

Heritage Impact Statement for University of Newcastle, Honeysuckle City Campus Development—Enabling Works



Prepared for University of Newcastle
by Curio Projects

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Executive Summary

Curio Projects Pty Ltd has been commissioned by University of Newcastle (UON) to prepare a Heritage Impact Statement (HIS) for the Enabling Works Stage 1A of the University of Newcastle, Honeysuckle City Campus Development (HCCD) (the study area), located within the Honeysuckle Precinct, Newcastle CBD.

The purpose of this HIS is to identify any potential heritage impact that the proposed enabling works at the study area may have on heritage items, heritage conservation areas and any archaeological resources within or in the vicinity of the study area.

The study area is located approximately between Honeysuckle Drive and Civic Lane, within the Honeysuckle Precinct of the Newcastle CBD, within the Newcastle City Council LGA. The future UON Honeysuckle City Campus will be located across a number of lots across three sites (Sites 1, 2 and 3), which currently exist generally as vacant lots, car parking and part of the former rail corridor. Site 1 and part of Site 2 are also currently used as construction site and materials handling for the construction of the Newcastle Light Rail nearby. The study area to which this report refers includes a slightly wider area than solely the lots of Site 1, 2 and 3, to acknowledge the requirement for enabling works, services etc that will be required to connect the new development into surrounding services etc, as per the potential paths of the telecommunication reticulation route of the enabling works.

The majority of the UON HCCD study area was originally part of the wider Honeysuckle/Civic Railway Workshops (the remaining buildings of which are contained within the curtilage of the State heritage register listing of 'Civic Railway Workshops Group').

The general Honeysuckle Point area and southern foreshore of the Hunter River/within the Hunter estuary delta, would have been a significant location for Aboriginal occupation in the Newcastle area. The study area is associated with four historical phases of site use and occupation: Phase 1—Early Settlement (1810–1857); Phase 2—Reshaping the Harbour and Railway Expansion (c.1857–1933); Phase 3—Civic Railway Workshops and Decline (1933–1990s); and Phase 4—Honeysuckle Precinct (1990s–Current).

The main impacts of the Stage 1A Enabling Works as proposed through this report require ground excavation in specific locations, including some bulk excavation and filling across Site 1, as well as trenching for installation of enabling water, sewer, electrical and telecommunication services. The proposed Enabling Works will not impact any significant heritage fabric nor heritage items (including the Civic Railway Station Group, Civic Railway Workshops Group, and the Newcastle City Centre HCA). Therefore, the main consideration with regards to heritage impacts for the proposed Enabling Works, relates mainly to potential archaeological impacts (both Aboriginal and historical).

The required excavation of the topsoil from the location of Site 1 has the potential to impact Aboriginal artefacts that may be present in a disturbed context. While the need for targeted Aboriginal archaeological test excavation in the area of Building A1 (i.e. the northwest of Site 1) is not anticipated due to the fact that the building location is located wholly within reclaimed land, the potential for the presence of Aboriginal objects in a disturbed context requires that an Aboriginal Heritage Impact Permit (AHIP) in accordance with the NSW National Parks and Wildlife Act 1974 should be in place prior to bulk excavation works taking place in this location. Following the

The Stage 1A Enabling Works will be unlikely to impact on any potential historical archaeological resource that may be present within the study area.

Recommendations

The following recommendations are made with regards to heritage for the Enabling Works Stage 1A of the University of Newcastle, Honeysuckle City Campus Development (HCCD):

- The process of Aboriginal cultural heritage assessment that has been initiated for the UON HCCD study area, in accordance with the NSW Office of Environment and Heritage statutory guidelines, should be completed prior to commencement of Enabling Works at the site. This process should include:
 - Full consultation with the local Aboriginal community in accordance with OEH guidelines, *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (in progress);
 - Preparation of an Aboriginal cultural heritage methodology for the site (in accordance with above guidelines);
 - Preparation of an Aboriginal Cultural Heritage Assessment Report (ACHAR) and Archaeological Technical Report (ATR), including proposed Aboriginal archaeological mitigative strategies, to be developed in consultation with the Aboriginal community (in accordance with OEH guideline *Guide to Investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW*)
- The client should apply for a site wide Aboriginal Heritage Impact Permit (AHIP) in accordance with Section 90 of the NPW Act 1974.
- An AHIP should be in place for the study area prior to any ground disturbing works for the Enabling Works phase of the development taking place.
- Enabling works development activities should be undertaken in accordance with the Aboriginal archaeological mitigation strategy (likely targeted monitoring and surface collection of any uncovered Aboriginal objects), currently in preparation as part of the ACHAR, in consultation with the Aboriginal community (project RAPs), to be submitted as part of the site AHIP application.
- The contractors should ensure there is no impact to any built heritage item or fabric through the course of Enabling Works on site, including the Railway Turntable and Civic Railway Station Group.
- A Section 140 excavation permit application, in accordance with the NSW Heritage Act 1977 should be submitted to the NSW Heritage Division, in order to mitigate against any potential impacts to potential historical archaeological resources that may be present within the impact zones of the proposed enabling works. This s140 permit should be accompanied by a historical Archaeological Research Design (ARD) (in preparation).
- Should future deeper ground disturbing work possibly be required across the southeast of Site 1 (i.e. along the approximate path and/or south of the original shoreline), then consideration should be made to undertaking Aboriginal archaeological test excavation of the potential archaeological resource *prior to filling*, to enable efficient access to the potential archaeological layer (if required).

- An unexpected archaeological finds policy should be implemented for the study area prior to the commencement of the Enabling Works. Should suspected unexpected archaeological deposits be identified within the study area during enabling works ground works, works should cease temporarily in the area of the find, and the project archaeologist should be contacted to assess and confirm the nature of the find.

1.0 Introduction

1.1. The Purpose of this Report

Curio Projects Pty Ltd has been commissioned by University of Newcastle (UON) to prepare a Heritage Impact Statement (HIS) for the Enabling Works Stage 1A of the University of Newcastle, Honeysuckle City Campus Development (HCCD) (the study area), located within the Honeysuckle Precinct, Newcastle CBD.

The purpose of this HIS is to identify any potential heritage impact that the proposed enabling works at the study area may have on heritage items, heritage conservation areas, potential archaeological resources, and Aboriginal cultural heritage values, located or associated within or in the vicinity of the study area.

This HIS has considered the impacts of the proposed development application in accordance with the relevant NSW Heritage Division guidelines, Newcastle City Council LEP and DCP heritage requirements. This includes but is not limited to the *Assessing Heritage Impacts*, *Assessing Heritage Significance*, *Assessing Archaeological Significance Guidelines*, *Design in Context: Guidelines for Infill Development in the Historic Environment*.

This report has been prepared with reference to the following documents:

- Curio Projects 2018., *Archaeological Assessment for University of Newcastle, Honeysuckle Campus*, prepared for University of Newcastle
- Northrop, 2018., *HCCD Enabling Works, Early Works Application—Civil, Water & Sewer*, prepared for University of Newcastle (July 2018)
- GHD, 2018., *University of Newcastle—HCCD Enabling Works—Electrical/Communications DA Input*, prepared for University of Newcastle (July 2018)
- Coffey, 2018., *Proposed University Honeysuckle City Campus Development, Wright Land, Newcastle—Specification for Mine Grouting and Verification Works*, letter report prepared for the University of Newcastle, 21 June 2018.
- Newcastle Archaeological Management Strategy (2015) (*Supersedes 'Draft Newcastle Archaeological Management Plan Review 2013'*)
- Newcastle City Council Local Environmental Plan 2012 (LEP 2012).
- Newcastle City Council Development Control Plan 2012 (DCP 2012).
- Heritage Office, 2001, *Assessing Heritage Significance*.
- Australia ICOMOS, *Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter, 2013*.

1.2. Site Identification

The study area is located approximately between Honeysuckle Drive and Civic Lane, within the Honeysuckle Precinct of the Newcastle CBD, within the Newcastle City Council LGA (Figure 1). The future UON Honeysuckle City Campus (the study area) will be located across a number of lots across three sites (Sites 1, 2 and 3), which currently exist generally as vacant lots, car parking and part of the former rail corridor (Figure 2). Site 1 and part of Site 2 are also currently used as construction site and materials handling for the construction of the Newcastle Light Rail nearby. Figure 3 presents the three sites of the proposed development, and defines the relevant lots and DPs.

The study area to which this report refers includes a slightly wider area than solely the lots of Site 1, 2 and 3, to acknowledge the requirement for enabling works, services, grouting works etc that will be required to connect the new development into surrounding services etc, as per the potential paths of the telecommunication reticulation route of the enabling works (visible in Figures 1 and 3).

The main development area (i.e. Sites 1, 2 and 3) is generally bounded to the north by Honeysuckle Drive, which is lined on its northern side by recent residential apartment blocks, to the east by Settlement Lane (also lined by recent apartment blocks) and the former Civic Railway Station, to the south by Civic Lane, and to the west by Worth Place (Figure 3).

TABLE 1: SUMMARY OF STUDY AREA BY SITE, LOTS AND DPS

Site	Area	Lots
Site 1	8,546m ²	Lots 1, 2 and 3 DP 1163346
Site 2	6,174m ²	Part Lot 21 DP 1165985 Part Lot 2 DP 1226145
Site 3	5,692m ²	Part Lot 21 DP 1165985 Part Lot 2 DP 1226145

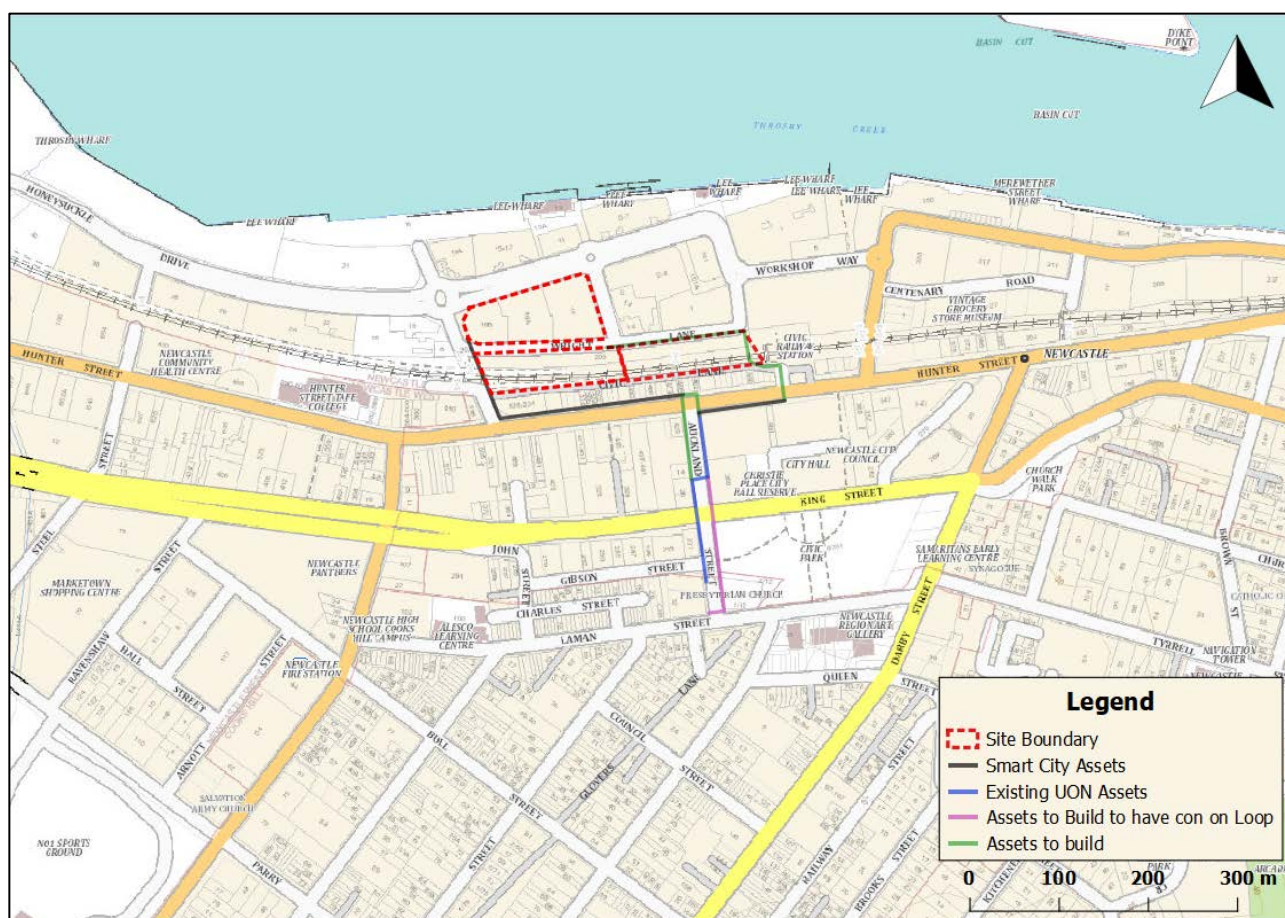


FIGURE 1: GENERAL STUDY AREA CONTEXT, INCLUDING SITES 1, 2 AND 3 BOUNDARY, AS WELL AS COMMS RETICULATION (SOURCE: GOOGLE MAPS WITH CURIO ADDITIONS 2018)

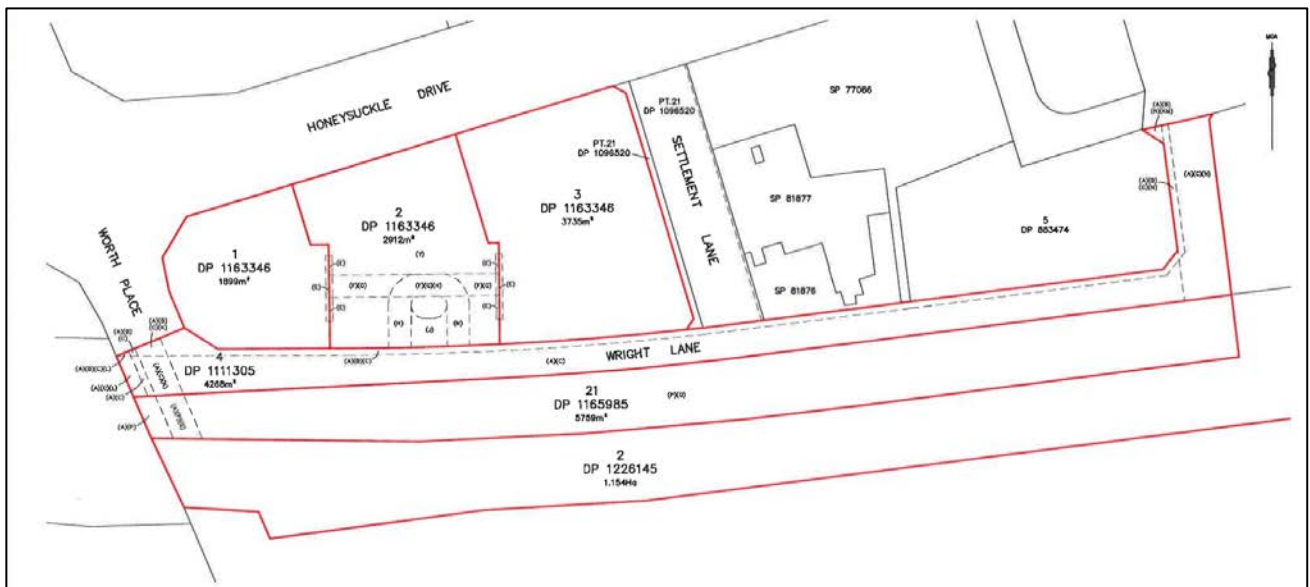


FIGURE 2: EXISTING LOTS AND DPS ACROSS THE STUDY AREA AND SURROUNDS. (SOURCE: MONTEATH & POWYS, 2017)



FIGURE 3: STUDY AREA SITES AND COMMS RETICULATION ROUTES (SOURCE: NSW LPI SIX MAPS WITH CURIO ADDITIONS 2018)

1.3. Limitations and Constraints

This HIS assesses the visual impacts on the heritage of the local area and adjacent heritage items, as well as assessment of the potential for the site to impact on historical archaeological resources and Aboriginal archaeological objects/places, however it does not include an assessment of the potential Aboriginal

Cultural Heritage significance (intangible values) of the site.

Aboriginal people are the determinants of their own heritage, and therefore, the only ones able to provide comment on the Aboriginal cultural and social values and significance of a specific site. Aboriginal community consultation (in accordance with the OEH statutory guidelines) has commenced for the study area (to be detailed through subsequent reports), through which process information regarding the Aboriginal cultural and social significance of the study area and surrounds will be sought.

This HIS has been prepared with specific reference to the Enabling Works for the UON HCCD site only, to be the subject of a DA process. A separate HIS has been prepared that relates to the SSDA Concept Plan development of the UON HCCD project.

This HIS does not include assessment of any non-heritage related planning controls or requirements.

1.4. Authorship

This report has been prepared by Sam Cooling, Heritage Specialist and Senior Archaeologist, and reviewed by Natalie Vinton, Heritage Specialist and Director, of Curio Projects Pty Ltd. All mapping and overlays were prepared by Andre Fleury, Historian and Archaeologist.

2.0 Statutory Context

In NSW, heritage items and known or potential archaeological resources are afforded statutory protection under the:

- *Environmental Planning and Assessment Act 1979* (NSW) (EPA Act);
- *Heritage Act 1977* (NSW) (Heritage Act); and
- *National Parks and Wildlife Act 1974* (NSW) (NPW Act).

There are further planning policies and controls that provide a non-statutory role in the protection of environmental heritage. These include *Development Control Plans* for each local Council area.

This section of the report discusses the local and State planning context for the site with respect to its heritage values associated with local heritage items and conservation areas in the vicinity of the study area.

2.1. Environmental Planning and Assessment Act 1979

The NSW Department of Planning and Environment administers the EPA Act, which provides the legislative context for environmental planning instruments to be made to legislate and guide the process of development and land use. Local heritage items, including known archaeological items, identified Aboriginal Places and heritage conservation areas are protected through listings on Local Environmental Plans (LEPs) or Regional Environmental Plans (REPs). The EPA Act also requires that potential Aboriginal and historical archaeological resources are adequately assessed and considered as part of the development process, in accordance with the requirements of the NPW Act and the Heritage Act.

In order to identify the potential for the development to impact on archaeological resources, a separate Archaeological Assessment (AA) report including an Aboriginal Heritage Due Diligence Assessment and Historical Archaeological Assessment has been prepared for the study area. These documents have been prepared in accordance with the appropriate Department of Planning and Environment (DoPE), Office of Environment and Heritage (OEH) and NSW Heritage Division guidelines to ensure that as part of the development of the site, any potential archaeological resources proposed to be disturbed, will be appropriately investigated, recorded and removed.

2.1.1. Newcastle Local Environmental Plan 2012

Clause 5.10 of the Newcastle Local Environmental Plan 2012 (LEP) sets out objectives and planning controls for the conservation of heritage in the City of Newcastle, including the conservation of built heritage and archaeological sites. The objectives and planning controls for the conservation of Newcastle's environmental heritage are outlined in Clause 5.10 Heritage Conservation as follows:

(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.

Development consent, as outlined in Clause 5.10(2) is required as follows:

(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,

Clause 5.10 (5) relates to the requirement for a heritage assessment to be required prior to development consent being given.

(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.

Clause 5.10(7) specifically relates to the management of archaeological sites:

(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.

Clause 5.10(8) specifically relates to the management of Aboriginal site:

(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.

2.1.2. Newcastle Development Control Plan 2012

The Newcastle Development Control Plan (DCP) 2012 is a non-statutory development control plan that provides the detailed design guidelines to support the LEP 2012. The Newcastle DCP 2012 provides simple guidance on how development may occur, and includes notably, main objectives to ensure that items of environmental heritage are conserved, respected and protected.

Protection provisions for the conservation of Newcastle's environmental heritage are set out in Part 5 of the DCP 2012. Section 5.04, 5.05, 5.06 and 5.07 detail provisions relating to Aboriginal Heritage, Heritage Items, Archaeological Management, and Heritage Conservation Areas respectively.

Of specific relevance to the subject site, the provisions of Section 5.04 (Aboriginal Heritage) include adherence to the OEH Due Diligence process and other OEH statutory guidelines (as outlined in Section 2.2.2). Section 5.05 (Heritage Items) provides general principles and controls for the management of heritage items, including encouragement for retention, maintenance of suitable settings, ongoing maintenance and care, and adaptive re-use. Section 5.06 (Archaeological Management) relates to historical archaeology, and recommends compliance with the Newcastle Archaeological Management Plan and NSW Heritage Act 1977.

The aims of Section 5.07 (Heritage Conservation Areas) of the DCP are:

1. *To provide a framework for the conservation of special qualities within each of Newcastle's Heritage Conservation Areas [including Newcastle City Centre]*

2. *To define the importance, in heritage terms of each heritage conservation area by providing a Statement of Heritage Significance that shall be the basis of design development.*
3. *To ensure that development activity within each heritage conservation area is commensurate with heritage significance and produces good design and liveable streetscapes.*
4. *To ensure that all development has a positive effect on the character of heritage conservation areas.*
5. *To provide clarity on the types of alterations and additions acceptable in each heritage conservation area.*
6. *To identify when the adaptive re-use of existing buildings is suitable.*
7. *To integrate the principles of ecologically sustainable development with best practice heritage management.*

Section 5.07.07 of the DCP related to infill development in a heritage conservation area, stating that ‘all new development in the conservation area should be treated as ‘infill’, that is, it should respect the design of its neighbours and the character of the area generally...Infill development should not copy or replicate its neighbouring traditional buildings, rather it is appropriate to interpret the features of neighbouring buildings and design them in a way that reflects and respects them’.¹

Infill development should:

1. *Respect the design of its neighbours and the character of the heritage conservation area*
2. *Achieve a harmony of character; sympathy of scale; appropriateness of form; appropriate orientation and setback, and sympathetic materials and details within heritage conservation areas*
3. *Demonstrate a good fit within its setting that respects the neighbouring buildings and the character of the heritage conservation area.*²

2.2. Heritage Framework

2.2.1. NSW Heritage Act 1977

Heritage places and items of particular importance to the people of New South Wales are listed on the NSW State Heritage Register. The Heritage Act defines a heritage item as a ‘place, building, work, relic, moveable object or precinct’. The Heritage Act is responsible for the conservation and regulation of impacts to items of State heritage significance, with ‘State Heritage Significance’ defined as being of ‘significance to the state in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item’.

In order to best implement and administer the protection afforded to historical archaeological ‘relics’ and heritage places as through the NSW Heritage Act, and EP&A Act, the NSW State Government have prepared a series of best practice statutory guidelines with regards to historical archaeology. These

¹ Newcastle City Council DCP 2012, Section 5.07: 9

² Newcastle City Council DCP 2012, Section 5.07: 10

guidelines are designed to assist developers, landowners and archaeologists to better understand their statutory obligations with regards to historical archaeology in NSW, and implement best practice policies into their investigation of historical archaeological heritage values in relation to their land and/or development.

Further details regarding the archaeological requirements and provisions under the NSW Heritage Act 1977 have been presented and discussed in Curio Projects 2018, *Archaeological Assessment for University of Newcastle, Honeysuckle City Campus* (AA) report, which should be referenced for further detail regarding historical archaeological provisions.

2.2.2. National Parks and Wildlife Act 1974 (NSW) (NPW Act).

The *NSW Parks and Wildlife Act 1974* (NPW Act), administered by the Office of Environment and Heritage (OEH), is the primary legislation that provides statutory protection for all 'Aboriginal objects' (Part 6, Section 90) and 'Aboriginal places' (Part 6, Section 84) within NSW.

An Aboriginal object is defined through the NPW Act as:

“any deposit, object or material evidence (not being a handicraft made for sale) relating to the Aboriginal habitation of the area that comprises New South Wales, being habitation before or concurrent with (or both) the occupation of that area by persons of non-Aboriginal extraction, and includes Aboriginal remains.”

The NPW Act provides the definition of 'harm' to Aboriginal objects and places as:

“...any act or omission that:

(a) destroys, defaces or damages the object or place, or

(b) in relation to an object-moves the object from the land on which it had been situated, or

(c) is specified by the regulations, or

(d) causes or permits the object or place to be harmed in a manner referred to in paragraph (a), (b) or (c), “³

The NPW Act also establishes penalties for 'harm' to Aboriginal objects and declared Aboriginal places, as well as defences and exemptions for harm. One of the main defences against the harming of Aboriginal objects and cultural material is to seek an Aboriginal Heritage Impact Permit (AHIP) under Section 90 of the NPW Act, under which disturbance to Aboriginal objects could be undertaken, in accordance with the requirements of an approved AHIP.

In order to best implement and administer the protection afforded to Aboriginal objects and places as through the NPW Act, and EP&A Act, the OEH have prepared a series of best practice statutory guidelines with regards to Aboriginal heritage. These guidelines are designed to assist developers, landowners and archaeologists to better understand their statutory obligations with regards to Aboriginal heritage in NSW, and implement best practice policies into their investigation of Aboriginal heritage values and archaeology in relation to their land and/or development. These guidelines include:

³ NPW Act 1974

- *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW.*⁴
- *Guide to Investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW.*⁵
- *Code of Practice for the Archaeological Investigation of Aboriginal Objects in New South Wales.*⁶
- *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010.*⁷
- *Aboriginal Heritage Impact Permits, a Guide for Applicants.*⁸

2.3. Statutory Heritage Listings

While there are no heritage items located directly within the study area, the eastern part of Site 3 is included within the curtilage of the State Heritage Registered listed Civic Railway Workshops, while part of the study area (Sites 2 and 3) is included within the Newcastle City Centre Heritage Conservation Area (HCA C4), and southern parts of Sites 2 and 3 are located within the curtilage of the Civic Railway Station Group (Section 170 NSW State Agency Heritage Register, maintained by the Hunter Development Corporation). The overall study area is also located in close proximity to a number of other heritage items (of local and State significance).

Nearby heritage items include:

- Civic Railway Workshops Group (Local Heritage Item #I479 and SHR #00956)
- Civic Railway Station Group (Section 170 NSW State Agency Heritage Register, maintained by the Hunter Development Corporation)
- No. 2 Lee Wharf Building C—3C Honeysuckle Drive (Local Heritage Item #I390, State Heritage Register nomination)
- No. 1 Lee Wharf Building A—13 Honeysuckle Drive (Local Heritage Item #I389, State Heritage Register nomination)
- Former Police Station—558 Hunter Street (Local Heritage Item #I420)
- Newcastle Technical College—590-608 Hunter Street (Local Heritage Item #I3496)
- Remains of AA Co., bridge and fence—280 Hunter Street (Local Heritage Item #I415)
- Civic Theatre—373 Hunter Street (Local Heritage Item #I418 and SHR #01883)

2.3.1. Newcastle City Centre HCA (HCA C4)

The southern part of the study area (i.e. Sites 2 and 3) is located within the Newcastle City Centre HCA, while the northern part of the study area (i.e. Site 1) is immediately adjacent to the western boundary of the HCA. The Newcastle City Centre HCA is bounded by Hunter Street, Scott Street, Watt Street, Newcomen Street, King Street, Perkins Street, Keightley Lane, Brown Street, Crown Street, Perkins Street, Wolfe Street. The Newcastle City Centre HCA is of local significance.

2.3.2. Civic Railway Workshops Group (SHR #00956)

The Civic Railway Workshops Group consists of several remaining buildings including: the Divisional Engineer's Office, the Boiler House and Machine Shop, the Perway Railway Store building (Civic Workshops Block A), the Locomotive Boiler Shop, the New Erecting Shop, and the Blacksmith and Wheel Shop. The latter three of these buildings have been adaptively re-used to function as the Museum of

⁴ DECCW 2010, *Due Diligence Code of Practice for the Investigation of Aboriginal Objects in New South Wales*.

⁵ OEH 2011, *Guide to Investigating, assessing and reporting on Aboriginal cultural heritage in NSW*.

⁶ DECCW 2010, *Code of Practice for the Archaeological Investigation of Aboriginal Objects in New South Wales*.

⁷ DECCW 2010, *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010*.

⁸ OEH 2011, *Aboriginal Heritage Impact Permits, a Guide for Applicants*.

Newcastle since 2011, while the Divisional Engineer's Office/Boiler House and Machine Shop are the current headquarters of Wine Selectors, Newcastle, and the Perway Railway Store was adapted in 2005 to serve as the Forum Health and Wellness Centre owned by the University of Newcastle Sport.

2.3.3. Civic Railway Station Group (s.170 NSW State Agency Heritage Register)

The Civic Railway Station Group is listed on the Section 170 register maintained by the Hunter Development Company. It was also listed on the now defunct, non-statutory heritage register of the 'Register of the National Estate'. Civic Railway Station was decommissioned in 2014 as a result of the Newcastle Urban Transformation and Transport Program, which truncated the Newcastle Branch Line at Wickham. While in reasonable condition, Civic Railway Station Group is currently unused.

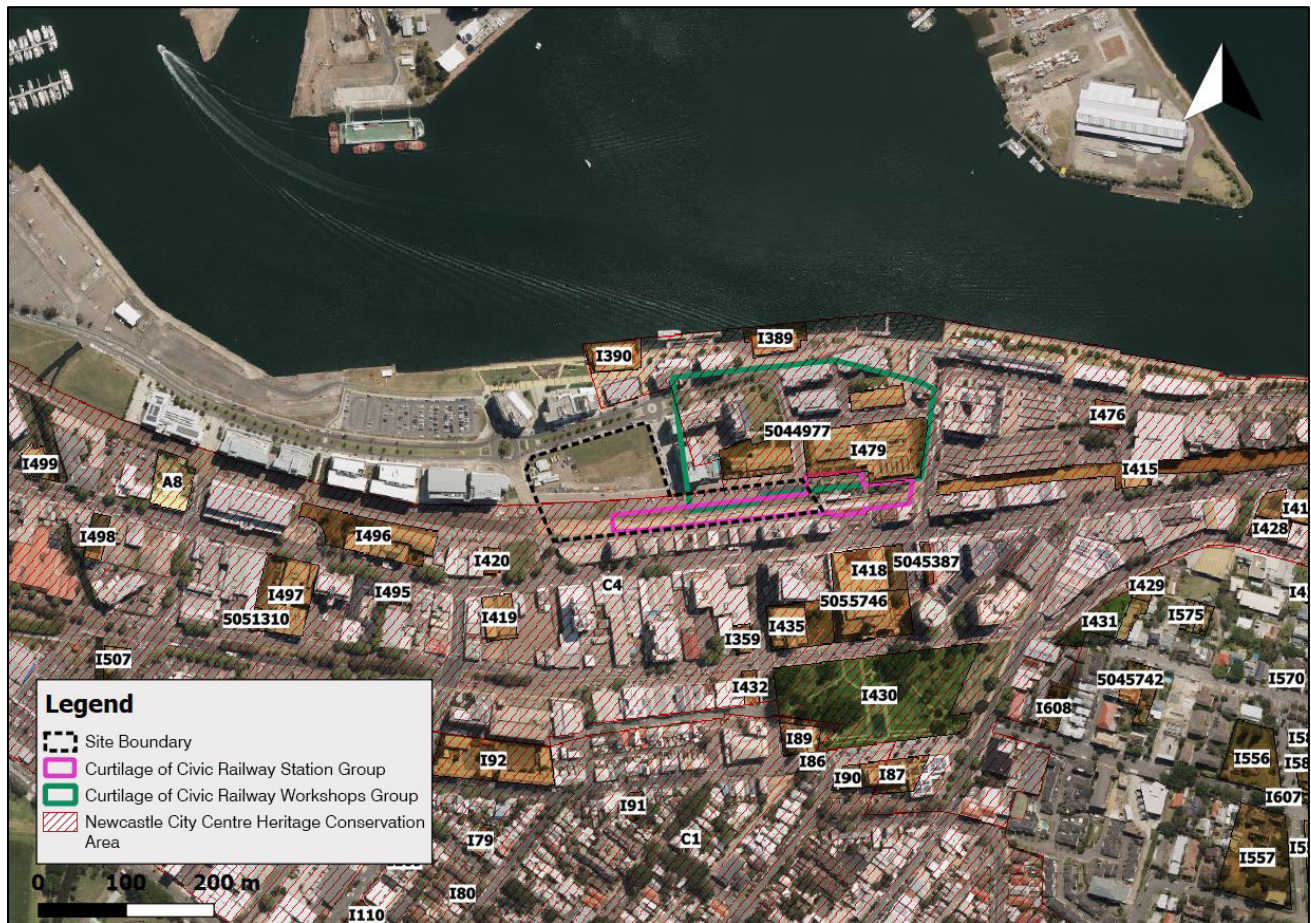


FIGURE 4: HERITAGE MAP (SOURCE: CURIO 2018 AFTER LEP HERITAGE MAP)

3.0 Historical Summary

3.1. Pre-European Environment and Aboriginal Ethnohistory

The traditional custodians of the Honeysuckle Point area as well as across much of the wider Newcastle region are the Awabakal people. While the majority of written records relating to Awabakal people of the Newcastle region were written by early European colonists and the like, and therefore represent the views of the authors rather than that of the Aboriginal people themselves, these resources can still provide a useful insight into the activities, locations, tools, clothing etc of local Aboriginal people during the early contact period. Regardless, it is well established that Aboriginal people intensively inhabited the Hunter Valley/Newcastle region, long before 1788 (Figure 5).

A number of natural and prominent landscape features around the Newcastle area are known to be of significance/sacred sites to local Aboriginal people. One of these sacred sites is Nobbys Head, known to local Aboriginal people as *Whibay Gamba*, where it is said that a kangaroo jumped from Fort Scratchley (*Tahlbihn Point*) to Nobbys, where it remained hidden in the bowels of the island, occasionally thumping its tail and shaking the land (thought of as a reference to the region's earthquake activity). Other known significant Aboriginal sites in the Newcastle area include a tool making site at *Pillapay Kullaitaran* (Glenrock Lagoon) and shell midden sites across *Meekarlba* (Honeysuckle),⁹ (adjacent to/consistent with the current study area). Newcastle is known to local Aboriginal people as *Muloobinba*, while the Hunter River is known as *Coquon*.

Aboriginal people in the Newcastle/Honeysuckle area would have had access to a wide variety of food and other subsistence resources, due to the diversity of landscape features associated with the close proximity to the Hunter River and its estuary, and the South Pacific Ocean along the Newcastle coast. Numerous historical observations make reference to these abundant resources and their use by Aboriginal people.

An observation of the quantity of fish available in the Hunter River was made by Lieutenant Grant of the Royal Navy, who noted that:

*'fish were taken in great quantities, and of various kinds, particularly mullets, which were large and well flavoured. We caught also a species of jew fish, one of which weighed 56 pounds, and proved excellent eating. From the numbers of this fish, which escaped the seine, I am inclined to think there is great plenty in this river'*¹⁰

Aboriginal people of the area would fish both from canoes as well as from the shoreline, using both line and spear fishing techniques, as well as hunting for other sealife such as lobsters. In the mid 1800s, William Scott of Port Stephens observed Aboriginal men and women working together to fish:

*'The women would be on the lookout for the shining, shimmering mass of fish to come round some wooded headland, and when their shrill outcries told of the approach of the finny prey, the men would rush to the shore. Hissing into the water would hurtle the heavy spears....'*¹¹

⁹ City of Newcastle, 2018, 'Aboriginal Culture', retrieved from <http://www.newcastle.nsw.gov.au/Explore/History-Heritage/Aboriginal-culture>, 22 February 2018.

¹⁰ AMBS 2005:35, after Grant 1803: 159-160

¹¹ AMBS 2005: 36, after Newcastle Morning Herald Supplement 1993



FIGURE 5: 'ABORIGINES RESTING BY CAMP FIRE, NEAR MOUTH OF THE HUNTER RIVER, NEWCASTLE' (NOBBY'S HEAD VISIBLE IN CENTRE BACKGROUND OF PAINTING). PAINTING BY JOSEPH LYCETT, C. 1817 (SOURCE: NLA, [HTTP://NLA.GOV.AU/NLA.OBJ-138500420](http://nla.gov.au/nla.obj-138500420))

3.1. Brief History of Colonial Newcastle

The mouth of the Hunter River was first noted by Captain Cook in 1770 as 'coal island' (in reference to Nobbys Head) during his voyage north. Following the establishment of the Sydney colony in 1788 there are reports of early fishermen visiting the Hunter River area, however it was not until 1797 when Lieutenant John Shortland sailed from Sydney in pursuit of escaped convicts, that the Hunter Valley and Newcastle region began to be explored in any detail.¹² Shortland was the one who gave the Hunter River its name, named for the Governor of NSW of the time, John Hunter. It was Shortland who also provided early detailed accounts of the quantity of coal located in the region, stating that:

*'The entrance of this river is but shallow, and covered by a high rocky island lying right off it so as to leave a good passage round the north end of the island, between that and the shore. A reef connects, the south part of the island with the south shore of the entrance to the river. In this harbour are found a considerable quantity of very good coal, and lying so near the water side as to be conveniently shipped, which gives it, in this particular, a manifest advantage over that discovered to the southward. Some specimens of this coal were brought up in the boat.'*¹³

Following a convict rebellion at Castle Hill in the Sydney colony, Australia's second penal colony was established in Newcastle in 1804, initially known as 'Kings Town'.¹⁴ Newcastle served from 1804 to 1823 as one of the principal penal colonies in Australia, often serving as a place of secondary

¹² AMBS 2005: 39

¹³ AMBS 2005: 39, after Newcastle City Council 2003

¹⁴ Melville, R., 2014, *A harbour from a creek: a history of the Port of Newcastle*. Newcastle Port Corporation, Newcastle.

punishment for those who had committed certain crimes.¹⁵ During its time as a penal colony, the main occupations of the convicts were coal mining and timber cutting, with convict labour also used to undertake improvements to the harbour, including early jettys, and the breakwater between Nobbys Island and the mainland (1818). The convict town of Newcastle was focused mainly around the eastern side of the current city, which is evidenced today still by the presence of sites such as the Convict Lumber Yard (near the corner of Scott and Watt Streets). By 1822, a new penal settlement had been established at Port Macquarie, convict transportation to the Newcastle colony was halted, and the Hunter Valley and Newcastle region officially opened to free settlers. However, Newcastle's primary early industry of coal production continued, steadily increasing in size and extent into the post-convict settlement of Newcastle.

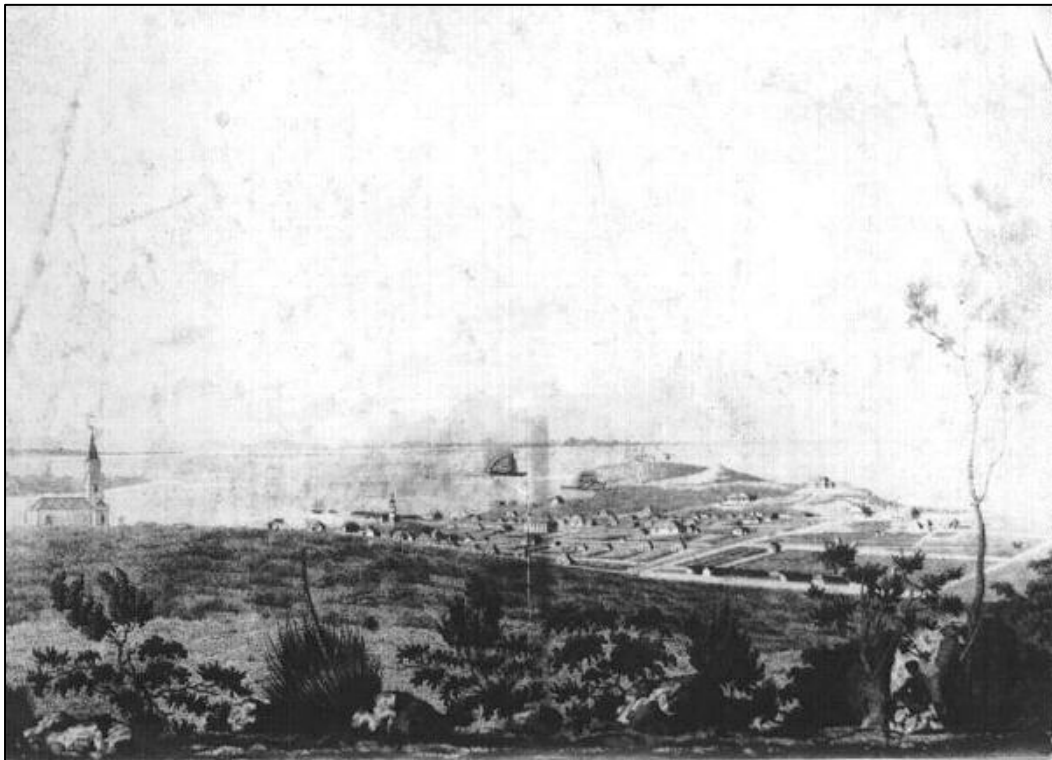


FIGURE 6: EARLY VIEW OF NEWCASTLE AND HARBOR, 1820. (SOURCE: NEWCASTLE CULTURAL COLLECTIONS - COLLECTIONS.NCC.NSW.GOV.AU. REGISTRATION NUMBER 013 000021)

3.2. Government Farm, Australian Agricultural Company and Bishop's Settlement (1810–1847)

Government Farm (also known as Commandant's Farm) was established early in Newcastle's settlement (by 1816), and was described as:

'There is a farm belonging to the Government on the river at some distance from the town over which is placed an overseer, who has a farm of his own in the neighbourhood; and to him I give up my four men in consideration of a certain quantity of wheat and maize for my use which last year amounted to 350 bushels – I have made this arrangement rather than

¹⁵ Walsh, B., 2010, 'Newcastle: Colony's first place of secondary punishment?', Accessed 20.3.18 from <https://hunterlivinghistories.com/2010/11/11/was-newcastle-the-colonys-first-place-of-secondary-punishment/>

*conduct any farm on account of government or have anything to do with farming transactions'*¹⁶

AHMS excavation in 2011 at the former Palais Royale site uncovered sandstone footings which were interpreted as evidence of the 'Commandant's Cottage', associated with the Government Farm settlement. The farm would have had convicts nearby used for labour on the farm. Jefferies' plan of the Hunter from 1816 (Figure 7), depicts the Government Farm extending across a significant area, perhaps even as far east as the location of the former Civic Railway Workshops¹⁷ (i.e. the current study area). An early sketch of the area shows the original shape of Honeysuckle Point, depicting the Government Cottage (Figure 8).

Following the halting of convict deportation and closure of the Newcastle penal colony, in 1825 the Australian Agricultural Company (AAC) selected 2,000 acres of land directly to the west of the town of Newcastle (visible in Figure 9) to mine coal, with the initial purpose of exportation of the coal to India for use by the East India Company steamships. The arrival of the AAC represents a historical moment in the early history of Newcastle, which had a significant impact on the future expansion of the Newcastle town, substantially restricting westward development of the town further than Brown Street until the early 1850s.¹⁸

In 1840, 38 acres of land at Honeysuckle Point was purchased by trustees on behalf of the Anglican Bishop of Australia, Dr Broughton, with the intended purpose for the erection of a church school.¹⁹ However, the economic depression of the time saw no development on the land associated with the proposed school until the arrival of the first Bishop of Newcastle in 1848. At this time, the piece of church owned land was surveyed and subdivided into forty-two allotments, coming to be known as 'Bishop's Settlement'.²⁰

By 1851, up to 40 of the allotments had been rented, with houses, commercial premises, shipbuilding yards, wharves and other industrial buildings constructed on the land. The 1857 plan of the area shows a number of buildings present on the land, with several present within the current study area (Figure 10).

¹⁶ Bigge 1822

¹⁷ AHMS 2011: 22

¹⁸ Suters Architects, 1997, *Newcastle Archaeological Management Plan, Vol 1: Study Report*, prepared for Newcastle City Council: 18-19

¹⁹ Civic Railway Workshops Heritage Listing. Available at:

<http://www.environment.nsw.gov.au/heritageapp/visit/ViewAttractionDetail.aspx?ID=5044977#>

²⁰ GML, 2001., *'The Boardwalk', Newcastle—Archaeological Assessment*, prepared for Wharf Property Developments Pty Ltd

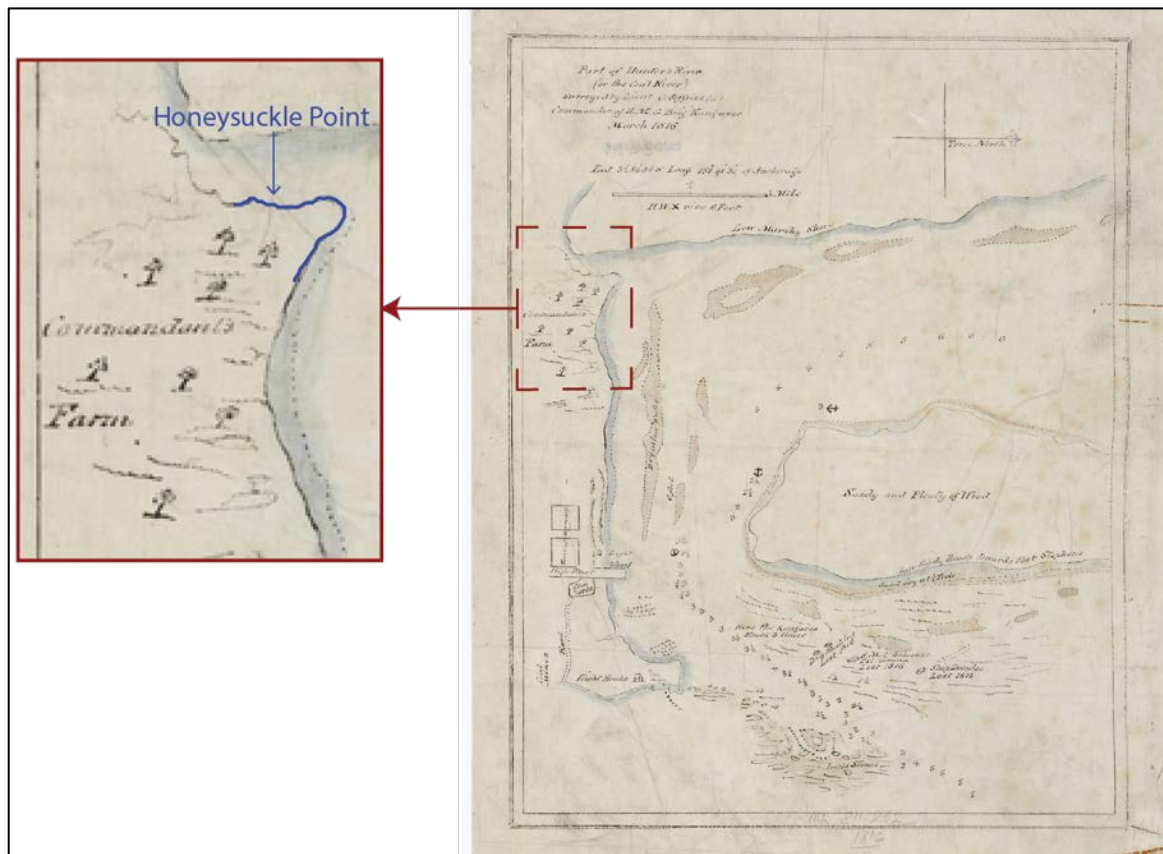


FIGURE 7: PART OF HUNTER RIVER WITH GOVERNMENT FARM HIGHLIGHTED. CHARLES JEFFREYS – 1816. (SOURCE: STATE LIBRARY OF NEW SOUTH WALES (M M2 811.252/1816/1) WITH CURIO ADDITIONS)

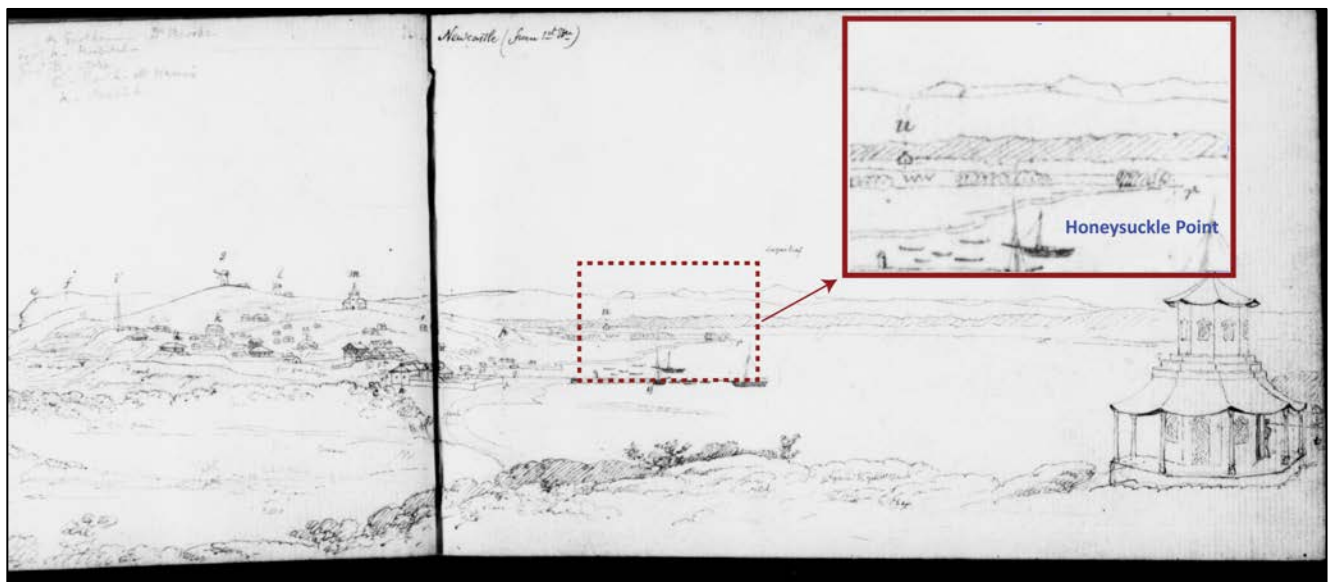


FIGURE 8: MITCHELL 1828 SKETCH OF THE TOWN FROM FLAGSTAFF HILL. HONEYSUCKLE POINT SHOWN IN INSET. 'U' IS PRESUMED TO REPRESENT GOVERNMENT COTTAGE. (SOURCE: T. L. MITCHELL FIELDBOOK, PORT JACKSON AND NEWCASTLE, 1828, STATE LIBRARY OF NSW)

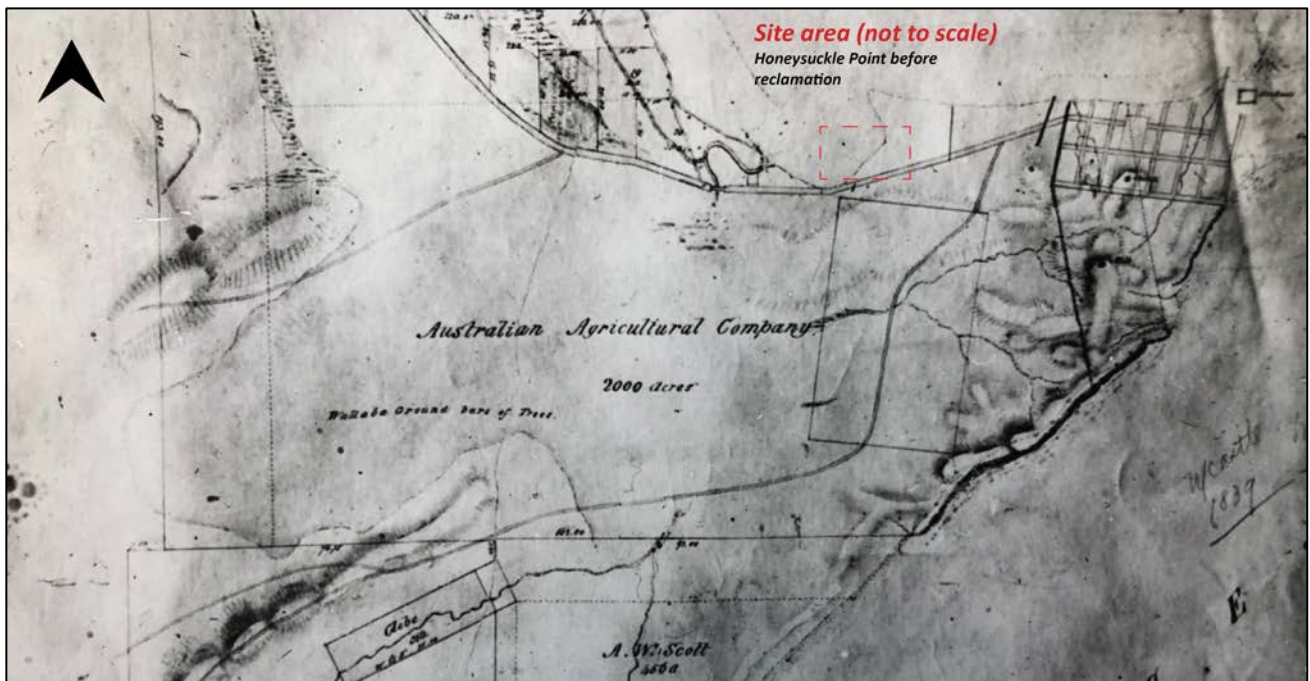


FIGURE 9: 1839 MAP OF NEWCASTLE WITH APPROXIMATE LOCATION OF STUDY AREA OVERLAID, AAC LAND VISIBLE TO THE SOUTH (SOURCE: NEWCASTLE REGIONAL LIBRARY)

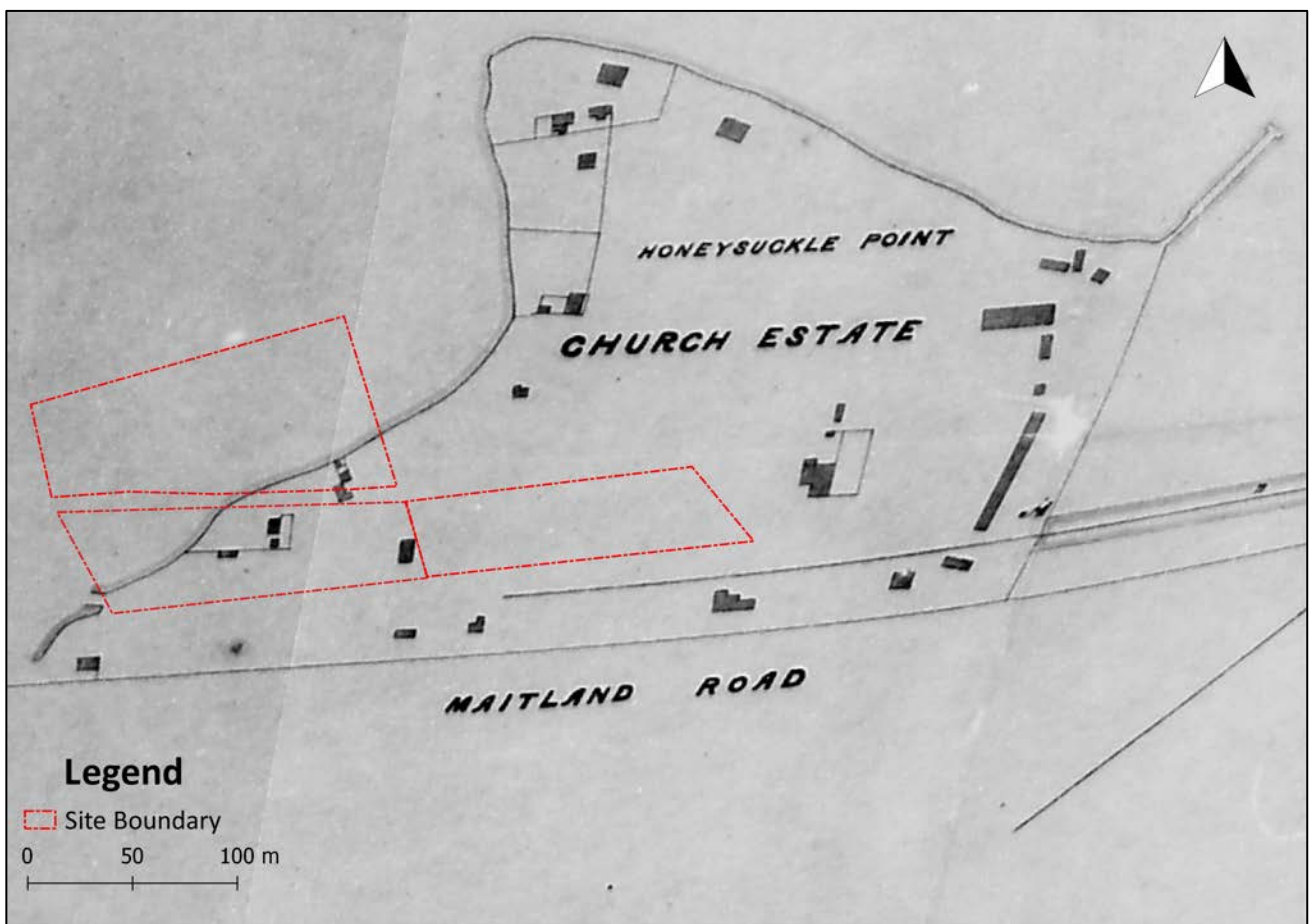


FIGURE 10: 1857 HUNTER RIVER RAILWAY: PLAN OF EXTENSION INTO NEWCASTLE (APPROXIMATE LOCATION OF STUDY AREA OVERLAID IN RED), DEPICTED STRUCTURES WOULD LIKELY HAVE INCLUDED PART OF BISHOPS SETTLEMENT, AND POSSIBLE SOME EARLY RAIL BUILDINGS (SOURCE: STATE ARCHIVE & RECORDS, SR MAP NO. 6236)

3.3. Reshaping the Harbour and Railway Expansion (mid 19thC to early 20thC)

The AAC Monopoly on coal mining in the region ended in 1847, enabling mining activities to rapidly escalate in the Newcastle and lower Hunter Valley regions. This increase in coal mining was naturally followed by an increase in demand for industrial infrastructure and activities to support the coal mining, including the need for rail for coal transportation. The boom in coal mining, combined with the introduction of more industrial activities and railways in Newcastle, reinforced the population growth of Newcastle during this period.

The Hunter Valley Railway Company was formed in 1853 with the purpose of building a rail line from Newcastle to Maitland. Thus, land at Honeysuckle Point was resumed for rail purposes, and the tenants of the 'Bishop's Settlement' were given notice of eviction in mid 1854.²¹ By the mid 1850s, the northern rail line from Honeysuckle to Hexham (present Tarro Station) had been constructed, with Honeysuckle Station (originally located slightly west of the study area) completed in 1856. The rail line was extended further east to Newcastle (Newcastle Station) in 1858. By the time the Northern Rail Line was officially opened, the Honeysuckle Point Workshops were well established. The establishment of rail operations at Honeysuckle Point naturally encouraged the economic and population growth of Newcastle during this period. The railway (that came to be known as the Great Northern Railway) connected Newcastle to the hinterland, and later to Sydney and the rest of NSW, most importantly, providing an efficient and economical way to transport coal from the mine, to ships. The Honeysuckle Point Workshops buildings were progressively constructed from 1856 to 1870, and then significantly enlarged between 1870 and 1920.²²

As the Great Northern Railway grew, so too did the need for rail workshops and facilities at Honeysuckle Point. By 1866, the Great Northern Railway had 52 miles of permanent rail line opened, seventeen locomotives, fifty-five passenger vehicles, and 131 goods vehicles.²³ This need for expansion, in turn, led to the need for the modification and land reclamation of the Honeysuckle Point shoreline to increase useable land and a functional shipping interface between the land and harbour, as well as activities such as the dredging of the harbour, to continue to allow passage of ships.

Early stations associated with the Great Northern Railway included the Locomotive Shed, Carriage Repair Shed, Carriage Painting Shop, Machine Shop, and Blacksmiths shop. Honeysuckle Station (Figure 11) was opened in 1872 (located slightly to the west of the current study area), and Mortuary Station in 1883 (Figure 12).²⁴

While the dredging and land reclamation works were undertaken gradually until the 1900s, the first major reclamation works took place in the early 20th Century, approval was given for the development of timber cargo wharves at Honeysuckle Point, followed by the construction of the first stage of Lee Wharf (completed by 1908) (Figure 13). This led to the removal of much of the 'point' of Honeysuckle Point, and the construction of a substantial retaining seawall along the Honeysuckle Point foreshore in order to create a straight edge interface with the harbour for wharves and shipping. The Monier Sea Wall was completed by 1910, using innovative structural design and material which at the time, had

²¹ GML 2001: 7

²² Doring 1991: 8

²³ GML 2001: 7

²⁴ Newcastle Mortuary Platform, NSW Rail, Available from:

<http://www.nswrail.net/locations/show.php?name=NSW:Newcastle+Mortuary>

previously only been used at Walsh Bay in Sydney.²⁵ The material removed from Honeysuckle Point, and dredged from the harbour, was used to infill and reclaim the land behind this retaining wall/new wharf.²⁶



FIGURE 11: HONEYSUCKLE POINT STATION AND FOOTBRIDGE, 1892, SHORELINE VISIBLE IN LEFT OF PHOTO, PRIOR TO LAND RECLAMATION
(SOURCE: NEWCASTLE REGIONAL LIBRARY: NEWCASTLE CULTURAL COLLECTIONS)



FIGURE 12: C.LATE 1800S (EXACT DATE UNKNOWN), WORTH PLACE VIEW TO HUNTER STREET, SHOWING OLD FIRE STATION AND MORTUARY
RAILWAY STATION SIGNAL BOX, WITH MORTUARY STATION TO THE LEFT OF THE SIGNAL BOX (SOURCE: NEWCASTLE HERALD ARCHIVES)

²⁵ Civic Railway Workshops—State Heritage Register Listing. Available from:
<http://www.environment.nsw.gov.au/heritageapp/visit/ViewAttractionDetail.aspx?ID=5044977#>

²⁶ *ibid*; EJE Architects 2014: 47

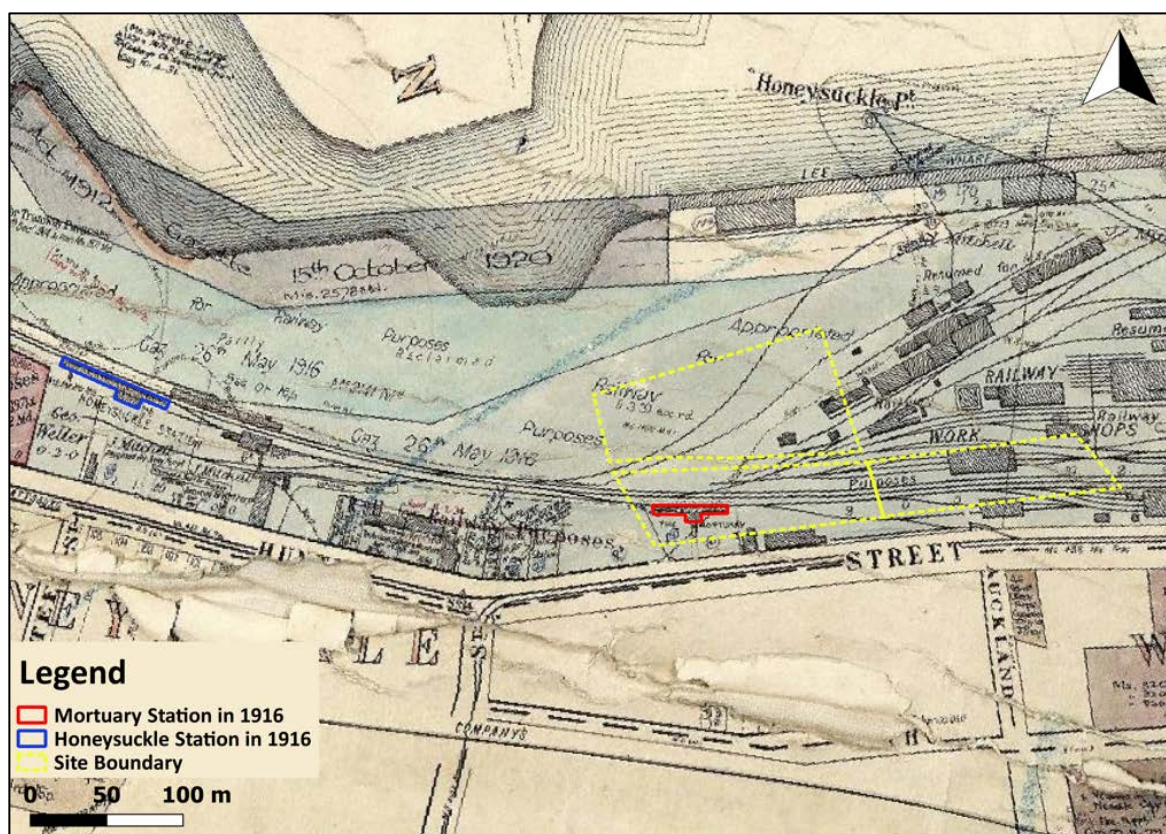


FIGURE 13: TOWN PLAN OF NEWCASTLE 1916, APPROXIMATE AREA OF SITES 1-3 IN YELLOW, (MORTUARY STATION AND HONEYSUCKLE STATION SHOWN) (SOURCE: HISTORICAL LANDS RECORD VIEWER)

3.4. Civic Railway Workshops and Decline (c.1930s to 1990s)

The Honeysuckle Workshops (Civic Railway Workshops) functioned for many years as a major rail workshop, managing locomotive, carriage, wagon, and per-way work.²⁷ In 1929, locomotive work was transferred to Cardiff Workshops, and while activity at the Honeysuckle Workshops slowed at this time as a result, many of the workshops still remained in use. Following the opening of the Cardiff Workshops in 1929, the Honeysuckle Workshops began to be known as the 'Civic Workshops'.²⁸ In 1935, Honeysuckle Station was closed and a new station, slightly closer to Newcastle was opened, to be known as Civic Railway Station.²⁹

In 1958, the foundry at the Civic Railway Workshops was closed, with foundry operations and materials relocated to the Chullora Workshops in Sydney.³⁰ Following the closure of the foundry, pressure to relocate other functions of the Civic Railway Workshops to the Cardiff Workshops intensified, to enable the land to be released for redevelopment. Some other rail operations were relocated from Civic to Cardiff in the 1970s, along with the demolition of the Per Way Workshop buildings in the late 1970s.

²⁷ *ibid*

²⁸ Fenwick 1994: 1

²⁹ Civic Railway Station Group—State Heritage Inventory Listing, Available from: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801623>

³⁰ GML 2001: 9

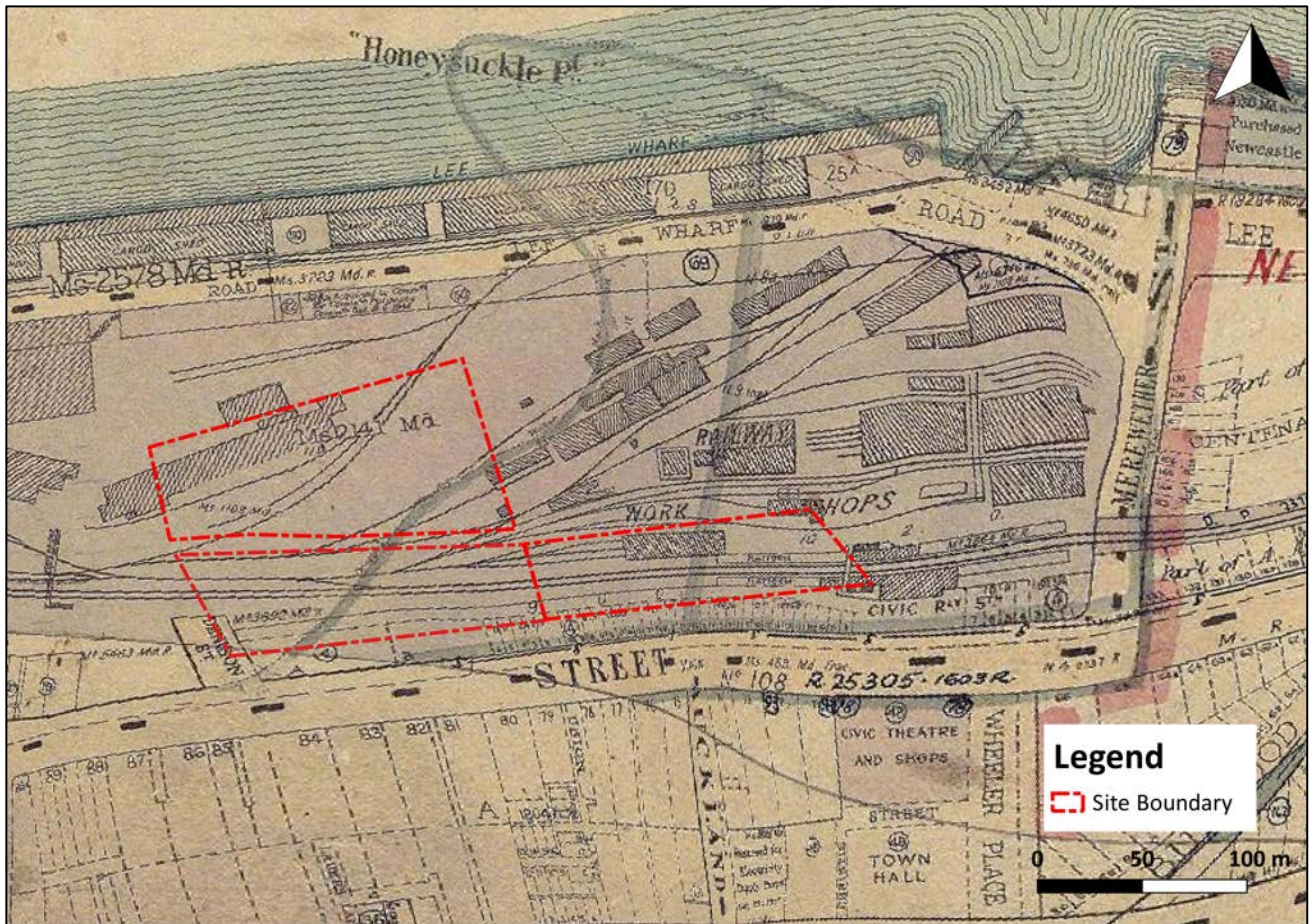


FIGURE 14: C.MID 1900S, HONEYSUCKLE RAILWAY WORKSHOPS, INDICATIVE STUDY AREA IN RED (SOURCE: HLRV)

3.5. Honeysuckle Precinct (c.1990s–Present)

As early as 1987, the State Rail Authority had identified the Honeysuckle/Civic Workshops yards as surplus to their future requirements, which lead to the identification of the Honeysuckle area as a significant development site in the revitalization plans of Newcastle.³¹

Following closure of the Civic Workshops in the early 1990s, the former railways workshops site was transferred to Honeysuckle Development Corporation, who proceeded to plan the redevelopment of the Honeysuckle Point area, including land along 4km of Newcastle's waterfront, through the development of the 'Honeysuckle Concept Master Plan' in 1991. The first phase of the redevelopment of the former Civic Workshops site was the demolition, clearance, and decontamination of the majority of the former rail yards. No buildings associated with the Civic Railway Workshops were retained within the study area.

³¹ Fenwick 1994: 1

4.0 Physical Analysis

A visual inspection of the study area was undertaken by Andre Fleury and Natalie Vinton of Curio Projects on 15 February 2018, to gain a better understanding of physical landform context and site parameters of the study area for the proposed activity (i.e. the development of the new UoN Honeysuckle Campus).

The study area currently consists of a large, partially grasses vacant lot (Site 1) fronting Honeysuckle Drive (bounded by Worth Place in the west and Settlement Lane in the east) (Figure 16 and Figure 17), one long sealed carpark (northern side of Sites 2 and 3) (Figure 18 and Figure 19) and the former rail corridor with rail tracks removed and a loose gravel base (currently used as staging area for nearby construction of the Newcastle Light Rail, under construction at the time of the site visit) (Figure 20). Sites 2 and 3 are located immediately to the south of Site 1, with the southern parts of Sites 2 and 3 previously a part of the Newcastle to Wickham rail line, prior to rezoning and rail line removal in 2016. At time of site inspection, Site 1 was being used as a carparking/development staging area for the Newcastle Light Rail project (Figure 21 to Figure 24).

With regards to surrounding development, the study area is bounded to the north, east and west by multi storey residential/commercial units, and to the south by rows of commercial properties/shops between Hunter Street and Civic Lane (Figure 25 to Figure 32). Civic Railway Station bounds the study area to the southeast (i.e. along the eastern boundary of Site 3), where the Railway platforms remain (Figure 33).

The northeastern part of the study area (i.e. the eastern side of Site 3) is adjacent to some of the remaining State heritage listed buildings of the Civic Railways Workshops Group (Divisional Engineers Office and Boiler House and Machine Shop), currently in use by Wine Selectors. The remaining former Civic Railway Workshops Group buildings are located further to the northeast of the study area, currently the home of the Museum of Newcastle.

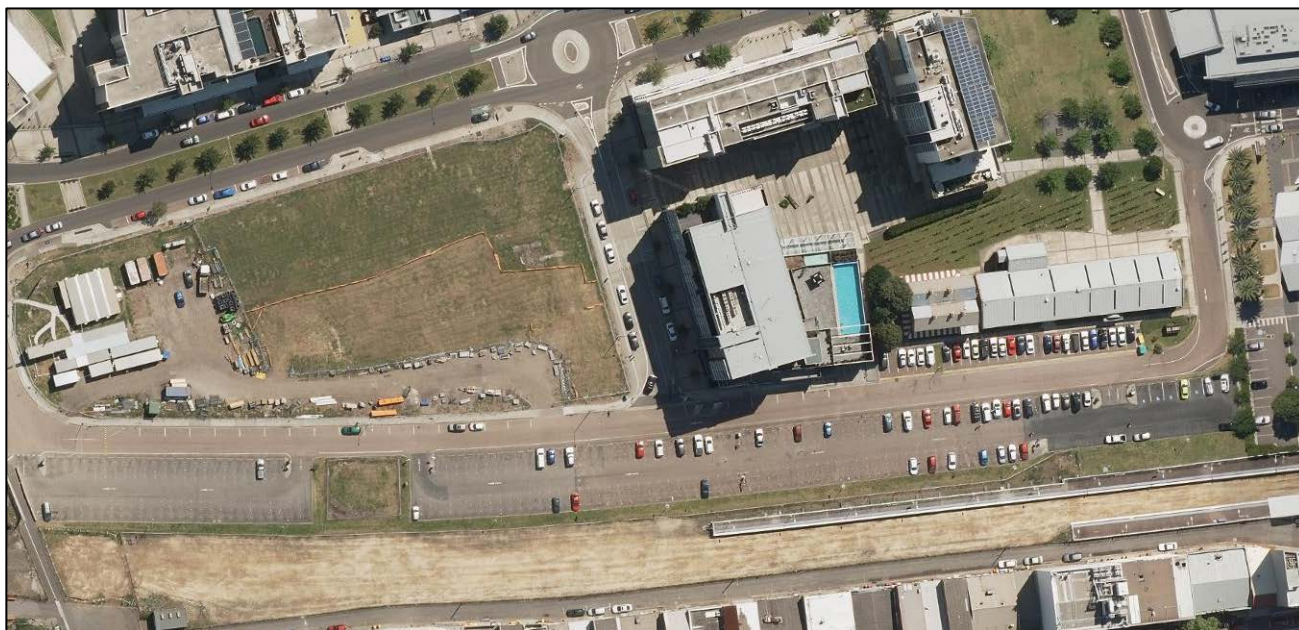


FIGURE 15: RECENT AERIAL OF STUDY AREA, SITE 1 VISIBLE AS LARGE MOSTLY VACANT LOT IN TOP LEFT (SOME LIGHT RAIL CONSTRUCTION ZONE STAGING MATERIALS PRESENT), SITE 2 VISIBLE AS CARPARK, SITE 3 VISIBLE AS CLEARED LAND (FORMER RAIL LINES RECENTLY REMOVED AT TIME OF IMAGE) (SOURCE: NSW DPI, SIXMAPS)



FIGURE 16: VIEW EAST, CONTEXT OF SITE 1 LOCATION, VIEW EAST DOWN HONEYSUCKLE DRIVE, WORTH PLACE VISIBLE CURVING TO RIGHT OF PHOTO. SITE 1 IS LOWER AREA OF LAND IN CENTRE OF IMAGE SURROUNDED BY MESH FENCING ETC (SOURCE: CURIO 2018)



FIGURE 17: VIEW EAST ALONG HONEYSUCKLE DRIVE, MESH FENCING IN RIGHT DELINEATES NORTHERN BOUNDARY OF SITE 1 (SOURCE: CURIO 2018)



FIGURE 18: VIEW EAST ACROSS SITES 2 AND 3, EXISTING CARPARK (SOURCE: CURIO 2018)



FIGURE 19: VIEW EAST FROM WORTH PLACE ACROSS SITE 2, CARPARK TO LEFT, FORMER RAIL LINE TO RIGHT (SOURCE: CURIO 2018)



FIGURE 20: VIEW EAST ALONG FORMER RAIL CORRIDOR (SOUTHERN PART OF SITE 2), CURRENTLY USED AS PARKING/CONSTRUCTION STAGING FOR CONSTRUCTION OF LIGHT RAIL (SOURCE: CURIO 2018)



FIGURE 21: INTERIOR OF SITE 1, NORTH. VIEW EAST (SOURCE: CURIO 2018)



FIGURE 22: INTERIOR OF SITE 1, NORTH. VIEW SOUTHEAST (SOURCE: CURIO 2018)



FIGURE 23: INTERIOR OF SITE 1. VIEW WEST FROM SETTLEMENT LANE (SOURCE: CURIO 2018)



FIGURE 24: INTERIOR OF SITE 1. VIEW NORTH FROM WRIGHT LANE (SOURCE: CURIO 2018)



**FIGURE 25: VIEW SOUTHEAST FROM SITE 1, TOWARDS SITE 2 AND 3
(SOURCE: CURIO 2018)**



**FIGURE 26: VIEW SOUTHEAST FROM SITE 1, TOWARDS SITE 2 AND 3
(SOURCE: CURIO 2018)**



**FIGURE 27: VIEW EAST ALONG WRIGHT LANE, BETWEEN SITE 1, AND
SITES 2 AND 3 (SOURCE: CURIO 2018)**



**FIGURE 28: CIVIC LANE, VIEW EAST, SITES 2 AND 3 BOUNDARY VISIBLE
IN LEFT OF IMAGE (SOURCE: CURIO 2018)**



FIGURE 29: CIVIC LANE, VIEW EAST, SITES 2 AND 3 BOUNDARY VISIBLE IN LEFT OF IMAGE (SOURCE: CURIO 2018)



FIGURE 30: VIEW WEST ALONG HONEYSUCKLE DRIVE, SITE 1 VISIBLE IN LEFT (SOURCE: CURIO 2018)



FIGURE 31: VIEW NORTH FROM SITE 1 ACROSS HONEYSUCKLE DRIVE (SOURCE: CURIO 2018)



FIGURE 32: VIEW EAST ACROSS SOUTH OF SITE 1, TO CHIFLEY COMPLEX, ALONG NORTH-EASTERN SITE BOUNDARY (SOURCE: CURIO 2018)



FIGURE 33: VIEW FROM CIVIC STATION, WEST TOWARDS SITES 2 AND 3 (VISIBLE AS CARPARKS IN BACKGROUND) WITH SITE 1 FURTHER IN THE RIGHT BACKGROUND OF IMAGE (SOURCE: CURIO 2018)

5.0 Potential Archaeological Resources

Curio Projects have prepared a stand-alone Archaeological Assessment (AA) report for the UON HCCD site in order to assess the Aboriginal and historical archaeological potential of the site (attached as Appendix A).

This HIS contains a summary of the outcomes of the archaeological assessment in order to provide context for the assessment of potential impacts. Therefore, this sub-section of the report should be read in conjunction with the AA report in order to gain a full understanding of how the potential and significance of the archaeological resources has been assessed and determined, and recommendations arising from the assessment for the project, with respect to archaeology.

5.1. Aboriginal Archaeological Resources

The Archaeological Assessment report for the UON HCCD study area (Appendix A) was prepared in accordance with NSW OEH guidelines *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* (Due Diligence Code of Practice). The purpose of the *Due Diligence Code of Practice* is to 'assist individuals and organisations to exercise due diligence when carrying out activities that may harm Aboriginal objects and to determine whether they should apply for consent in the form of an AHIP'.³²

The traditional custodians of the Honeysuckle Point area as well as across much of the wider Newcastle region are the Awabakal people. Aboriginal people in the Newcastle/Honeysuckle area would have had access to a wide variety of food and other subsistence resources, due to the diversity of landscape features associated with the close proximity to the Hunter River and its estuary, and the South Pacific Ocean along the Newcastle coast.

Review of the Aboriginal archaeological context of the study area and surrounds, including search of relevant heritage registers, registered Aboriginal sites, and recent Aboriginal archaeological assessments and excavations has determined that Aboriginal archaeological sites have the potential to survive in within the study area to varying degrees.

An extensive AHIMS search was undertaken for the study area on 22nd February 2018 and returned 23 results with a buffer of 1km around the centre of the study area. No registered sites were located directly within the current study area (Figure 34).

The registered sites suggest that the presence of a highly disturbed site does not necessarily mean that the potential for Aboriginal stone artefacts/shell middens in the area has been completely destroyed. In fact, the AHIMS search results tend to indicate that the site types in the area have the potential to be in the form of buried intact natural soil profiles that retain Aboriginal archaeological potential, as well as in the form of isolated artefacts in disturbed contexts (which are still afforded statutory protection, regardless of location within a disturbed context).

Historical use and associated land disturbance within the study area is likely to have disturbed and/or removed the natural soil profiles to some degree, however this would vary across the study area. Located partially across the path of the original shoreline of Honeysuckle Point prior to land reclamation, the northwestern part of the study area would have originally been located in the river.

³² DECCW 2010a: 2.

The more southern/southeastern parts of the HCCD study area would have been located in good proximity to a variety of natural resource zones, including both fresh and salt water floral and faunal resources appropriate for collection/hunting and preparation of shell and estuarine species, as well as close to a wide variety of raw materials for stone tool manufacture, such as Nobbys Silicified Tuff and Hunter River cobbles. The general Honeysuckle Point area and southern foreshore of the Hunter River/within the Hunter estuary delta, would have been a significant location for Aboriginal occupation in the Newcastle area. In consideration of the environmental context, the study area would most definitely have been used by Aboriginal people, with the potential for short term or longer stay campsites.

Several Aboriginal archaeological excavations and investigations have taken place in proximity to the study area in recent years, of which all indicate the potential for Aboriginal objects to be present within both buried intact natural soil profiles, as well as in disturbed contexts. The closest registered Aboriginal sites are only located c.50-100m from the current study area. Of the nearby registered Aboriginal sites, a number have been demonstrated to be both of archaeological/scientific and Aboriginal social and cultural significance. The study area has the potential for Aboriginal stone objects, shell middens, and Potential Archaeological Deposit (PAD) site types, particularly within deeper sandy soil profiles that have been subject to lower levels of historical disturbance.

Aboriginal artefacts (stone objects, shell middens, campsite, charcoal fragments etc) have the potential to be present even within disturbed contexts (i.e. Boardwalk Site) both as isolated artefacts in highly disturbed contexts/fill/land reclamation, as well as within moderately disturbed natural soil profiles.

Therefore, the Aboriginal heritage due diligence assessment (full details included within the AA report) has determined that there is **moderate to high potential for intact Aboriginal archaeological deposits where natural remnant soil profiles exist** (i.e. in the southeast corner of Site 1, southeast of Site 2, and across all of Site 3), underlying the current ground level and existing fill layers. There is also a moderate to high potential for isolated Aboriginal artefacts in disturbed contexts to be located across the whole of the study area.

While the majority of Site 1 has no potential for *intact* Aboriginal archaeological deposits, as it consists of reclaimed land, the land reclamation along Honeysuckle Point included the removal of part of the point itself, construction of a 1900s seawall, and infill behind the wall with the removed soil. Therefore, there is moderate potential for Aboriginal objects (shell material, stone objects) to be located in a highly disturbed context within Site 1. While these disturbed objects would not be of archaeological research potential or significance, they may have cultural and social significance to the local Aboriginal community.

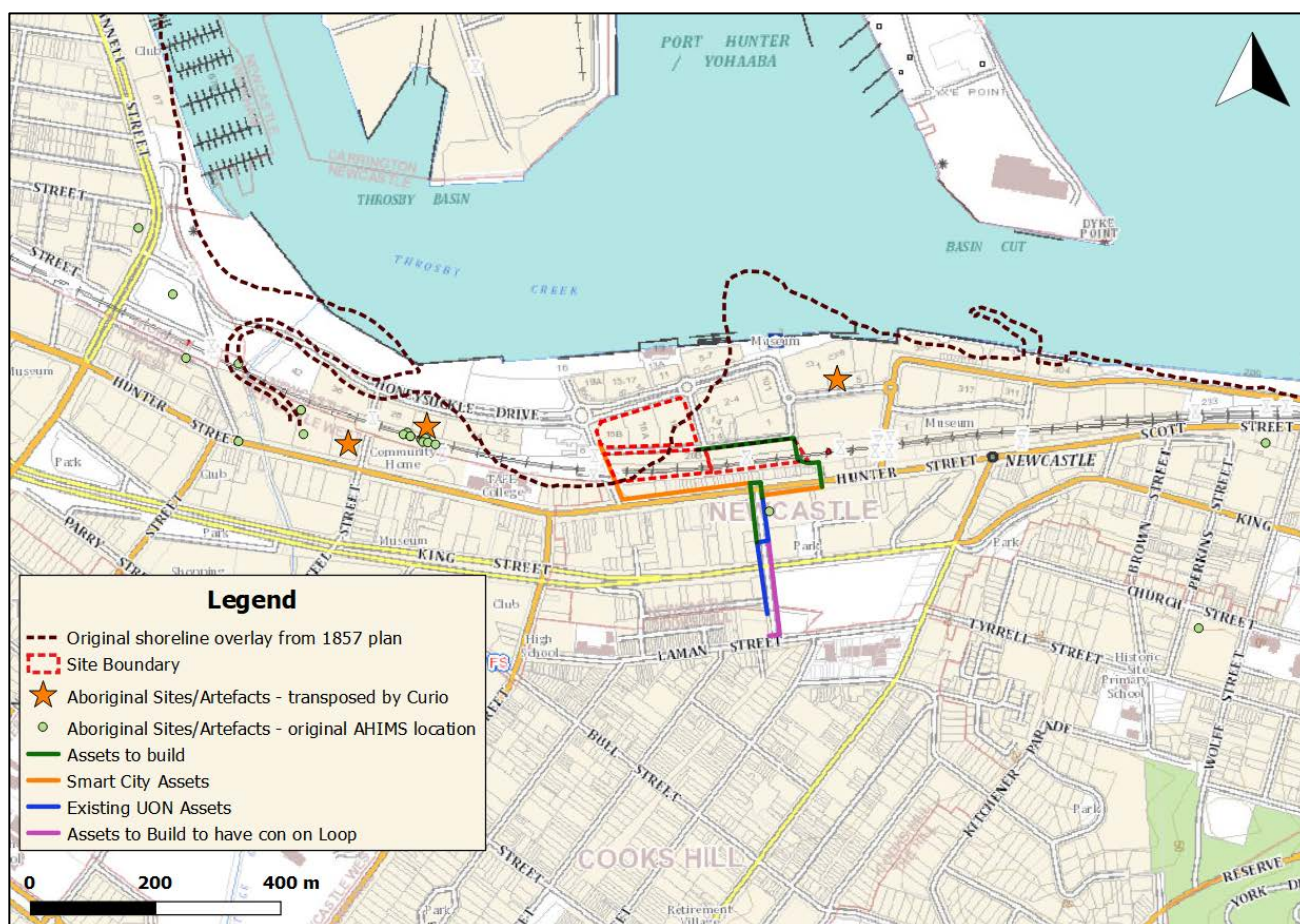


FIGURE 34: AHIMS SEARCH RESULTS SITES, WITH INDICATIVE LOCATION OF 1857 SHORELINE (APPROXIMATE ONLY). STUDY AREA INDICATED IN RED. (SOURCE: GOOGLE EARTH PRO WITH CURIO ADDITIONS 2018)

5.2. Historical Archaeological Resources

The following summary has been extracted from the Curio Projects AA for the UON HCCD (Appendix A) and provides an assessment of the possible types of historical archaeological evidence that may be found within the study area, and the potential for such evidence to survive. A summary of the potential archaeological evidence and likelihood to survive from each of the four phases of historical use of the subject site is presented in Table 2.

Phase 1—Early Settlement (1810–1857)

Phase 1 use of the study area relates to the early settlement of the site, including on the fringes of the 'Government Farm' (c.1810), as well as part of the 'Bishop's Settlement' (c.1840s) prior to resumption of the land for rail purposes (1857). Archaeological excavation undertaken by AMAC in 2006³³ immediately adjacent to the current study area, as well as further excavation just to the northeast, encountered archaeological resource relating to the Bishop's Settlement, thereby indicating that the general area does retain archaeological evidence and potential relating to this phase of occupation of Honeysuckle Point.

Therefore, it is considered that overall the majority of the study area (excluding the northwestern part of Site 1, which is located in an area of land reclamation) has **moderate potential** to retain evidence of

³³ AMAC 2012, *Lee Wharf Development: Square-about and Lot 24 Honeysuckle Drive, Newcastle—Final Archaeological Report*, prepared for Caverstock Group Pty Ltd on behalf of Lee Wharf Developments Pty Ltd.

an archaeological resource/relics associated with Phase 1 use of the study area. Potential archaeological evidence could include remains of structural footings, evidence of early land reclamation, evidence of early lime burning/kilns along the original foreshore, wharfs, timber fences, deeper subsurface features such as wells and cisterns etc. A low potential also exists for the study area to retain palaeobotanical evidence associated with early farming activities associated with Government farm, although it is possible that farming activities did not extend fully into the study area itself.

Archaeological evidence relating to Phase 1 historical use of the study area (if present) would only be located along, or to the south of, the path of the original foreshore of Honeysuckle Point (i.e. mainly in the southeast of Site 1, and across Sites 2 and 3).

Phase 2—Reshaping the Harbour and Railway Expansion (c.1857–1933)

Phase 2 use of the study area relates to the establishment of the Honeysuckle Railway Workshops (1857), and the main modification and land reclamation works to Honeysuckle Point (c. early 1900s).

Archaeological evidence relating to Phase 2 use of the site that has the potential to remain within the study area includes the structural remains/footings of Mortuary Station (1883–1933: ‘described as a small weatherboard building in rustic style’³⁴); the Engine Turntable (known to be in situ within Site 2); structure remains and associated artefacts of other original and early rail workshops buildings (e.g. Building 7—Per Way Bridge Shop, Building 25—Former Shed, Building 28—Per Way Pattern Shop, Building 30—Per Way Foundry); and evidence of land reclamation activities associated with Phase 2 use.

In 2016, excavation works along the former Newcastle rail corridor encountered the archaeological remains of Honeysuckle Station³⁵ (located to the west of the current study area), while approximately a year later, more archaeological structural remains assumed to be associated with Honeysuckle Station, were encountered along the path of the Newcastle Light Rail, also along the former rail corridor (slightly further to the east of the 2016 discovery), between Steel Street and Hunter Street.³⁶

The presence of archaeological and structural remains of Honeysuckle Station, intact beneath the former rail lines, suggests that other potential archaeological structural remains in similar locations (i.e. in conjunction with the path of the former rail corridor) are also likely to be present. In the case of the 2017 discovery of Honeysuckle Station, some of the archaeological structural remains appear to have been located immediately below the top layer of fill/soil, very close to the ground surface (see Figure 35). This suggests that there is **moderate to high potential** for structural remains relating to Mortuary Station to remain within the current study area, potentially in a similar context to that of Honeysuckle Station (i.e. close to the existing ground surface).

Due to site activities associated with the establishment and construction of the site as the Honeysuckle Workshops, it is assessed that there is a **low to moderate potential** for evidence of land reclamation activities associated with Phase 2 use. The Monier sea wall itself is not located within the current study area, however stratified deposits relating to the land reclamation associated with the land reclamation

³⁴ Doring, C & M.J., 1991

³⁵ ‘Discovery of centuries-old Honeysuckle station in former rail corridor’, *Newcastle Herald*, 18.6.16, Accessed 21.3.18 from <http://www.theherald.com.au/story/4037759/rail-relics-come-to-surface-photos-poll/>

³⁶ ‘More suspected Honeysuckle Station relic (sic) uncovered in Newcastle light rail path’, *Newcastle Herald*, 21.7.18, Accessed 21.3.18 from <http://www.theherald.com.au/story/4804676/relic-dug-up-in-rail-work/>

behind the sea wall have the potential to be present. There is also a **moderate to high potential** for the footings and structural remains of other Workshop buildings to be present within the study area.

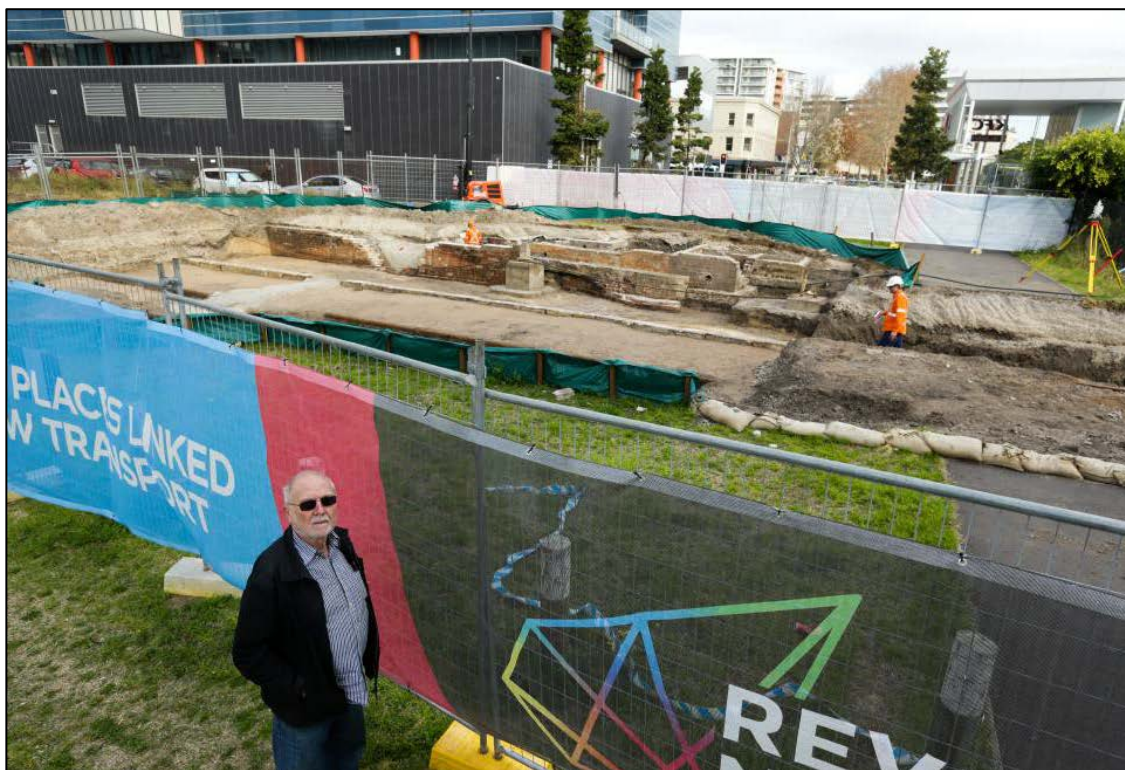


FIGURE 35: BRICKWORK ASSOCIATED WITH HONEYSUCKLE STATION UNCOVERED IN 2017, LOCATED VERY CLOSE TO THE GROUND SURFACE (SOURCE: NEWCASTLE HERALD, [HTTP://WWW.THEHERALD.COM.AU/STORY/4828389/LIGHT-RAIL-COULD-INCLUDE-RELIC-PHOTOS](http://www.theherald.com.au/story/4828389/light-rail-could-include-relics-photos))

Phase 3—Civic Railway Workshops and Decline (1933–1990s)

Phase 3 historical use of the study area relates to the ongoing use of the study area as the Civic Railway Workshops from 1933, until its closure in the early 1990s. Potential archaeological resources and relics related to this period may include other ephemeral/minor structures associated with the later use of the Civic Railway Workshops, in situ rail stock and sleepers etc.

There is **moderate to high potential** for an archaeological resource/relics from Phase 3 use of the site to survive within the study area.

Phase 4—Honeysuckle Precinct (1990s–Current)

Following demolition of railway buildings, the study area has not been subject to any substantial development, and currently exists as a vacant lot, and carparks. The former railway lines running through Site 2 of the study area were removed in c.2016. Therefore, there is no archaeological potential associated with Phase 4 use of the study area.

TABLE 2: SUMMARY OF HISTORICAL ARCHAEOLOGICAL POTENTIAL WITHIN SUBJECT SITE

Historical Phase	Activity or Development	Potential Archaeological Evidence	Archaeological Potential/Likelihood of Survival within Subject Site
Phase 1	Lime Burning	Remains of lime-burning kilns	Low
	Farming Activities	Palaeobotanical evidence of farming activities.	Low
	Early Site Use (Bishop's Settlement)	Remains of Bishop's Settlement, including early building foundations, wharves, jetties, other structural features, deeper subsurface features such as wells and cisterns	Moderate
	Early Land Reclamation	Evidence of early sea walls, evidence of intentional manipulation of the shoreline.	Low to Moderate
Phase 2	Honeysuckle Rail Workshops	Remnant footings/structural remains of Mortuary Station, Per Way Bridge Shop, Former Shed, Per Way Pattern Shop, Per Way Foundry etc	Moderate to High
	Honeysuckle Rail Workshops	Engine Turntable	Known to be In Situ
	Honeysuckle Rail Workshops	In situ rail tracks and rail stock etc	Moderate to High
	Honeysuckle Rail Workshops	Various industrial artefacts	Moderate to High
	Land Reclamation	Evidence associated with dredging/land reclamation/techniques used in the major 1908 seawall construction and filling	Low to Moderate
Phase 3	Civic Railway Workshops	Structural remains of ephemeral/ minor/unrecorded structures associated with the later use of the Civic Railway Workshops	Moderate to High
	Civic Railway Workshops	In situ rail tracks and rail stock etc	Moderate to High

6.0 Heritage Significance Assessment

6.1. Introduction

The *NSW Heritage Manual Guideline—Assessing Heritage Significance*, prepared by the NSW Heritage Division, provide a framework for assessing significance of sites and heritage items, with the main aim of producing a succinct statement of significance to summarise an item or site's heritage values. The guidelines are predicated on the five types of cultural heritage value, as presented in The Burra Charter 2013: historical, aesthetic, scientific, social, and spiritual significance. The NSW heritage assessment criteria provides the following criterion for the assessment of heritage significance.

An item will be considered to be of State (or local) heritage significance if, in the opinion of the Heritage Council of NSW, it meets one or more of the following criteria:

- *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);*
- *Criterion (b)—an item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of NSW (or the cultural or natural history of the local area);*
- *Criterion (c)—an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);*
- *Criterion (d)—an item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons;*
- *Criterion (e)—an item has 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);*
- *Criterion (f)—an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);*
- *Criterion (g)—an item is important in demonstrating the principal characteristics of a class of NSW's (or a class of the local areas):*
 - *cultural or natural places; or*
 - *cultural or natural environments.*

6.2. Nearby Heritage Listings

The following section provides a summary of the significance of heritage items and heritage conservation areas that are located within, or in close proximity to the study area. An understanding of the surrounding heritage items can assist in the determination of any heritage significance directly associated with the study area itself.

6.2.1. Newcastle City Centre HCA (LEP 2012, Local)

Section 5.07 of the DCP provides the Statement of Significance for the Newcastle City Centre HCA as:

The Newcastle City Centre Heritage Conservation Area is significant on many levels. The mix of commercial, retail, and civic buildings is a powerful reminder of the city's past, its

economic and social history. Historic buildings provide the backdrop to a city of dramatic topography on the edge of sea and the mouth of a harbour. The pre-1840s buildings in the city are of state significance (Rose Cottage, c.1830, Newcomen Club, 1830, parts of James Fletcher Hospital) and share associations with the city's convict origins. Newcastle has a rich archaeological record of national significance, with the 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. 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 rich 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, particularly in the vicinity of Thorn, Keightley, Hunter and Market Streets.³⁷

To summarise, the Newcastle City Centre HCA has local significance predominantly for its historical, historical associations, social and aesthetic values. The HCA forms the urban core and historic centre of the Newcastle CBD, with many heritage items providing a physical reminder of Newcastle's rich history and penal heritage. The HCA also has scientific significance for the demonstrated rich archaeological record (archaeology of local, State and National significance), including further archaeological potential, particularly the potential for archaeology of the early convict settlement.

6.2.2. Civic Railway Workshops Group (SHR, State)

The State Heritage Register listing for the Civic Railway Workshops Group provides the following 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.³⁸

The Civic Railway Workshops Group is of State significance predominantly for its aesthetic significance as the only remaining example of a Railway Workshops that demonstrates the design principles and technology applied to small railway workshops buildings in the 1870s and 1880s in Southeastern Australia. The Civic Railway Workshops Group also has social significance for its important role in the development of Newcastle town.

³⁷ Newcastle City Council DCP 2012, Section 5.07: 4-5

³⁸ Civic Railway Workshops Group State Heritage Register Listing, Available from: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5044977>

6.2.3. Civic Railway Station Group (s170, Local)

The s170 listing provides the following Statement of Significance for the Civic Railway Station Group:

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 footbridge was identified as an item of exceptional heritage significance in the 2016 'Railway Footbridges Heritage Conservation Strategy'. 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.³⁹

Generally, it can be stated that the main heritage significance of the Civic Railway Station Group relates to its direct associations with developing a new civic centre for Newcastle in the 1930s (constructed at a similar time to the Newcastle City Town Hall and Civic Theatre), as well as for aesthetic significance related to the existing railway footbridge. The Civic Railway Station Group has heritage significance at a local level.

While the Statement of Significance notes that Civic Station is the location of the former 1857 Honeysuckle Station, this is inaccurate, as the original Honeysuckle Station was actually located further to the west of the study area (archaeological remains of which were identified in 2016 during excavation works along the former Newcastle rail corridor). Therefore, Civic Station may retain archaeological evidence associated with the former Railway Workshops only.

6.2.4. Civic Theatre (SHR, LEP 2012, State and local)

The heritage listing for the Newcastle Civic Theatre provides the following statement of heritage significance (Local Heritage Item #I418 and SHR #01883):

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

³⁹ State Heritage Inventory Listing—Civic Railway Station Group, Accessed 3.5.18 from <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801623>

*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.*⁴⁰

While the Civic Theatre is well outside of the current UON HCCD study area, it has been included here due to its State heritage significance, and its general proximity to the study area, to ensure any potential visual impact to the Civic Theatre posed by the development are adequately assessed. Of relevance to the HCCD development, the Civic Theatre has aesthetic significance at State level as one of the few surviving examples of late-1920s atmospheric theatres in Australia, as well as its established visual relationship with Newcastle City Hall.

6.3. Archaeological Significance

An Archaeological Assessment report (AA) has been prepared for the study area by Curio Projects (attached to this HIS report as Appendix A). The AA provides a detailed assessment of the historical archaeological significance of the study area. A summary of the archaeological significance is presented below. For further detail, see Appendix A, Section 7.0.

6.3.1. Aboriginal Archaeological Significance

Intact Aboriginal archaeological deposits would have moderate to high archaeological research potential to provide information regarding pre-1788 Aboriginal use and life along the Throsby Creek/Hunter River foreshore, and the Newcastle area in general. As consultation with the local Aboriginal community has not been completed at this time (although the consultation process is currently in progress), assessment of the social and cultural significance of any potential Aboriginal archaeological deposit that may be present at the site cannot be provided here. However, considering the assessment of Aboriginal social significance of nearby sites such as 684 Hunter Street (i.e. former Palais Royale site) it is considered that an Aboriginal archaeological deposit at the site is likely to have high significance to the Aboriginal community. This archaeological assessment is unable to consider the potential for/significance of any intangible values that may be associated with the subject site. The potential for intangible Aboriginal cultural heritage at the site should also be sought through consultation with the traditional Aboriginal custodians of the area.

In addition, the study area has potential for Aboriginal post-contact sites, an archaeological features and site type that are relatively undocumented within the Newcastle region. Therefore, the potential for the study area to have Aboriginal post-contact archaeological evidence would be of high significance to the archaeological record, and highly likely to be of high social/cultural significance to the local Aboriginal community.

6.3.2. Historical Archaeological Significance

The study area is located adjacent to the SHR curtilage for the Civic Railway Workshops and was once a part of these workshops. The industrial buildings of the Honeysuckle Point/Civic Railway Workshops manufactured industrial materials, infrastructure and equipment for the introduction, function, and maintenance of rail operations in the Newcastle and Hunter Valley region for almost 150 years.

⁴⁰ State Heritage Inventory Listing—Civic Theatre, Accessed 3.5.18 from:
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageltemDetails.aspx?ID=5060931>

Archaeological evidence that can contribute to the archaeological record relating to the function, location, form of the rail workshops would have archaeological research potential.

It should also be noted that the Civic Railway Workshops that were formally located within the study area were only demolished in the 1990s (and were well recorded and photographed prior to removal), with those buildings assessed to be of the highest significance, retained within the current SHR listing. Therefore, structural remains associated with former Honeysuckle/Civic Railway Workshops may have associative significance at a State level for its relationship with the SHR site (and therefore would require archaeological monitoring/excavation if present), however the archaeological remains themselves are unlikely to contribute further knowledge to our understanding of the historical form and function of the Honeysuckle/Civic Railway Workshops.

It is considered that the study area has the potential to retain an archaeological resource of **local** significance relating either to evidence for the early settlement of Honeysuckle Point (Bishop's Settlement), or to evidence it can contribute to the archaeological record relating to the function of the site as the Honeysuckle Point/Civic Railway Workshops, for a continuous period of almost 150 years. Significance of archaeological evidence relating to the Railway Workshops period of site use would depend on the nature, extent and condition of the deposit, and could meet the criterion for **either local or State** significance.

The Engine Turntable, known to be located within Site 2, is of **State** significance for its research potential, and aesthetic values, as likely one of the oldest surviving railway relics in NSW (c.1857). The significance of the Turntable likely warrants in situ retention.

6.4. Summary of Heritage Significance for UON HCCD

The majority of the study area was originally part of the wider Honeysuckle/Civic Railway Workshops (the remaining buildings of which are contained within the curtilage of the State heritage register listing of 'Civic Railway Workshops Group'). No built heritage items are located within the study area itself. Therefore, the heritage significance of the study area relates mainly to the potential archaeological deposit (both Aboriginal and historical) that may be present within the study area, as well as in relation to the proximity to the former Civic Railway Workshops, adjacent to Civic Railway Station Group, and within the Newcastle City Centre HCA.

The HCCD study area may have historical archaeological research significance at local level for any archaeological evidence associated with Phase 1 (Bishop's Settlement) early site occupation, the archaeological remains of Mortuary Station (Phase 2), or other archaeological evidence relating to land reclamation processes. Significance of archaeological evidence relating to the Railway Workshops period of site use would depend on the nature, extent and condition of the deposit, and could meet the criterion for either local or State significance.

The study area is also potentially of substantial Aboriginal cultural heritage significance (tangible and intangible Aboriginal cultural heritage values). However, the level of Aboriginal cultural heritage significance will be determined in direct consultation with local Aboriginal community, an ongoing process that is currently being undertaken for the project.⁴¹

⁴¹ Aboriginal community consultation, in accordance with NSW Office of Environment and Heritage (OEH) statutory guidelines, has commenced for the study area. The process and outcomes of the Aboriginal consultation process (once complete) will be detailed through the future Aboriginal Cultural Heritage Assessment Report (ACHAR) for the study area (currently in preparation).

7.0 Description of Enabling Works

The University of Newcastle (UoN) is seeking to expand its presence in the CBD of Newcastle and is in the process of acquiring three parcels of land within the Honeysuckle Precinct. The three sites are proposed to house the Honeysuckle City Campus Development (HCCD), intended to be a large scale academic precinct.

At present, the HCCD development is proposed to be completed over multiple stages (see Figure 36 for proposed building locations reference):

- Stage 1a—Construction of Building A1 (Site 1);
- Stage 1b—Construction of Building B (Site 2);
- Stage 2—Construction of Building A2 (Site 1);
- Stage 3—Construction of Building C (Site 1)
- Stage 4—Construction of Buildings D, E & F (Site 2 & 3)

It is understood that Site 2 and 3 have not yet been secured and remain an option for the University to purchase from Hunter Development Corporation (HDC). As nominated in the Concept Master Plan Report (COX Architecture, October 2017), if all sites are developed, the campus will have a total yield of 62,574 m² gross floor area (GFA), comprised of the following:

- Academic space - 50,746 m² GFA (approximately 800 staff & 4,380 students)
- Student accommodation - 11,828 m² GFA (394 beds)

The stage of works to which this HIS applies, is the early enabling works stage of the HCCD project for Stage 1A (i.e. Building A1), as presented in the reports Northrop 2018, *HCCD Enabling Works—Early Works Application—Civil, Water & Sewer*, prepared for University of Newcastle; and GHD 2018, *HCCD Enabling Works—Electrical/Communications Schematic Design Report and DA Input Report*, prepared for University of Newcastle.

Generally, Enabling Works Stage of the UON HCCD development includes installation across Stage 1A of the study area, of sewer, water, and civil services, as well as required electrical and telecommunications services. Gas and stormwater requirements will not be included in the Enabling Works stage of the project. All Stage 1A enabling works are currently developed to schematic at this stage, and will be developed further by the site contractor, once engaged.

In addition, it has been recommended that mine remediation works will be required for Site 1, in the form of mine grouting and verification works (due to the presence of former mine working sites present beneath the development site. The grouting works will be required for the development site in order to increase stability at mine level, and reduce the potential for subsidence within the development site.

The proposed ground works required for the Enabling Works Stage 1A of the UON HCCD development for water, sewer, electrical, telecommunications, and grouting works include:

- Extension (of 230m) of an existing 150mm watermain on Worth Place to connect into an existing 200mm watermain on Honeysuckle Drive (Northrop, 2018: 2) (Figure 38);
- Construction of a gravity sewer main along Wright Lane to service each stage of the development. The main will connect into an existing maintenance hole immediately upstream of Newcastle 12 Wastewater Pump Station on Worth Place (Northrop, 2018: 2) (Figure 38);

- Bulk earthworks within Site 1 in order to achieve minimum floor levels required to mitigate site flooding and contamination risks (Northrop, 2018: 2);
- Installation of one kiosk substation in vacant space between future proposed Building A2 and Building C, to supply Building A1 (GHD 2018);
- Installation of conduits and pits for electrical, NBN and communications (GHD 2018); and
- Installation of UON private communication network cable, conduits and pits, extending from Honeysuckle City Campus to Auckland Street adjacent to Hunter Street after the NeWSpace Building (located on the corner of Hunter and Auckland Streets).

The specific details of each of the above development works are detailed individually below. Figure 36 to Figure 40 present the DA plans for the development.

7.1. Bulk Earthworks

Filling will generally be required at the UON HCCD Site 1 in order to achieve minimum habitable floor levels. In addition, the presence of contaminated soils will require the construction of a 500mm capping layer over the entirety of the UON HCCD site (Figure 37).

The Northrop report states with regards to proposed bulk earthworks during Enabling Works Stage of the UON HCCD project that:

Current site levels range from 2.0 to 2.5 mAHD. As noted in the Schematic Design report, the minimum habitable floor level for Site 1, in line with Council's current flood management plan is 2.8m AHD. Filling of the site will therefore be required to achieve the required minimum floor levels.

The bulk earthworks strategy for Stage 1A is expected to be generally as follows;

- o *Strip the existing topsoil layer, to a nominal depth of 200mm, resulting in approximately 1,700m³. Topsoil is to be stockpiled on site during construction, with suitable erosion and dust control measures.*
- o *Import 3,652 m3 to fill the full Site 1. It is expected that fill will be imported from off site and trucked to site, placed and compacted.*
- o *Once filling is completed, the stockpiled topsoil will be respread to the remainder of the site outside of Stage 1A building footprint. Respread of topsoil will be staged to minimise any double handling off imported fill or topsoil.⁴²*

Therefore, it is proposed that as part of Stage 1A Enabling Works, Site 1 is to be stripped of topsoil, filled, and then original topsoil replaced.

7.2. Water and Sewer Reticulation

Water and sewer reticulation strategy for Stage 1A of the UON HCCD Enabling Works (Figure 38) will require:

- Installation of 57m x 150mm diameter PVC watermain;
- Installation of 173m x 250mm diameter PVC watermain;

⁴² Northrop 2018: 2

- Installation of the sewer main extension, including: the installation of a 70mx150mm diameter pipe at 3-4.5m depth along Wright Lane; and installation of a 20m x 150mm diameter pipe at 1.5-3m depth to connect to manhole on Worth Place;
- Installation of three maintenance chambers;
- Optional installation of an additional 60m x 150mm diameter PVC watermain to future Building C location; and
- Optional installation of an additional 60m x 150mm diameter uPVC sewer pipe and associated maintenance chamber to future Building C location.

7.3. Electrical and Telecommunications—Schematic Design Phase

The Schematic Design of required electrical and telecommunications works for the Enabling Works phase of the UON HCCD includes:

- Installation of a new 1.5MVA 'K' type kiosk substation in the vacant space between future Building A2 and Building C, to supply Building A1 (and connection to local Ausgrid 11kv HV network located in Wright Lane);
- Re-routing of Ausgrid High Voltage cables to the substation;
- Installation of Low Voltage cable, conduits and pits from kiosk substation to Ausgrid pillar;
- Installation of Low Voltage cable, conduits and pits from kiosk substation to future Building A1;
- Installation of conduits and pits from closest NBN pit (corner of Honeysuckle Drive and Worth Place) to Building A1 (running along the western boundary of Site 1); and
- Installation of UON private communication network cable, conduits and pits, extending from Honeysuckle City Campus to Auckland Street adjacent to Hunter Street after the NeWSpace Building (located on the corner of Hunter and Auckland Streets).

Construction activities for the electrical and communications enabling works will involve excavations of the locations indicated in Figure 39, required for the proposed conduit and pit locations within Site 1. The proposed conduits would be installed via both open trenching, and via boring where possible. Trench depth would be determined by factors including topography, services, crossings, neighbouring utilities, and ground conditions. Minimum trenching dimensions would be c. 400-500mm width and 600-700mm depth. Construction works for trenching generally includes:

- Installation of temporary fencing;
- Preparation of the site, including removal of the pavement, footpath, and/or road surface;
- Stringing conduits along the construction corridor;
- Shoring and dewatering trenches or benching the trench profile (depending on trench depth and groundwater levels);
- Spreading of granular bedding material in trench;
- Installation of pipeline; and
- Backfilling of the trench.

Construction for trenchless methods of installation (i.e. boring works), generally includes excavation of insertion and receival pits; shoring of pits; installation of pipeline; and backfilling of pits.

7.4. Grouting Works

Due to the presence of mines within the area of the development site, mine grouting and verification works are required early in the development program in order to increase stability at mine level, and reduce the potential for subsidence. Mine working grouting involves the injection of a cement

stabilizing flyash material into the mine working via boreholes drilled from the surface into the mine workings. The grout thus stabilises the mine workings by filling voids at mine level, and filling fracture in the overlying rock.⁴³

Drilling for mine stabilisation works was first commenced at the site in 2011,⁴⁴ and while some grouting was undertaken at this time, grouting was not completed. Therefore, it is proposed that grouting works for the Stage 1A development of the UON HCCD development will be required, to include the redrilling of several former boreholes (due to collapse of borehole walls or from encountering a coal pillar at mine depth), c. 75mm in diameter, as well as pumping grout into the relevant boreholes to facilitate stabilisation. Following completion of the grouting works, up to two additional boreholes will be required to confirm grout flow and grout penetration.

The exact number and location of the required redrilled boreholes are yet to be confirmed, however indicative locations as currently proposed (likely to be 6-8, predominantly in the northeastern corner of the site), are presented in Figure 41.

⁴³ Coffey, 2018., *Proposed University Honeysuckle City Campus Development, Wright Land, Newcastle—Specification for Mine Grouting and Verification Works*, letter report prepared for the University of Newcastle, 21 June 2018.

⁴⁴ Coffey, 2018.

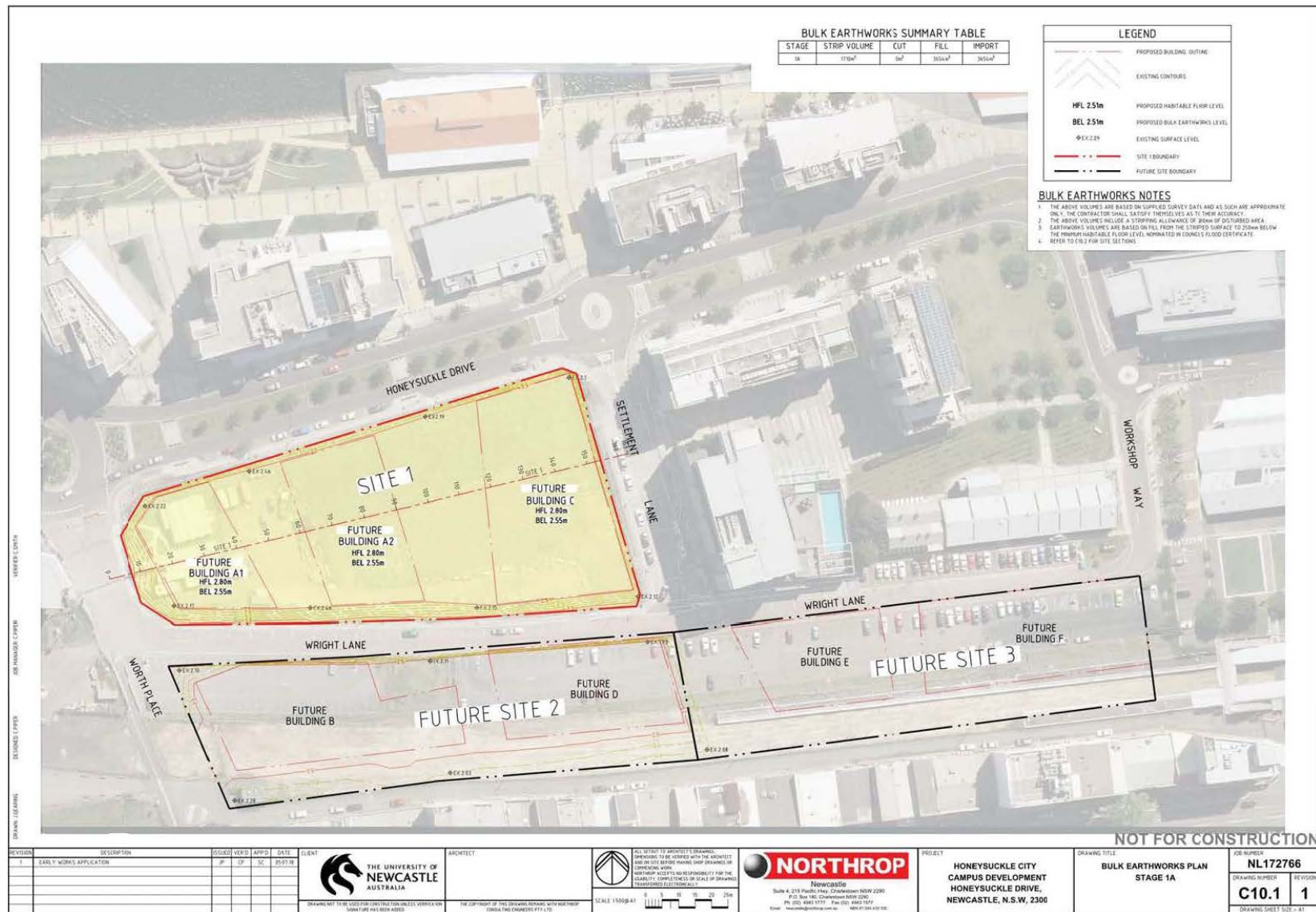


FIGURE 36: BULK EARTHWORKS PLAN STAGE 1A (SOURCE: NORTHROP 2018, DRAWING C10.3-1)

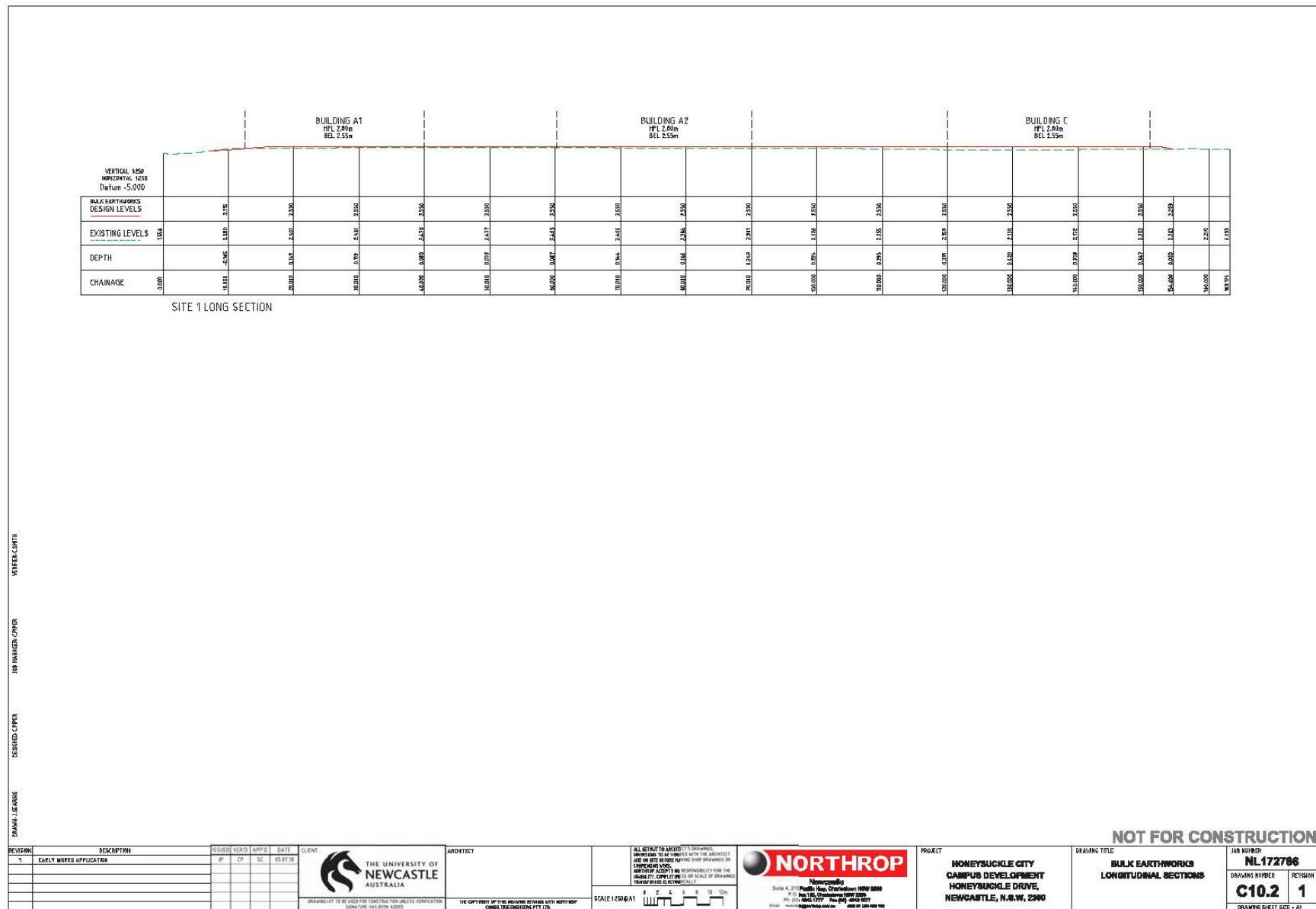


FIGURE 37: BULK EARTHWORKS SECTIONS, STAGE 1A (SOURCE: NORTHROP 2018: DRAWING C10.2-1)

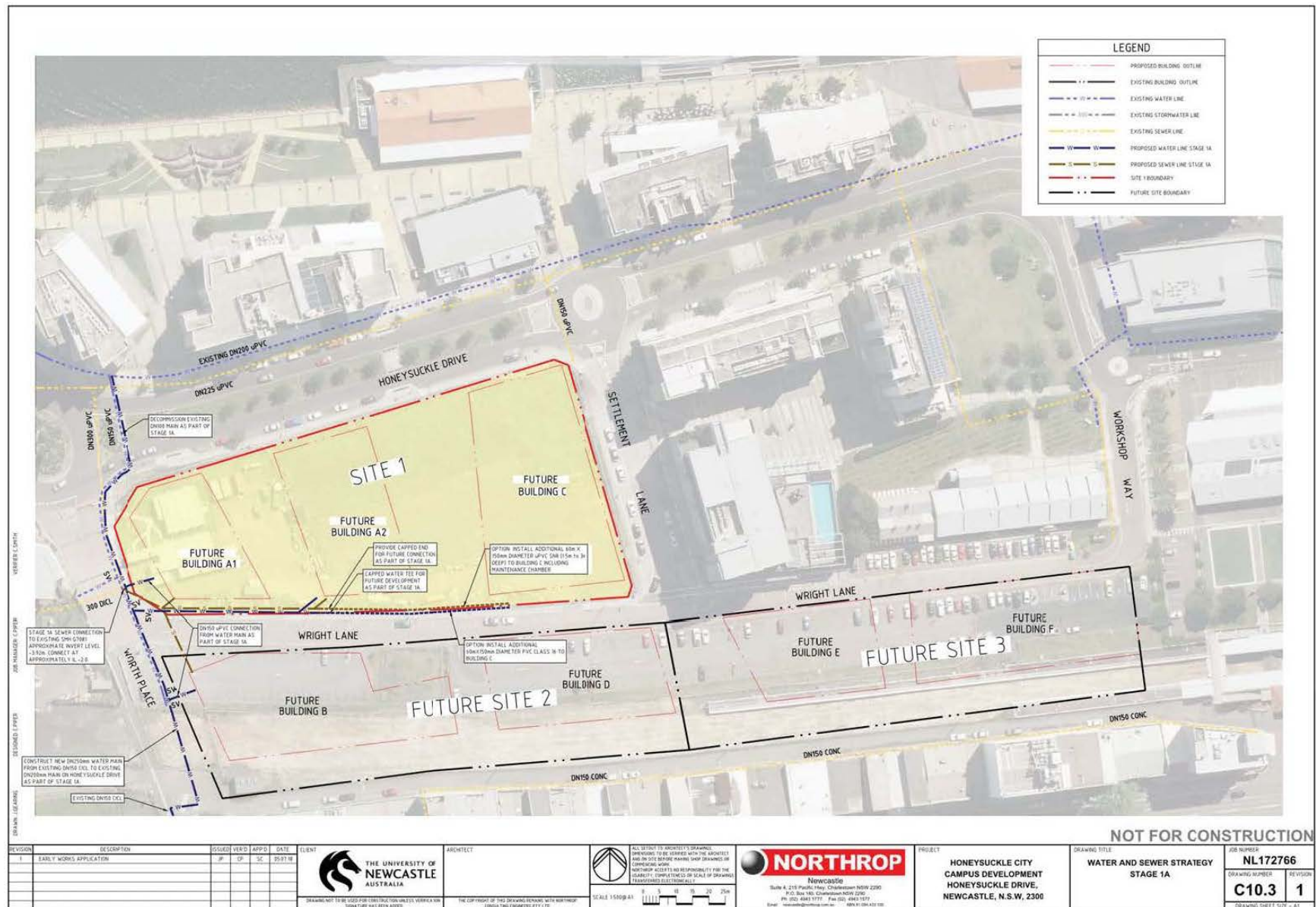


FIGURE 38: WATER AND SEWER PLAN STAGE 1A (SOURCE: NORTHROP 2018: DRAWING C10.3-1)

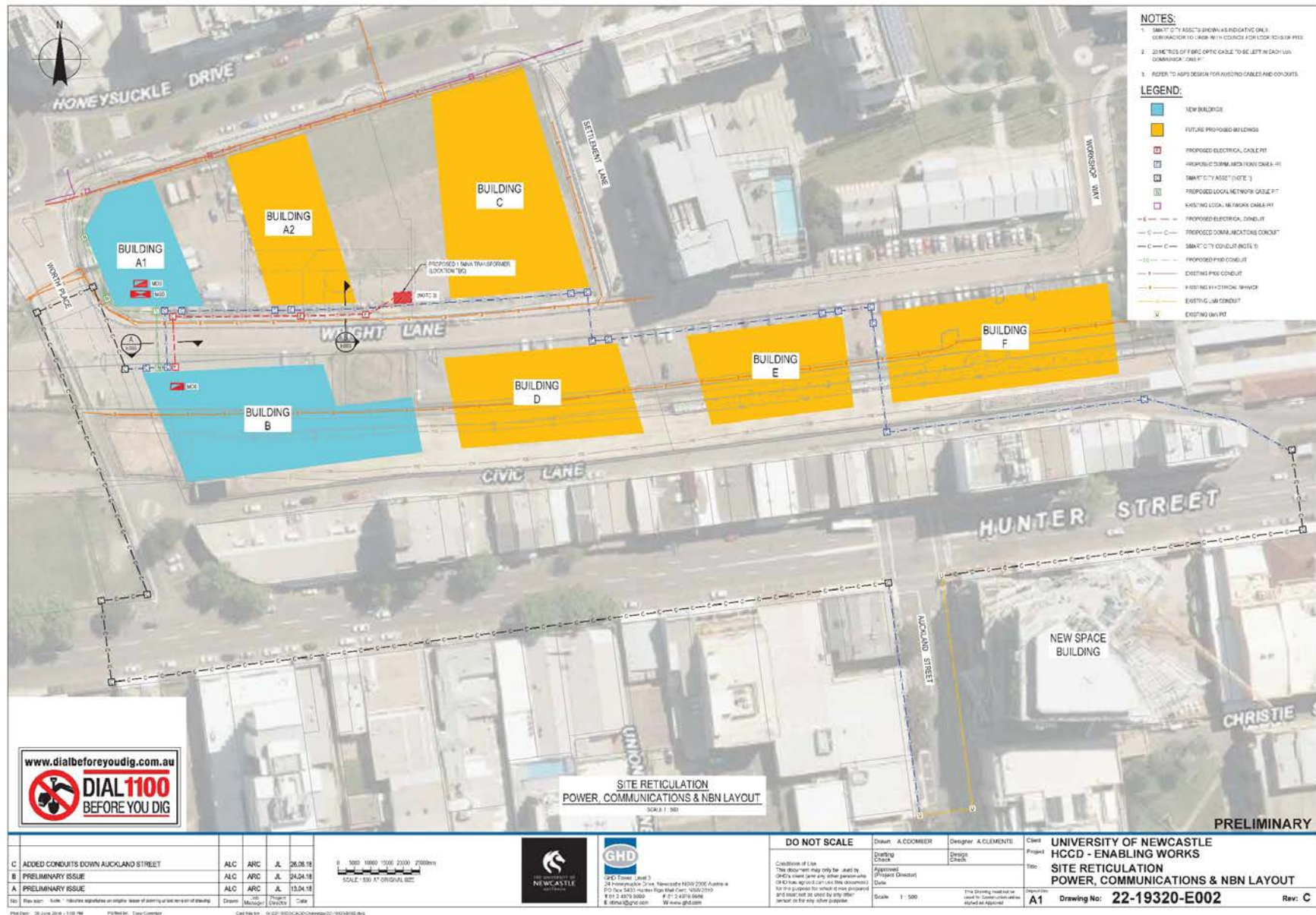
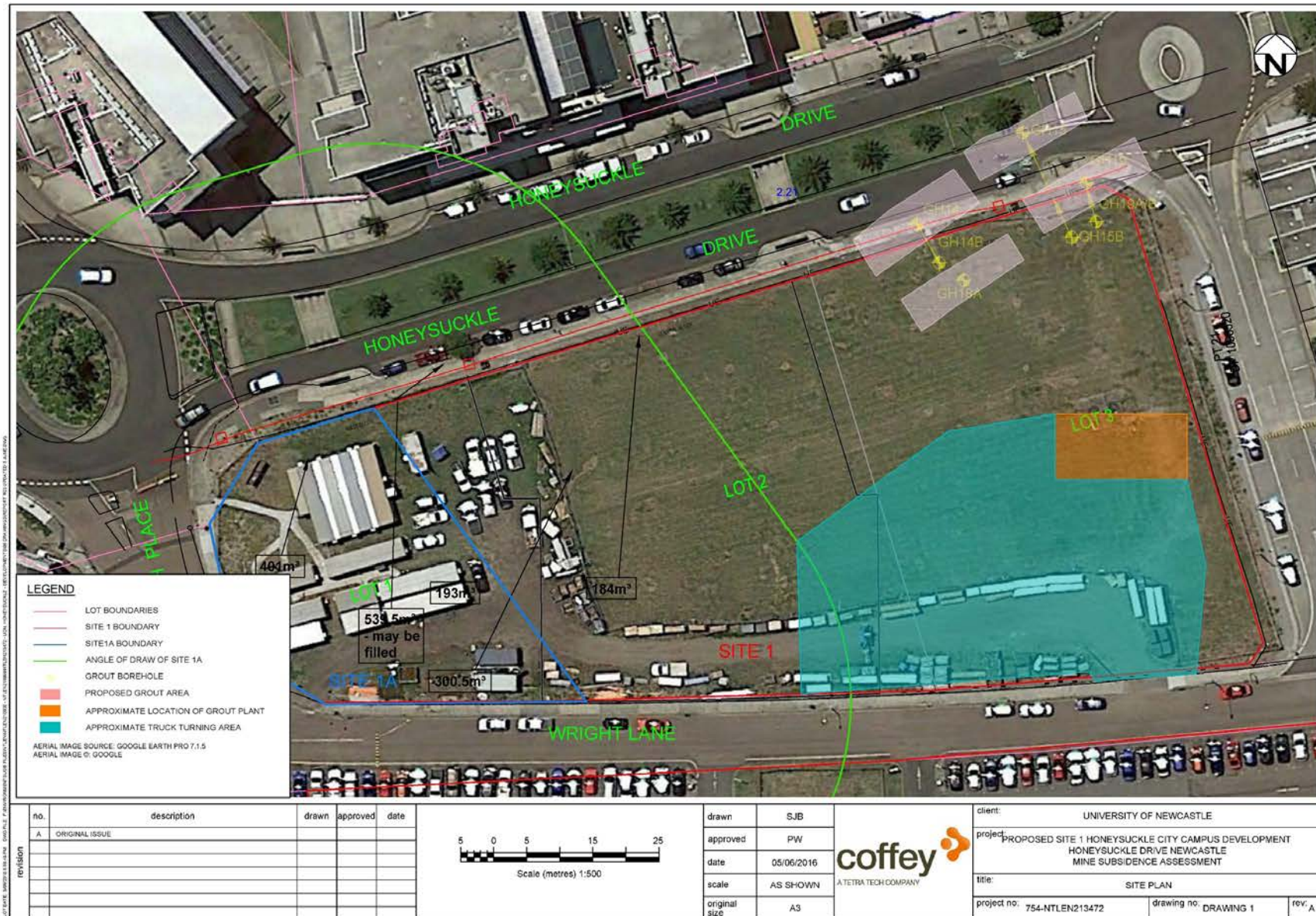


FIGURE 39: UON HCCD ENABLING WORKS—SITE RETICULATION, POWER, COMMUNICATIONS & NBN LAYOUT (SOURCE: GHD 2018)



18)FIGURE 41: PRPOSED GROUTING PLAN (SOURCE: COFFEY 2018)

8.0 Assessment of Heritage Impacts

The Stage 1A Enabling Works as assessed through this HIS report, will be limited to ground impacts only within the study area (i.e. trenching and installation of water, sewer, electrical and telecommunications services as the first stage to enable future development of the UON HCCD). The Enabling Works phase does not propose the construction of any large above ground structures, nor any impact to any physical structures. Therefore, the potential heritage impacts are limited mainly to potential archaeological resources. In addition, the proposed Enabling Works are fairly localized in their ground impact, and therefore can be assessed in detail for their potential heritage impact.

8.1. Physical Impacts

The proposed Enabling Works will have no physical impact to any heritage items or heritage fabric. The only physical impacts within the study area that the proposed Enabling Works will present, is ground impact, limited to the locations proposed for the installation of the required services. Therefore, the main impacts to be assessed through this report, are those related to potential archaeological impacts (discussed in Section 8.3 below).

While part of the Enabling Works will be located partly within the curtilage of the Civic Railway Station Group (the proposed telecommunication cable to connect the study area with the UON NewSpace building), the path of this telecommunication cable will have no physical impact to any significant heritage item within the Civic Railway Station Group.

The proposed enabling works will not impact the Railway Turntable located in situ within Site 2.

8.2. Visual Impacts

As the proposed Enabling Works for the UON HCCD only consist of ground works for the installation of required services, there will be no visual impact to any heritage item or HCA in the vicinity of the study area.

8.3. Archaeological Impacts

The Enabling Works require the excavation of several trenches for the installation of water, sewer, electrical and telecommunications services, as well as some cutting and filling across Site 1. As this will require some ground disturbance, the proposed works have been assessed here in relation to their potential to impact any identified potential archaeological resource within the study area.

The majority of the enabling works ground impacts will be confined to the west and north west of the study area (i.e. in association with Stage 1A—Building A1). This majority of this area is approximately consistent with the area of land reclamation.

No enabling works are proposed to be located in the area of the potential archaeological resource of Mortuary Station, therefore this Stage of works will not impact on this potential historical archaeological resource.

While the enabling works are unlikely to impact upon the historical archaeological resource of Mortuary Station, there remains the potential to encounter ephemeral archaeological relics and deposits associated with the three phases of site occupation, and therefore, a Section 140 excavation permit, in accordance with the NSW Heritage Act 1977 is recommended for the Stage 1A Enabling Works stage, in order to mitigate any potential impact to potential historical archaeological resources. A historical

Archaeological Research Design is currently in preparation, to accompany a s140 permit application, with respect to the specific enabling works impacts.

The required excavation of the topsoil across Site 1 has the potential to impact Aboriginal artefacts that may be present in a disturbed context (although this area has no potential for any intact Aboriginal archaeological resource, as it is located within an area of land reclamation). While the need for Aboriginal archaeological excavation in the area of Building A1 (i.e. northwest of Site 1) is not anticipated (due to the fact that the building location is located wholly within reclaimed land), the potential for the presence of Aboriginal objects in a disturbed context requires that an AHIP should be in place prior to bulk excavation works taking place in this location (as all Aboriginal objects, regardless of the context within which they are located, are legally protected under the NSW National Parks and Wildlife Act 1974).

An Aboriginal Cultural Heritage Assessment Report (ACHAR) and Archaeological Technical Report (ATR) are currently in preparation, in consultation with the Registered Aboriginal Parties (RAPs) for the project, for submission with the AHIP for the enabling works phase of the development. The ATR will include a proposed methodology for Aboriginal archaeological monitoring of proposed enabling works trenching, specific to the enabling works development impacts, to be approved through the AHIP.

In addition, consideration should be given to whether or not Site 1 may require any future additional ground works in the main stage for construction (i.e. if any impact below the fill layer across Site 1 would be likely to be required as a result of future work such as piling or other deeper subsurface construction installations etc). If future deeper ground disturbing work may be required within Site 1, then consideration should be made to undertaking any required Aboriginal archaeological test excavation in the south east of Site 1 *prior to filling*, to enable efficient access to the potential archaeological layer.

The required grouting works are generally either reusing, or redrilling existing boreholes, that have hence already disturbed any potential archaeological deposits in these locations. In addition, with a diameter of c.75mm in previously disturbed locations, the grouting works are considered to have a minimal potential impact to potential archaeological features or deposits within the site.

Overall, the potential impacts to archaeology as posed by the Stage 1A Enabling Works are considered to be relatively minor in nature, and will be able to be mitigated through the acquisition of appropriate permits and mitigation measures (e.g. archaeological monitoring) as necessary (to be determined through the development of the historical ARD, ACHAR and ATR), and through the instigation of an unexpected archaeological finds policy for the Enabling Works phase of the development.

9.0 Conclusions and Recommendations

The following conclusions and recommendations are made for the Stage 1A Enabling Works Phase of the UON HCCD study area.

9.1. Conclusions

- The majority of the UON HCCD study area was originally part of the wider Honeysuckle/Civic Railway Workshops (the remaining buildings of which are contained within the curtilage of the State heritage register listing of 'Civic Railway Workshops Group').
- The study area is associated with four historical phases of site use and occupation: Phase 1—Early Settlement (1810–1857); Phase 2—Reshaping the Harbour and Railway Expansion (c.1857–1933); Phase 3—Civic Railway Workshops and Decline (1933–1990s); and Phase 4—Honeysuckle Precinct (1990s–Current).
- The general Honeysuckle Point area and southern foreshore of the Hunter River/within the Hunter estuary delta, would have been a significant location for Aboriginal occupation in the Newcastle area.
- The Engine Turntable, located in situ within Site 2, is of State significance for its research potential, and aesthetic values, as likely one of the oldest surviving railway relics in NSW (c.1857). The heritage significance of the Turntable likely warrants in situ retention.
- The main impacts of the Stage 1A Enabling Works as proposed through this report require ground excavation in specific locations, and will not impact any significant heritage fabric nor heritage items.
- The main consideration with regards to heritage impacts for the proposed Enabling Works, therefore relates mainly to potential archaeological impacts (both Aboriginal and historical).
- The Enabling Works will have no physical or visual impacts to any heritage items or HCAs within or in proximity to the study area (including the Civic Railway Station Group, Civic Railway Workshops Group, and the Newcastle City Centre HCA).
- The Enabling Works will not impact the Railway Turntable.
- No enabling works are proposed to be located in the area of the potential archaeological resource of Mortuary Station, therefore this Stage of works will not impact on this potential historical archaeological deposit.
- The required excavation of the topsoil from the location of Site 1 has the potential to impact Aboriginal artefacts that may be present in a disturbed context. While the need for Aboriginal archaeological excavation in the area of Building A1 (i.e. the northwest of Site 1) is not anticipated, due to the fact that the building location is located wholly within reclaimed land, the potential for the presence of Aboriginal objects in a disturbed context requires that an AHIP should be in place prior to bulk excavation works taking place in this location.

9.2. Recommendations

- The process of Aboriginal cultural heritage assessment that has been initiated for the UON HCCD study area, in accordance with the NSW Office of Environment and Heritage statutory

guidelines, should be completed prior to commencement of Enabling Works at the site. This process should include:

- Full consultation with the local Aboriginal community in accordance with OEH guidelines, *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (in process);
 - Preparation of an Aboriginal cultural heritage methodology for the site (in accordance with above guidelines);
 - Preparation of an Aboriginal Cultural Heritage Assessment Report (ACHAR) and Archaeological Technical Report (ATR), including proposed Aboriginal archaeological mitigative strategies, to be developed in consultation with the Aboriginal community (in accordance with OEH guideline *Guide to Investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW*)
- The client should apply for a site wide Aboriginal Heritage Impact Permit (AHIP) in accordance with Section 90 of the NPW Act 1974.
- An AHIP should be in place for the study area prior to any ground disturbing works for the Enabling Works phase of the development taking place.
- Enabling works development activities should be undertaken in accordance with the Aboriginal archaeological mitigation strategy (likely targeted monitoring and surface collection of any uncovered Aboriginal objects), currently in preparation as part of the ACHAR, in consultation with the Aboriginal community (project RAPs), to be submitted as part of the site AHIP application.
- The contractors should ensure there is no impact to any built heritage item or fabric through the course of Enabling Works on site, including the Railway Turntable and Civic Railway Station Group.
- A Section 140 excavation permit application, in accordance with the NSW Heritage Act 1977 should be submitted to the NSW Heritage Division, in order to mitigate against any potential impacts to potential historical archaeological resources that may be present within the impact zones of the proposed enabling works. This s140 permit should be accompanied by a historical Archaeological Research Design (ARD) (in preparation).
- Should future deeper ground disturbing work possibly be required across the southeast of Site 1 (i.e. along the approximate path and/or south of the original shoreline), then consideration should be made to undertaking Aboriginal archaeological test excavation of the potential archaeological resource *prior to filling*, to enable efficient access to the potential archaeological layer (if required).
- An unexpected archaeological finds policy should be implemented for the study area prior to the commencement of the Enabling Works. Should suspected unexpected archaeological deposits be identified within the study area during enabling works ground works, works should cease temporarily in the area of the find, and the project archaeologist should be contacted to assess and confirm the nature of the find.

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APPENDIX A—UON HCCD ARCHAEOLOGICAL ASSESSMENT REPORT