an Aboriginal shell midden with 2,939 whole and fragmentary shells, 326 pieces of animal bone and 5,734 lithics, 4,000 of which on preliminary counts were identified to be stone artefacts (AHMS 2001:12). Local shell species, cockle and mud whelk were the dominant shell types contained in the midden material. Tuff was the dominant raw material for stone artefacts, although silcrete, chert and quartz were also present. The preliminary survey had not identified any Aboriginal objects, however the area was considered to be archeologically sensitive due to its proximity to Cottage Creek (AHMS 2001b).

#### 3.2.3.3 Aboriginal Heritage Study (AMBS 2005)

The Aboriginal Heritage Study for Newcastle Local Government Area (LGA) (AMBS 2005). While the study did not involve subsurface archaeological investigation, it provided archaeological sensitivity modelling and a collation of historic information including documentation of local Aboriginal people making extensive use of the resources of the Hunter River and its environs. An important source of historical information on Aboriginal people in the area was from Reverend Lancelot Threlkeld, who lived in the area of Cottage Creek,

Honeysuckle between 1825 and 1826 (Threlkeld in Gunson 1974). Threlkeld records the procuring of fish by line and net, the gathering of shellfish, the opportune use of beached whales and the hunting of kangaroo, bandicoot, lizards and snakes (AMBS 2005:38).

The landscape model of archaeological sensitivity presented in the AMBS report is useful as a general guide, although more recent excavations have contributed additional information which will be discussed later. The area of central Newcastle and the Hunter River delta are described as being highly disturbed and modified, though it was considered that, in areas where landscape modification has been minimal, there is high potential for archaeological evidence to remain (AMBS 2005:80). In a summary of archaeological sensitivity for industrial Newcastle, the southern estuary shore is described as having moderate archaeological sensitivity (AMBS:93).

#### 3.2.3.4 [Palais Royale Site 684 Hunter Street Newcastle \(AHMS 2011\)](#)

The Aboriginal archaeological salvage of this site entailed digging a trench 16 metres long by three metres wide (48 square metres), which was excavated to one to two metres deep in 10 centimetre spits (arbitrary levels). The excavation recovered 5,534 Aboriginal objects (AHMS 2011:10). Radiocarbon dating of excavated material indicated the site was occupied from approximately 6,700 years ago and three occupation periods were identified: 6,716 to 6,502 years BP, c. 3,500 years BP and 2,480 to 1,933 years BP.

From 3,500 years BP the use of exotic stone raw materials including chert, chalcedony and silcrete were noted. An Aboriginal hearth (fireplace) was dated to 2,188 to 1,933 cal. years BP and this level (2,480-1,933 years BP) appears to have been a focus for occupation with artefacts becoming four times more numerous than previous levels. Nobbys tuff was used as a raw material for stone artefacts throughout the sequence. Backed blades were present throughout all layers of the site with a proliferation of this tool type in the upper layers. Campsite occupation including the consumption of local shell species only appears to have occurred at the site after about 1,933 years BP (AHMS 2011).

#### 3.2.3.5 [Wickham Transport Interchange, Newcastle: Aboriginal Heritage Summary Report. \(Artefact Heritage 2014\)](#)

Artefact Heritage was engaged by Transport for NSW to prepare an Archaeological Survey Report (ASR) for the proposed Wickham Transport Interchange (Artefact Heritage 2014). The report found that the study area had potential for archaeological deposits and that further archaeological investigation would be required where sub-surface impacts had the potential to impact buried Aboriginal archaeological deposits. The study area was registered as a PAD (AHMS 38-4-1716).

Artefact Heritage also prepared an Aboriginal Cultural Heritage Assessment Report (ACHAR). This ACHAR recommended a program of archaeological test excavation be undertaken to further investigate the archaeological potential of the study area. As a result of this, an AHIP (#C0000892) was issued on the 13 March 2015.

Salvage excavations were undertaken in two stages (Artefact Heritage 2015). Stage I was undertaken between 13 April and 30 April 2015 and identified approximately 391 artefacts. Stage II, undertaken between 11 June and 7 July 2015, was completed in an area adjacent to areas of high artefact concentration identified during Stage I. Approximately 3,912 artefacts were identified during Stage II salvages. It was concluded there was the potential for two main vertical concentrations, possibly representing two occupation layers, of artefacts to be present within the collected assemblage, and as a result the site had high significance and research value.



### **3.2.4 Summary of Aboriginal archaeological context**

The archaeological investigations undertaken have identified subsurface Aboriginal heritage. The types of sites predominately comprise stone artefacts and shellfish remains (middens).

Some excavations have identified intact subsurface Aboriginal material underneath previously disturbed areas, which demonstrates that previous land use has not, necessarily, removed Aboriginal objects. However, it should be acknowledged that the distribution of Aboriginal material is not spatially uniform and that some areas have contained only disturbed archaeological contexts and other area contained relatively intact deposit. There is a high likelihood that subsurface Aboriginal material is present in the Rezoning Area, but its distribution would need to be further investigated.

## 4.0 Historical context

This section provides an overview of the historic occupation of Newcastle by European and later settlers. The historic context has been used to identify historic archaeological areas specific to the Rezoning Study Area and will be drawn upon for the impact assessment.

### 4.1 A convict settlement

The first reference to the area now known as Newcastle was in 1797 when Lieutenant John Shortland, while returning from pursuing escaped convicts, noticed the small island of Nobbys (Goold 1981:4). Drawing into the inlet behind the island, Shortland found the entrance to a large river which he named in honour of Governor Hunter (Newcastle and District Historical Society. n.d.:6). While surveying the area he noticed lumps of coal near present day Fort Scratchley and collected samples before returning to Sydney (Windross and Ralston 1978:7).

In 1801 Governor King sent a small expedition to investigate the resources of what was known as Coal River (now Hunter River). The subsequent report detailed the potential for a salt works, the presence of coal and an abundance of shell for the production of lime. On this advice a small settlement was established but it failed after only six months because of inadequate management. In 1804 Governor King again sought to establish a convict settlement at what he called King's Town (Windross and Ralston 1978:9) with a small party of 20 soldiers and a similar number of convicts. These convicts were part of the Irish Rebellion at Castle Hill with their relocation required because of their perceived danger to the settlement at Sydney (Turner 1997:7).

The new settlement at Newcastle provided an additional location for the housing of convicts and a place for the procurement of timber, coal and lime for Sydney. With the only method of transport by sea, loading facilities and safe anchorages for boats were critical to the success of the settlement.

Records indicate that by 1804 there was a stone wharf, 108 feet long and 13 feet wide being built at the end of present day Watt Street (Goold 1981:12). This wharf is likely to have serviced an early recorded coal yard in the vicinity and later the Convict Lumber Yard constructed in 1817.

In 1812 when Governor Macquarie visited the settlement it was still small with a population of about 100. By 1815 the size of the settlement had swollen with an influx of convicts following the closure of Norfolk Island (Turner 1997:8). This growth continued and by 1821 there were 1,169 people living in what was described as a camp. The convicts were employed predominantly in public works, most importantly the construction of a breakwater to Nobbys to provide better protection for shipping. The remainder of the convicts were employed in timber, lime production and coal mining (Turner 1997:9).

In his investigation of the penal settlement of Newcastle, J T Bigge (1822:282) described the settlement as a camp with 13 houses belonging to the government and 71 occupied by convicts. Bigge also described that prisoners who either could not find accommodation or who could not be trusted at large, were housed in wooden barracks that had been recently built on the order of Major Morisset (Bigge 1822:282).

### 4.2 Newcastle as a free town

In 1823 Governor Macquarie announced that Newcastle would no longer be a convict settlement, whereby the role would be delegated to Port Macquarie further north. Following this, the population of Newcastle declined and the large barracks that had been constructed to cater for a thousand men now only housed one hundred. Despite the change in the role of Newcastle, convicts were still assigned there until 1848. Works on the breakwater slowed and the stands of timber were no longer readily available (Turner 1987:11).



Despite the loss of Newcastle as a significant penal settlement, the 1820s saw important developments. In 1827 Henry Dangar, a surveyor, drew up a layout for a town plan with 192 leasehold allotments established (Goold 1981:26). Other improvements included the building of a brick flour mill at the present day Obelisk location above King Edward Park; the building of a parsonage; and the construction of the first Court House in Church Street (Goold 1981:22). Importantly, Newcastle developed as a free town following the demise of the penal settlement.

Central to this development was the extraction and shipping of coal. The Australian Agricultural Company (AA Company) with a monopoly on coal extraction, saw a growth in output from 5,000 tons (1831) to 30,500 tons (1840). Linked to the growth of the coal industry was the development of the port and associated activities such as tugs and lighters to facilitate movement of vessels and cargo, disposal of ballast and provisioning of ships (McManus, O'Neill and Loughran 2000:213).

As the town grew, further residential development occurred, including the AA Company as early as 1852 tasking the company surveyor, George Darby, with laying out a town settlement in the area of present day Darby; King and Hunter Streets. This was designed to meet the needs of an influx of diggers from the goldfields who saw Newcastle as an attractive location to settle (Pemberton 1986:31).

The growth in Newcastle was matched by growing regional development linked to the pastoral industry of the Hunter Valley and northern NSW. In 1854, AA Company sold land in the north eastern portion of their estate to the Hunter Valley Railway Company. The construction of the Newcastle to Maitland Railway, the second passenger line in Australia, fostered the continued development of the port of Newcastle. The rail network expanded rapidly and was matched by the growth of Newcastle with industries demonstrated by the establishment of businesses such as the Newcastle Coke and Gas Company; Castlemaine Brewery and Wood Brothers Brewery; Darks Ice and Cold Storage; and Arnott's Biscuits (Pemberton 1986:41).

From the late nineteenth century, output from the Newcastle mines decreased and production from the South Maitland coalfields increased with a resulting diminishing profitability for the Newcastle mines. Linked to this was increasing Municipal taxes on unimproved land that affected the large holdings of the Company in the Newcastle area. The Company countered by subdividing and selling large areas of residential land in Newcastle and Hamilton (Pemberton 1986:41).

### 4.3 Growth in the twentieth century

In 1916, the last AA Company shaft ceased production and the Company's operation in Newcastle closed. The staithes associated with the iron bridge were last used in 1920 and in 1923, the steel bridge was removed (NSW Heritage Database: AA Company's Remnant Bridge Pier). In 1922, the waterfront land held by the AA Company was resumed and with it coal mining in Newcastle by the AA Company ceased (Webber and Wylie 1968:63)

The need for new industries to drive the growth of Newcastle resulted in lobbying by the Chamber of Commerce for a diversified industry base. In 1913, the state government announced the construction of State Dockyards in Newcastle and at the same time gave permission for BHP to construct a steelworks on land at Port Waratah. The development of these industries coincided with World War I and by the end of the war other heavy industries, such as Lysaght, Commonwealth Steel and Rylands were also in the process of establishing (Newcastle City Council 2014:8).

Newcastle for the majority of the twentieth century was closely linked to heavy industry, typified by BHP. With the closure of the BHP in 1999 the opportunity arose for the city to re-focus from a heavy industrial base to a more diversified economy based on health, education and services (Newcastle City Council 2014:8).

## 5.0 Historical archaeological context

This section identifies archaeological resources in the proposal area and the potential for additional archaeological resources to occur. Identified archaeological resources are archaeological resources that are extant and verified through archaeological monitoring or excavation. The assessment of potential archaeological resources is based on a review of documentary records only; detailed assessments of archaeological potential based on a detailed analysis of documentary records and an understanding of the historic context would be required prior to the development of land parcels. The locations of archaeological resources are identified in Figure 3, Figure 4 and Figure 5.

### 5.1.1 Relics identified under Section 139 exception for removal of rail infrastructure

The removal of rail infrastructure under a Section 139 exception exposed a number of archaeological resources in the proposal area. The archaeological resources are identified Table 9 with reference to the land parcel as appropriate.

### 5.1.2 Other identified archaeological resources

Other archaeological resources identified in the proposal area include a turntable installed at Honeysuckle Point terminus in 1857 (EJE Architecture 2016) (Table 9).

**Table 9 Identified archaeological resources in the proposal area**

Parcel	Identified archaeological resource	Description
Parcel 16	Turntable, Honeysuckle Point	Circular brick platform with slight downward slope towards edge. Central concrete block which acted as a mounting base for the central pivot. Near the edge of the platform a 460 millimetre wide brick ledge that supported a running rail. Brick drain at outer edge of platform. Circular brick wall with internal height of 1550 millimetres surrounding platform.
Parcel 12	1862 AA Company abutment	Stone abutment associated with 1862 AA Company Hunter Street overpass at Crown Street.
Parcel 12	Unidentified structure	Unidentified rectilinear brick structure.
Parcel 12	Cisterns	Two brick and mortar lined cisterns associated with the railway.
Parcel 12	Wall	Unidentified stone wall section.
Parcel 14	Wall, Market Street Boat Harbour	Stone wall associated with Market Street Boat Harbour.
Parcel 14	Turntable, Newcastle Station	Two sections of semicircular brick associated with turntable, Newcastle Station.

## 5.2 Potential archaeological resources

The area demonstrates the potential for archaeological resources associated with the penal settlement and the later development of rail and port infrastructure. The Newcastle Archaeological Management Plan Review 2013 identified the potential for an area between west of Market Street and Pacific Street to contain archaeological resources associated with the penal settlement (Higginbotham 2013). With the later development of rail and port infrastructure, potential archaeological resources in the area include potential archaeological resources associated with the former Honeysuckle Point Station, Mortuary Station and rail and port infrastructure in addition to that identified under a Section 139 exception for the removal of rail infrastructure (Table 10). The potential for additional archaeological resources below the level of excavation required for the removal of rail infrastructure would be dependent on the level of disturbance in that area. Detailed assessments of archaeological potential would be required prior to development to determine the



potential for archaeological resources in specific areas and the potential of a proposed development to affect an identified or potential archaeological resource.

## 6.0 Inspection

All historic heritage items listed in Table 3 through to Table 8 have been inspected on a number of occasions as part of ongoing works associated with the rezoning project. All structures were seen to be in generally good repair, with the exception of the Great Northern Hotel.

A number of buildings have been the subject of renovation and adaptive re-use (the Lucky Country Hotel; Customs House; Former Tramway Substation; Civic Railway Workshops; the Former ANZ Building; the Former Johns Buildings and the Former Frederick Ash Building). Further investigation of the buildings that are either in, or in an area that intersects with the Project Area was conducted. All items were in good condition, with many of the buildings associated with the Civic Railway Workshops having undergone extensive renovations and refurbishment to suit a range of purposes including as the home of the Newcastle Regional Museum and the headquarters of Australian Wine Selectors. Civic Railway Station, Newcastle Railway Station and the Newcastle Railway Station Additional Group are currently not operational; however they all appear to be well maintained. The Remains of AA Co. Bridge and Fence (also referred to as AA Company Remnant Bridge Pier) comprises remnants piers of a railway bridge and an early railway fence. While they are not maintained they appear to be in a condition that is consistent with their age and material type.

The majority of the buildings listed as in close proximity (Table 4; Table 6; Table 8) are across the street from the proposed Project Area.



## 7.0 Potential impact and approvals required

### 7.1 Aboriginal cultural heritage

There are no registered Aboriginal sites in the Rezoning Area. However, based on previous archaeological investigations subsurface Aboriginal sites have been identified in the surrounding area and it is therefore considered that Rezoning Area is archaeologically sensitive for Aboriginal heritage.

The Aboriginal objects most likely to occur are stone artefacts and shellfish remains (described as middens). These site types reflect the local environment and the utilisation of the Aborigines of local resources.


It is recommended that prior to ground disturbance works occurring that:

- The Aboriginal community is consulted through the ACHCR including a survey of the Rezoning Area ; and
- An Aboriginal Cultural Heritage Assessment Report is prepared.


### 7.2 Built heritage

There are six built heritage items in or abutting the area: the Newcastle Railway Station and the Newcastle Railway Station Additional Group (both on the State Heritage Register); the Civic Railway Workshop; Civic Station; the Remains of AA Co. Bridge and Fence and the former Tramway Substation (on the NLEP 2012 Schedule 5 and of local heritage significance).

## 7.2.1 Civic Railway Workshops


<b>Listing</b>	NSW Heritage Register (SHR956); Newcastle City Council LEP (Item I479)	
<b>Address</b>	Great Northern Railway Newcastle	
<b>Ownership</b>	Honeysuckle Development Corporation (state government)	
<b>Description</b>	<p>Civic Railway Workshops is an outstanding industrial Victorian workshop group. The whole group is of highest significance in the State. Construction of workshops in Newcastle was brought about for two reasons: separation of the Great Northern lines from the main system from 1857 to 1889; and in recognition of the exclusive facilities and rolling stock required to handle coal traffic.</p> <p>The Lee Wharf site has the potential to contain historical archaeological remains, including remains of State significance. These remains may lie both within the boundary of the State Heritage Register and outside (SHI database 5044977).</p>	
<b>Impact</b>	<p>Potential impact on archaeological site/s through excavations for works however no proposed physical impact on the built structures (workshops).</p> <p>Potential visual impact to the workshops particularly 2-4 Merewether Street (Newcastle Museum).</p>	
<b>Approvals</b> <i>NSW Heritage Act 1977</i>	<p><b>Major alterations or demolition:</b> Application under S60 supported by a Conservation Management Plan and Heritage Impact Assessment.</p> <p><b>Minor alterations, maintenance or repair:</b> Application for Exemption under S57(2) to carry out works.</p> <p><b>Subsurface disturbance:</b> In addition if proposed works are likely to disturb subsurface relics under the: S57(2) Excavation <u>Exception</u> Application <b>If</b> relics are uncovered lodgement of S60 Application for an Excavation Permit</p>	<p><b>Background to requirement for approvals:</b> The Civic Railway Workshops is listed on the State Heritage Register with approval required from the NSW Heritage Council for any works.</p> <p><b>Subsurface disturbance:</b> Existence of archaeological relics is unknown; if relics are uncovered a Excavation Methodology will be required and lodged to support the S60 Application for an Excavation Permit.</p> 

## 7.2.2 Civic Railway Station Group


<b>Listing</b>	S170 State government agency (SRA623)	
<b>Address</b>	Hunter Street, Civic Station	
<b>Ownership</b>	Sydney Trains. State Government	
<b>Description</b>	Civic Railway Station opened in 1935, is the location of the original Honeysuckle Railway Station (1857). The current station is described as modest single storey, Inter-War Functionalist in style. The footbridge is described as the only known example constructed on brick piers (SHI Database 4801623).	
<b>Impact</b>	Potential impact on item, but subject to a voluntary planning agreement (VPA), the future use subject to negotiation with Newcastle City Council.	
<b>Approvals</b> <i>NSW Heritage Act 1977</i>	<p><i>NSW Heritage Act 1977:</i></p> <p><b>Major alterations or demolition:</b> Internal Approval Process for state owned Asset. Supported by Heritage Impact Assessment.</p> <p><b>Minor alterations, maintenance or repair;</b> All changes must be lodged on the Heritage Division's Heritage Data Form</p> <p><i>NSW Heritage Act 1977:</i> In addition if proposed works are likely to disturb subsurface relics under the: S139(4) Excavation <u>Exception</u> Application <b>If</b> relics are uncovered lodgement of S140 Application for an Excavation Permit</p>	<p><b>Background to requirement for approvals:</b> This parcel contains the Civic Railway Station buildings including the Overhead Footbridge.</p> <p><b>Subsurface disturbance:</b> Existence of archaeological relics is unknown, if relics are uncovered a Excavation Methodology will be required and lodged to support the S140 Application for an Excavation Permit</p> 




### 7.2.3 Remains of the AA Company Bridge and Fence

<b>Listing</b>	Newcastle City Council LEP (I145)	
<b>Address</b>	280 Hunter Street, Newcastle	
<b>Ownership</b>	Unknown	
<b>Description</b>	The remnant AA Company bridge pier and railway fence form a tangible link to the Australian Agricultural Company coal mining operation. The bridge remnants mark what was both a bottleneck and a vital connection for the Company the bridge was constructed to allow an easier relationship between the Company's coal transport activities and the transport needs of the growing town of Newcastle (SHI 2172035).	
<b>Impact</b>	Area zoned public recreation, low to nil impact as a result of rezoning, but potential impacts arising out of Newcastle Light Rail Project, subject to negotiation with Newcastle City Council.	
<b>Approvals</b> <i>NSW Heritage Act 1977</i> & <i>NSW Environmental Planning and Assessment Act 1979</i>	<i>NSW Environmental Planning and Assessment Act 1979:</i> If the footings and fence are on Newcastle City Council land - <b>Statement of Heritage Impact</b> must be lodged with Council prior to any works in proximity to the heritage items. <i>NSW Heritage Act 1977:</i> If the Remains are on state owned land - <b>Major alterations or demolition:</b> Internal Approval Process for state owned Asset. Supported by Heritage Impact Assessment. <b>Minor alterations, maintenance or repair;</b> All changes must be lodged on the Heritage Division's Heritage Data Form. In addition under the <i>NSW Heritage Act 1977:</i> Removal of the existing Remains of AA Company Bridge and Fence, if approved would require a S140 Application for an Excavation Permit.	The Remains of AA Company Bridge and Fence are in evidence and are likely to include in addition, archaeological relics.
		

**7.2.4 Tramway Substation (Former)**


<b>Listing</b>	Newcastle City Council LEP (Item I416)	
<b>Address</b>	342 Hunter Street, Newcastle	
<b>Ownership</b>	Unknown	
<b>Description</b>	Historically important due to tramway. Probably constructed when tramway was electrified in 1923. , Important townscape element being one of few on north side of street in this vicinity. The interiors are of significance (SHI 2170183)	
<b>Impact</b>	Potential for construction of buildings to affect Tramway Substation (Former) remains.	
<b>Approvals</b> <i>NSW Heritage Act 1977</i> & <i>NSW Environmental Planning and Assessment Act 1979</i>	<i>NSW Environmental Planning and Assessment Act 1979</i> Newcastle City Council requires a Statement of Heritage Impact be lodged with Council prior to any works.	The Tramway Substation (Former) abuts Parcel 08. The construction of buildings to a height 14m on the northern boundary (Parcel 11). A Statement of Heritage Impact is required if there is development in the vicinity of a heritage item.
		

**7.2.5 Newcastle Railway Station Additional Group**

<b>Listing</b>	NSW Heritage Register (SHR01212) : S170 State government agency (SRA28)		
<b>Address</b>	Great Northern Railway		
<b>Ownership</b>	Sydney Trains. State Government		
<b>Description</b>	The Newcastle Signal Box built in 1936 a major technical achievement at the time, it was the only Type O signal box provided with an electro-pneumatic miniature lever power interlocking machine. One of the few signal boxes in the State to retain the original signalling frame, it was decommissioned sometime after 2012 (SHI Database 5012122).		
<b>Impact</b>	Proposed heritage building remains with adaptive reuse.		
<b>Approvals</b> <i>NSW Heritage Act 1977</i>	<p><b>Major alterations or demolition:</b> Application under S60 supported by a Conservation Management Plan and Heritage Impact Assessment.</p> <p><b>Minor alterations, maintenance or repair:</b> Application for Exemption under S57(2) to carry out works.</p> <p><b>Subsurface disturbance:</b> In addition if proposed works are likely to disturb subsurface relics under the: S57(2) Excavation <u>Exception</u> Application <b>If</b> relics are uncovered lodgement of S60 Application for an Excavation Permit</p>		
	<p><b>Background to requirement for approvals:</b> The Newcastle Railway Station Additional Group is listed on the State Heritage Register with approval required from the NSW Heritage Council for any works.</p> <p><b>Subsurface disturbance:</b> Existence of archaeological relics is unknown; if relics are uncovered an Excavation Methodology will be required and lodged to support the S160 Application for an Excavation Permit.</p> 		



## 7.2.6 Newcastle Railway Station

<b>Listing</b>	NSW Heritage Register (SHR00236 & 1212) : S170 State government agency (SRA28); Newcastle City Council LEP (Item I455)	
<b>Address</b>	LOT 22 DP 1009735	
<b>Ownership</b>	Sydney Trains. State Government	
<b>Description</b>	Building phases from 1878 to 1929. The station is a fine example of Victorian Station architecture and is an important heritage feature in the Newcastle city centre (SHI Database 5044973).	
<b>Impact</b>	Heritage buildings are to remain with proposed adaptive reuse	
<b>Approvals</b> <i>NSW Heritage Act 1977</i>	<p><b>Major alterations or demolition:</b> Application under S60 supported by a Conservation Management Plan and Heritage Impact Assessment.</p> <p><b>Minor alterations, maintenance or repair:</b> Application for Exemption under S57(2) to carry out works.</p> <p><b>Subsurface disturbance:</b> In addition if proposed works are likely to disturb subsurface relics under the: S57(2) Excavation <u>Exception</u> Application <i>If</i> relics are uncovered lodgement of S60 Application for an Excavation Permit</p>	<p><b>Background to requirement for approvals:</b> The Newcastle Railway Station is listed on the State Heritage Register with approval required from the NSW Heritage Council for any works.</p> <p><b>Subsurface disturbance:</b> Existence of archaeological relics is unknown; if relics are uncovered a Excavation Methodology will be required and lodged to support the S60 Application for an Excavation Permit.</p>
		

**7.2.7 Newcastle City Centre Heritage Conservation Area**

<b>Listing</b>	Newcastle City Council LEP – Conservation Area C4	
<b>Address</b>	Hunter, Scott, Watt, Newcomen, King, Perkins, Brown, Crown, Wolfe and Keightley Lane	
<b>Ownership</b>	Various	
<b>Description</b>	The assemblage of commercial and civic buildings is a powerful reminder of the city's rich history and its many phase of development (SHI 2173904).	
<b>Impact</b>	The development of proposed rezoning area will affect Newcastle City Centre Heritage Conservation Area (NCCHCA). Following removal of the heavy rail it is intended the rezoning will assist in the retention, maintenance and refurbishment of heritage buildings therefore enhancing the NCCHCA, though new development will affect the setting and character of the NCCHCA. New development may also affect archaeological resources, which also contribute to the significance of the NCCAHCA. However, the improved public domain and adaptive re-use of heritage buildings and interpretation of the archaeological resources will enhance the NCCHCA.	
<b>Approvals</b> <i>NSW Heritage Act 1977</i> & <i>NSW Environmental Planning and Assessment Act 1979</i>	<i>NSW Environmental Planning and Assessment Act 1979</i>  Newcastle City Council requires a Statement of Heritage Impact be lodged with Council prior to any works.	<b>Background to requirement for approvals:</b>  New Development adjacent to a heritage item requires a Statement of Heritage Impact:  <i>All new development in the conservation area should be treated as 'infill', that is, it should respect the design of its neighbours and the character of the area generally. Similar principles are applied to infill development as are applied to alterations and additions, and must begin with an understanding of the design and heritage significance of the buildings to which it relates.</i>  <i>Infill development should not copy or replicate its neighbouring traditional buildings. Rather, it is appropriate to interpret the features of the neighbouring buildings and design them in a way that reflects and respects them</i> (Newcastle Heritage Conservation Areas Section 5.07.07).

### 7.2.8 Heritage items in the vicinity of the proposed rezoning

Table 3; Table 5 and Table 7 identify heritage buildings that are in the NCCHCA and in the vicinity of the area designated for the proposed rezoning.

It is considered those heritage buildings will not be physically impacted on by works resulting from the rezoning, however there is potential impact for visual impact from the placement of new buildings. Under the *NSW Environmental Planning and Assessment Act 1979*, Newcastle City Council requires a Statement of Heritage Impact be lodged with Council prior to any works in a heritage conservation area. New development in a conservation area is considered as infill development and as described in Section 7.2.7.

### 7.3 Historical archaeological heritage

There are a number of identified and potential archaeological resources in the area proposed for rezoning. The rezoning would not directly affect identified or potential archaeological resources. Detailed assessments of archaeological potential would be required prior to development to determine the potential for archaeological resources in specific areas and the potential of a proposed development to affect an identified or potential archaeological resource. The approvals required would be dependent on the significance of the archaeological resource and the potential for the proposed development to affect that significance.

### 7.4 Summary of approvals required

Table 10 details each Parcel that contains heritage items and provides advice on the approvals required, dependent on the developments proposed.

**Table 10 Heritage Items in proposed rezoning parcels**

Parcel Number and proposed rezoning	Heritage Item:	Approvals under the <i>NSW Heritage Act 1977</i> or the <i>NSW Environmental Planning and Assessment Act 1979</i> ; <i>NPW Act 1974 (as Amended)</i>
Parcel 01	<ul style="list-style-type: none"> <li>- Mortuary Station (Archaeological)</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act 1977</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 02	<ul style="list-style-type: none"> <li>- Civic Railway Workshops Group and railway turntable (Archaeological)</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act 1977</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 03	<ul style="list-style-type: none"> <li>- Civic Railway Workshops Group and railway turntable (Archaeological)</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act 1977</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>



Parcel Number and proposed rezoning	Heritage Item:	Approvals under the <i>NSW Heritage Act 1977 or the NSW Environmental Planning and Assessment Act 1979; NPW Act 1974 (as Amended)</i>
	<ul style="list-style-type: none"> <li>- Civic Railway Station Group (Built)</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act 1977</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 04	<ul style="list-style-type: none"> <li>- Civic Railway Station Group (Built)</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act 1977</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 5	<ul style="list-style-type: none"> <li>- Civic Railway Station Group</li> <li>- (Built)Newcastle City Centre Heritage Conservation Area</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act 1977</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 07	<ul style="list-style-type: none"> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 08	<ul style="list-style-type: none"> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 09	<ul style="list-style-type: none"> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>
	<ul style="list-style-type: none"> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 10 (	<ul style="list-style-type: none"> <li>- Tramway Substation (Former) (Built)</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>

Parcel Number and proposed rezoning	Heritage Item:	Approvals under the <i>NSW Heritage Act 1977 or the NSW Environmental Planning and Assessment Act 1979; NPW Act 1974 (as Amended)</i>
Parcel 11	<ul style="list-style-type: none"> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ NSW Heritage Act</li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>NPW Act 1974 (as Amended): <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 12	<ul style="list-style-type: none"> <li>- Remains of AA Company Bridge and Fence (Built)</li> <li>- AA Co sandstone abutment (Archaeological)</li> <li>- Unidentified structure – brick footing (Archaeological)</li> <li>- Cisterns (Archaeological)</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act 1977</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 13	<ul style="list-style-type: none"> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act 1977</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 14	<ul style="list-style-type: none"> <li>- Newcastle Railway Station Additional Group (Built)</li> <li>- Perkins Street Boat Harbour (Archaeological)</li> <li>- Market Street Boat Harbour (Archaeological)</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ <i>NSW Heritage Act 1977</i></li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ <i>NPW Act 1974 (as Amended)</i>: <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 15	<ul style="list-style-type: none"> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ NSW Heritage Act 1977</li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ NPW Act 1974 (as Amended): <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 16	<ul style="list-style-type: none"> <li>- Civic Turntable</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ NSW Heritage Act 1977</li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ NPW Act 1974 (as Amended): <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 17	<ul style="list-style-type: none"> <li>- Civic Railway Workshops Group and railway turntable (Archaeological)</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ NSW Heritage Act 1977</li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ NPW Act 1974 (as Amended): <b>AHIP</b> for ground disturbance works</li> </ul>

Parcel Number and proposed rezoning	Heritage Item:	Approvals under the <i>NSW Heritage Act 1977 or the NSW Environmental Planning and Assessment Act 1979; NPW Act 1974 (as Amended)</i>
Parcel 18	<ul style="list-style-type: none"> <li>- Civic Railway Workshops Group and railway turntable (Archaeological)</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ NSW Heritage Act 1977</li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ NPW Act 1974 (as Amended): <b>AHIP</b> for ground disturbance works</li> </ul>
Parcel 19	<ul style="list-style-type: none"> <li>- Civic Railway Workshops Group and railway turntable (Archaeological)</li> <li>- Newcastle City Centre Heritage Conservation Area</li> <li>- Potential Aboriginal site</li> </ul>	<ul style="list-style-type: none"> <li>▪ NSW Heritage Act 1977</li> <li>▪ <i>NSW Environmental Planning and Assessment Act 1979</i></li> <li>▪ NPW Act 1974 (as Amended): <b>AHIP</b> for ground disturbance works</li> </ul>



## 8.0 Recommendations

The recommendations relating to the management of built and archaeological resources are presented below.

### 8.1 Aboriginal archaeological sites

Aboriginal archaeological sites will need to be assessed, investigated and if necessary, salvaged and interpreted and will require Aboriginal consultation where there is potential to impact Aboriginal objects. The impact assessment will identify the levels of Aboriginal consultation and investigation required, which will then provide an indication of Aboriginal objects in the area and if salvage and interpretation are necessary. As each of these stages are

#### 8.1.1 Impact Assessment

The potential impact on Aboriginal heritage for each Development Application must be assessed. Previous Aboriginal heritage assessments may be used to supplement the impact assessment, where relevant, but the level of assessment required should be identified by a qualified heritage professional. The impact assessment can be undertaken as a Due Diligence Aboriginal Heritage Assessment under the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* (DECCW 2010c). However, where known Aboriginal sites have been identified and are likely to be impacted by the proposed development, impact assessment should be in the form of an Aboriginal Cultural Heritage Assessment Report (ACHAR) and produced in accordance with the *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW* (OEH 2011) and the *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW* (DECCW 2010b).

#### 8.1.2 Aboriginal Consultation

The Aboriginal Cultural Heritage Consultation Requirements (ACHCRs) for proponents process is a regulatory requirement when there is potential for impact on Aboriginal objects it is also a valuable method of ensuring that the Aboriginal community is fully involved in the decision making process. Proponents should engage with the Aboriginal community through the ACHCR process as part of the development application process. The developer must inform the Aboriginal community of the scale of the proposed development and consult with the Aboriginal community in relation to the cultural significance of the area and the potential for the development to affect Aboriginal objects.

#### 8.1.3 Investigation

Subsurface archaeological investigation may be required, dependent on the outcome of the impact assessment. This may be implemented as *Code of Practice Test Excavation* under the *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW* (DECCW 2010b) or as an Aboriginal Heritage Impact Permit (AHIP), as directed by a qualified heritage professional.

#### 8.1.4 Salvage

The salvage of Aboriginal objects, surface or subsurface, needs to be undertaken in accordance with an AHIP from the Office of Environment and Heritage (OEH). The methodology for undertaking salvage will be determined by the results of the investigation and/or the ACHAR.

### 8.1.5 Interpretation

A heritage interpretation strategy should be developed with the local Aboriginal community to ensure that the Aboriginal heritage of the area is reflected in an appropriate way. The heritage interpretation strategy should be developed as soon as practicable and prior to development within the Rezoning Study Area.

## 8.2 Historic heritage

A well-developed heritage interpretation strategy should be developed to ensure that the portion of the Great Northern Railway between Wickham and its place in the NSW rail network remains part of the city's memory. The heritage interpretation strategy should be developed as soon as practicable and prior to development within the Rezoning Study Area.

### 8.2.1 Built heritage

In general, assessing potential strategies for mitigating against adverse impact, it is considered critical that buildings in the Rezoning Study Area are adequately maintained and protected until a new role is devised and implemented.

#### 8.2.1.1 Visual impact

There will be impact or potential impact on structures in the vicinity of Parcels where new buildings will be constructed to varying heights. Any new buildings should be designed in accordance with the requirements of the Newcastle City Council requirements for the NCCHCA.

#### 8.2.1.2 Construction in the vicinity of heritage items

The Tramway Substation (Former) is in close physical proximity to potential works in Parcel 10 and Parcel 12. During works, protective barriers, designated as no-go zone, should be installed under advice from cultural heritage consultant to mitigate against impact.

#### 8.2.1.3 Adaptive reuse plan for heritage items

The conservation of a heritage building is often best served by sympathetic adaptive reuse. Adaptive reuse needs to be compatible with the building, retain its historic character and conserve significant fabric. This however does not negate the introduction of new services, modifications and additions. Proposals for adaptive reuse of any buildings should be considered in conjunction with the appropriate regulatory authorities. An adaptive reuse plan / conservation management plan should accompany the Development Application and for State Heritage Items will require approval by the NSW Heritage Council.

Newcastle Railway Station (SHR0036) and Newcastle Railway Station Additional Group (SHR1212) are proposed for adaptive reuse. Civic Station is subject to a VPA and therefore its future use is being negotiated with Newcastle City Council.

#### 8.2.1.4 Demolition or removal of structures

Where items are proposed for removal, the impact will be substantial. A full investigation should be made of all options other than removal to ensure that the heritage item is not removed without just cause. If removal is the only option, processes to ensure the heritage value is not lost should be instigated. Those processes should be informed by a heritage interpretation strategy, developed by a suitably qualified heritage consultant.

#### 8.2.1.5 [Interpretation](#)

A heritage interpretation strategy should be prepared for as part of the adaptive reuse plan for heritage items being adaptively reused and/or in instances where structures are to be removed or demolished..

### 8.2.2 **Management of archaeological resources**

While it is recognised there are known or potential archaeological resources in the area of proposed rezoning, the entire area has potential for archaeological relics to be present.

#### 8.2.2.1 [Conservation principles](#)

The archaeological resources needs to be first investigated and their significance assessed, the management of the resource is to aspire to the highest levels of conservation outcomes. The following conservation principles are to guide the consideration of conservation management options, but must consider the significance of the relic in selecting the most appropriate option. The management options are listed in order of preference:

- Conserve relic in-situ
- Remove relic and conserve – with interpretation
- Remove relic and discard – with interpretation

#### **Option A: In situ conservation**

Impact to archaeological relics should be avoided. Relics should be conserved in situ either through reburial or as a permanent display. If reburied, relics should be covered with a protective layer, such as geofabric and covered with fill. The relic should be documented and information provided for the interpretation. If exposed, protective structures should be erected around the relic to ensure conservation, allowing for sufficient set back to allow the relic to be interpreted by the public.

#### **Option B: Remove relic and conserve – with interpretation**

If impact to the relic cannot be avoided by the proposed works, then options for its removal may be considered. If the relic is of local or state significance then it should be conserved and transferred to an appropriate institution such as a museum or other appropriate storage facility. This transferal is to be accompanied by interpretative documentation. If appropriate, and in line with the significance of the relic, signage or a plaque should also erected at the location of its discovery.

#### **Option C: Remove relic and discard**

If impact to the relic cannot be avoided by the proposed works, then options for its removal may be considered, but is the least preferred outcome and all other options must be rigorously explored prior to this option being selected. This option may need to be implemented where the significance assessment demonstrates that the relic does not meet local or state significance criteria, the item is contaminated or partial removal of a relic is required to conserve the rest of the relic in-situ. In the case of discard, the relic must be exposed, investigated and documented, interpretative material prepared, prior to the discard of the item. Appropriate disposal of the relic must be implemented, particularly if contamination is identified.

### **Interpretation**

The interpretation of the archaeological resources is a key conservation outcome. All conservation management principles are to be implemented with the aim of providing high quality interpretation.



#### 8.2.2.2 [Roles and responsibilities](#)

The developer would be responsible for managing archaeological resources. The developer should consult with a qualified archaeologist, and where appropriate the Heritage Division of the Office of Environment and Heritage (OEH).

Contractors involved in ground disturbance of areas with archaeological resources or the potential for archaeological resources should be informed of their obligations in relation to archaeological issues. Contractors would be responsible for reporting all unexpected archaeological resources to the proponent. Unexpected archaeological relics must be reported to the Heritage Division of the OEH in accordance with Section 146 of the Act.

#### 8.2.2.3 [Impact assessment](#)

Impact to archaeological resources and areas of archaeological potential must be assessed as part of the development application process. The impact to archaeological resources and areas of archaeological potential should be assessed as early as possible to minimise the potential for impact and also potential delays associated with obtaining approval under Section 140 of the *Heritage Act 1977*, or Section 60 for SHR areas. Where ever possible, impact to archaeological resources should be avoided or minimised.

#### 8.2.2.4 [Investigation / Salvage](#)

The preliminary investigation of archaeological resources may require an exception under s139 of the *Heritage Act 1977*, or s57 for State significant relics, but this will need to be determined by a qualified heritage professional and is dependent upon the nature of proposed works and archaeological significance.

Where archaeological relics are unable to be avoided, approval must be obtained under Section 60 for archaeological resources of State significance and Section 140 of the Act for archaeological relics of local significance. Ground disturbance proposed in areas of archaeological potential must be proceeded by, or carried out in conjunction with, archaeological investigation, which may include ground penetrating radar, excavation and detailed recording. The archaeological research design that would be prepared to support a Section 140 or Section 60 application would set out the research questions and archaeological methods as appropriate to impact associated with each development.

#### 8.2.2.5 [Remediation](#)

Contamination is considered a significant constraint to the conservation of archaeological resources within the rezoning area. The level of contamination varies, but may include hydrocarbons and asbestos and require remediation prior to adaptive reuse and potential new development. Remediation should be monitored with archaeological resources investigated as far as safe and practicable, and in accordance with relevant approvals under the *Heritage Act 1977*.

#### 8.2.2.6 [Utilities](#)

In general, ground disturbance for the purpose of exposing or accessing underground utilities is appropriate where the disturbance would occur within that of the existing service or the disturbance would not affect known or potential archaeological resources.

#### 8.2.2.7 [Interpretation](#)

The archaeological resources within each land parcel should be interpreted as part of the development process. Interpretive options should be considered at the development application stage and should be framed within a heritage interpretation strategy.

### 8.3 Implementation and Indicative Timing

Implementation of the recommendations will need to be undertaken at different stages. An indicative timeline is provided in Table 10. It should be noted that some components are dependent of the results of previous investigations/impact assessments and that not all components will be required for each development proposal.

**Table 11 Implementation and Indicative Timing**

Component	Indicative Timing for Implementation
<b>Aboriginal Heritage</b>	
Impact Assessment	Prior to DA lodgement
Aboriginal Consultation	Prior to investigation or salvage, if Aboriginal objects are to be impacted
Investigation	Post DA approval, but only if the need for investigation is identified in the impact assessment.
Salvage	Post DA approval, but only if the need for salvage is identified in the impact assessment or investigation.
Interpretation	Post DA approval, but only if the need for interpretation is identified in the impact assessment or investigation
<b>Built Heritage</b>	
Adaptive Reuse plan / Conservation Management Plan	Prior to DA lodgement and additional approval under the <i>Heritage Act 1977</i> , if necessary.
Heritage Interpretation Strategy	Post DA approval, but prior to construction works.
<b>Archaeological Resources</b>	
Impact Assessment	Prior to DA lodgement
Investigation / Salvage	Post DA approval, but prior to, or concurrent with construction works as stipulated in the archaeological research design, or monitoring methodology and in accordance with approvals under the <i>Heritage Act 1977</i> .
Heritage Interpretation Strategy	Post DA approval

## 9.0 References

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## Appendix I

### AHIMS Results

# AHIMS Web Services (AWS)

## Extensive search - Site list report

Your Ref/PO Number : Pr124007

Client Service ID : 197664

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
38-4-1716	Wickham Transport Interchange PAD	GDA	56	383426	6356757	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u>	<u>Recorders</u>	Artefact Heritage Services,Ms.Alyce Howard							
38-4-1223	Wickham UFCCALE OS1	GDA	56	384166	6356333	Open site	Valid	Artefact : 1	3809	
	<u>Contact</u>	<u>Recorders</u>	Streat Archaeological Services							
38-4-1222	Cottage Creek OSI	GDA	56	384250	6356324	Open site	Valid	Artefact : 1		
	<u>Contact</u>	<u>Recorders</u>	Streat Archaeological Services							
38-4-1642	409 Hunter Street Newcastle Fill duplicate of 409 Hunter Street Newcastle Insitu	GDA	56	385099	6356088	Open site	Valid	Artefact : -, Shell : -		
	<u>Contact</u>	<u>Recorders</u>	Mr.Benjamin Streat							
38-4-1632	TA1 Newcastle	GDA	56	386378	6356088	Open site	Destroyed	Artefact : -		
	<u>Contact</u>	<u>Recorders</u>	Umwelt (Australia) Pty Limited, Miss.Nicola Roche							
38-4-0544	700 Hunter Street	AGD	56	384250	6356020	Open site	Valid	Artefact : -	3683	
	<u>Contact</u>	<u>Recorders</u>	Dominic Steele Archaeological Consulting							
38-4-0952	Bellevue Hotel PAD	AGD	56	384250	6356200	Open site	Valid	Potential Archaeological Deposit (PAD) : -		99845,99874
	<u>Contact</u> Searle	<u>Recorders</u>	Mr.Dominic Steele							
38-4-0832	Empire Hotel PAD	AGD	56	384300	6356000	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u> T Russell	<u>Recorders</u>	Jim Wheeler							
38-4-0831	Palais Royale	AGD	56	384300	6356100	Open site	Partially Destroyed	Potential Archaeological Deposit (PAD) : -, Artefact : 5534, Shell :-		102256
	<u>Contact</u> T Russell	<u>Recorders</u>	University of Newcastle, Jim Wheeler							
38-4-0772	710 Hunter Street Newcastle PAD	AGD	56	384350	6356250	Open site	Valid	Shell : -, Potential Archaeological Deposit (PAD) : -	2127,2593,3098,3502	
	<u>Contact</u>	<u>Recorders</u>	Jim Wheeler							
38-4-0851	710 Hunter St Newcastle, PAD	AGD	56	384350	6356250	Open site	Valid	Potential Archaeological Deposit (PAD) : -	1981	
	<u>Contact</u> S Scanlon	<u>Recorders</u>	Jim Wheeler							

Report generated by AHIMS Web Service on 04/11/2015 for Tessa Boer-Mah for the following area at Datum :GDA, Zone : 56, Eastings : 382900 - 386600, Northings : 6355700 - 6357200 with a Buffer of 0 meters. Additional Info : heritage assessment. Number of Aboriginal sites and Aboriginal objects found is 18

This information is not guaranteed to be free from error omission. Office of Environment and Heritage (NSW) and its employees disclaim liability for any act done or omission made on the information and consequences of such acts or omission.



# AHIMS Web Services (AWS)

## Extensive search - Site list report

Your Ref/PO Number : Pr124007

Client Service ID : 197664

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
38-4-0559	The Broadwalk- Newcastle 1	AGD	56	385000	6356250	Open site	Valid	Potential Archaeological Deposit (PAD) : 0		98887
	<b>Contact</b>							<b>Permits</b>	1298,2043,2453	
38-4-0525	Catholic Education Site	AGD	56	385680	6355710	Open site	Valid	Artefact : -	Open Camp Site	100771
	<b>Contact</b>							<b>Permits</b>		
38-4-0796	200 Hunter Street PAD	AGD	56	385787	6356006	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<b>Contact</b> T Russell							<b>Permits</b>	2045,2049	
38-4-1084	Newcastle CBD PAD	AGD	56	385850	6355900	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<b>Contact</b>							<b>Permits</b>	3008	
38-4-1020	Coutts Sailors Home PAD1	AGD	56	386358	6355971	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<b>Contact</b> T Russell							<b>Permits</b>	2734	
38-4-1695	11-15 Watt St IF 1	AGD	56	386381	6356080	Open site	Valid	Artefact : -		
	<b>Contact</b>							<b>Permits</b>	3814	
38-4-0957	NCL 931	AGD	56	386400	6356000	Open site	Valid	Artefact : -		
	<b>Contact</b> T Russell							<b>Permits</b>		

Report generated by AHIMS Web Service on 04/11/2015 for Tessa Boer-Mah for the following area at Datum :GDA, Zone : 56, Eastings : 382900 - 386600, Northings : 6355700 - 6357200 with a Buffer of 0 meters. Additional Info : heritage assessment. Number of Aboriginal sites and Aboriginal objects found is 18

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## Appendix 2

### Historic Heritage Citations for Items in or Abutting the Proposed Rezoning Area



[Home](#) > [Heritage sites](#) > [Searches and directories](#) > NSW heritage search

## Aa Company's Remnant Bridge Pier

### Item details

**Name of item:** Aa Company's Remnant Bridge Pier  
**Other name/s:** Hunter Street Bridge  
**Type of item:** Movable / Collection  
**Group/Collection:** Transport - Rail  
**Category:** Railway gate/ fence/ wall,  
**Primary address:** 280 Hunter Street, Newcastle, NSW 2300  
**Local govt. area:** Newcastle

**Boundary:** The recommended curtilage is for a two metre apron wrapping around footing, with a viewing corridor maintained to Hunter Street.

### All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
280 Hunter Street	Newcastle	Newcastle			Primary Address

### Statement of significance:

The remnant AA Company bridge pier and railway fence form a significant element of the Australian Agricultural Company Newcastle coal mining group, as they provide rare physical evidence of the Company's complex coal transport system, a vital part of the Company's operations in Newcastle. The bridge remnants mark what was both a bottleneck and a vital connection for the Company throughout its coal mining history in Newcastle, where coal trains from all areas of Newcastle converged at the River at the same time as crossing Newcastle town's main public thoroughfare. Thus the bridge remnants demonstrate both the dynamic system of coal mining and transport that dominated Newcastle in the nineteenth century, as well as commemorating an important intersection of public and private. The iron bridge, of which this pier footing is a remnant, was constructed to allow an easier relationship between the Company's coal transport activities and the transport needs of the growing town of Newcastle demonstrating an aspect of the relationship between the Company and the town and its community.

**Date significance updated:** 03 Apr 05

*Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.*

### Description

**Builder/Maker:** A.A. Company

**Physical description:** The remnant bridge pier consists of a large rectangular section of brickwork with rounded ends, standing approximately eight rows of brick above ground level. The alignment of the pier base is skewed, reflecting the skewed alignment of the bridge.

It is abutted by a cast iron fence with a brick plinth capped with large sandstone blocks, into which are set the cast iron rods with arrowhead finials of the palisade, also constructed by the AA Company to divide Hunter Street from the adjacent railway land.

A steel security fence has recently been erected on the street side of the original fence to prevent access to the



	railway, and this makes it difficult to appreciate its historic character.
<b>Physical condition and/or Archaeological potential:</b>	In poor condition though appears stable.
	<b>Date condition updated:</b> 03 Apr 05
<b>Further information:</b>	Related items; 1022,1115. Conserve remnant fence in situ. Consider reconstruction of remainder.

**Current use:**Still standing

## History

**Historical notes:** The bridge pier footing on Hunter Street forms an important part of the story of the Australian Agricultural Company. With the Signalman's Cottage, it illustrates the transport activities vital to the coal industry, bringing the coal to the loading facilities at Newcastle Port.

The coal reserves near the mouth of the Hunter River were first noticed in the late eighteenth century, and a penal settlement was established at 'Coal River' in the early years of the nineteenth century. Convict labour was used to exploit the estuary's coal, timber, salt and lime resources. (City Wide Heritage Study, Thematic History, pp. 1-2) The Australian Agricultural Company (hence: the Company), formed in London in 1824, entered the coal industry with the intention of exporting coal to India for use by the steamers of the East India Company. Steamships also began to appear on the coast of New South Wales from 1831, creating the first significant local commercial demand for coal. The Company secured a grant of 2,000 acres of coal bearing land near Newcastle, in 1829. At the same time it secured a form of market protection, which amounted to a near-monopoly on the supply of coal across the following decades. The arrival of the Company could be regarded as the most important event in the nineteenth century history of Newcastle, as it dominated the course of the area's history for much of the nineteenth century and had profound effects on the future development of Newcastle as a City. (City Wide Heritage Study, Thematic History, p. 4; and Campbell. 1994, p. 7)

The entry of the Company into coal mining also transformed the coal mining industry in Australia. The Company was initially given control of the small scale government mines, but almost immediately began constructing its own colliery following more up to date mining practice in Britain. This first mine, known as 'A Pit' opened in 1831, and was the first modern and privately operated colliery in Australia. A Pit was perched on a steep rise overlooking the Hunter River estuary, and its coal was delivered to the port, by an inclined plane which, though it relied on gravity for its power, has been recognised as the first railway in Australia. (City Wide Heritage Study, Thematic History, p. 4; Docherty, 1983, p. 8) The Company subsequently extended its mining activities to the coal-bearing land to the south-west of Shepherds Hill. The 2nd and 3rd collieries, known as the B and C pits, were completed in 1837 and 1842, and the D, E and G Pits were established several miles to the west, in the present Hamilton area, in the late 1840s and 1850s. (Campbell. 1994, p. 8)

The Company's monopoly on coal mining in Newcastle ended in 1847. From 1855 onwards, a number of other large companies entered the scene: the Newcastle Wallsend; the Scottish Australian; the Waratah; and the New Lambton companies. Each of these entities operated in a fairly similar way to the A. A. Company, starting their operations by acquiring title to a suitable tract of land, then founding a settlement to attract a workforce. A ring of townships on the southern edge of the harbour resulted, each with its *raison d'être* in mining or coal based industry. The new townships included Merewether (mid-1930s), Hamilton (1849), Wallsend (1859), Lambton (1860), new

Lambton (1868), and Adamstown (1870). (Docherty, 1983, p. 8)

The development of private railways, side by side with the construction of the great Northern Railway between Newcastle and East Maitland (1854-1857), facilitated the transport of coal to the port, permitting the opening of new mines at Minmi, Wallsend, Lambton, and Waratah within a decade, thereby laying the foundations of Newcastle's key role in the Australian economy. All of these lines converged in the central Newcastle area, aiming for the Port. Two important remnants of this vital transport system survive in the form of Signalman's Cottage, which was built at the junction of one of the Company's lines with the Burwood Coal Company's line to as quarters for the signalman who co-ordinated the transport activities of these lines; and the brick bridge pier footing on Hunter Street, a remnant from the bridge that lifted the converged AA Company lines over the road traffic of Hunter and King Streets as they approached the loading facilities. (City Wide Heritage Study, Thematic History, p. 5)

This remnant brick bridge pier supported the A.A. Company's iron bridge which was erected in 1863-4. The bridge replaced an earlier timber bridge constructed in 1841 to transport coal from the company's mines to its coal loading staithes on the harbour front. This bridge in turn probably replaced a light timber viaduct constructed before 1831 to transport the coal wagons travelling between A Pit, the Company's first colliery, and the River. Standing on the site of this series of bridges, the site of A Pit can be seen directly up the hill to the south, lining up approximately with the former bridge alignments. The second timber bridge was so low in height that it caused inconvenience to traffic using Hunter Street; a person mounted on a tall horse would have had to duck to pass underneath. The third bridge was a three span continuous girder structure of riveted iron, fabricated by Robert Stephenson & Co. of Newcastle-on Tyne, supported on massive brick wall type piers. The bridge was erected on a skew of approximately 54 degrees, about 20 feet away and on a slight angle to the timber structure it replaced. It was some 7 feet higher than the old timber bridge, high enough for traffic to pass beneath without obstruction. It was removed in 1923. The surviving base of one brick pier is visible between the Hunter St footpath and railway land. (Tonks, research)

### Historic themes

<b>Australian theme (abbrev)</b>	<b>New South Wales theme</b>	<b>Local theme</b>
3. Economy-Developing local, regional and national economies	Industry-Activities associated with the manufacture, production and distribution of goods	Industrial technology-
3. Economy-Developing local, regional and national economies	Mining-Activities associated with the identification, extraction, processing and distribution of mineral ores, precious stones and other such inorganic substances.	coal mining-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	transportation-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	railways-

### Assessment of significance

#### **SHR Criteria a)**

[Historical significance]

The remnant AA Company bridge pier and railway fence have historical significance to the State as part of the Australian Agricultural Newcastle coal mining group. The bridge remnants provide rare physical evidence of the Company's complex system of rail lines, connecting the collieries to the loading facilities on the Hunter River, a network

which dominated the geography of central Newcastle in the nineteenth century. The location of the Company's first colliery, A Pit, determined the location of this vital transport node, and the bridge remnants represent the history of coal transport on this site, both a bottleneck and a vital connection for the Company throughout its coal mining history in Newcastle, where coal trains from all areas of Newcastle converged at the River. The bridge remnants also commemorate this important intersection of public and private in nineteenth century Newcastle. The iron bridge, or which this pier footing is a remnant, was constructed to allow an easier relationship between the Company's coal transport activities and the transport needs of the growing town of Newcastle along its main public thoroughfare, demonstrating an aspect of the relationship between the Company and the town and its community.

**SHR Criteria b)**

[Associative significance]

The remnant bridge pier and fence have a strong association to the Australian Agricultural Company and its coal mining activities in Newcastle, which made a significant contribution to NSW's economy in the nineteenth century, and to the colony's ability to play an active part in the international economy through the steam shipping industry. The bridge remnants provide rare physical evidence of the Company's coal transport activities, and of the Company's interaction with the public world of Newcastle town.

**SHR Criteria c)**

[Aesthetic significance]

Within the limits of the research undertaken the item was not found to be significant under this criterion.

**SHR Criteria d)**

[Social significance]

Within the limits of the research undertaken the item was not found to be significant under this criterion.

**SHR Criteria e)**

[Research potential]

Within the limits of the research undertaken the item was not found to be significant under this criterion.

**SHR Criteria f)**

[Rarity]


Within the limits of the research undertaken the item was not found to be significant under this criterion.

**SHR Criteria g)**

[Representativeness]

Within the limits of the research undertaken the item was not found to be significant under this criterion.

**Integrity/Intactness:** The iron fence and brick pier footing are remnants of a much larger structure. Sufficient information in the form of position, original form and materials remain to present a significant historical landmark, which is articulate about the historic shape of Newcastle under the domination of the A A Company.

**Assessment criteria:** Items are assessed against the  [State Heritage Register \(SHR\) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

**Recommended management:**

Conservation Plan

**Listings**

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan		I415	15 Jun 12	64	
Heritage study					

**Study details**

Title	Year	Number	Author	Inspected by	Guidelines used



Newcastle Archaeological Management Plan	1997	1224	Suters, Lavelle, Doring, Turner	C&MJD stage 2	Yes
Review of Potential Heritage Items for NLEP	2003		Ecotecture Pty Ltd		Yes
Review of Items of Potential State Significance in the Newcastle City Area	2008	Part of AA Co coal mining group	Sue Rosen and Associates Heritage Assessment And History (HAAH)	Emma Dortins and Rosemary Kerr	Yes

### References, internet links & images

Type	Author	Year	Title	Internet Links
Written		2007	City Wide Heritage Study, Thematic History	
Written			Research of E. Tonks, historian	
Written	Campbell, David	2000	Reproduced in Conservation Management Plan Suters Architects, Former AA Mine Manager's Residence	
Written	Docherty, J. C.	1983	Newcastle. The Making of an Australian City	

Note: internet links may be to web pages, documents or images.



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### Data source

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**Name:** Local Government

**Database number:** 2172035

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## Civic Railway Workshops

### Item details

<b>Name of item:</b>	Civic Railway Workshops
<b>Other name/s:</b>	Honeysuckle; Industrial Archaeological Site; Newcastle Museum
<b>Type of item:</b>	Complex / Group
<b>Group/Collection:</b>	Transport - Rail
<b>Category:</b>	Railway
<b>Location:</b>	Lat: -32.9259277396 Long: 151.7713519130
<b>Primary address:</b>	Great Northern Railway, Newcastle, NSW 2300
<b>Parish:</b>	Newcastle
<b>County:</b>	Northumberland
<b>Local govt. area:</b>	Newcastle
<b>Local Aboriginal Land Council:</b>	Awabakal

### Property description

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
LOT	511		DP	1030264
PART LOT	5001		DP	1049339
PART LOT	1		DP	1111305
LOT	2		DP	1111305
LOT	3		DP	1111305
LOT	4		DP	1111305
LOT	5		DP	1111305
LOT	9		DP	1128824
LOT	36		DP	1162435
			CP/SP	71834
			CP/SP	71866
PART LOT	2		DP	856783
PART LOT	12		DP	883474
PART LOT	3		DP	883474
PART LOT	4		DP	883474
PART LOT	5		DP	883474
PART LOT	7		DP	883474
PART LOT	9		DP	883474

### Boundary:

The listing boundary is formed by Merewether Street to the east, the railway line to the south, Lee Wharf Road to the north and a line crossing the site approximately 50 metres to the west of the last building.

### All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Great Northern Railway	Newcastle	Newcastle	Newcastle	Northumberland	Primary Address
Lee Wharf Road	Newcastle	Newcastle			Alternate Address
Honeysuckle Drive	Newcastle	Newcastle			Alternate Address
Merewether Street	Newcastle	Newcastle			Alternate Address

### Owner/s

Organisation Name	Owner Category	Date Ownership Updated
Honeysuckle Development Corporation	State Government	22 Oct 98

### Statement of significance:

Civic Railway Workshops is one of the outstanding industrial workshop sites in the State and an excellent example of a Victorian workshop group that display continuity, excellence in design and execution and add to the townscape of Newcastle as well as play an important role in the history of the railway in the area. The whole group is of highest significance in the State. Construction of

workshops in Newcastle was brought about for two reasons: separation of the Great Northern lines from the main system from 1857 to 1889; and in recognition of the exclusive facilities and rolling stock required to handle coal traffic.

The Lee Wharf site has the potential to contain historical archaeological remains, including remains of State significance. Some may lie within the boundary of the State Heritage Register Listing. Others may lay outside that boundary. (Archaeology Significance taken from Godden Mackay Logan, May 2003)

**Date significance updated:** 23 Jun 04

*Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.*

Description

<b>Designer/Maker:</b>	John Whitton
<b>Builder/Maker:</b>	Dart & Parkhill (Boiler House & Machine Shop)
<b>Construction years:</b>	1874-1886
<b>Physical description:</b>	<p>Divisional Engineer's Office - constructed in 1886 is a two-storied, rendered and painted brick building at the western end of the group. It has a corrugated-iron awning around three sides and a corrugated iron double-gabled roof with rendered brick chimneys along both ridges. Architect was John Whitton.</p> <p>Boiler House and Machine Shop is directly to the east and adjoins the Divisonal Engineer's Office. Built in 1874-75 (Architect John Whitton, Builder: Dart &amp; Parkhill) it is the oldest building in the group. A single-storey brick building with corrugated gabled roof and arched windows set within a series of recessed bays along both facades. A small brick gabled wing has been added to its northen facade.</p> <p>Blacksmith's Shop and Wheel Shop - constructed between 1880 -1882, it is located on the southern side of Workshop Way. The building originally served as a locomotive blacksmith's shop (eastern end) and machine and wheel shop (western end). Brick walls and corrugated-iron roofing with a series of arched windows along the length of the northen and southern sides. Five metres in height, its double-gabled roof is connected along the centre line with a box gutter.</p> <p>The Boiler House and Machine Shop has been restored and is used by the Hunter Valley Wine Society.</p> <p>Blacksmith's Shop and Wheel Shop - the building has recently been restored and is currently tenanted.</p> <p>The site has the potential to contain evidence of the original Monier Sea Wall, the remnants of an original stone wall associated with the reclamation for Lee Wharf construction; rail sidings along Lee Wharf and spur connections to the Honeysuckle Railway Workshops/Yards.</p> <p>In terms of archaeological potential, the Honeysuckle Railway Workshops contain industrial remains including extensive footings of demolished brick buildings, underground pipes for air, water, gas, hydraulic oil and artefacts related to use and occupation of the area as a railway facility for over 100 years.</p> <p>The site has the potential to contain evidence of the original Monier Sea Wall, an innovative and supposedly rat-proof system first used at Walsh Bay, Sydney and then used here. The remnants of an original stone wall associated with reclamation for the Lee Wharf construction; rail sidings along Lee Wharf and spur connections to the Honeysuckle Railway Workshops/Yards.</p> <p><b>Date condition updated:</b>29 Sep 04</p>
<b>Modifications and dates:</b>	Boiler House and Machine Shop - originally served as a locomotive blacksmith's shop (eastern end) and machine and wheel shop (western end). A small brick gabled wing has been added to its northen facade.
<b>Current use:</b>	Shopping precinct
<b>Former use:</b>	Railway Workshops

History

<b>Historical notes:</b>	<p>The site's history has been summarised according to significant events (Umwelt, August 2003):</p> <p>c.1840- purchase of 38 acres at Honeysuckle Point for the erection of a Church School by the trustees on behalf of Anglican Bishop Broughton - 'The Bishop's Settlement'</p> <p>1848 - the Dangar family established Newcastle's first cannery on the harbour foreshore, east of the Bishop's Settlement</p> <p>1848 - 1851- Bishop's settlement subdivided into 42 lots and 40 of these were occupied by tenants. Some built houses, others commercial premises, some were operated as shipbuilding yards and industrial plants.</p> <p>1853 - 1855 the Hunter River Railway Company was formed to build a line between Newcastle and Maitland. Honeysuckle Point chosen as the eastern terminus for the railway. The company was taken over by the State government due to its poor financial situation.</p> <p>1856 -1895 Railway construction from Honeysuckle to Hexham. Construction of 33 buildings on Bishop's Settlement. Workshops opened at Honeysuckle, including loco shed, carriage repair shed, carriage painting shop, machine shop and blacksmith's shop.</p> <p>1908 -1910 - construction of timber wharves along the reclaimed foreshore. The Monier Sea Wall was completed, an innovative structural material which previously had only been used at Walsh Bay in Sydney.</p> <p>1910 - 1952 More buildings were constructed, including the Carpenter's Shop, a large foundry, commencement of building at Chullora Railway Workshops (c.1920), signalling the likely scale-back of operations at the Honeysuckle workshops.</p> <p>1958 - The foundry was closed and its operations transferred to Chullora in Sydney</p> <p>1970s.- Most buildings were demolished in the Per Way Workshops, leaving only the Store, the Carpenter's and Plumbers' Shops and the Divisional Engineer's Office</p>
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Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing local, regional and national economies	Commerce-Activities relating to buying, selling and exchanging goods and services	Developing discrete retail and commercial areas-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Building and maintaining jetties, wharves and docks-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Public tramline system-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Engineering the public railway system-
8. Culture-Developing cultural institutions and ways of life	Religion-Activities associated with particular systems of faith and worship	Providing schools and education-

## Assessment of significance

### SHR Criteria c)

[Aesthetic significance]


The group of workshops is the only remaining example that demonstrates the design principles and technology applied to small railway workshop buildings in the 1870s and 1880s in Southeastern Australia.

### Assessment criteria:

Items are assessed against the  **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

## Procedures /Exemptions

Section of act	Description	Title	Comments	Action date
57(2)	Exemption to allow work	Standard Exemptions	<p>SCHEDULE OF STANDARD EXEMPTIONS HERITAGE ACT 1977 Notice of Order Under Section 57 (2) of the Heritage Act 1977</p> <p>I, the Minister for Planning, pursuant to subsection 57(2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales, do by this Order:</p> <p>1. revoke the Schedule of Exemptions to subsection 57(1) of the Heritage Act made under subsection 57 (2) and published in the Government Gazette on 22 February 2008; and</p> <p>2. grant standard exemptions from subsection 57(1) of the Heritage Act 1977, described in the Schedule attached.</p> <p>FRANK SARTOR Minister for Planning Sydney, 11 July 2008</p> <p>To view the schedule click on the Standard Exemptions for Works Requiring Heritage Council Approval link below.</p>	Sep 5 2008

 **Standard exemptions** for works requiring Heritage Council approval

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - State Heritage Register		00956	02 Apr 99	27	1546
Heritage Act - s.170 NSW State agency heritage register					
Local Environmental Plan			08 Aug 03	124	
National Trust of Australia register		4475			

## References, internet links & images

Type	Author	Year	Title	Internet Links
Tourism		2007	Honeysuckle Precinct	<a href="#">View detail</a> 
Tourism	Attraction Homepage	2007	Honeysuckle Precinct	<a href="#">View detail</a> 
Written	Insite Heritage	2007	Archaeological Investigations of Former Perway Store, Honeysuckle Precinct.	
Written	Paul Rheinberger, Umwelt	2003	Research Design: Sub-surface Investigation of the Historical Archaeology of the Worth Place/Lee Wharf Precinct, Newcastle, NSW	
Written	Paul Rheinberger, Umwelt Environmental Consultants	2003	Research Design: Sub-surface Investigation of the Historical Archaeology of the Worth Place/Lee Wharf Precinct, Newcastle NSW	
Written	Susan Duyker, Andrew Sneddon and Mark Dunn, Godden Mackay Logan	2003	Lee Wharf Newcastle Heritage Impact Statement	

Note: internet links may be to web pages, documents or images.

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**Database number:** 5044977  
**File number:** S90/05371;S94/01096;H05/00083

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## Civic Railway Workshops

### Item details

**Name of item:** Civic Railway Workshops  
**Other name/s:** Honeysuckle; Industrial Archaeological Site; Newcastle Mus  
**Type of item:** Complex / Group  
**Group/Collection:** Transport - Rail  
**Category:** Railway  
**Location:** Lat: -32.9259277396 Long: 151.7713519130  
**Primary address:** Great Northern Railway, Newcastle, NSW 2300  
**Parish:** Newcastle  
**County:** Northumberland  
**Local govt. area:** Newcastle

### Property description

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
LOT	511		DP	1030264
PART LOT	5001		DP	1049339
PART LOT	1		DP	1111305
LOT	2		DP	1111305
LOT	3		DP	1111305
LOT	4		DP	1111305
LOT	5		DP	1111305
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PART LOT	3		DP	883474
PART LOT	4		DP	883474
PART LOT	5		DP	883474
PART LOT	7		DP	883474
PART LOT	9		DP	883474

**Boundary:** The listing boundary is formed by Merewether Street to the east, the south, Lee Wharf Road to the north and a line crossing the site appr to the west of the last building.

### All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
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Great Northern Railway	Newcastle	Newcastle	Newcastle	Northumberland	Primary Address
Lee Wharf Road	Newcastle	Newcastle			Alternate Address
Honeysuckle Drive	Newcastle	Newcastle			Alternate Address
Merewether Street	Newcastle	Newcastle			Alternate Address

### Owner/s

Organisation Name	Owner Category	Date Ownership Updated
Honeysuckle Development Corporation	State Government	22 Oct 98

### Statement of significance:

Civic Railway Workshops is one of the outstanding industrial workshop sites in the State and an excellent example of a Victorian workshop group that display continuity, excellence in design and execution and add to the townscape of Newcastle as well as play an important role in the history of the railway in the area. The whole group is of highest significance in the State. Construction of workshops in Newcastle was brought about for two reasons: separation of the Great Northern lines from the main system from 1857 to 1889; and in recognition of the exclusive facilities and rolling stock required to handle coal traffic.

The Lee Wharf site has the potential to contain historical archaeological remains, including remains of State significance. Some may lie within the boundary of the State Heritage Register Listing. Others may lay outside that boundary. (Archaeology Significance taken from Godden Mackay Logan, May 2003)

**Date significance updated:** 23 Jun 04

*Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.*

### Description

**Designer/Maker:** John Whitton

**Builder/Maker:** Dart & Parkhill (Boiler House & Machine Shop)

**Construction years:** 1874-1886

**Physical description:** Divisional Engineer's Office - constructed in 1886 is a two-storied, rendered and painted brick building at the western end of the group. It has a corrugated-iron awning around three sides and a corrugated iron double-gabled roof with rendered brick chimneys along both ridges. Architect was John Whitton.

Boiler House and Machine Shop is directly to the east and adjoins the Divisional Engineer's Office. Built in 1874 -75 (Architect John Whitton, Builder: Dart & Parkhill) it is the oldest building in the group. A single-storey brick building with corrugated gabled roof and arched windows set within a series of recessed bays along both facades. A small brick gabled wing has been added to its northern facade.

Blacksmith's Shop and Wheel Shop - constructed between 1880 -1882, it is located on the southern side of Workshop Way. The building originally served as a locomotive blacksmith's shop (eastern end) and machine and wheel shop (western end). Brick walls and corrugated-iron roofing with a series of arched windows along the length of the northern and southern sides. Five metres in height, its double-gabled roof is connected along the centre line with a box gutter.

<b>Physical condition and/or Archaeological potential:</b>	The Boiler House and Machine Shop has been restored and is used by the Hunter Valley Wine Society.
	Blacksmith's Shop and Wheel Shop - the building has recently been restored and is currently tenanted.
	The site has the potential to contain evidence of the original Monier Sea Wall, the remnants of an original stone wall associated with the reclamation for Lee Wharf construction; rail sidings along Lee Wharf and spur connections to the Honeysuckle Railway Workshops/Yards.
	In terms of archaeological potential, the Honeysuckle Railway Workshops contain industrial remains including extensive footings of demolished brick buildings, underground pipes for air, water, gas, hydraulic oil and artefacts related to use and occupation of the area as a railway facility for over 100 years.
	The site has the potential to contain evidence of the original Monier Sea Wall, an innovative and supposedly rat-proof system first used at Walsh Bay, Sydney and then used here. The remnants of an original stone wall associated with reclamation for the Lee Wharf construction; rail sidings along Lee Wharf and spur connections to the Honeysuckle Railway Workshops/Yards.
	<b>Date condition updated:</b> 29 Sep 04
<b>Modifications and dates:</b>	Boiler House and Machine Shop - originally served as a locomotive blacksmith's shop (eastern end) and machine and wheel shop (western end). A small brick gabled wing has been added to its northern facade.

**Current use:** Shopping precinct

**Former use:** Railway Workshops

## History

<b>Historical notes:</b>	<p>The site's history has been summarised according to significant events (Umwelt, August 2003):</p> <p>c.1840- purchase of 38 acres at Honeysuckle Point for the erection of a Church School by the trustees on behalf of Anglican Bishop Broughton - 'The Bishop's Settlement'</p> <p>1848 - the Dangar family established Newcastle's first cannery on the harbour foreshore, east of the Bishop's Settlement</p> <p>1848 - 1851- Bishop's settlement subdivided into 42 lots and 40 of these were occupied by tenants. Some built houses, others commercial premises, some were operated as shipbuilding yards and industrial plants.</p> <p>1853 - 1855 the Hunter River Railway Company was formed to build a line between Newcastle and Maitland. Honeysuckle Point chosen as the eastern terminus for the railway. The company was taken over by the State government due to its poor financial situation.</p> <p>1856 -1895 Railway construction from Honeysuckle to Hexham. Construction of 33 buildings on Bishop's Settlement. Workshops opened at Honeysuckle, including loco shed, carriage repair shed, carriage painting shop, machine shop and blacksmith's shop.</p> <p>1908 -1910 - construction of timber wharves along the reclaimed foreshore. The Monier Sea Wall was completed, an innovative structural material which previously had only been used at Walsh Bay in Sydney.</p> <p>1910 - 1952 More buildings were constructed, including the Carpenter's Shop, a large foundry, commencement of building at Chullora Railway Workshops (c.1920), signalling the likely scale-back of operations at the Honeysuckle workshops.</p>
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1958 - The foundry was closed and its operations transferred to Chullora in Sydney


1970s.- Most buildings were demolished in the Per Way Workshops, leaving only the Store, the Carpenter's and Plumbers' Shops and the Divisional Engineer's Office

### Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing local, regional and national economies	Commerce-Activities relating to buying, selling and exchanging goods and services	Developing discrete retail and commercial areas-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Building and maintaining jetties, wharves and docks-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Public tramline system-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Engineering the public railway system-
8. Culture-Developing cultural institutions and ways of life	Religion-Activities associated with particular systems of faith and worship	Providing schools and education-

### Assessment of significance

**SHR Criteria c)** [Aesthetic significance] The group of workshops is the only remaining example that demonstrates the design principles and technology applied to small railway workshop buildings in the 1870s and 1880s in Southeastern Australia.

**Assessment criteria:** Items are assessed against the  [State Heritage Register \(SHR\) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

### Recommended management:

#### Recommendations

Management Category	Description	Date Updated
Recommended Management	Produce a Conservation Management Plan (CMP)	
Recommended Management	Prepare a maintenance schedule or guidelines	

### Procedures /Exemptions

Section of act	Description	Title	Comments	Action date
57(2)	Exemption to allow work	Standard Exemptions	<p>SCHEDULE OF STANDARD EXEMPTIONS HERITAGE ACT 1977</p> <p>Notice of Order Under Section 57 (2) of the Heritage Act 1977</p> <p>I, the Minister for Planning, pursuant to subsection 57(2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales, do by this Order:</p> <p>1. revoke the Schedule of Exemptions to subsection 57(1) of the Heritage Act made under subsection 57(2) and published</p>	Sep 5 2008




in the Government Gazette on  
22 February 2008; and

2. grant standard exemptions  
from subsection 57(1) of the  
Heritage Act 1977, described in  
the Schedule attached.

FRANK SARTOR  
Minister for Planning  
Sydney, 11 July 2008



To view the schedule click on  
the Standard Exemptions for  
Works Requiring Heritage  
Council Approval link below.

 [Standard exemptions](#) for works requiring Heritage Council approval

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - State Heritage Register		00956	02 Apr 99	27	1546
Heritage Act - s.170 NSW State agency heritage register					
Local Environmental Plan			08 Aug 03	124	
National Trust of Australia register		4475			

## References, internet links & images

Type	Author	Year	Title	Internet Links
Tourism		2007	Honeysuckle Precinct	<a href="#">View detail</a> 
Tourism	Attraction Homepage	2007	Honeysuckle Precinct	<a href="#">View detail</a> 
Written	Insite Heritage	2007	Archaeological Investigations of Former Perway Store, Honeysuckle Precinct.	
Written	Paul Rheinberger, Umwelt	2003	Research Design: Sub-surface Investigation of the Historical Archaeology of the Worth Place/Lee Wharf Precinct, Newcastle, NSW	
Written	Paul Rheinberger, Umwelt Environmental Consultants	2003	Research Design: Sub-surface Investigation of the Historical Archaeology of the Worth Place/Lee Wharf Precinct, Newcastle NSW	
Written	Susan Duyker, Andrew Sneddon and Mark Dunn, Godden Mackay Logan	2003	Lee Wharf Newcastle Heritage Impact Statement	

Note: internet links may be to web pages, documents or images.

## Data source

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**Name:** Heritage Office  
5044977

**Database  
number:****File number:** S90/05371;S94/01096;H05/00083[Return to previous page](#)

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## Tramway Substation (Former)

### Item details

**Name of item:** Tramway Substation (Former)  
**Type of item:** Built  
**Group/Collection:** Transport - Rail  
**Category:** Tramway Station/Waiting shed  
**Primary address:** 342 Hunter Street, Newcastle, NSW 2300  
**Local govt. area:** Newcastle

### All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
342 Hunter Street	Newcastle	Newcastle			Primary Address

### Statement of significance:

Historically important due to tramway. Probably constructed when tramway was electrified in 1923. , Important townscape element being one of few on north side of street in this vicinity. The interiors are of significance.

*Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.*

### Description

**Physical description:** Two storey rendered brick building,

**Current use:** Credit Union

### Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan		I416	15 Jun 12	64	
Heritage study					

### Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Newcastle Heritage Study	1990	183	Unknown		Yes

### References, internet links & images

None

Note: internet links may be to web pages, documents or images.



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### Data source

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**Name:** Local Government

**Database** 2170183

**number:**

**File number:** 183

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## Newcastle Railway Station additional group

### Item details

**Name of item:** Newcastle Railway Station additional group  
**Type of item:** Built  
**Group/Collection:** Transport - Rail  
**Category:** Railway Platform/ Station  
**Location:** Lat: -32.9264182486 Long: 151.7840660280  
**Primary address:** Great Northern Railway, Newcastle, NSW 2300  
**Local govt. area:** Newcastle

### All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Great Northern Railway	Newcastle	Newcastle			Primary Address

### Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	05 Nov 98

### Statement of significance:

The listing boundary for the station is the station precinct bounded by Scott St, Watt St and Wharf Rd extending along the line to include the signal box area. The residence boundary is the land on which it stands in Scott St.

**Date significance updated:** 19 Feb 03

*Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.*

### Description

**Construction years:** 1878-1892

**Physical description:** The complex is united structurally by platform verandahs, supported on elaborate brackets, and visually by the common motifs of semi-circular windows, four-panel doors with overhead fanlights, frieze under eaves and the stone quoins/pilasters which define the corners of the buildings. The overall decorative effect is of a restrained Renaissance classicism resulting from the flat detailing. The buildings on either side of the Booking Hall have raised skylights which make interesting variations in the roofline of the complex. The one to the west on the roadside however, was converted into a three storey hotel for a time and this addition has altered the original symmetry (Kerr/Connors 1975).

**Modifications and dates:** 1878 - built  
 1880 - extension and completion of platform 2  
 1892 - addition of canopy, new parcels office and stationmasters office  
 1897 - major renovations  
 1923-1929 - more development  
 1940s-1950s - minor changes  
 1980 - last phase of works

**Current use:** railway station, bus interchange

**Former use:** railway station

## History

### Historical notes:

The earliest railway structures on the site were built in the 1850s to serve the original isolated Hunter valley railway. With the connection of this system to Sydney came the need for a new terminus.

Under the supervision of John Whitton, Engineer in Chief of the NSW Government Railways, the new station was erected. The original building was constructed in 1878 and first used in December of that year. It consisted of a central two storey building with single storey pavilions at either end. The ground floor housed a ticket office, waiting room, ladies room, parcels office and a stationmaster's office with administrative offices on the first floor. The pavilions on each end of the main building housed the men's lavatories and porter's accommodation. This new station was designed with a layout typical of NSW railway stations at that time (although was unique in being two-storey) and forms the basis of the station as it exists today.

By the late 19th century the popularity of rail travel led to the extension and completion of Platform 2 in 1880, with the subsequent addition of a canopy in 1892 as well as a new parcels office and stationmaster's office. The areas previously occupied by these offices were converted into a dining room and bar. In 1897 a major renovations phase resulted in the demolition of the western pavilion and construction of the two storey kitchen and staff block as well as the original single storey dining room used as a Railway Refreshment Room (RRR), the last major RRR built in the state. In addition a new single storey building was erected.

The last major phase of development occurred between 1923 and 1929. It was intended to construct a new building to improve accommodation at the station. This plan did not eventuate, but rather the replacement of the original Scott Street verandah by the current enclosed brick structure and the extension of the single dining room to three storeys. Most of the internal partitions and staircases were constructed during this time. The first floor of the 1878 building was converted to staff bedrooms, and a scullery and change rooms were added.

Further minor changes were made during the 1940s and 1950s and the most recent major works occurred in 1980. (EJE Architecture 1996)

## Historic themes

<b>Australian theme (abbrev)</b>	<b>New South Wales theme</b>	<b>Local theme</b>
3. Economy- Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Building the railway network-
4. Settlement- Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	20th Century infrastructure-
4. Settlement- Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	19th Century Infrastructure-
7. Governing- Governing	Government and Administration-Activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs - includes both principled and corrupt activities.	Building and operating public infrastructure-
7. Governing- Governing	Government and Administration-Activities associated with the governance of local areas, regions, the State and the nation,	Developing roles for government - building

	and the administration of public programs - includes both principled and corrupt activities.	and administering rail networks-
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## Procedures /Exemptions

Section of act	Description	Title	Comments	Action date
57(2)	Exemption to allow work	Standard Exemptions	<p>SCHEDULE OF STANDARD EXEMPTIONS HERITAGE ACT 1977 Notice of Order Under Section 57 (2) of the Heritage Act 1977</p> <p>I, the Minister for Planning, pursuant to subsection 57(2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales, do by this Order:</p> <p>1. revoke the Schedule of Exemptions to subsection 57(1) of the Heritage Act made under subsection 57(2) and published in the Government Gazette on 22 February 2008; and</p> <p>2. grant standard exemptions from subsection 57(1) of the Heritage Act 1977, described in the Schedule attached.</p> <p>FRANK SARTOR Minister for Planning Sydney, 11 July 2008</p> <p>To view the schedule click on the Standard Exemptions for Works Requiring Heritage Council Approval link below.</p>	Sep 5 2008

 [Standard exemptions](#) for works requiring Heritage Council approval

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - State Heritage Register		01212	02 Apr 99	27	1546
Heritage Act - s.170 NSW State agency heritage register					
Local Environmental Plan			03 Jul 92		
National Trust of Australia register			22 Jul 75		
Register of the National Estate			21 Oct 80		

## References, internet links & images

None

Note: internet links may be to web pages, documents or images.



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**Database** 5012122

**number:**

**File number:** 12/20030

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## Newcastle Railway Station

### Item details

**Name of item:** Newcastle Railway Station  
**Type of item:** Built  
**Group/Collection:** Transport - Rail  
**Category:** Railway Platform/ Station  
**Location:** Lat: -32.9266711583 Long: 151.7838452270  
**Primary address:** Great Northern Railway, Newcastle, NSW 2300  
**Parish:** Newcastle  
**County:** Northumberland  
**Local govt. area:** Newcastle

### Property description

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
LOT	22		DP	1009735

### All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Great Northern Railway	Newcastle	Newcastle	Newcastle	Northumberland	Primary Address
Scott Street	Newcastle	Newcastle	Newcastle	Northumberland	Alternate Address

### Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	22 Aug 97
RailCorp	State Government	26 Mar 99

### Statement of significance:

Historically the building reflects the phases of development of the state's second most important city over almost a century and a half, symbolises the expansion of rail into regional NSW and the completion of the major link in the opening up of the north of the state to rail travel. Aesthetically, the station is a fine example of the station type built for larger centres in NSW. Socially the buildings have a unique place in the social activity of Novocastrians over nearly a century and a half. Scientifically the site has potential to reveal information which could provide greater insight into the changing face of rail travel to the state's second major city, the changing face of its relationship with the harbour and the Honeysuckle Workshops and the importance in the development of gas lighting in Newcastle City. (EJE Architecture 1996)

**Date significance updated:** 30 Sep 97

*Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.*

### Description

**Designer/Maker:** John Whitton  
1878-1929

**Construction years:**

**Physical description:** Built as a symmetrical row of five brick buildings (one and two storeys). The central booking hall is topped by a lantern and features cornered pavilions. The complex is united structurally by platform verandahs, supported on elaborate brackets, and visually by the common motifs of semi-circular windows, four-panel doors with overhead fanlights, frieze under eaves and the stone quoins/pilasters which define the corners of the buildings. The overall decorative effect is of a restrained Renaissance classicism resulting from the flat detailing. The buildings on either side of the Booking Hall have raised skylights which make interesting variations in the roofline of the complex. The one to the west on the roadside however, was converted into a three storey hotel for a time and this addition has altered the original symmetry (Kerr/Conners 1975).

**Physical condition and/or Archaeological potential:** Physical condition is good. Archaeological potential is low.

**Date condition updated:** 30 Sep 97

**Modifications and dates:** 1878 - built  
1880 - extension and completion of platform 2  
1892 - addition of canopy, new parcels office and stationmasters office  
1897 - major renovations  
1923-1929 - more development  
1940s-1950s - minor changes  
1980 - last phase of works

**Current use:** Railway Station

**Former use:** Railway Station

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## History

**Historical notes:** The earliest railway structures on the site were built in the 1850s to serve the original isolated Hunter valley railway. With the connection of this system to Sydney came the need for a new terminus.

Under the supervision of John Whitton, Engineer in Chief of the NSW Government Railways, the new station was erected. The original building was constructed in 1878 and first used in December of that year. It consisted of a central two storey building with single storey pavilions at either end. The ground floor housed a ticket office, waiting room, ladies room, parcels office and a stationmaster's office with administrative offices on the first floor. The pavilions on each end of the main building housed the men's lavatories and porter's accommodation. This new station was designed with a layout typical of NSW railway stations at that time (although was unique in being two-storey) and forms the basis of the station as it exists today.

By the late 19th century the popularity of rail travel led to the extension and completion of Platform 2 in 1880, with the subsequent addition of a canopy in 1892 as well as a new parcels office and stationmaster's office. The areas previously occupied by these offices were converted into a dining room and bar. In 1897 a major renovations phase resulted in the demolition of the western pavilion and construction of the two storey kitchen and staff block as well as the original single storey dining room used as a Railway Refreshment Room (RRR), the last major RRR built in the state. In addition a new single storey building was erected.

The last major phase of development occurred between 1923 and 1929. It was intended to construct a new building to improve accommodation at the station. This plan did not eventuate, but rather the replacement of the original Scott Street verandah by the current enclosed brick structure and the extension of the single dining room to three storeys. Most of the internal partitions and staircases were constructed during this time. The first floor of the 1878


building was converted to staff bedrooms, and a scullery and change rooms were added.

Further minor changes were made during the 1940s and 1950s and the most recent major works occurred in 1980. (EJE Architecture 1996)

### Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	(none)-
4. Settlement-Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	(none)-

### Assessment of significance

- SHR Criteria a)** [Historical significance] The building reflects the phases of development of the state's second most important city over almost a century and a half and symbolises the expansion of rail into regional NSW and the major link in the opening up of the north of the state to rail travel. (EJE Architecture)
- SHR Criteria c)** [Aesthetic significance] The station is a fine example of the station type built for larger centres in NSW. It is a major example of one type of Victorian Station architecture and as a townscape element of part of the original civic and commercial centre. (Kerr/Conners 1975)
- SHR Criteria d)** [Social significance] The buildings have a unique place in the social activity of Novocastrians over nearly a century and a half. (EJE Architecture)
- SHR Criteria e)** [Research potential] The site has potential to reveal information which could provide greater insight into the changing face of rail travel to the state's second major city over more than a century, the changing face of its relationship with the harbour and the Honeysuckle Workshops and the importance in the development of gas lighting in Newcastle City. (EJE Architecture)
- Assessment criteria:** Items are assessed against the  [State Heritage Register \(SHR\) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

### Procedures /Exemptions

Section of act	Description	Title	Comments	Action date
57(2)	Exemption to allow work	Standard Exemptions	<p>SCHEDULE OF STANDARD EXEMPTIONS</p> <p>HERITAGE ACT 1977</p> <p>Notice of Order Under Section 57 (2) of the Heritage Act 1977</p> <p>I, the Minister for Planning, pursuant to subsection 57(2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales, do by this Order:</p> <p>1. revoke the Schedule of Exemptions to subsection 57(1) of the Heritage Act made under subsection 57(2) and published in the Government Gazette on 22 February 2008; and</p> <p>2. grant standard exemptions from subsection 57(1) of the Heritage Act 1977, described in the Schedule attached.</p> <p>FRANK SARTOR Minister for Planning</p>	Sep 5 2008

Sydney, 11 July 2008

To view the schedule click on the Standard Exemptions for Works Requiring Heritage Council Approval link below.

 [Standard exemptions](#) for works requiring Heritage Council approval

### Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - State Heritage Register		00236	02 Apr 99	27	1546
Heritage Act - Permanent Conservation Order - former		00236	27 Aug 82	113	3909
Heritage Act - s.170 NSW State agency heritage register					
Local Environmental Plan			03 Jul 92		
National Trust of Australia register			22 Jul 75		
Register of the National Estate			21 Oct 80		

### References, internet links & images

Type	Author	Year	Title	Internet Links
Written	EJE Architecture	1996	Newcastle Conservation and Management Plan	
Written	Kerr/Connors	1974	National Trust Classification Card - Newcastle Railway Station	

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**File number:** S90/05683 & HC 32621

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