

# CIVIC STATION PRECINCT

HUNTER STREET NEWCASTLE

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STATEMENT OF HERITAGE IMPACT

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FOR HUNTER DEVELOPMENT CORPORATION

MAY 2018

**tonkinzulaikhagreer** HERITAGE



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1.0

INTRODUCTION





Figure 1: c1974

Source: Hilder, William Keith n.d., *Looking west over Newcastle and Newcastle Harbour* viewed 4 October 2017 <http://trove.nla.gov.au/version/191314056>

## 1.1 BACKGROUND

This Statement of Heritage Impact has been prepared on behalf of the Hunter Development Corporation (HDC) to support a development application (DA) for the redevelopment of Civic Station. The redevelopment of the former Civic Station forms part of Civic Place, a key component in the Revitalising Newcastle program, providing a crucial North/South link between Civic Park, the Civic Light Rail stop and the foreshore.

This DA covers the works associated with the former Civic Station group but should be read in the context of the broader Civic Place scope which includes the road reserve between the station building and Hunter Street to the South, public domain between the Museum and the station platform to the North and some upgrades to Brake Block Park on Honeysuckle Drive. This is detailed in the Landscape Concept Master Plan by JMD Design. Development works within these adjacent areas will be subject of separate planning applications and approvals.

An aerial view of the site and the planning application boundaries are illustrated in Figure 3.

Trains ceased to service Civic Station in December 2014. Since that time the tracks have been removed and the former rail corridor was opened to the public as the Market Street Lawn in December 2016. A level temporary bridge connects both platforms, rendering the high level footbridge redundant. The platform building is currently being used by the Tracks Cafe.

The Hunter Development Corporation gained possession of the site in March 2017, with the aim of connecting the public domain between the Civic centre of Newcastle, across the former line of rail tracks to the waterfront.

Community consultation has been held including The 'Ideas Festival' - a community-centred engagement program delivered through the NSW Government's Revitalising Newcastle program held in November and December 2016. The objective of this consultation was to generate ideas for the potential future use/s and design of Newcastle and Civic stations and surrounding precincts. These ideas have been incorporated into the design for the public domain.

### Address:

Hunter Street, Newcastle NSW 2300

### Real Property Description:

Lot 2, DP 1111305

Parish of Northumberland - Newcastle,  
County of Northumberland

### Heritage Listings:

Hunter Development Corporation S170 Register.  
NSW Heritage Database # 4801623

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Tonkin Zulaikha Greer Architects  
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### For:

Hunter Development Corporation

## 1.2 TERMINOLOGY

The terminology used in this report, where referring to conservation processes and practices, follows the definitions as presented in *The Burra Charter*. In order to achieve a consistency in approach and understanding of the meaning of conservation by all those involved, a standardised terminology for conservation processes and related actions should be adopted. The terminology in The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013 (The Burra Charter) is a suitable basis for this.

The following terms apply to the historic fabric of the site and are included here to assist in understanding the intent of the conservation terminology in this report.

- *Place* means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.
- *Cultural significance* means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.
- *Fabric* means all the physical material of the place including components, fixtures, contents, and objects.
- *Conservation* means all the processes of looking after a place so as to retain its cultural significance.
- *Maintenance* means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair.
- *Repair* involves restoration or reconstruction.
- *Preservation* means maintaining the fabric of a place in its existing state and retarding deterioration.
- *Restoration* means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.
- *Reconstruction* means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.
- *Adaptation* means modifying a place to suit the existing use or a proposed use.
- *Use* means the functions of a place, as well as the activities and practices that may occur at the place.
- *Compatible use* means a use, which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.
- *Setting* means the area around a place, which may include the visual catchment.
- *Related place* means a place that contributes to the cultural significance of another place.
- *Interpretation* means all the ways of presenting the cultural significance of a place.



## 1.3 LOCATION

Civic Railway Station was located on the Islington Junction to Newcastle Station section of the Northern Line, between Wickham Station and Newcastle Station, approximately 167km from Central Station. The site is bounded by Hunter Street to the south, Merewether Street to the east, the former Civic Railway Workshops site to the north and the rail corridor to the west.



Figure 2: Aerial photograph showing location of subject site.

Source: Nearmaps, 2018.

## 1.4 THE STUDY AREA

The study area includes Civic Station platform building and canopies, the footbridge and the platforms extending to the west as outlines in green in the diagram below.

## 1.5 LIMITATIONS

Assessments of cultural significance made by others have been adopted for this report. In the opinion of the author, the recommendations in this report would not be materially altered by any further primary research.

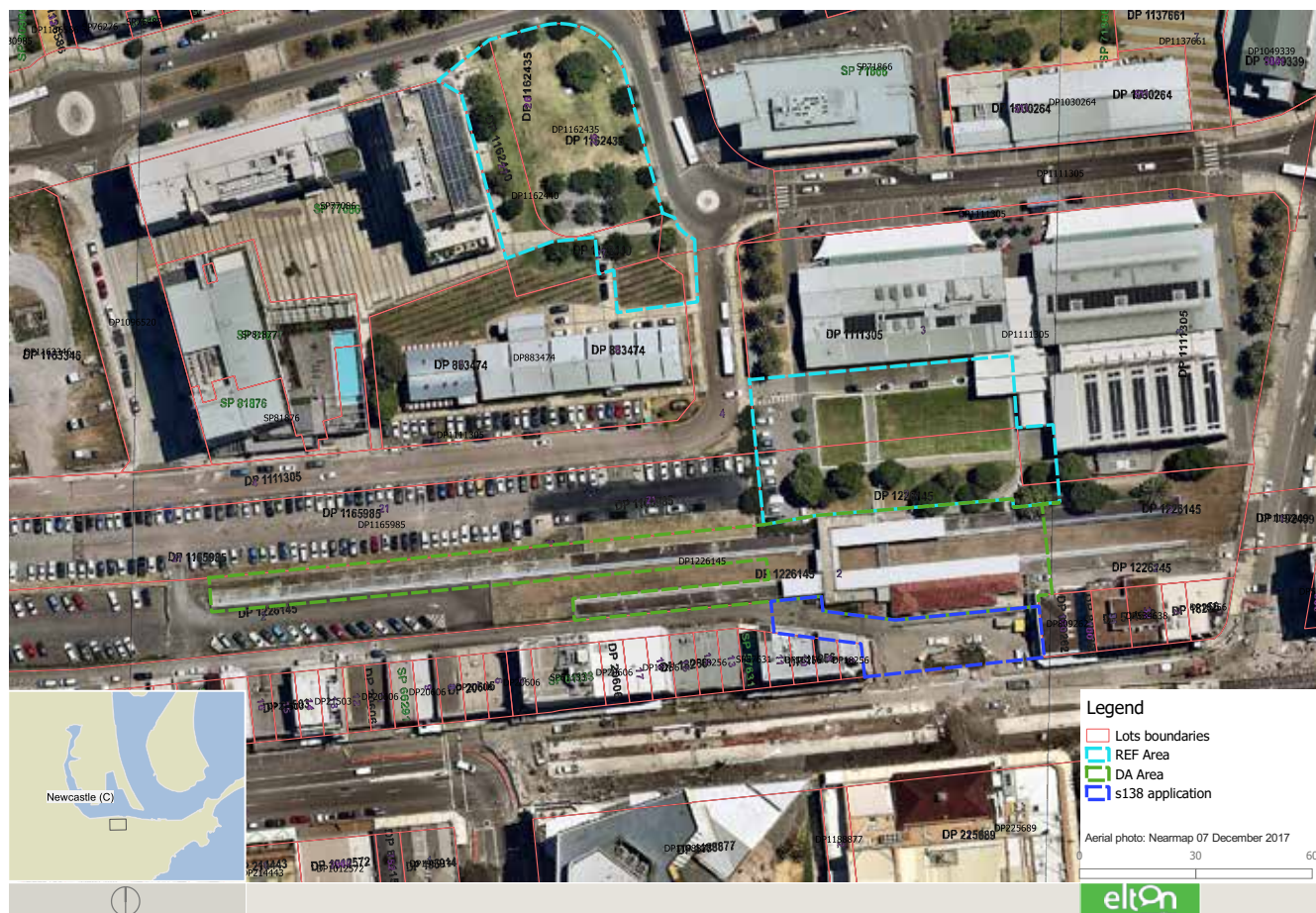
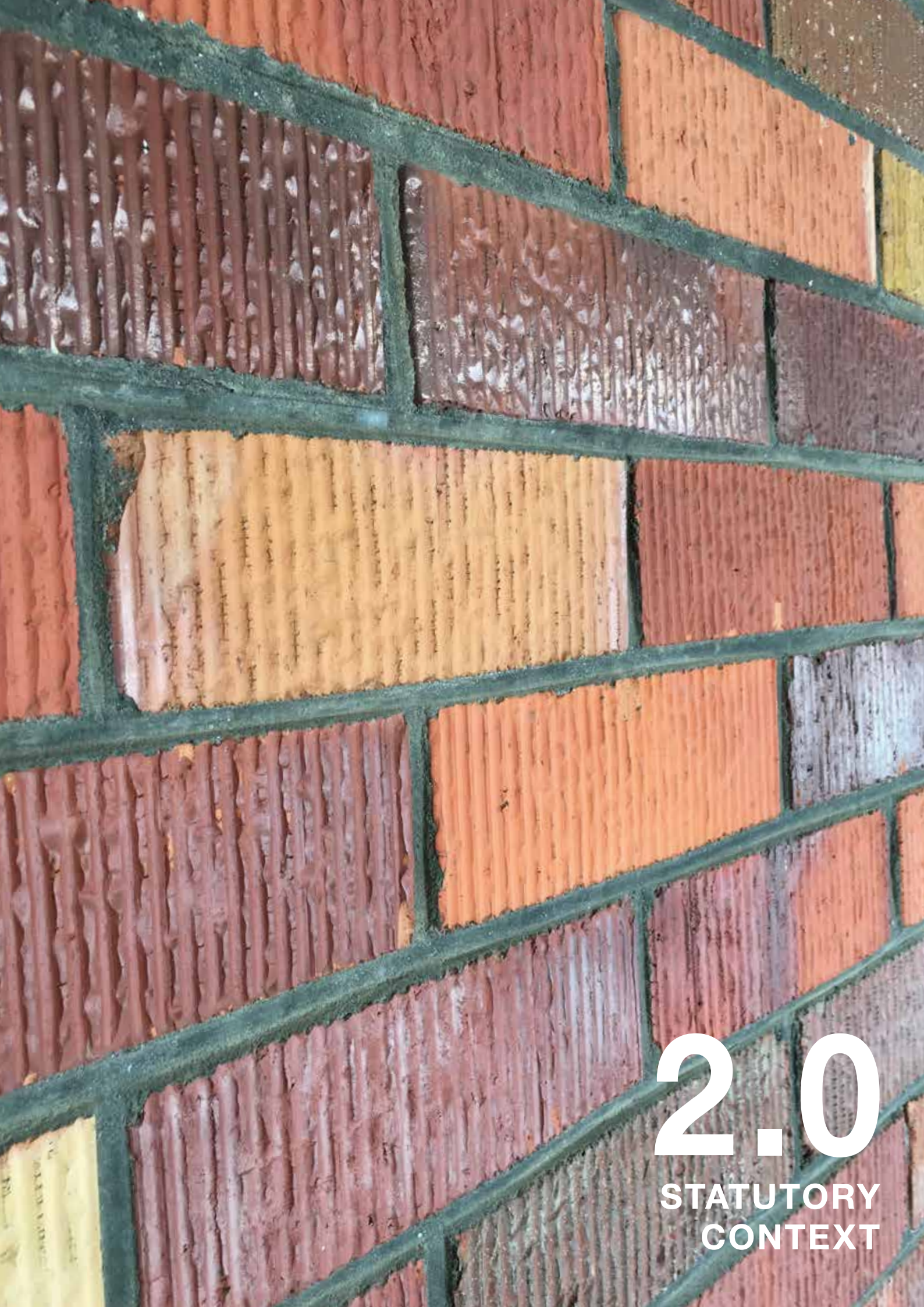


Figure 3: Aerial photograph showing extent of subject site.

Source: Elton, 2018.





# 2.0

STATUTORY  
CONTEXT



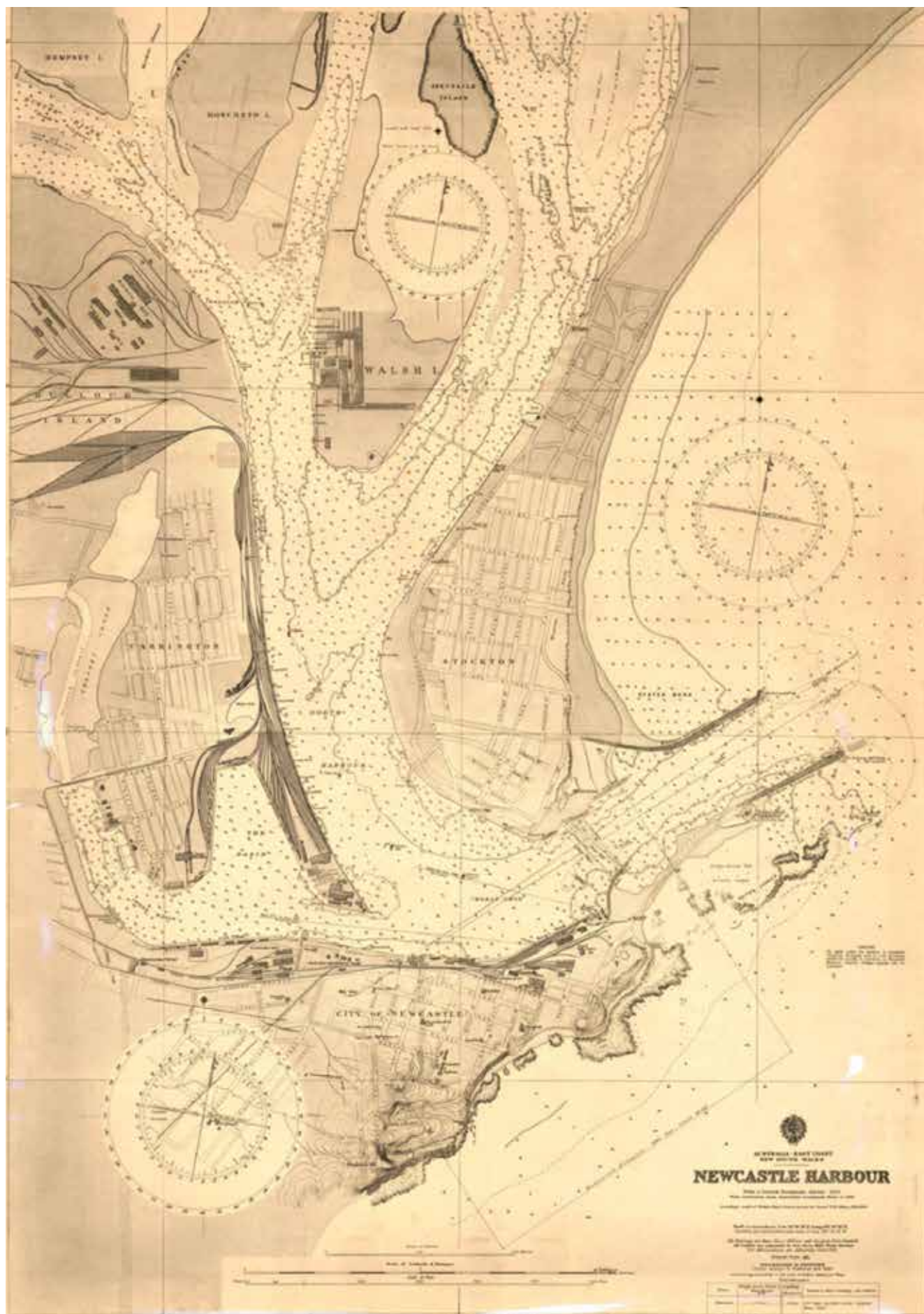


Figure 4: Historic Plan of Newcastle Harbour

Source: Available online.



## 2.1 THE HERITAGE ACT 1977

The *NSW Heritage Act 1977 (the Heritage Act)* provides protection to items of environmental heritage in NSW. Under the *Heritage Act*, 'items of environmental heritage' include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items are listed on the NSW State Heritage Register (SHR) and are given automatic protection under the *Heritage Act* against any activities that may damage an item or affect its heritage significance.

The *Heritage Act* also protects 'relics', which can include archaeological material, features and deposits. Section 4(1) of the *Heritage Act* (as amended 2009) defines 'relic' as follows:

*"relic means any deposit, artefact, object or material evidence that:*

*(a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*

*(b) is of state or local heritage significance."*

Under Section 57 of the *Heritage Act*, approval is required for works to an item listed on the SHR. Division 3, Subdivision 1 sets out the method by which approval should be sought and determination made. For works to a SHR item, a Section 60 application must be made for works that are not exempt under Section 57(2) of the *Heritage Act*.

Sections 139-145 of the *Heritage Act* prevent the excavation or disturbance of land known or likely to contain relics, unless in accordance with an excavation permit. Excavation permits are issued under Section 140 of the *Heritage Act*, or Section 60 for sites listed on the State Heritage Register. An Archaeological Research Design must support Excavation Permit Applications.

If the proposed works are minor and would have minimal impact on the heritage significance of the place or site, they may be granted an exception or exemption under Section 139 (4) of the *Heritage Act*.

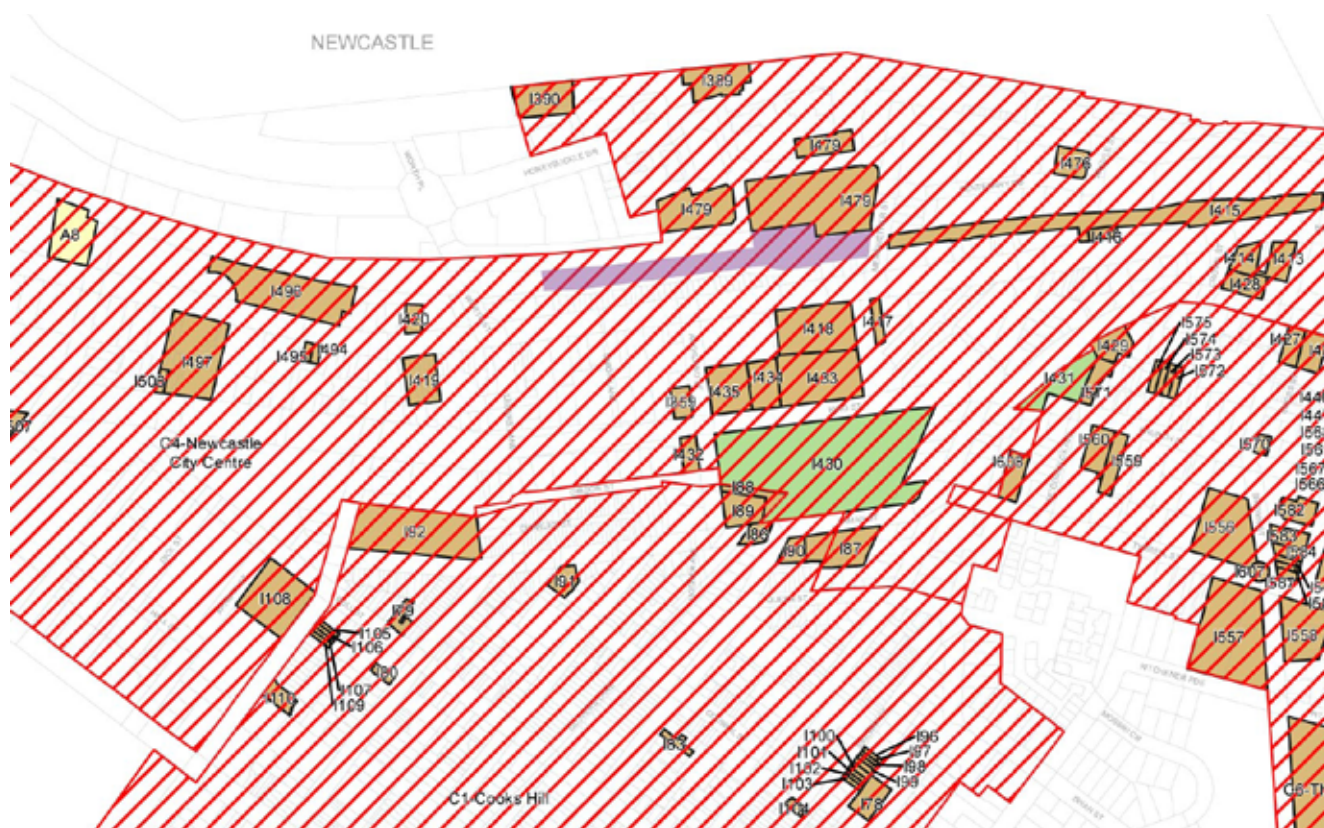
### 2.1.1 THE STATE HERITAGE REGISTER

The *State Heritage Register (SHR)* was established under Section 22 of the *Heritage Act* and is a list of places and objects that are considered important to the people of NSW. The SHR is administered by the Heritage Branch of the Office of Environment & Heritage and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

Sites or relics that are listed on the SHR (or are the subject of an Interim Conservation Order) are provided statutory protection under the *Heritage Act*. A Section 60 application can be determined by the Heritage Council of NSW, or in some cases the Heritage Division under delegation.

Civic Railway Station and Footbridge are not currently listed on the State Heritage Register and therefore not subject to the provisions of the *Heritage Act*. It is however noted that the Railway Footbridges Heritage Conservation Strategy prepared by GAO Heritage Group in 2016 recommends that the footbridge be listed on the State Heritage Register.

Civic Railway Station is located adjacent to Civic Railway Workshops which are listed on the SHR (#956), and any impacts on the adjacent Workshops must be assessed.



**Figure 5:** Detail of Newcastle LEP 2012 - Heritage map sheet HER\_004G showing location of heritage items in vicinity of subject site (shaded in purple).

Source: Newcastle LEP 2012, available online.

| NEWCASTLE LEP 2012 - SCHEDULE 5 - HERITAGE ITEMS IN THE VICINITY OF THE SITE |  |                 |
|--|--|-----------------|
| ITEM #   | ITEM   | SIGNIFICANCE    |
| C4   | Newcastle City Centre Heritage Conservation Area | Local           |
| I479   | Civic Railway Workshops                          | State           |
| I476   | Argyle House                                     | State           |
| I415   | Remains of AA Co bridge and fence                | Local           |
| I416   | Former tramway substation                        | Local           |
| I417   | Former Frederick Ash Building                    | State           |
| I418   | Civic Theatre                                    | State           |
| I419   | Former Emporium Building                         | Local           |
| I420   | Former Police Station                            | Local           |
| I434   | Christie Place (including fountain)              | State           |
| I435   | Nesca House                                      | State           |
| I389   | No 1 Lee Wharf Building                          | State nominated |
| I390   | No 2 Lee Wharf Building                          | State nominated |

**Figure 6:** Table of Heritage Items in the vicinity of the site listed on Schedule 5, Newcastle LEP 2012.

Source: Newcastle LEP 2012, available online.

## **2.2 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**

### **2.1.2 SECTION 170 REGISTER**

The *Heritage Act* requires all government agencies to identify and manage heritage assets in their ownership and control. Under Section 170 of the Heritage Act, government bodies must establish and keep a register which includes all items of environmental heritage listed on the SHR, an environmental planning instrument or which may be subject to an interim heritage order that are owned, occupied or managed by that government body. All government agencies must also ensure that all items entered on its register are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Minister on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of identified sites, items and objects and are based on relevant NSW heritage legislation and statutory guidelines.

Civic Railway Station is listed as an item of Local Heritage Significance on the Hunter Development Corporation's S170 Register. Any works carried out within the curtilage of the site should be recorded and the Section 170 Register listing updated upon completion.

### **2.2.1 EP&A ACT 1979**

The Environmental Planning and Assessment Act 1979 (EP&A Act) establishes a framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that Local Governments prepare planning instruments, such as Local Environmental Plans (LEPs) and Development Control Plans (DCPs), in accordance with the Act to provide guidance on the level of environmental assessment required.

The current study area falls within the boundaries of Newcastle Local Government Area.

### **2.2.2 NEWCASTLE LEP 2012**

Civic Railway Station is located within the Newcastle City Heritage Conservation Area which is listed in Schedule 5 – Environmental Heritage of the Newcastle LEP 2012 and noted to be of Local significance. (Figure 6) Works within a Conservation Area, including demolition, require the lodgement of a development application and cannot be considered as exempt or complying development.

The site is located adjacent the Civic Railway Workshops and in close proximity to a number of other heritage items listed on Schedule 5. Part 5.10 of the LEP sets out controls related to Heritage Conservation.

### **2.2.3 ENVIRONMENT PROTECTION & BIODIVERSITY CONSERVATION ACT 1999**

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) is the Australian Government's key piece of environmental legislation. The EPBC Act enables the Australian Government to join with the states and territories in providing a national scheme of environment and heritage protection and biodiversity conservation. The EPBC Act focuses Australian Government interests on the protection of matters of national environmental significance, with the states and territories having responsibility for matters of state and local significance.<sup>1</sup> Under the EPBC Act 1999, nationally significant heritage items are protected through their listing on the Commonwealth Heritage List or the National Heritage List.

Nobby's Lighthouse is the only item in Newcastle on the Commonwealth Heritage List, #105373. There are no items listed on the National Heritage Lists located in Newcastle.

The Environment Protection and Biodiversity Conservation Act 1999 does not impact the site.

### **2.2.4 NATIONAL PARKS & WILDLIFE ACT 1974**

Aboriginal objects (which includes archaeological sites) are protected under the National Parks and Wildlife Act 1974 (NSW) (as amended) (NPW Act).

The NPW Act is administered by the Office of Environment and Heritage (OEH), formerly the National Parks and Wildlife Service (NPWS). The Chief Executive of the OEH is the authority responsible for the protection of all Aboriginal objects and place in NSW, whether they are on national park estate or not.

Under Section 90 of the NPW Act it is an offence to harm, deface, damage, remove or desecrate, an Aboriginal object or place without prior written consent of the Chief Executive of OEH. It is also an offence, under Section 86 of NPW Act to disturb or excavate land for the purpose of discovering an Aboriginal object, or disturb or move an Aboriginal object on any land, without first obtaining a permit (preliminary research permit, excavation permit, collection permit or rock art recording permit) under Section 87 of the NPW Act. Under Section 91 of the

NPW Act, it is also a requirement to notify the Chief Executive of the OEH of the location of an Aboriginal object identified during any phase of works.

If any Aboriginal cultural remains are exposed during works, then all work would need to be ceased until an appropriate s87 or s90 permit has been obtained and Aboriginal community consultation has been undertaken.

## **2.3 NON STATUTORY LISTINGS**

Listing on non-statutory registers does not provide any legal protection to heritage items or sites, however demonstrates the recognised heritage value of items.

### **2.3.1 REGISTER OF THE NATIONAL TRUST**

The Register of the National Trust was established in 1949 and is maintained by the National Trust of Australia. Following its survey and assessment of the natural and cultural environment, the National Trust of Australia (NSW) maintains a Register of landscapes, townscape, buildings, industrial sites, cemeteries and other items or places which the Trust determines have cultural significance and are worth of conservation.<sup>2</sup>

Currently, there are some 12,000 items listed on the Trust's Register. They are said to be Classified and Civic Railway Station is included on this Register.

### **2.3.2 REGISTER OF THE NATIONAL ESTATE**

The Register of the National Estate is a list of some 13,00 places of natural, Indigenous and historic significance throughout Australia that was originally established under the Australian Heritage Commission Act 1975. The Register of the National Estate ceased to be a statutory register in 2012 and is now maintained on a non-statutory basis as a publicly available archive and educational resource. Civic Railway Station is listed on the Register of the National Estate as an 'indicative place' #102329.

1: <http://www.environment.gov.au/topics/about-us/legislation/environment-protection-and-biodiversity-conservation-act-1999/about-epbc>

2: <http://www.nationaltrust.org.au/nsw/heritage-register>

3: <http://www.environment.gov.au/topics/heritage/heritage-places/register-national-estate>



# 3.0

## HISTORICAL CONTEXT

## 3.1 ABORIGINAL HISTORY

The Awabakal and Worimi peoples are acknowledged by Council as the traditional custodians of the land and waters of Newcastle. Council's website states:

*Aboriginal people lived a very rich and vibrant existence in and around Muloobinba (Newcastle) and the Coquon (Hunter River). Food was abundant in marine life and bush tucker. Ceremonies and feasting were generally times for sharing of resources and trading of implements with inland clans. Shell middens at Meekarlba (Honeysuckle) and a tool making site at Pillapay Kullaitaran (Glenrock Lagoon) are remnants of those communal gatherings.*

*Aboriginal peoples' connectedness to places and communities is linked through their dreaming stories. Biraban, the eagle hawk, is held in highest regard by the coastal tribes. Homage to the eagle hawk is conveyed in their stories and linked to their tribal social structures. Koin is another revered local sky-hero who announces the coming of Kooris from distant tribes for rites or corroborees.*

*Natural landscape features and known sacred sites include Whibay Gamba, Newcastle's famous landmark Nobbys. It is said that a notorious kangaroo jumped from Tahlbihn Point, at the site now known as Fort Scratchley, to the safety of Whibay Gamba. The kangaroo remains hidden in the island's bowels occasionally thumping its tail and making the land tremble. The thumping is said to be a reference to the region's earthquake activity.*

*There is also a high cliff named Yi-ran-na-li, renowned for being a fearful place. Yi-ran-na-li must be respected by all and no one should linger or speak in its vicinity because of the danger of falling rocks.<sup>4</sup>*

4: <http://www.newcastle.nsw.gov.au/Explore/History-Heritage/Aboriginal-culture>



**Figure 7:** Unknown Artist's A view of King's Town (1820-28)  
Source: Collection of Newcastle Regional Art Gallery

## 3.2 EUROPEAN HISTORY

The European history of Newcastle is summarised in the table below:

| YEAR | EVENTS   |
|------|--|
| 1797 | Lieutenant John Shortland named the Hunter river after Governor Hunter, and collected samples of coal before returning to Sydney.  |
| 1801 | Governor King sent an expedition to investigate the resources of the then Coal River, now Hunter River. Potential for a salt works, coal extraction and producing lime using shell were identified.  |
| 1804 | Governor King had a convict settlement established at King's town, with 20 soldiers and a similar number of convicts, who had been part of the Irish Rebellion at Castle Hill. A stone wharf 108 feet long and 13 feet wide was used to load boats with timber, coal and lime for transport to Sydney. |
| 1812 | Governor Macquarie visited the settlement, which had grown to a population of about 100.   |
| 1815 | Settlement increased rapidly, as convicts were moved to Newcastle following the closure of Norfolk Island.   |
| 1816 | Public school opened in East Newcastle, first public school in Australia.  |
| 1817 | Convict Lumber Yard constructed.   |
| 1818 | First Newcastle goal constructed.  |
| 1819 | Construction of the Bogey hole by convict labour begun. It was completed by 1823.  |
| 1820 | Lachlan Flour Mills established by Thomas White Melville Winder and Samuel Terry.  |
| 1821 | Population 1169. The camp consisted of 13 houses occupied by government employees, 71 houses occupied by convicts, as well as wooden barracks for convicts. The convicts were constructing the breakwater to Nobbys beach, and producing timber, lime and coal. Newcastle opened to free settlers      |
| 1823 | Governor Macquarie announced Port Macquarie would now be a convict settlement instead of Newcastle, and the population declined.   |
| 1827 | Surveyor Henry Dangar completed a town plan with 192 leasehold allotments.   |
| 1831 | Australian Agricultural Company produced 5,000 tons of coal.   |
| 1831 | Australian Agricultural Company constructed gravity dependant railway, the first railway in Australia. It was used to bring coal from the mine to the harbour.   |
| 1833 | Australian Agricultural Company granted monopoly on coal traffic in Newcastle for 31 years.  |
| 1840 | Australian Agricultural Company produced 30,500 tons of coal.  |
| 1841 | Court House built.   |
| 1846 | Macquarie Pier constructed by convicts linking the mainland to Nobbys. (Foundation stone laid in 1818.)  |
| 1848 | Convicts no longer assigned to Newcastle.  |
| 1852 | Australian Agricultural company surveyor, George Darby set out area around what is now Darby, King and Hunter Streets to accommodate arriving gold diggers.  |
| 1858 | Nobbys Lighthouse built.   |
| 1859 | Newcastle Borough Council established.   |
| 1876 | The Victoria Theatre opened.   |
| 1877 | Customs House designed by James Barnet. (Walter Liberty Vernon designs an extension in 1899.)  |
| 1882 | Newcastle water reservoir started to supply drinking water to the residents of Newcastle.  |
| 1889 | Direct rail line to Sydney built.  |
| 1892 | Newcastle Court House, designed by James Barnet, constructed.  |





Figure 8: 1870s AACo Railway tracks and staithe

Source: Newcastle University Archives, viewed online.

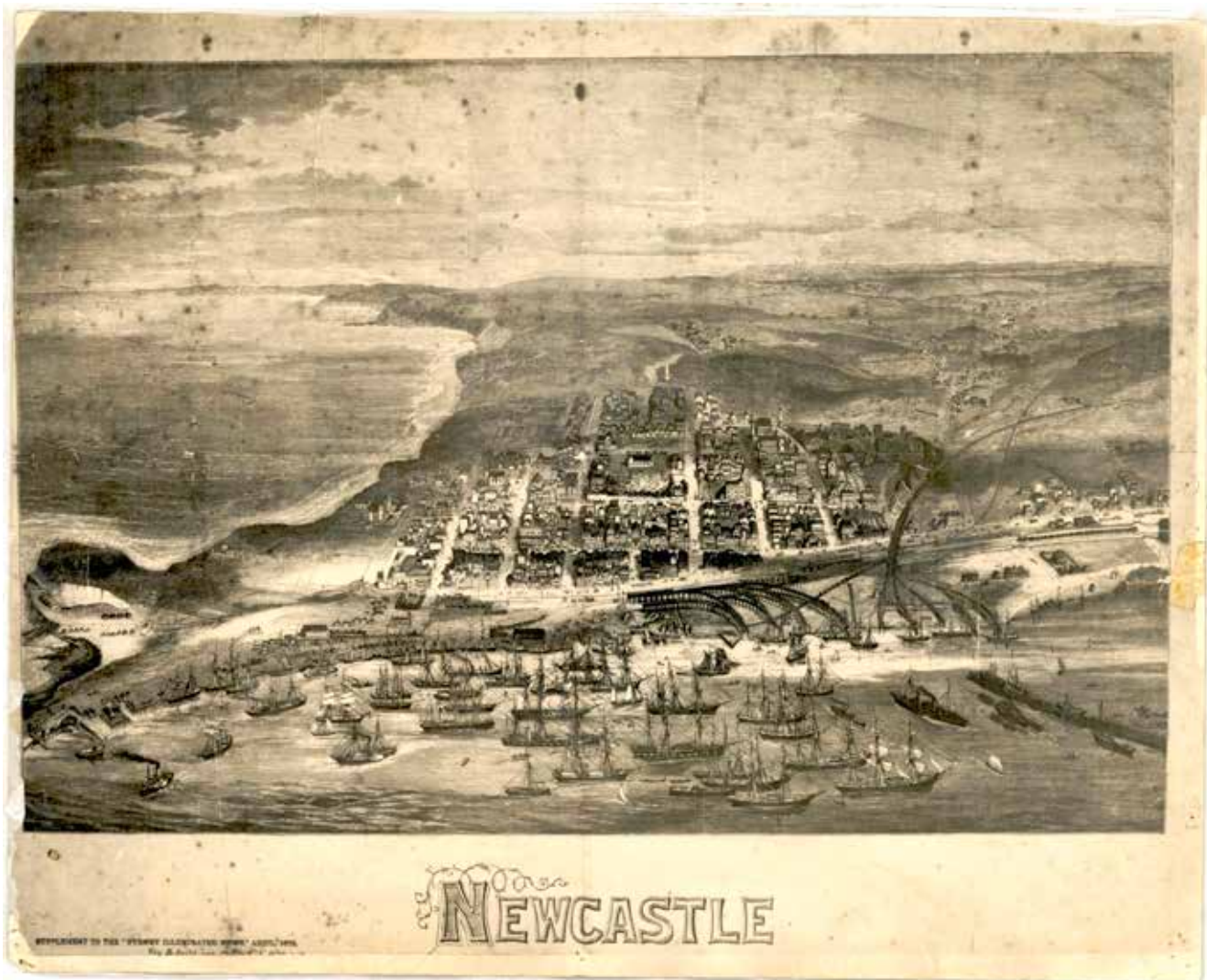


Figure 9: 1875

Source: 1875, *Newcastle, Supplement to the Illustrated Sydney News*, April 1875.  
Viewed 25 October 2017 <https://www.flickr.com/photos/uon/6048381898/in/photostream/> (From the Newcastle & Hunter District Historical Society via the University of Newcastle).



| YEAR | EVENTS  |
|------|---|
| 1903 | Newcastle Post office opened.   |
| 1912 | Australian Agricultural Company produced 2,500 tons of coal per day.            |
| 1913 | State Dockyard constructed. BHP Steelworks constructed at Port Waratah.         |
| 1916 | Last Australian Agricultural Company shaft ceased production in Newcastle.      |
| 1920 | Staithes cease to be used to load ships in Newcastle Harbour.                   |
| 1922 | Waterfront land owned by Australian Agricultural Company resumed.               |
| 1929 | Civic Theatre and the City Hall opened, both designed by architect Henry White. |
| 1942 | Newcastle shelled by a submarine in WWII.                                       |
| 1948 | First branch of Newcastle Public Library opened.                                |
| 1957 | Newcastle City Art Gallery opened, housed in the War Memorial Cultural Centre.  |
| 1965 | University of Newcastle became autonomous from UNSW.                            |
| 1977 | Newcastle Art Gallery opened in new purpose built building.                     |
| 1988 | Newcastle Museum opened in the former Great Northern Railway headquarters.      |
| 1989 | Newcastle earthquake, 5.6 on the Richter scale, caused extensive damage.        |
| 1999 | BHP Steelworks closed.  |

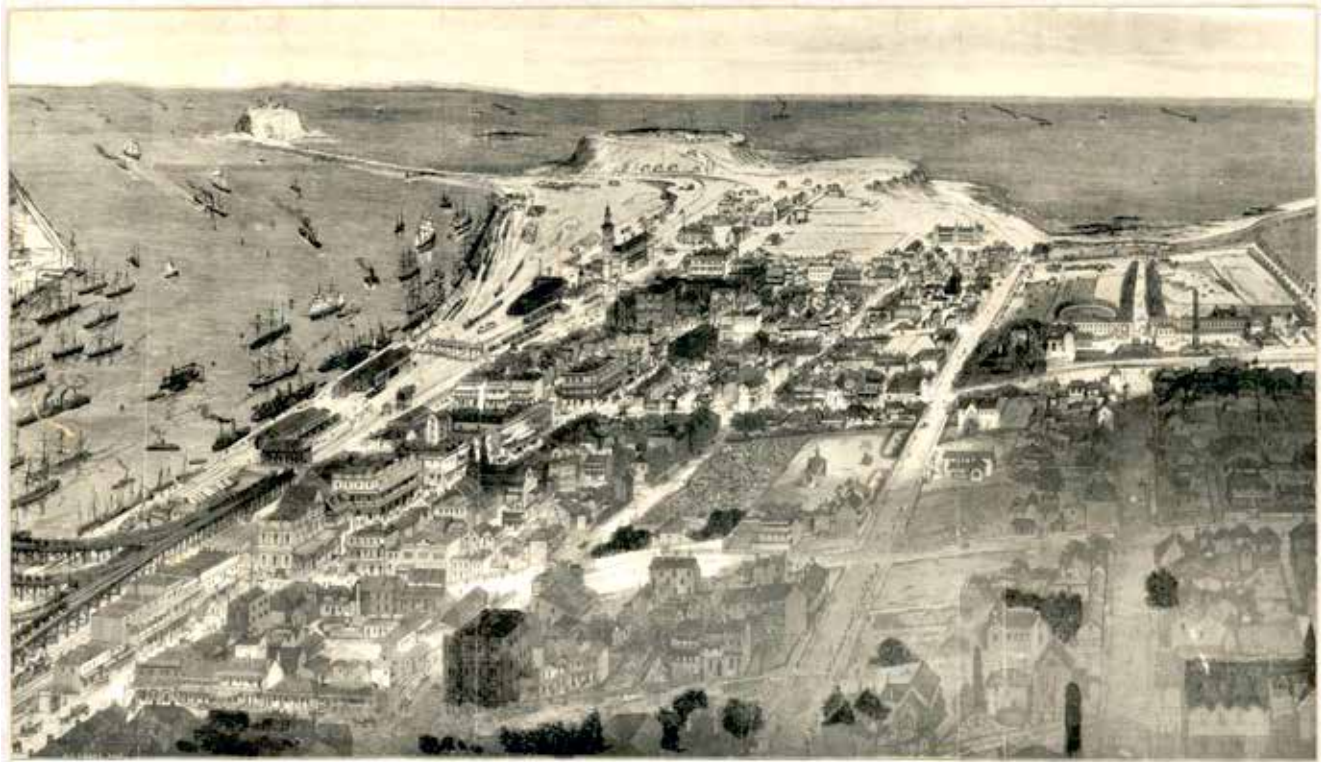


Figure 10: 1880s

Source: 1880s, *City of Newcastle, New South Wales, Australia*. From the *Illustrated Sydney News* [c.1880's]. Viewed 25 October 2017 <https://www.flickr.com/photos/uon/6048382256/in/photostream/> (From the Newcastle & Hunter District Historical Society via the University of Newcastle).



Figure 11: 1889

Source: *Newcastle, NSW*. From the *Illustrated Sydney News* 20 June 1889. Viewed 25 October 2017 <https://www.flickr.com/photos/uon/6048382256/in/photostream/> (From the Newcastle & Hunter District Historical Society via the University of Newcastle).

### 3.3 HISTORY OF CIVIC RAILWAY STATION

The present Civic Railway Station is located in the vicinity of the first railway terminus in Newcastle, which opened in 1857. The name of the station was changed to Honeysuckle the following year and was known as Honeysuckle Point from 1866 until 1872, when it was relocated.

RPS describe the historical background of the site prior to the construction of Civic Railway Station in their Historical Archaeological Assessment of the site as follows:

*Prior to the development of the land for railway purposes, Civic Railway Station (Former) now sits in the southern boundary area of what was known as Honeysuckle Point. The area was called a Point because a section of the original shoreline extended northward into the harbour. The earliest development in this area comprised several residential cottages and small commercial buildings which supported industry such as stone crushing works and timber mills. By the early 1850s, gradual land reclamation had begun to alter the original shallow tidal mudflats in preparation for early rail which supported the commercial wharf industries. The Great Northern Railway opened on 30 March 1857 with a terminus at Honeysuckle Point. In 1857 a Parliamentary Committee considered whether the terminus should be located closer to the Newcastle Town centre. The committee recommended that a single line for goods and passenger traffic be laid from Honeysuckle Point to a wharf at Watt Street, with all associated infrastructure at the terminus to be of the most inexpensive description. The associated infrastructure including an engine shed and the carriage shed ... were constructed of timber and iron. The extended rail network would be part of the infrastructure that supported the later construction of Civic Railway Station. On an 1886 State Railway Plan, the rail carriage shed and engine shed are shown at the location of the current Civic Rail Station.*

*Prior to 1857, the alignment of the original rail line at Honeysuckle Point followed a more northerly trajectory than the 1857 eastward extension and it is unclear of the exact location of the original*

*Honeysuckle Station along this original line.*

*The original Honeysuckle Station was renamed Honeysuckle Point in 1866 and closed in 1872. The second Honeysuckle Point Station, located on the new east-west rail line was opened in 1872 and located some 700 metres to the west of the current Civic Railway Station.*

The original terminus was described in *The Australian Railway Historical Society Bulletin No. 233 - March 1957* as follows:

*The passenger station building was built of timber, 43' x 10', served by a wooden platform, 118' x 6', and located approximately on the site of the stepway to the footbridge on the Hunter Street side of the present Civic Station.*

RPS note that:

*An earlier rail stop existed at Civic, prior to the construction of the 1937 Civic Railway Station buildings and associated structures. The infrastructure at this earlier stop was likely in the form of a platform and associated structure, and was built around 1929 to provide access to the new Council facilities including the Town Hall (1929) and Civic Theatre (1929) (EJE Architecture 2016). In the early 1930s, minor realignment to the railway tracks preceded the building of Civic Railway Station in 1935. The realignment also coincided with the removal of some of the earlier structures associated with the Honeysuckle Point/Civic Railway Workshops (SHR 00956).*

The current Civic Railway Station was constructed in 1937.

*The built structure of the Station comprises main station building with ticket counter, portico and forecourt, two platforms, platform shelters, and footbridge. All of these structures were completed by 1937. The forecourt extends to Hunter Street and provides both vehicle and pedestrian access to the main station building, station's southern platform, and to the footbridge which in turn provides access the station's northern platform. The portico framed the original entrance of the station. By the early 1980s this entrance had been modified to accommodate the installation of a food and drink kiosk, with a new entrance to the platform immediately to the west of the kiosk.*



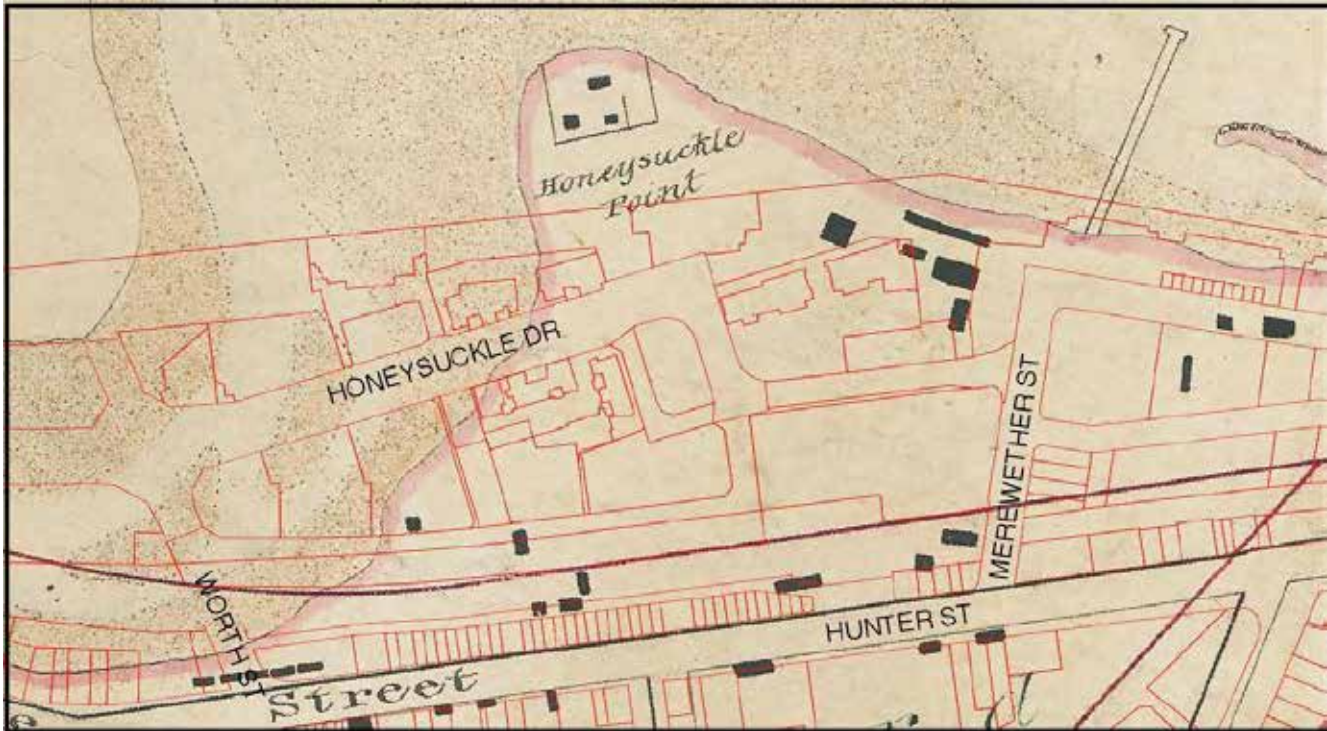


Figure 12: Civic Railway Station (former) now sits in the southern boundary area of what was known as Honeysuckle Point

Source: Higginbotham 2013, Vol 4, with overlay by RPS, 2018.

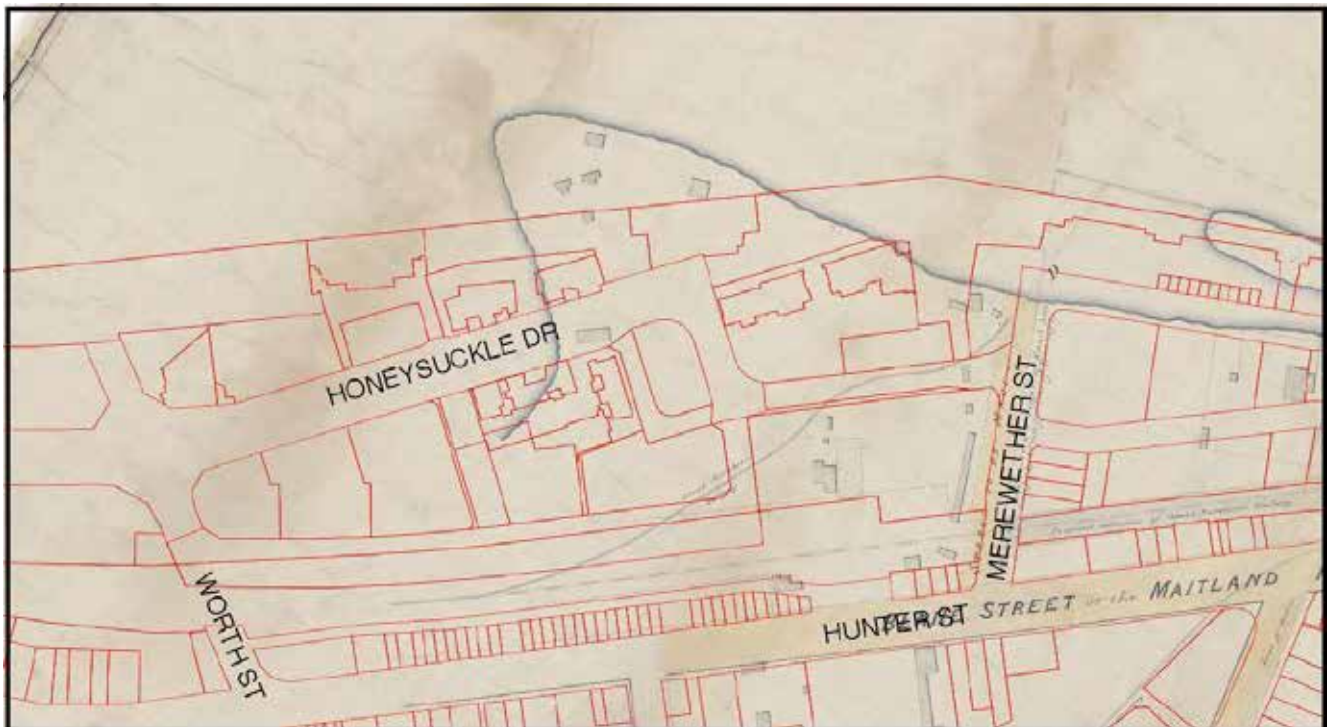


Figure 13: The original rail line at Honeysuckle Point followed a more northerly trajectory

Source: Newcastle, NSW. From the Illustrated Sydney News 20 June 1889. Viewed 25 October 2017 <https://www.flickr.com/photos/uon/6048382256/in/photostream/> (From

The history of Civic Railway Station is described in the historical notes contained in the S170 listing, contained in the Appendix, as follows:

*The Main Northern line between Sydney and Newcastle was constructed in two distinct stages and in the earliest years, was worked as two separate railway systems. The line between Sydney (actually the junction at Strathfield) and the Hawkesbury River was opened on 5 April 1887, with the terminus being on the southern bank of the Hawkesbury River. The line between Newcastle and the northern bank of the Hawkesbury River (near present day Wondabyne) was opened in January 1888. The line was completed through between Sydney and Newcastle with the opening of the massive bridge over the Hawkesbury River in 1889.*

*The first railway line in the Newcastle area was built between 'Newcastle' and 'East Maitland' Railway Station. Soon after the opening, 'Newcastle' was later re-named 'Honeysuckle', then 'Honeysuckle Point', then again reverted to 'Honeysuckle'. (A new site near the river port was opened in 1858 and named 'Newcastle').*

The S170 listing further outlines the history of the site:

*In 1935, Honeysuckle station was closed and a new station, to be known as 'Civic', was opened on a new site slightly nearer to the terminus at Newcastle.*

*Civic Railway Station is presently located on the Islington Junction to Newcastle station section of the Northern line. Civic is located between Wickham station and Newcastle station. Present day Civic Railway Station was opened in 1935.*

*Civic was named due to its close proximity to the civic centre of Newcastle.*

*Civic Railway station comprises two side platforms (one for Up traffic and one for Down traffic) with brick station buildings. The main building is on the Up platform, closest to the Newcastle business area.*

*Electrification of the main line between Gosford and Newcastle was opened in May 1984, an extension of the Sydney-Gosford electrification which had been completed in 1960. The new electrification project involved new or rebuilt platforms, station buildings,*

*footbridges, overbridges and underbridges, line side buildings, sidings and myriad structures in that section in order to permit the operation of the wider electric passenger rollingstock and electric locomotives. Accordingly, some upgrading was undertaken at Civic. The small signal box (1937) was closed a short time prior to the electrification project, with control of the crossing gates (aided by closed circuit cameras) being transferred to other signal boxes and ultimately the centrally located signal control centre, located near Broadmeadow station.*

*The signal box was removed in 2011. It was located at the Newcastle end of the Down platform and was one of the smallest signal boxes in NSW. Dating from 1937 it had a simple square plan and hip roof and is set on a raised concrete platform containing rooms within. The box was timber framed with battened fibrous cement sheet construction, with windows on three sides.*

## SITE PLANS



Figure 14: 1934 - Proposed Civic Station, Goods Yard at Wickham & Overbridge at Hannell Street, Department of Railways NSW Way and Works Branch. Dwg No. 917/26604.

Source: Sydney Trains Archives.

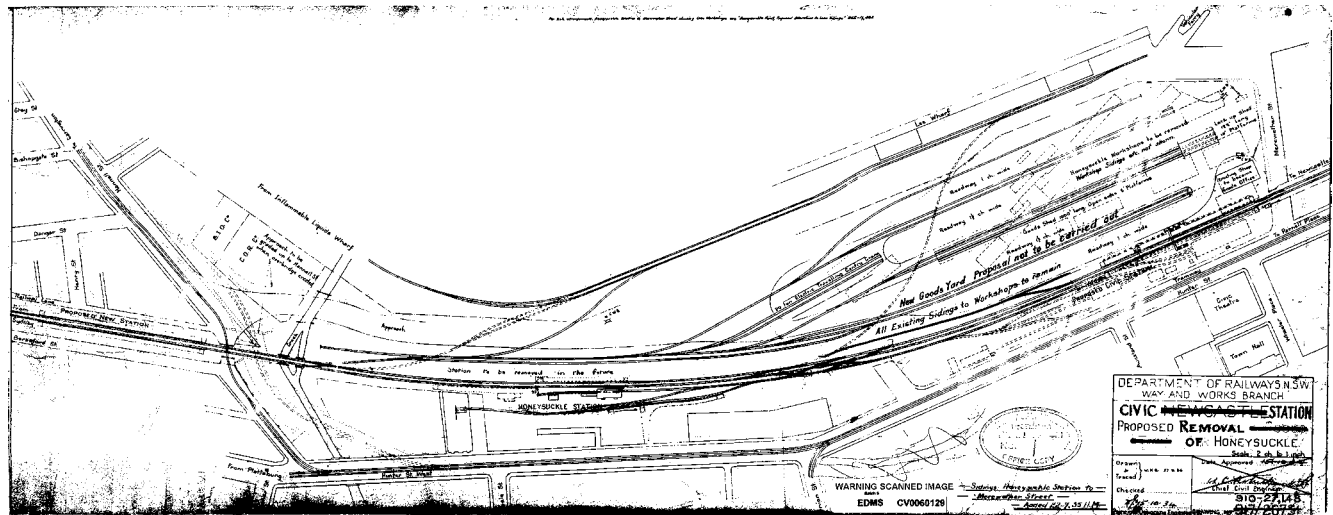


Figure 15: 1934 - Proposed Removal of Honeysuckle Station, Department of Railways NSW Way and Works Branch. Dwg No. 917-27.148.

Source: Sydney Trains Archives.

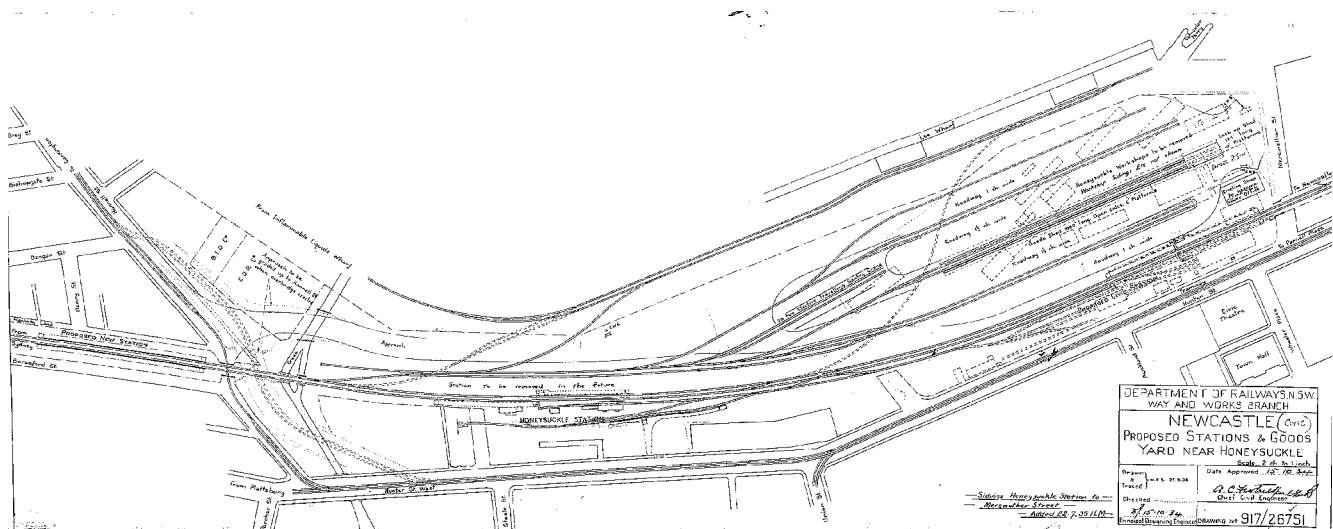


Figure 16: 1934 - Yard Stations + Goods Yard near Honeysuckle, Department of Railways NSW Way and Works Branch. Dwg No. 917/26751.

Source: Australian Railway Historical Society Archives.



## SITE PLANS

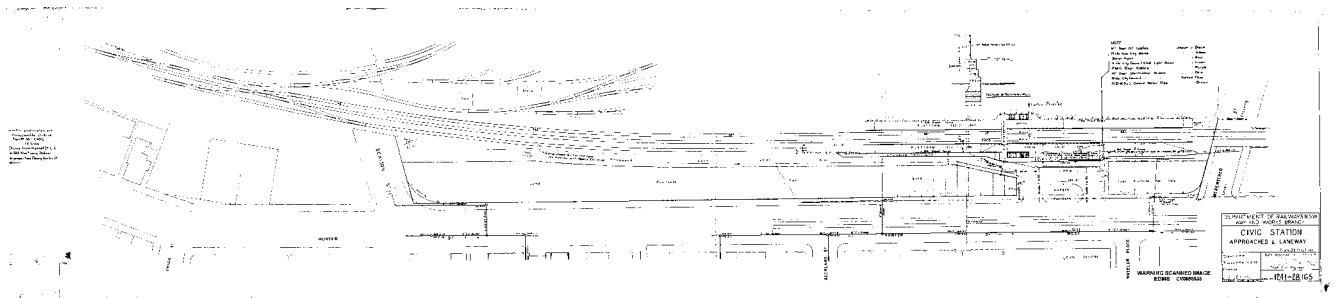


Figure 18: 1935 - Civic Station, Approaches & Laneway, Department of Railways NSW Way and Works Branch. Dwg No. 1241-28.165.  
Source: Sydney Trains Archives.

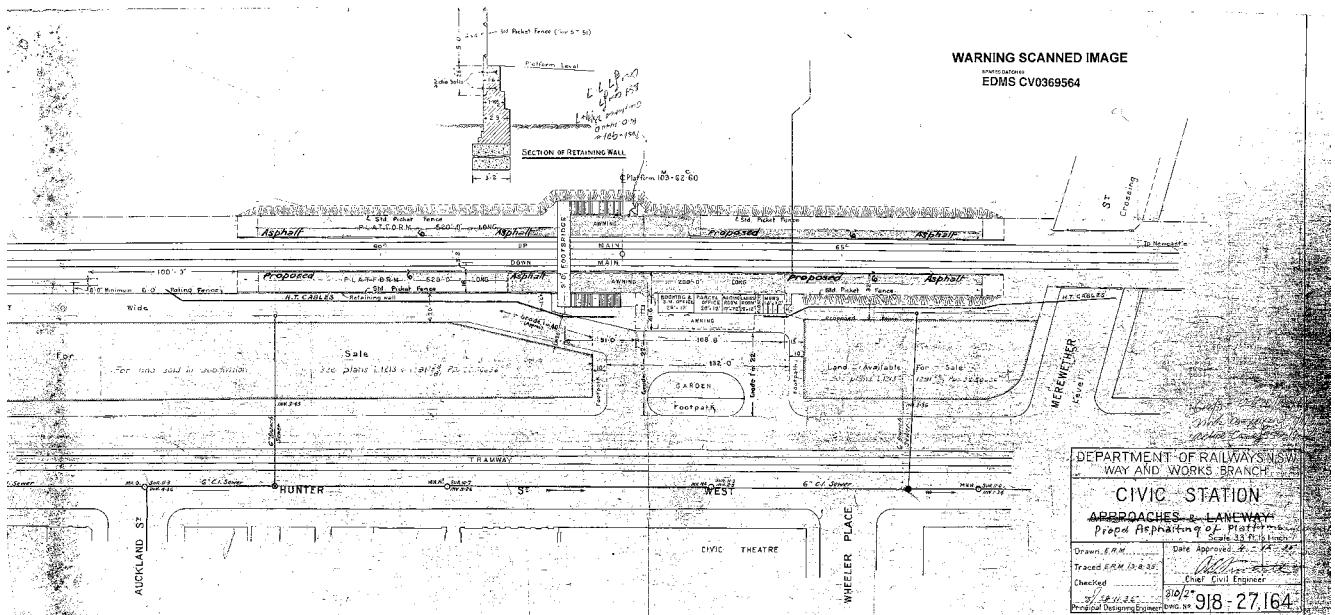


Figure 17: 1935 - Newcastle, Civic Station, Proposed Ashphalting of Platforms, Department of Railways NSW Way and Works Branch. Dwg No. 918-27/164.  
Source: Sydney Trains Archives.

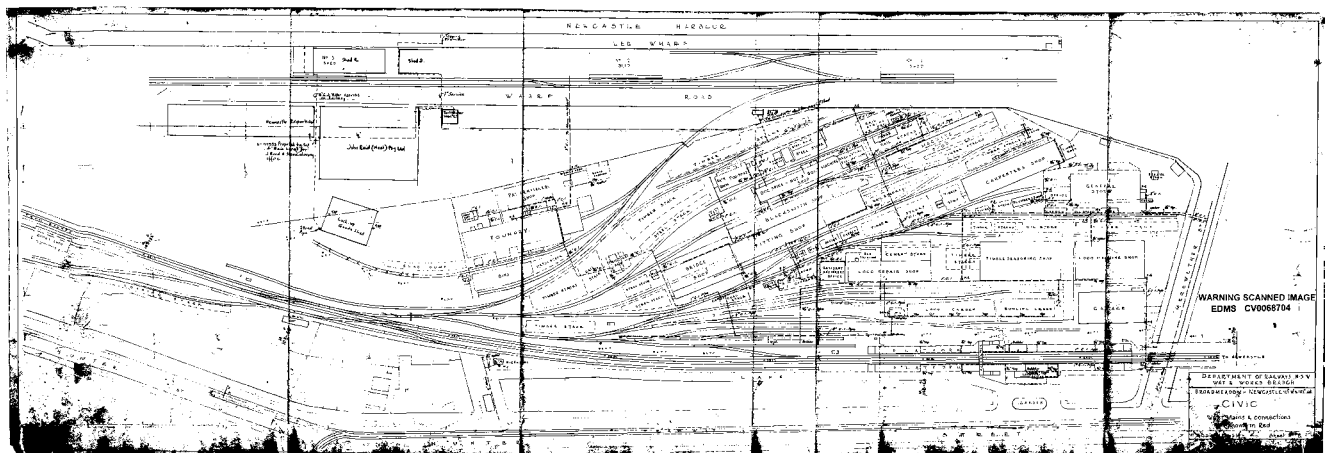
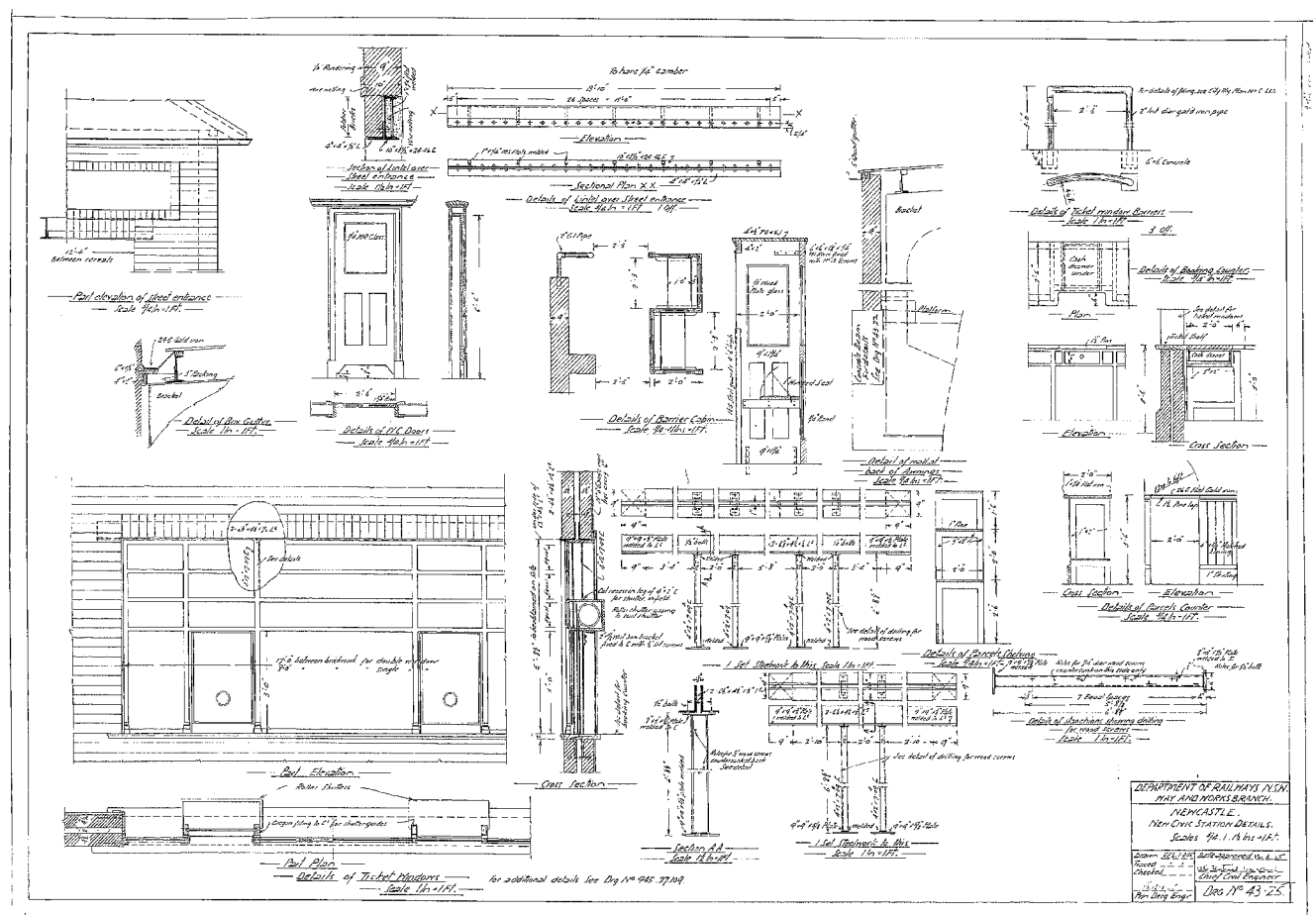


Figure 19: Undated - Civic Station, Site Plan, Department of Railways NSW Way and Works Branch. Dwg No. 945.27.109.  
Source: Sydney Trains Archives.

[illegible]

**Figure 20:** 1935 - Newcastle, New Civic Station Details, Department of Railways NSW Way and Works Branch. Dwg No. 43-25.  
Source: Australian Railway Historical Society Archives.



24



## PLATFORM BUILDING

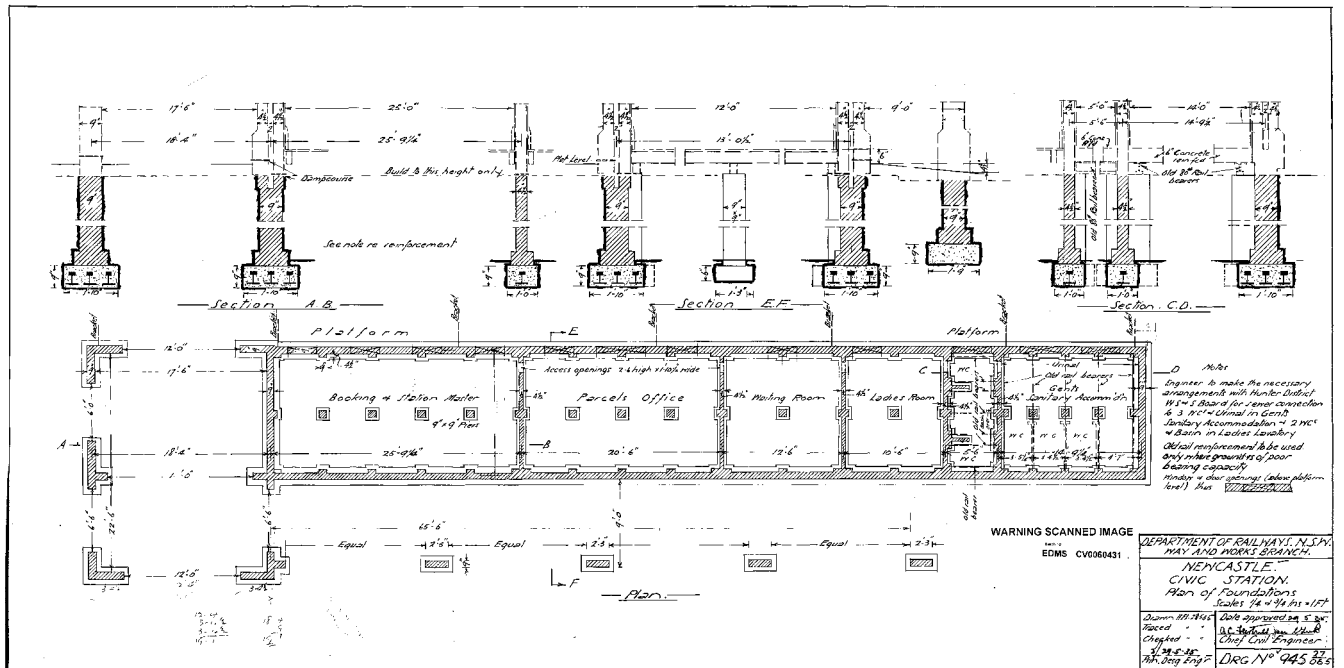


Figure 22: 1935 - Newcastle, Proposed Civic Station, Plan of Foundations, Department of Railways NSW Way and Works Branch. Dwg No. 945-27/065.

Source: Australian Railway Historical Society Archives.

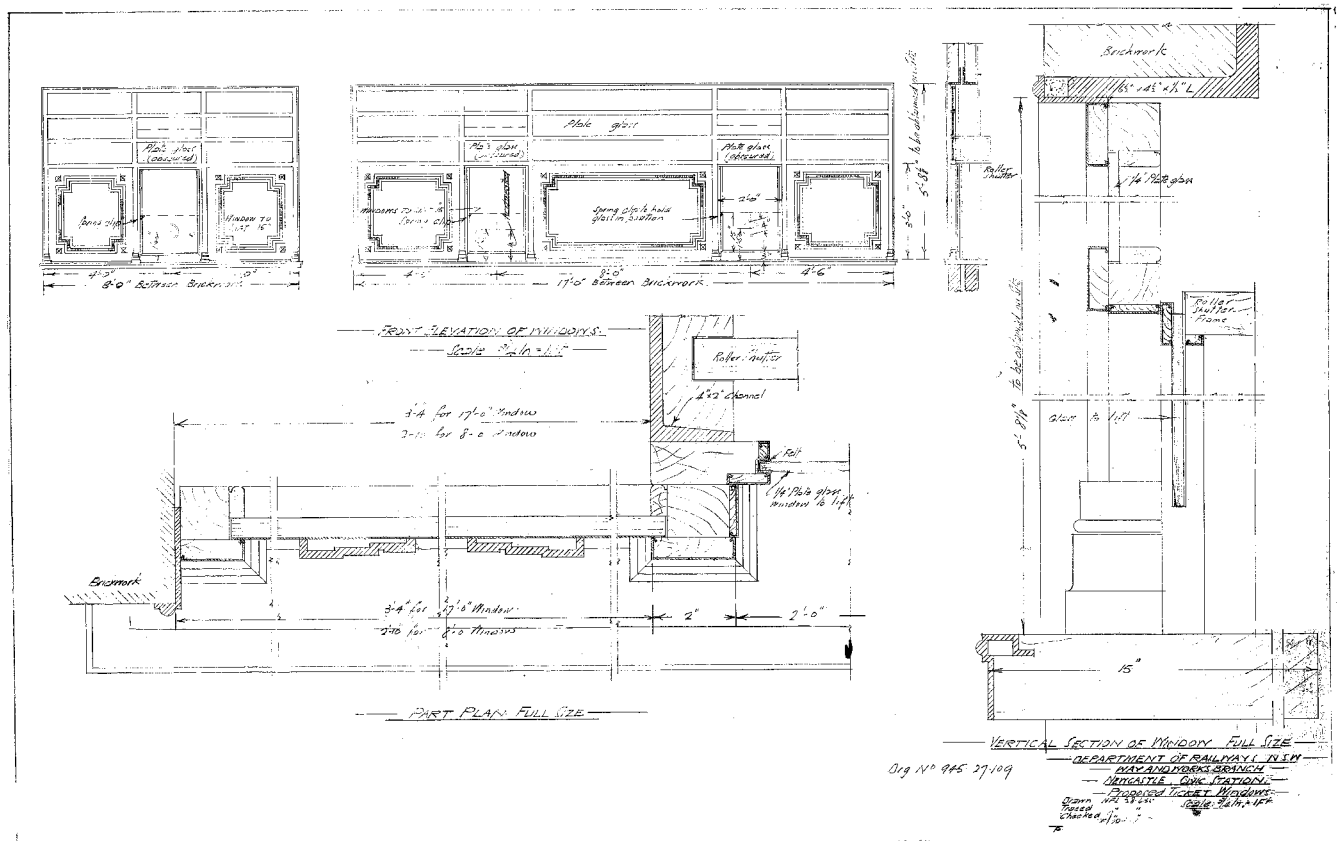


Figure 23: 1935 - Civic Station, Proposed Ticket Windows, Department of Railways NSW Way and Works Branch. Dwg No. 945.27.109.

Source: Sydney Trains Archives.

[illegible]

Source: Australian Railway Historical Society Archives.

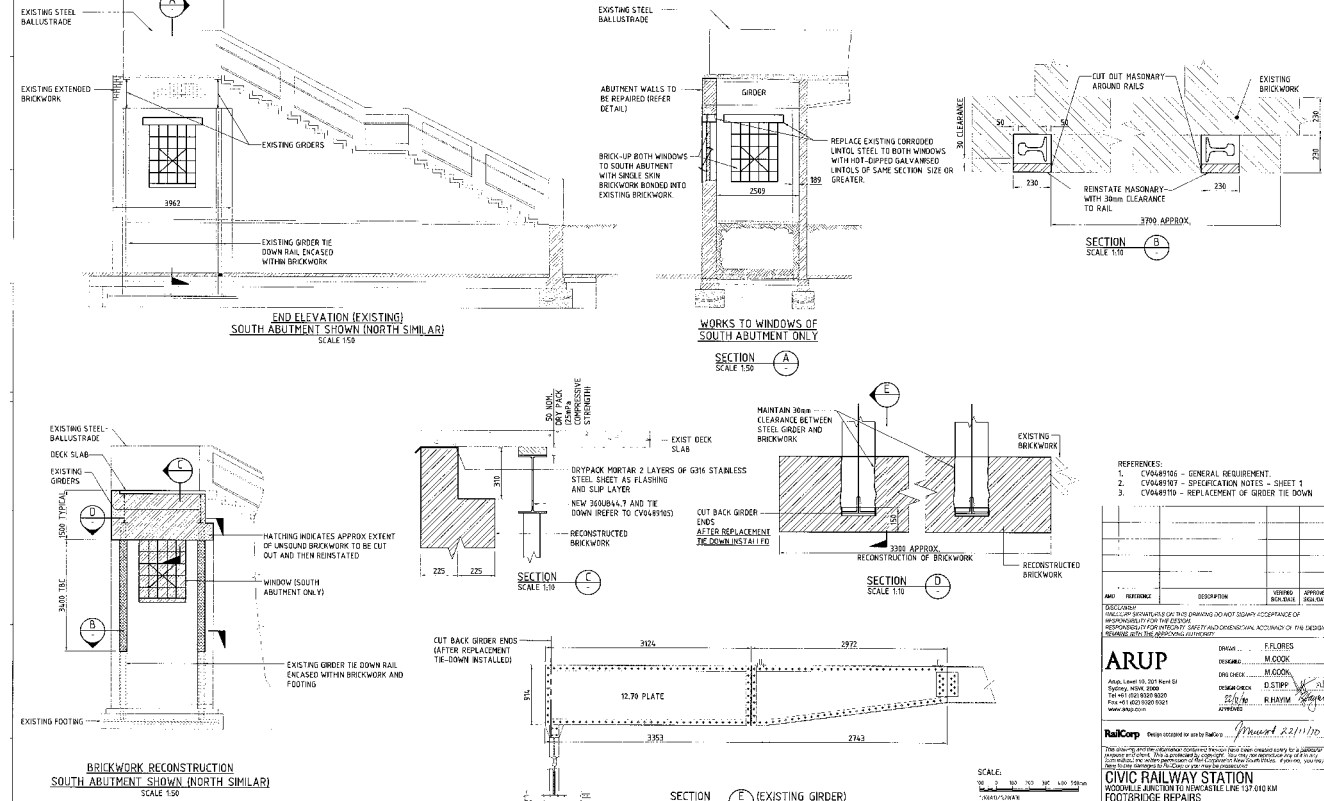


Figure 25: 2010 - Civic Railway Station, Footbridge Repairs, Reconstruction of Brick Abutments, Arup for Railcorp. Dwg No. 220235.

Source: Australian Railway Historical Society Archives.

## HISTORIC PHOTOGRAPHS



Figure 26: c1937

Source: <https://camdenhistorynotes.wordpress.com/2017/07/09/civic-railway-station-on-closed-newcastle-branch-line/>



Figure 27: 1972

Source: Edwards, K G 1972, *Civic Station, Hunter Street, Newcastle* <http://collections.ncc.nsw.gov.au/keemu/pages/nrm/Display.php?irn=26281>



| 77415 5-44 A. H. PETTIFER, ACTING GOVT. PRINTER. |                     |                        |  | CIVIC              |              | CARD No. 111 |                           |  |
|--|---------------------|------------------------|--|--------------------|--------------|--------------|---------------------------|--|
| ORDER No.  | COMMR'S<br>M.P. No. | C.A.A.<br>WORKS<br>No. | PARTICULARS.                                     | YEAR<br>COMPLETED. | EXPENDITURE. |              | VOTE TO WHICH<br>CHARGED. |  |
|  |                     |                        |  |                    | WAGES.       | OTHER.       |                           |  |
| 7682 D   | 43/537309 M         | 14422                  | Room of power over Wagon Repair siding           | 1945               | 561          | 696          | WE 218 L.B                |  |
| 7762 D   | 43/538017           | 14687                  | sidings for storage of timber                    | 1944               | 988          | 64           | WE 218 PW.                |  |
| 8591 D   | 44/538004           | 371                    | Extend Wagon repair roads at Wagon Workshops.    | 1945               | 67           | 2            | WE 218 PW                 |  |
| 9398 D   | 44/538614           | 1358                   | Room of power over Wagon Repair siding           | 1946               | 85           | 188          | WE 218 L.B                |  |
| 108 D  | 45/538625           | 2108                   | Room of power over Wagon Repair siding           | 1947               | 49           | 100          | WE 218 L.B                |  |
| 6749 C   | 45/533105           | 11353                  | Room of power over Wagon Repair siding           | 1940               | 1182         | 1087         | WE 218 Addn               |  |
| 1249 C   | 45/538628           | 3337                   | asphalting portion of surface up & down platform | 1947               | 389          | 152          | WE 218 RA, Imp.           |  |
| 3689 C   | 45/538628           | 940                    | asphalting portion of surface up & down platform | 1935               | 584          | 50           | WE 218 Imp                |  |
| 3696 C   | 45/538628           | 939                    | asphalting portion of surface up & down platform | 1935               | 39           | 7            | WE 218                    |  |
| 3691 C   | 45/538628           | 938                    | asphalting portion of surface up & down platform | 1935               | 79           | 55           | WE 218                    |  |
| 3692 C   | 45/538628           | 937                    | asphalting portion of surface up & down platform | 1935               | 168          | 31           | WE 218                    |  |
| 3693 C   | 45/538628           | 936                    | asphalting portion of surface up & down platform | 1935               | 117          | 79           | WE 218                    |  |
| 1946 C   | 47/538315 M         | -                      | asphalting portion of surface up & down platform | 1948               | 7            | 13           | WE 218 Imp                |  |
| 1537 C   | 46/580236           | -                      | asphalting portion of surface up & down platform | 1949               | 585          | 62           | WE 218 Imp                |  |
| 2132 C   | 47/538315 M         | 4577                   | asphalting portion of surface up & down platform | 1953               | 154          | 281          | WE 218 Addn               |  |
| 4992 C   | 47/538315 M         | 4992                   | asphalting portion of surface up & down platform | 1953               | -            | 402          | WE 218 Addn               |  |
| 8038 C   | 53/809669           | P&S                    | asphalting portion of surface up & down platform | 1953               | -            | 20           | WE 218 Addn               |  |
| 7588 C   | 50/621783           | 1281                   | asphalting portion of surface up & down platform | 1955               | 899          | 2529         | WE 218 Addn               |  |
| 2672393  | 56/531502 WM        | 16041                  | asphalting portion of surface up & down platform | 1960               | 759          | 1,686        | WE 218 Addn               |  |

Figure 28: Civic Works Card, Department of Railways NSW Way and Works Branch, 1/2.

Source: Australian Railway Historical Society Archives.

| 77415 5-44 A. H. PETTIFER, ACTING GOVT. PRINTER. |                     |                        | CIVIC   |                    | CARD No. 112      |                  |                                     |
|--|---------------------|------------------------|---|--------------------|-------------------|------------------|-------------------------------------|
| ORDER No.  | COMMR'S<br>M.P. No. | C.A.A.<br>WORKS<br>No. | PARTICULARS.  | YEAR<br>COMPLETED. | EXPENDITURE.      |                  | VOTE TO WHICH<br>CHARGED.           |
|  |                     |                        |   |                    | WAGES.            | OTHER.           |                                     |
| 2/07/0538  | 59/640718 WM.       | 16789                  | WAGON REPAIR SIDING:- RELOCATE WAGON WORKS CARPARK<br>RELOCATE CANTEREN UNCOVER & PLACE IN GOOD ORDER FOUR<br>TRACKS AS PER PLAN. PROVIDE COVER OVER ADDITIONAL TRACK<br>AS PER PLAN. REMOVE SCRAP ACCUMULATIONS<br>Relocate? | 1941<br>1940       | 3165<br>187 (DEC) | 1253<br>2535     | ADDITIONS VOTE<br>WORKING EXPENSES. |
| 4251-C   | 60/621784 WM.       | -                      | LOCO. WORKSHOPS OFFICE: PROVISION OF ADDITIONAL OFFICE<br>ACCOMMODATION FOR TIME KEEPING STAFF<br>H.P. 5342   | 1955<br>1951       | 266<br>-          | 222<br>100       | ADDITIONS VOTE<br>WORKING EXPENSES. |
| 4541-C   | 59/621624 WM.       | 9154                   | MAINTENANCE ENGINEER'S OFFICE: IMPROVED SANITARY ACCOMMODATION FOR STAFF.   | 1955               | 1315<br>41 (DEC)  | 705<br>125 (SAT) |                                     |
| 1249-C   | 45/538628 WM.       | 3337                   | ASPHALTING OF PORTION OF SURFACE OF UP & DOWN PLATFORMS.  | 1947               | 389               | 153              | R.A.I.                              |

Figure 29: Civic Works Card, Department of Railways NSW Way and Works Branch, 2/2.

Source: Australian Railway Historical Society Archives.

### 3.4 HISTORICAL TIMELINE CIVIC RAILWAY STATION GROUP

The following historical timeline of Civic Railway Station is based on the information contained in the S170 Register listing and historic drawings supplemented by primary research:

| DATE           | EVENT   |
|----------------|---|
| 31.10.1854     | Construction contract for first Newcastle (Civic) to Woodville Junction let to William Wright.  |
| 30.03.1857     | Line opened with railway station on subject site known as Newcastle (first site 166.993km). The Station was timber, 43 feet long and 10 feet wide with a timber platform 118 feet long and 6 feet wide. There was also a two-road engine house, two-road carriage shed, and a run-around loop with 525 feet of standing room. There was no turntable. The workshop consisted of a forge shop and store. |
| 09.03.1858     | Name of station changed to Honeysuckle.   |
| 29.06.1864     | Railway line duplicated from Hamilton.  |
| 01.09.1866     | Name of station changed to Honeysuckle Point.   |
| 1872           | Honeysuckle Point station moved to second site.   |
| 1935           | Drawings prepared for new Civic Railway Station and Footbridge  |
| 1937           | Reopened on original site as Civic Railway Station, named after close proximity to the civic centre of Newcastle. Up and down platforms 158m long.  |
| DATE           | EVENT / MODIFICATIONS   |
| Date unknown   | Alterations to the station building and shelter appear to be ongoing over a long period, probably since the 1970s. Alterations have been made to the Down platform booking office to allow the provision of a concession selling food.  |
| 1984           | Some upgrading undertaken for the electrification of the main line between Gosford and Newcastle. The signal box was closed a short time prior to the electrification project.  |
| 1989           | Newcastle earthquake. The original brick balustrade on the footbridge has been replaced by standard metal bars. This may have occurred as a result of the earthquake. (Date unknown)  |
| 2009           | Platform extended.  |
| 2011           | Repairs made to the footbridge, including: Installation of galvanised steel structural components to replace the corroded original items; Corrosion repair and recoating of the main girders; Brick reconstruction and concrete repair to the bridge abutments, balustrades and deck.   |
| 2011           | Signal box (1937) removed.  |
| 2013           | Carpark vested to Hunter Development Corporation.   |
| 2014           | The station was served by intercity trains to Sydney and diesel railcars to Maitland, Dungog and Scone prior to its closure in December 2014, pending the construction of a light rail line from Wickham to the CBD.  |
| 2016 December  | Former rail corridor opened to the public as Market Street Lawn.  |
| 2017 March     | Hunter Development Corporation assumed ownership of the site.   |
| 2017 September | Commencement of Light Rail works major  |
| 2017 October   | Newcastle Interchange opened  |

## 3.5 HISTORIC THEMES

Historic themes relevant to the Civic Railway Station Group identified in the heritage listing for the site are as follows:

| AUSTRALIAN THEME  | NEW SOUTH WALES THEME   | LOCAL THEME   |
|---|---|---|
| Economy- Developing local, regional and national economies  | Communication-Activities relating to the creation and conveyance of information   | Signalling and safe working                                 |
| 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<br>Rail to ship interchange    |
| 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   | Impacts of railway on urban form                            |
| Culture - Developing cultural institutions and ways of life | Creative endeavour – Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities | Evolution of design in railway engineering and architecture |

An Interpretation Strategy accompanies the development application which explores these themes in greater depth.



**Figure 30:** 1969 - Civic Railway Station.

Source: Australian Railway Historical Society Archives, ARHSnswRRC 458887.



**Figure 32:** c1969, undated - Civic Railway Station.

Source: Australian Railway Historical Society Archives, ARHSnswRRC 134682.



**Figure 31:** 1969 - Civic Railway Station.

Source: Australian Railway Historical Society Archives, ARHSnswRRC 458947.



**Figure 33:** 1969 - Civic Railway Station.

Source: Australian Railway Historical Society Archives, ARHSnswRRC 5856d.





4.0  
FABRIC  
ASSESSMENT





**Figure 35:** View from southern stairs back to Civic centre of Newcastle.

Source: TZG 2017



Figure 36: View towards Newcastle Museum to the north.

Source: TZG 2017

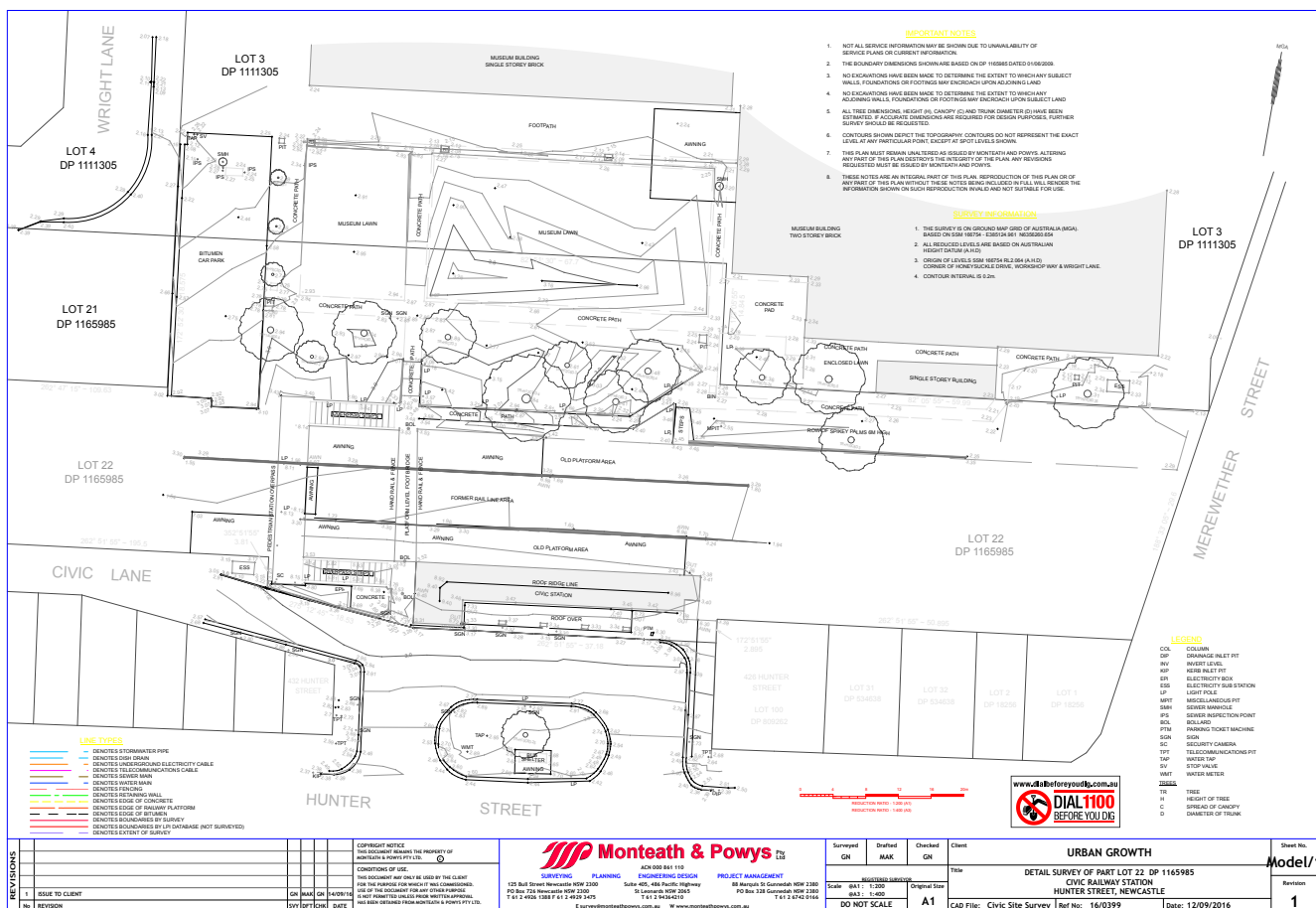


Figure 34: Civic Railway Station, Survey

Source: Monteath & Powys, 2017.



## 4.1 SETTING

Civic Railway Station is located opposite the Civic Theatre, set back from Hunter Street, close to the civic heart of Newcastle. The former Honeysuckle Railway Workshops, are located to the north of the station, housing the Newcastle Museum, with Newcastle Harbour beyond.

The context is described in the S170 register listing for Civic Railway Station Group as follows:

*Civic Railway Station is located between Newcastle and Wickham Railway Stations, Newcastle. It is immediately south of the former Honeysuckle Railway Workshops, which are no longer used for railway purposes and have been developed into a new commercial and hotel district. Civic railway station comprises of a station building and forecourt, platform shelter, platforms, and footbridge. On the southern side of Civic station is the main central business district and civic centre of Newcastle.*

## 4.2 CIVIC RAILWAY STATION

The physical description contained within the S170 register listing states:

### *STATION BUILDINGS (1937)*

#### *EXTERIOR*

*The station building is located on the Up platform, closest to the Newcastle central business district. The building is representative of the Inter-War Functionalist style and is of masonry construction, using dichromatic and polychromatic brickwork as a simple decorative effect. The building is comprised of a single, linear hipped-roofed block, with a skillion awning to the approach elevation and a cantilevered awning to the rail elevation. The main entrance to the station is defined by a projecting gabled portico (presently housing the kiosk) and pedestrian access to the platforms is via an overhead bridge contained within a polychromatic brick wall. The roof is covered with multicoloured terra-cotta tiles that may or may not be original.*

*The roof is hipped with a low eaves overhang and timber lined soffit, all typical details of this period of construction. The roof extends at the front to form the veranda, which is supported on heavy brick columns. The underside of the veranda is lined with fibre cement board.*

*The building employs simple blocks of dichromatic and polychromatic brickwork as its main decorative detail and this is typical of modest station buildings of this period. Wall construction is of standard stretcher bond. The fenestration on the approach facade is regular and almost severe in its simplicity. Windows are timber sashed and double hung or timber sashed and louvred with two panes to each frame.*

*The platform elevation of the building is simple and unadorned, relying on dichromatic brickwork for decorative effect. The awning is of corrugated Colourbond supported on cantilevered steel beams. The fenestration to this elevation is regular but not symmetrical.*

### *INTERIOR*

*Internally, the building is designed as a series of discrete spaces with specific functions arranged on a linear plan. These spaces consist of: booking hall; booking and station master's office; parcels office; waiting room; ladies room and men's room. The scale of the building and emphasis on passenger comfort suggests that Civic was more than just a wayside station and also reflects NSW railway's growing concern for passengers at this time. Most of the original interior fitout has been removed with only a few ceiling cornices and window frames remaining. The waiting room however would appear to retain original joinery (skirtings and architraves), battened ceiling and bench. The interior has been recently repainted, obscuring any remnants of the original paint scheme.*

### *PLATFORM SHELTER (1937)*

*A second structure on Platform 2 is a simple shelter with cantilevered awning supported on steel beams. The building provides shelter for waiting passengers, but houses no other functions and is in all respects identical to the awning on the rail elevation of the main platform building.*

## APPROACH



**Figure 37:** Station platform building east approach, from Civic Lane  
Source: TZG 2017



**Figure 41:** Station platform building west approach, from Civic Lane  
Source: TZG 2017



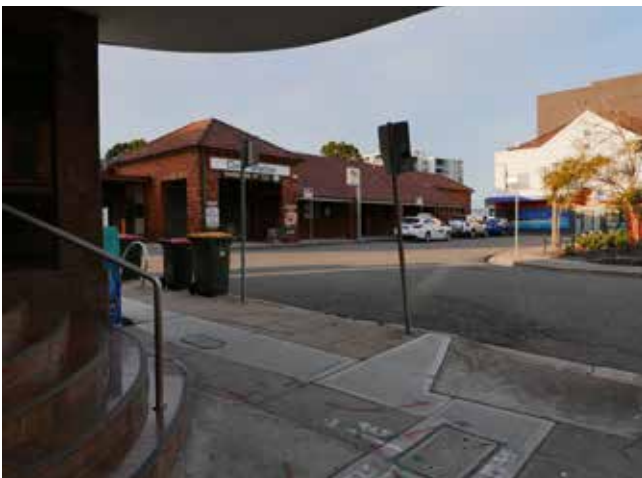
**Figure 38:** Station platform building southeast approach, from Wheeler Place  
Source: TZG 2017



**Figure 39:** North approach, from Honeysuckle Drive  
Source: TZG 2017



**Figure 40:** North approach, from Wright Lane  
Source: TZG 2017



**Figure 42:** Station platform building southwest approach, from corner of Hunter Street  
Source: TZG 2017



**Figure 43:** Station platform building approach from south, standing on Hunter Street  
Source: TZG 2017

#### **SIGNAL BOX (1937)**

*The signal box is located at the Newcastle end of the Down platform. It is one of the smallest signal boxes in NSW. Dating from 1937 it has a simple square plan and hip roof and is set on a raised concrete platform containing rooms within. The box is timber framed with battened fibrous cement sheet construction and has external access from this platform, with windows (since boarded over) on three sides. Pneumatic level crossing gates at Mereweather Street have been removed and replaced. Interior: Not able to be inspected (2009).*

*(The Signal Box was removed in 2011.)*

#### **PLATFORMS (1937)**

*Platforms are located to both the Up and Down lines and have asphalt surfaces and polychromatic face brick faces set in an English bond. Coping has been cut back. The Down platform has been extended with a new concrete platform.*

#### **FOOTBRIDGE (1937)**

*The footbridge is an original haunched beam design comprising of tapered steel cantilevers supporting shallow steel beams over the railway tracks where headroom for rolling stock can be critical. The cantilevers in turn are supported by face brick trestles. The footbridge has a reinforced concrete floor and modern steel balustrade. The steps leading up to it on either side have concrete treads and feature face brick balustrades.*

#### **FORECOURT (POTENTIAL ARCHAEOLOGICAL SITE)**

*An at grade carpark (vested 2013; no longer railway owned) and large grassed area form the approach to the station from the west. These areas form part of the former Honeysuckle Point workshops and wharf precinct and are flanked by historic, former workshop buildings. The original Honeysuckle Station is also known to have been in this area (Doring, 1990). The area may contain archaeological evidence associated with the original station and workshops, although the evidence may have been partially disturbed during the construction of the current station and the realignment of the railway line in this location. The archaeological potential is considered to be moderate and may include remnant footings, pits and artefact deposits.*



**Figure 44:** Aerial View looking east along Hunter Street  
Source: TZG 2017



**Figure 45:** Aerial View, with Civic Station group in middle ground  
Source: TZG 2017



## CIVIC LANE ELEVATION



**Figure 50:** View to Civic Theatre from Station entrance.  
Source: TZG 2017



**Figure 49:** Tracks Cafe in the former Booking Hall.  
Source: TZG 2017



**Figure 46:** Former Booking Hall.  
Source: TZG 2017



**Figure 47:** Detail of polychromatic brick pier that forms part of south verandah.  
Source: TZG 2017



**Figure 48:** Cafe seating in the south verandah. Note, Booking Office window  
Source: TZG 2017



**Figure 52:** Station platform building by night, viewed from Civic Lane.  
Source: TZG 2017



**Figure 51:** View of eastern end of platform building, from Civic Lane.  
Source: TZG 2017



## 4.3 CONSTRUCTION MATERIALS

### 4.3.1 PLATFORM BUILDING, PLATFORM AND CANOPY

Civic Railway Station Platform Building, platform and canopy are constructed of the following materials:

| ELEMENT                  | CONSTRUCTION MATERIALS                                |
|--------------------------|---|
| <b>PLATFORM BUILDING</b> |   |
| Roof                     | Multicoloured terra-cotta tiles                       |
| Walls                    | Dichromatic and polychromatic brickwork               |
| Floor                    | Timber framed floors                                  |
| Structure                | Timber framed roof and floors                         |
| Windows and Doors        | Timber windows, doors and shutters                    |
| <b>PLATFORM</b>          |   |
| Walls                    | Polychromatic face brick faces set in an English bond |
| Floor                    | Ashphalt, with concrete addition                      |
| <b>PLATFORM CANOPY</b>   |   |
| Structure                | Steel   |
| Roof                     | Corrugated Colourbond                                 |

The platform building is in relatively good condition externally, however, has been modified internally, as noted in the S170 listing. Tracks Cafe occupies the former Booking Hall with cafe seating provided in the colonnade.

A steel framed colorbond awning has been erected between the building and the footbridge stairs.

The platforms and canopies are in relatively good condition, however, access has been blocked through the erection of steel framed fences with gates. A temporary bridge links the platforms and provides access across the line of former tracks.

### 4.3.2 FOOTBRIDGE AND STAIRS

The footbridge is an original haunched beam design comprising of tapered steel cantilevers supporting shallow steel beams over the railway tracks where headroom for rolling stock can be critical. The cantilevers in turn are supported by face brick trestles. The footbridge has a reinforced concrete floor and modern steel balustrade. The steps leading up to it on either side have concrete treads and feature face brick balustrades.

The footbridge and stairs are constructed of the following materials:

| ELEMENT               | CONSTRUCTION MATERIALS   |
|-----------------------|--|
| Substructure          | Piers - brick  |
| Footbridge Deck       | Concrete   |
| Footbridge Balustrade | Brick, steel   |
| Stair Structure       | Brick  |
| Stair Surface         | Concrete   |
| Stair Balustrade      | Frame: brick<br>Handrail: steel<br>Stair Balustrade Newel: steel<br>Stair Balustrade Infill: brick |

Repairs were carried out on the footbridge in 2011 including the installation of galvanized steel structural components to replace the corroded original items, corrosion repair and recoating of the main girders, brick reconstruction and concrete repairs to the bridge abutment, balustrade and deck.

The bridge is in relatively good condition with recent repair works to the main girders and masonry reducing the number of defects. The Civic Footbridge is identified as Item # 4801623 in the *Railway Footbridges Heritage Strategy* completed in 2016 by the NSW Government Architect's Office Heritage Group for Sydney Trains.

The *Footbridge Study* notes:

*The south side wall of step way No 1 is cracked and dislocated near the top of the step way. The ends of No 2 main girder need to be sealed to stop weather from gaining access. The kerb on the deck is cracked at various locations. The deck joists are corroded. The brick wall of the UP side abutment has some mortar loss. 2011.*

## VIEW TO EAST



**Figure 53:** Station platforms, looking east to Merwether Street  
Source: TZG 2017



**Figure 57:** Temporary bridge connecting platforms, looking south.  
Source: TZG 2017



**Figure 54:** Footbridge southern pier, looking east to Hunter Street  
Source: TZG 2017



**Figure 55:** Detail of southern platform, looking east  
Source: TZG 2017



**Figure 56:** Footbridge southern pier with electricity substation in foreground  
Source: TZG 2017



**Figure 58:** Detail of northern platform, looking east  
Source: TZG 2017



**Figure 59:** Canopy over southern platform, looking east  
Source: TZG 2017



## VIEW TO WEST



**Figure 60:** Footbridge and canopy over northern platform, looking west

Source: TZG 2017



**Figure 61:** Footbridge over platforms by night, looking west

Source: TZG 2017



**Figure 62:** Civic Lane with southern platform to the right, looking west

Source: TZG 2017



**Figure 63:** Footbridge over platforms, looking west

Source: TZG 2017



**Figure 64:** Northern platform with footbridge and canopy over, looking west

Source: TZG 2017



**Figure 65:** Rear of southern platform from Civic Lane, looking north

Source: TZG 2017



**Figure 66:** View of station platforms from footbridge, looking west

Source: TZG 2017

## SOUTHERN PLATFORM 1



**Figure 67:** Platform 1, showing access door to store under southern stair of footbridge.

Source: TZG 2017



**Figure 71:** Platform 1 adjacent platform building, showing door to Booking Office and to Parcel Office beyond.

Source: TZG 2017



**Figure 68:** East wall of platform building, with entrance to Men's amenities.

Source: TZG 2017



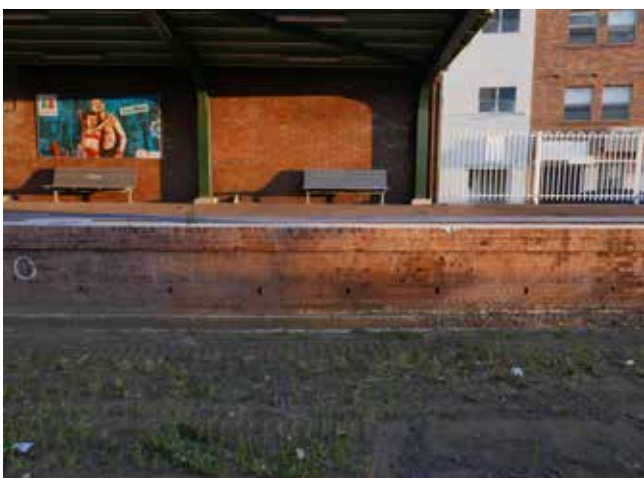
**Figure 69:** Detail of change in brickwork.

Source: TZG 2017



**Figure 70:** Detail of platform canopy steel structure

Source: TZG 2017



**Figure 72:** Western end of southern platform showing detail of brickwork.

Source: TZG 2017



**Figure 73:** Western end of northern platform, looking east. Note tracks removed and space utilised as temporary carparking.

Source: TZG 2017



## NORTHERN PLATFORM 2



**Figure 74:** Eastern end of northern platform. Note Newcastle Museum workshop buildings in the background.  
Source: TZG 2017



**Figure 75:** Northern platform community tile mural.  
Source: TZG 2017



**Figure 76:** Northern platform view east.  
Source: TZG 2017



**Figure 77:** View from southern platform to footbridge and northern platform.  
Source: TZG 2017



**Figure 78:** View of platforms, canopies and temporary bridge from footbridge, looking east.  
Source: TZG 2017



**Figure 79:** Footings of temporary bridge with remnant tracks and sleepers.  
Source: TZG 2017

EXISTING ELEVATIONS



Figure 80: Civic Railway Station, Existing South Elevation.  
Source: Tonkin Zulaikha Greer Architects, 2017.



Figure 81: Civic Railway Station, Platform 1, Existing North Elevation.  
Source: Tonkin Zulaikha Greer Architects, 2017.

EXISTING GROUND FLOOR PLAN

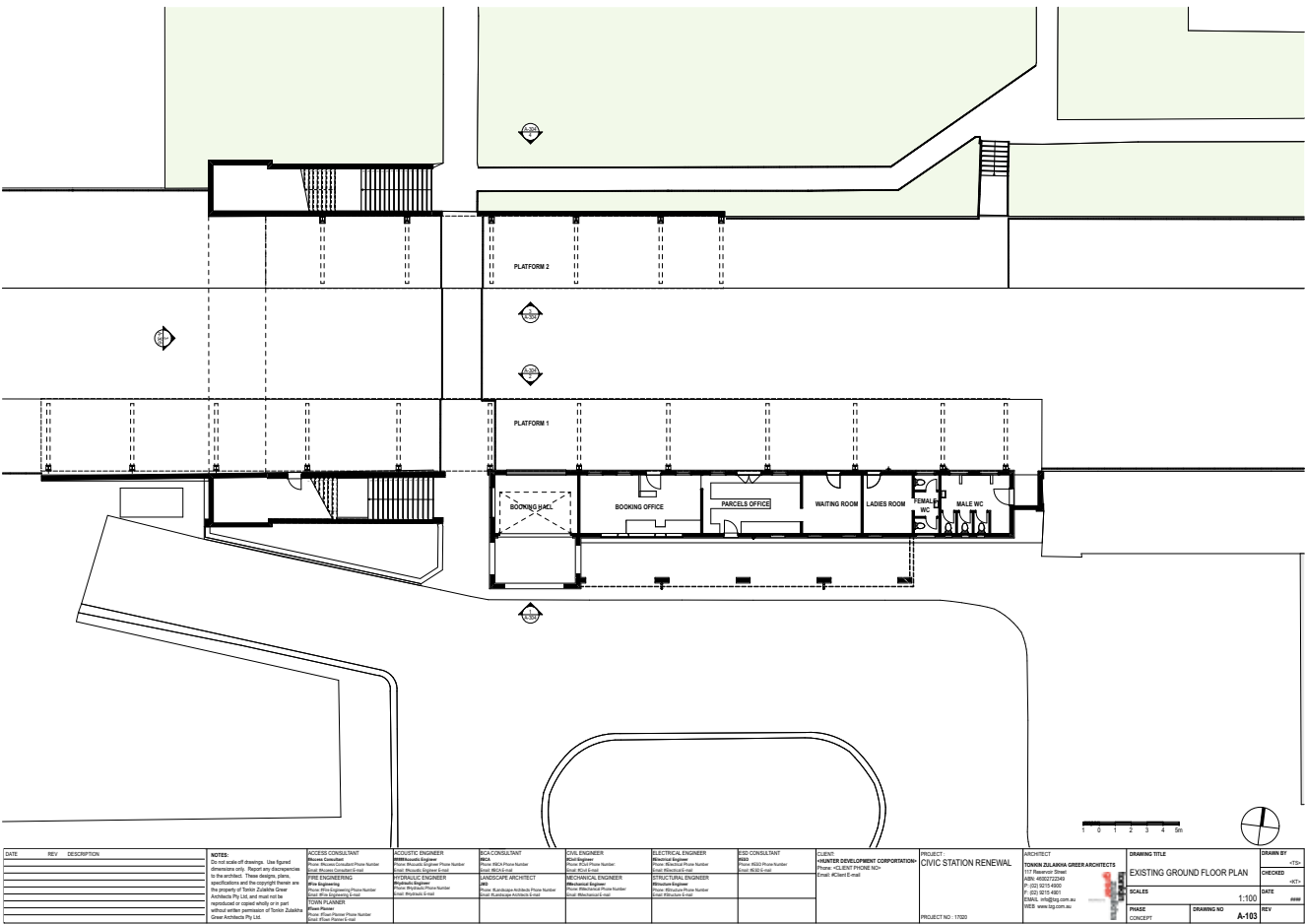
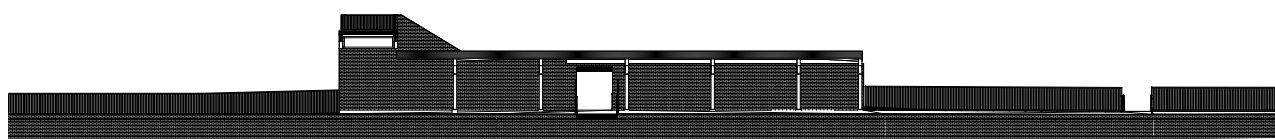


Figure 82: Civic Railway Station, Existing Ground Floor Plan.  
Source: Tonkin Zulaikha Greer Architects, 2017.

This architectural elevation drawing shows the building's facade from a side perspective. It features a long, low profile with a central entrance and a ramped section on the right. The building is constructed with a dark, textured material, possibly brick or stone, and has a flat roof. The drawing is a black and white line art representation.

Source: Tonkin Zulaikha Greer Architects, 2017.



Source: Tonkin Zulaikha Greer Architects, 2017.

Source: Tonkin Zulaikha Greer Architects, 2017.



## TRACKS CAFE (FORMER BOOKING HALL)



**Figure 86:** Entry to the Cafe, former Booking Hall. Note ticket window to the right  
Source: TZG 2017



**Figure 87:** Shelving at front of the Cafe  
Source: TZG 2017



**Figure 88:** Counter of the Cafe  
Source: TZG 2017



**Figure 89:** Back wall of the Cafe. Note indicative location of existing opening visible  
Source: TZG 2017



**Figure 90:** Door in western wall of the Cafe  
Source: TZG 2017



**Figure 91:** Fridge at side of counter  
Source: TZG 2017



**Figure 92:** Threshold of the Cafe  
Source: TZG 2017



**Figure 93:** Seating in front of the Cafe  
Source: TZG 2017



**Figure 94:** Cafe seating in front of Booking Office, with ticket window clearly visible.  
Source: TZG 2017

## BOOKING OFFICE



**Figure 95:** Servers and conduits, western wall  
Source: TZG 2017



**Figure 96:** Entry structure  
Source: TZG 2017



**Figure 97:** Eastern wall with door and window to Parcels Office  
Source: TZG 2017



**Figure 98:** Desk and storage along southern wall  
Source: TZG 2017



**Figure 99:** Ceiling  
Source: TZG 2017



**Figure 100:** Kitchenette on northern wall  
Source: TZG 2017



**Figure 101:** Bench in entryway  
Source: TZG 2017



**Figure 102:** Half door to Booking Office  
Source: TZG 2017



**Figure 103:** Cash drawer beneath ticket windows  
Source: TZG 2017



## PARCELS OFFICE



**Figure 104:** Doorway from Waiting Room into the Parcel Office. Note, recent addition  
Source: TZG 2017



**Figure 105:** Parcel Office with shelving.  
Source: TZG 2017



**Figure 106:** Door through to Booking Office  
Source: TZG 2017



**Figure 107:** Shelving through middle of room  
Source: TZG 2017



**Figure 108:** Looking back through door into Waiting Room. Note, recent addition  
Source: TZG 2017



**Figure 109:** Door through to Booking Office  
Source: TZG 2017



**Figure 110:** Shelving along the northern wall blocking the double doors to platform  
Source: TZG 2017



**Figure 111:** Trap door in north east corner of the room  
Source: TZG 2017



**Figure 112:** Door to verandah from the Parcels Office  
Source: TZG 2017



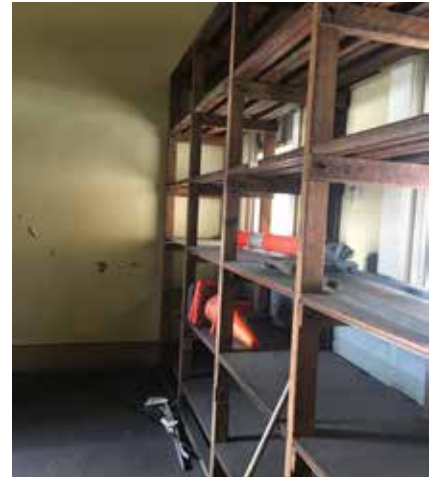
## WAITING ROOM



**Figure 113:** Threshold of Waiting Room  
Source: TZG 2017



**Figure 114:** Door to Waiting Room  
Source: TZG 2017



**Figure 115:** Shelves against southern wall  
Source: TZG 2017



**Figure 116:** East-most window in the southern wall  
Source: TZG 2017



**Figure 117:** Wall and ceiling junction  
Source: TZG 2017



**Figure 118:** Door to the Parcel Office  
Source: TZG 2017



**Figure 119:** Shelves in front of window, paint possible from former bench  
Source: TZG 2017



**Figure 120:** Ceiling  
Source: TZG 2017



**Figure 121:** Threshold between the Waiting Room and the Parcel Office  
Source: TZG 2017

## KIOSK STORE (FORMER LADIES ROOM)



**Figure 122:** Ceiling Kiosk Store (Former Ladies Room)  
Source: TZG 2017



**Figure 124:** Threshold of Kiosk Store Room (Former Ladies Room)  
Source: TZG 2017



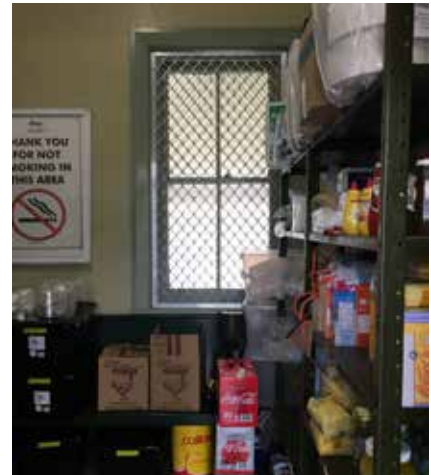
**Figure 123:** Threshold between WC and Kiosk Store (Former Ladies Room)  
Source: TZG 2017



**Figure 125:** Southeast corner of Store Room (Former Ladies Room)  
Source: TZG 2017



**Figure 126:** Door to WCs  
Source: TZG 2017



**Figure 127:** Window onto Civic Lane  
Source: TZG 2017



**Figure 128:** Northern cubicle  
Source: TZG 2017



**Figure 129:** Basin and floor waste  
Source: TZG 2017



**Figure 130:** South cubicle  
Source: TZG 2017

## MEN'S ROOM



**Figure 131: Gate to Men's Room**  
Source: TZG 2017



**Figure 132: View looking out of the Men's Room**  
Source: TZG 2017



**Figure 133: Wall tile to side of entry door**  
Source: TZG 2017



**Figure 134: Basin with drainage through wall to the ladies WCs**  
Source: TZG 2017



**Figure 135: Window above cubicle**  
Source: TZG 2017



**Figure 136: Window above Urinal**  
Source: TZG 2017



**Figure 137: Stall to floor junction**  
Source: TZG 2017



**Figure 138: Top of stalls and Ceiling**  
Source: TZG 2017



**Figure 139: Urinal**  
Source: TZG 2017



## THE FOOTBRIDGE



**Figure 140:** Footbridge south stair, from Civic lane  
Source: TZG 2017



**Figure 141:** Footbridge from the southern platform  
Source: TZG 2017



**Figure 142:** Footbridge south trestle, from Civic Lane  
Source: TZG 2017



**Figure 143:** Underside of footbridge, showing steel structure  
Source: TZG 2017



**Figure 144:** Northern end of footbridge, from west  
Source: TZG 2017



**Figure 145:** Footbridge north stair, from Newcastle Museum public domain  
Source: TZG 2017



**Figure 146:** Store under south stair of footbridge  
Source: TZG 2017

## ON THE FOOTBRIDGE



**Figure 147:** Footbridge south balustrade, looking south towards Hunter Street  
Source: TZG 2017



**Figure 151:** Footbridge south stair descending and looking east to the roof of the platform building  
Source: TZG 2017



**Figure 148:** Footbridge south stair, ascending  
Source: TZG 2017



**Figure 149:** Footbridge south landing, looking west, Note, new balustrade  
Source: TZG 2017



**Figure 150:** Footbridge stair detail.  
Source: TZG 2017



**Figure 152:** Footbridge north stair descending and looking to canopy of north platform  
Source: TZG 2017



**Figure 153:** Footbridge looking north. Note new balustrades.  
Source: TZG 2017



## MOVEABLE HERITAGE



**Figure 154: Mosaic Platform 2**  
Source: TZG 2017



**Figure 156: Bathgate indicator panel**  
Source: TZG 2017



**Figure 155: Booking Office safe**  
Source: TZG 2017



**Figure 157: Booking Office entrance**  
Source: TZG 2017



**Figure 158: Booking Office metal station signs**, Source: TZG 2017



**Figure 159: Booking Office metal station signs**, Source: TZG 2017



**Figure 160: Booking Office joinery**  
Source: TZG 2017



**Figure 161: Booking Office cash drawer**  
Source: TZG 2017



**Figure 162: Parcels Office sink and joinery**  
Source: TZG 2017



## 4.4 MOVEABLE HERITAGE

Moveable Heritage is a term used to define any natural or manufactured object of heritage significance. It does not include archaeological relics found underwater or underground.

The following items of moveable heritage have been identified within the S170 register listing:

- *Mosaic, platform 2, (1997) - "Seams Like Newcastle" 99 tiles created by people in Newcastle area with disabilities as part of Newcastle's Bicentenary.* Figure 154
- *Bathgate indicator destination board (metal box fixed to underside of platform awning, with metal plates printed with station names).* Figure 156
- *First aid kit (c1930s). Green, metal, labelled S.R.A. of NSW Railway First Aid Box No. 253B.*
- *Safe (c1930s). Grey, metal.* Figure 155
- *Timber joinery, internal (c1930s).* Figure 160
- *Station signs - metal, with station names printed.* Figure 158
- *Ticket counter/desks/cash draw (C1930s).* Figure 161
- *Miscellaneous Items: train conductors hat, early cans & glass bottles*
- *Sink (1930s).* Figure 162
- *Timber station seats in ladies waiting room (c.1960s)*

## 4.5 MODIFICATIONS

### PLATFORM BUILDING

Whilst the platform building is in fairly original condition, a site inspection in November 2017 revealed the following changes that have occurred over time:

- Canopy added adjacent Booking Hall.
- Former Booking Hall converted to Tracks Cafe.
- Shelving installed over windows and doors in Parcels Office.
- New doorway between Parcels Office and Waiting Room.
- Built in furniture removed.
- New roofing.

### PLATFORMS AND CANOPIES

- The platforms have been extended.
- The canopies reroofed.
- A temporary bridge has been erected to provide level access between the platforms.
- Platforms fenced off, with gates for access.

### TRACKS

The tracks have been removed and the rail corridor grassed.

### FOOTBRIDGE

The footbridge had major structural repair works undertaken in 2011 which has resulted in a major loss of original fabric. This work included:

- Removal of original panelised brick balustrade from footbridge.
- Installation of metal balustrades to footbridge.
- Structural repairs.
- Substantial reconstruction of stair support brickwork. (See Figure 163 overleaf)

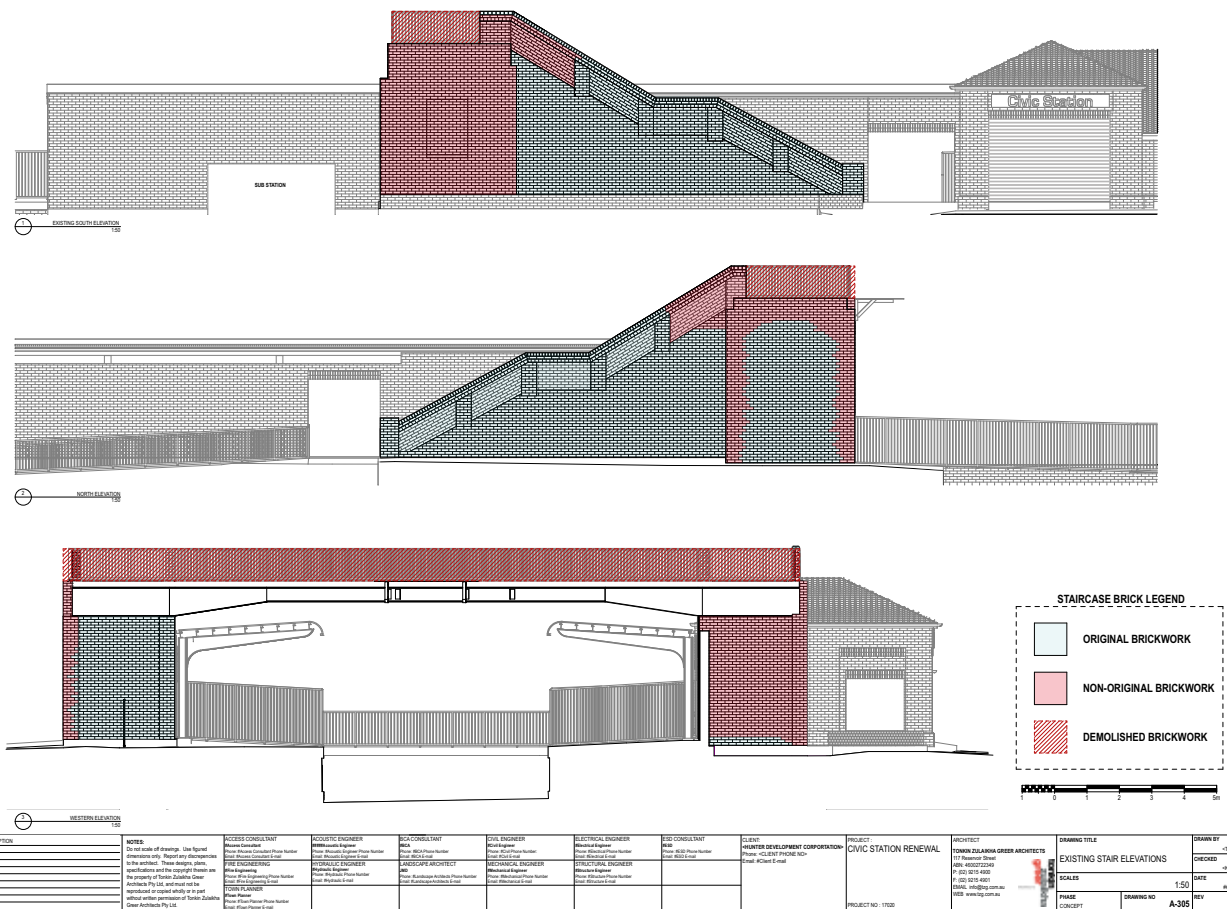


Figure 163: Civic Railway Station, Existing Footbridge Elevations, showing extent of original brickwork.

Source: Tonkin Zulaikha Greer Architects, 2017.

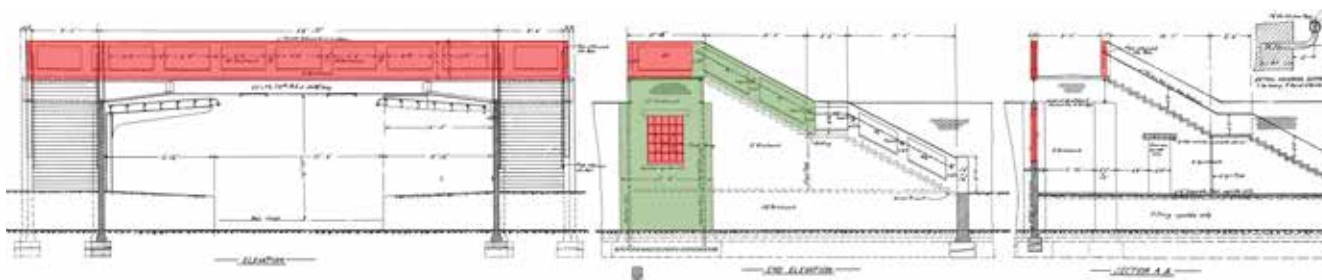


Figure 164: Civic Railway Station Footbridge, Part of 1935 original drawing, Civic Station, 9ft Footbridge and Substation, Department of Railways NSW Way and Works Branch. Dwg No. 43-35., coloured to extent of demolished (red) and new (green) brickwork.

Source: Australian Railway Historical Society Archives, marked up by Tonkin Zulaikha Greer Architects, 2017.









## 5.1 ASSESSMENT OF HERITAGE VALUE

Civic Railway Station Group is listed on the Hunter Development Corporation's S170 Register as an item of local heritage significance. It is also located within the Newcastle City Heritage Conservation Area (C4) in the Newcastle LEP 2012, adjacent to the State listed Civic Railway Workshops. Full heritage listings are contained in the Appendices at the rear of this report.

## 5.2 CIVIC STREET RAILWAY STATION GROUP

The S170 Listing's Assessment of Significance of Civic Railway Station Group is as follows:

| CRITERION                                 | SIGNIFICANCE  |
|---|---|
| SHR Criteria a) [Historical significance] | The Civic Railway Station site is historically significant as the location of the Newcastle terminus station on the Great Northern Railway line (1857), one of the first railway lines in Australia. The former Honeysuckle station was also for many years a significant connection point for the transport of goods by land and sea. Civic Railway Station is of local historical significance for its association with the development of a new civic centre of Newcastle in the 1930s represented in both name and architectural style. It also has some historic significance as the first station in NSW to be constructed in the Inter-War Railway Domestic style, and represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.                            |
| Historical Association [SHR Criteria b]   | Not applicable.   |
| SHR Criteria c) [Aesthetic significance]  | Civic Railway Station is of moderate aesthetic significance at a local level, associated with the station building and footbridge. While not particularly outstanding in terms of architectural achievement, the station building represents the first attempt to adapt domestic architectural styles for railway purposes. The station buildings and footbridge, are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The building is competently executed and is a typical example of station construction at the time. It represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period. |
| SHR Criteria d) [Social significance]     | The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.  |
| SHR Criteria e) [Research potential]      | The site has moderate archaeological research potential associated with potential evidence of the original Honeysuckle station and former elements of the Honeysuckle Railway Workshops.  |
| SHR Criteria f) [Rarity]                  | The face brick trestles to the footbridge are unusual design elements, that are not known to be located on any other railway station building within NSW.   |
| SHR Criteria g) [Representativeness]      | Civic Railway Station is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style, along with an unusual footbridge in the same style. A number of other Inter-War stations remain in the Sydney Metropolitan network.  |
| Integrity/Intactness                      | The railway station group is largely intact with a high degree of integrity, however, the integrity of the interiors of the station building have been compromised by the removal of interior fit out. The installation of the modern steel balustrade to the walkway detracts from its Inter-War Functionalist style.  |



Figure 165: Civic Railway Group Curtilage Diagram. Railcorp.

Source: NSW Heritage Database available online.

5: <http://www.environment.gov.au/topics/heritage/heritage-places/register-national-estate>



### 5.2.1 S170 STATEMENT OF CULTURAL SIGNIFICANCE – CIVIC RAILWAY STATION GROUP

The significance of Civic Railway Station Group is stated in the S170 listing, NSW Heritage Inventory Database #4801623 (SRA 623) as follows:

*Civic Railway Station Group is significant at a local level as part of an important municipal precinct for its direct associations with developing a new civic centre for Newcastle in the 1930s, represented both in name and a new architectural style. The station building is the first Interwar Functionalist railway building in NSW to employ domestic architectural features, demonstrating the NSW Railways experimentation with new styles during the Interwar period.*

*The site is also significant as the former 1857 Newcastle (Honeysuckle) terminus station on the Great Northern Railway line, one of the first railway lines in Australia that was for many years a significant connection point in the state for the transport of goods by land and sea. The site has archaeological potential associated with the original Honeysuckle station and former Honeysuckle Railway Workshops.*

*The footbridge is unique as the only known example of this structure constructed on brick piers. The signal box is unique as the smallest elevated box constructed on the NSW rail system.*

### 5.2.2 S170 CURTILAGE

The NSW Heritage Office publication Heritage Curtilages<sup>5</sup> defines heritage curtilage as the area of land surrounding an item or area of heritage significance that is essential for retaining and interpreting its heritage significance.

The S170 listing defines the site by the property boundary of Civic Station as follows:

*North: property boundary to former workshop site; East: west side of Mereweather Street; South: property boundary to rear of properties fronting Hunter Street; West: end of the carpark to 520 Hunter Street.*

The Civic Station site is defined as Lot 22 DP1111305, Parish of Newcastle, County of Cumberland. (Figure 163)

2005/12/76

NSW State Rail Authority

Rail Estate

## INTER-WAR STATION BUILDINGS



Parramatta Railway Station (built 1942) viewed from Darcy Street. Photograph by Donald Ellsmore 2002.

## Analysis and Significance

prepared by

**Andrea Humphreys and**

**Donald Ellsmore**

**March 2002**

### 5.2.3 COMPARATIVE SIGNIFICANCE

RPS was engaged by UrbanGrowth NSW in 2017 to prepare a heritage assessment of Civic Railway Station Group and to prepare a comparative significance assessment of the railway station for its significant elements, as well as provide advice on the approval pathways and duty of care for retention, partial demolition, or complete demolition. The report was constrained to examining the individual elements of the Civic Railway Station Group in accordance with its current Statement of Significance and its overall significance was not reassessed. This report identified the building as a Type 13 platform building however emphasised the significance of the footbridge, rather than the building.<sup>6</sup>

#### INTERWAR STATION BUILDINGS STUDY

In 2002, Andrea Humphries and Donald Ellsmore prepared a comparative analysis of Inter-War Station Buildings constructed between 1925 and 1960 that included Civic Railway Station.

Civic Railway Station is designed in the 20th Century Railway Domestic style, distinguished by hipped roofs (usually with Marseille-pattern terra cotta tiles) and domestic building proportions. Civic Station has cantilevered awnings. The Chief Civil Engineer for the station is noted as Fewtrell.

This study concludes that the surviving passenger stations, as a typological group, are of State significance. However, not every individual item is of State significance. In fact, only a small number would readily meet the criteria for entering on the State Heritage Register in their own right, in isolation of the group. But as a group, the surviving, intact stations are of significance for the following reasons:

- *They illustrate the changes that were taking place in the field of architecture at the time of their construction between the Wars (or immediately following World War II). They include some unusual examples of Functionalist and Art Deco influenced buildings in New South Wales and they make up a large group of buildings in a consistent style in common ownership in NSW.*

- *The stations were erected during times of great social upheaval between (or immediately after) both World Wars and the 1930s Depression. They are a tangible demonstration of the SRA's response to external social change and internal administrative changes that occurred at the same time.*
- *Several of the larger buildings (e.g. Cronulla Station) are outstanding examples of specific styles of architecture in highly public settings. As a group they display most of the key characteristics of Functionalist style and some of the key characteristics of Art Deco style.<sup>7</sup>*

The key recommendations of this study are that:

- *The sites should be recognised as a significant group on the SRA's Section 170 Register and the State Heritage Inventory and some also on the State Heritage Register. The sites should also be listed individually as items of varying levels of significance on the same registers.*
- *No changes should be considered without reference to their Functionalist values and attendant heritage constraints.*
- *Individual items that are considered to be of State significance should be further analysed. Ultimately, all State significant items should be the subject of a Conservation Management Plan prior to any proposed change of use (including demolition) and prior to any new work taking place. The owner should refer to the NSW Heritage Act (1977) and the NSW Heritage Manual for appropriate management guidelines for these items.*

The study includes a detailed assessment of cultural significance for each station and also for the Inter-War study group, (included in the appendix to this report), that makes special mention of Civic Railway Station in terms of its heritage significance both individually and as part of the group.

6: RPS, The Civic Railway Station, Comparative Heritage Assessment, prepared for UrbanGrowth NSW, April 2017.

7: Humphries, Andrea and Ellsmore, Donald, Inter-War Station Buildings, Analysis and Significance, 2002.



## INTERWAR STATION BUILDINGS ANALYSIS & SIGNIFICANCE CIVIC RAILWAY STATION GROUP

| CRITERION                                 | SIGNIFICANCE  |
|---|---|
| SHR Criteria a) [Historical significance] | Civic Railway Station is of moderate historical significance for its relationship to the city of Newcastle and its role in developing local industry and tourism.   |
| Historical Association [SHR Criteria b]   | Not applicable.   |
| SHR Criteria c) [Aesthetic significance]  | Civic Railway Station is of moderate aesthetic significance as a good example of an Inter-War Generic Domestic passenger station in regional NSW. The building is competently executed and is a typical example of station construction at the time. It fits well into the larger NSW Inter-War Station group and represents the SRA's experimentation with new forms of architecture during the Inter-War period.  |
| SHR Criteria d) [Social significance]     | Civic Railway Station has some social significance through its relation to the adjoining city of Newcastle and through its role in helping to develop local and regional economies.   |
| SHR Criteria e) [Research potential]      | Civic Railway Station has moderate technical significance as a good example of an Inter-War Generic Domestic railway station. It provides opportunities to study and understand inter-war building techniques and provides some insights into the philosophies of the NSW Railways at the time.   |
| SHR Criteria f) [Rarity]                  | As an example of Inter-War architecture, Civic Station is not considered particularly rare or outstanding. However, the majority of similar station buildings in NSW's west have been demolished and Griffith is one of two surviving Inter-War stations in this region. As such, it is considered moderately rare.   |
| SHR Criteria g) [Representativeness]      | Civic Railway Station is a good representative example of an Inter-War Generic Domestic railway station in Regional NSW. Overall, the station building is considered to be of Local Significance.   |
| Integrity/Intactness                      | Exterior: Civic Station is considered to have retained a high degree of integrity.<br>Interior: Civic Station is considered to have retained a low degree of integrity.<br>Overall, the integrity of the building has been compromised by the removal of interior fitout but the excellent condition of the interior makes it a relatively intact example of the type.  |
| Recommendations                           | It is recommended that Civic Station be added to the SRA Section 170 Register as an item of <b>local significance</b> in its own right and as part of a larger group. Any new work should be sensitive to the building's heritage status and no alterations to the exterior of the building or its layout should be permitted. The interior fitout can be altered and updated as required, provided no changes are made to the interior layout and surviving original elements (such as window frames and ceiling cornices) are retained. |

## STATEMENT OF SIGNIFICANCE CIVIC RAILWAY STATION GROUP

The significance of Civic Railway Station Group is stated in the Interwar Study as follows:

*The passenger building at Civic Railway Station is a typical example of mid-20th century railway construction. The building is competently executed and displays many typical stylistic elements of similar station buildings throughout New South Wales. The building is not particularly outstanding in terms of architectural achievement, but represents the influence of domestic architecture at the time and the adaptation of domestic styles for railway purposes. Civic Railway Station is a good example of Inter-War Generic Domestic architecture in a railway setting. The building represents the effects of war time financial constraints on building programs for large organisations such as State Rail. The building (and larger group to which it belongs) have social value through their reflection of these war time and post war values.<sup>8</sup>*

<sup>8</sup> Humphries, Andrea and Ellesmore, Donald, Inter-War Station Buildings, Analysis and Significance, 2002.

## **CIVIC RAILWAY STATION COMPARATIVE SIGNIFICANCE SUMMARY**

In terms of heritage significance, the 2002 assessment by Humphries and Ellesmore notes the following that relates specifically to Civic Railway Station:

### **Historical Significance**

Civic is one of a group of stations constructed between the Wars for the role they have played in the expansion and consolidation of the rail network and their reflection of important social changes taking place at the time due to war time financial constraints.

Civic, along with Griffith, Dulwich Hill, Denistone, Morriset, Carramar and Kempsey Stations have collective and individual historical significance as good examples of 20th Century Generic Domestic station buildings, representing the first phase of railway construction in the Inter-War study group. They represent the Railways' first attempts to embrace and experiment with new architectural forms and philosophies. All of the stations in this group are of further significance through their relationship to the surrounding community.

### **Historical Associations**

Civic Railway Station has historical associations with the Chief Civil Engineer (Fewtrell) who along with the Acting Chief Civil Engineer (Beaver) was instrumental in steering the SRA towards new architectural styles and personally influenced the designs of a number of buildings, particularly regarding materials.

### **Aesthetic Significance**

The Inter-War study group has collective aesthetic value through its reflection of pre-War, Inter-War and Post-War architectural styles and their adaptation to railway purposes.

The 20th century Generic Domestic architecture style in a railway setting was developed by the SRA and is unique to the NSW railways. The buildings are characterised by monochromatic brickwork, hipped tiled roofs, steel framed windows and architectural elements that are more commonly associated with domestic construction of the 1925-1960 period. Civic Station is of aesthetic significance as a good example of the 20th century Generic Domestic architecture style.

### **Social Significance**

The Inter-War Station buildings in the study have collective social value through their association with the State Rail Authority (NSW), a major employer of men in the early to mid-20th century, particularly during the Great Depression and immediate post-War period.

### **Research Potential**

In terms of research potential, the study buildings allow insights into the thoughts and processes which have governed the building of the NSW rail network. They relate most specifically to the final phase of rail expansion in NSW and demonstrate the SRA's ability to adapt to profound social and economic change whilst still providing services to regional and metropolitan NSW. The study buildings also allow insights into railway design and construction techniques of the early and mid-20th century, particularly through the Great Depression and WWII. The study buildings contribute significantly to our understanding of architecture during this period and the influence of political and social trends on architecture.

### **Rarity**

The study buildings, collectively, are the remnants of a once extensive network of similar units throughout NSW. The surviving buildings are unique as a group and individually for a range of reasons:

Civic, Griffith, Dulwich Hill, Denistone, Mullumbimby and Morriset Stations are the only surviving examples of 20th Century Generic Domestic architecture in a railway setting. These buildings represent the SRA's first experimentation with new architectural forms and demonstrate the transition from available domestic models to specific railway architecture in the early decades of the 20th century.

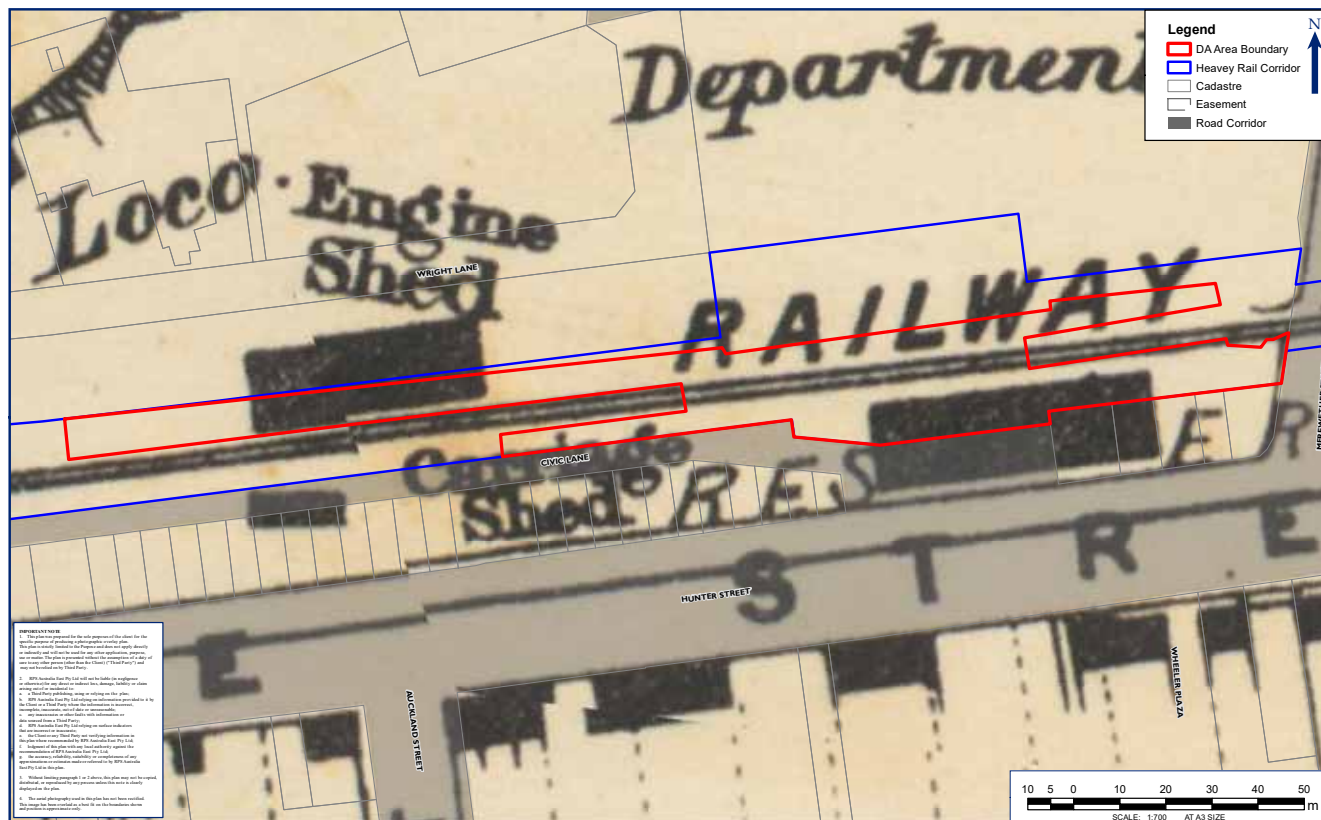


Figure 166: 1886 Plan of the Port of Newcastle, R.C. Knags with Civic Railway site overlaid.

Source: RPS, 2018.

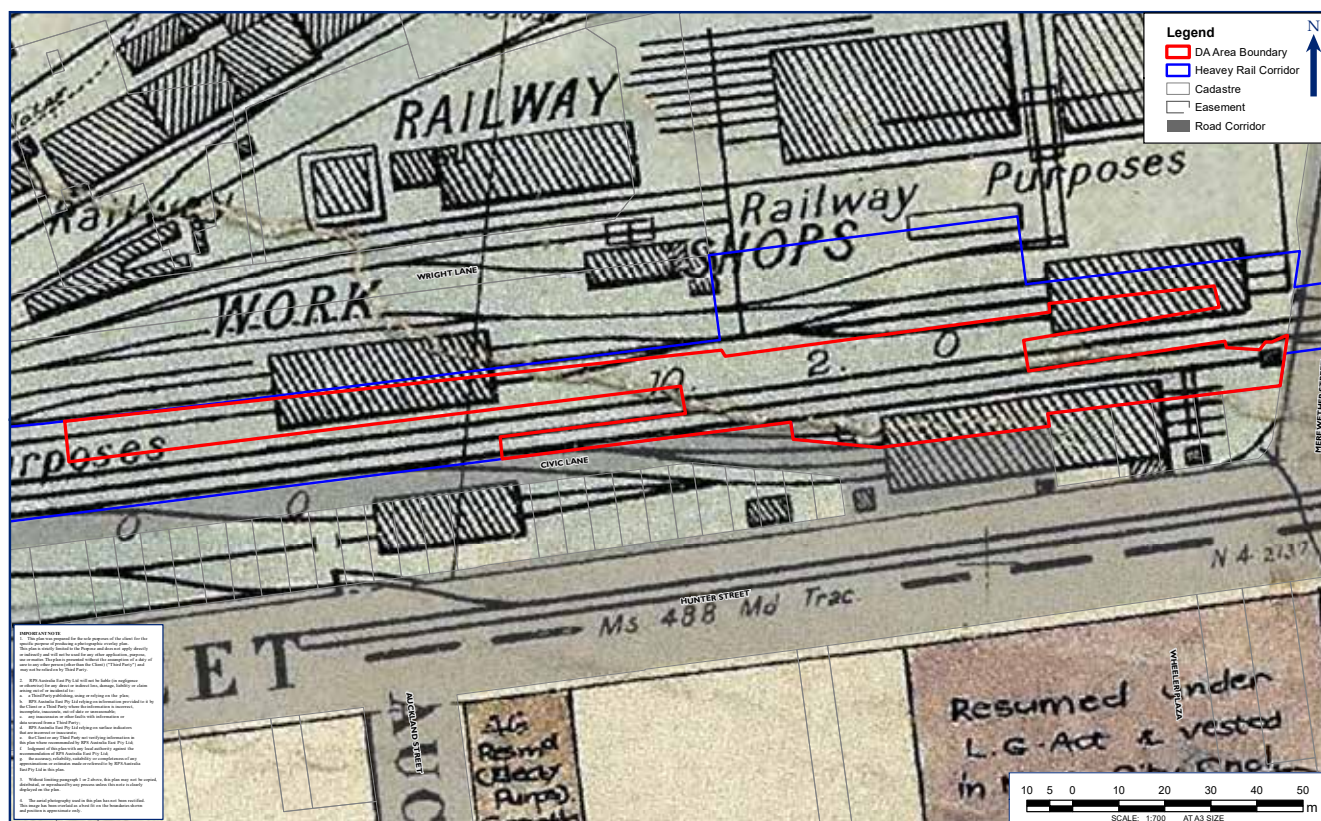


Figure 167: 1916 Plan of the Town of Newcastle with Civic Railway site overlaid.

Source: RPS, 2018.



## 5.2.4 ARCHAEOLOGY

In May 2018, RPS prepared an Historic Archaeological Assessment to accompany the Development Application for the proposed works at Civic Station. The archaeological potential of the site is assessed as follows:

### PRE-1937

*It is considered that there is moderate potential for archaeological remains of the original station, or of other structures associated with the earlier uses of the location, may be present beneath the ground surface at the station. These may include: former rail lines, former rail mechanisms, footings of former station structures and footings or relics associated with the former carriage sheds.*

### POST-1937

*The construction of the current platforms of the station in 1937 may have been achieved utilising fill from the demolition of the previous building, or from elsewhere in the local area. A precedent for this occurrence is demonstrated in findings during works at Adamstown Station, Adamstown, NSW.*

*It is therefore considered that there is low archaeological potential beneath the station platforms, depending upon the method of their construction. Due to the nature of this potential fill, it is not possible to ascertain what it may contain and therefore the significance assessment cannot be undertaken.*

In terms of historical significance, RPS conclude:

### HISTORICAL SIGNIFICANCE REVIEW

*Civic Railway Station (Former) is not State Heritage listed and is not listed on the Newcastle LEP (Newcastle City Council 2012) as an item of local significance. It has been described as being historically important locally because of its central location which provided public transport to the Civic Precinct area and Newcastle central business district. It is located within the Newcastle City Centre Heritage Conservation Area.*

## ASSESSMENT OF SIGNIFICANCE

RPS have carried out an assessment of the potential archaeological resource at Civic Station and have determined that it meets the criterion for local significance under Criterion (a) and (e) as follows:

Criterion (a): An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)

*Potential archaeological remains in the Project Area relating to former rail workshops would primarily be 'works' such as former tracks, however the potential remains of former carriage sheds would be locally significant for their function in the development of early rail industry and early transport systems in Newcastle. The potential archaeological resource meets the criterion for local significance.*

Criterion (e): An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)

*The Civic Station site has moderate archaeological research potential associated with potential evidence of the former elements of the Honeysuckle Railway Workshops and potential associated other infrastructure with the 1857 railway.*

*Civic Railway Station meets this criterion for local significance.*

## STATEMENT OF SIGNIFICANCE

RPS state the significance of the potential archaeological resource as follows:

*The potential archaeological resource associated with former carriage sheds or former stations is assessed to meet criteria (a) and (e) for local heritage significance. This relates to the potential remains of the former railway station in addition to remains of structures and tracks formerly associated with the early workshops in the area.*

## 5.3 CIVIC RAILWAY STATION FOOTBRIDGE

The study entitled *Railway Footbridges Heritage Conservation Strategy* prepared by the NSW Government Architect's Office (GAO) Heritage Group for Sydney trains in 2016 identifies Civic Railway Station Footbridge as one of seven in NSW of Exceptional Significance.

*Civic (1937). The footbridge is a good representative example of brick substructure (piers) and brick stair balustrades. It is the last footbridge constructed using a haunched beam deck support. The footbridge is an integral part of a relatively intact railway station precinct from the 1930s.*

The Comparative Spreadsheet contained in this study notes the Footbridge Significance Data as follows:

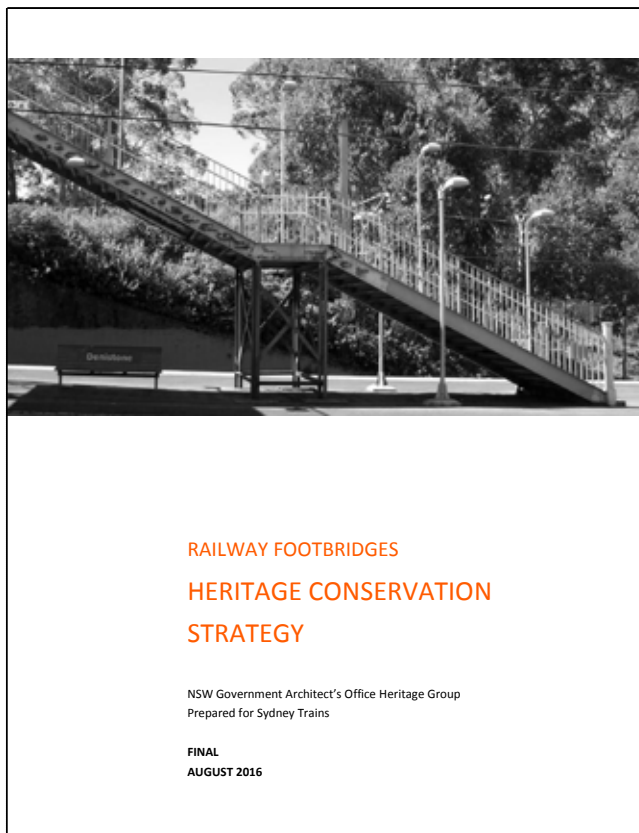
*The footbridge is a good representative example of a brick substructure (piers) and brick stair balustrades. It is the last footbridge to use a haunched beam deck support. The footbridge is an integral part of a relatively intact railway station precinct from the 1930s.*

*The station buildings and footbridge, are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The precinct is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style, along with an unusual footbridge in the same style.*

*Fraser (1996) also noted Civic footbridge as being the last footbridge constructed with haunched beam deck support.*

Fourteen footbridges in the study have haunched steel beam deck support structures. Civic is a good example where the original haunched beams rest on brick piers. St Peters and Tempe are other good examples of haunched steel beam deck supports.

Heritage brick substructures are relatively rare. Civic, along with Arncliffe, Petersham and Homebush, are the best examples of brick substructures supporting footbridges.



Management recommendations contained in this study include retaining footbridges identified to be of exceptional significance, including the Civic Railway Footbridge, and listing them on the State Heritage Register, (Strategies 6 + 7).

## 5.4 CIVIC RAILWAY WORKSHOPS

The site is located adjacent the Civic Railway Workshops which are listed on the NSW State Heritage Register (#956) and on Newcastle LEP 2012.

The assessment of significance for the Railway Workshops in the SHR listing under SHR Criteria (c), Aesthetic Significance is as follows:

*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.*

The statement of significance for the Railway Workshops in the SHR listing is as follows:

*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)*



**Figure 168:** Civic Railway Workshops curtilage established by State Heritage Register.

Source: NSW Heritage Database available online.



## 5.5 CIVIC THEATRE/ NEWCASTLE CITY HALL + CIVIC THEATRE PRECINCT

The Civic Theatre is located on the opposite side of Hunter Street from the site. Civic Theatre is also located within the Newcastle City Hall and Civic Theatre Precinct. Civic Theatre is listed on the NSW State Heritage Register (#01883) and on the Newcastle LEP 2012 (#418). The Newcastle City Hall and Civic Theatre Precinct is also listed on the State Heritage Register (#01883).

The statement of significance for Civic Theatre in the SHR listing is as follows:

*The Civic Theatre is of state significance under a number of criteria as one of the finest theatre buildings in New South Wales having been designed by prominent theatre architect Henry Eli White, architect of Sydney's State and Capitol Theatres. It is one of few surviving late-1920s atmospheric theatres in the country. The building is a finely crafted example of the Georgian Revival style, employed on a large scale. Along with the Newcastle Club and the BHP Administration Building, it represents the influence of this style in the Hunter Region. The theatre's largely intact interior is considered to be an outstanding example of the Spanish/Moroccan style. The building is also an important townscape element, being part of the civic cultural precinct, located adjacent to the City Hall (also designed by White at the same time as the City administration and council chambers) and reflects Newcastle's status as the state's second capital at the time of the theatre's construction. The theatre has operated almost continuously as an entertainment venue since 1929 and continues to be a focus of social and cultural activity, highly valued by the citizens of Newcastle for its outstanding historical, aesthetic and social significance and rarity.*

The entry for Civic Theatre should be read in conjunction with that for Newcastle City Hall (5055746). Although each is, individually, of state heritage significance, they are listed together on the State Heritage Register as the Newcastle City Hall and Civic Theatre Precinct.



Figure 169: Newcastle City Hall and Civic Theatre Precinct curtilage established by State Heritage Register.

Source: NSW Heritage Database available online. <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5052988>

## 5.6 NEWCASTLE CITY CENTRE HERITAGE CONSERVATION AREA

The site is located in the Newcastle City Centre Heritage Conservation Area identified in Newcastle LEP 2012 as being of Local significance. The statement of significance for the Conservation Area is assessed as follows:

*The Newcastle City Centre Heritage Conservation Area is significant on many levels. The assemblage of commercial and civic buildings is a powerful reminder of the city's rich history and its many phases of development. The number of historic buildings surviving is quite remarkable for a city of this size, with a number of pre-1840s buildings surviving (Rose Cottage, c1830, Newcomen Club, 1830, Parts of James Fletcher Hospital). All of these are associated with the city's penal heritage. It is also known to be a city with a rich archaeological record of national significance, for its potential to yield information about the early convict settlement and early industrial activities. The city area is known to have been a place of contact between colonists and the indigenous population, who owned the land on the southern shores of the Hunter river. This evidence is available in historical accounts and in the archaeological record surviving beneath the modern city.*

*The high numbers of commercial and civic buildings of the 19th and 20th centuries gives the city a historic character which is notable and allows an understanding of the importance of the city as a place of commerce, governance and city building. The historical foundation of the city was the discovery and exploitation of coal with good shipping access via a safe and navigable harbour. The town's layout by Surveyor General Henry Dangar in 1828 is still visible in the city's streets, and is an element of historical value.*

## 5.7 SIGNIFICANCE SUMMARY

### S170 REGISTER

Civic Railway Station Group is listed on the Hunter Development Corporation's S170 Register as an item of local heritage significance.

### NEWCASTLE LEP 2012

Civic Railway Station is not listed as a heritage item in Newcastle LEP 2012, however, is located within the Newcastle City Heritage Conservation Area (C4) adjacent to the Civic Railway Workshops, which are identified as a Heritage Item of state significance.

### STATE HERITAGE REGISTER

Civic Railway Workshops, located on the adjacent site, are listed on the State Heritage Register.

### INTERWAR STATION BUILDINGS STUDY

Civic, Griffith, Dulwich Hill, Denistone, Mullumbimby and Morriset Stations are the only surviving examples of 20th Century Generic Domestic architecture in a railway setting. Civic Railway Station is assessed in the study as being a good representative example of an Inter-War Generic Domestic railway station of Local Significance.

### RAILWAY FOOTBRIDGE HERITAGE CONSERVATION STRATEGY

This study lists the Civic Footbridge as being one of seven in NSW of exceptional significance and recommends its retention and listing on the State Heritage Register.

### SUMMARY

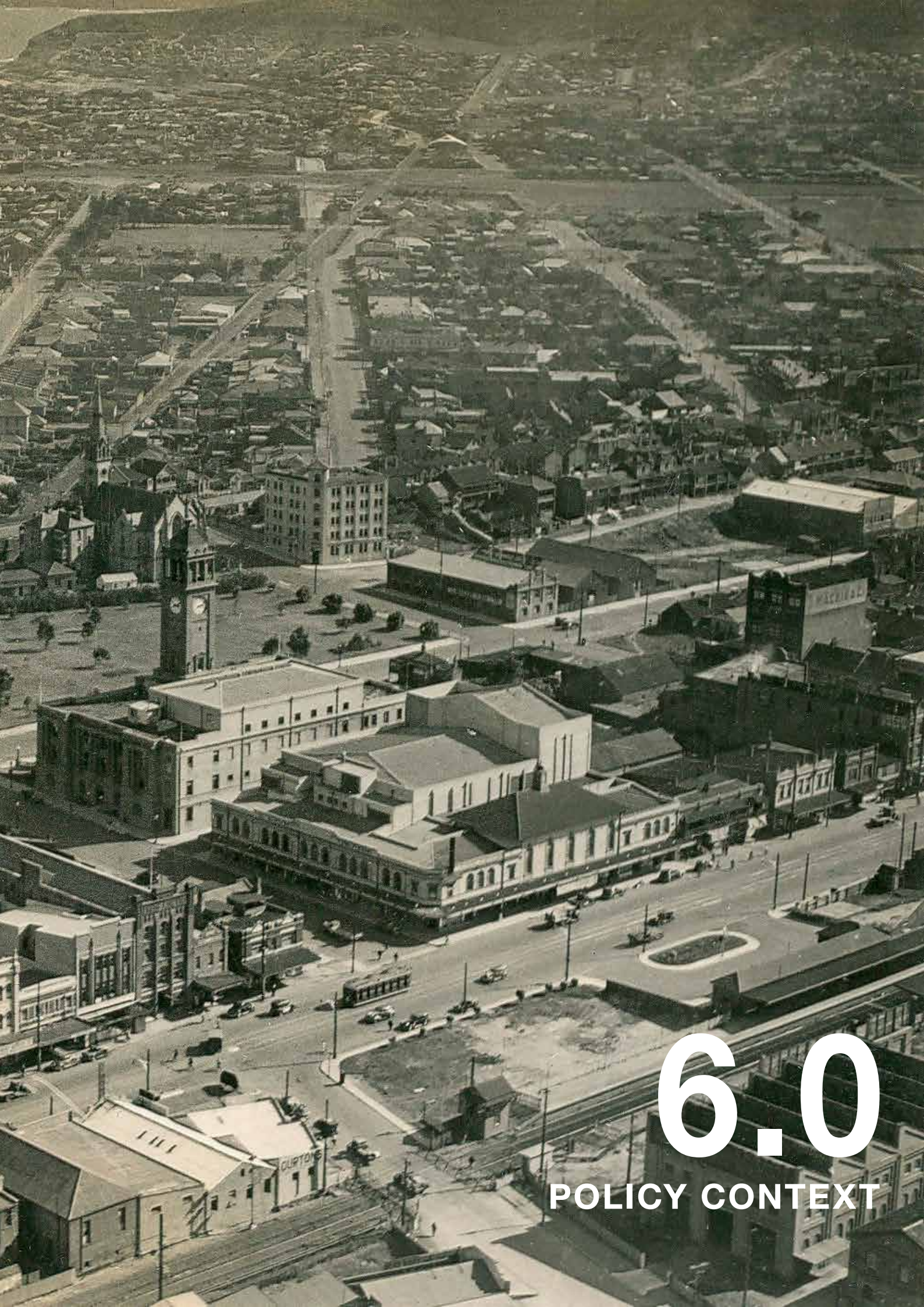
Civic Railway Station Group is an item of local heritage significance, located in the vicinity of two SHR listed places, (Civic Railway Workshops and Newcastle City Hall and Civic Theatre). It is also located within a Local Government Conservation Area and is recognised by the Sydney Trains 2016 Railway Footbridges Heritage Conservation Strategy as being of exceptional significance.

Though Civic Station is not on the SHR, the statutory heritage obligation of the Hunter Development Corporation (HDC) as the asset manager requires a referral of the proposal to the Heritage Council under section 4.14 of the State Agency Heritage Guide (s170 protocols). This is because the proposal will involve the alteration, disposal or demolition of a significant heritage asset not listed on the SHR.









6.0  
POLICY CONTEXT





**Figure 171:** Aerial photograph of Newcastle.  
 Source: Newcastle Development Control Plan 2012, NSW Department of Planning and Environment  
[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au), September 2014



**Figure 170:** Potential public domain upgrades to Wheeler Place  
 Source: JMD Design

## 6.1 INTRODUCTION

Newcastle City Council and the NSW Department of Planning & Environment have commissioned a series of studies and published a policies, controls and guidelines in recent years that relate to the Civic Railway Station site. These include Revitalising Newcastle, the Newcastle Urban Renewal Strategy and recent amendments to both the Newcastle LEP and Newcastle City Centre DCP.

The findings from the Ideas Festival have been outlined in the outcomes report which will be used to guide the next steps for these two key precincts, which include standard approval processes through Newcastle City Council (NCC).

The Ideas Festival engagement program was part of the NSW Government's ongoing commitment to listen to local voices in delivering a vibrant city for generations to come.<sup>10</sup>

## 6.2 REVITALISING NEWCASTLE

Revitalising Newcastle is a NSW Government program focused on activating the city to attract people, jobs and tourism to Newcastle.

The government is investing more than \$650 million in the program to transform the city centre by strengthening connections between the city and waterfront, creating job opportunities, providing new housing and delivering attractive public spaces connected to better transport.

The program follows government investment in the University of Newcastle's city campus - NeW Space - and the Newcastle law courts, which opened in 2016. Both projects demonstrate the growing confidence in Newcastle as a city in which to invest.<sup>9</sup>

Revitalising Newcastle is underpinned by six objectives to drive successful urban transformation: Bring people back to the city centre

- Connect the city to its waterfront
- Preserve and enhance the unique heritage
- Help grow new jobs in the city centre
- Create great places linked to new transport
- Create economically sustainable public domain and community assets

In November and December 2016 community consultation was undertaken where they were asked for thoughts on the future of the Newcastle and Civic station precincts, through the Ideas Festival engagement program.

More than 2,000 ideas for the precincts were received, with people of all ages engaging through school excursions, drop-in sessions, workshops and online discussion.

9: <http://revitalisingnewcastle.nsw.gov.au/about/revitalising-newcastle/>

10: <http://revitalisingnewcastle.nsw.gov.au/what-we-are-doing/newcastle-and-civic-station-precincts/>

## 6.3 NEWCASTLE URBAN RENEWAL STRATEGY

In 2012, the NSW Government announced the Newcastle Urban Renewal Strategy, a 25-year plan to revitalise Newcastle, reinforce its role as a 21st century regional centre and provide a framework to create the jobs and homes needed by 2036.

An update on the Urban Renewal Strategy was released during July 2014 to coincide with the approval of the planning controls that will shape the Newcastle Central Business District's future.

The Strategy incorporates a number of initiatives designed to drive urban renewal and support growth in the city centre. They include:

- re-establish Hunter Street as Newcastle's main street and revitalise the Hunter Street Mall and the East End to encourage a boutique retail, entertainment, leisure and residential precinct;
- position the West End for long-term growth;
- create a university presence and educational hub at Civic;
- connect the city with its waterfront and improve access to and within the city centre;
- recognise Newcastle's heritage as an asset;
- support greater use of public transport and create a connected walking and cycling network; and
- improve the efficiency of the road network and manage car parking.



# 6.4 PLANNING CONTROLS

Planning controls to shape the future of Newcastle’s CBD commenced on 29 July 2014. They were implemented through an amendment to the Newcastle Local Environmental Plan (LEP).

A Development Control Plan (DCP) has also been adopted for the Newcastle City Centre, which contains the detailed planning and design guidelines. The DCP commenced on 9 October 2014 and supports the Newcastle LEP.

The planning controls are a key element in delivering on the Urban Renewal Strategy as they:

- *zone land and provide appropriate controls for Newcastle’s city centre to promote urban renewal and the creation of a quality urban environment;*
- *help realise of jobs and housing targets for Newcastle’s city centre in accordance with the Lower Hunter Regional Development Strategy;*
- *deliver housing choice and affordability by accommodating a wide range of residential dwelling types and densities; and*
- *manage development of the city centre in a sustainable way and preserve the city’s heritage by setting maximum building heights and floor space ratios for commercial, residential and mixed use development.*<sup>11</sup>

## 6.4.1 NEWCASTLE LEP

Civic Railway Station is located within the Newcastle City Heritage Conservation Area which is listed on Schedule 5 of the Newcastle LEP 2012 as a heritage item of Local significance. Section 5.10 of the Newcastle LEP 2012, as amended in 2014, contains the following objectives and controls:

NEWCASTLE LEP 2012

5.10 HERITAGE CONSERVATION

(1) Objectives The objectives of this clause are as follows:

- (a) to conserve the environmental heritage of the City of Newcastle,
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- (c) to conserve archaeological sites,
- (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

(2) Requirement for consent Development consent is required for any of the following:

- (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):
  - (i) a heritage item,
  - (ii) an Aboriginal object,
  - (iii) a building, work, relic or tree within a heritage conservation area,
- (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,
- (c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,
- (d) disturbing or excavating an Aboriginal place of heritage significance,
- (e) erecting a building on land:
  - (i) on which a heritage item is located or that is within a heritage conservation area, or
  - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,
- (f) subdividing land:
  - (i) on which a heritage item is located or that is within a heritage conservation area, or
  - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

11: [http://www.planning.nsw.gov.au/Plans-for-your-area/Regional-Plans/Hunter/Resources?acc\\_section=miscellaneous](http://www.planning.nsw.gov.au/Plans-for-your-area/Regional-Plans/Hunter/Resources?acc_section=miscellaneous)

## NEWCASTLE LEP 2012

### 5.10 HERITAGE CONSERVATION

(3) When consent not required However, development consent under this clause is not required if:

(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:

(i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and

(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or

(b) the development is in a cemetery or burial ground and the proposed development:

(i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and

(ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or

(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or

(d) the development is exempt development.

(4) Effect of proposed development on heritage significance The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

(5) Heritage assessment The consent authority may, before granting consent to any development:

(a) on land on which a heritage item is located, or

(b) on land that is within a heritage conservation area, or

(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

(6) Heritage conservation management plans The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.

## NEWCASTLE LEP 2012

### 5.10 HERITAGE CONSERVATION

(7) Archaeological sites The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies):

(a) notify the Heritage Council of its intention to grant consent, and

(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.

(8) Aboriginal places of heritage significance The consent authority must, before granting consent under this clause to the carrying out of development in an Aboriginal place of heritage significance:

(a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and

(b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate, about the application and take into consideration any response received within 28 days after the notice is sent.

(9) Demolition of nominated State heritage items The consent authority must, before granting consent under this clause for the demolition of a nominated State heritage item:

(a) notify the Heritage Council about the application, and

(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.

(10) Conservation incentives The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:

(a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and

(b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and

(c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and

(d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and

(e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.

6.4.2 NEWCASTLE CITY CENTRE DCP

Part 6 of Newcastle City Centre of Newcastle DCP 2012 was amended in 2017, and came into effect in 2018, to take into account changes along the disused rail corridor between the Newcastle Interchange and former Newcastle Station.

CHARACTER AREA

The site is located in the Newcastle City Centre in the Civic Character Area which is described in the DCP as follows:

*Civic is the administrative, cultural and educational centre of Newcastle. It includes facilities that reflect Newcastle’s importance as a major regional city such as Newcastle Museum, Newcastle Art Gallery and City Hall. It is the location of major public assets such as Wheeler Place and the Civic Theatre.*

*The relocation of the courts to Civic and the introduction of more educational facilities associated with the University of Newcastle will have a major effect on the future character and activity within this area. Smaller commercial spaces will redevelop as support services for the courts and the university, and an increased student population will create flow-on demand for housing, retail and other services.<sup>12</sup>*

| PRINCIPLES - CIVIC  |
|---|
| 1. The pedestrian connection linking a number of the city’s cultural buildings and spaces is reinforced, between Newcastle Art Gallery, through Civic Park and Wheeler Place, past the Newcastle Museum to the foreshore of the Hunter River. |
| 2. Visual and physical connections through the area and between Civic and the Hunter River foreshores are opened.   |
| 3. Development between the former rail corridor and Hunter Street provides a building address to both frontages.  |
| 4. Public open space in the heart of Civic is improved and expanded through the addition of the Civic Link to complement and enhance Wheeler Place.   |
| 5. Development along publicly accessible spaces, lanes or through-site links provide a building address to encourage activity, pedestrian and cycleway movement, and improve safety.  |
| 6. Mid-winter lunch time sun access is protected to the footpath on the south side of Hunter Street and to Wheeler Place, Civic Link, Civic Park and Christie Place.  |
| 7. Distinctive early industrial, warehouse, and retail buildings that contribute to the character of the area are retained and re-purposed.   |
| 8. Development is encouraged that will support the role of Civic as the primary administrative, cultural and educational centre of Newcastle.   |
| 9. The expansion of Civic should extend northwards to link the Civic public realm to Newcastle Museum.  |



Figure 172: Civic Locality Area Principles.  
Source: Newcastle City Centre, Newcastle DCP, p.9.  
12: DCP Part 6.01 Newcastle City Centre, p.9.



## BUILT FORM

6.01.03 General Controls I Building Form, Part A6 of the Newcastle DCP 2012 contains performance criteria and acceptable solutions for the Built Form in Newcastle City Centre for Heritage Buildings as follows:

### A6.1 Development conserves and enhances the cultural significance of heritage items.

1. A heritage management report, prepared by a suitably qualified heritage specialist, ensures the proposal achieves this performance criteria.
2. New development is consistent with the strategic actions of the City of Newcastle Heritage Strategy and the principles of the Newcastle Heritage Policy 2013.
3. New development enhances the character and heritage significance of heritage items, heritage conservation areas, archaeological sites or places of Aboriginal heritage significance.
4. Views and sight lines to heritage items and places of historic and aesthetic significance are maintained and enhanced, including views of the Christ Church Cathedral, T&G Building, Newcastle Courthouse and former Post Office.

### A6.2 Infill development conserves and enhances the cultural significance of heritage items and their settings.

1. Design infill development to respond to the scale, materials and massing of adjoining heritage items.  
Design solutions include:
  - (a) aligning elements such as eaves lines, cornices and parapets
  - (b) responding to scale proportion, pattern, form or rhythm of existing elements such as the structural grid
  - (c) complementary colours, materials and finishes.
2. Infill development responds to heritage items, historic streetscapes, contributory buildings and the public domain using best practice methods, design philosophies and approaches.
3. Archaeologically excavate and expose the item, and if possible, retain item in situ for permanent public display, allowing for sufficient set back to allow the item to be interpreted by the public. Where items cannot be retained in-situ ensure that the archival recording of the item is of sufficient standard that it can be used for interpretative purposes.
4. Prepare content which communicates and promotes the understanding of the historical context of the archaeological item and allow for content to be provided on an appropriate physical or digital platform.

### A6.3 Alteration and additions respond appropriately to heritage fabric and the item's cultural significance.

1. New building work and uses encourage adaption that has minimal impacts and is low maintenance.
2. Internal and external alterations and additions are designed as a contemporary layer that is readily identifiable from the existing building, responding to but not mimicking its forms of architectural details. Design solutions include separating new work from old by:
  - (a) incorporating generous setbacks between existing and new fabric
  - (b) glazed voids between new additions and the existing building
  - (c) using shadow lines and gaps between old and new work
  - (d) using lighting, materials and finishes that enhance and reveal aspects of the heritage item.
3. Employ innovative design strategies to deal with existing physical aspects of heritage buildings that may not be ideal for the proposed new use. Design solutions may include:
  - (a) introducing generously sized voids to improve access to natural light and ventilation when building depth is greater than recommended.
  - (b) facilitate sunlight access in heritage items by using the full depth of rooms and introducing skylights and clerestory windows where ceiling heights are high.
  - (c) expose services, wall and ceiling framing, particularly in public areas and foyers, to reveal the significant internal fabric of heritage items.
  - (d) exposing, re-using and interpreting the fabric of existing interiors.

### A6.4 New building elements support future evolution of the heritage item.

1. Alterations are reversible and easily removed.
2. Primary and significant fabric is retained including structure.
3. New work is physically set-off the existing fabric.
4. Alterations and additions allow the ongoing adaptation of the heritage item in the future.

### A6.5 Employ interpretation treatments when altering, adapting or adding to a heritage item.

1. Expose the fabric of heritage items by removing later additions that obscure and detract from heritage fabric.
2. Incorporate contemporary insertions in the building in a manner that allows the building layers to be readily identifiable and appreciated.
3. Provide interpretive treatments. Design solutions include:
  - (a) displays of artefacts and objects associated with the heritage item in foyers and public areas.
  - (b) public art that references the cultural significance of the heritage item.

#### A6.6 Encourage new uses for heritage buildings.

1. Employ innovative design strategies to enable heritage items and contributory buildings to accommodate new uses. Design solutions may include new building elements/additions that expand the existing envelope of the heritage building while still respecting and minimising impact on cultural significance.
2. Use innovative approaches to provide car parking where the provision of a basement or other onsite car parking is not possible. Design solutions include:
  - (a) allowing heritage building to provide less car parking than is normally required for that land use, or no car parking where not physically possible
  - (b) using car share schemes
  - (c) sharing space within existing nearby car parking structures.

#### B1.1 STREETS PRIORITISE PEDESTRIAN, CYCLING AND PUBLIC TRANSPORT USERS TO SUPPORT SUSTAINABLE TRAVEL BEHAVIOUR.

1. Improved and new pedestrian connections are as shown in Figure 6.01-19 and are designed in accordance with the City Centre Public Domain Technical Manual.
2. Sites with a street frontage 100m or greater incorporate additional pedestrian connections to improve access and permeability.
3. ) New pedestrian connections are within comfortable walking distance to public transport.
4. Streets and lanes are connected to encourage pedestrian use.
5. Way finding signage is incorporated and clearly defined.

## PUBLIC DOMAIN

6.01.03 General Controls | Building Form, Part B of the Newcastle DCP 2012 contains performance criteria and acceptable solutions for the Public Domain in Newcastle City Centre related to the access network, views and vistas, active street frontages, street address, public artwork and sun access to public spaces. Civic Railway Station is identified as a place that requires improved pedestrian access, marked orange in the excerpt from the Access Network Plan below.



**Figure 173:** Excerpt from Access Network Plan Figure 6.01-20 Newcastle City Centre, Newcastle DCP 2012. (6.01.19 in DCP Amendment)

Source: Newcastle DCP 2012, p.34.

#### B1.2 LANES, THROUGH-SITE LINKS AND PEDESTRIAN PATHS ARE RETAINED, SAFE AND ENHANCED TO PROMOTE ACCESS AND PUBLIC USE.

1. Retain existing laneways
2. New streets, lanes, through-site links and pedestrian paths are provided as shown in Figure 6.01-19 and designed in accordance with the City Centre Public Domain Technical Manual.
3. Lanes and through-site links maintain clear sight lines from each end.
4. Dead-ends or cul-de-sacs are avoided. Where they exist they are extended to the next street, where possible. Where unavoidable, way finding signage should be provided.
5. Pedestrian bridges are avoided over public spaces, including lanes.
6. Development adjacent to a lane or pedestrian path includes:
  - (a) active uses at the ground level
  - (b) appropriate lighting
  - (c) access for service vehicles if necessary.
7. Streets, lanes and footpaths include lighting and illumination in accordance with the requirements of the City Centre Technical Manual.
8. Blank walls and solid fencing that inhibit natural surveillance and encourages graffiti should be avoided.
9. Laneways, paths and through site links incorporate Crime Prevention Through Environmental Design Principles.

#### B1.4 STREET AND BLOCK NETWORK IS PERMEABLE AND ACCESSIBLE TO PROMOTE PEDESTRIAN USE.

1. A permeable pedestrian network from the city centre to the foreshore is provided as shown in Figure 6.01-20.

2. Through-site connections on privately owned land:

- Have a public character, are easily identified by users, safe, well lit, highly accessible and have a pleasant ambience;
- Have a minimum 5m wide with no obstructions
- Have buildings which address the frontage and/or contain active uses to provide opportunities for natural surveillance.
- Have clear and direct through-ways;
- Are open to the sky and publicly accessible at all times;
- Are clearly distinguished from vehicle access ways;
- Align with breaks between buildings so that view corridors are extended and there is less sense of enclosure;
- Do not contain structures such as electricity substations, carpark exhaust vents, swimming pools or the like;
- Incorporate signage at street entries indicating public accessibility and the street to which the through-block connections ends and
- Are designed in accordance with the Crime Prevention Through Environmental Design principles.

3. Residential developments with a frontage to a through site link incorporate windows, doors and verandahs facing the through-site link at ground level.

4. Arcades in retail and commercial developments provide:

- (a) minimum width of 3m
- (b) ground level active uses
- (c) access to natural light
- (d) public access during business hours
- (e) clear connections to streets and lanes with a direct line of sight between entrances

5. Pedestrian crossings should be located to enable a direct line of travel for pedestrians.

6. Pedestrian-only public lanes are designed in accordance with the City Centre Technical Manual.

One of the key aims of the current project is to visually link the city to the water (View 7 <sup>Figure 174.</sup>) With respect to the design of the public domain Access Network in the vicinity of Civic Railway Station, it is noted that B1.2 states:

*2. New streets, lanes, through-site links and pedestrian paths are provided as shown in Figure 6.01-19 and designed in accordance with the City Centre Public Domain Technical Manual.*

*5. Pedestrian bridges are avoided over public spaces, including lanes.*

*8. Blank walls and solid fencing that inhibit natural surveillance and encourages graffiti should be avoided.*

B1.4 states:

*1. A permeable pedestrian network from the city centre to the foreshore is provided as shown in Figure 6.01-20.*

#### B2.1 PUBLIC VIEWS AND SIGHT LINES TO KEY PUBLIC SPACES, THE WATERFRONT, PROMINENT HERITAGE ITEMS AND LANDMARKS ARE PROTECTED.

1. New development protects the views nominated in Figure 6.01-23.

3. Open space and breaks in the built form align with existing streets and view corridors as identified in Figure 6.01-23.



**Figure 174:** Excerpt from Key Views and Vistas Plan Figure 6.01-23 Newcastle City Centre, Newcastle DCP 2012.

Source: Newcastle DCP 2012, p.39.



## KEY PRECINCTS

### E. CIVIC LINK

The 2017 amendment to Part 6 of Newcastle DCP 2012 includes the creation of a new precinct known as Civic Link, in which the site falls.

#### EXISTING CHARACTER

Civic Link Precinct sits within the Civic Character zone to the north of Hunter Street and is bound by Workshop Way and Merewether Street. The Precinct encompasses the former Civic Station and railway corridor, and the Newcastle Museum.

#### FUTURE CHARACTER

This part of the city is intended to form part of the civic heart of Newcastle and will provide an important link between some of the region's most important civic and cultural assets, including Civic Park, City Hall, Civic Theatre, Newcastle Museum and the foreshore.

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

Creating a new civic focused public space, linking Hunter Street to the museum will provide a direct visual and physical connection from Wheeler Place to the harbour and meet the needs of the incoming populations.

#### OBJECTIVES

1. Provide a new public space that links the civic, administrative, education and cultural heart of Newcastle to the foreshore.
2. Guide development surrounding the new Civic Link and along Civic Lane that contributes to the realisation of the area as the civic heart of Newcastle.
3. Promote a permeable street network and enhance pedestrian connections from Hunter Street to the foreshore.
4. Promote active frontages to streets and public spaces.
5. Respect heritage items and contributory buildings.



Figure 175: Civic Link Key Precinct Figure 6.01-37 Newcastle City Centre DCP 2012 proposed amendments 2017.

Source: Newcastle City Centre DCP 2012, amendment p.65.

#### E.2 PEDESTRIAN PERMEABILITY AND AMENITY IS IMPROVED BY THE CONNECTION OF THE WHEELER PLACE KEY PRECINCT THROUGH HONEYSUCKLE TO THE WATERFRONT.

1. New lanes and open pedestrian links are provided in the locations identified in Figure 6.01-36.
2. New or enhanced links include:
  - (a) Direct pedestrian connection between Hunter Street and Wright Lane / Honeysuckle Drive.
  - (b) A minimum 4.5m wide pedestrian only link on the northern side of the former railway corridor between Civic Link and Merewether Street.
  - (c) A minimum 8m wide vehicular accessway adjoining the southern boundary of the former railway corridor accessed from Merewether Street and a pedestrian link adjoining the northern boundary, between Civic Link and Merewether Street.

### 6.4.3 THE CITY OF NEWCASTLE HERITAGE STRATEGY 2013 - 2017

The vision for heritage in Newcastle articulated in the Heritage Strategy is as follows:

*As we move towards 2030, the City of Newcastle will be a leader in local government heritage management by providing outstanding services to the community in a manner which is economically sustainable and respects the diversity and significance of local heritage to the people of Newcastle. The City of Newcastle's heritage assets will be well managed and presented, reinforcing the city's attractiveness as a heritage tourism destination and strengthening its reputation as a smart, liveable and sustainable city.<sup>14</sup>*

The City of Newcastle Heritage Strategy includes key directions for Aboriginal cultural heritage. Council adopted an updated Heritage Policy on 25 June 2013. The policy is a statement of commitment to the principles of heritage conservation and contains strategies to achieve the vision of the 2030 CSP. The Policy underpins the identification, preservation, conservation, celebration and promotion of the City's rich cultural heritage, based on the principles of the Burra Charter of Australia ICOMOS (Australia ICOMOS, 2001) and best practice. The Policy recognises the importance and diversity of heritage, including: Aboriginal heritage; buildings; structures; precincts; streetscapes; monuments; memorials; moveable heritage; industrial and maritime relics; trees; archaeological sites and artefacts; items in institutional collections; and the cultural landscapes that comprise the environment of the Newcastle local government area.

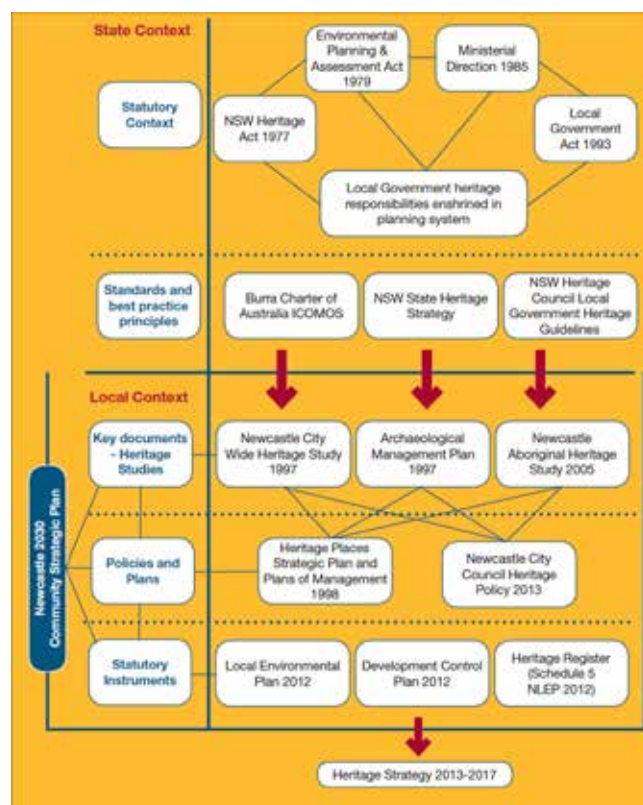


Figure 176: Heritage Context.

Source: The City of Newcastle Heritage Strategy 2013-2017, p.11.

The four strategies contained in the Heritage Policy commit Council to:

*Knowing our heritage* – enhancing our community's knowledge of and regard for local heritage items and places.

*Protecting our heritage* - Council will protect and conserve the City's heritage places for the benefit of everyone.

*Supporting our heritage* - Council will protect the integrity of heritage places by ensuring consistent and sympathetic uses, physical and aesthetic treatments and outstanding interpretations.

*Promoting our heritage* - Newcastle's significant heritage places are a unique historical resource and represent an asset for the continuing educational, cultural and economic enrichment of the region. Council will invest in the promotion and care of these assets as part of the City's economic and cultural development.

14: The City of Newcastle, Heritage Strategy 2013-2017, p.11.







# 7.0

## THE PROPOSAL



Figure 179: Civic Railway Station, Southern Entrance, showing existing restricted opening.

Source: Tonkin Zulaikha Greer Architects, 2017.



Figure 178: Civic Railway Station, Northern Entrance, showing existing restricted opening.

Source: Tonkin Zulaikha Greer Architects, 2017.



## 7.1 PROJECT BRIEF

The Civic Station Precinct is part of a larger urban renewal project for Newcastle associated with the Newcastle Urban Transformation and Transport Program (NUTTP). The brief for the project provided the following relevant background information.

*The Newcastle Urban Transformation and Transport 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 Newcastle 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.*

### 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 the NSW Government to deliver on the NURS through the Newcastle Urban Transformation and Transport Program, in partnership with Transport for NSW (TfNSW), the Hunter Development Corporation (HDC) and the City of Newcastle Council.

### PROGRAM OBJECTIVES

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.*



## REPURPOSING HEAVY RAIL CORRIDOR (URBAN TRANSFORMATION CONCEPT PLAN)

A key focus of Urban Growth NSW is the delivery of the repurposing of the vacant parts of the heavy rail corridor not required for light rail.

Following truncation of the heavy rail line and establishment of the route for the new light rail, surplus rail corridor land has been defined through the East End and Civic city centre precincts.

Based on the objectives and the results of extensive stakeholder and community engagement, an overall urban transformation concept plan was prepared for the surplus rail corridor, as well as surrounding areas. This formed the basis of a rezoning application.

The proposed concept plan identifies 4 key public domain precincts; Newcastle Station and curtilage, Market St Entertainment, Civic Link and Darby Park.

## CIVIC LINK (CIVIC) PRECINCT CONCEPT PLAN

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 University of Newcastle New Space campus.

The focus of Civic Link 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.

Incorporating a Civic Green creates 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.

## SCOPE OF CONSULTANT SERVICES

The project involves full consultant services associated with the design of the public domain within the surplus rail corridor land. The Civic Precinct also involves the adaptive reuse of elements of the Station complex. This SoHI accompanies a Development Application being lodged to Newcastle City Council. The Civic Station site sits within a larger Masterplan which is the subject of a separate REF.

## PROJECT OBJECTIVES

The project objectives can be summarised as follows:

- Provide usable public open space
- Connect to the Newcastle Harbour waterfront
- Link to Civic light rail stop
- Conserve and interpret heritage
- Create sub spaces within the plaza that addresses the University and Museum buildings
- Create a space that will allow for a flexibility of uses including events
- Improved amenity

## COMMUNITY CONSULTATION

Community consultation was held in November and December 2016 by HDC to generate ideas for the future of the Newcastle and Civic Station sites. In relation to Civic, more than 500 comments were received:

*...Overall there were mixed views on the removal or retention of the station buildings, however the community generated lots of ideas for the future use and design of the public domain.*

*... people demonstrated support for improved links to the waterfront and open space at Civic Station precinct to create a place that is active and vibrant.*

*For people who supported retention, they showed preference for using the buildings to complement the existing museum and providing community toilets, services and eateries...*

*Participants also supported a historical connection to the station. ...people expressed personal and historical social connections with the station buildings, with some ideas focused on interpreting this in the design of the new domain design.<sup>15</sup>*

<sup>15</sup>: HDC, Ideas Festival Outcomes Report, executive summary, May 2017.

## 7.2 OPTIONS CONSIDERED

Many options were considered in the design process in trying to find the right balance between providing connectivity between the city, Hunter Street light rail and the harbour, providing usable, flexible public open space with improved amenity and respecting the heritage significance of the place. Options ranged from full demolition (Option 1) to keeping all of the original fabric (Option 7). These were each assessed in terms of urban design, architecture and heritage impact.

These options were discussed with representatives from the Heritage Division of the NSW Office of Environment and Heritage (OEH) at a meeting in their offices on 22 November 2017, on site on 19 January 2018 and on 31 January 2018 with OEH staff and the Director of the Heritage Division.

In March 2018, OEH provided comments that encouraged interpretation of the footbridge's scale, form, materiality and footprint and a visual connectivity with the rail corridor within the design.

The final option, has been agreed in principle with OEH and has also been reviewed by Newcastle City Council and has their in principle support in relation to achieving the heritage and design key principles of the Transformation program.

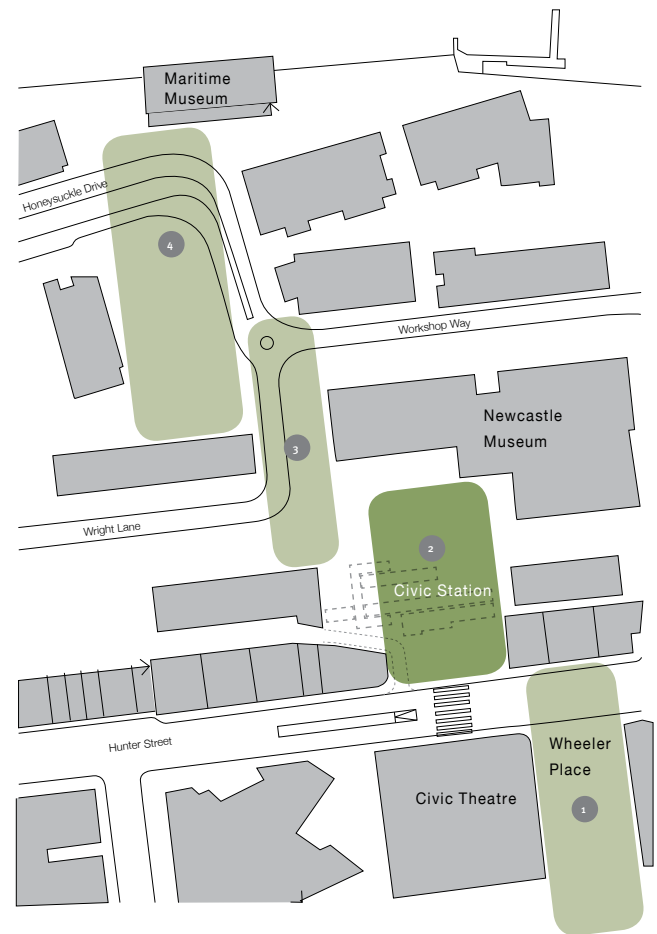


Figure 180: Spatial links diagram.  
Source: JMD 2017.

### SHIFTING SPATIAL UNITS

The connection between the foreshore and Newcastle's Civic precinct is through a series of shifting spaces across the former rail corridor.

1. Civic Park & Wheeler Place
2. Civic Theatre & Museum
3. University Plaza
4. Maritime Museum



|  |                                    |   |   |  |  |   |                    |                |
|--|------------------------------------|---|---|--|--|---|--------------------|----------------|
| Client<br>Hunter Development Corporation | Consultant<br>tonkinzulaibhaggreer | Revisions<br>Issue ADV A<br>Date 16.05.18<br>Description Draft for Information For DA | Drawn MT/JA<br>Check AUCW<br>JMD design | 190 James Street<br>Redfern NSW 2016<br>T (02) 9310 5644<br>info@jmdesign.com.au | Project<br>Civic Station Precinct<br>Drawing title<br>Context Plan | Date<br>May 2018<br>Scale<br>1:400 @ A1 | Drawing No.<br>L05 | Issue No.<br>A |
|--|------------------------------------|---|---|--|--|---|--------------------|----------------|

Figure 181: Civic Station Precinct Master Plan, showing the context of the design surrounding the DA site.

Source: JMD 2018.



|  |                                    |   |   |  |  |   |                    |                |
|--|------------------------------------|---|---|--|--|---|--------------------|----------------|
| Client<br>Hunter Development Corporation | Consultant<br>tonkinzulaibhaggreer | Revisions<br>Issue ADV A<br>Date 16.05.18<br>Description Draft for Information For DA | Drawn MT/JA<br>Check AUCW<br>JMD design | 190 James Street<br>Redfern NSW 2016<br>T (02) 9310 5644<br>info@jmdesign.com.au | Project<br>Civic Station Precinct<br>Drawing title<br>Landscape Plan | Date<br>May 2018<br>Scale<br>1:200 @ A1 | Drawing No.<br>L08 | Issue No.<br>A |
|--|------------------------------------|---|---|--|--|---|--------------------|----------------|

Figure 182: Civic Station Precinct, showing the context of the current Development Application and extent of the broader connection to the forecourt of the Newcastle Museum.

Source: JMD 2018.



## 7.3 THE PROPOSAL

The redevelopment of the former Civic Station forms part of Civic Place, a key component in the Revitalising Newcastle program, providing a crucial North/South link between Civic Park, the Civic Light Rail stop and the foreshore.

This Development Application covers the works associated with the former Civic Station group but should be read in the context of the broader Civic Place scope which includes the road reserve between the station building and Hunter Street to the South, public domain between the Museum and the station platform to the North and some upgrades to Brake Block Park on Honeysuckle Drive. This is detailed in the Landscape Concept Master Plan. Development works within these adjacent areas will be subject of separate planning applications and approvals.

This DA seeks approval for the following:

- Demolition of the former platforms in the rail corridor (to ground level) to the west of the Civic Station footbridge, on the future university site
- Demolition of the existing footbridge, connecting stairs, part of the awnings and associated structures on the platforms at Civic Station
- Alterations and additions to the former Civic Station building to facilitate the adaptive reuse of the entire building as a restaurant or café, or the like

Landscaping, engineering and public domain works as shown in Figure 182 including:

- Resurfacing of the platforms adjacent to the station building
- Planting/landscaping
- Interpretation of the footbridge and stairs elevation incorporated into the paving of the platforms and the landscaping
- Engineering and stormwater works.

Subdivision of the Civic Station Building from the proposed Civic Station Lot 7 in DA No. 2018/00048 currently being considered by Council.

### PUBLIC DOMAIN

JMD describe the design intent of the works as follows:

*The public domain space is centred upon the adaptive reuse of the existing station building as a café. The existing café space is to be removed and the kiosk opened to allow the free flow of pedestrians to and from Hunter street. The main path of travel from the station to the harbour foreshore will be supported by the infilling of paving between the existing platforms. The paving in this space will be a mix of granite sets and long bluestone pavers proportionate to railway sleepers as a means of interpreting the location of the former railway line. All paving material proposed is in accordance with the City Centre Public Domain Technical Manual.*

*The existing footbridge and associated brick structure is proposed to be demolished, this is to provide better views and connections to the foreshore and future University of Newcastle campus buildings. If possible, the bricks from the footbridge will be salvaged and the brick stair elevation laid on the horizontal and incorporated into the paving pattern. This will provide a sensitive interpretation of the bulk and scale of the footbridge stairs while allowing for the spatial engagement of the adjoining university site and Newcastle Museum spaces.*

*To further engage with the adjoining University site, it is proposed that the western end of the platforms will fold and grade down to meet the required levels of the university. This will allow for an extension of the University forecourt into the public domain space and universal access to the station precinct. The central space in this area is proposed to be massplanted with groundcovers and a feature tree softening the level change and area of paving.*

*An extent of the existing platforms is to be retained and finished in an exposed aggregate concrete finish reminiscent of the monolithic character of the original asphalt paving. The existing brick edge of the platforms is to be retained and exposed in the paving pattern to delineate the former linear geometry of the station. The platforms will be regraded to allow for comfortable seating and pedestrian use.*

*Centred on the building is a sunken garden filling the void between the existing platforms, the garden is proposed to finish 150mm lower than the adjoining platform surface. The garden will be planted with an array of plants representative of the Domestic architecture period and of varying colours and textures to provide visual interest for the café users. Railway tracks are proposed to be reinstated in the garden space to assist with the interpretation of the former rail corridor, recessed feature lighting is proposed to line the tracks to create a visual display when viewed at night. A bridged walkway and sleeper stepping stones are proposed to traverse the garden space to allow for formal and informal access across the garden. This will provide a tactile experience allowing the general public to interact with the planting and interpretation.*

*Seating steps are proposed to line the north eastern edge of platform 2, this is to provide informal seating while allowing the station precinct to address the Newcastle Museum forecourt. The eastern end will terminate in stepped access to the lower Museum level. Universal access is proposed to be provided by two walkways, one satisfying the desire line to the foreshore and the second to the Museum entrance (not part of this DA).*

*The existing bench seating is proposed to be refurbished and reused around the plaza space as a playful way of translating the sites former use into the landscape.*

*All pathways will be lit to a P3 category lighting in accordance with AS/NZS1158.3.1. This is proposed to be achieved by post top lighting along the pathways and major desire lines. External lighting on the existing awning are proposed to be retained and replaced with LED fittings (to be switched off when not in use). The architectural features of the building are proposed to be highlighted by the addition of wall lights on the Hunter Street façade in between windows and strip lighting along roof. Decorative ambient lighting is proposed in the form of uplighting of feature trees and strip lighting along railway track interpretation in the sunken garden this will assist in activating the space for night time use.*

## BUILDING WORKS

The proposal involves the following building works (Refer Figures 184, 186 and 188 overleaf):

### PLATFORM BUILDING

- Removal of Male and Female toilets.
- Removal of former Ladies Room (now Store).
- Removal of existing kiosk fitout in former Booking Hall.
- Reinstatement of the connection to the platform through the former Booking Hall.
- Repair and conservation works.
- Adaptive reuse of platform building as kiosk including partial removal of some internal walls.
- Contemporary fitout.
- New glazed openings to the north towards the platform.
- Provision of a new accessible toilet.
- Provision of a new tenancy store.
- Provision of a new services and waste area to the eastern end of the building.
- Adjustment of the roof to suit the reduced building footprint.

### SOUTH PLATFORM

- Repair and conservation works to platform and canopy.
- Removal of seven bays of canopy and retention of four bays of canopy.
- Removal of existing asphalt platform surface and replacement with new concrete.

### RAIL CORRIDOR

- New sunken garden between the platforms to interpret former rail corridor.
- Brick edge of platforms to be retained and revealed.

### NORTH PLATFORM

- Repair and conservation works to platform and canopy.
- Removal of three bays of canopy and retention of three bays of canopy.

- Removal of existing asphalt platform surface and replacement with new concrete.
- Relocation of community artwork to eastern most section of brick wall. Removal of remainder of northern brick wall.

### FOOTBRIDGE

- Carefully unbuild footbridge.
- Salvage haunched steel beams for reuse in landscape as seating elements.
- Salvage original brickwork for interpretation in the landscape where possible.

### LANDSCAPE

- New paved plaza towards Hunter Street.
- New landscaping to extend either side of the retained platform building, to provide a pedestrian link between Civic, the foreshore and Newcastle Museum.
- Interpretation of original footbridge involving reuse of salvaged bricks where possible, laid as pavers in the shape of the side elevations of the face brick trestles of the footbridge.
- Reuse of the haunched beams as seats in the landscape.



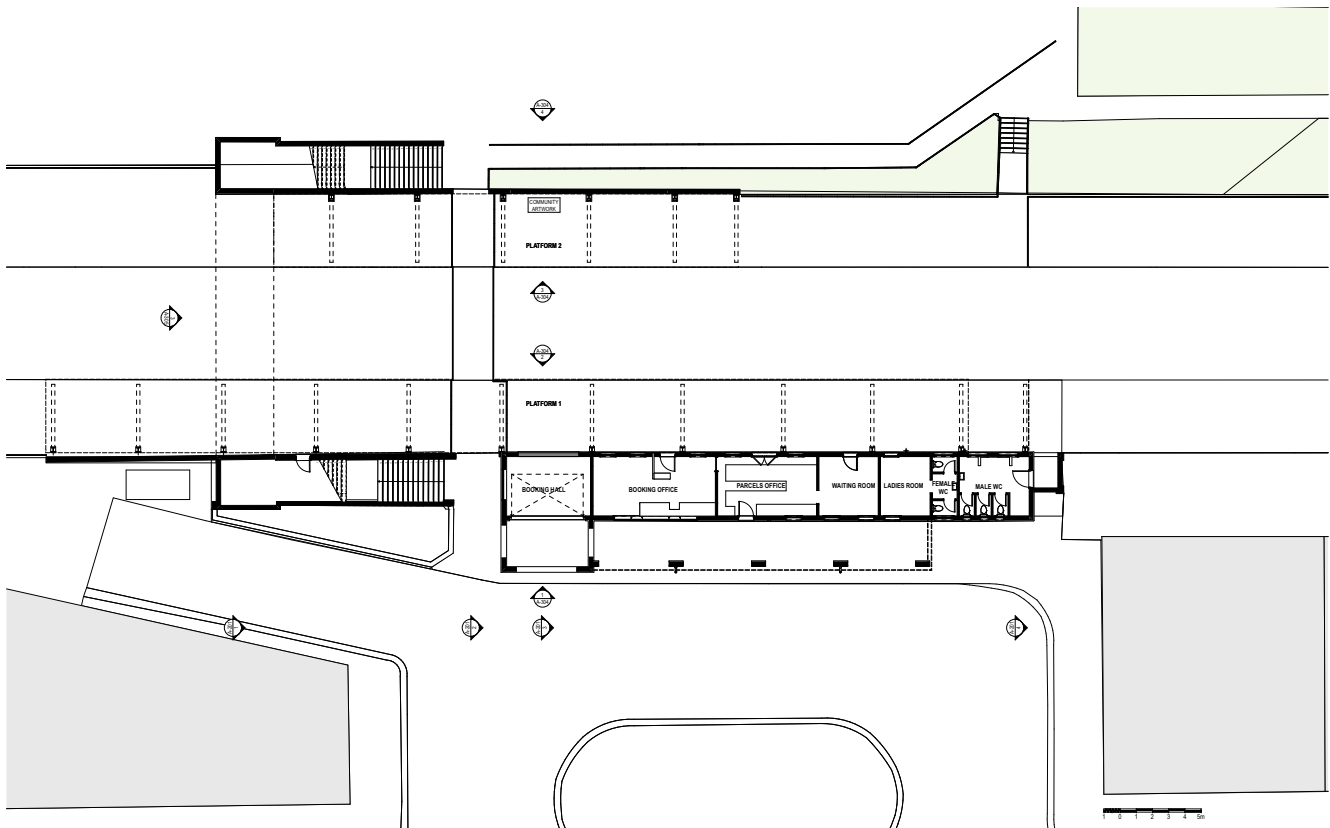


Figure 183: Existing plan. Source: TZG Architects, 2018

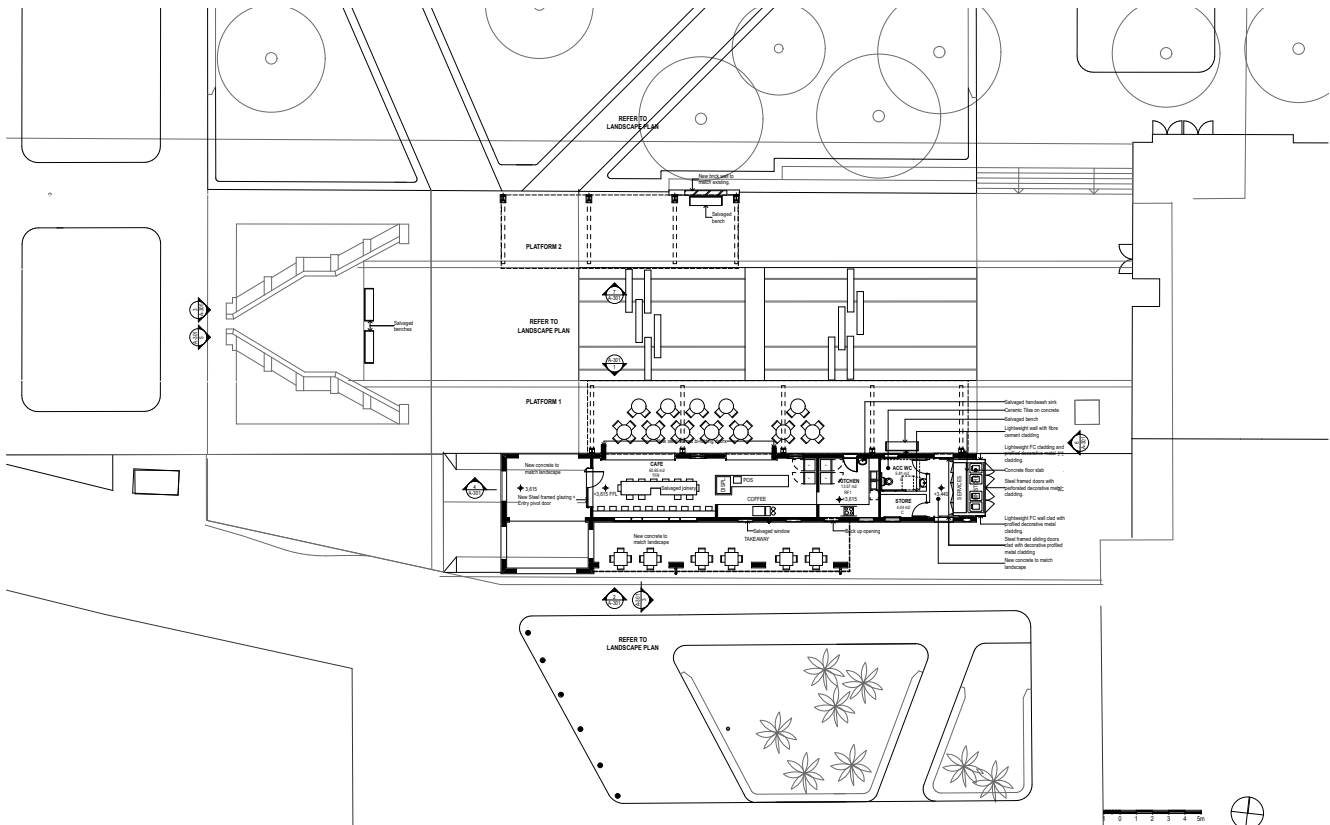


Figure 184: Proposed Ground Floor Plan Source: TZG Architects, 2018

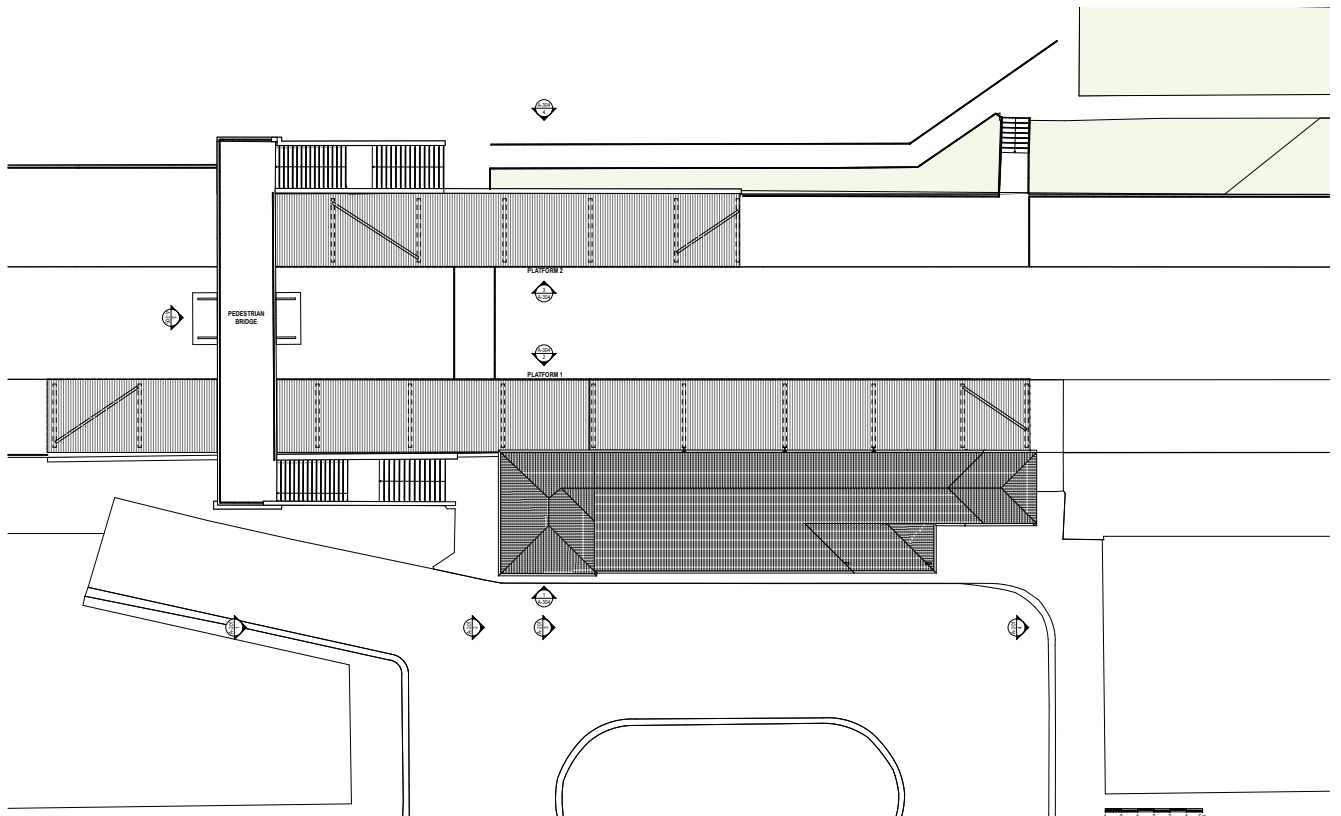


Figure 185: Existing roof plan. Source: TZG Architects, 2018

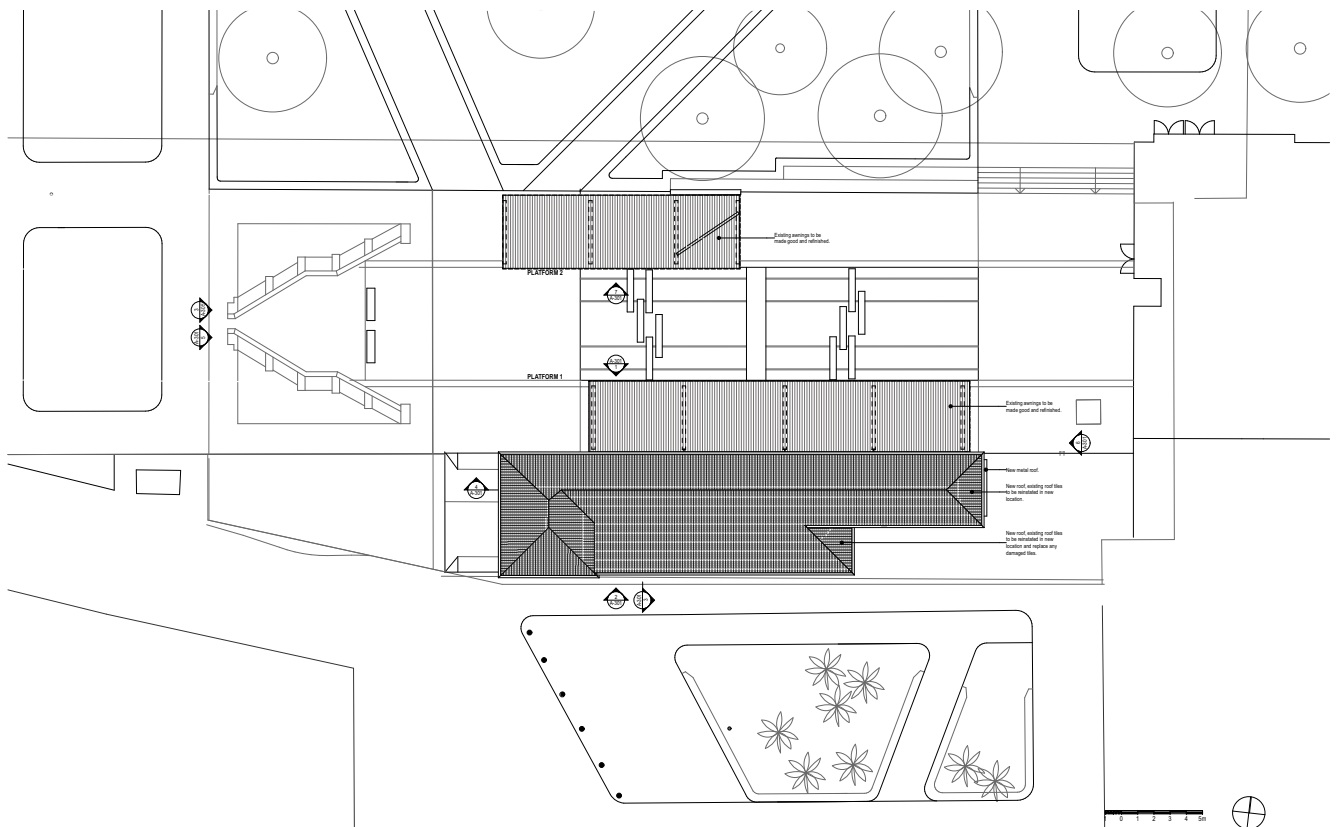


Figure 186: Proposed Roof Plan Source: TZG Architects, 2018

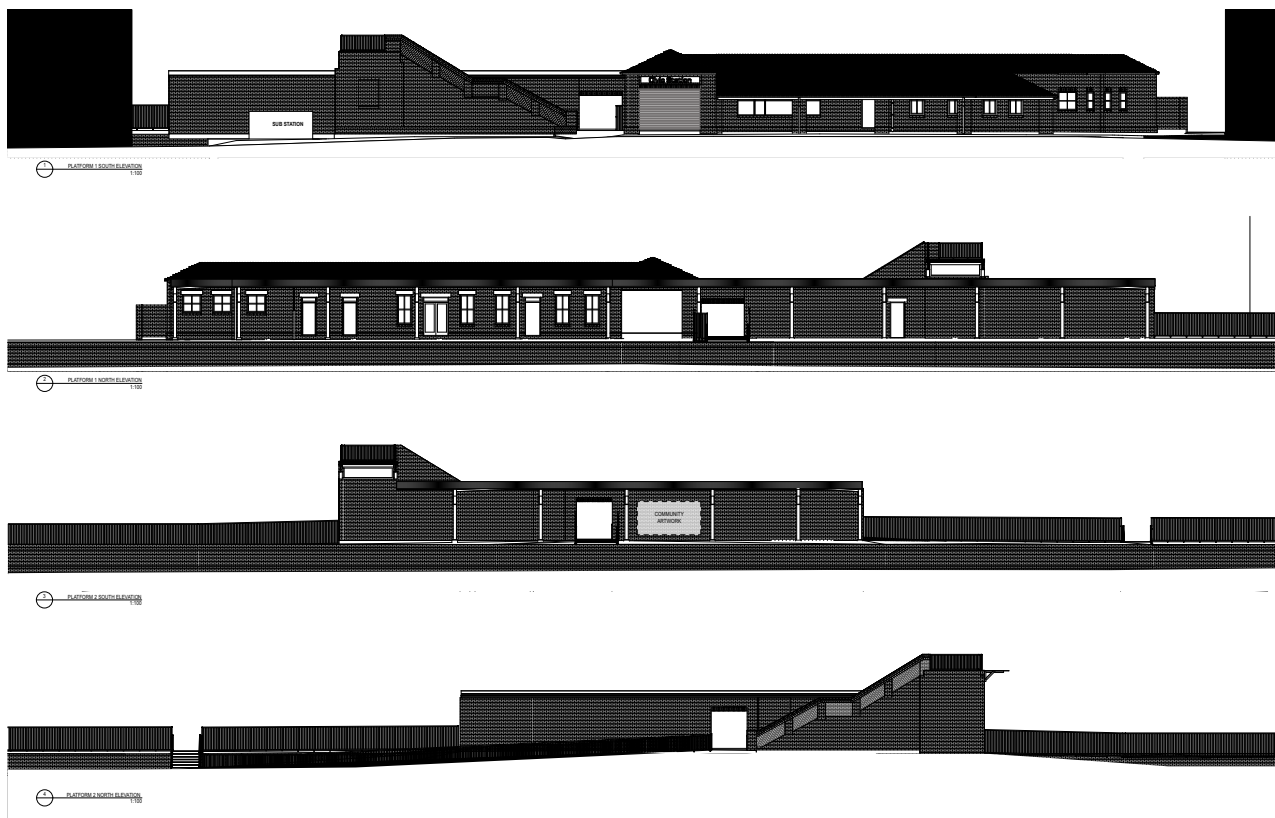


Figure 187: Existing elevations. Source: TZG Architects, 2018

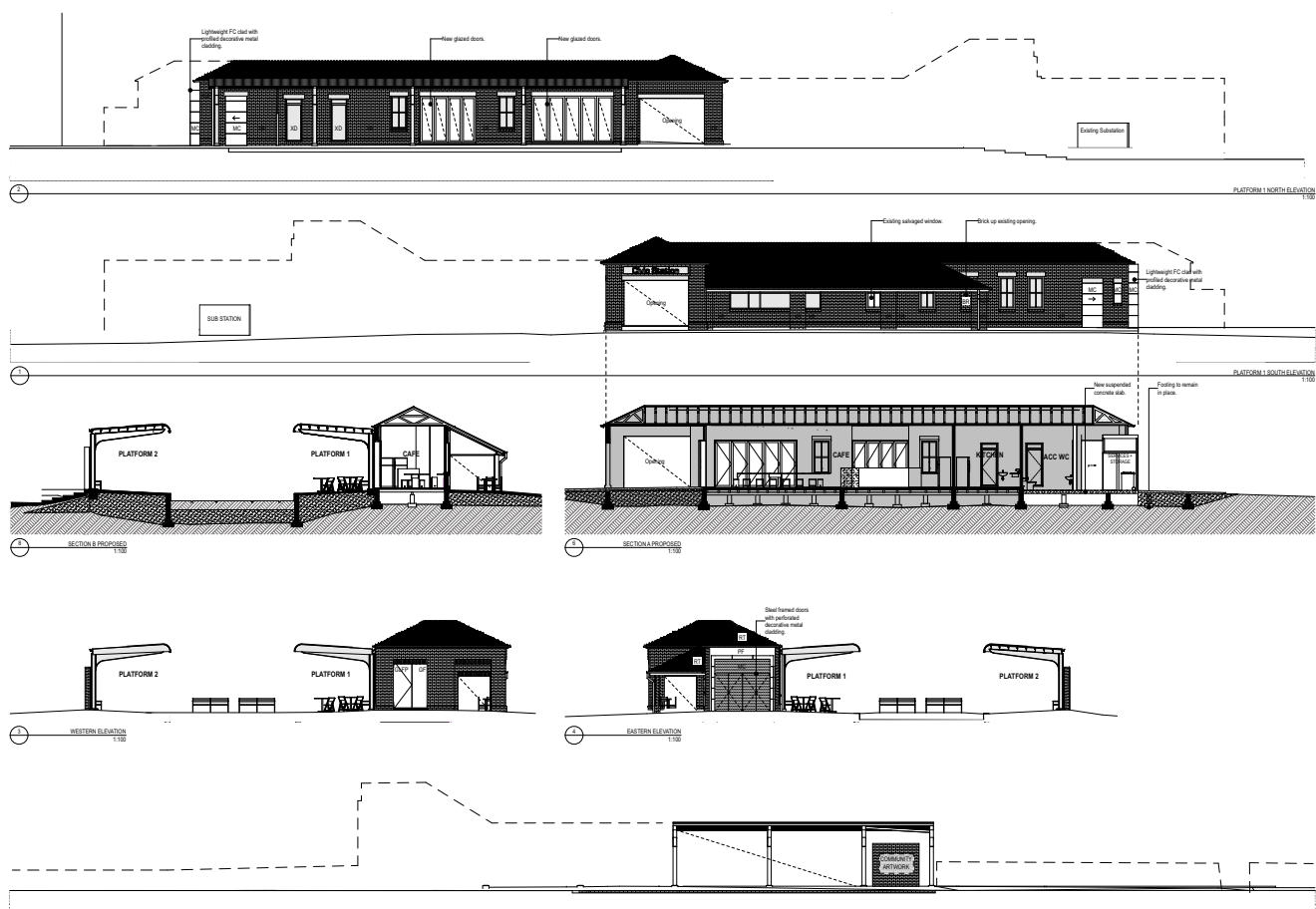


Figure 188: Proposed elevations and sections. Source: TZG Architects, 2018





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8.0

HERITAGE IMPACT  
ASSESSMENT



## 8.1 ASSESSMENT AGAINST COUNCIL POLICIES

The proposal is generally in accordance with Newcastle City Council policies contained in both the LEP and DCP, as adopted.

### NEWCASTLE LEP 2012

This Statement of Heritage Impact accompanies a Development Application involving partial demolition and adaptive reuse of a heritage item listed on HDC's S170 Register that is located within the Newcastle City Heritage Conservation Area in accordance with Clause 5.10 of the LEP.

### NEWCASTLE CITY CENTRE DCP 2017 (AS ADOPTED)

The proposal is generally in accordance with the principles for the Civic Locality Area described in Part 6 of the DCP (as adopted). It provides:

1. A pedestrian connection between the city and the foreshore.
2. A visual and physical connection through the site between Civic and the Hunter River.
4. Public open space in the heart of Civic to complement Wheeler Place.
5. Adaptive reuse of the platform building, which is publicly accessible, to improve safety.
6. Mid winter lunch time sun access within the new public domain.
7. Adaptive reuse of the platform building which is an integral part of the identity of Civic.
9. A link between Civic and the Newcastle Museum.

In terms of Built Form, the proposal generally complies with the performance criteria and acceptable solutions outlined in Part A6 as follows:

A6.1 This Statement of Heritage Impact accompanies the proposal and outlines the proposal, options considered and heritage impact mitigation measures. Views and sightlines will be enhanced through removal and interpretation of the Civic footbridge and adaptive reuse of the station building will ensure its continued conservation for future generations.

A6.2 The proposed landscaping of the public domain will enhance the setting of both Civic Station and other heritage items within the vicinity including the Newcastle Museum and Civic Theatre.

A6.3 Civic Station Group is listed on HDC's S170 Register and is considered to be of local significance. Closure of the rail line has meant that the station group, particularly the footbridge, have outlived their original purpose and become redundant. The proposal involves adaptation and interpretation to minimise the loss of heritage significance.

A6.4 Adaptive reuse of the station building will ensure the building's continued conservation. The new works are designed as a contemporary layer that is readily discernible.

A6.5 Interpretation within the public domain will retain a memory of the original extent of the station building, platforms, line of tracks and footbridge.

A6.6 The proposal involves adaptive reuse of the former station building as a kiosk and integration of the remainder of the site into the public domain. The project enables pedestrian connections from the city to the harbour both physically and visually

Part B of the DCP contains general controls related to the public domain. The proposal complies as follows:

B1.1 The proposal provides improved pedestrian connections including from the Civic light rail stop through the site to the harbour.

B1.2 The proposal is in accordance with the public domain access network contained in the DCP. It removes the existing footbridge in accordance with item 5. which states: '*Pedestrian bridges are avoided over public spaces...*' and item 8. which states '*blank walls and solid fencing that inhibit natural surveillance and encourages graffiti should be avoided.*'

B1.3 The proposal provides a pedestrian connection between Hunter Street and Civic Lane.

B1.4 The proposal contributes to the permeable pedestrian network from the city centre to the foreshore advocated by the DCP.

B2.1 Public sight lines and views are in accordance with the DCP.

16: Australia ICOMOS 1999, The Illustrated Burra Charter, <http://www.icomos.org/australia/burra.html>



The site is located within the Civic Link Key Precinct identified in the DCP as adopted in 2017. The proposal meets the objectives of the precinct as follows:

1. The project provides a new public space that links the civic, administrative, education and cultural heart of Newcastle to the foreshore.
2. The project contributes to the realisation of the area as the civic heart of Newcastle.
3. The project promotes enhances pedestrian connections from Hunter Street to the foreshore.
4. The proposed adaptive reuse of the station building as a Kiosk provides an active frontage to Hunter Street, the platform and the public domain beyond.
5. The proposal respects heritage items and contributory buildings in the vicinity.

Adaptive reuse of the platform building and interpretation of the rail corridor and footbridge within the public domain respects the significance of the place and retains a memory of Civic Railway Station for future generations. The proposal is accompanied by an Interpretation Strategy.

## **CITY OF NEWCASTLE HERITAGE STRATEGY**

The proposal is in generally in accordance with the overarching vision for heritage in Newcastle as articulated in the Heritage Strategy and has been discussed with Council's Heritage Planner on site. The completed project will provide a pedestrian connection between the city centre to the harbour and works in the public domain will improve the setting of Newcastle Museum and Civic Theatre.

Since closure of the rail line has meant the railway group no longer serve their original purpose, adaptive reuse and interpretation are ways of minimising the loss of heritage significance of the Civic Railway Group so that future generations can understand the role the place played in the history of Newcastle.

## 8.2 HERITAGE LISTINGS

### 8.2.1 CIVIC RAILWAY STATION GROUP

The impact of the proposal is considered against the Assessment of Significance of the 'Civic Railway Station Group' extracted from the S170 listing as follows:

| CRITERION                                 | SIGNIFICANCE  | COMMENT   |
|---|---|---|
| SHR Criteria a) [Historical significance] | The Civic Railway Station site is historically significant as the location of the Newcastle terminus station on the Great Northern Railway line (1857), one of the first railway lines in Australia. The former Honeysuckle station was also for many years a significant connection point for the transport of goods by land and sea. Civic Railway Station is of local historical significance for its association with the development of a new civic centre of Newcastle in the 1930s represented in both name and architectural style. It also has some historic significance as the first station in NSW to be constructed in the Inter-War Railway Domestic style, and represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.                            | The proposal retains part of the platform building, platforms and canopies and interprets rail corridor and footbridge. Interpretation will aid future generations' understanding of the historical significance of the Civic Station Railway Group.              |
| Historical Association [SHR Criteria b]   | Not applicable.   | Not applicable.   |
| SHR Criteria c) [Aesthetic significance]  | Civic Railway Station is of moderate aesthetic significance at a local level, associated with the station building and footbridge. While not particularly outstanding in terms of architectural achievement, the station building represents the first attempt to adapt domestic architectural styles for railway purposes. The station buildings and footbridge, are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The building is competently executed and is a typical example of station construction at the time. It represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period. | Conservation and adaptive reuse of the station building will be carried out in accordance with the principles of the ICOMOS Burra Charter and in a manner that respects the aesthetic significance of the place and celebrates it's Interwar Functionalist style. |
| SHR Criteria d) [Social significance]     | The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.  | Adaptive reuse of the station building as a Kiosk open to the public respects the social significance of Civic Station.   |
| SHR Criteria e) [Research potential]      | The site has moderate archaeological research potential associated with potential evidence of the original Honeysuckle station and former elements of the Honeysuckle Railway Workshops.  | An archaeological impact assessment has been prepared by RPS to accompany the proposal.   |
| SHR Criteria f) [Rarity]                  | The face brick trestles to the footbridge are unusual design elements, that are not known to be located on any other railway station building within NSW.   | The face brick trestles will be archivally recorded then carefully unbuilt and the bricks salvaged for reuse as interpretive paving in the public domain.   |
| SHR Criteria g) [Representativeness]      | Civic Railway Station is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style, along with an unusual footbridge in the same style. A number of other Inter-War stations remain in the Sydney Metropolitan network.  | The station building remains a representative example of the Inter-War Domestic Railway style with contemporary overlays required for adaptive reuse.   |
| Integrity/Intactness                      | The railway station group is largely intact with a high degree of integrity, however, the integrity of the interiors of the station building have been compromised by the removal of interior fit out. The installation of the modern steel balustrade to the walkway detracts from its Inter-War Functionalist style.  | The proposal aims to retain original fabric where ever possible.  |

## 8.2.2 CIVIC RAILWAY FOOTBRIDGE

The impact of the proposal is considered against the Assessment of Significance of the 'Civic Railway Footbridge and Steps' extracted from the 2016 *Railway Footbridges Heritage Conservation Strategy* prepared by GAO Heritage Group is as follows:

| CRITERION                                 | SIGNIFICANCE   | COMMENT  |
|---|--|--|
| SHR Criteria a) [Historical significance] | The footbridge is a good representative example of a brick substructure (piers) and brick stair balustrades. It is the last footbridge to use a haunched beam deck support. The footbridge is an integral part of a relatively intact railway station precinct from the 1930s.   | Fourteen footbridges in the study have haunched steel beam deck support structures. Civic is a good example where the original haunched beams rest on brick piers. St Peters and Tempe are other good examples of haunched steel beam deck supports. In this instance, the footbridge has become redundant and it is necessary to remove it. The proposal includes salvage of the bricks and haunched beams and their reuse as seats in the landscape adjacent to Civic Station. The bricks are to be laid out as paving in a pattern to match the elevations of the face brick trestles, interpreting the scale, form, materiality and footprint of the footbridge. |
| Historical Association [SHR Criteria b]   | Not applicable.  | Not applicable.  |
| SHR Criteria c) [Aesthetic significance]  | The station buildings and footbridge, are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The precinct is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style, along with an unusual footbridge in the same style. | The station building is proposed to be conserved and repurposed as a Kiosk serving the public domain. The footbridge is proposed to be carefully unbuilt and original materials salvaged for reuse in the public domain. Interpretation is a key aspect of the proposal, which is accompanied by an Interpretation Strategy.   |
| SHR Criteria d) [Social significance]     | Not applicable.  | Not applicable.  |
| SHR Criteria e) [Research potential]      | Not applicable.  | Not applicable.  |
| SHR Criteria f) [Rarity]                  | Fraser (1996) also noted Civic footbridge as being the last footbridge constructed with haunched beam deck support.  | Interpretation will reveal that the Civic footbridge was the last footbridge constructed with a haunched deck support.   |
| SHR Criteria g) [Representativeness]      |  | The footbridge is considered representative. Thirteen other examples of the haunched beam type remain.   |
| Integrity/Intactness                      | (Refer Figures 163 and 164 in this report for the extent of original fabric.)  | The footbridge is not intact leading to a loss of significance. The brick balustrades to the bridge have been removed and repairs to the steel and brickwork have been carried out.  |



### 8.2.3 FOOTBRIDGE STRATEGIES

Policies related to the footbridge are contained in the 2016 *Railway Footbridges Heritage Conservation Strategy* prepared by GAO Heritage Group. These are listed below with comments related to the heritage impacts of the proposed works noted.

| STRATEGY NO. | STRATEGY  | COMMENT   |
|--------------|---|---|
| Strategy 1   | Consider the final Railway Footbridges Heritage Conservation Strategy 2016 during the next review of the Sydney Trains Section 170 Register and Inventory, to ensure that the identified heritage significance of each footbridge is reviewed and updated, taking into account the results of the comparative analysis and the proposed heritage conservation strategies in this study. | The Railway Footbridges Heritage Conservation Strategy has informed the assessment of significance of the footbridge located within the Civic Railway Station precinct, which is listed on the Hunter Development Corporation's S170 Register. The subject rail corridor is no longer used, and hence the footbridge is now redundant as it is possible to cross the rail corridor at platform level. Newcastle City Council strategies require removal of the footbridge, to provide both physical and visual connections between the city to the harbour. Further retention of the disused footbridge would pose security and potential graffiti problems. The significance of the footbridge is recognised and will be interpreted in the re-imagined public domain. |
| Strategy 2   | Use the final Railway Footbridges Heritage Conservation Strategy 2016 as a tool in prioritising conservation works and managing change to railway station footbridges in railway station precincts of heritage significance.  | The Railway Footbridges Heritage Conservation Strategy has informed the assessment of significance of the Civic Railway Station precinct and the proposed interpretation.   |
| Strategy 3   | Review the strategy in 10 years and re-assess the identified levels of significance against extant examples of railway heritage footbridges in NSW. Identify other examples of footbridges for potential heritage listing. Undertake further research in the future to determine the extent of significant concrete footbridges managed by Sydney Trains.                               | The next review of the Railway Footbridges Heritage Conservation Strategy should note the removal of the Civic footbridge and reasons why. Reference should be made to the proposed archival recording prior to its removal and its interpretation.   |
| Strategy 4   | This document (Railway Footbridges Heritage Conservation Strategy 2016) should be formally adopted by Transport for NSW and Sydney Trains to guide change impacting on heritage footbridges. Use it when reviewing annual capital works programs impacting on heritage footbridges.   | Not applicable.   |
| Strategy 5   | Ensure footbridges are managed in their contexts, particularly where they are in precincts of Exceptional or High heritage significance and where they have a significant overhead booking office.  | The Civic footbridge is redundant as the rail corridor it once crossed is no longer operational. The proposal involves interpretation of the footbridge, which is of exceptional significance, within the public domain.  |

## FOOTBRIDGE STRATEGIES (CONTINUED)

| STRATEGY NO. | STRATEGY   | COMMENT   |
|--------------|--|---|
| Strategy 6   | <p>Footbridges of Exceptional Significance</p> <p>Retain all footbridges of Exceptional Significance as a priority.</p> <ul style="list-style-type: none"> <li>- Retain all original fabric of footbridges of Exceptional significance as a first conservation option. Aim to prolong the life of original fabric. Where this will affect the structural integrity of the footbridge, renew elements using matching components. Undertake all new work in accordance with best practice heritage standards.</li> <li>- Avoid adding new fabric, where this will result in a negative impact on significance.</li> <li>- Take opportunities to reverse unsympathetic changes made in the past.</li> <li>- Retain visual and functional relationship of the bridges to their settings.</li> <li>- Give preference to changes that are reversible.</li> <li>- Prior to any change, full archival recording is essential.</li> </ul>                     | <p>Civic Railway Footbridge is a haunched beam structure supported on face brick trestles with minimal openings. The footbridge presents a major physical and visual barrier between Civic and the public domain beyond the rail corridor, which in turn links to the waterfront.</p> <p>It is not possible to retain Civic Station Footbridge and achieve the aims of the DCP and Renewing Newcastle. The footbridge must be removed to achieve these aims. It is recommended that the footbridge be archivally recorded prior to demolition and that the materials be salvaged for reuse in the public domain. Interpretation of the footbridge is an integral part of the design of the landscape.</p> |
| Strategy 7   | List all footbridges of Exceptional heritage significance on the State Heritage Register, where they are not already listed. This includes: Civic and Denistone (the listing for Denistone should include the entire station).   | Civic Footbridge is not listed on the State Heritage Register; it is listed as part of HDC's S170 Register for the Civic Railway Station Group.   |
| Strategy 8   | Footbridges of High Significance   | Not applicable.   |
| Strategy 9   | Footbridges of Moderate Significance   | Not applicable.   |
| Strategy 10  | Footbridges of Little Significance   | Not applicable.   |
| Strategy 11  | <p>Setting</p> <p>Important heritage relationships between heritage footbridges and other heritage elements in a railway station precinct should be maintained, particularly where the elements, such as Overhead Booking Offices are physically connected.</p>  | The relationship between the footbridge, rail corridor, platforms and station building will be interpreted in the public domain.  |
| Strategy 12  | <p>Interpretation</p> <p>Communicate the history and significance of railway station footbridges and their associated station precincts through interpretive media; in particular as part of major station upgrades.</p>   | The history and significance of the Civic railway station footbridge will be communicated through interpretive media as part of the works.  |
| Strategy 13  | <p>Managing Change</p> <p>Ensure all conservation works, maintenance programs and new works:</p> <ul style="list-style-type: none"> <li>- are undertaken in accordance with the principles and objectives of the Burra Charter: the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance;</li> <li>- are undertaken in accordance with the policies in this report;</li> <li>- use an understanding of all aspects of the cultural significance of the asset as a key factor for future planning and implementation;</li> <li>- are aimed at ensuring the retention and enhancement of the cultural significance of the footbridge;</li> <li>- seek to minimise adverse heritage impacts;</li> <li>- are co-ordinated by a project manager familiar with the philosophy, methodology and practice of heritage conservation; and</li> <li>- follow the required statutory approvals or notification processes.</li> </ul> | <p>Three meetings have been held with representatives from OEH, including an on site meeting, prior to the issue of notification for amendments to the S170 Register listing.</p> <p>This report forms part of the supporting information for the S170 notification and for a Development Application submitted to Newcastle City Council.</p>  |

## FOOTBRIDGE STRATEGIES (CONTINUED)

| STRATEGY NO. | STRATEGY  | COMMENT  |
|--------------|---|--|
| Strategy 14  | Ensure that changes to the footbridge are accompanied by:<br>- documentation of the reasoning behind major decisions;<br>- records of any testing or additional research undertaken; and<br>- appropriate archiving of this documentation.  | This Statement of Heritage Impact accompanies the proposal. Archival recording and interpretation is also recommended.   |
| Strategy 15  | Only undertake restoration or reconstruction where there is sufficient evidence to ensure the accuracy and authenticity of the work.  | Not applicable.  |
| Strategy 16  | Ensure any change that reduces cultural significance is reversible and is reversed when circumstances permit. Reversible changes should be considered temporary. Non-reversible change should only be used as a last resort and should not prevent future conservation action.                                      | Non reversible changes are required in this case. Archival recording and interpretation is also recommended.   |
| Strategy 17  | Sydney Trains will obtain the required statutory heritage and planning approvals or exemptions prior to undertaking any changes to its heritage listed footbridges. Works will be carried out in accordance with any conditions placed on these approvals and provide a report on completion certifying compliance. | HDC are the custodians of the footbridge. They will seek all required heritage and planning approvals prior to the works being carried out.  |
| Strategy 18  | Seek advice from relevant heritage specialists when planning or implementing conservation works, repairs and maintenance or when proposing major changes to the footbridges identified in this study.   | Tonkin Zulaikha Greer Heritage have been provided advice.  |
| Strategy 19  | Use contractors with demonstrated specialist heritage skills and an understanding of heritage conservation principles to undertake repairs and maintenance, or when undertaking major works. Ensure their work is monitored by a heritage specialist.   | Contractors with demonstrated heritage skills will be used to demolish the footbridge to ensure that the bricks and haunched beams can be salvaged for reuse in the public domain. |
| Strategy 20  | Prior to commencing work on the site all design professionals and tradespeople working on the footbridges of Exceptional and High heritage significance should be required to undertake an induction on the heritage significance of the asset and be provided with the relevant sections of this report.           | A heritage induction will be carried out prior to the works being undertaken.  |
| Strategy 21  | Assess Heritage Impact Prior to Making Change<br>Informally assess potential heritage impacts during the design process to ensure that avoidance of adverse heritage impacts is considered early in every project.  | This Statement of Heritage Impact accompanies the proposal.  |
| Strategy 22  | Prepare a Heritage Impact Statement for all works requiring an Exemption notification or application for approval under the NSW Heritage Act, or when required to accompany a Development Application.  | This Statement of Heritage Impact accompanies the proposal.  |
| Strategy 23  | Archival Recording and Keeping of Records<br>Make an archival record of existing fabric, operation and uses for railway station footbridges before changes are made which impact on heritage value.   | Archival recording is recommended prior to undertaking the works.  |
| Strategy 24  | Additions to Heritage Footbridges Generally<br>New elements added to heritage footbridges should be designed to be "recessive" in terms of impact on a heritage station precinct and, where possible, reversible. Consider a range of options to arrive at a sympathetic solution.                                  | Not applicable.  |



## FOOTBRIDGE STRATEGIES (CONTINUED)

| STRATEGY NO. | STRATEGY  | COMMENT  |
|--------------|---|--|
| Strategy 25  | Seek specialist heritage advice and consider a range of options to arrive at sympathetic solutions for the PRIOR to making new additions to heritage railway station footbridges.   | Tonkin Zulaikha Greer Heritage have provided advice on the wide range of options considered prior to arriving at the current solution. |
| Strategy 26  | Equitable Access Upgrades and Heritage Footbridges<br>Seek specialist heritage advice and consider a range of options to arrive at sympathetic solutions for access upgrades to railway station heritage footbridges. Performance based solutions to meet Australian Standards, the BCA and the DDA should be pursued when appropriate to arrive at a more favourable heritage outcome.   | Not applicable to the footbridge.<br>Equitable access is provided within the public domain and in the repurposed platform building.    |
| Strategy 27  | Balustrades and Staircases – Compliance with the NCC<br>Handrail and balustrade changes to meet relevant codes should involve solutions that result in minimal change to significant balustrade and handrail elements on railway station heritage footbridges.  | Not applicable.  |
| Strategy 28  | Canopies to Footbridges and Stairways<br>For railway station footbridges of Exceptional significance with no current roof coverings, avoid having to provide new roof coverings.  | Not applicable.  |
| Strategy 29  | Maintenance, Repair and Safety<br>Inspection, maintenance, safety upgrades and repairs should continue to be carried out by Sydney Trains on an adequate routine basis, to prevent the deterioration of significant footbridge fabric, and to retain the historic integrity and authenticity of the railway station footbridges and, where relevant, the heritage station precinct.   | Not applicable.  |
| Strategy 30  | Hazardous Materials<br>Original or significant fabric that has been identified as a hazardous material should be managed by either:<br>– encapsulation consistent with a hazardous materials assessment and appropriate WHS standards; and/or<br>– replacement with a sympathetic and compatible replacement material in accordance with appropriate WHS standards.   | Hazardous materials will be managed according to this policy.  |
| Strategy 31  | Impact Resistance<br>Seek heritage advice on all options for any required changes to footbridges to increase impact resistance, and assess options to minimise heritage impact.   | Not applicable.  |
| Strategy 32  | Strengthening<br>Seek heritage advice on all options for any required strengthening of footbridges, and assess options to minimise heritage impact.   | Not applicable.  |
| Strategy 33  | Colour Schemes<br>Seek specialist heritage advice on significant finishes and consider a range of options to arrive at sympathetic solutions for the provision of finishes and paint schedules to railway station footbridges.  | Not applicable.  |
| Strategy 34  | New Concourses and New Footbridges in Heritage Precincts<br>The insertion of new footbridges (with or without new station amenities) in heritage railway station precincts; while retaining all or part of an existing heritage footbridge as a completely separate structure can be an option but must give careful consideration to the impact on the overall heritage integrity of the station precinct and the heritage footbridge. | Not applicable.  |
| Strategy 35  | Colour Schemes<br>Seek specialist heritage advice on significant finishes and consider a range of options to arrive at sympathetic solutions for the provision of finishes and paint schedules to railway station footbridges.  | Not applicable.  |

## 8.2.4 CIVIC RAILWAY WORKSHOPS

The impact of the proposal is considered against the Assessment of Significance of the 'Civic Railway Workshops' extracted from the State Heritage Register listing is as follows:

| CRITERION                                 | SIGNIFICANCE  | COMMENT   |
|---|---|---|
| SHR Criteria a) [Historical significance] | Not applicable.   |   |
| Historical Association [SHR Criteria b]   | Not applicable.   |   |
| 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. | The proposed conservation and adaptive reuse works associated with the platform building, including removal of the rooms to the east, will open up views to the Civic Railway Workshops and provide a direct pedestrian connection to the Newcastle Museum from Civic. The proposed works to the public domain will improve the setting of the former Railway Workshops enhancing their presentation. |
| SHR Criteria d) [Social significance]     | Not applicable.   |   |
| SHR Criteria e) [Research potential]      | Not applicable.   |   |
| SHR Criteria f) [Rarity]                  | Not applicable.   |   |
| SHR Criteria g) [Representativeness]      |   |   |
| Integrity/Intactness                      |   |   |

## 8.2.5 CIVIC THEATRE

The impact of the proposal is considered against the Assessment of Significance of the 'Civic Theatre' extracted from the State Heritage Register listing is as follows:

| CRITERION                                 | SIGNIFICANCE   | COMMENT  |
|---|--|--|
| SHR Criteria a) [Historical significance] | The Civic Theatre is of state historical significance as an outstanding example of a late 1920s theatre, designed as a picture palace in the flamboyant style characteristic of that era and of which this theatre, together with the State and Capitol theatres, Sydney is one of the finest examples in Australia. Its construction, scale and style articulates Newcastle's coming of age as a major regional capital - the state's second city, due to its economic importance and consequent growth in population. The theatre itself has operated almost continuously since 1929, first as a picture theatre, then as a live theatre venue and its history reflects developments in the cinema and theatre industry in Australia and in Newcastle, reflecting both the heydays, then decline of the grand cinemas and cinema-going as a major recreational activity. It remains Newcastle's premier live theatre venue.  | The proposed works to the Civic Railway Group will improve the setting of Civic Theatre and open up views between the Theatre and the Civic Railway Workshops and the harbour.           |
| Historical Association [SHR Criteria b]   | The theatre is highly significant for its association with architect, Henry Eli White, who was one of the most prominent and successful theatre designers in Australia in his time, having designed over 180 theatres in Australia, New Zealand and North America. With the State and Capitol theatres, the Civic is one of the most important of his designs.   | The proposal will have no impact on the historical associations of Henry Eli White to Civic Theatre.   |
| SHR Criteria c) [Aesthetic significance]  | The Civic Theatre is of outstanding aesthetic significance for its architectural style and interior. The building is a finely crafted example of the Georgian Revival style, employed on a large scale, with Italian Renaissance elements - an extremely elaborate yet stately theatre. Along with the Newcastle Club and the BHP Administration Building, it represents the influence of this style in the Hunter Region. Occupying a large prominent site on the corner of Hunter Street and Wheeler Place, in the heart of the CBD and important civic precinct, it makes a strong statement about the importance of the theatre in the life of Newcastle and its sense of civic pride and indeed about Newcastle's place as the second largest city in NSW. With the large civic square facilitating clear vistas to the theatre, flanked by palm trees, and with the City Hall clock tower in the background, the theatre contributes to the landmark qualities of this precinct. It complements the adjacent City Hall, also designed by Henry White. The theatre exhibits outstanding design and craftsmanship, including its Georgian Revival facade and pressed metal awnings, but particularly its interior, which displays much of the original elaborate Spanish / Moroccan style detailing, particularly in the auditorium and is considered an outstanding example of this style. The theatre's interior possesses great coherence in style throughout the foyers and auditorium, enhanced by the interesting use of lighting to produce an elegant and rich theatrical setting (Thorne, Tod and Cork, 1996, p 290). | The proposal will have no impact on the aesthetic significance of the Civic Theatre itself. Adaptive reuse and landscaping of the public domain will improve the setting of the Theatre. |



## CIVIC THEATRE (CONTINUED)

| CRITERION                             | SIGNIFICANCE   | COMMENT   |
|---------------------------------------|--|---|
| SHR Criteria d) [Social significance] | The theatre has been a focal point of Newcastle's social and cultural life for most of the twentieth century and continues as the city's premier theatrical venue. Its value to the local and wider community is evidenced by the National Trust's efforts to save the theatre and ensure its restoration and continued operation as a cultural venue. | The social significance of Civic Theatre is unaffected by the proposal. On a practical level, providing a more generous pedestrian connection to the other side of the rail corridor will link the site to the existing public parking in a safer manner for theatre patrons. |
| SHR Criteria e) [Research potential]  | The theatre is capable of yielding information about the design and construction of late 1920s theatres and the tastes and aesthetics of design in that era as well as changes in the social and cultural context of cinema and theatre-going throughout the twentieth century.  | The proposal will have no impact on the research potential of the Civic Theatre site.   |
| SHR Criteria f) [Rarity]              | The theatre is rare nationally as the best and only fully intact example of a palatial Spanish style theatre remaining in Australia (Thorne, Tod & Cork, 1996, p 290). It is also extremely rare in terms of its scale, style and internal detailing and as one of only three similar theatres in NSW designed by Henry White.                         | The proposal will have no impact on the rarity of Civic Theatre.  |
| SHR Criteria g) [Representativeness]  |  |   |
| Integrity/Intactness                  | High   | The fabric of Civic Theatre is unaffected by the proposal.  |

## 8.2.6 NEWCASTLE CITY HALL AND CIVIC THEATRE PRECINCT

The impact of the proposal is considered against the Assessment of Significance contained in the State Heritage Register listing as follows:

|                           |  |   |
|---------------------------|--|---|
| Statement of significance | <p>Newcastle City Hall is of historic and aesthetic significance to the State of NSW as an imposing civic building embodying the civic pride of NSW's second city in a restrained inter-war classicism. City Hall is an outstanding example of the Inter-War Academic Classical style in NSW. The building's planning, construction and history of use demonstrates the evolution of local government in Newcastle, reflecting the growth, development and increased power of local government across the twentieth century in New South Wales. The style of the building is illustrative of significant social and aesthetic values of the inter-war period in NSW, demonstrating a desire to hold onto traditional forms of architectural stylism particularly in public architecture, in the face of modernism and social and political change. Locally, the architectural pretensions and central Newcastle site demonstrates the perceived centrality of local government to the City of Newcastle during the interwar years, and ambition of mayors and civic leaders to leave their mark on the city by transforming this previously industrial area into a unique cultural precinct to form the civic heart of the City. City Hall has strong associations with its designer Henry Eli White, an internationally noted theatre architect of the early twentieth century, and JV Rowe, principal designer for the Wunderlich company from 1904 to 1925, responsible for the original interior finishes and decoration. Locally the City Hall has a significant association with Alderman Morris Light (1859-1929), Mayor and businessman, the realisation of the City Hall and Civic Theatre complex being his greatest achievement. The building is also associated with Alderman Joy Cummins, who was the first female Lord Mayor in Australia.</p> <p>The Civic Theatre is of state significance under a number of criteria as one of the finest theatre buildings in New South Wales having been designed by prominent theatre architect Henry Eli White, architect of Sydney's State and Capitol Theatres. It is one of few surviving late-1920s atmospheric theatres in the country. The building is a finely crafted example of the Georgian Revival style, employed on a large scale. Along with the Newcastle Club and the BHP Administration Building, it represents the influence of this style in the Hunter Region. The theatre's largely intact interior is considered to be an outstanding example of the Spanish/Moroccan style. The building is also an important townscape element, being part of the civic cultural precinct, located adjacent to the City Hall (also designed by White at the same time as the City administration and council chambers) and reflects Newcastle's status as the state's second capital at the time of the theatre's construction. The theatre has operated almost continuously as an entertainment venue since 1929 and continues to be a focus of social and cultural activity, highly valued by the citizens of Newcastle for its outstanding historical, aesthetic and social significance and rarity.</p> | <p>The proposal will have no impact on the significance of City Hall.</p> <p>The proposal will have no impact on the significance of Civic Theatre.</p> <p>The proposal will enhance the setting of the Newcastle City Hall and Civic Theatre Precinct.</p> |
|---------------------------|--|---|

## 8.2.7 NEWCASTLE CITY HERITAGE CONSERVATION AREA

The impact of the proposal is considered against the Assessment of Significance of the 'Newcastle City Heritage Conservation Area' extracted from the Newcastle LEP listing is as follows:

| CRITERION                                 | SIGNIFICANCE  | COMMENT  |
|---|---|--|
| SHR Criteria a) [Historical significance] | <p>The Newcastle City Centre Heritage Conservation Area is significant on many levels. The assemblage of commercial and civic buildings is a powerful reminder of the city's rich history and its many phases of development. The number of historic buildings surviving is quite remarkable for a city of this size, with a number of pre-1840s buildings surviving (Rose Cottage, c1830, Newcomen Club, 1830, Parts of James Fletcher Hospital). All of these are associated with the city's penal heritage. It is also known to be a city with a rich archaeological record of national significance, for its potential to yield information about the early convict settlement and early industrial activities. The city area is known to have been a place of contact between colonists and the indigenous population, who owned the land on the southern shores of the Hunter river. This evidence is available in historical accounts and in the archaeological record surviving beneath the modern city.</p> <p>The high numbers of commercial and civic buildings of the 19th and 20th centuries gives the city a historic character which is notable and allows an understanding of the importance of the city as a place of commerce, governance and city building. The historical foundation of the city was the discovery and exploitation of coal with good shipping access via a safe and navigable harbour. The town's layout by Surveyor General Henry Dangar in 1828 is still visible in the city's streets, and is an element of historical value.</p> | <p>The proposal respects the historical significance of the Newcastle City Heritage Conservation Area and enhances its setting. The proposal reconnects the city and the harbour.</p> <p>Adaptive reuse of the platform building and interpretation of the rail corridor and footbridge in the public domain ensure that a memory of the former Civic Station arrangement is retained for future generations.</p> <p>An Historical Archaeological Impact Assessment, prepared by RPS, accompanies the development application. A watching brief for an archaeologist is recommended during construction.</p> |
| Historical Association [SHR Criteria b]   | Not applicable.   |  |
| SHR Criteria c) [Aesthetic significance]  | Not applicable.   |  |
| SHR Criteria d) [Social significance]     | Not applicable.   |  |
| SHR Criteria e) [Research potential]      | Not applicable.   |  |
| SHR Criteria f) [Rarity]                  | Not applicable.   |  |
| SHR Criteria g) [Representativeness]      |   |  |
| Integrity/Intactness                      |   |  |



## 8.2.8 INTERWAR STATION BUILDING ANALYSIS & SIGNIFICANCE

The impact of the proposal is considered against the Assessment of Significance contained in the Interwar Station Building Analysis and Significance Report prepared by Humphries and Ellesmore in 2002 as follows:

| CRITERION                                 | SIGNIFICANCE  | COMMENT  |
|---|---|--|
| SHR Criteria a) [Historical significance] | Civic Railway Station is of moderate historical significance for its relationship to the city of Newcastle and its role in developing local industry and tourism.   | Adaptive reuse respects and maintains the building's relationship to Civic.  |
| Historical Association [SHR Criteria b]   | Not applicable.   |  |
| SHR Criteria c) [Aesthetic significance]  | Civic Railway Station is of moderate aesthetic significance as a good example of an Inter-War Generic Domestic passenger station in regional NSW. The building is competently executed and is a typical example of station construction at the time. It fits well into the larger NSW Inter-War Station group and represents the SRA's experimentation with new forms of architecture during the Inter-War period.  | The aesthetic significance of the station is respected by the proposal to retain the building and adapt it as a kiosk with accessible amenities for the public.  |
| SHR Criteria d) [Social significance]     | Civic Railway Station has some social significance through its relation to the adjoining city of Newcastle and through its role in helping to develop local and regional economies.   | Adaptive reuse ensures the social significance of the building is not lost.  |
| SHR Criteria e) [Research potential]      | Civic Railway Station has moderate technical significance as a good example of an Inter-War Generic Domestic railway station. It provides opportunities to study and understand inter-war building techniques and provides some insights into the philosophies of the NSW Railways at the time.   | Adaptive reuse of the building will ensure the building's research potential remains.  |
| SHR Criteria f) [Rarity]                  | As an example of Inter-War architecture, Civic Station is not considered particularly rare or outstanding. However, the majority of similar station buildings in NSW's west have been demolished and Griffith is one of two surviving Inter-War stations in this region. As such, it is considered moderately rare.   | Retention and adaptive reuse of the building ensures the building's survival and continued conservation for future generations.  |
| SHR Criteria g) [Representativeness]      | Civic Railway Station is a good representative example of an Inter-War Generic Domestic railway station in Regional NSW. Overall, the station building is considered to be of Local Significance.   | The proposal respects the local significance of the station building.  |
| Integrity/Intactness                      | Exterior: Civic Station is considered to have retained a high degree of integrity.<br>Interior: Civic Station is considered to have retained a low degree of integrity.<br>Overall, the integrity of the building has been compromised by the removal of interior fitout but the excellent condition of the interior makes it a relatively intact example of the type.  | Proposed works to the exterior are restricted to the eastern end and platform side. The Hunter Street, primary elevation, retains a high degree of integrity, despite the proposal to shorten it towards the east.   |
| Recommendations                           | It is recommended that Civic Station be added to the SRA Section 170 Register as an item of <b>local significance</b> in its own right and as part of a larger group. Any new work should be sensitive to the building's heritage status and no alterations to the exterior of the building or its layout should be permitted. The interior fitout can be altered and updated as required, provided no changes are made to the interior layout and surviving original elements (such as window frames and ceiling cornices) are retained. | Civic Station is listed on HDC's Section 170 Register as an item of Local significance. The proposal involves minor demolition and fitout of the interior to create a kiosk and public accessible facility. This is considered appropriate to the significance of the place. |

## 8.3 HERITAGE IMPACT ASSESSMENT

*The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:*

- Adaptive reuse of Civic Station platform building, platforms and canopies retains a memory of the original configuration of the Interwar railway station group and respects the significance of the place and its relationship to Civic.
- Use of all retained parts of the platform building, including those currently not used, will ensure the buildings continued conservation for future generations.
- Opening up the former Booking Hall reinstates the original connection from Hunter Street to the platform and conservation works to the former ticket window improve the streetscape presentation.
- The proposed new openings reference the original openings through height and proportion.
- Moveable heritage items including the ticket counter and sink are retained in the building.
- The minor addition to the east, which houses waste bins and services meters, is detailed in a contemporary manner making a clear distinction between original and new fabric in accordance with the principles of the ICOMOS Burra Charter.
- The proposal is accompanied by an Interpretation Strategy which sets out a wide range of interpretive measures, many of which are embedded in the design.
- Interpretation of the footbridge is proposed in the landscape through the salvage and reuse of the original materials; the haunched beams are to be reused as seats, whilst the bricks are proposed to be reused as pavers, laid in a pattern to match the original side elevations of the face brick trestles of the footbridge, giving a sense of its original scale, form, materiality and footprint whilst providing visual permeability across the former rail corridor.
- The sunken garden between the platforms and paving treatment interpret the line of the former rail corridor.

*The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:*

- Removal of the footbridge, which has outlived its original purpose, could be perceived as having a detrimental impact on significance, however, this is required to create a pedestrian link between the city and the harbour. Interpretation and reuse of salvaged original materials from the footbridge within the public domain is proposed to mitigate this impact. Interpretive signage on the platform building will further reveal the history and significance of this structure. Archival recording of the footbridge and station complex prior to undertaking the work is also recommended.
- Partial demolition of the platform building is required to create through site pedestrian connections and to repurpose the building for use as a kiosk with publicly accessible amenities. The impact of these changes are minimised through careful design, with a clear distinction between original and new fabric.

*The following sympathetic solutions have been considered and discounted for the following reasons:*

- A wide range of options was considered in the design process ranging from retention of all original fabric to full demolition. The final proposal meets the project brief and Council objectives for the Precinct. Interpretation of missing elements will help to minimise the heritage impact of the proposal.

## DEMOLITION OF A BUILDING OR STRUCTURE

The proposal involves demolition of the footbridge.

- *Have all options for retention and adaptive re-use been explored?*

Many options were explored during the design process ranging from retention of all original fabric to full demolition.

- *Can all of the significant elements of the heritage item be kept and any new development be located elsewhere on the site?*

Since closure of the rail line, Newcastle City Council has adopted a DCP (2017) which aims to better connect the city to the harbour. The site forms part of Civic Link, which is an integral part of this plan. It is not possible to retain all significant elements of the Civic Railway group as the footbridge forms a major physical and visual barrier between the city and the harbour. It is also necessary to 'shorten' the building to provide a connection to the north from the light rail stop to the Museum.

- *Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible?*

Since closure of the rail line, the footbridge has become redundant. Postponing demolition will not make its retention or conservation more feasible. Interpretation of the footbridge is proposed in the public domain.

- *Has the advice of a heritage consultant been sought?*

The advice of Tonkin Zulaikha Greer Heritage has been sought.

- *Have the consultant's recommendations been implemented? If not, why not?*

Testing of many options has proven that it is not possible to retain the footbridge and still meet the aims of revitalising Civic as it creates a physical and visual barrier between Hunter Street and the public domain leading to the Harbour. Options were discussed with TZG Heritage, representatives of OEH and Newcastle City Council, in light of the identified significance of the footbridge. The final option, as lodged, is supported in principle by both OEH and Newcastle City Council.

## PARTIAL DEMOLITION

The proposal involves demolition of the eastern end of the station building including the former male toilets, female toilets and former waiting room and associated roof modifications. It also involves removing the recent kiosk fitout, reinstating former openings in the former Booking Hall and widening selected openings to provide universal access. Demolition of the platforms to the west of the platform building is also proposed.

- *Is the demolition essential for the heritage item to function?*

Partial demolition of the station building, at the eastern end is required to connect the public domain via a pedestrian link from the city to the harbour. This will also visually link Civic Theatre with Newcastle Museum. Removal of the recent fitout from the Booking Hall is required to reinstate the original arrangement with through access to the platform.

New openings are required to provide universal access to the interior. The height of these openings and the proportions of the windows are vertical to relate to adjacent original openings. Minor internal demolition is required to make the building accessible.

Demolition of part of the platforms to natural ground level is required to prepare the site for redevelopment by the University of Newcastle at the west and for Affordable Housing to the east.

- *Are important features of the item affected by the demolition (e.g. fireplaces in buildings)?*

Important features of the building are retained and a section of platform complete with canopy is retained in the vicinity of the platform building.

- *Is the resolution to partially demolish sympathetic to the heritage significance of the item?*

Civic Railway Station is a good representative example of the Inter-War Functionalist Railway style in NSW which uses domestic detailing and is assessed to be of local significance. Partial demolition will enable the building to be adaptively reused as a kiosk, ensuring its continued conservation.

- *If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?*



Partial demolition is not required as a result of the condition of the fabric. It is required to create pedestrian connections between the city and the harbour, to repurpose and upgrade the building for use as an expanded kiosk and to facilitate construction of the adjoining university campus to the west and affordable housing to the east.

## CHANGE OF USE

The former Booking Hall of the platform building has housed a small kiosk for some time. The proposal involves opening up the former Booking Hall and adapting the remainder of the building to serve as a larger kiosk facility with internal seating and accessible sanitary facilities.

- *Has the advice of a heritage consultant or structural engineer been sought? Has the consultant's advice been implemented? If not, why not?*

The advice of Tonkin Zulaikha Greer Heritage has been sought and implemented.

- *Does the existing use contribute to the significance of the heritage item?*

The former Civic Station platform building is no longer required to serve the railway. Since closure of the rail line the small kiosk in the former Booking Hall has remained operational with parts of the building used for storage and other parts not used at all, leading to a state of disrepair in some areas.

- *Why does the use need to be changed?*

The original use of the building is no longer needed. The proposal involves repurposing the whole building as a larger Kiosk with an accessible public toilet.

- *What changes to the fabric are required as a result of the change of use?*

The former Booking Hall is currently being used as a small kiosk. The proposal involves removing the existing kiosk fitout to reinstate the connection to the platform from the south. It also involves a new fitout of the station building to accommodate a new kiosk and accessible toilet.

- *What changes to the site are required as a result of the change of use?*

Outdoor seating will be provided on the platforms. Landscaping is proposed to the public domain around the building to provide a north south connection from the city to the harbour.

## MINOR ADDITIONS

The proposal involves the fitout of the former station building as a kiosk with an accessible public toilet and a minor addition to the east to house services.

- *How is the impact of the addition on the heritage significance of the item to be minimised?*

The impact of the new fitout works have been minimised by designing them in a contemporary, reversible manner.

The minor services extension to the east is proposed to be detailed in a contemporary manner to ensure there is a clear distinction between original and new fabric in accordance with the principles of the ICOMOS Burra Charter.

- *Can the additional area be located within an existing structure? If no, why not?*

The works involve the fitout of the remaining existing structure.

A minor contemporary addition is required at the eastern end of the building to house bins and services. These services did not fit within the plan of the original building. The extension is designed to read as a contemporary insertion with the end elevation comprising a series of access panels.

- *Will the additions visually dominate the heritage item?*

The internal fitout will not visually dominate the original station building.

The minor addition to the east reads as a secondary element and will not dominate the original building.

- *Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?*

The works are not sited on any known significant archaeological deposits, however, a management arrangement for an archaeologist will be included in the contract. (Refer to Historical Archaeological Assessment prepared by RPS, May 2018.)

- *Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?*

The fitout will be distinctly contemporary, so as not to be confused with original fabric, in accordance with the principles of the ICOMOS Burra Charter.

## NEW DEVELOPMENT ADJACENT TO A HERITAGE ITEM

Civic Railway Station is located adjacent to Newcastle Museum, which is housed in the former Civic Railway Workshops, and opposite the Civic Theatre which are both listed as Heritage Items on the State Heritage Inventory. It is also located adjacent to the Newcastle City Hall and Civic Theatre Precinct which is also listed on the State Heritage Inventory. The site is located within the Newcastle City Centre Heritage Conservation Area which is identified in Newcastle LEP 2012.

- *How is the impact of the new development on the heritage significance of the item or area to be minimised?*

The impact of the new works is minimised by conserving the retained parts of the station building and by salvaging and reusing elements proposed to be demolished including the brickwork and haunched beams of the footbridge. Landscape works within the public domain will enhance the setting of the conservation area and neighbouring heritage items and visually connect them across the former rail corridor.

- *Why is the new development required to be adjacent to a heritage item?*

The proposal involves alterations to an existing building and landscaping of the public domain.

- *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*

Landscaping within the public domain provides respectful pedestrian connections between the heritage items and enhances their settings.

- *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*

Views to and from neighbouring heritage items are enhanced by the proposed works.

- *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*

Refer to Historical Archaeological Assessment prepared by RPS, May 2018.

- *Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?*

Proposed modifications to the station building respect the historic, aesthetic and social significance of the place. The prominent Booking Hall is reinstated and the Inter-War Domestic Railway style building adapted in a sympathetic manner to provide a kiosk and accessible toilet serving the landscaped public domain.

- *Will the additions visually dominate the heritage item? How has this been minimised?*

The new work will not visually dominate adjacent heritage items, rather improve their setting.

- *Will the public, and users of the item, still be able to view and appreciate its significance?*

The public will still be able to view and appreciate the significance of heritage items in the vicinity.

## SUBDIVISION

The site sits within the former rail corridor, which has been the recent subject of rezoning. Lot boundaries are complex and no longer relate to the original subdivisions. Subdivision will allow the platform building to be on its own lot. This is to facilitate clear divisions of responsibility in terms of management and maintenance for the building and the public domain beyond.

This will have minimal impact on the heritage significance of the place. Interpretation of missing elements including the rail corridor and platforms will assist in minimising this impact.

## REPAINTING

- *Have previous (including original) colour schemes been investigated? Are previous schemes being reinstated?*

The colour scheme will be traditional; similar in hue and tonality to the original colour scheme.

- *Will the repainting effect the conservation of the fabric of the heritage item?*

Repainting surfaces intended to be painted including the timber window and door frames will prolong the life of the fabric and ensure its continued conservation.

## RE-ROOFING/RE-CLADDING

- *Have previous (including original) roofing/cladding materials been investigated (through archival and physical research)?*

Historic photographs and drawings have been investigated. The original roof tiles are being retained and reused.

- *Is a previous material being reinstated?*

The main roof is terracotta tiled whilst the roofs to the platform canopies are corrugated metal. These materials are proposed to be reinstated, with the addition of a transparent section to the canopies to improve light within the building.

- *Will the re-cladding effect the conservation of the fabric of the heritage item?*

The existing roof appears to be in relatively good condition. Repairs will be carried out as required to ensure it is weathertight.

- *Are all details in keeping with the heritage significance of the item (e.g. guttering, cladding profiles)?*

Original details and profiles will be retained.

- *Has the advice of a heritage consultant or skilled tradesperson (e.g. slate roofer) been sought?*

The advice of Tonkin Zulaikha Greer Heritage has been sought.

## NEW SERVICES

New services include a new electrical distribution board and communications board, water/gas metering, an instantaneous gas hot water heater, air-conditioning, kitchen exhaust and a grease trap adjacent to the services area at the eastern end of the building. The existing stormwater and sewer connections are to be retained.

- *How has the impact of the new services on the heritage significance of the item been minimised?*

The impact of new services has been minimised by running them in concealed spaces where ever possible and in neat straight runs where they are exposed. The minor addition to the east has been designed to house the new meters and air conditioning plant along with waste bins.

- *Are any of the existing services of heritage significance? In what way? Are they affected by the new work?*

There are no existing services identified as being of heritage significance other than the street light pole towards Hunter Street.

- *Has the advice of a conservation consultant (e.g. architect) been sought? Has the consultant's advice been implemented?*

The advice of Tonkin Zulaikha Greer Heritage has been sought and implemented.

- *Are any known or potential archaeological deposits (underground and under floor) affected by the proposed new services?*

Refer to Historical Archaeological Assessment prepared by RPS, May 2018.

## FIRE UPGRADING

- *How has the impact of the upgrading on the heritage significance of the item been minimised?*

Fire upgrading is restricted to the provision of smoke alarms and other items such as fire extinguishers required by the BCA for the proposed use of the building as a kiosk.

- *Are any of the existing services of heritage significance? In what way? Are they affected by the new work?*

None of the existing services are identified as being of heritage significance.

- *Has the advice of a conservation consultant (e.g. architect) been sought? Has their advice been implemented?*

Tonkin Zulaikha Greer Heritage have provided heritage advice which has been implemented.

- *Are any known or potential archaeological deposits (underground or under floor) affected by the proposed new services?*

Refer to Historical Archaeological Assessment prepared by RPS, May 2018.

- *Has the advice of a fire consultant been sought to look for options that would have less impact on the heritage item? Will this advice be implemented? How?*



The impact of fire upgrading is not considered to have enough heritage impact to warrant seeking the advice of a fire consultant to provide alternate solutions.

## NEW LANDSCAPE WORKS AND FEATURES

*(including carparks and fences)*

- *How has the impact of the new work on the heritage significance of the existing landscape been minimised?*

The existing public domain relates to the former rail corridor. It comprises two station platforms, finished in bitumen with brick edges, with rail tracks between, set down some 1200mm below. The proposed landscape retains a memory of the original configuration and interprets the former footbridge which once provided access over the live rail corridor. (The curtilage of Civic Station does not include the garden bed to Hunter Street.)

- *Has evidence (archival and physical) of previous landscape work been investigated? Are previous works being reinstated?*

Documentary evidence of previous configurations has been investigated.

- *Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, have their recommendations been implemented?*

JMD Landscape Architects have been consulted and their recommendations incorporated into the proposal.

- *Are any known or potential archaeological deposits affected by the landscape works? If so, what alternatives have been considered?*

Refer to Historical Archaeological Assessment prepared by RPS, May 2018.

- *How does the work impact on views to, and from, adjacent heritage items?*

Views to and from adjacent heritage items will be enhanced by the landscape works.

## TREE REMOVAL OR REPLACEMENT

There are no trees located within the DA boundary.

## NEW SIGNAGE

New signage will be the subject of a separate development application.

## ARCHAEOLOGY

The Historical Archaeological Assessment prepared by RPS to accompany the DA assesses the impact on the archaeological resource as follows:

*The removal of footings may be required as part of proposed works and this constitutes subsurface disturbance which may impact any potential archaeological resource. The removal of platforms is also considered to be a potential impact to archaeological resources.*

*The archaeological potential of each historical phase of the Project Area is summarised as:*

- *Pre-1937 – Moderate potential for ‘works’ related to railway such as tracks and ‘relics’ associated with the former station and carriage shed buildings located near the current Civic Station.*
- *Post-1937 – Low potential for archaeological remains inside existing platforms of unknown origin or type, dependent upon the fill utilised during the construction of the platforms.*

*Continuity of use of the location is considered a major contributing factor to the heritage value of the site with regard to Heritage Significance Criterion (a) and NSW Historical Theme “Transport”. The original use of Civic Railway Station as a light rail transit stop will continue because of its location adjacent to the new light rail network.*

*The demolition of some of the existing Station structures will occur above ground level. It is therefore considered that there will be no impact to potential archaeological resources by the proposed demolition works.*

## 8.4 CONCLUSION

*However, the removal of building footings may be required to facilitate the replacement of the existing flooring inside the main building or in other locations on site during demolition. Where the removal of footings is required, it is considered that impact to any potential archaeological resource would be unavoidable and would represent a partial loss of heritage value of any relic or deposit. Furthermore, there is low potential for an unquantifiable archaeological resource to exist within the station platforms where previous construction practices included using remains of previous structures as construction fill.*

*Given the archaeological potential and the location of the Project Area inside a Conservation Area listed in the Newcastle LEP, a program of archaeological monitoring and investigation would be required under a Section 140 excavation permit in accordance with the Heritage Act.*

*If ground disturbance works are proposed, further archaeological impact assessments will be required.*

The Historical Archaeological Assessment concludes:

*...Although tangible evidence of the former Station may be altered in the removal of the existing 1937 structures, the intangible evidence of the former Station will remain in the reuse of the site as a light rail transit stop. This is in keeping with the theme of transport to which the station relates.*

*It is assessed that the proposed works including possible removal of footings and demolition of station platforms may impact on potential archaeological resources identified which relate to the earlier station, and the Civic Rail Workshops in the area.*

It is recommended that an archaeologist be appointed with a watching brief during demolition and excavation works to ensure any archaeological remains discovered during construction are treated in an appropriate manner.

The proposal is generally in accordance with Newcastle City Council policies contained in both the LEP and DCP, as adopted.

The recent closure of the rail line has meant that the platform building, platforms and associated canopies, the rail corridor and the footbridge at Civic have all become redundant.

Since removal of trains from the line, it is now possible to cross the former rail corridor at grade. While it is possible to adaptively reuse the Interwar platform building, the footbridge is no longer required and its solid brick construction now forms a physical and visual barrier between Civic, the Museum and public domain to the north and the waterfront beyond.

The design team explored many options and liaised with the Office of Environment & Heritage and Newcastle City Council prior to arriving at the current design. The design option that most aligns with the urban design objectives contained in the Newcastle DCP involves the demolition of the footbridge, despite its significance. In order to mitigate the impact of its removal, the proposal includes a recommendation for archival recording, the salvage of materials from the footbridge and their reuse as part of the Interpretation Strategy for the new public domain. This will retain a memory of the scale, form, materiality and footprint of the footbridge whilst opening up the north south pedestrian connection to the public, achieving the urban design aims of the Civic Precinct.

The proposal respects the local significance of the Civic Railway Group and its contribution to the local community's sense of place. The adaptive reuse of the platform building as an expanded kiosk and interpretation of the footbridge and rail corridor in the public domain will ensure the continued conservation of Civic Station for future generations.

The proposal is supported and recommended for approval.



Figure 189: 1901 Honeysuckle Workshops

Source: Snowball, Ralph 1901, *Advertisement for Bushell's tea on fence at Honeysuckle workshops in Newcastle* viewed 4 October 2017 <http://collections.ncc.nsw.gov.au/keemu/pages/nrm/Display.php?irn=14800>





9.0

RECOMMENDATIONS



## 9.1 RECOMMENDATIONS

The following mitigation measures are recommended:

### STATION BUILDING

- Archival record the Station Building prior to commencing work. This should include both drawings and photographs.
- Protect and store moveable heritage items. Keep them in a safe place during the works.
- Salvage and store original bricks and terracotta tiles for use in future repairs.
- Install new fitout items in a reversible manner where ever practical.
- Include interpretation in the adaptive reuse of the building.

### PLATFORMS, CANOPIES AND RAIL CORRIDOR

- Retain original fabric including steel roof framing and brickwork.
- Interpret rail corridor in landscape.

### FOOTBRIDGE

- Archival record the footbridge prior to carefully unbuilding.
- Salvage original materials from the footbridge for reuse in the public domain including original bricks, steel haunched beams and supports.
- Interpret the scale, form and materials of the footbridge in the public domain.

### ARCHAEOLOGY

The Historical Archaeological Assessment prepared by RPS includes the following recommendations:

#### Recommendation 1

*For works requiring the removal of footings: An application for a permit under Section 140 of the NSW Heritage Act 1977 should be lodged with the Heritage Council of NSW for the Project Area. Works must only be undertaken once approval has been granted by the Heritage Council of NSW and works must be carried out in accordance with this approval.*

*Due to the low-moderate potential for archaeological remains to be present within the Civic Station Project Area, which have been assessed to meet*

*two significance criteria for local heritage, it is recommended that a suitably qualified archaeologist (Excavation Director) be present during the removal and replacement of footings. A methodology for these works must be formulated as part of the permit application.*

#### Recommendation 2

*For works relating to the demolition of the station platforms:*

*The likelihood of occurrence, nature and significance of potential archaeological remains within the station platforms is unknown. As such, it is recommended that the demolition of platforms be preceded by a heritage induction involving all contractors and staff on site and including the provision of information regarding potential historic heritage items, stop work procedures and the obligations of individuals and organisations under the NSW Heritage Act 1977*

*Following the induction, the removal of platforms should be staged, so that the concrete platform surface is removed initially, leaving the walls and interior fill intact. An inspection by a qualified archaeologist should then be undertaken to determine whether the fill contains potential 'relics' under the Heritage Act.*

*Where no potential archaeological remains are identified, works may proceed. In the event that relics are identified, a methodology for the completion of archaeological investigation will be prepared and an application for a permit under Section 140 of the Heritage Act submitted.*

#### Recommendation 3

*This archaeological assessment has been undertaken on the understanding that the proposed demolition works are to be contained within the development application area. Future works outside of these areas will require further archaeological assessment/s.*

#### Recommendation 4

*This archaeological assessment has considered above ground impacts only as a result of the demolition of some existing structures. If further works outside this scope are proposed where ground disturbance will occur, further archaeological impact assessment/s will be required.*





Figure 190: c1900

Source: Snowball, Ralph Fence advertising at Honeysuckle Railway Workshops. Signs advertise Nicholson & Son pianos, Gibson's cooking stoves & Bonningtons Irish Moss viewed 4 October 2017 <http://collections.ncc.nsw.gov.au/keemu/pages/nrm/Display.php?irn=15132>



# 10.0

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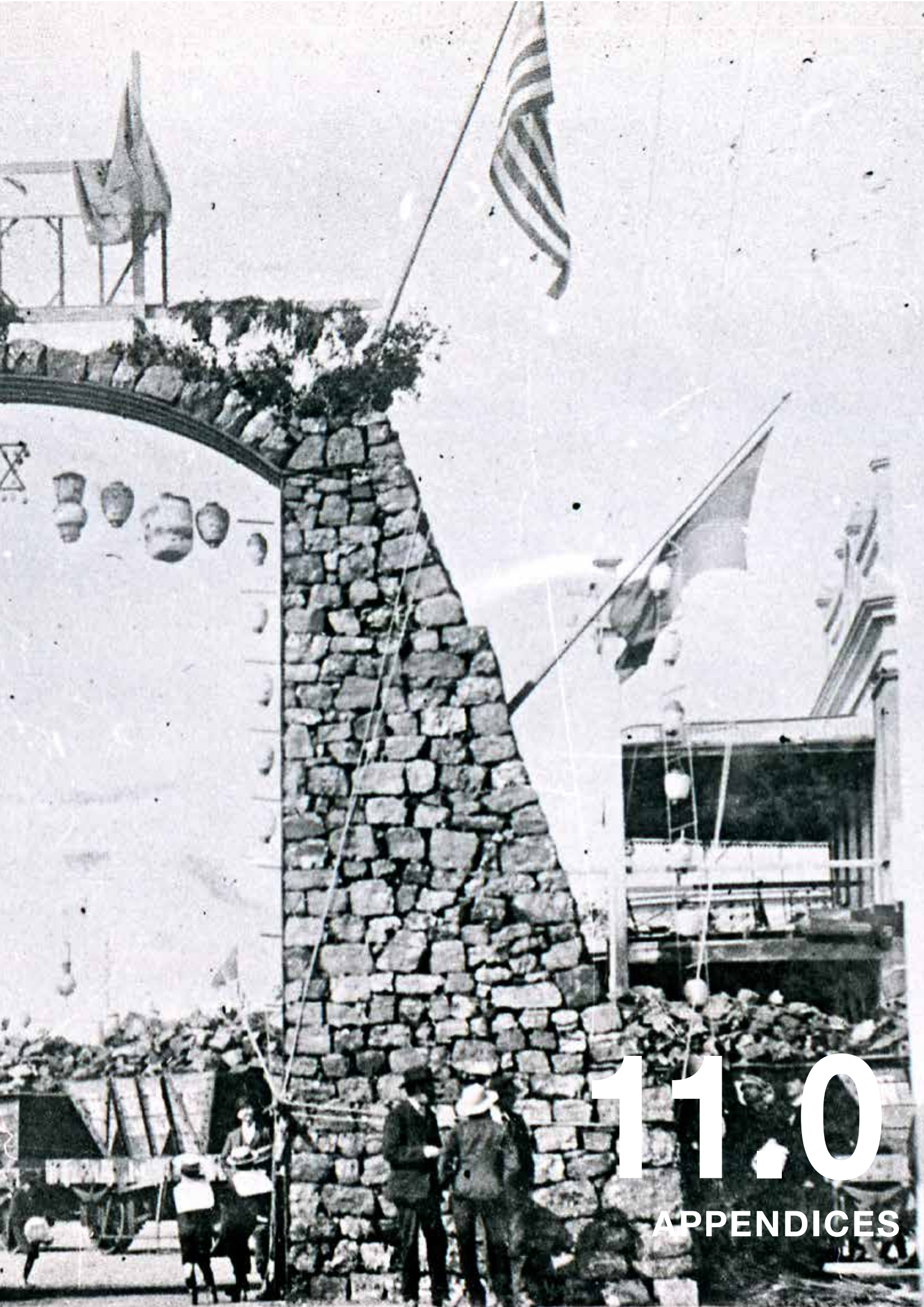
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Figure 191. 1897 Coal Arch

Source: Lovett, Bert (1997) Newcastle Coal Mining Company coal arch for Newcastle centenary celebrations. *Birwood and Hunter Shires News*, NSW, 11 September 1997, viewed 6 October 2017. <http://www.birwoodshiresnews.com.au/index.php/view/17628>





11.0

APPENDICES





## 11.1 HERITAGE LISTINGS

### 11.1.1 S170 LISTING - CIVIC RAILWAY STATION GROUP

Civic Railway Station Group | NSW Environment & Heritage

13/10/2017, 2:16 PM



[Home](#) > [Topics](#) > [Heritage places and items](#) > [Search for heritage](#)

## Civic Railway Station Group

### Item details

|                           |  |
|---------------------------|--|
| <b>Name of item:</b>      | Civic Railway Station Group            |
| <b>Type of item:</b>      | Built                                  |
| <b>Group/Collection :</b> | Transport - Rail                       |
| <b>Category:</b>          | Railway Bridge/ Viaduct                |
| <b>Primary address:</b>   | Hunter Street, Civic Station, NSW 2300 |
| <b>Local govt. area:</b>  | Newcastle                              |

North: property boundary to former workshop site; East: west side of Mereweather Street; South: property boundary to rear of properties fronting Hunter Street; West: end of the carpark to 520 Hunter Street.

### Boundary:

### All addresses

| Street Address | Suburb/town   | LGA       | Parish | County | Type            |
|----------------|---------------|-----------|--------|--------|-----------------|
| Hunter Street  | Civic Station | Newcastle |        |        | Primary Address |

### Owner/s

| Organisation Name              | Owner Category   | Date Ownership Updated |
|--------------------------------|------------------|------------------------|
| Hunter Development Corporation | State Government |                        |

### Statement of significance:

Civic Railway Station Group is significant at a local level as part of an important municipal precinct for its direct associations with developing a new civic centre for Newcastle in the 1930s, represented both in name and a new architectural style. The station building is the first Interwar Functionalist railway building in NSW to employ domestic architectural features, demonstrating the NSW Railways experimentation with new styles during the Interwar period.

The site is also significant as the former 1857 Newcastle (Honeysuckle) terminus station on the Great Northern Railway line, one of the first railway lines in Australia that was for many years a significant connection point in the state for the transport of goods by land

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801623>

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and sea. The site has archaeological potential associated with the original Honeysuckle station and former Honeysuckle Railway Workshops.

The footbridge is unique as the only known example of this structure constructed on brick piers. The signal box is unique as the smallest elevated box constructed on the NSW rail system.

**Date significance updated:** 04 Sep 08

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

## Description

**Designer/Maker:** New South Wales Department of Railways

**Builder/Maker:** New South Wales Department of Railways

**Construction years:** 1935-1937

**Physical description:** Station Building, type 13 (1937)  
Platform Shelter, (1937)  
Platforms, (1937)  
Footbridge, (1937)  
Forecourt (potential archaeological site)

### CONTEXT

Civic Railway Station is located between Newcastle and Wickham Railway Stations, Newcastle. It is immediately south of the former Honeysuckle Railway Workshops, which are no longer used for railway purposes and have been developed into a new commercial and hotel district. Civic railway station comprises of a station building and forecourt, platform shelter, platforms, and footbridge. On the southern side of Civic station is the main central business district and civic centre of Newcastle.

### STATION BUILDINGS (1937)

**Exterior:** The station building is located on the Up platform, closest to the Newcastle central business district. The building is representative of the Inter-War Functionalist style and is of masonry construction, using dichromatic and polychromatic brickwork as a simple decorative effect. The building is comprised of a single, linear hipped-roofed block, with a skillion awning to the approach elevation and a cantilevered awning to the rail elevation. The main entrance to the station is defined by a projecting gabled portico (presently housing the kiosk) and pedestrian access to the platforms is via an overhead bridge contained within a polychromatic brick wall. The roof is covered with multi-coloured terra-cotta tiles that may or may not be original. The roof is hipped with a low eaves overhang and timber lined soffit, all typical details of this period of construction. The roof extends at the front to form the veranda, which is supported on heavy brick columns. The underside of the veranda is lined with fibre cement board.

The building employs simple blocks of dichromatic and polychromatic brickwork as its main decorative detail and this is typical of modest station buildings of this period. Wall construction is of standard stretcher bond. The fenestration on the approach facade is regular and almost severe in its simplicity. Windows are timber sashed and double hung



or timber sashed and louvred with two panes to each frame.

The platform elevation of the building is simple and unadorned, relying on dichromatic brickwork for decorative effect. The awning is of corrugated Colourbond supported on cantilevered steel beams. The fenestration to this elevation is regular but not symmetrical.

Interior: Internally, the building is designed as a series of discrete spaces with specific functions arranged on a linear plan. These spaces consist of: booking hall; booking and station master's office; parcels office; waiting room; ladies room and men's room. The scale of the building and emphasis on passenger comfort suggests that Civic was more than just a wayside station and also reflects NSW railway's growing concern for passengers at this time. Most of the original interior fitout has been removed with only a few ceiling cornices and window frames remaining. The waiting room however would appear to retain original joinery (skirtings and architraves), battened ceiling and bench. The interior has been recently repainted, obscuring any remnants of the original paint scheme.

#### PLATFORM SHELTER (1937)

A second structure on Platform 2 is a simple shelter with cantilevered awning supported on steel beams. The building provides shelter for waiting passengers, but houses no other functions and is in all respects identical to the awning on the rail elevation of the main platform building.

#### SIGNAL BOX (1937)

Exterior: The signal box is located at the Newcastle end of the Down platform. It is one of the smallest signal boxes in NSW. Dating from 1937 it has a simple square plan and hip roof and is set on a raised concrete platform containing rooms within. The box is timber framed with battened fibrous cement sheet construction and has external access from this platform, with windows (since boarded over) on three sides. Pneumatic level crossing gates at Mereweather Street have been removed and replaced.

Interior: Not able to be inspected (2009).

#### PLATFORMS (1937)

Platforms are located to both the Up and Down lines and have asphalt surfaces and polychromatic face brick faces set in an English bond. Coping has been cut back. The Down platform has been extended with a new concrete platform.

#### FOOTBRIDGE (1937)

The footbridge is an original haunched beam design comprising of tapered steel cantilevers supporting shallow steel beams over the railway tracks where headroom for rolling stock can be critical. The cantilevers in turn are supported by face brick trestles. The footbridge has a reinforced concrete floor and modern steel balustrade. The steps leading up to it on either side have concrete treads and feature face brick balustrades.

#### FORECOURT (POTENTIAL ARCHAEOLOGICAL SITE)

An at grade carpark (vested 2013; no longer railway owned) and large grassed area form the approach to the station from the west. These areas form part of the former Honeysuckle Point workshops and wharf precinct and are flanked by historic, former workshop buildings. The original Honeysuckle Station is also known to have been in this area (Doring, 1990). The area may contain archaeological evidence associated with the original station and workshops, although the evidence may have been partially disturbed during the construction of the current station and the realignment of the railway line in this location. The archaeological potential is considered to be moderate and may include remnant footings, pits and artefact deposits.

## MOVABLE ITEMS

Mosaic, platform 2, (1997) - "Seams Like Newcastle" 99 tiles created by people in Newcastle area with disabilities as part of Newcastle's Bicentenary.

Bathgate indicator destination board (metal box fixed to underside of platform awning, with metal plates printed with station names).

First aid kit (c1930s). Green, metal, labelled S.R.A. of NSW Railway First Aid Box No. 253B.

Safe (c1930s). Grey, metal.

Timber joinery, internal (c1930s).

Station signs - metal, with station names printed

Ticket counter/desks/cash draw (C1930s)

Miscellaneous Items: train conductors hat, early cans & glass bottles

Sink (1930s)

Timber station seats in ladies waiting room (c.1960s)

**Physical  
condition and/or  
Archaeological  
potential:**

Station buildings - Generally, the buildings are in good condition.

Footbridge - Good condition

Signal box - Moderate condition. Presently unused, the concrete platform is cracked and windows have been boarded over.

**Date condition updated:** 15 Oct 08

**Modifications and  
dates:**

1984: Some upgrading undertaken for the electrification of the main line between Gosford and Newcastle. The signal box was closed a short time prior to the electrification project.

N.d: Alterations to the station building and shelter appear to be ongoing over a long period, probably since the 1970s. Alterations have been made to the Down platform booking office to allow the provision of a concession selling food.

N.d: The original brick balustrade on the footbridge has been replaced by standard metal bars.

2009: Platform extended

2011: Repairs made to the footbridge, including: Installation of galvanised steel structural components to replace the corroded original items; Corrosion repair and recoating of the main girders; Brick reconstruction and concrete repair to the bridge abutments, balustrades and deck.

2011: Signal Box (1937) removed.

2013: Carpark vested to Hunter Development Corporation

**Current use:** Railway Station

**Former use:** Nil

## History

**Historical notes:** The Main Northern line between Sydney and Newcastle was constructed in two distinct stages and in the earliest years, was worked as two separate railway systems. The line between Sydney (actually the junction at Strathfield) and the Hawkesbury River was opened on 5 April 1887, with the terminus being on the southern bank of the Hawkesbury River. The line between Newcastle and the northern bank of the Hawkesbury River (near present day Wondabyne) was opened in January 1888. The line was completed through between Sydney and Newcastle with the opening of the massive bridge over the Hawkesbury River in 1889.

Civic Railway Station is presently located on the Islington Junction to Newcastle station section of the Northern line. Civic is located between Wickham station and Newcastle station. Present day Civic Railway Station was opened in 1935.

The first railway line in the Newcastle area was built between 'Newcastle' and 'East Maitland' Railway Station. Soon after the opening, 'Newcastle' was later re-named 'Honeysuckle', then 'Honeysuckle Point', then again reverted to 'Honeysuckle'. (A new site near the river port was opened in 1858 and named 'Newcastle'). In 1935, Honeysuckle station was closed and a new station, to be known as 'Civic', was opened on a new site slightly nearer to the terminus at Newcastle.

The original East Maitland Railway Station was re-named 'Victoria Street', when a new 'East Maitland' station was opened a short distance away in 1914. Civic was named due to its close proximity to the civic centre of Newcastle.

Civic Railway station comprises two side platforms (one for Up traffic and one for Down traffic) with brick station buildings. The main building is on the Up platform, closest to the Newcastle business area.

In 1937, a relatively small signal box (Civic Signal Box), was provided at the Newcastle end of the Down platform. The small signal box (resembling a small hipped-roof cabin and appearing similar to the tramway style of signal box) was mounted on an elevated platform adjacent to the nearby road level crossing. The signalman controlled the nearby gates and approaching trains from both directions. Intending train passengers were required to use the road crossing to gain access to the platforms.

Civic Railway Station has seen minimal changes or modifications during recent years. Both buildings appear to have been erected concurrently in December 1935/January 1936.

Electrification of the main line between Gosford and Newcastle was opened in May 1984, an extension of the Sydney-Gosford electrification which had been completed in 1960. The new electrification project involved new or rebuilt platforms, station buildings, footbridges, overbridges and underbridges, line side buildings, sidings and myriad structures in that section in order to permit the operation of the wider electric passenger rollingstock and electric locomotives. Accordingly, some upgrading was undertaken at Civic. The small signal box was closed a short time prior to the electrification project, with control of the crossing gates (aided by closed circuit cameras) being transferred to other signal boxes and ultimately the centrally located signal control centre, located near Broadmeadow station.

The signal box was removed in 2011. It was located at the Newcastle end of the Down platform and was one of the smallest signal boxes in NSW. Dating from 1937 it had a simple square plan and hip roof and is set on a raised concrete platform containing rooms within. The box was timber framed with battened fibrous cement sheet construction, with windows on three sides.

## Historic themes



| Australian theme (abbrev)                                    | New South Wales theme  | Local theme  |
|--|--|--|
| 3. Economy-Developing local, regional and national economies | Communication-Activities relating to the creation and conveyance of information  | Signalling and safe working-                                 |
| 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-                                |
| 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   | Rail to ship interchange-                                    |
| 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   | Impacts of railways on urban form-                           |
| 8. Culture-Developing cultural institutions and ways of life | Creative endeavour-Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities. | Evolution of design in railway engineering and architecture- |

## Assessment of significance

### SHR Criteria a)

[Historical significance]

The Civic Railway Station site is historically significant as the location of the Newcastle terminus station on the Great Northern Railway line (1857), one of the first railway lines in Australia. The former Honeysuckle station was also for many years a significant connection point for the transport of goods by land and sea. Civic Railway Station is of local historical significance for its association with the development of a new civic centre of Newcastle in the 1930s represented in both name and architectural style. It also has some historic significance as the first station in NSW to be constructed in the Inter-War Railway Domestic style, and represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.

### SHR Criteria c)


[Aesthetic significance]

Civic Railway Station is of moderate aesthetic significance at a local level, associated with the station building and footbridge. While not particularly outstanding in terms of architectural achievement, the station building represents the first attempt to adapt domestic architectural styles for railway purposes. The station buildings and footbridge, are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The building is competently executed and is a typical example of station construction at the time. It represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.

### SHR Criteria d)

[Social significance]

The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.

|  |  |
|--|--|
| <b>SHR Criteria e)</b><br>[Research potential] | The site has moderate archaeological research potential associated with potential evidence of the original Honeysuckle station and former elements of the Honeysuckle Railway Workshops.   |
| <b>SHR Criteria f)</b><br>[Rarity]             | The face brick trestles to the footbridge are unusual design elements, that are not known to be located on any other railway station building within NSW.  |
| <b>SHR Criteria g)</b><br>[Representativeness] | Civic Railway Station is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style, along with an unusual footbridge in the same style. A number of other Inter-War stations remain in the Sydney Metropolitan network. |
| <b>Integrity/Intactness:</b>                   | The railway station group is largely intact with a high degree of integrity, however, the integrity of the interiors of the station building have been compromised by the removal of interior fitout. The installation of the modern steel balustrade to the walkway detracts from its Inter-War Functionalist style.  |
| <b>Assessment criteria:</b>                    | Items are assessed against the  <b>State Heritage Register (SHR) Criteria</b> to determine the level of significance. Refer to the Listings below for the level of statutory protection.  |

## Listings

| Heritage Listing  | Listing Title | Listing Number | Gazette Date | Gazette Number | Gazette Page |
|---|---------------|----------------|--------------|----------------|--------------|
| Heritage Act - s.170 NSW State agency heritage register |               |                |              |                |              |

## Study details

| Title   | Year | Number | Author                               | Inspected by | Guidelines used |
|---|------|--------|--------------------------------------|--------------|-----------------|
| State Rail Authority Heritage Register Study          | 1999 | SRA623 | State Rail Authority                 |              | No              |
| Heritage Platforms Conservation Management Strategy   | 2015 | SRA623 | Australian Museum Business Services  |              | Yes             |
| Interwar Station Buildings: Analysis and Significance | 2001 |        | Andrea Humphreys and Donald Ellsmore |              | No              |
| S170 Heritage & Conservation Register Update          | 2009 |        | NSW Department of Commerce           |              | Yes             |
| Heritage Platforms Conservation Management Strategy   | 2015 |        | Australian Museum Consulting         |              | Yes             |

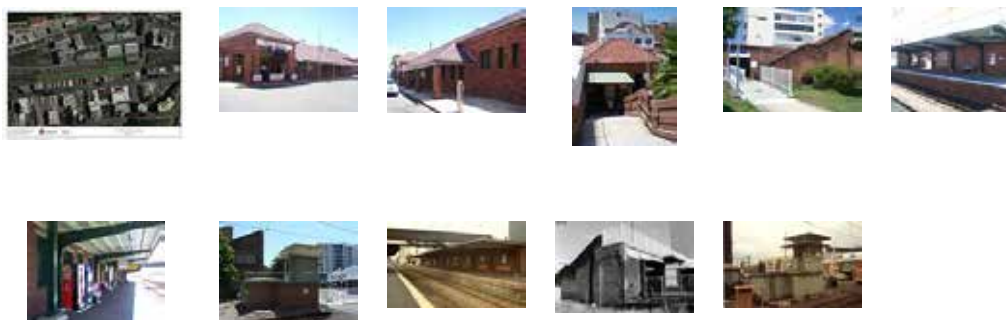
## References, internet links & images

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801623>

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| Type    | Author                                  | Year | Title  | Internet Links |
|---------|---|------|--|----------------|
| Written | C & MJ Doring Pty Ltd                   | 1990 | Honeysuckle Point Heritage Study   |                |
| Written | C. C. Singleton                         |      | The Short North. The Australian Railway Historical Society Bulletin. Various issues. |                |
| Written | City Plan Heritage                      | 2011 | Civic Railway Station Signal Box, Heritage Impact Statement                          |                |
| Written | John Forsyth                            |      | Line Histories   |                |
| Written | Ray Love                                | 2009 | Historical Research for RailCorp s170 Update   |                |
| Written | State Rail Authority of New South Wales | 1995 | How and Why of Station Names. Fourth Edition   |                |
| Written | URBIS                                   | 2014 | Moveable Heritage Report and Inventory   |                |

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



(Click on thumbnail for full size image and image details)

## Data source

The information for this entry comes from the following source:

**Name:** State Government

**Database number:** 4801623

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## 11.1.2 LEP LISTING - NEWCASTLE CITY CENTRE HERITAGE CONSERVATION AREA

Newcastle City Centre Heritage Conservation Area | NSW Environment & Heritage

13/10/2017, 2:12 PM



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# Newcastle City Centre Heritage Conservation Area

## Item details

|                           |   |
|---------------------------|---|
| <b>Name of item:</b>      | Newcastle City Centre Heritage Conservation Area  |
| <b>Type of item:</b>      | Complex / Group   |
| <b>Group/Collection :</b> | Commercial  |
| <b>Category:</b>          | Other - Commercial  |
| <b>Primary address:</b>   | Hunter Street, Scott Street, Watt Street, Newcomen Street, King Street, Perkins Street, Keightley Lane, Brown Street, Crown Street, Perkins Street, Wolfe Street, Newcastle, NSW 2300 |
| <b>Local govt. area:</b>  | Newcastle   |

Shown by a heavy black broken line and marked 'Newcastle City Centre Heritage Conservation Area'

## Boundary:

### All addresses

| Street Address   | Suburb/town | LGA       | Parish | County | Type            |
|--|-------------|-----------|--------|--------|-----------------|
| Hunter Street, Scott Street, Watt Street, Newcomen Street, King Street, Perkins Street, Keightley Lane, Brown Street, Crown Street, Perkins Street, Wolfe Street | Newcastle   | Newcastle |        |        | Primary Address |

## Statement of significance:

The Newcastle City Centre Heritage Conservation Area is significant on many levels. The assemblage of commercial and civic buildings is a powerful reminder of the city's rich history and its many phases of development. The number of historic buildings surviving is quite remarkable for a city of this size, with a number of pre-1840s buildings surviving (Rose Cottage, c1830, Newcomen Club, 1830, Parts of James Fletcher Hospital). All of these are associated with the city's penal heritage. It is also known to be a city with a rich archaeological record of national significance, for its potential to yield information about the early convict settlement and early industrial activities. The city area is known to have been a place of contact between colonists and the indigenous population, who owned the land on the southern shores of the Hunter river. This evidence is available in historical accounts and in the archaeological record surviving beneath the modern city. The high numbers of commercial and civic buildings of the 19th and 20th centuries gives

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2173904>

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the city a historic character which is notable and allows an understanding of the importance of the city as a place of commerce, governance and city building. The historical foundation of the city was the discovery and exploitation of coal with good shipping access via a safe and navigable harbour. The town's layout by Surveyor General Henry Dangar in 1828 is still visible in the city's streets, and is an element of historical value.

**Date significance updated:** 06 Feb 07

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

## Description

### Physical description:

The HCA is the urban core of Newcastle and has been the centre of activities since its settlement in 1804. As such, it is highly significant as a place which can evoke a sense of its past through the street layout, building fabric, sandstone retaining walls and kerbing, and its archaeological layers surviving beneath the modern streets and buildings. The CBD is essentially a narrow peninsula bounded on one side by the harbour, the other the sea, and at the western extremity by the arc of the Hunter river estuary. The street system is a grid layed out in street widths by Surveyor general Henry Dangar in 1828. This has not changed to this day although there has been significant reclamation of the foreshore to create Scott Street and the land the railway sits upon. Of special significance is the area of the Market place which still functions as a shopping precinct today - this can be seen on Dangar's 1828 town plan. One of the early convict coal mines was located under the present day location of Market Square shopping centre.

## History

### Historical notes:

The presence of abundant coal reserves within easy reach of the sea is the economic foundation on which the City of Newcastle was built. Coal was discovered in other locations in New South Wales (eg Wollongong) but the estuary of the Hunter River gave the locality a unique advantage. Founded as a penal settlement following the Vinegar Hill uprising, the presence of the coal measures and a ready convict workforce meant that the city had a reason for being beyond incarceration. A failed first settlement occurred in 1801 but it was not until 1804 that a proclamation was issued by Governor King, that saw the city of Newcastle successfully established.

## Historic themes

| Australian theme (abbrev)              | New South Wales theme  | Local theme |
|--|--|-------------|
| 2. Peopling-<br>Peopling the continent | Aboriginal cultures and interactions with other cultures-Activities associated with maintaining, developing, experiencing and remembering Aboriginal cultural identities and practices, past and present.  | (none)-     |
| 2. Peopling-<br>Peopling the continent | Convict-Activities relating to incarceration, transport, reform, accommodation and working during the convict period in NSW (1788-1850) - does not include activities associated with the conviction of persons in NSW that are unrelated to the imperial 'convict system': use the theme of Law & Order for such activities | (none)-     |

|   |  |         |
|---|--|---------|
| 4. Settlement-<br>Building<br>settlements,<br>towns and<br>cities | Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages | (none)- |
| 5. Working-<br>Working  | Labour-Activities associated with work practises and organised and unorganised labour  | (none)- |
| 9. Phases of<br>Life-Marking<br>the phases of<br>life             | Events-Activities and processes that mark the consequences of natural and cultural occurrences   | (none)- |

## Listings

| Heritage Listing                     | Listing Title | Listing Number | Gazette Date | Gazette Number | Gazette Page |
|--------------------------------------|---------------|----------------|--------------|----------------|--------------|
| Local Environmental Plan             |               | C4             | 08 Aug 03    | 124            | 7679         |
| Within a conservation area on an LEP |               |                |              |                |              |
| Heritage study                       | Newcastle CBD |                | 01 Jan 88    |                |              |

## Study details

| Title  | Year | Number | Author                              | Inspected by | Guidelines used |
|--|------|--------|-------------------------------------|--------------|-----------------|
| Newcastle Heritage Study                               | 1990 |        | Unknown                             |              | Y<br>e<br>s     |
| Newcastle Archaeological Management Plan               | 1997 |        | Suters, Lavelle, Doring, Turner     |              | Y<br>e<br>s     |
| Newcastle Central Business District Heritage Study     | 1988 |        | Suters Busteed Corner Clode Pty Ltd |              | N<br>o          |
| Newcastle Central Business District Heritage Study     | 1988 |        | Suters Busteed Corner Clode Pty Ltd |              | N<br>o          |
| Urban Conservation Area Guidelines for Inner Newcastle | 1996 |        | Godden Mackay Pty Ltd               |              | Y<br>e<br>s     |

## References, internet links & images

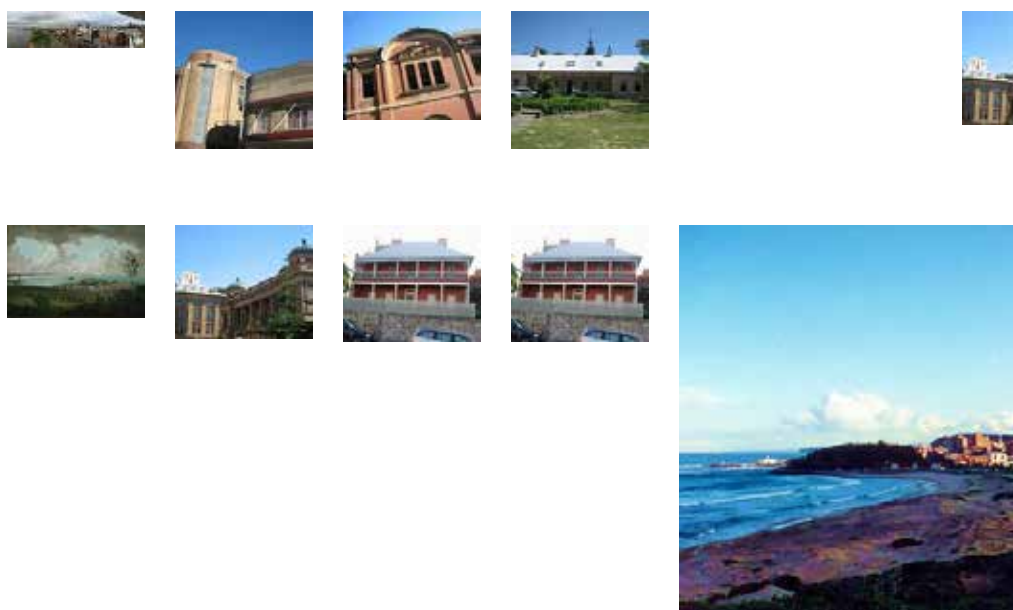
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2173904>

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| Type    | Author                              | Year | Title  | Internet Links |
|---------|-------------------------------------|------|--|----------------|
| Written | Godden Mackay Pty Ltd               | 1996 | Urban Conservation Area Guidelines for Inner Newcastle |                |
| Written | Suters Busteed Corner Clode Pty Ltd | 1988 | Newcastle Central Business District Heritage Study     |                |

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



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## 11.1.3 AUSTRALIAN HERITAGE DATABASE LISTING - CIVIC RAILWAY STATION

Australian Heritage Database

20/10/2017, 2:47 PM

### Place Details

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#### Civic Railway Station, Hunter St, Newcastle, NSW, Australia

|                      |   |
|----------------------|---|
| <b>Photographs</b>   | None  |
| <b>List</b>          | Register of the National Estate (Non-statutory archive) |
| <b>Class</b>         | Historic  |
| <b>Legal Status</b>  | <a href="#">Indicative Place</a>                        |
| <b>Place ID</b>      | 102329  |
| <b>Place File No</b> | 1/09/063/0097   |

#### Nominator's Statement of Significance

The Civic Railway Station has both historical and social significance as Newcastle and the Hunter Valley's only Railway Station erected in 1935 in the Inter War Civic style in polychromatic textured face bricks, a rare detail in Newcastle.

Great foresight was used by the designers of this important Railway Station.

Firstly, it is located exactly in the centre of the business district of Newcastle city.

Secondly, it is located directly opposite the Newcastle City Hall complex and the Civic Theatre and therefore it is aptly named the Civic Station.

Thirdly, provision was made for a large off street 'U' shaped drive in and parking area for the delivery and pick up of passengers, which means that the traffic flow in Hunter Street is not impeded in any way.

The Civic Station completes the square formed by the Newcastle City Town Hall, opened in November, 1929, and the Civic Theatre, Wintergarden and fourteen shops facing both Hunter Street and Wheeler Place, erected in 1928-29, all of which are Classified.

Other Classified buildings in the immediate vicinity are the Clarendon Hotel, Morpeth House, the Old Fredc. Ash Building, the New Fredc. Ash Building, the Civic Railway Workshops Group, Nesca House, St. Andrew's Presbyterian Church, the Baptist Tabernacle and Civic Park.

#### Official Values Not Available

#### Description

##### HISTORY

Under the headlines "Building of New Civic Station," the Newcastle Morning Herald of the 30 March, 1935, stated "Unless an important last minute change of plan is found necessary, the visit to Newcastle next Wednesday of the Acting Railway Commissioner, Mr. C. Garside and the Chief Civil Engineer, Mr. A. C. Fewtrell, the preliminary work connected with the construction of the new Civic Station, to be located opposite the Newcastle Town Hall, will begin on the following day. The erection of the Station will mark the second important stage of the Newcastle District Railway Re-organisation Scheme, the outline of which was agreed upon last year. Newcastle City Council was advised by letter and verbal communication yesterday that Mr. Fewtrell would visit the city next Wednesday, and wished to discuss details of the Civic Station proposal with the Mayor, Alderman R. H. Christie and aldermen.

The Newcastle Morning Herald of the 12 April, 1935, reported "Civic Station, Foundations being Prepared, Demolition next Week. Steady progress is being made with the work of erecting the new Civic Station, opposite the

[http://www.environment.gov.au/cgi-bin/ahdb/search.pl?mode=place...2dir%3DE%3Blatitude\\_2dir%3DS%3Bin\\_region%3Dpart;place\\_id=102329](http://www.environment.gov.au/cgi-bin/ahdb/search.pl?mode=place...2dir%3DE%3Blatitude_2dir%3DS%3Bin_region%3Dpart;place_id=102329)

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Town Hall. A small gang of men, at present engaged in digging a trench along the "up" main line, on the station site, to carry the concrete foundations of one of the platforms, will be supplemented early next week by a large number of workmen who will push ahead with the foundations at greater speed, and then begin the filling of the platforms, and the erection of the office buildings.

It is expected that the demolition of the carriage shop and the machine shop on either side of the line, near the Merewether Street Railway gates, will also be begun next week. The staff in both buildings received instructions to vacate them yesterday."

On 1 June 1935, the Newcastle Morning Herald reported "Foundations Laid. Building for Civic Station. The foundations were completed late yesterday afternoon for the building for the Civic Station. The walls of the platform, 120 feet long, have been erected and the work is proceeding on the platforms themselves. The foundations extend 105 feet for the building which will be adjacent to the Hunter Street up platform."

"Work Stopped. New Railway Stations. Protest to Government" were the headlines in the Newcastle Morning Herald of 2 September 1935. The report continued "The suspension on the work of the Civic and Wickham Railway Stations has formed the basis of a complaint to the Mayor of Newcastle, Alderman R. H. Christie, by the Trades Hall Council, which is also concerned at the postponement of the work of building the marshalling yards at Broadmeadow. The Trades Hall Council has informed the Mayor that a large number of men were employed on the Civic and Wickham Stations at award rates and conditions. With the recent suspension of work, practically all the men had been dismissed, and both sites had become rubbish dumps, instead of being an important improvement to the city."

The Newcastle Morning Herald headlines of 17 September 1935, were: "By Christmas. Completion of Railway Work. Mr. Garside's Hope. The Deputy Commissioner for Railways, Mr. F. C. Garside, said yesterday that it was expected that work on the Civic Station and the re-arrangement of Newcastle Station would be completed for the Christmas trade."

#### DESCRIPTION

The Civic Railway Station is an elongated single storey building erected in 1935 and completed for the Christmas trade of that year.

The Railway Station was constructed in the Inter War Civic Style in polychromatic textured face brick, a rare detail in Newcastle, and only noted in the construction of "Shandon," 2 Barker Street, The Hill, Newcastle.

The polychromatic textured face bricks are featured only on the facade and do not extend to the brick walls of the building facing the railway line.

The roofs of the platforms on both the southern and northern sides of the railway line are supported by strong utilitarian sculptural cast iron beams. The roof consists of a long shallow pitched roof which extends in approximately two-thirds of its length over the footpath, as shelter for the railway patrons approaching the Station entrance which is capped by a hipped roof that stands proud of the main roof.

The roof is clad in the original terra cotta tiles and no chimneys punctuate the roof line.

The windows are original and timber framed and the interior was inspected revealing original ceilings, cornices, skirting boards, wall surfaces and doors.

The original station platform furniture is long gone but one original station seat remains located in the Rest Room.

The functional, off Hunter Street, U shaped vehicular entrance was designed to off load and pick up passengers without any interruption to the traffic flow in Hunter Street, opposite the important site of the Newcastle Town Hall.

---

#### History Not Available

---

#### Condition and Integrity Not Available

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#### Location

Hunter Street, Newcastle.

---

#### Bibliography

. Newcastle Morning Herald 30.3.1935, 3.4.1935, 12.4.1935, 24.4.1935, 18.6.1935, 2.9.1935 and 17.9.1935  
 . Edwards Photographic Collection, Local History Room, Newcastle Regional Library

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## 11.1.4 SHR LISTING - CIVIC RAILWAY WORKSHOPS

Civic Railway Workshops | NSW Environment & Heritage

13/10/2017, 2:07 PM



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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           |
|                 |                   |                |                 |                   |

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5044977>

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|          |    |  |       |        |
|----------|----|--|-------|--------|
|          |    |  | 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 |

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.

### Boundary:

#### 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 |
|--------------------------------|------------------|------------------------|
| Hunter Development Corporation | State Government |                        |
| Newcastle City Council         | Local Government | 24 Mar 17              |

#### 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 Division 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.

**Physical condition and/or Archaeological potential:** 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.

**Date condition updated:** 29 Sep 04

**Modifications and dates:** 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

**Historical notes:** The site's history has been summarised according to significant events (Umwelt, August 2003):

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'

1848 - the Dangar family established Newcastle's first cannery on the harbour foreshore, east of the Bishop's Settlement

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.

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.

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.

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.

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.

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.

2016: Excavation work in the former rail corridor has uncovered remains of one of the oldest working railway stations in the Hunter, Honeysuckle railway station. Two sandstone walls - between the Hunter New England Health headquarters on Hunter Street and a

Honeysuckle Drive office block were found just below the surface 2 weeks ago. These are believed to be remains of platforms from the second Honeysuckle railway station, built in 1872 (Newcastle Herald, 19/7/16, 7).

### 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</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> | Sep 5 2008  |



|  |  |  |  |  |
|--|--|--|--|--|
|  |  |  | <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</p> <p>Minister for Planning</p> <p>Sydney, 11 July 2008</p> <p>To view the schedule click on the Standard Exemptions for Works Requiring Heritage Council Approval link below.</p> |  |
|--|--|--|--|--|

 **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 details</a> |
| Tourism | Attraction Homepage | 2007 | Honeysuckle Precinct |                              |

|         |   |      |  |                              |
|---------|---|------|--|------------------------------|
|         |   |      |  | <a href="#">View details</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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## 11.1.5 LEP LISTING - CIVIC RAILWAY WORKSHOPS GROUP

Civic Railway Workshops Group | NSW Environment & Heritage

13/10/2017, 2:09 PM



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# Civic Railway Workshops Group

## Item details

|                           |   |
|---------------------------|---|
| <b>Name of item:</b>      | Civic Railway Workshops Group   |
| <b>Other name/s:</b>      | Honeysuckle Workshops, The Forum Gymnasium, Newcastle Regional Museum |
| <b>Type of item:</b>      | Complex / Group   |
| <b>Group/Collection :</b> | Transport - Rail  |
| <b>Category:</b>          | Railway Workshop  |
| <b>Primary address:</b>   | 5 Workshop Way, Newcastle, NSW 2300                                   |
| <b>Local govt. area:</b>  | Newcastle   |
|                           | S.R.A. G.G. 26.5.1916   |

## Boundary:

### All addresses

| Street Address      | Suburb/town | LGA       | Parish | County | Type              |
|---------------------|-------------|-----------|--------|--------|-------------------|
| 5 Workshop Way      | Newcastle   | Newcastle |        |        | Primary Address   |
| 1 Wright Lane       | Newcastle   | Newcastle |        |        | Primary Address   |
| 6 Workshop Way      | Newcastle   | Newcastle |        |        | Primary Address   |
| 4 Merewether Street | Newcastle   | Newcastle |        |        | Primary Address   |
| 2 Merewether Street | Newcastle   | Newcastle |        |        | Alternate Address |

## Statement of significance:

The group is considered to be a fine example of a complex of late 19th century railway workshops and is comparable in design and historic function with the Everleigh Railway Workshops. The Permanent way store (Perway Store) (1881-2), the boiler shop (1884-6), boilerhouse and machine shop (1874-5), Smiths shop (1884-6), and District Engineers office (1886) survive. Important townscape items visible from wharf zone. An earlier railway turntable survives further to the west adjacent to the Main Northern railway. There are two surviving wharf sheds - the Lee Wharf A and B sheds - the wharf is still

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2170206>

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extant, but it is in poor condition.

**Date significance updated:** 10 Jul 13

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

## Description

**Designer/Maker:** Government Railways Office

**Builder/Maker:** Government Railways Office

**Construction years:** 1861-

**Physical description:** A group of six brick workshop buildings. They feature polychrome brick around Georgian round arched windows and doors. Building A - Former permanent Way store. Building B - boiler shop. Building C - Smith's shop. Building D - Boiler house and machine shop. Building E - District engineers office. Building F - Former permanent Way workshops. Building G - Garage and workshop.

**Modifications and dates:** The Workshop way and boiler's shop buildings are currently being transformed into the Newcastle Regional Museum (2011).

## History

**Historical notes:** The Permanent way store (Perway Store) was built 1881-2, the boiler shop dates from 1884-6, boilerhouse and machine shop was constructed in 1874-5, the Smiths shop was built 1884-6, and the garage and workshop (1920s) and District Engineers office (1886).

## Listings

| Heritage Listing         | Listing Title | Listing Number | Gazette Date | Gazette Number | Gazette Page |
|--------------------------|---------------|----------------|--------------|----------------|--------------|
| Local Environmental Plan |               | 1479           | 15 Jun 12    | 64             |              |
| Heritage study           |               |                |              |                |              |

## Study details

| Title                    | Year | Number | Author  | Inspected by | Guidelines used |
|--------------------------|------|--------|---------|--------------|-----------------|
| Newcastle Heritage Study | 1990 | 206    | Unknown |              | Yes             |



## References, internet links & images

None

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



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**File number:** 206

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## 11.2 COMPARATIVE ANALYSIS

### INTERWAR STATION BUILDINGS ASSESSMENT OF SIGNIFICANCE

The following Assessment of Significance has been extracted from the report prepared by Andrea Humphries and Donald Ellesmore in 2002 entitled 'Inter-War Station Buildings, Analysis and Significance' with items relevant to Civic highlighted.

| CRITERION                                 | SIGNIFICANCE   |
|---|--|
| SHR Criteria a) [Historical significance] | <p>The study group has collective significance for the role it has played in the expansion and consolidation of the NSW rail network in the 1935-1958 period. The study group has further significance for its reflection of important social changes taking place at the time, the SRA's response to those changes and for their demonstration of war-time financial constraints on large scale building programs.</p> <p>Wiley Park, East Hills, Bardwell Park, Narwee, Beverly Hills, Padstow, Panania and Riverwood Stations have collective and individual significance as good examples of 20th Century Railway Eclectic station buildings, representing the last phase of railway construction in the study group. They represent an architectural style that is unique to the railways and reflect Australian society's brief attempt to return to pre- War values. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>West Maitland, Gymea, Kirrawee, Woollooware, Caringbah, Miranda, Sutherland, Cringilla, Croydon, Coniston, St Marys, Pendle Hill, Toongabbie, Nambucca Heads, Mt Druitt, Doonside, Nowra (Bomaderry), Narromine, Clyde and Towradgi Stations have collective and individual significance as good examples of 20th Century Stripped Functionalist station buildings, representing an important phase of railway construction in the study group. They represent an architectural style that is unique to the railways and reflects the Railway's attempts to embrace new architectural forms and philosophies of the period. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>Civic, Griffith, Dulwich Hill, Denistone, Morriset, Carramar and Kempsey Stations have collective and individual significance as good examples of 20th Century Generic Domestic station buildings, representing the first phase of railway construction in the study group. They represent the Railways' first attempts to embrace and experiment with new architectural forms and philosophies. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>Cronulla, Parramatta, Seven Hills, Rooty Hill, Dungog and Granville Stations have collective and individual significance as good (and in some cases outstanding) examples of 20th Century Functionalist railway architecture. They reflect the SRA's success at embracing new architectural forms and philosophies and adapting these to railway needs. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>Menindee Station is of individual significance as the only example of 20th Century Stripped Carpenter Functionalist railway architecture in NSW. It reflects the shortages of both manpower and materials affecting the SRA during WWII and their ability to deal with those constraints. The station is of State significance as the only example of its type in NSW and has further significance through its relationship to the township of Menindee and the mining industry at Broken Hill.</p> <p>Coniston and Sutherland Stations are of individual significance as the only examples of 20th Century Stripped Art Deco railway architecture in NSW. They reflect the SRA's attempts to embrace and experiment with new architectural forms and philosophies in the 1925-1960 period. The stations have further significance through their relationship to their surrounding communities.</p> |
| Historical Association [SHR Criteria b]   | <p>The study group has collective significance for its association with the Chief Civil Engineer (Fewtrell) and the Acting Chief Civil Engineer (Beaver) during the study period. Both men were instrumental in steering the SRA towards new architectural styles and personally influenced the designs of a number of buildings, particularly regarding materials.</p> <p>The study has group has further value through its association with the SRA engineers who designed and supervised the construction of passenger buildings during the study period, without input from architects. Although their names are not known, the SRA engineers represent an important body of men who adapted broader stylistic movements to railway purposes and, in some instances, developed architectural styles of their own.</p>  |

## INTERWAR STATION BUILDINGS ASSESSMENT OF SIGNIFICANCE

| CRITERION                                 | SIGNIFICANCE   |
|---|--|
| SHR Criteria a) [Historical significance] | <p>The study group has collective significance for the role it has played in the expansion and consolidation of the NSW rail network in the 1935-1958 period. The study group has further significance for its reflection of important social changes taking place at the time, the SRA's response to those changes and for their demonstration of war-time financial constraints on large scale building programs.</p> <p>Wiley Park, East Hills, Bardwell Park, Narwee, Beverly Hills, Padstow, Panania and Riverwood Stations have collective and individual significance as good examples of 20th Century Railway Eclectic station buildings, representing the last phase of railway construction in the study group. They represent an architectural style that is unique to the railways and reflect Australian society's brief attempt to return to pre- War values. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>West Maitland, Gymea, Kirrawee, Woollooware, Caringbah, Miranda, Sutherland, Cringilla, Croydon, Coniston, St Marys, Pendle Hill, Toongabbie, Nambucca Heads, Mt Druitt, Doonside, Nowra (Bomaderry), Narromine, Clyde and Towradgi Stations have collective and individual significance as good examples of 20th Century Stripped Functionalist station buildings, representing an important phase of railway construction in the study group. They represent an architectural style that is unique to the railways and reflects the Railway's attempts to embrace new architectural forms and philosophies of the period. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>Civic, Griffith, Dulwich Hill, Denistone, Morriset, Carramar and Kempsey Stations have collective and individual significance as good examples of 20th Century Generic Domestic station buildings, representing the first phase of railway construction in the study group. They represent the Railways' first attempts to embrace and experiment with new architectural forms and philosophies. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>Cronulla, Parramatta, Seven Hills, Rooty Hill, Dungog and Granville Stations have collective and individual significance as good (and in some cases outstanding) examples of 20th Century Functionalist railway architecture. They reflect the SRA's success at embracing new architectural forms and philosophies and adapting these to railway needs. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>Menindee Station is of individual significance as the only example of 20th Century Stripped Carpenter Functionalist railway architecture in NSW. It reflects the shortages of both manpower and materials affecting the SRA during WWII and their ability to deal with those constraints. The station is of State significance as the only example of its type in NSW and has further significance through its relationship to the township of Menindee and the mining industry at Broken Hill.</p> <p>Coniston and Sutherland Stations are of individual significance as the only examples of 20th Century Stripped Art Deco railway architecture in NSW. They reflect the SRA's attempts to embrace and experiment with new architectural forms and philosophies in the 1925-1960 period. The stations have further significance through their relationship to their surrounding communities.</p> |
| Historical Association [SHR Criteria b]   | <p>The study group has collective significance for its association with the Chief Civil Engineer (Fewtrell) and the Acting Chief Civil Engineer (Beaver) during the study period. Both men were instrumental in steering the SRA towards new architectural styles and personally influenced the designs of a number of buildings, particularly regarding materials.</p> <p>The study has group has further value through its association with the SRA engineers who designed and supervised the construction of passenger buildings during the study period, without input from architects. Although their names are not known, the SRA engineers represent an important body of men who adapted broader stylistic movements to railway purposes and, in some instances, developed architectural styles of their own.</p>  |

## INTERWAR STATION BUILDINGS ASSESSMENT OF SIGNIFICANCE

| CRITERION                                | SIGNIFICANCE   |
|--|--|
| SHR Criteria c) [Aesthetic significance] | <p>The study group has collective value through its reflection of pre-War, Inter-War and Post-War architectural styles and their adaptation to railway purposes. Wiley Park, East Hills, Narwee, Beverly Hills, Bardwell Park, Padstow, Panania, Dulwich Hill, Bexley North and Riverwood Stations have significance as good examples of 20th century Railway Eclectic architecture. This style was developed by the SRA engineers and is unique to the NSW railways. The buildings are notable for their use of monochromatic brickwork, parapeted gable ends, irregular fenestration and use of transitional architectural elements such as deeply recessed windows with bullnosed sills and splayed brick voussoirs.</p> <p>Bomaderry, Doonside, Granville &amp; Clyde Stations have significance as excellent examples of 20th century Stripped Functionalist architecture in a railway setting. This style was developed by the SRA engineers and is unique to the NSW railways. The buildings are notable for their use of monochromatic and dichromatic brickwork, glass bricks, curved forms, cantilevered steel awnings and complex geometric massing. Caringbah, West Maitland, Gympie, Kirrawee, Woollooware, Miranda, Sutherland, Cringilla, Croydon, St Marys, Pendle Hill, Toongabbie, Nambucca Heads, Narromine and Towradgi Stations also have value as good examples of this type. Coniston and Sutherland Stations have high value as the only examples of 20th century Stripped Art Deco architecture in a railway setting in NSW. This style was developed by the SRA engineers and is unique to the NSW railways. The buildings are characterised by monochromatic brickwork. Parapeted gable ends, stepped gables with projecting fins and vertical and horizontal detailing.</p> <p>Cronulla, Parramatta, Rooty Hill, Granville, Dungog, Morriset and Seven Hills Stations have value as excellent examples of 20th century Functionalist architecture in a railways setting. The buildings are characterised by complex geometric massing, decorative bonded brickwork, dichromatic brickwork, glass bricks, curved bays and cantilevered steel awnings. In the case of Cronulla, the station precinct is further defined by decorative plasterwork featuring Art Deco, Art Nouveau and Functionalist details based on a maritime theme.</p> <p>Denistone, Mullumbimby and Griffith Stations have value as excellent examples of 20th century Generic Domestic architecture in a railway setting. This style was developed by the SRA and is unique to the NSW railways. The buildings are characterised by monochromatic brickwork, hipped tiled roofs, steel framed windows and architectural elements that are more commonly associated with domestic construction of the 1925-1960 period. Civic, Dulwich Hill, Morriset, Carramar and Kempsey Stations are further good examples of this style in NSW.</p> <p>Menindee Station has high value as the only extant example of 20th Century Stripped Carpenter Functionalist architecture in NSW. This style was developed by the SRA and is unique to the NSW Railways. The building is characterised by combined timber and fibro construction, bracketed curved awnings and overall simplicity of design reflecting the Functionalist ethic of "form follows function."</p> |



## INTERWAR STATION BUILDINGS ASSESSMENT OF SIGNIFICANCE

| CRITERION                             | SIGNIFICANCE  |
|---------------------------------------|---|
| SHR Criteria d) [Social significance] | <p>The study buildings have collective value through their association with the State Rail Authority (NSW), a major employer of men in the early to mid-20th century, particularly during the Great Depression and immediate post-War period.</p> <p>A total of sixteen study buildings are associated with various pastoral communities throughout NSW and represent the expansion and consolidation of the NSW regional rail network and the impact this had on trade for these areas. These buildings are also associated with the rise of the Country (National) Party and its efforts to improve transport links to its constituents throughout the first decades of the 20th century.</p> <p>Miranda, Caringbah, Woollooware, Gymea, Cronulla and Sutherland Stations have particular significance for their reflection of Inter-War social trends through the deliberate employment of thousands of skilled tradesmen in the construction of stations that were not required due to passenger traffic, but were constructed specifically to provide employment for these men during the Depression and early stages of WWII. This body of men has gone largely unrecognised by history as has the SRA's impact on their lives.</p> <p>Cringilla Station has particular significance through its association with the adjacent BHP steelworks and the steel industry in the Illawarra region. The station's importance to this industry is reflected by the unusually long overhead pedestrian bridge linking the station directly with the steelworks, to allow easy access to steel workers travelling by train.</p>  |
| SHR Criteria e) [Research potential]  | <p>The study buildings allow insights into the thoughts and processes which have governed the building of the NSW rail network. They relate most specifically to the final phase of rail expansion in NSW and demonstrate the SRA's ability to adapt to profound social and economic change whilst still providing services to regional and metropolitan NSW. The study buildings also allow insights into railway design and construction techniques of the early and mid-20th century, particularly through the Great Depression and WWII. The study buildings contribute significantly to our understanding of architecture during this period and the influence of political and social trends on architecture.</p>   |
| SHR Criteria f) [Rarity]              | <p>The study buildings, collectively, are the remnants of a once extensive network of similar units throughout NSW. The surviving buildings are unique as a group and individually for a range of reasons:</p> <p>Wiley Park, East Hills, Narwee, Beverly Hills, Bardwell Park, Padstow, Panania and Riverwood Stations are the only surviving examples of 20th Century Railway Eclectic Architecture in NSW. They are good representatives of Railway Eclectic architecture, a style that is unique to the NSW railways and no longer in use. The buildings have further collective value for their demonstration of the SRA's transition from earlier architectural styles to a truly "modern" architecture. The use of terra cotta roof tiles and ridge capping, which feature on a number of the buildings, is also considered unusual within a railway context.</p> <p>Civic, Griffith, Dulwich Hill, Denistone, Mullumbimby and Morriset Stations are the only surviving examples of 20th Century Generic Domestic architecture in a railway setting. These buildings represent the SRA's first experimentation with new architectural forms and demonstrate the transition from available domestic models to specific railway architecture in the early decades of the 20th century.</p> <p>West Maitland, Gymea, Woollooware, Caringbah, Miranda, Sutherland, Cringilla, Coniston, St Mary's, Pendle Hill, Toongabbie, Nambucca Heads, Nowra and Clyde Stations are the only examples of 20th Century Stripped Functionalist station architecture in NSW. Although within the context of the study group they do not appear particularly rare, in the broader context of NSW railway stations they represent only 14 examples out of several hundred stations in the NSW network. Most are located in urban centres and are coming under increasing pressure from increased passenger traffic and upgrading programs. They are considered to be under some threat due to this.</p> <p>Cronulla, Parramatta, Seven Hills, Rooty Hill, Dungog, Morriset and Granville Stations are the only examples of 20th Century Functionalist station architecture in NSW. Of these, Cronulla and Seven Hills are considered the best examples and to have further rarity value associated with this.</p> <p>Menindee Station is considered to have high rarity value as the only 20th Century Stripped Carpenter Functionalist railway station in NSW. It is the only surviving example of its type.</p> <p>Coniston and Sutherland Stations are considered to have high rarity value as the only 20th Century Stripped Art Deco railway stations in NSW. They are the only surviving examples of this type.</p> <p>Denistone Station is considered to have high rarity value as the only 20th Century Generic domestic railway station in the Sydney metropolitan network and one of only 6 similar stations throughout NSW.</p> |

## INTERWAR STATION BUILDINGS ASSESSMENT OF SIGNIFICANCE

| CRITERION                               | SIGNIFICANCE   |
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| SHR Criteria g)<br>[Representativeness] | <p>The study buildings collectively represent a unique class of railway buildings that contain a number of features seen only in NSW (such as the Railway Eclectic style). The 44 surviving stations represent an excellent cross section of the different designs and styles developed by the SRA in the 1935-1958 period and are good representatives of the 7 specific railway architectural styles developed during this period: 20th Century Stripped Functionalist, 20th Century Generic Domestic, 20th Century Railway Eclectic, 20th Century Functionalist, 20th Century Stripped Art Deco, 20th Century Generic Railway and 20th Century Stripped Carpenter Functionalist.</p> <p><b>Representativeness</b><br/>The study buildings are excellent examples of the ingenuity of the SRA and particularly of the innovative design processes of their engineering division.</p> <p>The study buildings are representative of a class of buildings that form part of the final phase of the massive rail expansion program of the late 19th and early 20th centuries in New South Wales.</p> <p>The study buildings are representative of the SRA's transition from expansion to consolidation and improvement of its passenger services and of the impact of wartime financial constraints upon building programs.</p> <p>The study buildings represent a number of significant social, political and economic changes occurring in the first decades of the 20th century and the SRA's ability to respond to these changes in a positive and practical fashion.</p> <p><b>Rarity</b><br/>The study buildings, both collectively and individually, are considered to be rare. Although a total of 45 out of the original 70 planned buildings have survived, within the context of the broader NSW rail network, the buildings are considered rare and unique. The buildings have further rarity value when broken down by architectural style, revealing the rarity of particular styles such as 20th Century Stripped Carpenter Functionalist and 20th Century Stripped Art Deco.</p>   |
| Integrity/Intactness                    | Varies   |
| Summary<br>Recommendations              | <p>It is beyond the scope of this study to make long-term management/conservation recommendations for each of the study buildings. Site specific short term recommendations are included in each of the station data sheets and should be referred to for specific guidance. The following general recommendations are made:</p> <ul style="list-style-type: none"> <li>-No further demolition/alteration of any buildings in the study group should take place without further consultation. The removal of any units from the study group would have significant negative impacts on the significance and integrity of the group as a whole. Every effort should be made to conserve the remaining stations in the study group in their current form.</li> <li>- Where a station is identified as having particular significance relating to a specific feature/s, the identified feature's should be retained and conserved in such a way as to prevent any reduction of its significance.</li> <li>- The SRA's Section 170 Register listing sheets should be amended to reflect the importance of the study buildings as a collective entity as well as individually. To this end, a group listing should be prepared for both the S.170 and State Heritage Inventory, which includes all of the sites named in this study. This listing should further reflect the smaller grouping, by style, within the study group and should make reference to stations that have a high degree of individual significance within the group. Individual listing sheets should be prepared for sites that have particular significance within the study group. These sites should also be listed on the State Heritage Register.</li> <li>- All of the sites identified as being of State significance will require the preparation of conservation management plans (where these do not already exist). CMP's should be prepared prior to any proposed works/changes taking place and prior to the sale of any items by the SRA. Future conservation plans should make reference to this study before proceeding to more site specific research.</li> <li>- Copies of this study should be lodged with the Mitchell Library, the NSW Heritage Office, the SRA Archives (now at the State Records Office) and the Institution of Engineers Library (NSW).</li> </ul> |

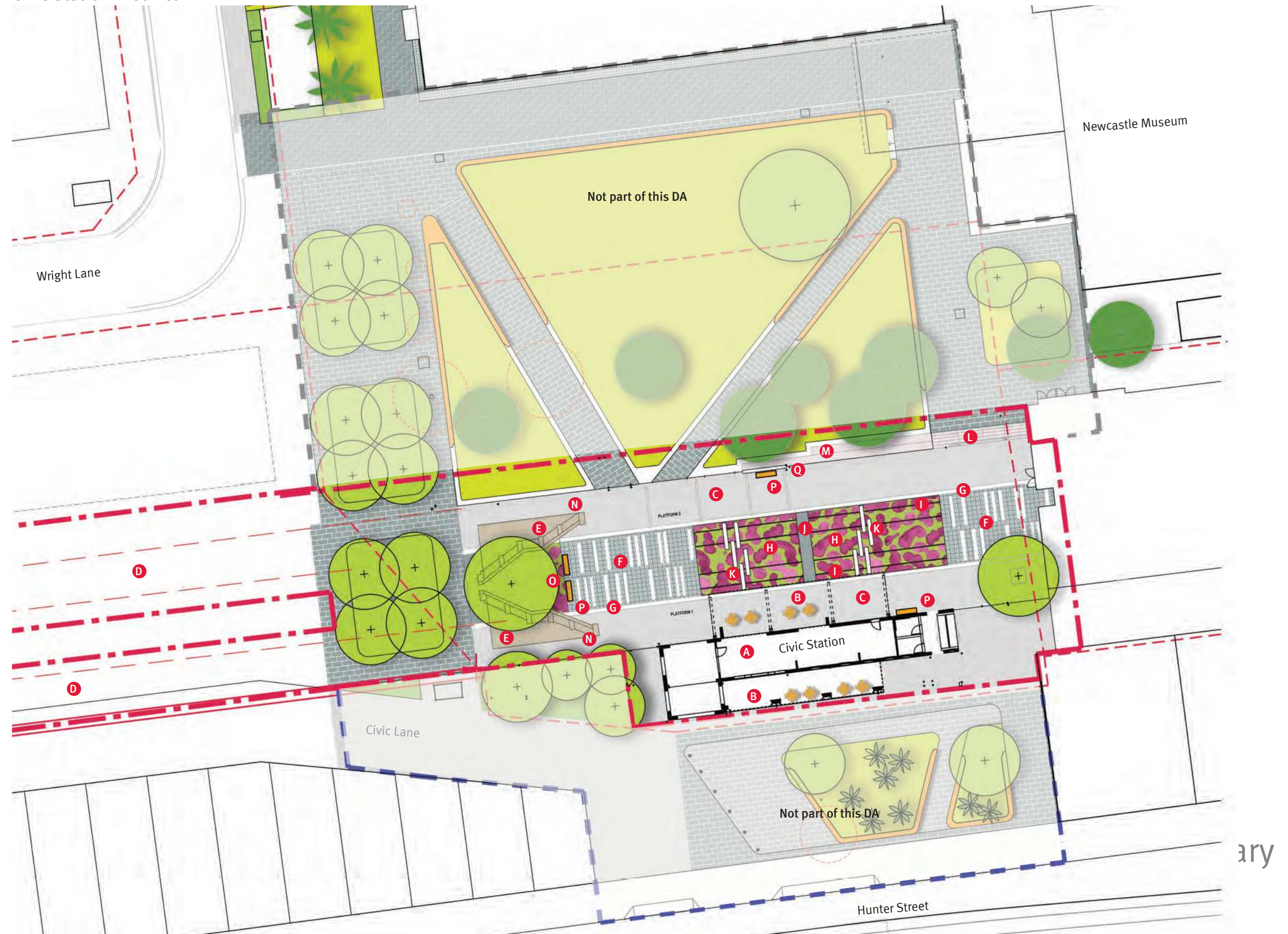




## Civic Station Concept Plan

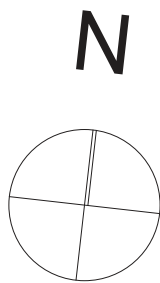
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# CIVIC STATION PRECINCT



## General Notes:

DA Area indicative only, refer to Elton consulting's Location plan for full extent of DA Area.

Fire Safety Schedule Note:  
To be built and installed to National Construction Code & Australian Standards; incorporating exit signs, fire extinguishers, smoke detectors etc.

## LEGEND

| Code | Description                  |
|------|------------------------------|
| BR   | - Brick                      |
| C    | - Concrete                   |
| CTF  | - Ceramic Floor Tile         |
| GF   | - Glass Steel Frame          |
| GLFP | - Glass Frameless Pivot Door |
| MC   | - Profiled Metal Cladding    |
| RF   | - Resilient Floor Finish     |
| RT   | - Roof Tile                  |
| XB   | - Existing Brick             |
| XD   | - Existing Downpipe          |
| XMR  | - Existing Metal Roof        |
| XRT  | - Existing Roof Tile         |
| XTF  | - Existing Timber Floor      |

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| CLIENT:<br>HUNTER DEVELOPMENT CORPORATION |
| LANDSCAPE ARCHITECT:<br>JMD               |

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| PROJECT :<br>CIVIC STATION PRECINCT<br>DEVELOPMENT APPLICATION |
| PROJECT NO : 17020   |

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| ARCHITECT<br>TONKIN ZULAIKHA GREER ARCHITECTS<br>117 Reservoir Street<br>ABN: 4600272349<br>P: (02) 9215 4900<br>F: (02) 9215 4901<br>EMAIL info@tzg.com.au<br>WEB www.tzg.com.au |
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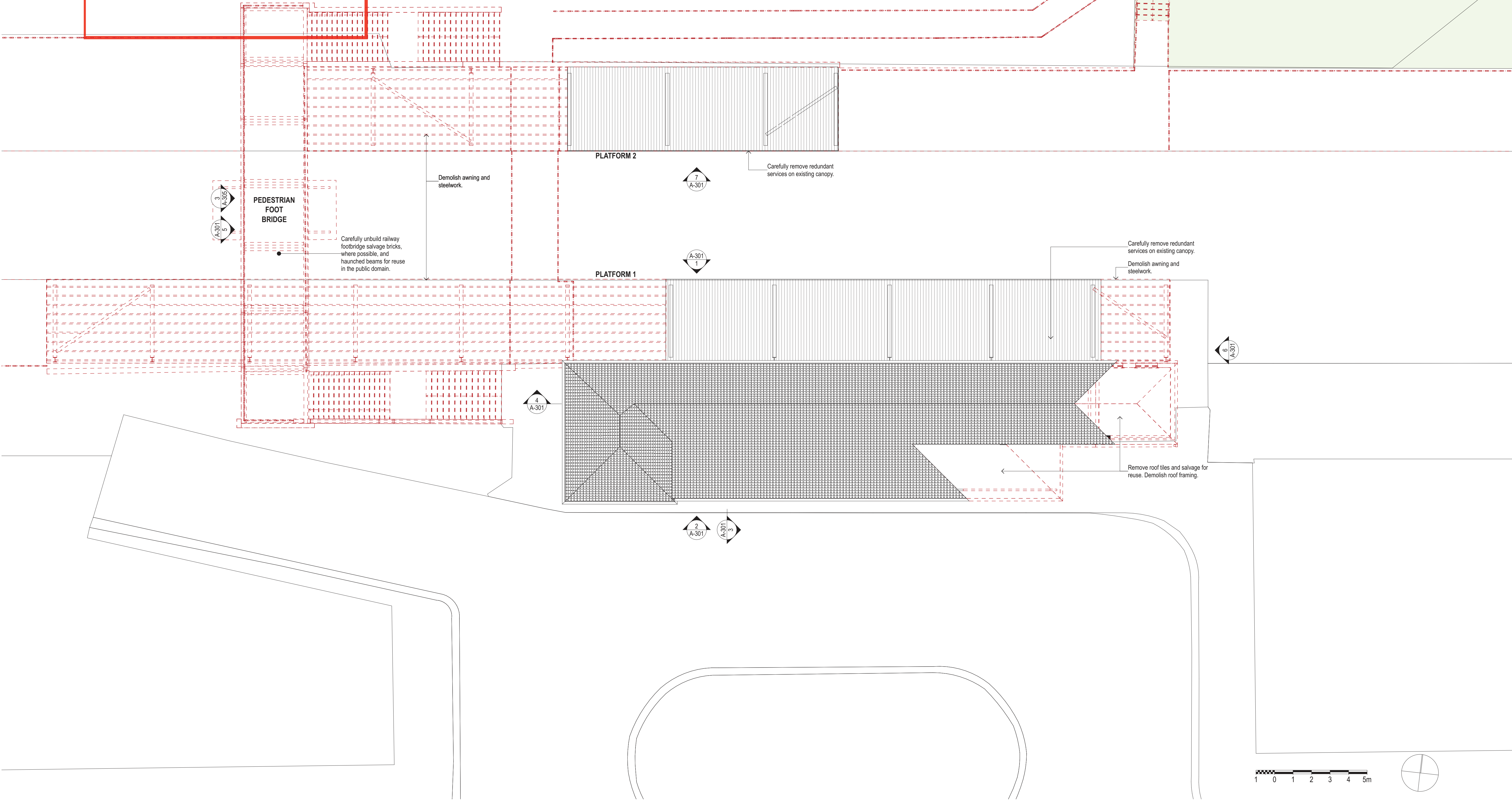
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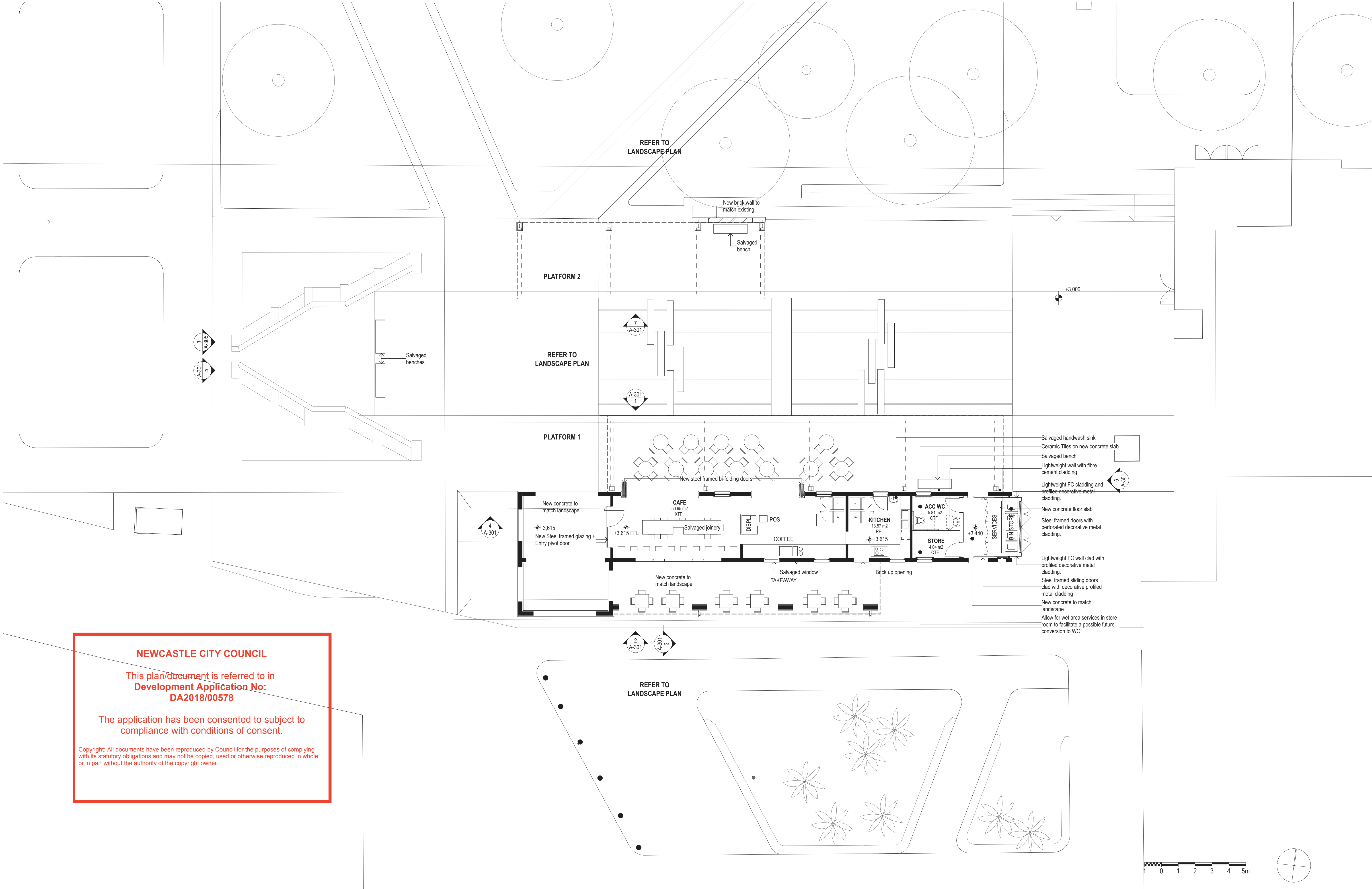
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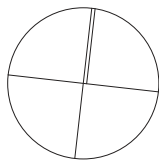
This plan/document is referred to in  
Development Application No:  
DA2018/00578


The application has been consented to subject to  
compliance with conditions of consent.

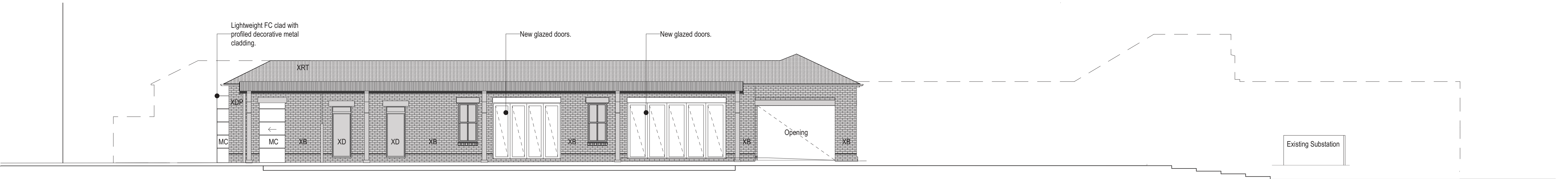
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| DATE       | REV | DESCRIPTION:                       | NOTES:   | CLIENT:                        | PROJECT :   | ARCHITECT   | DRAWING TITLE       | DRAWN BY        |
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| 30.05.2018 | A   | ISSUED FOR DEVELOPMENT APPLICATION | Do not scale off drawings. Use figured dimensions only. Report any discrepancies to the architect. These designs, plans, specifications and the copyright therein are the property of Tonkin Zulaikha Greer Architects Pty Ltd, and must not be reproduced or copied wholly or in part without written permission of Tonkin Zulaikha Greer Architects Pty Ltd. | HUNTER DEVELOPMENT CORPORATION | CIVIC STATION PRECINCT<br>DEVELOPMENT APPLICATION | TONKIN ZULAIKHA GREER ARCHITECTS<br>117 Reservoir Street<br>ABN: 46002722349<br>P: (02) 9215 4900<br>F: (02) 9215 4901<br>EMAIL info@tzg.com.au<br>WEB www.tzg.com.au | GROUND FLOOR PLAN   | TS              |
|            |     |                                    |  | LANDSCAPE ARCHITECT:<br>JMD    | PROJECT NO : 17020                                |   | SCALES              | CHECKED<br>KT   |
|            |     |                                    |  |                                |   |   | PHASE<br>DA         | DATE<br>30/5/18 |
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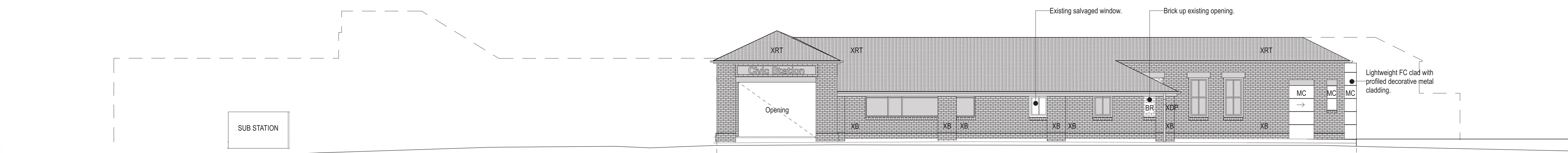




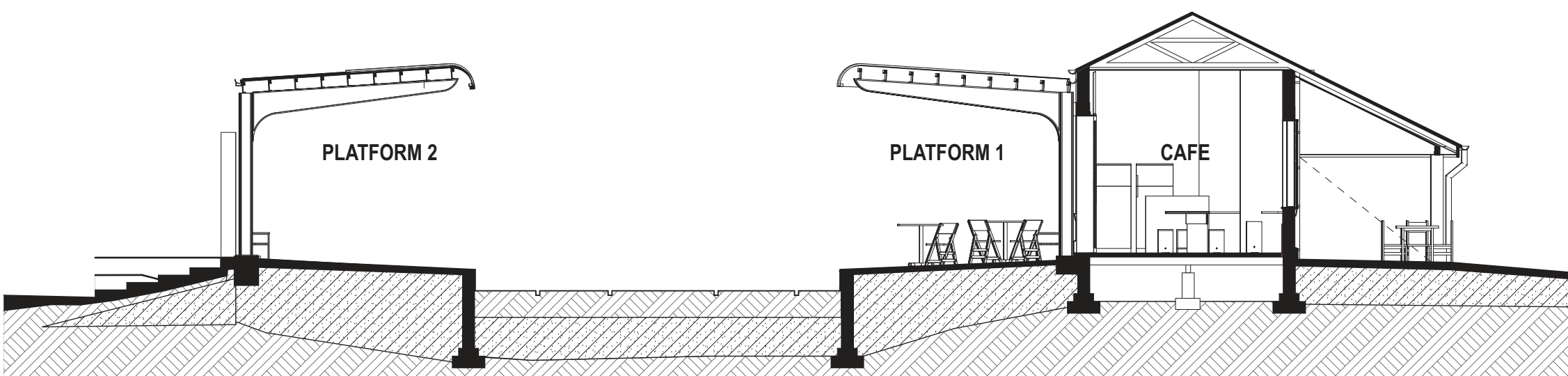
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| DATE       | REV | DESCRIPTION:            | <b>NOTES:</b><br>Do not scale off drawings. Use figured dimensions only. Report any discrepancies to the architect. These designs, plans, specifications and the copyright therein are the property of Tonkin Zulaikha Greer Architects Pty Ltd, and must not be reproduced or copied wholly or in part without written permission of Tonkin Zulaikha Greer Architects Pty Ltd. | PROJECT :<br><b>CIVIC STATION PRECINCT</b><br><br>DEVELOPMENT APPLICATION<br><br><br>PROJECT NO : 17020 | CLIENT:<br><b>HUNTER DEVELOPMENT CORPORATION</b><br><br><br>LANDSCAPE ARCHITECT:<br><b>JMD</b> | ARCHITECT<br><b>TONKIN ZULAIKHA GREER ARCHITECTS</b><br>117 Reservoir Street<br>ABBOTSFORD VIC 3067<br>P: (02) 9215 4900<br>F: (02) 9215 4901<br>EMAIL: info@tzg.com.au<br>WEB: www.tzg.com.au |  | DRAWING TITLE |                            | DRAWN BY        |
| 30.05.2018 | A   | DEVELOPMENT APPLICATION |   |   |  |  |   | ROOF PLAN     |                            | TS              |
|            |     |                         |   |   |  |  |   | SCALES        |                            | CHECKED         |
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PLATFORM 1 NORTH ELEVATION  
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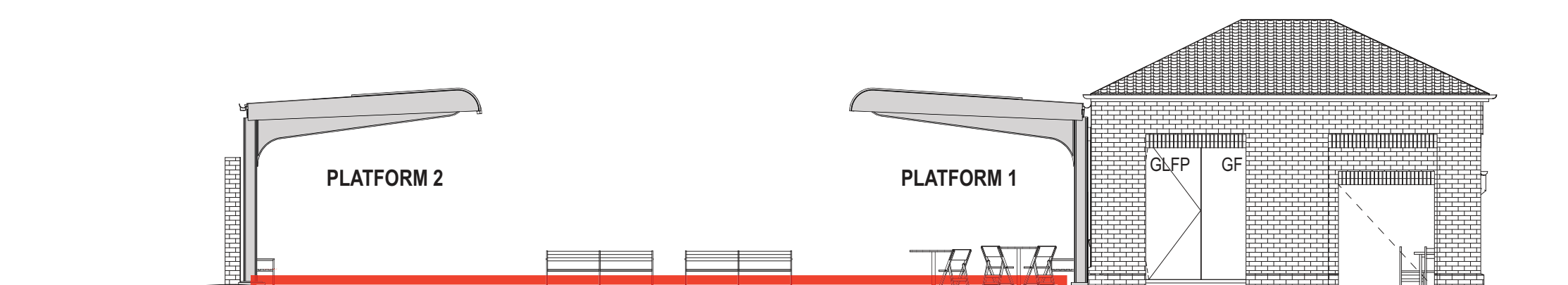
PLATFORM 1 SOUTH ELEVATION  
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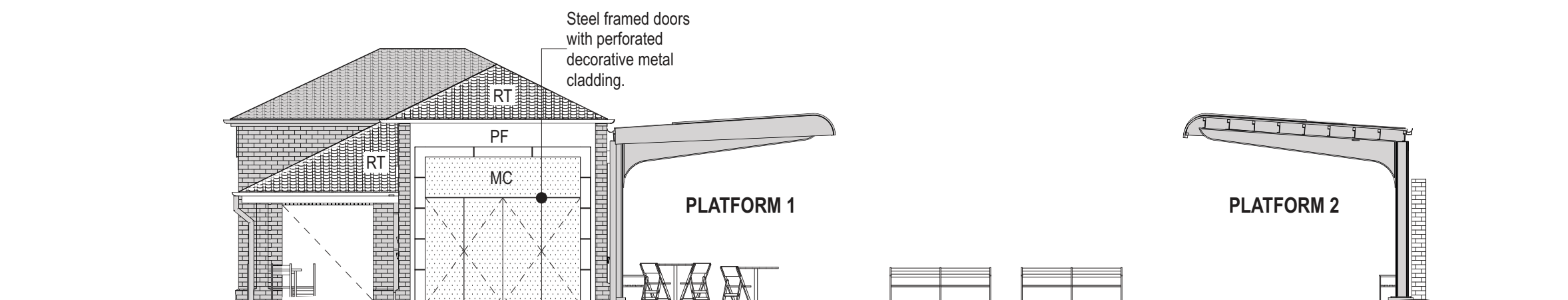
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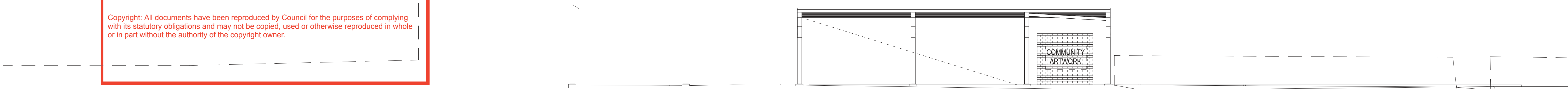
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WESTERN ELEVATION  
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EASTERN ELEVATION  
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PLATFORM 2 SOUTH ELEVATION  
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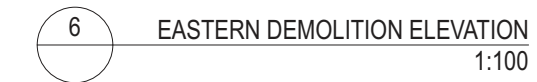
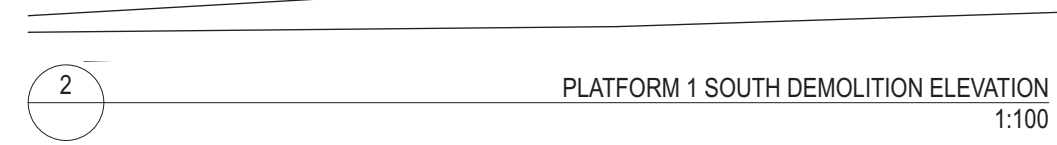
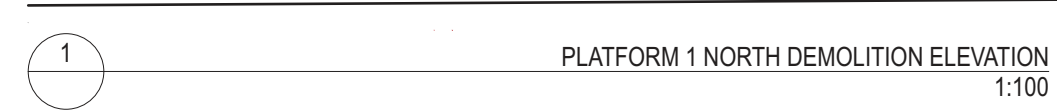
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**Development Application No:**  
**DA2018/00578**

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|                    |          |  |  | LANDSCAPE ARCHITECT:<br>JMD               |   |  | DRAWING NO<br>A-302   |  |





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