

Heritage Impact Statement for University of Newcastle, Honeysuckle City Campus Development—Concept Plan



Prepared for University of Newcastle
by Curio Projects

June 2018

Table of Contents

Executive Summary	5
1.0 Introduction.....	8
1.1. The Purpose of this Report	8
1.2. Site Identification	8
1.3. Project Background	11
1.4. Limitations and Constraints	11
1.5. Authorship	12
2.0 Statutory Context.....	13
2.1. Environmental Planning and Assessment Act 1979	13
2.1.1. Newcastle Local Environmental Plan 2012.....	14
2.1.2. Newcastle Development Control Plan 2012	16
2.2. Heritage Framework	18
2.2.1. NSW Heritage Act 1977	18
2.2.2. National Parks and Wildlife Act 1974 (NSW) (NPW Act).	18
2.3. Statutory Heritage Listings	20
2.3.1. Newcastle City Centre HCA (LEP 2012, HCA C4)	20
2.3.2. Civic Railway Workshops Group (SHR #00956)	20
2.3.3. Civic Railway Station Group (s170 Register)	20
3.0 Historical Summary	22
3.1. Pre-European Environment and Aboriginal Ethnohistory	22
3.1. Brief History of Colonial Newcastle.....	23
3.2. Government Farm, Australian Agricultural Company and Bishop's Settlement (1810–1847)...	24
3.3. Reshaping the Harbour and Railway Expansion (mid 19 th C to early 20 th C).....	28
3.4. Civic Railway Workshops and Decline (c.1930s to 1990s)	30
3.5. Honeysuckle Precinct (c.1990s–Present)	31
4.0 Physical Analysis	32
5.0 Potential Archaeological Resource	39
5.1. Aboriginal Archaeological Resources	39
5.2. Historical Archaeological Resources	41
5.3. Summary of Archaeological Potential	45
6.0 Heritage Significance Assessment.....	46
6.1. Introduction	46
6.2. Nearby Heritage Listings	46

6.2.1.	Newcastle City Centre HCA (LEP 2012, Local).....	46
6.2.2.	Civic Railway Workshops Group (SHR, State)	47
6.2.3.	Civic Railway Station Group (s170, Local).....	48
6.2.4.	Civic Theatre (SHR, LEP 2012, State and local)	48
6.3.	Archaeological Significance	49
6.3.1.	Aboriginal Archaeological Significance	49
6.3.1.	Historical Archaeological Significance	49
6.4.	Summary of Heritage Significance for UON HCCD	50
7.0	Description of Concept Plan	51
7.1.	Surrounding Development Context	51
7.1.1.	Civic Station Proposed Development	51
7.1.2.	Relevance to Current Concept Plan.....	53
7.2.	Concept Plan Details	54
7.2.1.	Built Form	54
7.2.2.	Public Domain and Landscape	54
7.2.3.	Site Infrastructure.....	55
7.2.4.	Proposed Ground Disturbance/Structural Form	55
7.2.5.	Materiality	55
7.2.6.	Heritage Opportunities.....	55
7.2.7.	Staging	55
8.0	Assessment of Heritage Impacts.....	59
8.1.	Physical Impacts (Built Heritage).....	59
8.1.1.	Heritage Items	59
8.1.2.	Railway Turntable	60
8.2.	Visual Impacts	61
8.2.1.	Civic Railway Workshops Group	61
8.2.2.	Other Heritage Items and HCA	63
8.2.3.	Railway Turntable	64
8.2.4.	Materiality	66
8.3.	Archaeological Impacts	66
8.4.	Summary of Heritage Impacts.....	67
8.5.	Heritage Interpretation	68
9.0	Conclusions and Recommendations	70
9.1.	Conclusions	70

9.1.1.	Built Heritage	70
9.1.2.	Historical Archaeology	71
9.1.3.	Aboriginal Archaeology	72
9.2.	Recommendations	72
9.2.1.	Built Heritage	72
9.2.2.	Historical Archaeology	73
9.2.3.	Aboriginal Archaeology	73
10.0	Bibliography	75
APPENDIX A—UON HCCD, Archaeological Assessment Report (Curio Projects 2018).....		76
APPENDIX B—Heritage Listings		77

Executive Summary

Curio Projects Pty Ltd has been commissioned by University of Newcastle (UON) to prepare a Heritage Impact Statement (HIS) for the Concept Plan Stage 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 Concept Plan for 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.

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, which will complement the nearby NewSpace Campus. The UON has lodged a State Significant Development Application (SSDA) for the Concept Plan (SSD 9262). Separate Development Applications (DAs) will then be lodged for the remainder of the works at a later date. Secretary's Environmental Assessment Requirements (SEARs) for the UON HCCD Concept Plan were issued on 8 May 2018.

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 UON HCCD study area is located partially within the Newcastle City Centre HCA (LEP 2012) (Sites 2 and 3), as well as partially within the curtilage of the Civic Railway Workshops Group (State Heritage Register), and the Civic Railway Station Group (Section 170 Register) as well as in proximity to the Civic Theatre (LEP 2012).

The north/northwest of the study area is located across the original shoreline of Honeysuckle Point, which was subject to land reclamation and modification in the early 1900s. The general Honeysuckle Point area and southern foreshore of the Hunter River/within the Hunter estuary delta, was a significant location for Aboriginal occupation in the Newcastle area. The study area has potential for an Aboriginal archaeological resource, both intact and within disturbed contexts. Therefore, any ground disturbing activity will have the potential to impact Aboriginal objects.

With regards to historical archaeology, there is a moderate archaeological potential for relics associated with Phase 1 historical use to be present within the study area, a moderate to high archaeological potential for structural remains associated with Mortuary station to be located in southwest of Site 2, and moderate to high archaeological potential for structural remains/relics associated with other early railway workshop buildings across the whole study area. If present, the structural remains of Mortuary Station are likely to have archaeological significance at a local level, while structural remains/relics associated with other early railway workshop buildings/stations/platforms and use of the site as the Honeysuckle/Civic Railway Workshops site are likely to be of local significance.

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 warrants in situ retention.

The western platforms of the Civic Railway Station Group are located in the southeast of Site 3, which is located immediately adjacent to the main Civic Station building (which is located outside of the study area). A Development Application (DA) has recently been submitted by Hunter Development Corporation (HDC) to Newcastle City Council for the redevelopment and adaptive reuse of Civic Railway Station, which includes the demolition of the western platforms within the current study area.

Overall, the Civic Station SoHI has identified the removal of the western platforms of Civic Station as an acceptable heritage impact, in order to facilitate the positive heritage impact of the adaptive reuse of Civic Station as an expanded kiosk and associated public domain works (through the HDC DA, not part of the UON HCCD project).

Therefore, should the Civic Station Redevelopment DA (and removal of western platforms) be approved, the current UON HCCD development Concept Plan would have no physical impact to any heritage fabric associated with the Civic Station Railway Group, as this fabric would have already have been demolished under a separate approval.

The proposed materiality in the Concept Plan Design Guidelines would be acceptable on heritage grounds (proposed to be light in colour and predominantly neutral in tone, encouraging the use of natural materials such as concrete and timber, no reflective glass, with a contemporary expression). The adherence to materiality and colour guidelines as detailed within the Concept Plan Design Guidelines would serve to soften and reduce the visual impact of the UON HCCD development in the context of the surrounding heritage items and HCA, ensuring the new development avoids any adverse visual impact to surrounding heritage values.

Overall, the proposed development of the UON HCCD has the potential to impact on heritage values, relating to nearby heritage listings, as well as Aboriginal and historical archaeology. However, the majority of the potential impacts can be addressed through careful detailed design of the proposed development, consideration of surrounding heritage items, and application of archaeological investigation and mitigation techniques, as recommended through this HIS.

Recommendations

The following recommendations are made with regards to heritage within the UON HCCD study area:

- This HIS provides an overview of the potential impacts of the proposed development, as understood at the present time. Once the Concept Plan SSDA is approved and Stage 2 Development Applications are required, an updated Heritage Impact Statement should be prepared at that time to assess the detailed and specific heritage impacts of the Stage 2 proposal.
- As part of Stage 2 DA assessment for the UON HCCD study area, the outcome of the Civic Station DA (currently in progress by Hunter Development Corporation) should be identified, to confirm whether approval has or has not been granted for the removal of the platform fabric currently located within the UON HCCD study area. If by time of submission of the UON HCCD Stage 2 DA, the Civic Station platforms within the current study area have not been already approved for removal, then potential impact to the Civic Station platforms should be further addressed in a Heritage Impact Statement for UON HCCD Stage 2 DA.

- Detailed design of the UON HCCD buildings should identify a materiality and colour palette sympathetic to the Civic Railway Workshops building, as well as development of the study area buildings in a sympathetic scale and design as infill development in the context of/adjacent to the Newcastle City Centre HCA.
- Prepare Archaeological Research Design (ARD) and Excavation Methodology to guide the investigation of potential archaeology in vicinity of Mortuary Station, as well as potential archaeological deposits relating to Bishops Settlement and other buildings relating to the Honeysuckle Railway Workshops.
- Once project is approved as SSD, the requirement for excavation permits under Section 60 (State heritage significance) and Section 140 (local heritage significance) of the NSW Heritage Act 1977 are removed. However, an appropriate ARD would still need to be prepared and submitted to the NSW Heritage Division for review and approval prior to archaeological excavation taking place at the site.
- Should archaeological investigation be required at the site prior to SSD approval, a Section 140 excavation permit would be required for archaeological excavation around Mortuary Station and surrounds, and a Section 60 Excavation Exemption for any archaeological works required within the curtilage of the Civic Railway Workshops Group SHR curtilage.
- 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 development 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*)
- Once the project Concept Plan has been approved as SSD, requirement for an Aboriginal Heritage Impact Permit (AHIP) for the project is removed, however the process of Aboriginal consultation, cultural heritage methodology and proposed archaeological mitigation strategy/excavation methodology (as described above), including review and approval of these reports and excavation methodology by NSW Office of Environment and Heritage (OEH) is not removed, and will most likely be required by the conditions of consent for the SSDA.
- The Aboriginal ARD should be developed in consideration of, and integrated with, the Historical ARD, in order to ensure all potential archaeological values and resources within the study area are addressed in a holistic manner.

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 Concept Plan Stage 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 Concept Plan for 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
- Cox Architecture, 2017, *University of Newcastle Honeysuckle City Campus Development—Concept Master Plan Report*, prepared for the University of Newcastle, October 2017
- Cox Architecture, 2018, *University of Newcastle Honeysuckle City Campus Development—Design Guidelines*, prepared for University of Newcastle, February 2018
- 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 HCCD (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 1 presents the three sites of the proposed development, and defines the relevant lots and DPs.

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

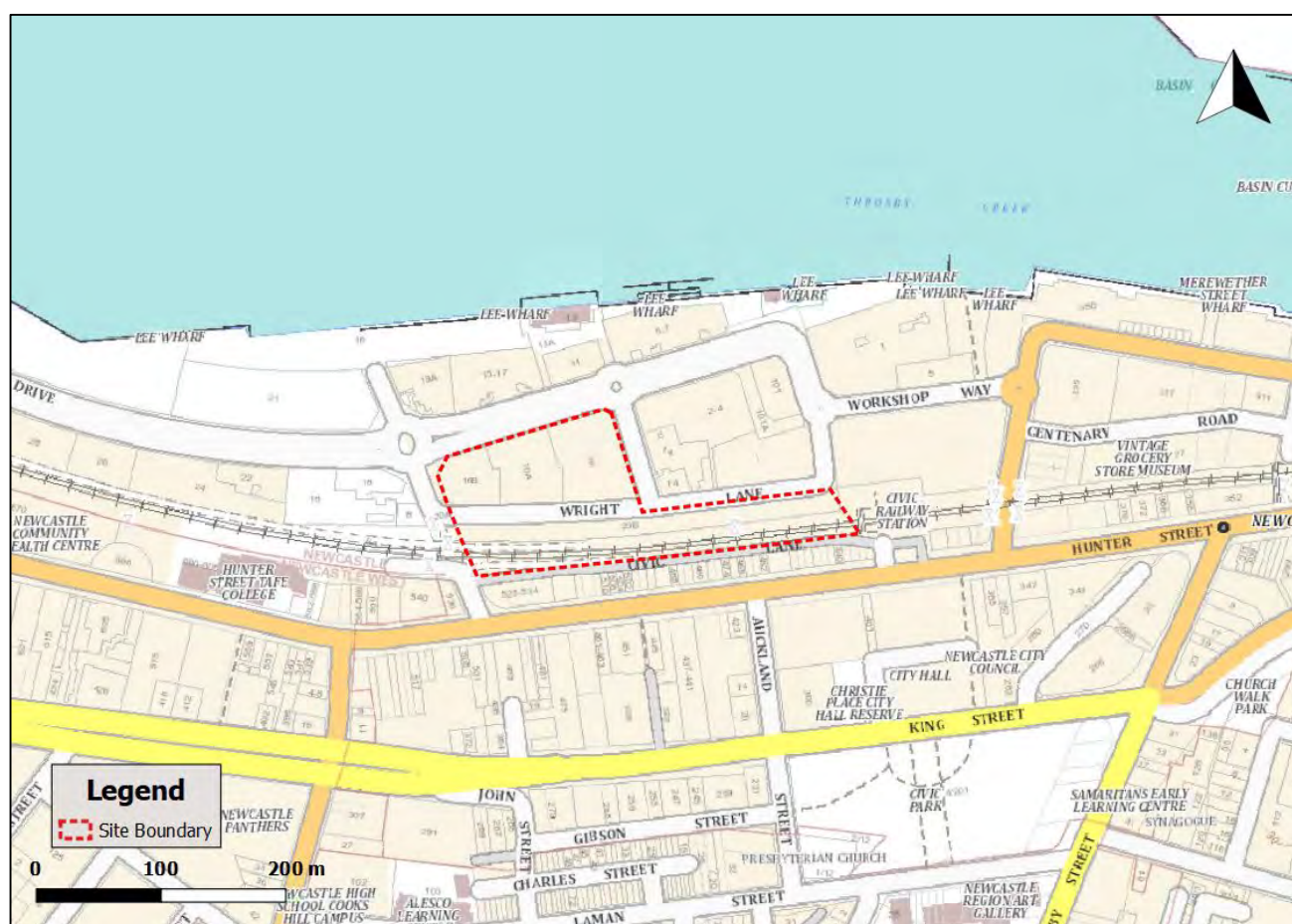


FIGURE 1: GENERAL STUDY AREA CONTEXT (SOURCE: GOOGLE MAPS WITH CURIO ADDITIONS 2018)

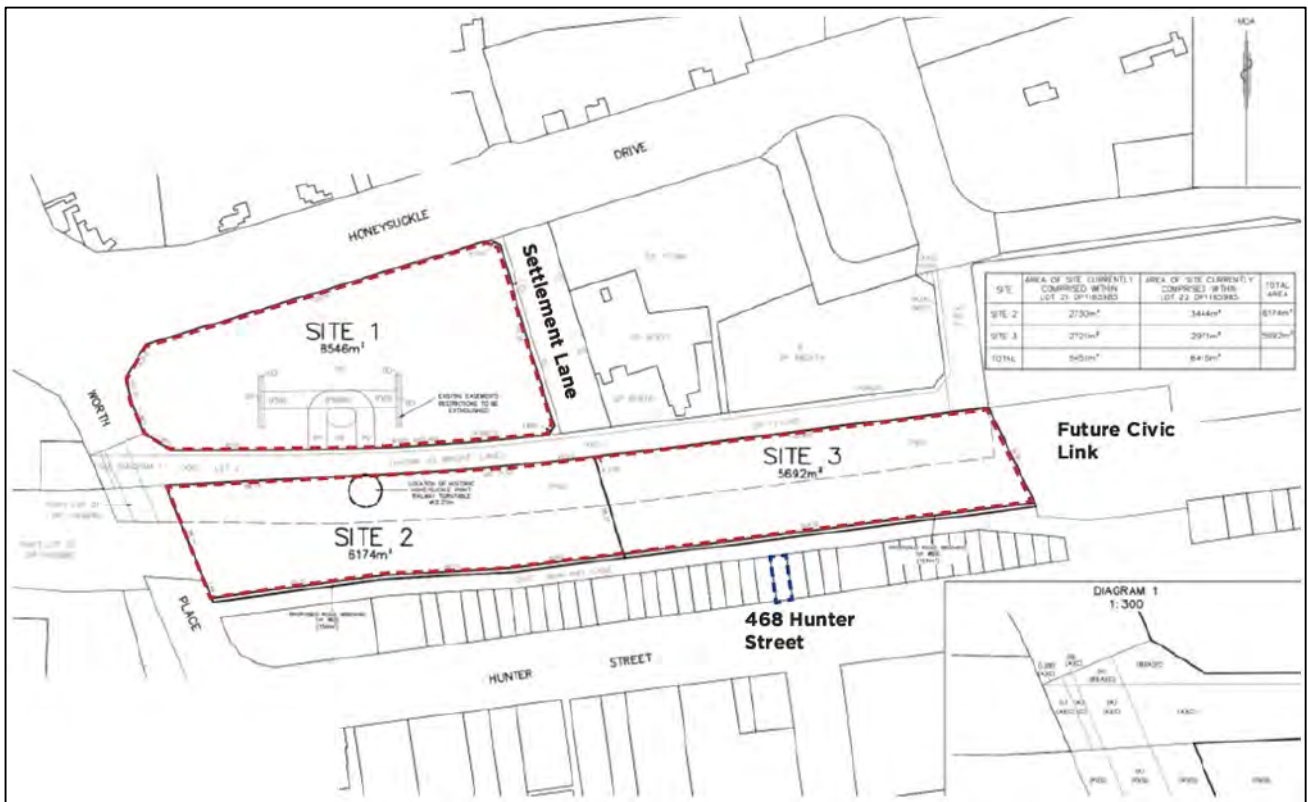


FIGURE 2: EXISTING LOTS AND DPS ACROSS THE STUDY AREA AND SURROUNDS. (SOURCE: COX ARCHITECTURE, 2017)



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

1.3. Project Background

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, which will complement the nearby NewSpace Campus.

The UON has lodged a State Significant Development Application (SSDA) for the Concept Plan (SSD 9262). Separate Development Applications (DAs) will then be lodged for the remainder of the works at a later date. Secretary's Environmental Assessment Requirements (SEARs) for the UON HCCD Concept Plan were issued on 8 May 2018, and provide the following requirements, with respect to heritage:

9. Heritage

The EIS shall:

- identify if there are any listed or potential heritage items and conservation areas within or in the vicinity of the site. If any listed or potential heritage items and areas are likely to be affected, a Heritage Impact Statement (HIS) must be prepared in accordance with the Heritage Council of NSW guidelines. The HIS must identify the level of significance of any listed or potential heritage items and conservation areas, the likely impact due to the proposal and measures to avoid adverse impacts to heritage resources such as significant buildings, structures, natural heritage areas, gardens, landscapes, trees, plantings, streetscapes and views*
- identify if there are any areas with historical archaeological potential within the proposed site that could be impacted by the proposal*
- identify and describe any Aboriginal cultural heritage values that exist across the site.*

The current report constitutes the Heritage Impact Statement (HIS) report as required by the project SEARs.

1.4. Limitations and Constraints

This HIS assesses the potential visual impacts of the project Concept Plan on the heritage of the local area and adjacent heritage items, as well as assessment of the potential for historical archaeological resources and Aboriginal archaeological objects/places to be present within the subject site, and a general preliminary assessment of potential impact to archaeological resources, relevant to the Concept Plan documentation available. Since the detailed design and construction methods and techniques (including ground disturbing works) for the development have not yet been determined at Concept Plan stage, (to be determined as part of the Stage 2 DA for the development, following approval of the Stage 1 Concept Plan SSDA), the heritage impacts as presented through this report are relevant to the Concept Plan only, and will require further heritage impact assessment once detailed design and ground impacts are known (through Stage 2 DA process).

While an assessment of Aboriginal archaeology is presented in this HIS, this report does not include a detailed 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 following SSDA approval), through which process information regarding the Aboriginal cultural and social significance of the study area and surrounds will be sought.

The description of the concept plan, and potential heritage impacts, as presented in this report, have been extracted from the UON HCCD Concept Plan documentation as provided by the client (Cox 2018 and 2017). No final architectural plans or drawings were available to Curio Projects for inclusion within this assessment.

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

1.5. Authorship

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

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.

Part 4, Division 4.1 of the EP&A Act identifies and defines State Significant Development projects (SSD) as those declared under Section 89C of the EP&A Act. SSD and State Significant Infrastructure projects (SSI), replace 'Concept Plan' project approvals, in accordance with Part 3A of this Act, which was repealed in 2011.

As the proposed redevelopment of the UON HCCD will have a capital investment exceeding \$10 million, an application will be made for it to be a State Significant Development (SSD) for the purposes of the *Environmental Planning and Assessment Act 1979* (EP&A Act), with the Minister for Planning the consent authority for the project. The State Significant Development Application (SSDA) for UON HCCD, which this HIS accompanies, will be a staged development application made under Section 83B of the EP&A Act. It seeks approval for the Stage 1/Concept Proposal for the entire site.

As part of the SSD approvals process, once a project has been approved SSD, applicants are not required to obtain separate heritage statutory approvals, including built heritage and historical archaeology approvals under Section 60 of the *NSW Heritage Act (1977)* or Aboriginal Heritage Impact Permits (AHIPs) under Section 90 of the *National Parks and Wildlife Act, 1974*.

However, 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 as part of this Stage 1 Concept Plan SSD process. 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 redevelopment of the site, any potential

archaeological resources proposed to be disturbed, will be appropriately investigated, recorded and removed.

It is intended that any disturbance of archaeological resources will be undertaken in accordance with a detailed Archaeological Research Design that will be prepared by a suitably qualified archaeologist and submitted as part of a Stage 2 Development Application. Where excavation is required for the development, within areas of archaeological potential and significance, it is intended to excavate, investigate and interpret any potential archaeological deposits within public spaces of the development. Should any archaeological relics, suitable for interpretation, be found then they would be included within the overall public heritage interpretation proposed for the redeveloped site.

Following the issuing of final Notice of Determination (approval), the statutory provisions of the *NSW Heritage Act 1977* and the *NSW National Parks and Wildlife Act 1974* will only apply again, if—once development commences—an unexpected discovery of historical archaeological relics or Aboriginal objects and/or Aboriginal places are made during the works program.

Should an unexpected archaeological resource be found, then there is a requirement to cease works in the immediate area and report the discovery of the unexpected archaeological find—to the relevant authority (NSW Heritage Division or OEH). This is the only statutory process not over-ridden by the SSD process. Should any archaeological remains identified in the assessments submitted with the EIS be found, these are not considered to be ‘unexpected finds’

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 (as amended 2018) 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*
- Demonstrate a good fit within its setting that respects the neighbouring buildings and the character of the heritage conservation area.*²

Section 6.01 of the DCP (as amended, 17.4.18) provides locality specific provisions for the ‘Newcastle City Centre’, which includes ‘Honeysuckle Character Area’. The Honeysuckle Character Area is described as:

Honeysuckle is currently the premier locale for A-grade large floor plate commercial office development. A range of complementary uses include higher density residential development, restaurants and hotels which take advantage of Honeysuckle’s prime position on the Hunter River foreshore. Honeysuckle has opportunities for significant public domain. The extension of the foreshore park westwards will form a continuous publicly accessible foreshore that extends from Maryville to Merewether around the city centre peninsula.

The DCP principles for development of the Honeysuckle Precinct include:

1. *Development between the former rail corridor and Honeysuckle Drive provides a building address to both frontages*
2. *Development along the waterfront, Cottage Creek, lanes or through-site links provide a building address to encourage activity, pedestrian and cycleway movement, and improve safety*
3. *Heritage items and their setting are protected principles.*

¹ Newcastle City Council DCP 2012, Section 5.07: 9

² Newcastle City Council DCP 2012, Section 5.07: 10

'Civic Link' is identified as a sub-precinct of the Newcastle City Area in the DCP, and includes part of the eastern side of Site 3 of the proposed UON HCCD development. The future character of the Civic Link Precinct is described in the DCP as:

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

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

Creating a new civic focused public space, linking Hunter Street to the museum will provide a direct visual and physical connection from Wheeler Place to the harbour and meet the needs of the incoming populations.³

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 *NSW Heritage Act 1977* (NSW 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 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* 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 (attached as Appendix A).

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

³ DCP 2012: Section 6.01: 65

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), “⁴

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.

As previously noted in Section 2.1, as the main works of the current project (i.e. from Concept Design onwards) will be assessed to be SSD, the requirement for an AHIP in accordance with Section 90 of the NPW Act will be removed for the main works (EP&A Act, Section 89J). However, this does not remove the requirement to undertake Aboriginal cultural heritage and archaeological assessments/investigation in accordance with OEH statutory guidelines for the SSD process.

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. It is anticipated that the Secretary’s Environmental Assessment Requirements (SEARS) for the project will require adherence to these Aboriginal cultural heritage statutory guidelines documents. These guidelines include:

- *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW.*⁵
- *Guide to Investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW.*⁶
- *Code of Practice for the Archaeological Investigation of Aboriginal Objects in New South Wales.*⁷
- *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010.*⁸
- *Aboriginal Heritage Impact Permits, a Guide for Applicants.*⁹

⁴ NPW Act 1974

⁵ DECCW 2010, *Due Diligence Code of Practice for the Investigation of Aboriginal Objects in New South Wales.*

⁶ OEH 2011, *Guide to Investigating, assessing and reporting on Aboriginal cultural heritage in NSW.*

⁷ DECCW 2010, *Code of Practice for the Archaeological Investigation of Aboriginal Objects in New South Wales.*

⁸ DECCW 2010, *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010.*

⁹ OEH 2011, *Aboriginal Heritage Impact Permits, a Guide for Applicants.*

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 Group, while part of the study area (Sites 2 and 3) is included within the Newcastle City Centre Heritage Conservation Area (HCA C4, LEP 2012). Part of the study area (Site 3) is also located within the curtilage of the s170 registered Civic Railway Station Group. The overall study area is also located in close proximity to a number of other heritage items (of both local and State significance). Heritage items, curtilages and HCAs relevant to the UON HCCD are presented in Figure 4.

Nearby heritage items include:

- Civic Railway Workshops Group (Local Heritage Item #I479 and State Heritage Register #00956)
- Civic Railway Station Group (Section 170 NSW State Agency Heritage Register)
- No. 2 Lee Wharf Building C—3C Honeysuckle Drive (Local Heritage Item #I390)
- No. 1 Lee Wharf Building A—13 Honeysuckle Drive (Local Heritage Item #I389)
- 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 (LEP 2012, 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 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.

The curtilage of the Civic Railway Workshops Group is formed by Mereweather Street to the east, the railway line to the south, Lee Wharf Road to the north, and approximately 50m west of the most westerly building.

2.3.3. Civic Railway Station Group (s170 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.

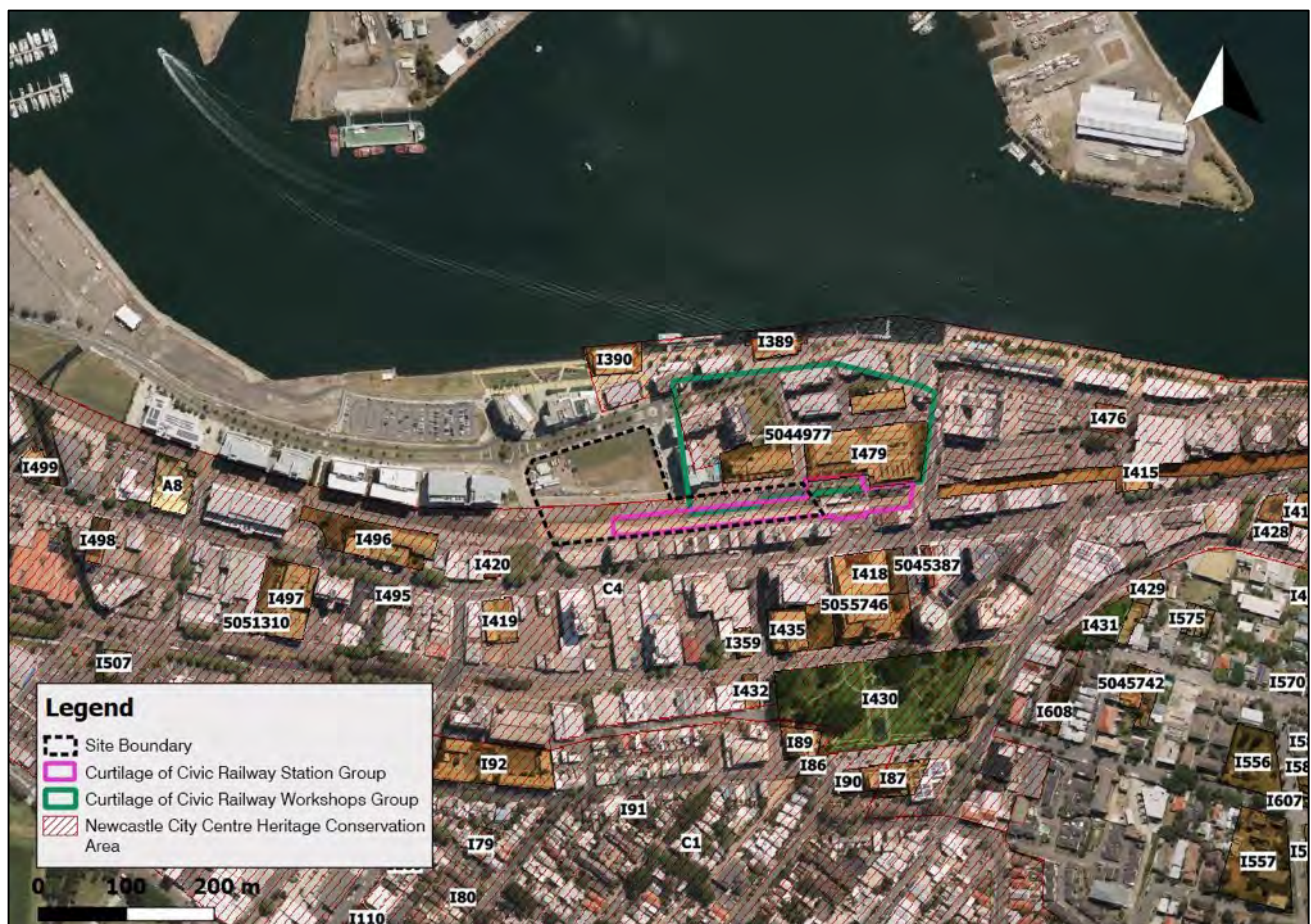


FIGURE 4: HERITAGE MAP (SOURCE: CURIO 2018 AFTER LEP HERITAGE MAP)

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),¹⁰ (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'*¹¹

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....'*¹²

¹⁰ City of Newcastle, 2018, 'Aboriginal Culture', retrieved from <http://www.newcastle.nsw.gov.au/Explore/History-Heritage/Aboriginal-culture>, 22 February 2018.

¹¹ AMBS 2005:35, after Grant 1803: 159-160

¹² 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.¹³ 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.'*¹⁴

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'.¹⁵ Newcastle served from 1804 to 1823 as one of the principal penal colonies in Australia, often serving as a place of secondary

¹³ AMBS 2005: 39

¹⁴ AMBS 2005: 39, after Newcastle City Council 2003

¹⁵ 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.¹⁶ 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.

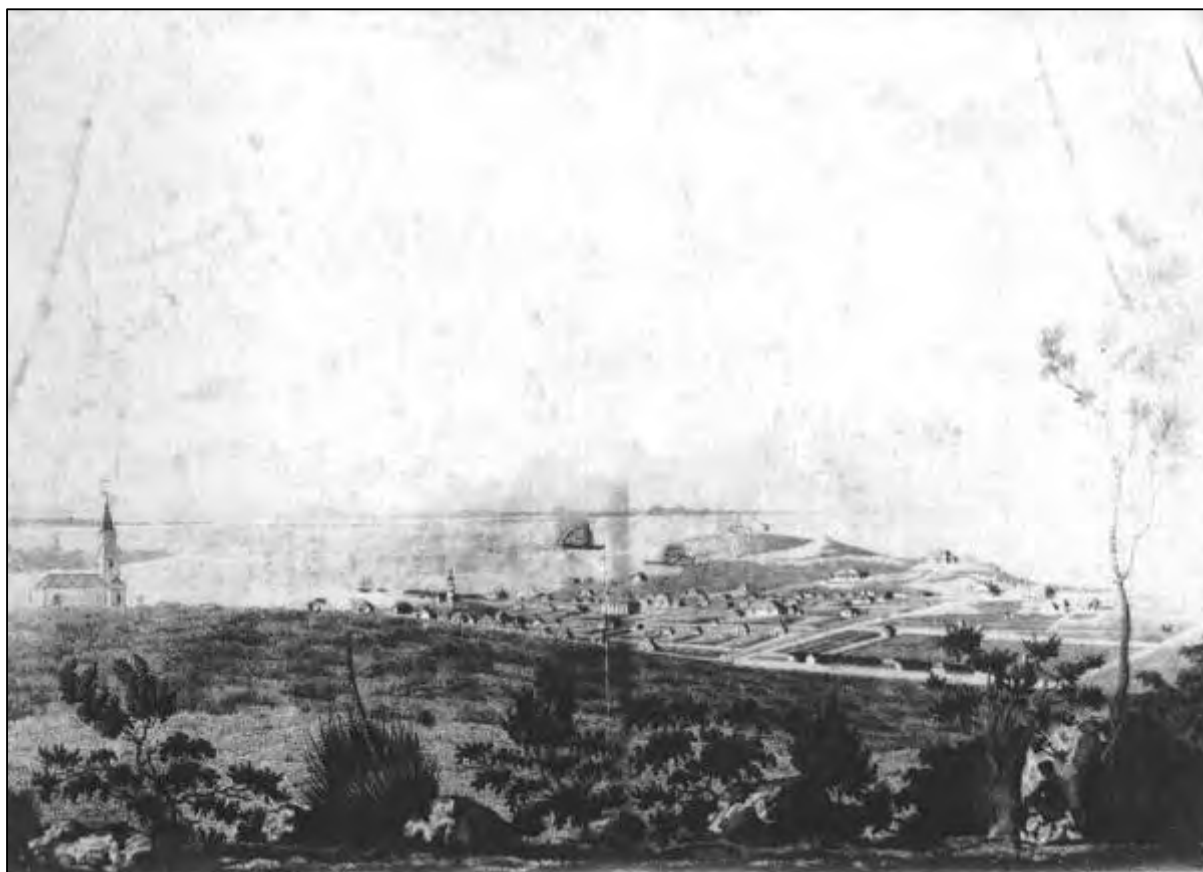


FIGURE 6: EARLY VIEW OF NEWCASTLE AND HARBOR, 1820. (SOURCE: NEWCASTLE CULTURAL COLLECTIONS - COLLECTIONS.NCC.NSW.GOV.AU. REGISTRATION NUMBER 013 000021)

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

¹⁶ 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’.*¹⁷

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 Workshops.¹⁸ (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.¹⁹

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.²⁰ 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’.²¹

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).

¹⁷ Bigge 1822

¹⁸ AHMS 2011: 22

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

²⁰ Civic Railway Workshops Heritage Listing. Available at:

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

²¹ GML, 2001., *‘The Boardwalk’, Newcastle—Archaeological Assessment*, prepared for Wharf Property Developments Pty Ltd

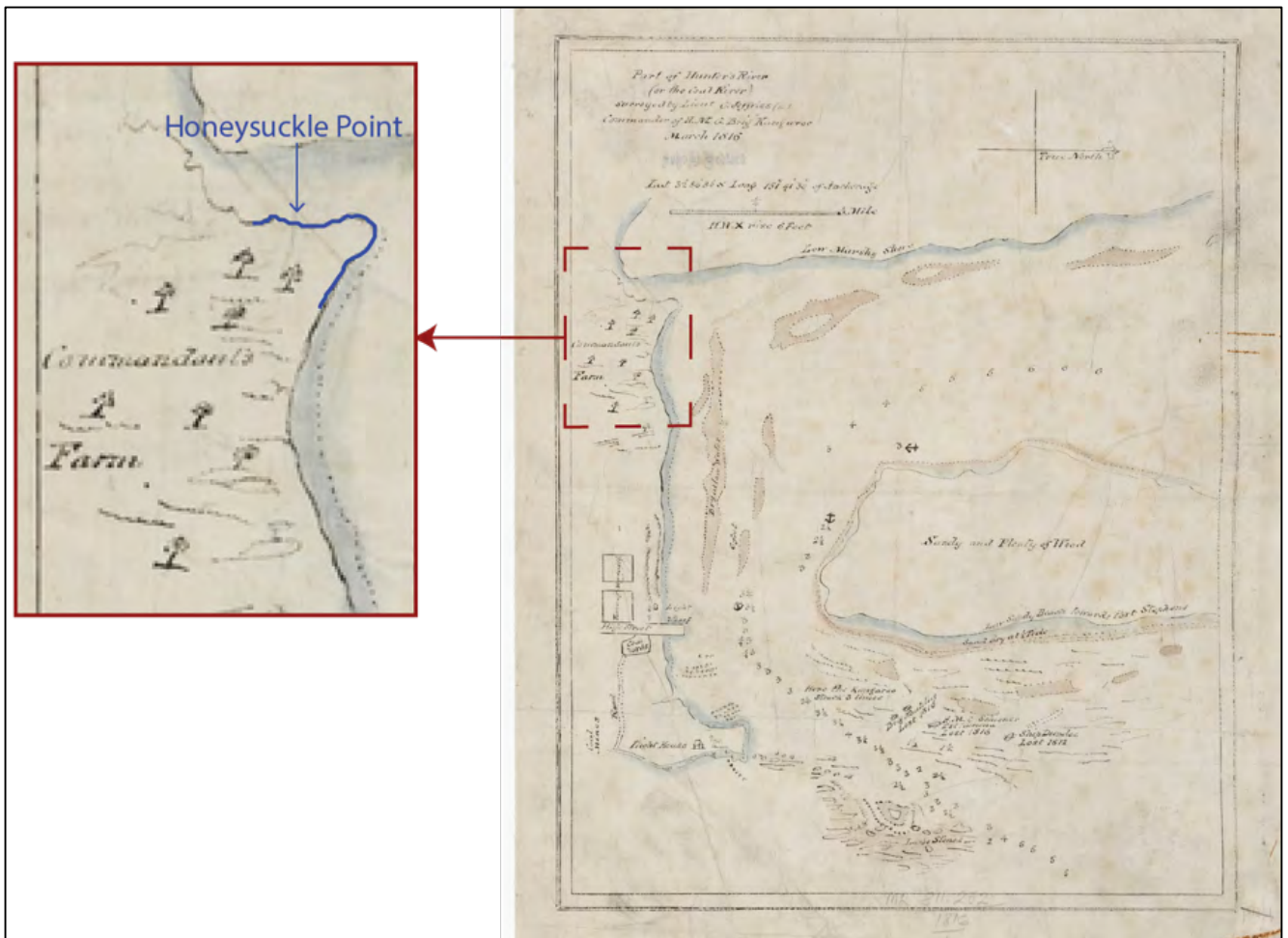


FIGURE 7: PART OF HUNTER RIVER WITH GOVERNMENT FARM HIGHLIGHTED. CHARLES JEFFRIES – 1816. (SOURCE: STATE LIBRARY OF NEW SOUTH WALES (M M2 811.252/1816/1) WITH CURIO ADDITIONS)

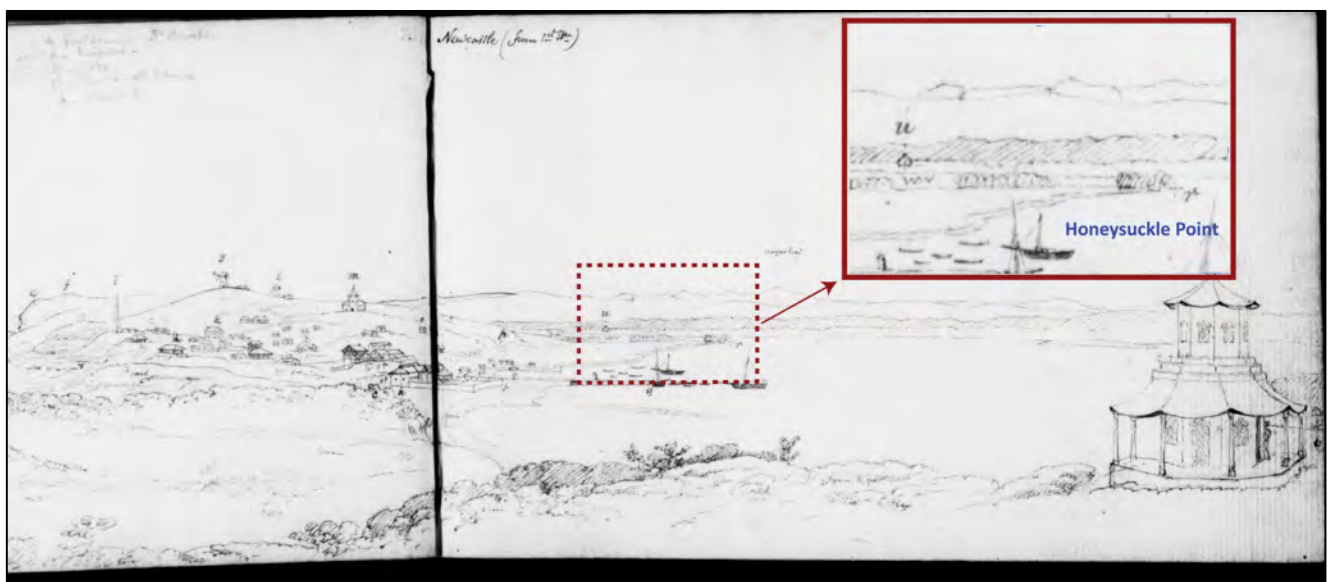


FIGURE 8: MITCHELL 1828 SKETCH OF THE TOWN FROM FLAGSTAFF HILL. HONEYSUCKLE POINT SHOWN IN INSET. 'U' IS PRESUMED TO REPRESENT GOVERNMENT COTTAGE. (SOURCE: T. L. MITCHELL FIELDBOOK, PORT JACKSON AND NEWCASTLE, 1828, STATE LIBRARY OF NSW)

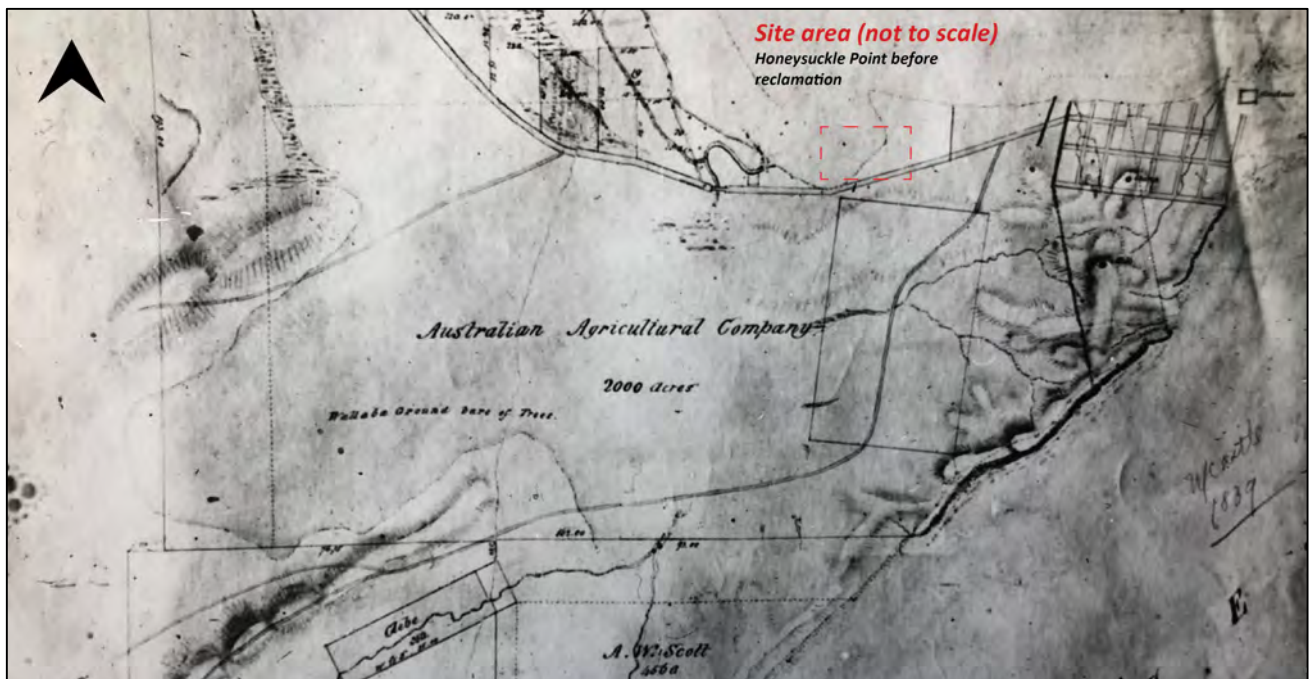


FIGURE 9: 1839 MAP OF NEWCASTLE WITH APPROXIMATE LOCATION OF STUDY AREA OVERLAID, AAC LAND VISIBLE TO THE SOUTH (SOURCE: NEWCASTLE REGIONAL LIBRARY)

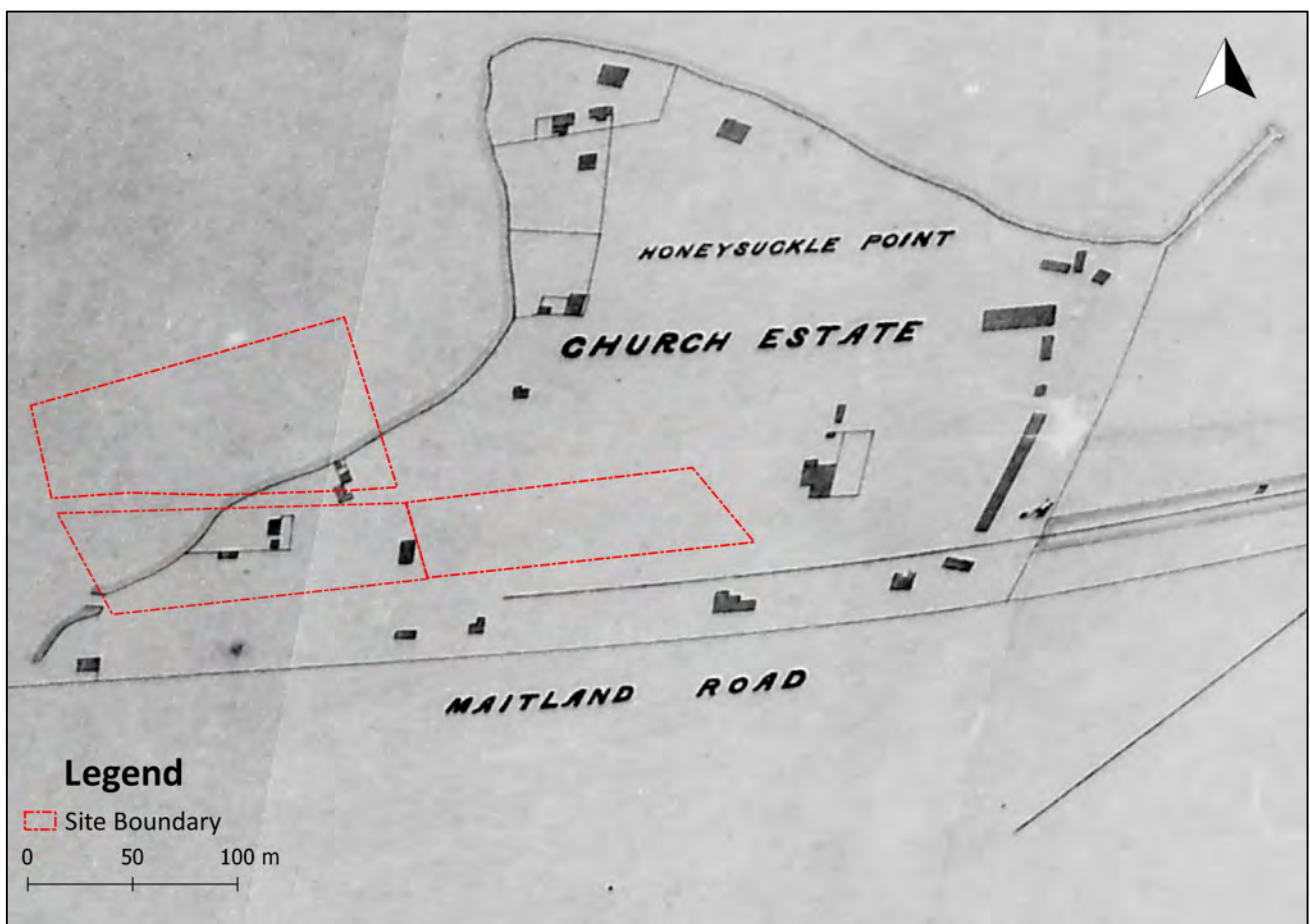


FIGURE 10: 1857 HUNTER RIVER RAILWAY: PLAN OF EXTENSION INTO NEWCASTLE (APPROXIMATE LOCATION OF STUDY AREA OVERLAID IN RED), DEPICTED STRUCTURES WOULD LIKELY HAVE INCLUDED PART OF BISHOPS SETTLEMENT, AND POSSIBLE SOME EARLY RAIL BUILDINGS (SOURCE: STATE ARCHIVE & RECORDS, SR MAP NO. 6236)

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 1854.²² By the mid 1850s, the northern rail line from Honeysuckle to Hexham (present Tarro Station) had been constructed, with the first terminus station opening in 1857 (renamed Honeysuckle Station in 1858, Honeysuckle Point from 1866–1872, at which point the station was relocated further to the west) . 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 1920.²³

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.²⁴ 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).²⁵

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

²² GML 2001: 7

²³ Doring 1991: 8

²⁴ GML 2001: 7

²⁵ 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.²⁶ 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.²⁷



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)

²⁶ Civic Railway Workshops—State Heritage Register Listing. Available from: <http://www.environment.nsw.gov.au/heritageapp/visit/ViewAttractionDetail.aspx?ID=5044977#>

²⁷ *ibid*; EJE Architects 2014: 47

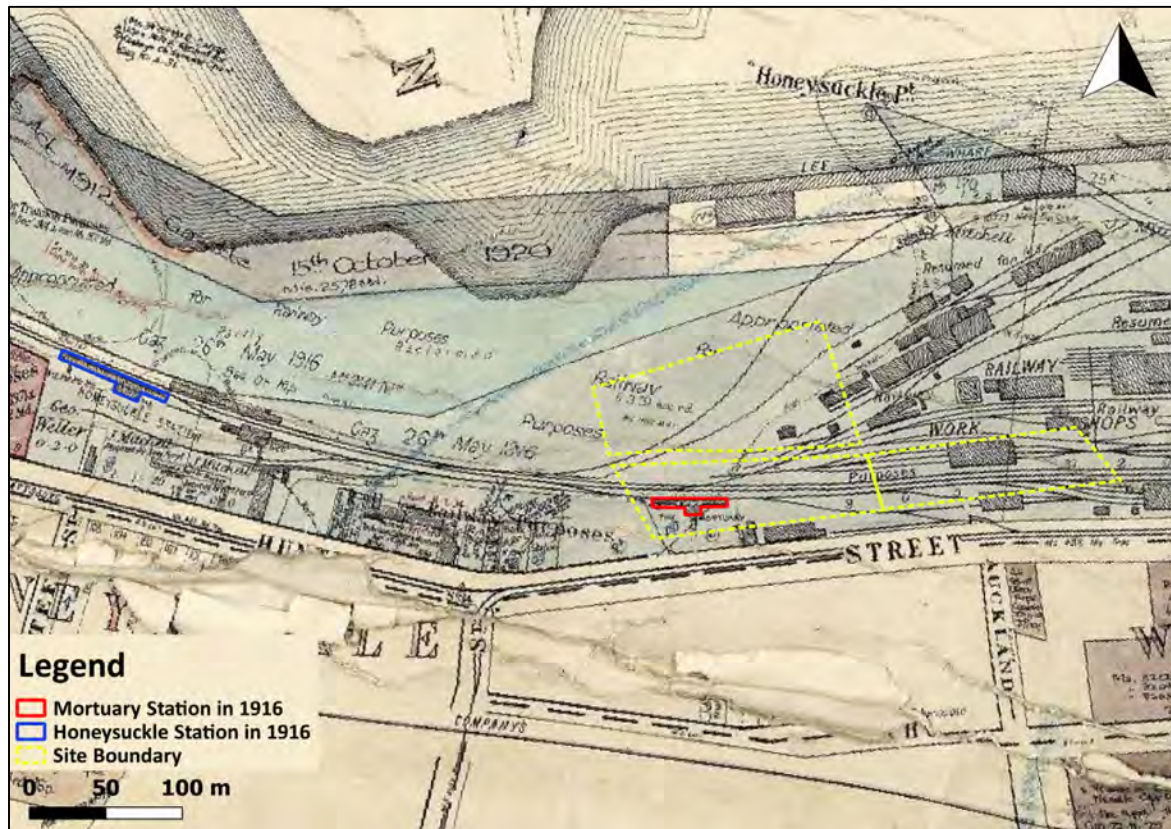


FIGURE 13: TOWN PLAN OF NEWCASTLE 1916, APPROXIMATE AREA OF SITES 1-3 IN YELLOW, (MORTUARY STATION AND HONEYSUCKLE STATION SHOWN) (SOURCE: HISTORICAL LANDS RECORD VIEWER)

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.²⁸ 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'.²⁹ In 1935, Honeysuckle Station was closed and a new station, slightly closer to Newcastle was opened, to be known as Civic Railway Station.³⁰

In 1958, the foundry at the Civic Railway Workshops was closed, with foundry operations and materials relocated to the Chullora Workshops in Sydney.³¹ 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.

²⁸ Civic Railway Workshops—State Heritage Register Listing. Available from: <http://www.environment.nsw.gov.au/heritageapp/visit/ViewAttractionDetail.aspx?ID=5044977#>

²⁹ Fenwick 1994: 1

³⁰ Civic Railway Station Group—State Heritage Inventory Listing, Available from: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801623>

³¹ GML 2001: 9

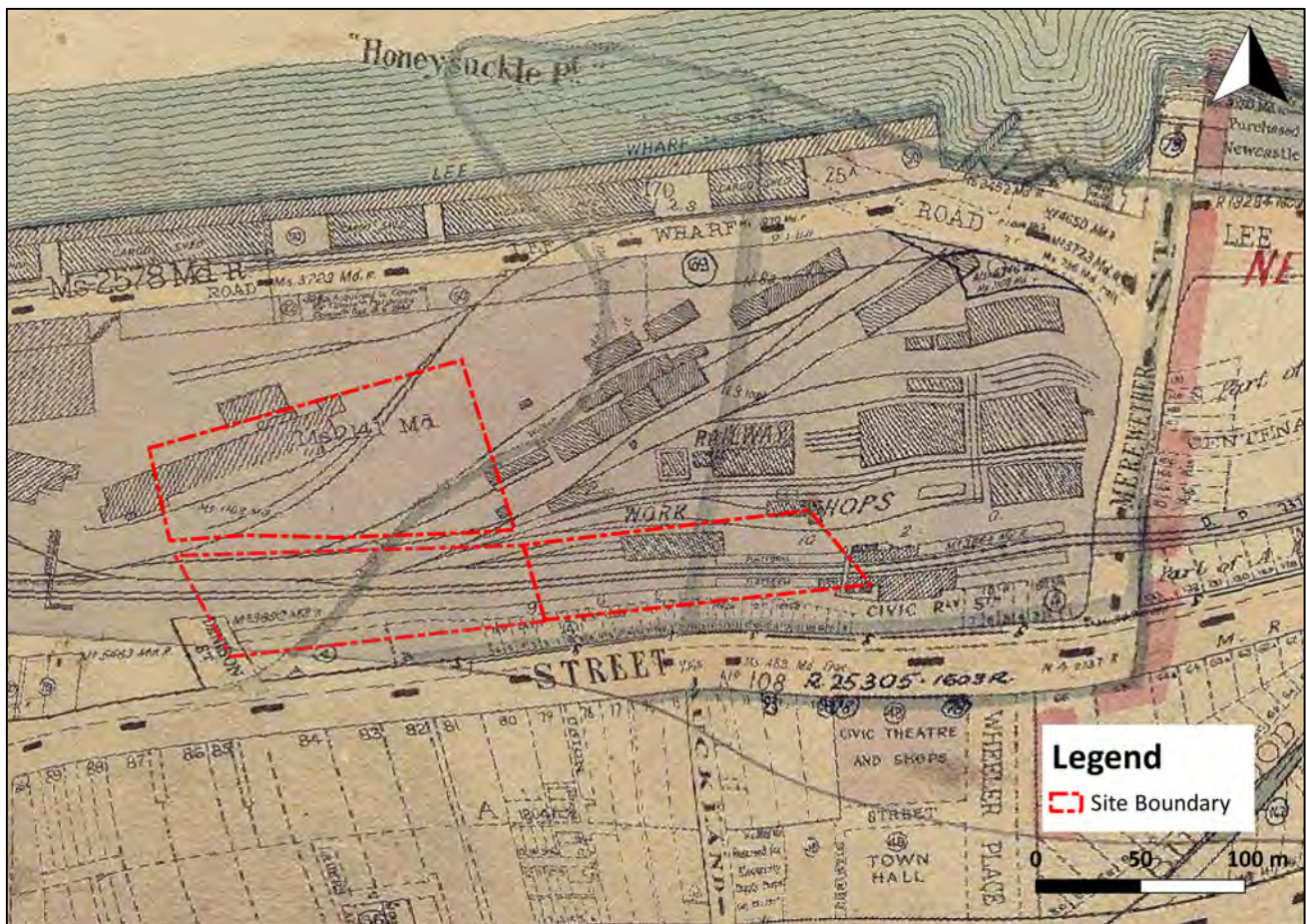


FIGURE 14: C.MID 1900S, HONEYSUCKLE RAILWAY WORKSHOPS, INDICATIVE STUDY AREA IN RED (SOURCE: HLRV)

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.³²

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.

³² 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.

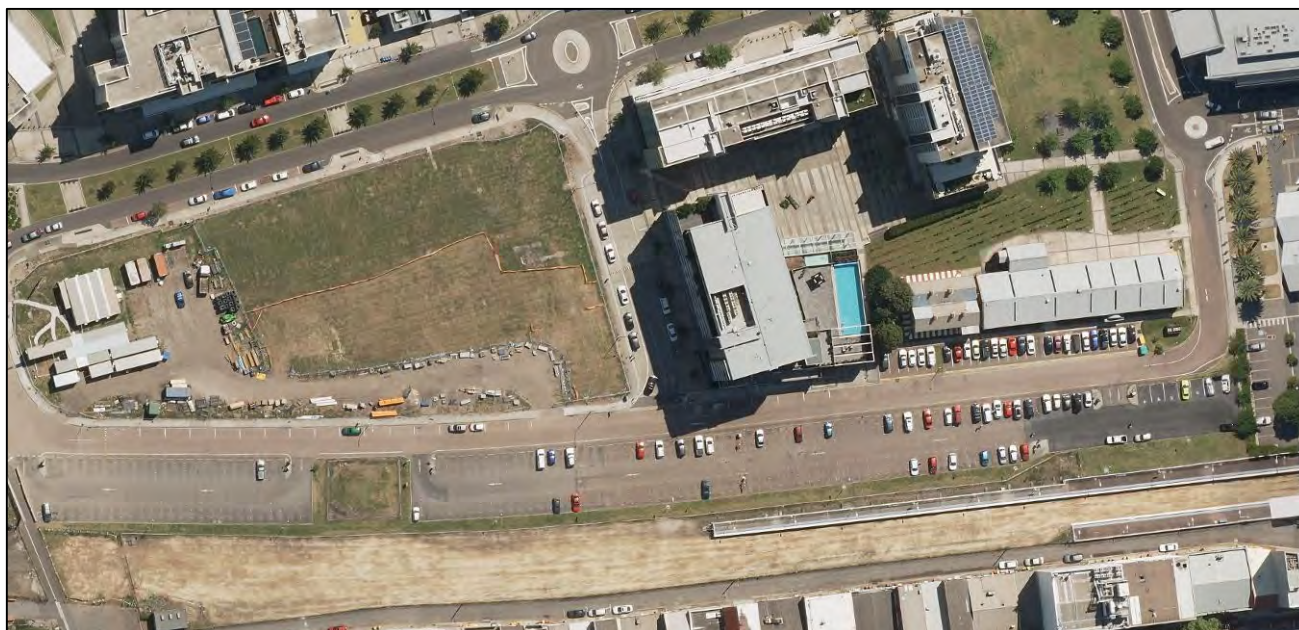


FIGURE 15: RECENT AERIAL OF STUDY AREA, SITE 1 VISIBLE AS LARGE MOSTLY VACANT LOT IN TOP LEFT (SOME LIGHT RAIL CONSTRUCTION ZONE STAGING MATERIALS PRESENT), SITE 2 AND 3 VISIBLE AS CARPARK/CLEARED LAND, (FORMER RAIL LINES RECENTLY REMOVED AT TIME OF IMAGE), FORMER CIVIC RAILWAY WORKSHOP BUILDINGS TO VISIBLE TO NORTHEAST OF CARPARK (SOURCE: NSW DPI, SIXMAPS, 2018)



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 TO 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. ORANGE DIVISIONAL ENGINEERS OFFICE (PART OF CIVIC RAILWAY WORKSHOP GROUP) VISIBLE IN RIGHT OF IMAGE (SOURCE: CURIO 2018)

5.0 Potential Archaeological Resource

Curio Projects have prepared a stand-alone Archaeological Assessment (AA) report for the UON HCCD study area in order to assess the Aboriginal and historical archaeological potential of the site (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'.³³

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.

³³ 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.

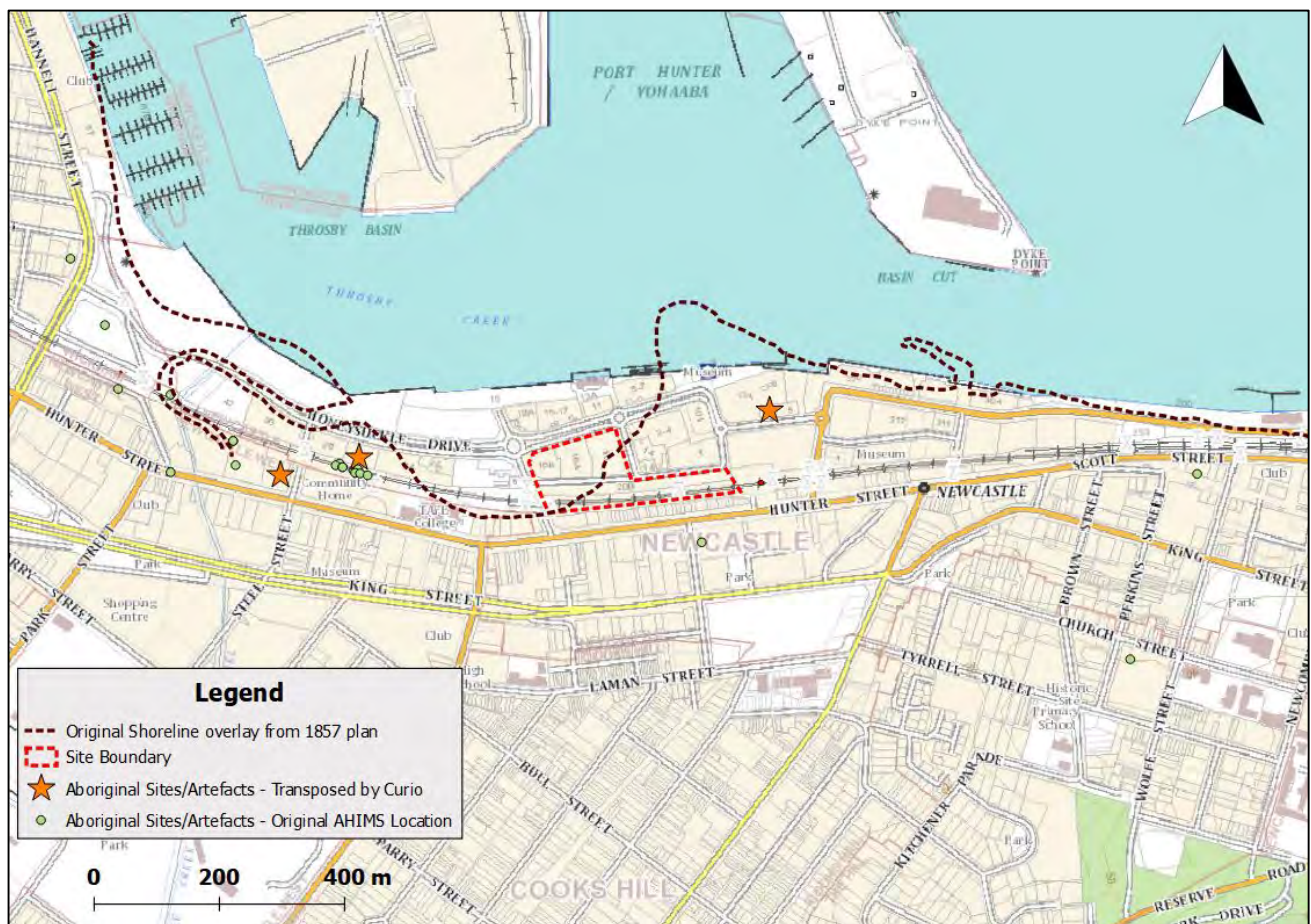


FIGURE 34: AHIMS SEARCH RESULTS SITES, WITH INDICATIVE LOCATION OF 1857 SHORELINE (APPROXIMATE ONLY). STUDY AREA INDICATED IN RED. (SOURCE: GOOGLE EARTH PRO WITH CURIO ADDITIONS 2018)

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 2006³⁴ 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

³⁴ 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’³⁵); 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.

There is also potential for an archaeological resource associated with the original terminus station of the Honeysuckle Point Workshops near the eastern boundary of the study area (i.e. in the east of Site 3), in the vicinity of the current Civic Station.

In 2016, excavation works along the former Newcastle rail corridor encountered the archaeological remains of the second Honeysuckle Station (1872)³⁶ (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 (1872), 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.³⁷

The presence of archaeological and structural remains of Honeysuckle Station (1872), 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).

³⁵ Doring, C & M.J., 1991

³⁶ ‘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/>

³⁷ ‘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/>

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 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.

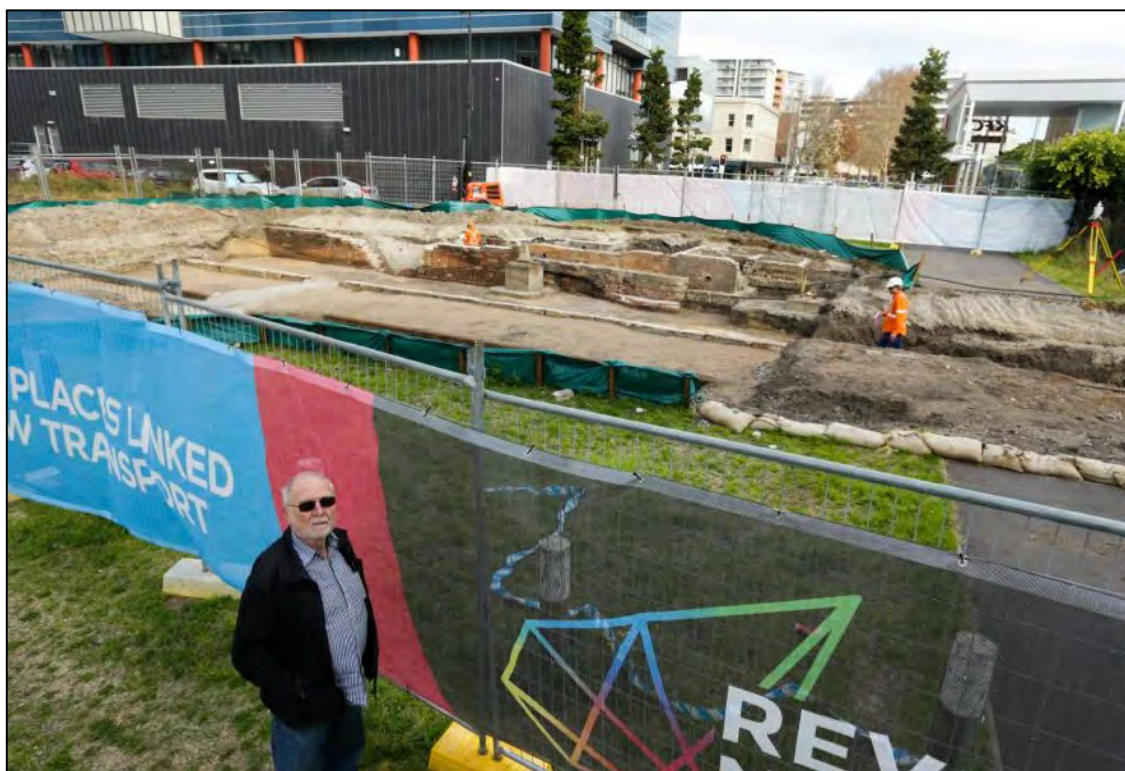


FIGURE 35: BRICKWORK ASSOCIATED WITH HONEYSUCKLE STATION UNCOVERED IN 2017, LOCATED VERY CLOSE TO THE GROUND SURFACE (SOURCE: NEWCASTLE HERALD, [HTTP://WWW.THEHERALD.COM.AU/STORY/4828389/LIGHT-RAIL-COULD-INCLUDE-RELIC-PHOTOS](http://www.theherald.com.au/story/4828389/light-rail-could-include-relics-photos))

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, archaeological resources associated with the construction and early facilities of Civic Railway Station (c.1937), 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, original terminus station ('Honeysuckle Point') 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

5.3. Summary of Archaeological Potential

The study area has potential for an Aboriginal archaeological resource, both intact and within disturbed contexts. Therefore, any ground disturbing activity will have the potential to impact Aboriginal objects. Therefore, this HIS recommends further investigation in the form of Aboriginal community consultation (in accordance with OEH guidelines—commenced for the study area, currently in preparation), the preparation of an Aboriginal Cultural Heritage Assessment Report (ACHAR), as well as the requirement for an Aboriginal Heritage Impact Permit (AHIP) for the study area.

The study area also has potential for historical archaeological resources/relics associated with Phases 1, 2 and 3 of historical occupation and use of the site. Therefore, a Historical Archaeological Research Design (ARD) should be prepared (in association/collaboration with the Aboriginal Archaeological Research Design/Methodology) to present an Excavation Methodology and relevant research questions for archaeological investigation in the vicinity of the former Mortuary Station, as well as for any other impacts the development may have on potential archaeology (i.e. any potential remains of Bishop's Settlement—c.1840s, or structural remains of buildings associated with Civic Railway Workshops, and within the study area in the vicinity of Civic Station (i.e. any archaeological resource associated with the original terminus station 'Honeysuckle Point Station').

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 of 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.*³⁸

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.*³⁹

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.

³⁸ Newcastle City Council DCP 2012, Section 5.07: 4-5

³⁹ Civic Railway Workshops Group State Heritage Register Listing, Available from: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageltemDetails.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.⁴⁰

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.

Civic Railway Station—Archaeological Significance

As part of a Development Application process for the redevelopment of Civic Station (see Section 7.1.1 below), a historical archaeological assessment was prepared by RPS for the Civic Railway Station Group site. The archaeological potential was assessed as

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 part of the civic cultural precinct, located adjacent to the City Hall (also designed by White

⁴⁰ State Heritage Inventory Listing—Civic Railway Station Group, Accessed 3.5.18 from <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageltemDetails.aspx?ID=4801623>

*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.*⁴¹

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.

6.3.1. 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.

⁴¹ 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.⁴²

⁴² 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 Concept Plan

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:

- 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), subject to rezoning. 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)

7.1. Surrounding Development Context

At the time of writing, Hunter Development Corporation (HDC) is in the process of submitting a Development Application (DA) to Newcastle City Council for the redevelopment and adaptive reuse of Civic Station, including partial demolition. A Statement of Heritage Impact (SoHI),⁴³ Historical Archaeological Assessment Report,⁴⁴ and Heritage Interpretation Strategy⁴⁵ have been prepared by HDC consultants to support the proposed redevelopment of Civic Station. This proposed development by HDC has direct relevance to the proposed university development, and therefore is summarised below.

7.1.1. Civic Station Proposed Development

The Civic Station Precinct is part of a larger urban renewal project for Newcastle, associated with the Newcastle Urban transformation and Transport Program, which aims to revitalise the Newcastle City Centre via avenues including strengthening connections between the city and waterfront, creating employment opportunities, as well as creating more public space and amenity, and delivering between transport.⁴⁶ Civic Station forms part of 'Civic Place' precinct, located within the former heavy rail corridor, which is proposed for transformation through the above program.

Therefore, HDC proposes the redevelopment of Civic Station in order to provide usable public open space, connect from the city to the Newcastle Harbour waterfront and the Civic light rail stop, to

⁴³ Tonkin Zulaikha Greer Architects, 2018, *Civic Station Precinct, Hunter St Newcastle—Statement of Heritage Impact*, prepared for Hunter Development Company (May 2018)

⁴⁴ RPS, 2018, *Historic Archaeological Assessment, Civic Railway Station (Former), Civic Station Precinct*, prepared for Hunter Development Company (21 May 2018)

⁴⁵ Tonkin Zulaikha Greer Architects, 2018, *Interpretation Strategy, Civic Station Renewal, Hunter Street, Newcastle*, prepared for Hunter Development Company (May 2018)

⁴⁶ Tonkin Zulaikha Greer Architects, 2018, SoHI: 85

improve amenity, and to create a space in association with the decommissioned station that will allow for flexibility of uses.

Therefore, the DA for the redevelopment of Civic Station proposes:

- *Demolition of the former platforms in the rail corridor (to ground level) to the west of the Civic Station footbridge, on the future university site;*
- *Demolition of the existing footbridge, connecting stairs, part of the awnings and associated structures on the platforms at Civic Station; and*
- *Alterations and additions to the former Civic Station building to facilitate the adaptive reuse of the entire building as a restaurant or café, or the like.⁴⁷*

The DA also proposes landscaping, engineering and public domain works including resurfacing the platforms adjacent to the station building, planting/landscaping, interpretation of the footbridge and stairs elevation to be incorporated into the paving of the platforms and landscaping; and engineering and stormwater works. The location and extent of the DA area is presented in Figure 36.

The SoHI provided an assessment of heritage impact for the proposed redevelopment of Civic Station, including partial demolition and adaptive reuse, and concluded that:

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

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

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

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

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

⁴⁷ Tonkin Zulaikha Greer Architects, 2018, SoHI: 89

*The proposal is supported and recommended for approval.*⁴⁸

The Civic Station SoHI makes the following recommendations:

1. Archival recording of Civic Station and footbridge prior to commencement of demolition and development work
2. Salvage of materials for future repair and reuse in public domain
3. Interpretation of Station, Rail Corridor and Footbridge in new development and public domain
4. Application for a Section 140 permit under the NSW Heritage Act 1977 for any footings that require removal

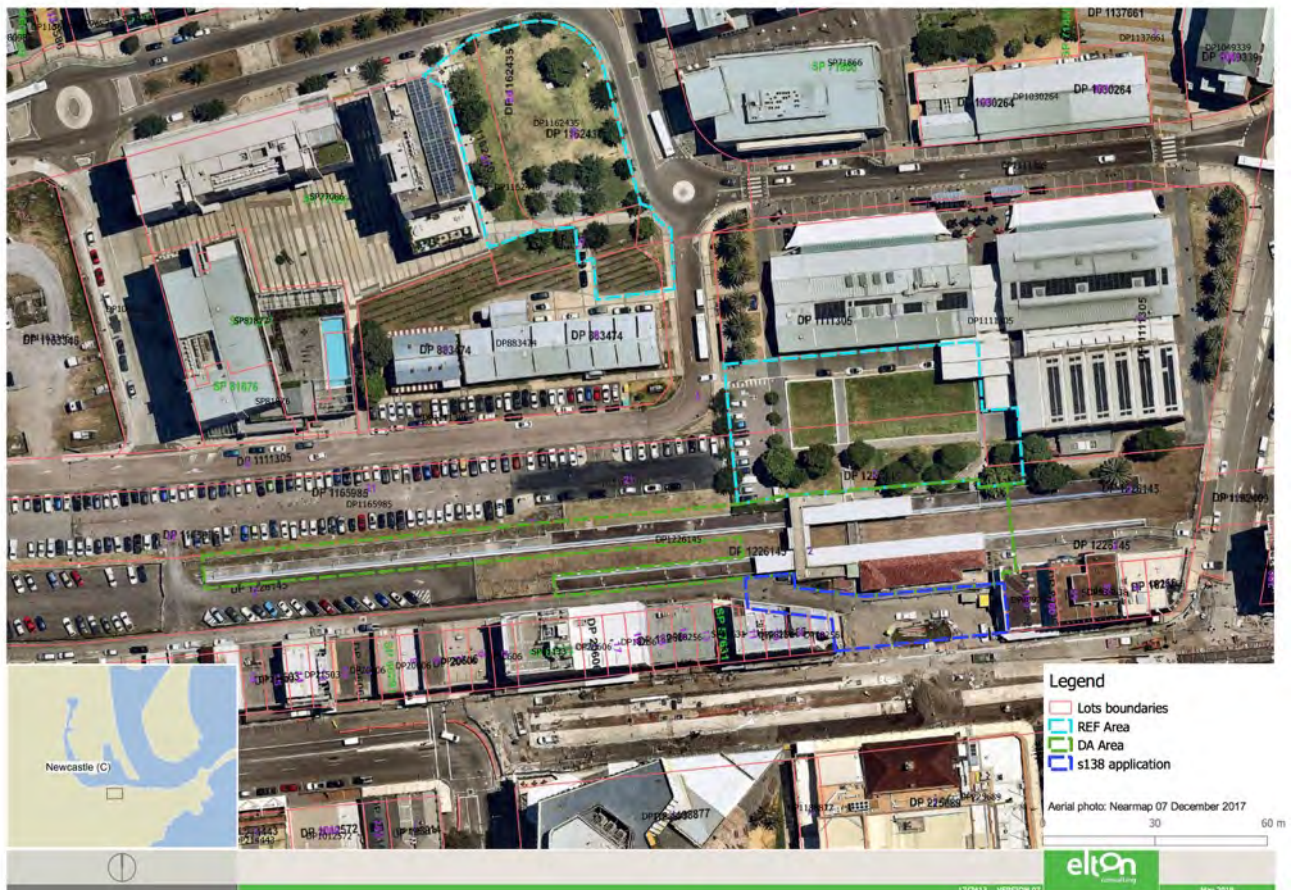


FIGURE 36: PROPOSED DA AREA FOR CIVIC STATION REDEVELOPMENT IN GREEN. (SOURCE: ELTON CONSULTATION, MAY 2018)

7.1.2. Relevance to Current Concept Plan

It is understood that the proposed redevelopment of Civic Station, if approved as per the proposed DA as summarised above, would include demolition and removal of all heritage fabric associated with Civic Station that currently extends into Site 3 of the proposed UON HCCD development.

Therefore, presuming the HDC DA is approved as proposed, this would influence the potential impact that the proposed UON development may have on Civic Station. In addition, a Heritage Interpretation Strategy has been prepared for the Civic Station Redevelopment. Therefore, any future interpretative initiatives/interpretation strategy for the UON site, should be prepared in consultation with that for Civic Station.

⁴⁸ Tonkin Zulaikha Greer Architects, 2018, SoHI: 117

The relevance of the proposed redevelopment of Civic Station to the current UON HCCD Concept Plan proposal, is further addressed in the relevant sections of the impact assessment in Section 8.0 below.

7.2. Concept Plan Details

The stage of works to which this HIS applies, is the Concept Plan stage of the HCCD project (SEARs issued 8 May 2018), as presented in the report Cox Architecture, October 2017, *University of Newcastle, Honeysuckle City Campus Development—Concept Master Plan Report*, prepared for the University of Newcastle, and Cox Architecture, 2018, *University of Newcastle Honeysuckle City Campus Development—Design Guidelines*, prepared for University of Newcastle, February 2018.

A series of design principles have been identified to guide the Master Plan response for the development. The key design principles have been summarised from the Cox 2017 report (p.50-51) as below.

- *Engaged*. Designed to create a strong visible UON presence in the Newcastle CBD, with safe and open connections, creation of an urban campus that is integrated with the CBD, creation of visual and physical links in the built form and public domain.
- *Unique*. Create vibrant and attractive destination, respond to unique history by reinterpreting locomotive, industrial and indigenous heritage of the place through opportunities in design of public domain, landscape and building spaces.
- *Sustainable*. World class sustainable facility, reinforce UON's relationship with wider Newcastle community, socially, environmentally and economically sustainable.

All elements of the future proposed development will be subject to further architectural and public domain design, following approval of the Concept Plan SSDA.

7.2.1. Built Form

The built form for the HCCD development, as proposed through the Concept Master Plan, responds to the target floor space, existing LEP controls, as well as the requirements to meet academic and student accommodation requirements. Massing is proposed to be spread across six separate buildings to a maximum of 8 storeys for academic buildings and 9 storeys for student accommodation, in order to seek to create 'well scaled spaces, facilitate views and solar access'.⁴⁹

The concept plan also proposes the creation of two storey podium elements, the creation of a central open space linking the main building elements, a top floor setback along Honeysuckle Drive frontage to reduce scale, as well as building setback along Civic and Settlement Lanes (Figure 38).

7.2.2. Public Domain and Landscape

The Concept Master Plan proposes a high quality and safe public domain solution for the development providing a common setting for the buildings and enhancing user's experience of the site.

The proposed public domain and landscaping for the development will include new links between Civic Lane, Wright Lane and Honeysuckle Drive, widening of Civic Lane, potential closure of Wright Lane to traffic, an enhanced landscape along the setback along Settlement Lane, setbacks on the northern frontage for increased landscaping opportunities, and 'The Campus Heart', to be oriented around the in situ heritage turntable, to function as an active, social and gathering space.

⁴⁹ Cox Architecture, 2017: 57

7.2.3. Site Infrastructure

Enabling works for the development have indicated that adequate infrastructure to service the HCCD site is available, with key infrastructure requirements including the demolition of the existing substation on the corner of Worth Place and Civic Lane, and replacement by two new chamber substations within the new buildings (Site 2), as well as allowance for underground services infrastructure along Settlement Lane (due to the presence of an existing subterranean carpark under Settlement Lane).

7.2.4. Proposed Ground Disturbance/Structural Form

It is understood at present that no basement is proposed for the development, and that construction of the development would likely be undertaken requiring minimal cutting and filling, and predominantly via piling.⁵⁰ However, the detailed design and construction methods and techniques for the development have not yet been identified or designed, and will be determined and confirmed as part of the Stage 2 DA for the development, following approval of the Stage 1 Concept Plan SSDA.

7.2.5. Materiality

Section 6.2 of the Design Guidelines (Cox 2018) relates to the proposed materials and style of the proposed HCCD development. It identifies the need for a common materials palette appropriate to the place and the environment of the HCCD, that will serve to unify the buildings, reinforcing the contemporary and modern expression of the buildings within the precinct.

The Design Guidelines propose the materials palette selected for the development: provide a clear distinction between low rise and high rise elements; be light in colour and predominantly neutral toned; encourage use of natural materials such as concrete and timber; no reflective glass; and development of contemporary architectural expression.

7.2.6. Heritage Opportunities

The Concept Master Plan also acknowledges that there exist opportunities within the development site for the integration of heritage elements and interpretation into the detailed design. The specific example proposed by the concept plan at this time is that of the interpretation and integration of the in situ heritage turntable located at the site, as a key opportunity to develop a central social open space into the centre of the development ('The Campus Heart'). It is understood that other heritage interpretation opportunities will be identified and discussed further in the design process for the development.

The Design Guidelines (Cox Architecture 2018) briefly describes the proposed 'Turntable Plaza' as a key public domain element proposed for the development. The Turntable Plaza is proposed to be

*'largely hard paved space located around the site of the heritage turntable. This space expresses heritage interpretation of the former rail yard uses through surface treatment and materiality, and will reveal and interpret the heritage turntable currently located below ground level.'*⁵¹

7.2.7. Staging

As noted above, the UON proposes to develop the HCCD site in stages, with the first building to be Building A1 (academic), on the northwest corner of Site 1, followed by Building B (student

⁵⁰ Pers Comm. P. Altree-Williams, email 5.6.18

⁵¹ Cox Architecture, 2018: 32

accommodation) on the southwest corner of Site 2. The Concept Master Plan allows for flexibility in the use of future buildings, with parcels able to be developed discretely as required.

The proposed concept plan and built form is presented in Figure 37 and Figure 38



FIGURE 37: ILLUSTRATIVE MASTER PLAN (SOURCE: COX 2018, FIGURE 3.1: 12)



FIGURE 38: PROPOSED BUILT FORM (SOURCE: COX 2018, FIG 3.5: 16)

8.0 Assessment of Heritage Impacts

The UON HCCD study area is located partially within the Newcastle City Centre HCA (LEP 2012) (Sites 2 and 3), as well as partially within the curtilage of the Civic Railway Workshops Group (State Heritage Register), and the Civic Railway Station Group (Section 170 Register). In addition, the study area is located in proximity to the Civic Theatre (SHR, LEP 2012).

The HCCD development is proposed to be undertaken as a staged development. The proposed development addressed by this HIS is the Concept Plan stage for the UON Honeysuckle City Campus Development, as it relates to the Concept Plan SSD application. Specific site impacts relating to exact ground impacts, and detailed architectural design of the future development have not yet been developed, and therefore are unable to be assessed here.

Therefore, this Statement of Heritage Impact relates to the overall potential impacts that the HCCD Concept Plan for the development may have on heritage items and potential archaeology within and immediately adjacent to the study area. Heritage impacts relating to specific development design of each building will be assessed through subsequent staged DAs, once the development has progressed to detailed design, following approval of the overall project SSDA for the Concept Plan.

8.1. Physical Impacts (Built Heritage)

8.1.1. Heritage Items

As discussed above, the study area is located partly within the curtilage of three heritage items/HCAs: Civic Railway Workshops Group; Civic Railway Station Group; and Newcastle City Centre HCA. Part of the platform of Civic Station is currently located within the southeast of the study area (i.e. within Site 3), however the existing station building itself is located immediately adjacent to the east, outside of the UON HCCD study area.

The location of Civic Station, including the part of its curtilage which is located within the UON HCCD study area is not specifically addressed within the Concept Master Plan nor Design Guidelines. However, as part of the existing platforms of the station (to the west of the station building) as located within Site 3, it is assumed that the development of the buildings on Site 3 would eventually require the demolition and removal of the part of the platforms located within the study area as an unavoidable impact. The Civic Railway Station Group was decommissioned in 2014 and has remained vacant and unused since that time.

However, as discussed in Section 7.1.1, it is understood that Hunter Development Corporation (HDC) is currently in the process of lodging a DA for the redevelopment of Civic Station, which would include the demolition of the heritage fabric (i.e. the platforms) located within the UON HCCD study area, while retaining the majority of the station building itself for adaptive reuse (located outside of the UON study area). The Statement of Heritage Impact (SoHI) for the redevelopment the Civic Station (Tonkin Zulaikha Greer Architects, 2018), has assessed the heritage impact of the partial demolition and removal of fabric of the Civic Station (including platforms located within the current study area), in the context of the aim of revitalisation and adaptive reuse of the (now defunct) station, and found that on balance, the proposed partial demolition of heritage fabric as proposed by HDC (including platforms included within the study area) in order to facilitate the most viable option for adaptive re-use of the heritage item. The SoHI states that:

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

It [partial demolition] is required to create pedestrian connections between the city and the harbour, to repurpose and upgrade the building for use as an expanded kiosk and to facilitate construction of the adjoining university campus to the west and affordable housing to the east.⁵²

Overall, the Civic Station SoHI identifies the removal of the western platforms of Civic Station as an acceptable heritage impact, to facilitate the positive heritage impact of the adaptive reuse of Civic Station as an expanded kiosk and associated public domain works.

At the time of writing, the DA for the redevelopment of Civic Station was in the process of being submitted by HDC to Newcastle City Council, and therefore the determination of the DA as proposed is not yet known. Should the HDC DA for the redevelopment of Civic Station be approved as described above, this would permit the removal of the western platforms of the station that extend into the current study area. Therefore, should the Civic Station Redevelopment DA (as described above) be approved, the current UON HCCD development Concept Plan would have no physical impact to any heritage fabric associated with the Civic Station Railway Group, as this fabric would have already have been demolished under a separate approval.

As part of Stage 2 DA assessment for the UON HCCD study area, the outcome of the Civic Station DA should be identified, to confirm whether approval has or has not been granted for the removal of the platform fabric currently located within the UON HCCD study area. If by time of submission of the UON HCCD Stage 2 DA, the Civic Station platforms within the current study area have not been already approved for removal, then the potential impact to Civic Station should be further addressed in a Heritage Impact Statement for UON HCCD Stage 2 DA.

Part of the UON HCCD study area is located partially within the curtilage of both the State heritage listed Civic Railway Workshops Group, and the locally heritage listed Newcastle City Centre HCA (LEP 2012). However, there are no built heritage items relating to either of these heritage listings within the study area itself. Therefore, the UON HCCD Concept Plan would have no physical impact on built heritage associated with the Civic Railway Workshops Group, nor Newcastle City Centre HCA heritage listings. Therefore, assessment of the impact of development within the SHR curtilage or LEP HCA curtilage (and other surrounding heritage items) would relate predominantly to visual impacts (discussed in Section 8.2 below).

8.1.2. Railway Turntable

The Concept Plan proposes the retention of the existing Railway Turntable (within Site 2), and incorporation into the 'Campus Heart' through the creation of 'Turntable Plaza'. Specific design of 'Turntable Plaza' is yet to be prepared (to be addressed through detailed project design, following SSDA approval), however it is assumed some physical intervention in the vicinity of the turntable would be undertaken in order to incorporate the turntable into the new public domain and landscaping.

⁵² Tonkin Zulaikha Greer Architects, 2018, Civic Station Redevelopment SoHI: 112-3

The incorporation of the turntable into the public domain, landscaping, and presumed heritage interpretation in the location should avoid physical impact to the remaining fabric of the turntable. In fact, the incorporation of the turntable into the public domain of the development, would likely present a positive physical impact to the turntable, allowing its form and fabric to be uncovered and visible, to be celebrated for its form and history (as opposed to beneath the ground surface and obscured as at present).

8.2. Visual Impacts

The UON HCCD study area is currently surrounded by a mix of modern, large, multi-storey developments (e.g. Chifley complex across Settlement Lane, new development along the Honeysuckle Precinct waterfront etc), as well as some older two storey commercial and residential buildings along Hunter Street (within the Newcastle City Centre HCA). Therefore, the existing established views around and within the study area currently consists of a relatively mixed character, both with regards to style and form of built items, as well as to bulk and massing.

The discussion of potential impacts as discussed here, relates both to the acknowledgement of any existing views and vistas to and from nearby heritage items and curtilages, as well as in the context of the proposed UON HCCD development as 'infill development' within the Newcastle City Centre HCA in accordance with the NCC DCP 2012. The UON HCCD should respect the design and character of the HCA and existing buildings, to be sympathetic in scale, form, orientation and setback with the context of surrounding development (both heritage and modern).

8.2.1. Civic Railway Workshops Group

A key consideration for the HCCD development is the views to and from the State heritage register Civic Railway Workshops Group, particularly on the eastern side of the study area (Site 3) to which the Divisional Engineers Office/Boiler House is located adjacent to the north (Figure 39), and the remaining Civic Railway Workshops buildings (now Museum of Newcastle) to the east/northeast (Figure 40). Detailed design of buildings in this location would need to be sympathetic and complementary to State Heritage Listed Item. The HCCD would not obscure any view lines between the buildings of the Railway Workshops themselves.

The UON HCCD has the potential to have a moderate visual impact to the SHR Civic Railway Workshops (Sites 2 and 3, as views from Site 1 east to the Civic Workshops have already been largely obscured by the existing development at the Chifley Complex, Figure 41). However, the wider current setting of the Civic Railway Workshops Group within the Honeysuckle Precinct has already seen the alteration of the surrounding character solely from low density railway workshops, to include a range of higher density, modern developments (for example, see context of Chifley Building adjacent to the west of the Civic Railway Workshops buildings in Figure 39).

Therefore, as long as the UON HCCD is designed and constructed to be sensitive to the existing character and location of the Workshops buildings, within the wider changing context of the Honeysuckle Precinct development, the development would likely have an acceptable visual impact on the Civic Railway Workshops Group site. The way this can be achieved is further discussed below in terms of materiality and colour palette (Section 8.2.4). In addition, the Concept Plan proposes podium use fronting Wright Lane (i.e. the proposed buildings in Site 3, fronting the Civic Railway Workshops buildings and curtilage). The use of a reduced building height immediately adjacent to the heritage items in this location would serve to further reduce the visual impact that a structure of larger height may have on the heritage items.



FIGURE 39: PROPOSED SITE 3 LOCATION (CARPARK) IS IMMEDIATELY ADJACENT TO STATE HERITAGE ITEM (RIGHT OF IMAGE), VIEW WEST. DETAILED DESIGN AND MATERIALITY WILL NEED TO RESPOND TO THIS LOCATION (SOURCE: CURIO 2018)



FIGURE 40: PROPOSED SITE 3 LOCATION, CIVIC RAILWAY WORKSHOPS GROUP (MUSEUM OF NEWCASTLE) VISIBLE IN BACKGROUND, CIVIC RAILWAY STATION FOOTBRIDGE AND FENCING ALSO VISIBLE IN BACKGROUND-RIGHT OF IMAGE. (VIEW EAST/NORTHEAST) (SOURCE: CURIO 2018)



FIGURE 41: VIEW EAST ALONG WRIGHT LANE, FROM BETWEEN SITE 1 AND 2. VIEWS TO CIVIC RAILWAY WORKSHOPS GROUP COMPLETELY OBSCURED BY CHIFLEY COMPLEX (SOURCE: CURIO 2018)

8.2.2. Other Heritage Items and HCA

While the UON HCCD development will be visible from the Newcastle City Centre HCA, it is considered to have a neutral visual impact on the heritage values of the HCA, due to the existing context of the modern development within the Honeysuckle Precinct, which is also visible from the HCA (Figure 42).

This assessment has also considered the potential for any view lines between the UON HCCD development and the State heritage listed Civic Theatre, however it believed that there are little to no direct view lines between the HCCD and the heritage item, obstructed by the existing multi storey building at 438 Hunter Street. Therefore, it is considered that the proposed development will have no visual impact to the Civic Theatre.

As discussed in Section 8.1.1, at the time of writing, a Development Application for the redevelopment of Civic Station is in preparation by HDC for lodgment with Council. This would alter the existing form and visual presentation of Civic Station. However, it is understood from review of the DA documentation, that the redevelopment proposes the retention of the majority of the station building for adaptive re-use as a café/restaurant, along with the redevelopment and landscaping of the surrounding public domain, creating a 'crucial North/South link between Civic Park, the Civic Light Rail stop, and the foreshore'.⁵³

The UON Concept Plan has been designed with the location of this 'Civic Link' precinct in mind (as described through Section 6.01 of the DCP 2012 (as amended)), to develop an active frontage and integration with this future public domain space, with the Concept Plan proposing a scaling down in building height approaching and fronting Civic Station/Civic Link, as well as a landscaped setback.

⁵³ Tonkin Zulaikha Greer Architects, 2018, Civic Station Redevelopment SoHI: 3

Therefore, while the final presentation of Civic Station is currently unknown (subject to the processing and approval of the HDC Civic Station redevelopment DA), it is considered likely that the UON HCCD Concept Plan would have a positive visual impact to Civic Station in its rejuvenated setting as the future 'Civic Link'.

However, this will require additional heritage impact assessment through the Stage 2 DA process, once the outcome of the Civic Station DA has been determined, and the final design of 'Civic Link' precinct, and alterations to Civic Station have been confirmed and approved.



FIGURE 42: VIEW FROM WESTERN SIDE OF SITE 2, EAST TOWARDS SITE 2, MIX OF RESIDENTIAL AND MODERN DEVELOPMENT VISIBLE SURROUNDING, NEWCASTLE CITY CENTRE HCA IN THE RIGHT OF THE IMAGE (SOURCE: CURIO 2018)

8.2.3. Railway Turntable

The railway turntable located within Site 2 of the study area is currently located below ground within a grassed area surrounded by a fence (Figure 43). The revealing of the turntable, and incorporation into the 'Turntable Plaza' and 'Campus Heart' of the public domain and landscaping of the future development would be a major positive visual impact to the heritage turntable (Figure 44). Additional heritage interpretation elements and initiatives within the space, in addition to the Turntable itself, would also be encouraged.



FIGURE 43: SITE OF TURNTABLE, CURRENTLY BELOW GROUND, SURROUNDED BY FENCING, VIEW EAST (SOURCE: CURIO 2018)



FIGURE 44: VISUALISATION OF HCCD CONCEPT PLAN, TURNTABLE PLAZA AND CAMPUS HEART OPEN SPACE VISIBLE IN CENTRE OF IMAGE (SOURCE: COX 2018, ILLUSTRATIVE MASTER PLAN, EVENING ACTIVATION: 65)

8.2.4. Materiality

Detailed design of the UON HCCD should identify a materiality and colour palette sympathetic to the Civic Railway Workshops building, as well as development of the study area buildings in a sympathetic scale and design as infill development in the context of/adjacent to the Newcastle City Centre HCA. Detailed design should seek to use contemporary styles and lightweight modern materials that complement and do not conflict with adjacent heritage items. Neutral tones and materials are recommended.

The proposed materiality in the Concept Plan Design Guidelines would be acceptable on heritage grounds, proposed to be light in colour and predominantly neutral in tone, encouraging the use of natural materials such as concrete and timber, no reflective glass, with a contemporary expression. The adherence to materiality and colour guidelines as detailed within the Concept Plan Design Guidelines would serve to soften and reduce the visual impact of the UON HCCD development in the context of the surrounding heritage items and HCA, ensuring the new development avoids any adverse visual impact to surrounding heritage values.

8.3. Archaeological Impacts

Since the detailed design and construction methods and techniques (including ground disturbing works) for the development have not yet been determined at Concept Plan stage, (to be determined as part of the Stage 2 DA for the development, following approval of the Stage 1 Concept Plan SSDA), the exact archaeological impacts for the study area are unable to be accurately determined at this stage.

Therefore, this impact assessment is unable to assess the potential ground impacts that the overall UON HCCD development may have, and therefore is only able to present a preliminary archaeological impact assessment.

Therefore, this section presents a preliminary assessment of general likely potential archaeological impacts, as relevant to the Concept Plan documentation available. Following approval of the Stage 1 SSDA, a subsequent Heritage Impact Statement specific to the detailed design of the project, should be prepared, to include a revised and accurate assessment of archaeological impacts, once all ground impacts are known.

The potential impacts of the UON HCCD to archaeology are discussed here generally in relation to the findings of the Archaeological Assessment for the site, with specific impacts and recommendations for management and mitigation to be further developed at a later date, once ground impacts are known.

Depending on method of construction of the buildings of the UON HCCD (i.e. filling, cutting, piling, bulk excavation etc), it is likely that all potential historical archaeological resources would be removed at the site (as historical archaeology would be most likely to be located in the top 40cm-2m of soil profiles at the site). In locations requiring filling (with no additional ground disturbance), archaeology would generally be conserved.

While exact ground impacts and locations are not known at Concept Plan stage, the main potential archaeological resources shall be discussed here in relation to their heritage significance, and likely required mitigation strategies should they need to be impacted through the proposed development. The main historical archaeological resources within the potential to exist within the study area (those that meet the criteria as 'relics' under the NSW Heritage Act—having local or State significance) are:

- Bishops Settlement (Phase 1, 1810–1857)—low to moderate potential;
- Mortuary Station (Phase 2, 1867–1933)—moderate to high potential;

- Evidence of land reclamation (Phase 2, 1867–1933)—low to moderate potential; and
- Other Honeysuckle/Civic Workshops Buildings structural remains/associated relics (Phase 2, 1867–1933)—moderate to high potential.

The proposed HCCD development has the potential to impact these archaeological resources and will therefore require archaeological mitigation (in the form of the development of an Archaeological Research Design, and archaeological investigation), prior to ground disturbing works in the areas of archaeological sensitivity.

The study area has the potential to retain an Aboriginal archaeological deposit, and/or isolated Aboriginal stone artefacts/sites. All Aboriginal objects and sites are protected under Section 90 of the NPW Act. Therefore, the development of the UON HCCD has the potential to impact on Aboriginal objects and will require detailed Aboriginal cultural heritage and archaeological assessment (in accordance with OEH statutory guidelines), likely including the development of a program of Aboriginal archaeological test excavation.

The process for Aboriginal community consultation and detailed Aboriginal cultural heritage and archaeological assessment for the study area has already commenced and will be detailed through future reports that are currently in preparation for the study area (Aboriginal Cultural Heritage Assessment Report and Aboriginal Archaeological Technical Report), prior to commencement of main development works for Building 1A.

8.4. Summary of Heritage Impacts

With the exception of the western platforms of Civic Station (addressed below), the study area contains no existing buildings or built heritage items, and therefore the heritage impact of the proposed development relates mainly to potential visual and archaeological impacts.

The UON HCCD has the potential to have a moderate visual impact to the SHR Civic Railway Workshops Group. However, the development of appropriate design of the buildings (including a sympathetic, lightweight materiality and neutral colour palette), sensitive to the existing character and location of the Workshops buildings, could ensure that the development potential visual impact on the Civic Railway Workshops Group site is acceptable on heritage grounds, celebrating while not detracting from, the visual heritage significance of the fabric and architecture of the Workshop buildings.

The proposed uncovering and heritage interpretation of the existing railway turntable (within Site 2) through incorporation into the public domain and landscaping of the UON HCCD (i.e. creation of the ‘Turntable Plaza’) would be considered to be a major positive heritage impact, both physically and visually.

It is presumed that as part of the existing western platforms of Civic Station are currently located within Site 3, the UON HCCD development would eventually require the demolition and removal of the part of the platforms located within the study area.

However, the western platforms of Civic Station are currently the subject of a Development Application that has been submitted by Hunter Development Company (HDC) to the Newcastle City Council, for the redevelopment of Civic Station (in progress at the time of writing), including partial demolition of fabric (including the platforms currently located within the UON HCCD study area), and adaptive re-use of the main station building (located outside of the current study area) and surrounding public domain.

In the context of the proposed redevelopment and adaptive reuse of the currently unused Civic Station, the Statement of Heritage Impact for the HDC DA⁵⁴ identifies the removal of the western platforms of Civic Station as an acceptable heritage impact, to facilitate the positive heritage impact of the adaptive reuse of Civic Station as an expanded kiosk and associated public domain works.

Therefore, should the Civic Station Redevelopment DA (and removal of western platforms) be approved, the current UON HCCD development Concept Plan would have no physical impact to any heritage fabric associated with the Civic Station Railway Group, as this fabric would have already have been demolished under a separate approval.

As part of Stage 2 DA assessment for the UON HCCD study area, the outcome of the Civic Station DA should be identified, to confirm whether approval has or has not been granted for the removal of the platform fabric currently located within the UON HCCD study area, to be further addressed if necessary, in a Heritage Impact Statement for UON HCCD Stage 2 DA.

The proposed materiality in the Concept Plan Design Guidelines would be acceptable on heritage grounds (proposed to be light in colour and predominantly neutral in tone, encouraging the use of natural materials such as concrete and timber, no reflective glass, with a contemporary expression). The adherence to materiality and colour guidelines as detailed within the Concept Plan Design Guidelines would serve to soften and reduce the visual impact of the UON HCCD development in the context of the surrounding heritage items and HCA, ensuring the new development avoids any adverse visual impact to surrounding heritage values.

The proposed HCCD development has the potential to impact identified potential archaeological resources within the study area and will therefore require historical archaeological mitigation (in the form of the development of an Archaeological Research Design), and archaeological investigation, prior to ground disturbing works in the areas of historical archaeological sensitivity.

The study area has the potential to retain an Aboriginal archaeological deposit, and/or isolated Aboriginal stone artefacts/sites. All Aboriginal objects and sites are protected under Section 90 of the NPW Act. Therefore, the development of the UON HCCD has the potential to impact on Aboriginal objects and will require detailed Aboriginal cultural heritage and archaeological assessment (in accordance with OEH statutory guidelines), likely including the development of a program of Aboriginal archaeological test excavation.

The process for Aboriginal community consultation and detailed Aboriginal cultural heritage and archaeological assessment for the study area has already commenced and will be detailed through future reports (Aboriginal Cultural Heritage Assessment Report and Aboriginal Archaeological Technical Report) that are currently in preparation for the study area, prior to commencement of main development works for Building 1A.

8.5. Heritage Interpretation

In order to further reduce the impact of the proposed development of the UON HCCD to all heritage values identified for the study area, a Heritage Interpretation Strategy should be developed and implemented for the study area. Heritage interpretation initiatives should be built into public domain

⁵⁴ Tonkin Zulaikha Greer Architects, 2018, *Civic Station Precinct, Hunter St Newcastle—Statement of Heritage Impact*, prepared for Hunter Development Company (May 2018)

(including but not limited to the turntable, industrial/rail history, Aboriginal history, any archaeological evidence encountered etc.)

A Heritage Interpretation Strategy would serve to guide the development of interpretative elements, stories and historical themes at the site, bringing the stories of the Aboriginal, industrial and rail history of the site into the public sphere, to enhance the development while celebrating the significant heritage values embodied within the new University campus site.

Some potentially relevant examples for heritage interpretation at the UON HCCD site could include incorporation of heritage interpretation elements such as relevant heritage quotes and words within new paving, or the use of paving to delineate former archaeological sites/rail buildings etc.

Heritage interpretation can be a very creative, and site-specific process, that can add immensely to the communication of history and heritage values at a site, as well as adding to the user experience and environment of a new development. For example, the University of Newcastle currently is working on a project known as the 'Deep Time Project', which is a Virtual Reality (VR) experience developed from the Aboriginal cultural materials recovered from the archaeological excavation of the former Palais Royale site (KFC) in 2009.⁵⁵ Heritage interpretation initiatives for the UON HCCD could even seek to collaborate with existing projects such as this, to identify appropriate, effective and unique initiatives for the new University city campus.

As discussed in Section 7.1.1, a Heritage Interpretation Strategy has been prepared for the redevelopment of Civic Station.⁵⁶ The future Heritage Interpretation Strategy for the UON HCCD site, should, where appropriate, acknowledge the Strategy prepared for Civic Station, particularly with regards to the interface between the UON HCCD development and Civic Station redevelopment/Civic Link.

⁵⁵ UON Cultural Collections, 9th May 2018, Hunter Living Histories, "Deep Time Virtual Reality—Transforming Humanities in the digital age", accessed 9.5.18, from <https://hunterlivinghistories.com/2018/05/09/deep-time-vr/>

⁵⁶ Tonkin Zulaikha Greer Architects, 2018, *Interpretation Strategy, Civic Station Renewal, Hunter Street, Newcastle*, prepared for Hunter Development Company (May 2018)

9.0 Conclusions and Recommendations

The following conclusions and recommendations are based on the UON HCCD Concept Plan proposal and associated documentation. This HIS provides an overview of the potential impacts of the proposed development, as understood at the present time. Once the Concept Plan SSDA is approved and Stage 2 Development Applications are required, an updated Heritage Impact Statement should be prepared at that time to assess the detailed and specific heritage impacts of the Stage 2 proposal.

9.1. Conclusions

The following general conclusions are made regarding the heritage values and historical context of the UON HCCD study area:

- 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 warrants in situ retention.
- The proposed development of the UON HCCD has the potential to impact on heritage values, relating to nearby heritage listings, as well as Aboriginal and historical archaeology. However, the majority of the potential impacts can be addressed through careful detailed design of the proposed development, consideration of surrounding heritage items, and application of archaeological investigation and mitigation techniques.

The conclusions specific to built heritage, Aboriginal archaeology, and historical archaeology are summarised below.

9.1.1. Built Heritage

- The UON HCCD study area is located partially within the Newcastle City Centre HCA (LEP 2012) (Sites 2 and 3), as well as partially within the curtilage of the Civic Railway Workshops Group (State Heritage Register), and the Civic Railway Station Group (Section 170 Register) as well as in proximity to the Civic Theatre (LEP 2012).
- The western platforms of the Civic Railway Station Group are located in the southeast of Site 3, which is located immediately adjacent to the main Civic Station building (which is located outside of the study area). A Development Application (DA) has recently been submitted by Hunter Development Corporation (HDC) to Newcastle City Council for the redevelopment and adaptive reuse of Civic Railway Station, which includes the demolition of the western platforms within the current study area.

- Overall, the Civic Station SoHI has identified the removal of the western platforms of Civic Station as an acceptable heritage impact, in order to facilitate the positive heritage impact of the adaptive reuse of Civic Station as an expanded kiosk and associated public domain works (through the HDC DA, not part of the UON HCCD project).
- There are no other built heritage items located directly within the current study area. Therefore, assuming the HDC DA is approved, (allowing removal of the western platforms of Civic Station from within the study area), the UON HCCD Concept Plan (as assessed for this report) would have no physical impact to any significant heritage fabric.
- 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 (visible from the eastern side of the site).
- Proposed uncovering and heritage interpretation of the existing railway turntable (within Site 2) through incorporation into the public domain and landscaping of the UON HCCD (i.e. creation of the 'Turntable Plaza') would be considered to be a major positive heritage impact, both physically and visually.
- The proposed materiality in the Concept Plan Design Guidelines would be acceptable on heritage grounds (proposed to be light in colour and predominantly neutral in tone, encouraging the use of natural materials such as concrete and timber, no reflective glass, with a contemporary expression). The adherence to materiality and colour guidelines as detailed within the Concept Plan Design Guidelines would serve to soften and reduce the visual impact of the UON HCCD development in the context of the surrounding heritage items and HCA, ensuring the new development avoids any adverse visual impact to surrounding heritage values.
- Overall, it is considered that the UON HCCD would have a neutral to minor visual impact on the heritage values of the surrounding heritage listing curtilages and heritage items.

9.1.2. Historical Archaeology

- As demonstrated by adjacent archaeological excavations to the study area (i.e. AMAC 2012) there is a moderate archaeological potential for relics associated with Phase 1 use (Bishop's Settlement) of the study area along and to the south of the path of the original shoreline of Honeysuckle Point.
- There is moderate to high archaeological potential for structural remains associated with Mortuary station in southwest of Site 2. If present, the structural remains of Mortuary Station are likely to have archaeological significance at a local level.
- There is moderate to high archaeological potential for structural remains/relics associated with other early railway workshop buildings across the whole study area. Should structural remains/relics associated with other early railway workshop buildings/stations/platforms and use of the site as the Honeysuckle/Civic Railway Workshops site be present, these would be of local significance.

9.1.3. Aboriginal Archaeology

- The more southern/southeastern parts of the 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 Nobby's Silicified Tuff and Hunter River cobbles.
- The north/northwestern areas of the study area are located within an area of land reclamation associated with early 1900s modification of Honeysuckle Point.
- 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.
- The majority of Site 1 has no potential for intact Aboriginal archaeological deposits, as it consists of reclaimed land. However, there is potential for Aboriginal objects (shell material, stone objects) to be located in a disturbed context within Site 1.
- No information regarding the cultural or social significance of the potential Aboriginal objects within the study area is available at this time, as Aboriginal community consultation for the project is currently being undertaken and has not yet been completed.
- 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, and a moderate to high potential for isolated Aboriginal artefacts in disturbed contexts to be located across the whole of the study area.
- Any ground disturbing works have the potential to impact Aboriginal objects, including proposed early works.

9.2. Recommendations

9.2.1. Built Heritage

The following recommendations are made with regards to built heritage values within the UON HCCD study area:

- As part of Stage 2 DA assessment for the UON HCCD study area, the outcome of the Civic Station DA should be identified, to confirm whether approval has or has not been granted for the removal of the platform fabric currently located within the UON HCCD study area.
- If by time of submission of the UON HCCD Stage 2 DA, the Civic Station platforms within the current study area have not been already approved for removal, then potential impact to Civic Station platforms should be further addressed in a Heritage Impact Statement for UON HCCD Stage 2 DA.
- Detailed design of the UON HCCD buildings should identify a materiality and colour palette sympathetic to the Civic Railway Workshops building, as well as development of the study area buildings in a sympathetic scale and design as infill development in the context of/adjacent to the Newcastle City Centre HCA.

- Additional heritage interpretation elements and initiatives to within the proposed 'Turntable Plaza' interpretative space, in addition to the Turntable itself, should be encouraged.
- Further heritage impact assessment regarding potential visual impacts of the UON HCCD development to the Civic Railway Station heritage item should be undertaken through the Stage 2 DA process, once the outcome of the Civic Station DA has been determined, and the final design of 'Civic Link' precinct, and alterations to Civic Station have been confirmed and approved.

9.2.2. Historical Archaeology

The following recommendations are made with regards to Historical archaeology within the UON HCCD study area:

- Prepare Archaeological Research Design (ARD) and Excavation Methodology to guide the investigation of potential archaeology in vicinity of Mortuary Station, as well as potential archaeological deposits relating to Bishops Settlement and other buildings relating to the Honeysuckle Railway Workshops.
- Once project is approved as SSD, the requirement for excavation permits under Section 60 (State heritage significance) and Section 140 (local heritage significance) of the NSW Heritage Act 1977 are removed. However, an appropriate ARD would still need to be prepared and submitted to the NSW Heritage Division for review and approval prior to archaeological excavation taking place at the site.
- Should archaeological investigation be required at the site prior to SSD approval, a Section 140 excavation permit would be required for archaeological excavation around Mortuary Station and surrounds, and a Section 60 Excavation Exemption for any archaeological works required within the curtilage of the Civic Railway Workshops Group SHR curtilage.

9.2.3. Aboriginal Archaeology

The following recommendations are made with regards to Aboriginal archaeology within the UON HCCD study area:

- 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 development 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*)
- Once the project Concept Plan has been approved as SSD, requirement for an Aboriginal Heritage Impact Permit (AHIP) for the project is removed, however the process of Aboriginal consultation, cultural heritage methodology and proposed archaeological mitigation strategy/excavation methodology (as described above), including review and approval of these reports and excavation

methodology by NSW Office of Environment and Heritage (OEH) is not removed, and will most likely be required by the conditions of consent for the SSDA.

- The Aboriginal ARD should be developed in consideration of, and integrated with, the Historical ARD, in order to ensure all potential archaeological values and resources within the study area are addressed in a holistic manner.

10.0 Bibliography

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.

AMBS, 2005., *Aboriginal Heritage Study: Newcastle Local Government Area*, report prepared for Newcastle City Council.

AHMS 2011, *Section 87/90 Aboriginal Heritage Impact Permit #1098622 Excavation Report*, prepared for SBA Architects Pty Ltd

AHMS 2012, *Palais Royale Final Excavation Report*, prepared for SBA Architects Pty Ltd.

Cox Architecture, 2017, *University of Newcastle Honeysuckle City Campus Development—Concept Master Plan Report*, prepared for the University of Newcastle, October 2017

Cox Architecture, 2018, *University of Newcastle Honeysuckle City Campus Development—Design Guidelines*, prepared for University of Newcastle, February 2018

Doring, C & M.J., 1991, *Honeysuckle Precinct, Historical and Archaeological Survey*, prepared for NSW Property Services Group

Fenwick, P., 1994, *Honeysuckle Point Locomotive Turntable Excavation Report, Newcastle, NSW*, prepared for Honeysuckle Development Corporation.

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

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

Newcastle City Council, 2015, *Newcastle Archaeological Management Strategy*, Newcastle City Council: Newcastle.

RPS, 2016, *Newcastle Light Rail—Statement of Heritage Impact and Archaeological Assessment*, prepared for GHD

RPS, 2018, *Historic Archaeological Assessment, Civic Railway Station (Former), Civic Station Precinct*, prepared for Hunter Development Company (21 May 2018)

Tonkin Zulaikha Greer Architects, 2018, *Civic Station Precinct, Hunter St Newcastle—Statement of Heritage Impact*, prepared for Hunter Development Company (May 2018)

Tonkin Zulaikha Greer Architects, 2018, *Interpretation Strategy, Civic Station Renewal, Hunter Street, Newcastle*, prepared for Hunter Development Company (May 2018)

Umwelt, 2016., *Aboriginal Heritage Management Strategy: Newcastle Local Government Area*, report prepared for City of Newcastle (Draft Report, November 2016)

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/>

APPENDIX A—UON HCCD, Archaeological Assessment Report (Curio Projects 2018)

Archaeological Assessment for University of Newcastle, Honeysuckle Campus.



Prepared for University of Newcastle
by Curio Projects

Revision B
16 April 2018

Table of Contents

Executive Summary	4
1.0 Introduction.....	7
1.1. The Purpose of this Report	7
1.2. Background	7
1.3. Site Identification	8
1.4. Limitations and Constraints	10
1.5. Authorship	11
2.0 Statutory Context.....	12
2.1. State Legislation—Aboriginal Archaeology	12
2.1.1. NSW Parks and Wildlife Act 1974	12
2.1.2. OEH Guidelines	12
2.1.3. Due Diligence Assessment Process.....	13
2.2. State Legislation—Historical Archaeology	13
2.2.1. NSW Heritage Act 1977	13
2.2.2. NSW Heritage Division Guidelines.....	15
2.3. Environmental Planning and Assessment Act 1979	15
2.4. Newcastle Local Environmental Plan 2012	15
2.5. Heritage Listings.....	16
3.0 Historical Summary	18
3.1. Pre-European Environment and Aboriginal Ethnohistory.....	18
3.2. Brief History of Colonial Newcastle.....	19
3.3. Government Farm, Australian Agricultural Company and Bishop’s Settlement (1810–1847)...	20
3.4. Reshaping the Harbour and Railway Expansion (mid 19 th C to early 20 th C).....	24
3.5. Civic Railway Workshops and Decline (c.1930s to 1990s)	26
3.6. Honeysuckle Precinct (c.1990s–Present)	27
4.0 Aboriginal Archaeology.....	28
4.1. Environmental Context	28
4.1.1. Geology and Soils	28
4.1.2. Hydrology	29
4.1.3. Landscape and Landforms	29
4.1.4. Flora and Fauna	30
4.1.5. Raw Material Resources	30
4.1.6. Modern Land Use, Land Reclamation and Disturbance	30

4.1.7.	Summary of Environmental Context for Aboriginal Occupation	31
4.2.	Aboriginal Archaeological Context	31
4.2.1.	Archaeological Evidence of Aboriginal Occupation in Newcastle and the Hunter Valley ..	31
4.2.2.	Aboriginal Heritage Study (AMBS 2005)	32
4.2.3.	Aboriginal Heritage Management Strategy (Umwelt 2016)	33
4.2.4.	AHIMS Search	33
4.2.5.	Relevant Local Aboriginal Archaeological Work and Reports	36
4.2.6.	Summary of Aboriginal Archaeological Context	40
4.3.	Aboriginal Archaeological Potential and Significance	40
4.4.	Summary of Aboriginal Heritage	42
5.0	Site Description	43
6.0	Potential Historical Archaeological Resources	51
6.1.	Newcastle Archaeological Management Strategy	51
6.2.	Historical Archaeological Investigations	51
6.3.	Assessment of Historical Archaeological Potential	58
6.3.1.	Site Disturbance Activities	59
6.3.2.	Assessment of Historical Archaeological Potential	59
7.0	Historical Archaeological Significance	65
7.1.	NSW Criteria for Assessing Archaeological Significance	65
7.2.	Archaeological Significance Assessment	67
7.2.1.	Historical Archaeological Research Potential (Current NSW Heritage Criterion E)	67
7.2.2.	Associations with Individuals, Events or Groups of Historical Importance (NSW Heritage Criterion A, B & D)	68
7.2.3.	Aesthetic or Technical Significance (NSW Heritage Criterion C)	68
7.2.4.	Ability to Demonstrate the Past through Archaeological Remains (NSW Heritage Criteria A, C, F & G)	68
7.3.	Statement of Significance	68
8.0	Conclusions and Recommendations	69
8.1.	Aboriginal Archaeology Conclusions	69
8.2.	Aboriginal Archaeology Recommendations	69
8.3.	Historical Archaeology Conclusions	70
8.4.	Historical Archaeology Recommendations	71
9.0	Bibliography	72
	APPENDIX A—AHIMS Extensive Search Result	74

Executive Summary

Curio Projects Pty Ltd has been commissioned by University of Newcastle (UON) to prepare an Archaeological Assessment (AA) for the University of Newcastle new Honeysuckle City Campus (the study area), located within the Honeysuckle Precinct.

It is understood that the project main works is proposed to be submitted to the NSW Department of Planning and Environment (DoPE) as a State Significant Development (SSD). Early enabling works, however, will be undertaken through an REF process, and therefore this report will address both approvals pathways with regards to archaeological process and requirements for the project. This report assesses both the Aboriginal and historical, archaeological potential and significance of the study area.

Aboriginal Archaeology

The Aboriginal heritage section of the report has been prepared in accordance with the NSW OEH guidelines *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* (Due Diligence Code of Practice). The purpose of an Aboriginal Heritage Due Diligence Assessment is to identify whether Aboriginal objects are likely to be present at a site, and if so, if they are likely to be harmed through a proposed activity. Following consideration of the environmental and archaeological context for the study area, it is assessed that the study area has the potential for the Aboriginal objects (both intact and within disturbed contexts). Therefore, any ground disturbing activity will have the potential to impact Aboriginal objects.

The more southern/southeastern parts of the Honeysuckle Campus 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.

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. While Aboriginal community consultation has not been undertaken for the project as yet, in consideration of 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.

Therefore, this report recommends further investigation in the form of Aboriginal community consultation (in accordance with OEH guidelines), the preparation of an Aboriginal Cultural Heritage Assessment Report (ACHAR), as well as the requirement for an Aboriginal Heritage Impact Permit (AHIP) for the study area enabling works.

Historical Archaeology

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).

As demonstrated by adjacent archaeological excavations to the study area (i.e. AMAC 2012) there is a moderate archaeological potential for relics associated with Phase 1 use (Bishop’s Settlement) of the study area along and to the south of the path of the original shoreline of Honeysuckle Point.

There is moderate to high archaeological potential for structural remains associated with Mortuary station in southwest of Site 2. If present, the structural remains of Mortuary Station are likely to have archaeological significance at a local level.

There is moderate to high archaeological potential for structural remains/relics associated with other early railway workshop buildings across the whole study area. Should structural remains/relics associated with other early railway workshop buildings and use of the site as the Honeysuckle/Civic Railway Workshops site be present, these would be of local significance.

An Engine Turntable is known to be present within Site 2, which 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 may warrant in situ retention, and should be assessed further, once the full extent of the proposed development works/development design is known.

Recommendations

The following recommendations are made with regards to both Aboriginal and historical archaeological considerations and constraints for the proposed development of the study area for the new University of Newcastle Honeysuckle City Campus:

1. An Aboriginal Heritage Impact Permit (AHIP) will be required for the study area for the enabling works prior to any ground disturbing works taking place at the site.
2. A process of Aboriginal cultural heritage assessment should be initiated for the study area, in accordance with the NSW Office of Environment and Heritage statutory guidelines, including:
 - a. Consultation with the local Aboriginal community in accordance with OEH guidelines, Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010;
 - b. Preparation of an Aboriginal cultural heritage methodology for the site (in accordance with above guidelines);
 - c. 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)

3. Should the project concept design be approved as SSD, requirement for an AHIP is removed, however the process of Aboriginal consultation, cultural heritage methodology and proposed archaeological mitigation strategy/excavation methodology (as described above), including review and approval of these reports and excavation methodology by NSW Office of Environment and Heritage (OEH) is not removed, and will be required by the project SEARs.
4. Once the detailed impacts of the overall proposed development are known (including excavation requirements, depths etc), an Archaeological Impact Statement should be prepared that assesses the impacts that the development may have on potential historical archaeological resources, and presents mitigative strategies where appropriate.
5. It is recommended that the Engine Turntable be retained, in situ within the site development, subject to heritage interpretation, if possible.
6. A Historical Archaeological Research Design (ARD) should be prepared (in association/collaboration with the Aboriginal Archaeological Research Design/Methodology) to present an Excavation Methodology and relevant research questions for the excavation/removal of the turntable, as well as archaeological mitigation for excavation/development works in the vicinity of the former Mortuary Station, as well as for any other impacts the development may have on potential archaeology (once development impacts are known). The Historical ARD can be prepared as part of the Archaeological Impact Statement for the study area, once development impacts are known.
7. A Section 140 archaeological excavation application should be prepared and submitted to the NSW Heritage Division (along with the prepared Historical ARD) to allow the investigation of Mortuary Station, the investigation/removal of the Turntable, and any other historical archaeological excavation/monitoring works that may be required, as necessary in relation to development impacts, once known.
8. Should substantial excavation be required within the curtilage of the SHR Civic Railway Workshops site (i.e. in the eastern extent of the study area), this will require an excavation permit in accordance with the NSW Heritage Act (Section 57 or Section 60, depending on the extent of works and location in relation to potential archaeological deposits).
9. Should the Stage 1 project concept design be approved under SSD, requirement for permits (Section 60 and Section 140) in accordance with the NSW Heritage Act 1977 are removed, however the preparation of an Archaeological Impact Statement for project impacts and a corresponding Historical ARD (as described above), including review and approval of these reports and excavation methodology by NSW Heritage Division, is not removed, and will be required by the SSD approvals process.
10. The project early works will not be subject to SSD, and therefore will require all relevant permits as described above.

1.0 Introduction

1.1. The Purpose of this Report

Curio Projects Pty Ltd has been commissioned by University of Newcastle (UON) to prepare an Archaeological Assessment (AA) for the University of Newcastle new Honeysuckle City Campus (the study area), located within the Honeysuckle Precinct.

It is understood that the project main works is proposed to be submitted to the NSW Department of Planning and Environment (DoPE) as a State Significant Development (SSD), however at the time of writing, the request for Secretary's Environmental Assessment Requirements (SEARs) for the project, has not yet been submitted. However, early enabling works will be undertaken through an REF process, and therefore this report will address both approvals pathways with regards to archaeological process and requirements for the project.

This report assesses both the Aboriginal and historical, archaeological potential and significance of the study area. This report has been prepared with reference to relevant guideline documents as detailed in the relevant subsections, including but not limited to:

- Cox, 2017, *University of Newcastle Honeysuckle City Campus Development—Concept Master Plan Report*, prepared for UON, October 2017
- AHMS 2005, *Newcastle Aboriginal Heritage Study*
- Umwelt, 2016., *Aboriginal Heritage Management Strategy: Newcastle Local Government Area*
- Newcastle City Council, 2015, *Newcastle Archaeological Management Strategy*, Newcastle City Council: Newcastle
- *Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter*, 2013 (Burra Charter);
- *Assessing significance for archaeological sites and 'relics'*, Heritage Branch 2009.
- *Historical Archaeology Code of Practice* (second edition, 2006)
- *Historical Archaeological Sites: Investigation and Conservation Guidelines* (1993)
- *Archaeological Assessment Guidelines* (1996) update in preparation
- *Assessing Heritage Significance* (2001)
- *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* (2010)
- *Guide to Investigating, Assessing, and Reporting on Aboriginal cultural heritage in NSW* (April 2011)

1.2. Background

The closure of the heavy rail corridor at Honeysuckle has provided significant opportunities for development in this precinct, including the development of a new UON campus. The current development proposes the expansion of the UON city campus, through the development of new university facilities within the Honeysuckle Precinct of the Newcastle CBD, to be known as the UON Honeysuckle City Campus. The new Honeysuckle City Campus will be located on a series of three adjacent sites that have been acquired by the UON from the Hunter Development Corporation between Honeysuckle Drive and Civic Lane. A Concept Master Plan has been developed for the site to provide UON with a sensible and flexible framework to guide the future development of the Honeysuckle City Campus.

The UON has acquired what is known as 'Site 1' from the Hunter Development Corporation, with an optional Purchase Agreement for the two further adjacent sites along the rail corridor land north of

Civic Lane (Sites 2 and 3). This AA report applies to the whole potential site area (i.e. Sites 1, 2 and 3), as well as to areas outside of these three land parcels within which works will be required for the establishment of the telecommunications reticulation route.

1.3. 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. Table 1 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 etc that will be required to connect the new development into surrounding services etc, as per the potential paths of the telecommunication reticulation route (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).

The potential pathways for the reticulation of telecommunication cables and connections to the new UoN site have been included in this assessment in order to help determine if there is a preferable route in relation to potential impact to archaeology. The new development will utilize the existing UoN assets to reticulate telecommunications cables (indicated in blue on Figure 1), along with the tracking of a new route (indicated in pink and green in Figure 1), and potentially utilising Smart City Assets (to be confirmed, indicated in black in Figure 1).

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

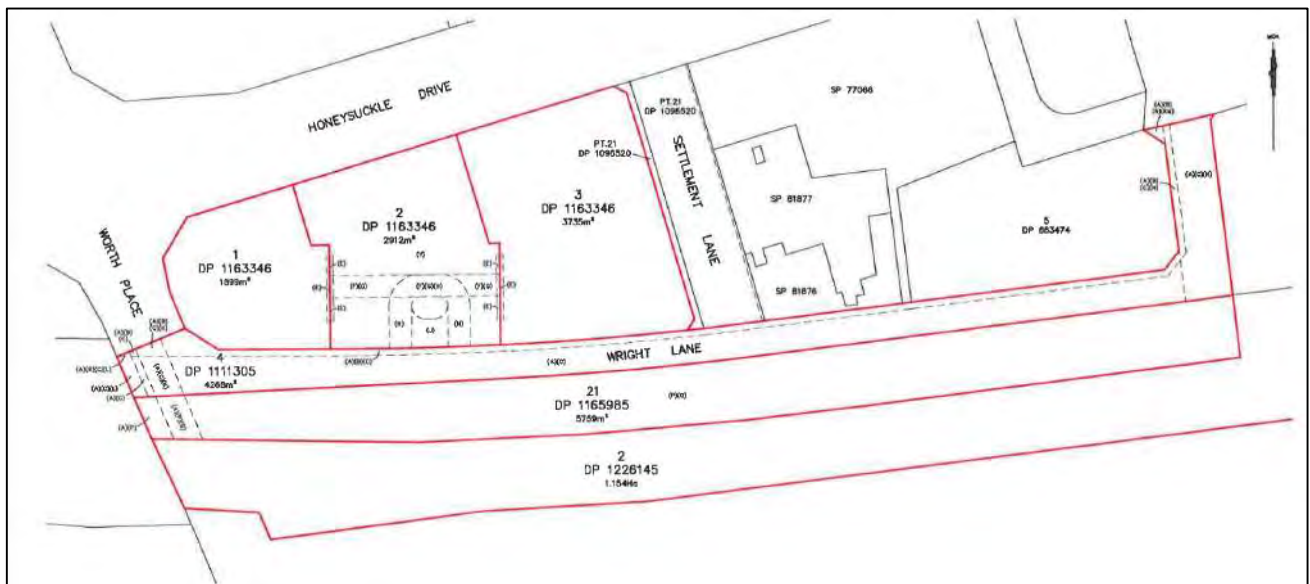
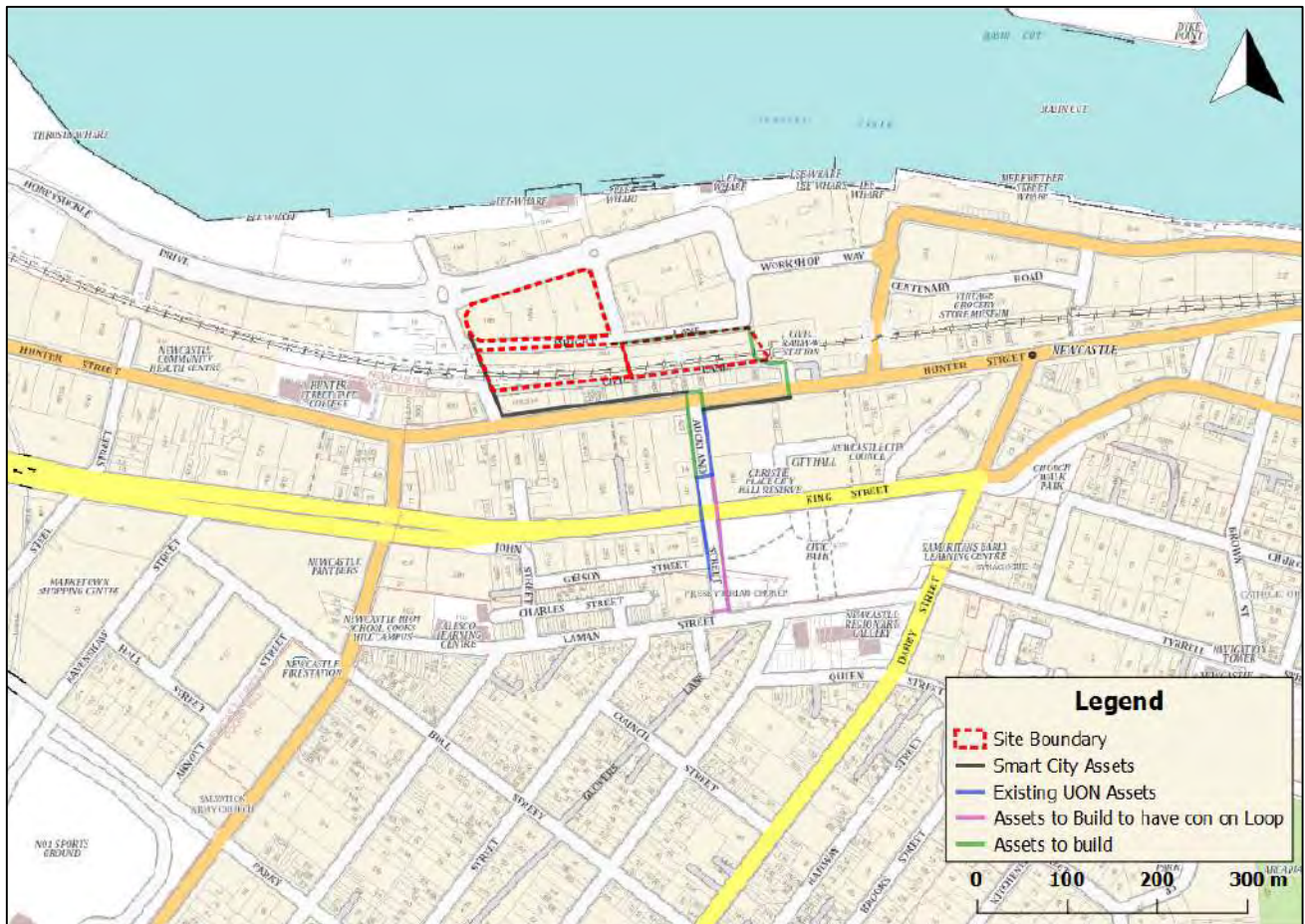




FIGURE 3: STUDY AREA SITES AND POTENTIAL COMMS RETICULATION ROUTES (SOURCE: NSW LPI SIX MAPS WITH CURIO ADDITIONS 2018)

1.4. Limitations and Constraints

This report does not assess the impact of any proposed development on built heritage aspects, including listed heritage items or significant views and vistas.

This report is a desktop assessment of environmental and Aboriginal archaeological context and potential only. No consultation with the local Aboriginal community has been undertaken as part of this assessment, and therefore no social or cultural assessment of Aboriginal heritage values has been undertaken at this time. The OEH Due Diligence Code of Practice states that ‘consultation with the Aboriginal community is not a formal requirement of the due diligence process’¹, however only Aboriginal people are able to provide information regarding the Aboriginal cultural and social nature and significance of a site or location.

It should be noted that one of the main tools for assessing the location of potential archaeological resources is the overlay of historical maps and plans over current aerals. While this is undertaken with the highest level of precision available, it should be noted that historical overlays do bear an inherent level of inaccuracy and are used as an indicative location for previous historical and archaeological features, however must be combined with other methods such as historical records, and archaeological techniques, to confirm the location of archaeological features with 100% accuracy. For reasons of resolution, only some overlays have been presented including the telecommunications route as well as

¹ DECCW 2010a: 3

Sites 1, 2 and 3, however the overall assessment has been undertaken in relation to the comms reticulation route as well as the main site lots.

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

1.5. Authorship

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

2.0 Statutory Context

2.1. State Legislation—Aboriginal Archaeology

Aboriginal cultural heritage is governed in NSW by two principal pieces of legislation:

- *NSW Parks and Wildlife Act 1974* (NPW Act); and
- *Environmental Planning and Assessment Act 1979* (EP&A Act).

2.1.1. NSW Parks and Wildlife Act 1974

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), “²

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.³

2.1.2. OEH Guidelines

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:

² NPW Act 1974

³ As previously noted, the current project is exempt from the requirements of the NPW Act, due to its status as an SSD

- *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

2.1.3. Due Diligence Assessment Process

The Due Diligence Assessment Process (in accordance with the OEH *Due Diligence Code of Practice* guidelines), is a step by step process that provides proponents with a reasonable method to follow to determine whether their proposed activity has the potential to harm Aboriginal objects, and to identify reasonable constraints and opportunities of the activity, relating to Aboriginal heritage in the activity location. The primary steps of the Due Diligence process are:

- Step 1—Determine whether the activity will disturb the ground surface or any cultural modified trees.
- Step 2a—Database Search of the OEH Aboriginal Heritage Information Management Services (AHIMS), and other known sources to determine whether any registered sites are located within/near the subject site.
- Step 2b—Environmental/Landscape Assessment
- Step 3—Impact Avoidance Assessment
- Step 4—Desktop Assessment and Visual Inspection

Following this process, should the assessment determine that Aboriginal objects are likely to be present and have the potential to be impacted, the Due Diligence Code of Practice advises further investigation and impact assessment (Step 5). Should the assessment determine that Aboriginal objects are unlikely to be present/unlikely to be harmed through the proposed activity, then the activity may proceed with caution.

2.2. State Legislation—Historical Archaeology

Historical archaeology is governed in NSW by two principles pieces of legislation:

- *NSW Heritage Act 1977* (The Act); and
- *Environmental Planning and Assessment Act 1979* (EP&A Act).

2.2.1. NSW Heritage Act 1977

The purpose of the *NSW Heritage Act 1977* (as amended) is to conserve the environmental heritage of the State. *Environmental heritage* is broadly defined under Section 4 of the *Heritage Act* as consisting of the following items:

‘those places, buildings, works, relics, moveable objects, and precincts, of State or local heritage significance.’

The *Heritage Act* protects heritage, but historical archaeological remains are additionally protected from being moved or excavated through the operation of the ‘relics’ provisions. These

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*.

protect unidentified 'relics' which may form part of the State's environmental heritage, but which have not been listed on the State Heritage Register or protected by an Interim Heritage Order. An archaeological site is an area of land which is the location of one or more archaeological 'relics'.

Division 9 of the Heritage Act is titled '*Protection of certain relics*', with Section 139 containing provisions for '*Excavation permit [being] required in certain cases*' to '*disturb or excavate land*'. Such permits are issued under Sections 140 and 141 of the Act, or under Sections 60 and 63 of the Act, in cases where 'relics' are situated within sites or places listed on the State Heritage Register. Section 139 prohibits the excavating or disturbing of land leading to a relic being discovered, exposed, moved, damaged or destroyed. To 'excavate and disturb land' in the context of the NSW Heritage Act is an act associated with the activity of digging or unearthing.

Since amendments were made to the Heritage Act made in 2009, a 'relic' has been defined as an archaeological deposit, resource or feature that has heritage significance at a local or State level. (NSW Heritage Branch Department of Planning. 2009. *Assessing Significance for Sites and 'Relics'*).

This significance-based approach to identifying 'relics' is consistent with the way other heritage items such as buildings, works, precincts or landscapes are identified and managed in NSW. The key issue is whether a deposit, artefact, object or material evidence that survives from the past is significant. If it is significant, it will need to be managed under the 'relics' provisions of the *Heritage Act*. (Heritage Branch, 2009:1). If an historical deposit, artefact, object or material evidence from the past is deemed not to meet the threshold of local or State significance, then it does not need to be managed as a 'relic' under the Heritage Act.

In addition, Section 146 of the Heritage Act relates to the requirement to report the discovery of relics to the Heritage Council.

Specially, Section 146 of the Heritage Act states:

146 Notification of discovery of a relic

A person, who is aware or believes that he or she has discovered or located a relic (in any circumstances, and whether or not the person has been issued with a permit) must:

(a) within a reasonable time after he or she first becomes aware or believes that he or she has discovered or located that relic notify the Heritage Council of the location of the relic, unless he or she believes on reasonable grounds that the Heritage Council is aware of the location of the relic, and

(b) within the period required by the Heritage Council furnish the Heritage Council with such information concerning the relic as the Heritage Council may reasonably require.

In accordance with the Section 146 provisions of the Heritage Act, the discovery of relics is generally reported to the Heritage Division, in the form of a post-excavation report or similar, depending on the circumstances in which the discovery was made- and in accordance with any requirements of the Minister.

Under Part 4 of the EP&A Act, excavation permits under the Heritage Act are not required for SSD projects. Additional approvals specific to SSD projects may be required instead.

2.2.2. NSW Heritage Division Guidelines

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 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.

2.3. Environmental Planning and Assessment Act 1979

The EP&A Act is an 'Act to institute a system of environmental planning and assessment for the state of NSW' (EP&A Act)⁹. Dependent upon which Part of the EP&A Act a project is to be assessed under, differing requirements and protocols for the assessment of associated Aboriginal cultural heritage may apply.

Part 4, Division 4.1 of the EP&A Act identifies and defines State Significant Development projects (SSD) as those declared under Section 89C of the EP&A Act. SSD and State Significant Infrastructure projects (SSI), replace 'Concept Plan' project approvals, in accordance with Part 3A of this Act, which was repealed in 2011.

Where a project is assessed to be an SSD, the process of development approval differs, with certain approvals and legislation no longer applicable to the project. Of relevance to the assessment of Aboriginal heritage for a development, the requirement for an AHIP in accordance with Section 90 of the NPW Act is removed for SSD projects (EP&A Act, Section 89J). However, this does not remove the requirement to undertake Aboriginal cultural heritage and archaeological assessments/investigation in accordance with OEH statutory guidelines (as described above).

Of relevance to the assessment of historical archaeological potential for a development, the requirement for a S140 Excavation Permit under the Section 139 provisions of the Heritage Act (1977) is removed for SSD projects (EP&A Act, Section 89J).

The requirement to report the discovery of a 'relic' in accordance with Section 146 of the Heritage Act is still applicable for projects assessed as SSD projects.

2.4. 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 archaeological sites. The LEP states that development consent is required for works that will involve:

5.10(2)(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:

⁹ http://www.austlii.edu.au/au/legis/nsw/consol_act/epaaa1979389/longtitle.html

(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(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.

2.5. 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). The overall study area is also located in close proximity to a number of other heritage items (of local and State significance, as well as heritage items listed on the Section 170 register).

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)
- 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)



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),¹⁰ (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'*¹¹

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....'*¹²

¹⁰ City of Newcastle, 2018, 'Aboriginal Culture', retrieved from <http://www.newcastle.nsw.gov.au/Explore/History-Heritage/Aboriginal-culture>, 22 February 2018.

¹¹ AMBS 2005:35, after Grant 1803: 159-160

¹² 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))

3.2. 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.¹³ 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.'*¹⁴

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'.¹⁵ Newcastle served from 1804 to 1823 as one of the principal penal colonies in Australia, often serving as a place of secondary

¹³ AMBS 2005: 39

¹⁴ AMBS 2005: 39, after Newcastle City Council 2003

¹⁵ 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.¹⁶ 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.

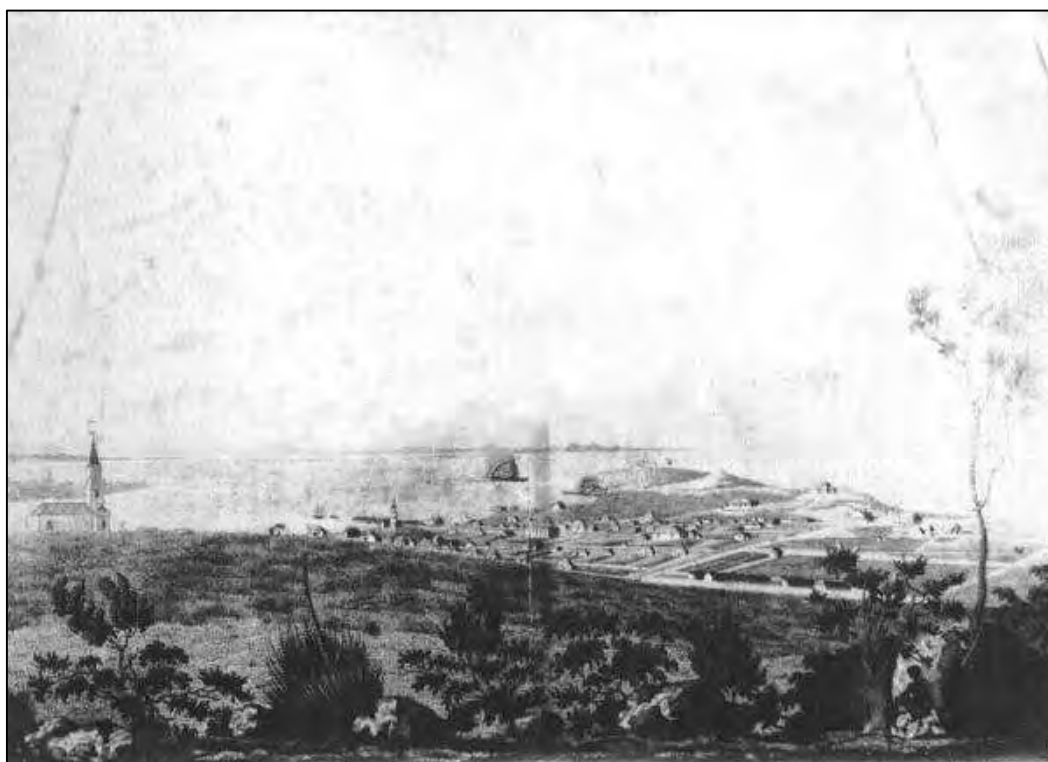


FIGURE 6: EARLY VIEW OF NEWCASTLE AND HARBOR, 1820. (SOURCE: NEWCASTLE CULTURAL COLLECTIONS - COLLECTIONS.NCC.NSW.GOV.AU. REGISTRATION NUMBER 013 000021)

3.3. 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

¹⁶ 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*¹⁷

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 (discussed in further detail in Section 4.2.5 below). 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 Workshops¹⁸ (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.¹⁹

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.²⁰ 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'.²¹

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).

¹⁷ Bigge 1822

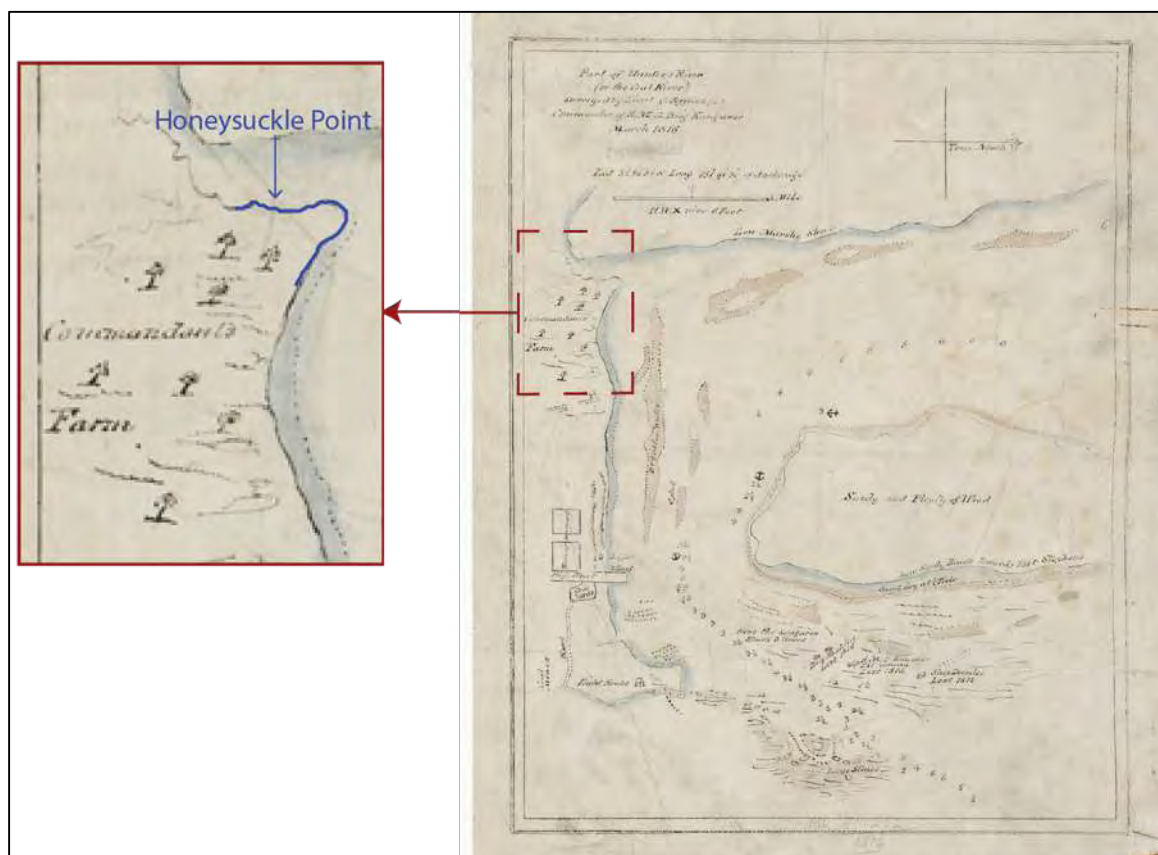
¹⁸ AHMS 2011: 22

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

²⁰ Civic Railway Workshops Heritage Listing. Available at:

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

²¹ GML, 2001., *'The Boardwalk', Newcastle—Archaeological Assessment*, prepared for Wharf Property Developments Pty Ltd



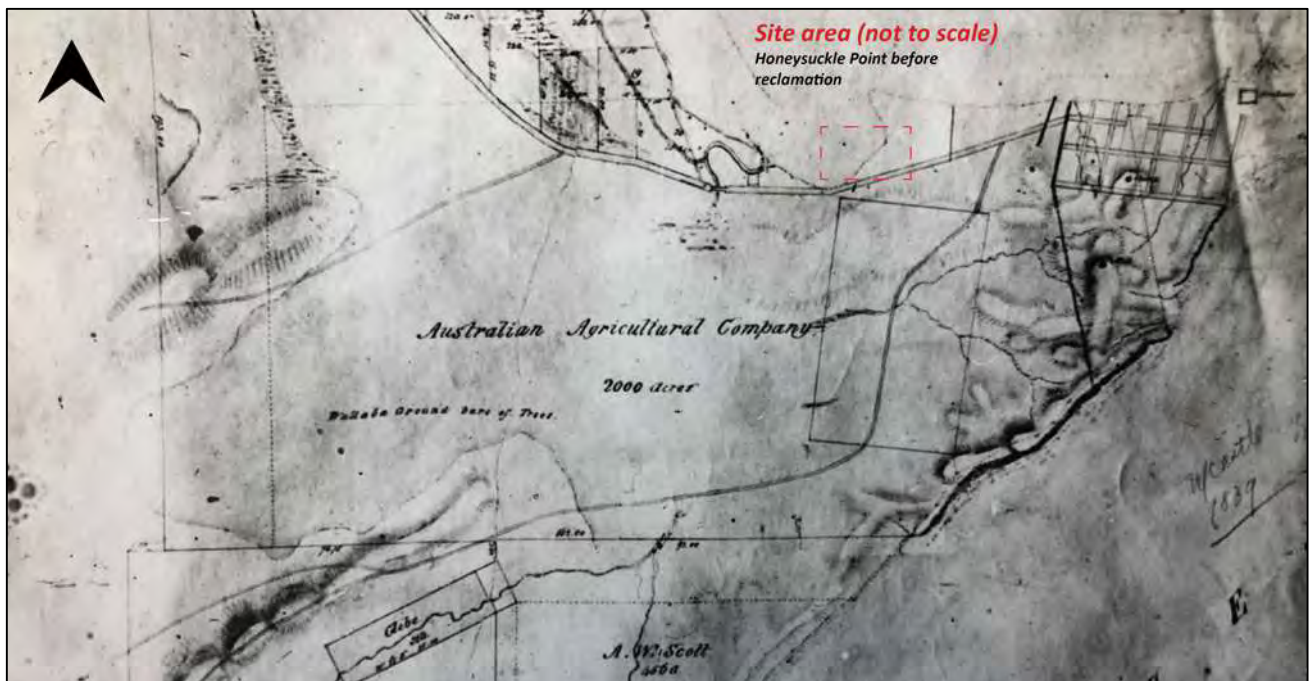


FIGURE 9: 1839 MAP OF NEWCASTLE WITH APPROXIMATE LOCATION OF STUDY AREA OVERLAID, AAC LAND VISIBLE TO THE SOUTH (SOURCE: NEWCASTLE REGIONAL LIBRARY)

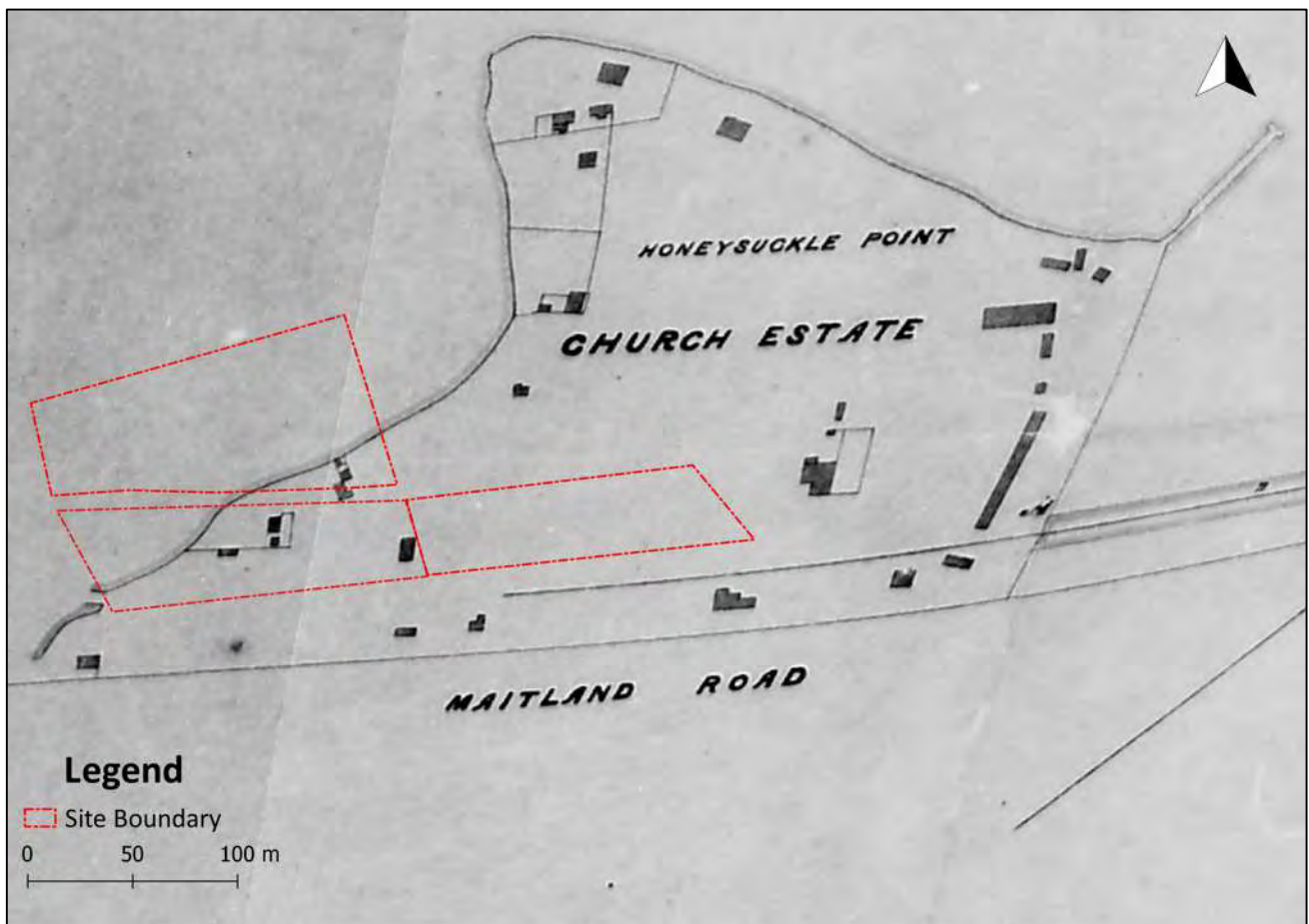


FIGURE 10: 1857 HUNTER RIVER RAILWAY: PLAN OF EXTENSION INTO NEWCASTLE (APPROXIMATE LOCATION OF STUDY AREA OVERLAID IN RED), DEPICTED STRUCTURES WOULD LIKELY HAVE INCLUDED PART OF BISHOPS SETTLEMENT, AND POSSIBLE SOME EARLY RAIL BUILDINGS (SOURCE: STATE ARCHIVE & RECORDS, SR MAP NO. 6236)

3.4. 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 1854.²² 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 1920.²³

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.²⁴ 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).²⁵

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

²² GML 2001: 7

²³ Doring 1991: 8

²⁴ GML 2001: 7

²⁵ 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.²⁶ 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.²⁷



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)

²⁶ Civic Railway Workshops—State Heritage Register Listing. Available from: <http://www.environment.nsw.gov.au/heritageapp/visit/ViewAttractionDetail.aspx?ID=5044977#>

²⁷ *ibid*; EJE Architects 2014: 47

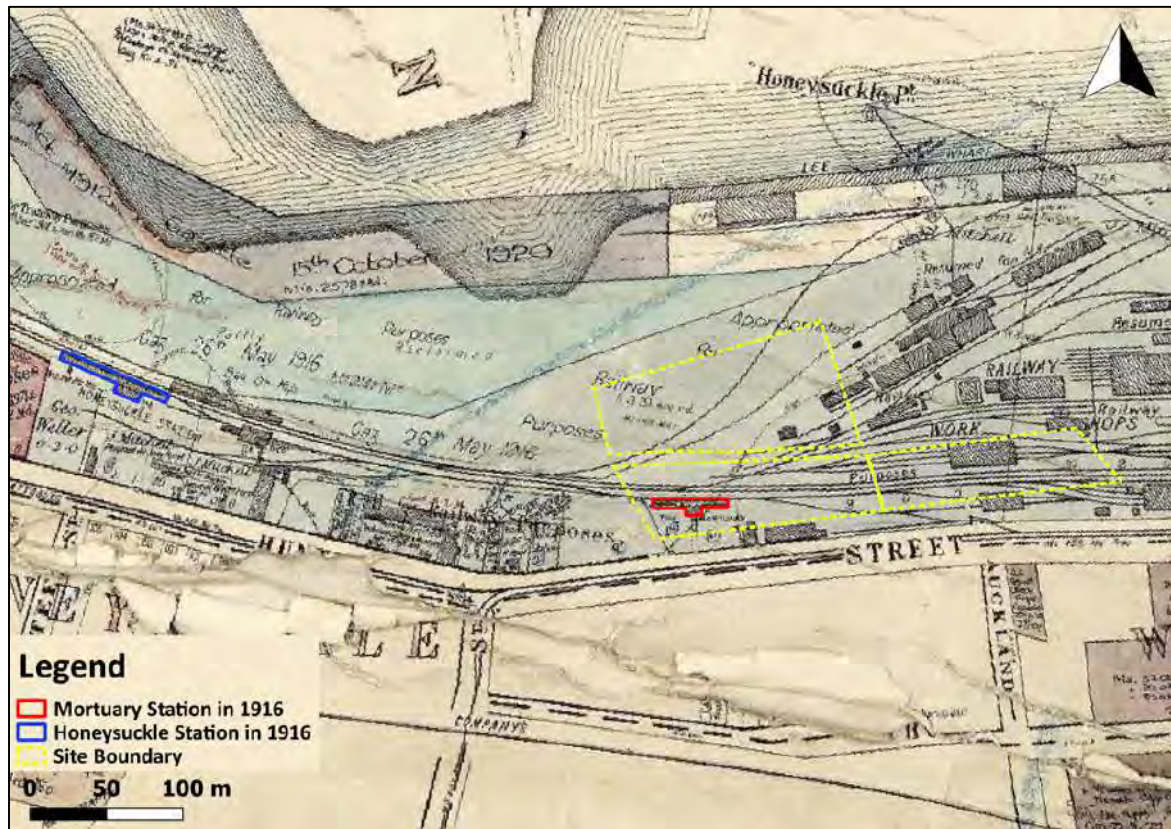


FIGURE 13: TOWN PLAN OF NEWCASTLE 1916, APPROXIMATE AREA OF SITES 1-3 IN YELLOW, (MORTUARY STATION AND HONEYSUCKLE STATION SHOWN) (SOURCE: HISTORICAL LANDS RECORD VIEWER)

3.5. 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.²⁸ 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'.²⁹ In 1935, Honeysuckle Station was closed and a new station, slightly closer to Newcastle was opened, to be known as Civic Railway Station.³⁰

In 1958, the foundry at the Civic Railway Workshops was closed, with foundry operations and materials relocated to the Chullora Workshops in Sydney.³¹ 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.

²⁸ *ibid*

²⁹ Fenwick 1994: 1

³⁰ Civic Railway Station Group—State Heritage Inventory Listing, Available from: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801623>

³¹ GML 2001: 9

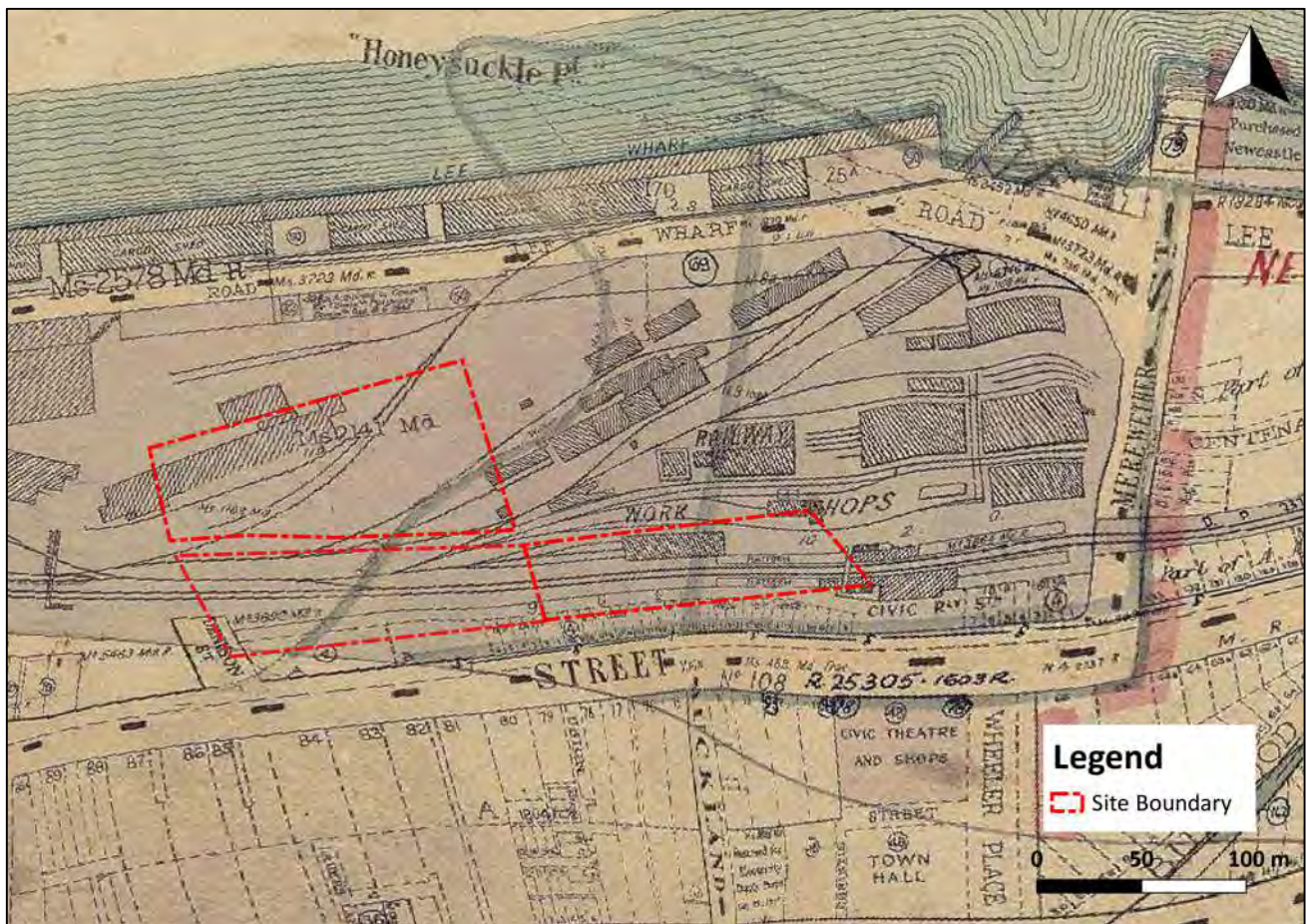


FIGURE 14: C.MID 1900S, HONEYSUCKLE RAILWAY WORKSHOPS, INDICATIVE STUDY AREA IN RED (SOURCE: HLRV)

3.6. 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.³²

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.

³² Fenwick 1994: 1

4.0 Aboriginal Archaeology

This section of the report has been prepared in accordance with the 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'.³³ This report has been prepared in accordance with the *Due Diligence Code of Practice*.

4.1. Environmental Context

This section summarises the environmental and archaeological background and context for the subject site, including previous work undertaken in proximity to the site. This summary serves to place the subject site and proposed development into an appropriate regional context, as well as provide a current archaeological predictive model for the region. This will assist to determine the nature and significance of any potential Aboriginal archaeology that may be present, as well as assist in the development of appropriate management mechanisms. Through a desktop assessment, a general understanding of any potential archaeology at the site can be formed, and appropriate measures developed, prior to any non-reversible impact to the site and Aboriginal archaeology and cultural values.

4.1.1. Geology and Soils

The study area is located across a variant of the 'Hamilton' soil landscape (Variant A), as well as straddling the soil landscape boundary to the 'Hamilton' soil landscape proper (Figure 15).³⁴ The Hamilton soil landscape is a residual soil landscape (i.e. soils have formed in situ from the weathering of the parent rock), generally located along landscapes classified as level plain to gently undulating plain comprised of very low-lying sandplains truncated by recent stream channels in the south east of the Hunter Region. Part of the stream channels across this soil landscape have been excavated by human activity, often heavily disturbed by urban and industrial developments (particularly in relation to the 'Hamilton Variant A' soil landscape). Slopes within the residual landscape are generally lower than 2%, with local relief of <1m, and elevation <10m. The Hamilton soil landscape has been completely cleared of all vegetation.³⁵ Geology in this location consists of quaternary sands overlaying clay deposits, with sediment depth up to 38m, comprising 1-3m of sand generally underlain by stiff estuarine clays.

Topsoil across the Hamilton soil landscape tends to be 20-60cm of brownish-black specked loamy sand (A1 horizon), underlain by 15-30cm of loose, pale, coarse sand (A2 horizon), over a brown to orange sandy pan (B horizon). Due to the landscape positioning of this soil landscape along the Hunter River/Throsby Creek foreshore, it is possible for localized variants to exist, caused by previous Aeolian and/or alluvial events. Particularly in closer proximity to the shoreline, there is the potential for historical fill and land reclamation fills to overly the original soil profiles.

³³ DECCW 2010a: 2.

³⁴ Department of Minerals and Energy (unpublished). *Provisional geology map of the Newcastle 1:100 000 sheet, Geological Survey, Sydney*.

³⁵ Engel, B.A. (1966). *1:250 000 Geological Series Explanatory Notes Newcastle*, Department of Mines Geological Survey of New South Wales, Sydney.

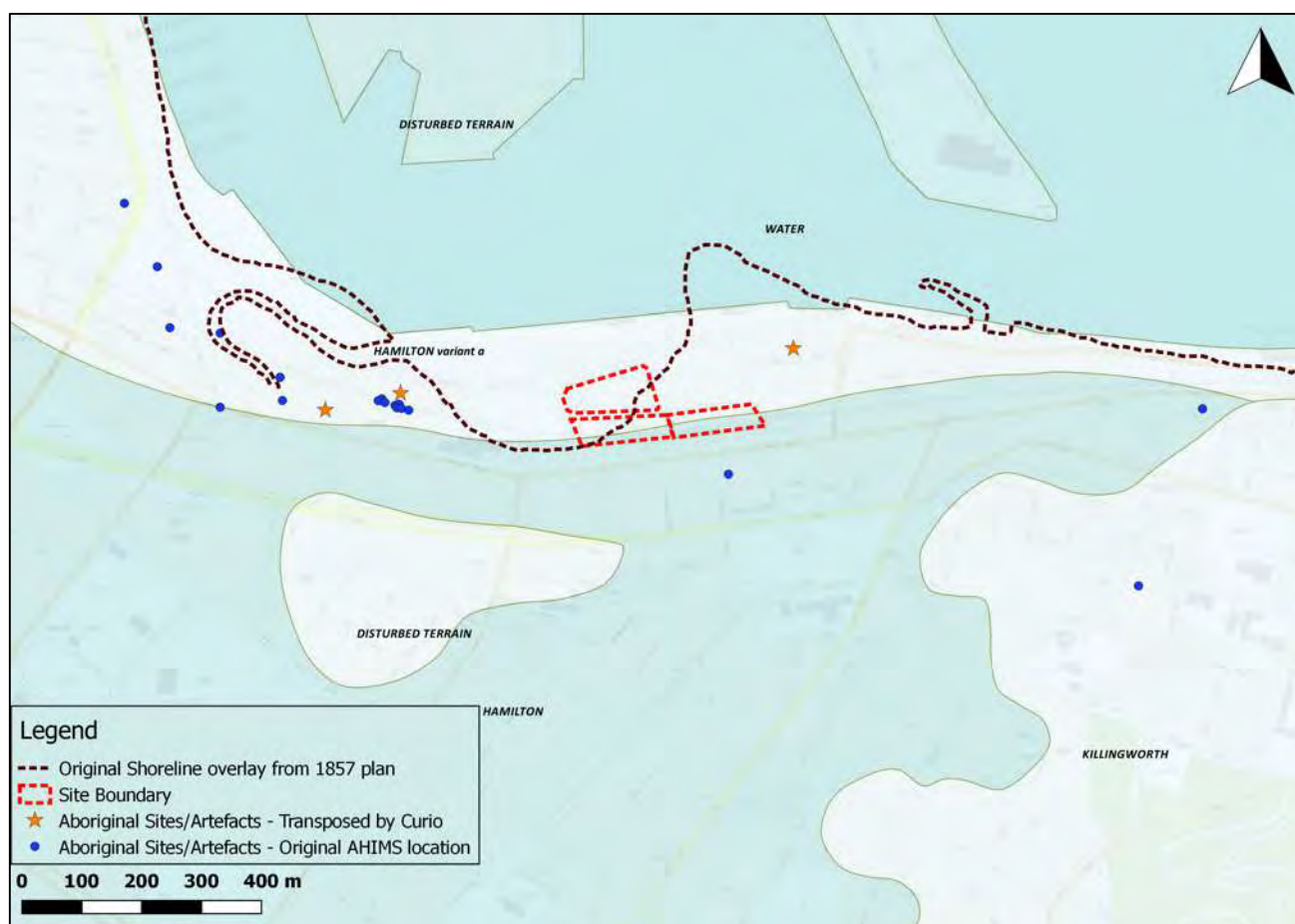


FIGURE 15: SOIL LANDSCAPES, STUDY AREA INDICATED IN RED. (SOURCE: GOOGLE EARTH PRO WITH CURIO ADDITIONS 2018)

4.1.2. Hydrology

The study area is located approximately 100m to the south of the Hunter River foreshore near its junction with Throsby Creek. The study area is also located approximately 550m to the east of Cottage Creek, which has been demonstrated to have a high concentration of Aboriginal archaeological sites in the vicinity. Archaeological evidence has generally shown that Aboriginal occupation was highly concentrated around creeks in the Newcastle region.

4.1.3. Landscape and Landforms

Immediately prior to European arrival in the Newcastle area, the northern shores of the harbour would have been predominantly mudflats and mangroves, with the land on the southern side of the harbour more solid, yet fronted by shoreline of shallow water with a 'string of shallow pond behind a narrow strip of mud or sand'.³⁶ Honeysuckle Point itself was an exception to this general pond/tidal formation along the southern shore of the harbour, consisting of low lying solid ground which formed a point, protruding into the harbour forcing Throsby Creek to flow around it.

The western side of Honeysuckle Point (i.e. consistent with the current study area) would have originally consisted of a partly tidal flat, with an ill-defined swampy/mangrove northern boundary, as bounded to the south by Maitland Road (now Hunter Street). Along with the whole Newcastle port and harbour area, Honeysuckle Point has been subject to major land reclamation and modification from its original form, including the removal of part of the original 'point', construction of a sea wall, and

³⁶ Doring, 1991: 7

reclaiming the land behind the seawall (along the west of the original 'point'). While the landform of Honeysuckle Point is virtually unrecognizable today from its original formation, historical plans and accounts provide an understanding of the original landform and landscape setting, to contribute to our understanding of the original landform that Aboriginal people would have readily utilized prior to European arrival.

4.1.4. Flora and Fauna

While all native vegetation has been removed from the study area and surrounds, an understanding of the native vegetation of the area provides an indication of the types of resources that would have been available to Aboriginal people occupying the area.

The study area is likely to have been located across or near the interface between the Hunter-Macleay Dry Sclerophyll Forest vegetation slightly back from the foreshore, to the more mangrove estuarine vegetation along the floodplain and intertidal zones of the Hunter Valley, including species such as Swamp Oak (*Eucalyptus glauca*), and Grey and River Mangroves (*Avicennia marina* and *Aegeras corniculatum*).³⁷

The interface of these vegetation communities would have provided habitats for a wide variety of animals, as well as potential food resources for Aboriginal people. Faunal resources within or in close proximity to the study area would likely have included fish and a variety of oysters, shellfish etc, as well as mammals such as kangaroos, wallabies, bandicoots, possums, echidnas and a variety of birds, lizards and snakes.

4.1.5. Raw Material Resources

Aboriginal people would utilize available local stone resources to manufacture stone tools, as well as acquiring other materials from more distant locales through trade with other clans. The Hunter River is a source of fine-grained siliceous stone, which includes silcrete, indurated mudstone, tuff and quartz which are available as cobbles/gravels along the length of the river. These fine grained rock types provide the required properties for the manufacture of stone tools, in that they are brittle and break predictably, yet can hold a sharp edge when knapped.³⁸ An outcropping of tuff is located at Nobbys Head.³⁹ Therefore, raw material resources for the manufacture of stone tools would have been readily available in abundance to the local Aboriginal people living in and around the study area.

4.1.6. Modern Land Use, Land Reclamation and Disturbance

The study area has been subject to various historical land uses and levels of disturbance which vary in nature and extent across the three sites. The historical land disturbance across the site generally relates to three main types of historical activities:

- Early land use (i.e. vegetation clearing and early structures relating to Government Farm, post 1850s subdivision—Bishop's settlement);
- Land reclamation along the Hunter River foreshore, including modification to Honeysuckle Point, construction of a sea wall and filling behind; and
- Railway lines, workshops, and associated structures/activities required for the construction, function, and demolition of the Honeysuckle Point/Civic Railway Workshops.

³⁷ MDCA 2004: 26; RPS 2016: 10

³⁸ 'Knapping' is the process by which stone tools are manufactured or created.

³⁹ AMBS 2005:13-14

While these activities would have impacted the ability for intact natural soil profiles to be present across the study area, previous archaeological work has demonstrated that levels of ground disturbance are not sufficient to have removed/completely disturbed all natural soil profiles (discussed further below).

Geotechnical Investigation

Geotechnical investigation was undertaken at the site for a previous development and client (i.e. not in relation to the current development), however, from this information, a general understanding of the geotechnical profile within part of the study area (i.e. Site 1) has been able to be constructed. 'Unit 2a' in these previous geotechnical investigations was interpreted as being associated with the original 1850's shoreline, which constituted original estuarine muds which had later been covered by land reclamation. This soil profile, described as soft clay/silt estuarine soils, was noted in specific locations across the site (i.e. extending from the southeast corner) between c.40cm-2m below ground level (varying across the site depending on geographical location).

The geotechnical investigations also generally confirmed the extent of the original shoreline, as estimated in Curio overlays, with the original shoreline cutting approximately across the southeast corner of Site 1, and northeast corner of Site 2 (with Site 3 located wholly across original land, i.e. not within an area of land reclamation). Additionally, the water table level should be considered in relation to subsurface works, particularly when considering that the geotechnical works in 2011 in the north of the study area (i.e. northern boundary of Site 1), encountered water at c.2.0m below ground level.

4.1.7. Summary of Environmental Context for Aboriginal Occupation

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 reclamation, the northwestern part of the study area would have originally been located in the river.

The more southern/southeastern parts of the Honeysuckle Campus 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.

4.2. Aboriginal Archaeological Context

4.2.1. Archaeological Evidence of Aboriginal Occupation in Newcastle and the Hunter Valley

Archaeological evidence recovered from the Hunter Valley region suggests that Aboriginal occupation of the region commenced at least 35,000 years ago⁴⁰, with these early Pleistocene dates recovered from the north-east mountains in the Hunter Valley. While scientific dates recovered from archaeological dates in the more immediate vicinity of the study area and surrounds date to the Holocene period (i.e. within the last c.10,000 years), this is not necessarily an indication that the more coastal areas of the

⁴⁰ Koettig 1987, "Monitoring Excavations at Three Locations along the Singleton to Glennies Creek Pipeline Route, Hunter Valley: third report on archaeological investigations along this route." NSW Department of Public Works

region were not inhabited by Aboriginal people until later, but is rather likely to be a reflection of rising sea levels c.10,000 years ago, obscuring Pleistocene sites along the coastlines. Other factors such as high levels of urban development, soil and landscape conditions that do not favour the preservation of datable material, and lack of archaeological research in specific areas, may also contribute to the lack of older dates from the more coastal Newcastle region. One Aboriginal archaeological site in close proximity to the study area has been scientifically dated, indicating that Aboriginal people had occupied the site from c.6,700 years ago (the former Palais Royale site at 684 Hunter Street, discussed further below). Regardless of the consistency of scientific dating of archaeological materials across the Newcastle and Hunter Valley regions, it is clear that Aboriginal people have occupied and utilized the landscape consistently and intensively for tens of thousands of years.

4.2.2. Aboriginal Heritage Study (AMBS 2005)⁴¹

AMBS was commissioned by Newcastle City Council to undertake an Aboriginal Heritage Study (AHS) for the Newcastle LGA, in order ‘to provide a greater understanding of the Aboriginal heritage of the Newcastle area, and to develop a framework for the strategic conservation and management of Aboriginal cultural heritage’. The work undertaken for this 2005 study included a desktop study, along with consultation with local Aboriginal stakeholders, to develop a landscape model of archaeological sensitivity across the LGA. The current study area is included within the ‘Lower Hunter Plain: Urban Newcastle’ landscape, and was given a sensitivity rating in the AHS as ‘low’. However, it should be noted that the AHS was prepared prior to several significant Aboriginal archaeological excavations in central Newcastle, demonstrating the presence of intact Aboriginal archaeological sites, with the report itself noting that ‘in recent years, a number of studies have demonstrated that presence of Aboriginal archaeological materials in the area’.⁴²

The Aboriginal Heritage Study presented a management framework to conserve and manage Aboriginal cultural heritage in the Newcastle LGA which consisted of the following management principles:

1. Aboriginal cultural heritage is to be recognized as a finite and valuable resource of the Newcastle LGA.
2. Aboriginal community members are to be pivotal in the identification, assessment, and management of Aboriginal cultural heritage, as it is primarily Aboriginal people who should determine the significance of their heritage.
3. Places of Aboriginal cultural value within the Newcastle LGA are to be actively conserved and managed to retain those cultural values. Appropriate conservation actions will vary according to the level of significance.
4. Aboriginal cultural heritage is to be actively managed during the development process, to ensure appropriate conservation and impact mitigation outcomes are achieved.
5. Compliance with relevant statutory controls, specifically the *National Parks and Wildlife Act (1974)* and the *Environmental Planning and Assessment Act (1979)*, is to be required for all development and heritage programs.
6. Sustainable, ongoing management strategies for Aboriginal cultural heritage, that maximize involvement of Aboriginal stakeholders in heritage management, are to be implemented.

⁴¹ AMBS, 2005., *Aboriginal Heritage Study: Newcastle Local Government Area*, report to Newcastle City Council.

⁴² AMBS 2005: 81

7. The importance of Aboriginal cultural heritage should be promoted within Council and the broader community, through heritage training for Council personnel and public interpretation programs.⁴³

4.2.3. Aboriginal Heritage Management Strategy (Umwelt 2016)

In 2016, the City of Newcastle commissioned Umwelt to prepare a report to update and supplement the Aboriginal Heritage Study (AMBS 2005) in the context of recent changes in legislation (i.e. regulation to the NPW Act in 2010 and associated OEH statutory guidelines) as well as with reference to the outcomes of subsequent Aboriginal cultural heritage assessments undertaken within the LGA since 2005. The *Aboriginal Heritage Management Strategy* provides an updated management framework in accordance with current legislation and requirements.

4.2.4. AHIMS Search

The OEH guidelines for Aboriginal cultural heritage management require a current extensive search of the Aboriginal Heritage Information Management System (AHIMS) database, managed by OEH (i.e. current within the last 12 months).

The AHIMS search was undertaken on 22nd February, 2018, and returned 23 results with a buffer of 1km around the centre of the study area. The extensive AHIMS search is attached as an Appendix A to this report. No registered sites were located directly within the current study area.

AHIMS search results always require a certain amount of scrutiny in order to acknowledge and accommodate for things such as inconsistencies in the coordinates (differing datums between years of recording), the existence of and impact to registered sites (impact to a registered site technically requires the submission of a Heritage Impact Recording form to be submitted to the OEH, however these forms are not always submitted), and other database related difficulties. It should also be noted that AHIMS database is a record of archaeological work that has been undertaken, and registered with OEH in the region. The AHIMS database is therefore a reflection of recorded archaeological work, the need for which has likely been predominantly triggered by development, and not a representation of the actual archaeological potential of the search area. AHIMS searches should be used as a starting point for further research and not as a definitive, final set of data.

Therefore, the above AHIMS search result has been synthesized as best possible within the scope of this current report to determine the most likely nature and location of previously registered sites in proximity to the current study area. Three sites have been transposed from the AHIMS coordinates to correct known location (based on data and plans within relevant archaeological reports), and indicated thusly on Figure 16.

Summary descriptions of Aboriginal site features as identified by OEH, and as relevant to this report are presented in Table 2. The 23 results from the current AHIMS search included five different site types, some in combination with each other. These sites are summarised in Table 3. The general location of each of these registered sites in relation to the study area is depicted in Figure 16. The most common site types registered in the area are Artefact sites, followed by PAD sites.

⁴³ AMBS 2005: iv

TABLE 2: ABORIGINAL SITE FEATURES REFERRED TO IN THIS REPORT.

Site Feature	Description/Definition by OEH
Artefact Site (Open Camp Sites/arteifact scatters/isolated finds)	Artefact sites consist of objects such as stone tools, and associated flaked material, spears, manuports, grindstones, discarded stone flakes, modified glass or shell demonstrating physical evidence of use of the area by Aboriginal people. Registered artefact sites can range from isolated finds, to large extensive open camp sites and artefact scatters. Artefacts can be located either on the ground surface or in a subsurface archaeological context.
Potential Archaeological Deposit (PAD)	An area where Aboriginal cultural material such as stone artefacts, hearths, middens etc, may be present in a subsurface capacity. Evidence for Aboriginal cultural material may not be present on the ground surface, but still may be present at a location.
Shell Midden	A shell midden site is an accumulation or deposit of shellfish resulting from Aboriginal gathering and consumption of shellfish from marine, estuarine or freshwater environments. A shell midden site may be found in association with other objects like stone tools, faunal remains such as fish or mammal bones, charcoal, fireplaces/hearth, and occasionally burials. Shell midden sites are often located on elevated, dry ground close to the environment from which the shellfish were foraged, and where fresh water resources are available. Shell middens may vary greatly in size and components.

TABLE 3: AHIMS SITES IN VICINITY OF STUDY AREA

Site Type	Number of Sites	Percentage of Sites (%)
Artefact	14	61%
Artefact and Shell	1	4%
Artefact, Shell Midden and Potential Archaeological Deposit (PAD)	1	4%
Potential Archaeological Deposit (PAD)	6	27%
Shell Midden and Potential Archaeological Deposit (PAD)	1	4%
TOTAL	23	100

AHIMS Site #38-4-0831 is the Palais Royale site, which has been partially destroyed (see details of archaeological excavation as below), however excavation was not undertaken across the entire site, and therefore it is considered that some of the Aboriginal archaeological deposit still remains in this location.

Ten isolated artefacts were encountered and registered during survey for the removal of the former rail corridor to the west of the study area. While seven of these sites have been noted as 'destroyed' on

the AHIMS database (presumably because these artefacts were removed from their location during survey), the presence of these sites indicates the ability for Aboriginal stone objects to be present in the region, even in isolation in areas of presumably high disturbance.

It is possible that other site results from this AHIMS search have already been subject to harm or have been destroyed under AHIPs or through authorized site works, and have not been updated in AHIMS. However, as none of these sites are located within the current subject site, this is not of a direct concern for this project, and the location of all sites, regardless of their current status, will inform the Aboriginal archaeological potential assessment for the current subject site.

Assessment of AHIMS Search

The AHIMS results, combined with the landforms and geology of the subject site suggest that the most likely site types to be present within the study area and surrounds would be limited to stone artefact sites, shell middens, and PAD sites, as the required geology for other site types such as art sites, grinding grooves and scarred trees etc is not present.

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).

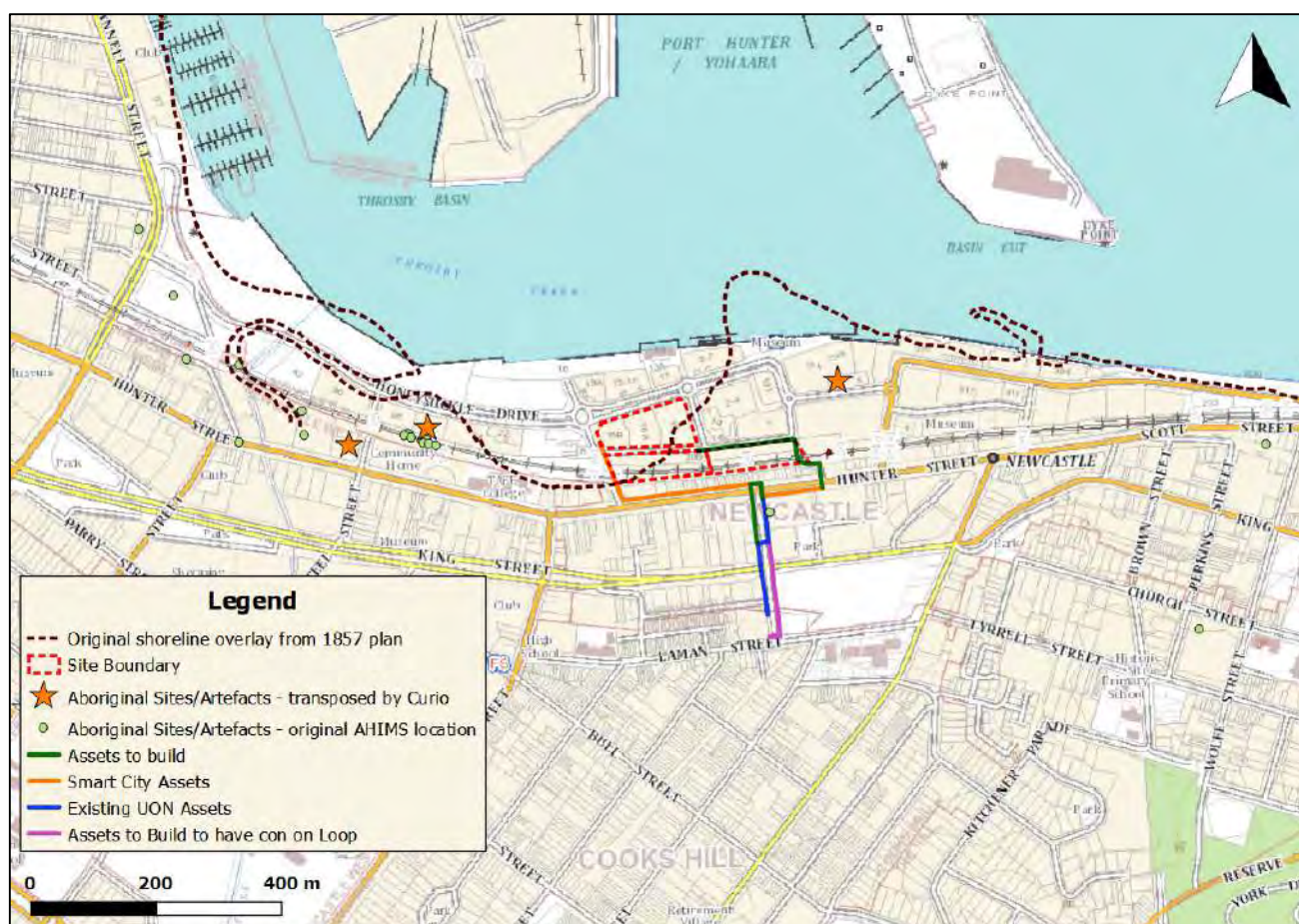


FIGURE 16: AHIMS SEARCH RESULTS SITES, WITH INDICATIVE LOCATION OF 1857 SHORELINE (APPROXIMATE ONLY). STUDY AREA INDICATED IN RED. (SOURCE: GOOGLE EARTH PRO WITH CURIO ADDITIONS 2018)

4.2.5. Relevant Local Aboriginal Archaeological Work and Reports

Review of relevant previous archaeological work is a highly informative and necessary step in identifying the likely nature of the potential archaeology at a site. The investigation of previous work undertaken in the region, on similar sites, and on similar landscape or landforms, can inform our understanding of a site by providing a proxy against which a newly investigated site can be measured (albeit with caution). That is to say, understanding the archaeological record at a general location can provide us with an indication of the nature and level of potential of archaeology that may be present at a site, prior to any subsurface investigation. As archaeology is by its very nature, a destructive discipline, it is important to acquire as much information and understanding of a site as possible prior to undertaking fieldwork (as once evidence has been excavated, its context is effectively destroyed), and also to avoid any unnecessary fieldwork at a site.

Research into archaeological investigations undertaken in proximity to the current subject site indicate the types of archaeology that may survive in the area, and the environment that has allowed it to survive. The location of the sites noted below are presented in Figure 17.

700 Hunter Street, Newcastle (Ibis Hotel), Assessment and Excavation—Douglas et al 2001⁴⁴

Historical archaeological assessment was undertaken of 700 Hunter Street, Newcastle, which had formally been the site of several industrial warehouses, and at some point in its historical use, had also been the site of an early cemetery. The initial archaeological assessment of the site suggested that remnant original topsoil could be present beneath the levels of historical fill, and therefore Aboriginal archaeological test excavation was recommended where natural soil profiles were encountered during historical archaeological excavation.

Aboriginal test excavation was undertaken at 700 Hunter Street, Newcastle (in collaboration with historical archaeological excavation), and identified approximately 4000+ Aboriginal stone artefacts, as well as 2,939 whole and fragmentary shells and approximately 326 pieces of animal bone. The Aboriginal cultural deposit was located within the grave fills/exhumation deposits, as well as within in situ topsoil between grave cuts. Douglas et al concluded that the site has been:

‘subject to repeated Aboriginal visitation and use in the past for a range of purposes including tool manufacture, maintenance and/or replacement, along with a range of other activities including food procurement, consumption and discard.’⁴⁵

The Boardwalk Site, Newcastle, Aboriginal Archaeological Test Excavation—MDCA 2004⁴⁶

An Archaeological Assessment (historical archaeology) was prepared for the ‘Boardwalk’ site by GML in 2001, which identified the potential for Aboriginal cultural material to be present within the footprint of the Boardwalk development site.⁴⁷ Therefore MDCA were engaged to undertake Aboriginal archaeological assessment and investigation of the Boardwalk site. Site survey in 2001 identified three Aboriginal surface artefacts as well as scattered shell remains within disturbed contexts. Regardless of the high levels of disturbance of the site, the Boardwalk site was assessed to be an area of Aboriginal Archaeological Sensitivity, due to the presence of the identified artefacts, the presence of other known

⁴⁴ Douglas, P., Tuck, D., and Steele, D., 2001, *Interim Report—Archaeological Excavations at the Former Roman Catholic Cemetery (1841–1881)—700 Hunter Street, Newcastle*, report to ACCOR (Asia Pacific)

⁴⁵ Douglas et al., 2001: 13

⁴⁶ Mary Dallas Consulting Archaeologists (MDCA), 2004, *Aboriginal Archaeological Test Excavation Report, Boardwalk Site, Honeysuckle Drive, Newcastle*, prepared for Stronach Pty Ltd.

⁴⁷ GML 2001.

Aboriginal sites in the vicinity of the site, as well as geotechnical information that suggested the possible survival of former land surfaces.

Aboriginal archaeological test excavation was undertaken under a Section 87 permit, concurrently with historical archaeological test excavation undertaken by GML. The Aboriginal archaeological test excavation sought to identify whether significant and intact Aboriginal archaeological deposits were present within the development area, and if so, whether this presented a constraint to the development proposal. The excavation included both machine and manual excavation of select areas across the site, and uncovered the partially disturbed remains of an Aboriginal coastal campsite (including remains of Aboriginal shell middens, stone artefacts, and charcoal fragments) within a buried former land surface. The interpretation of the results of the archaeological excavation, suggested that while the site was definitely used in the past by Aboriginal people as a short term campsite, it was unlikely to have been used intensively, due to the paucity of the shell midden materials, and other artefactual and faunal remains. However, it was also acknowledged the high level of disturbance at the site caused by historical activities, which have the potential to impact the condition of the remnant archaeological deposit.

The Boardwalk Site report also made reference to two larger and more complex Aboriginal archaeological sites that were known at the time of writing—700 Hunter Street to the west (as noted above) and the Convict LumberYard site to the east—both located in proximity to the Boardwalk site. The report concluded that while the relationship between these sites and the Boardwalk campsite were not made clear through the excavation, there remained the possibility that the site was somehow related to the usage of the more substantial sites (i.e. potential as a short term campsite for cooking of daytime meals before returning to the larger sites).

*Honeysuckle Central (Lee Wharf Lot 25), Heritage Impact Statement—GML 2008*⁴⁸

In 2008, GML prepared a Heritage Impact Statement consistent with the land of 'Site 1' within the current study area. Section 4.2.2 of this HIS presented an assessment of the Aboriginal archaeological potential for the lot. The report describes an archaeological site survey in the area immediately south of Lot 25 (i.e. likely within either Site 2 or Site 3 of the current study area) undertaken in 2003, that located a single Aboriginal stone artefact in an area of mixed fill. It is understood that some archaeological monitoring was undertaken in the area at the time (report not available for the preparation of this report), which lead to the conclusion in the 2008 report that 'there is low potential for in-situ Aboriginal archaeological objects to survive on Lot 25'.⁴⁹

However, it should be noted that this report was prepared both before the Aboriginal archaeological excavation undertaken at the former Palais Royale site in 2011 (described below), as well as prior to the 2010 regulation to the NSW NPW Act and new statutory guidelines for Aboriginal cultural heritage management in NSW. Additionally, the report only assessed the potential for 'in situ deposits' and did not make reference to the statutory protection/potential for presence of isolated Aboriginal objects in a disturbed context, which while they may not be of archaeological research interest, are still afforded statutory protection in accordance with the NSW NPW Act. This 2008 report did not assess the archaeological potential for Sites 2 and 3 of the current study area.

⁴⁸ GML 2008, *Honeysuckle Central (Lee Wharf Lot 25), Heritage Impact Statement*, prepared for Buildev Group and Eureka Funds Management.

⁴⁹ GML 2008: 11

Former Palais Royale Site (now KFC), 684 Hunter Street, Newcastle—AHMS 2011⁵⁰

In 2011, AHMS undertook Aboriginal archaeological salvage excavation in accordance with a Section 90 AHIP at the former Palais Royale Site, located at 684 Hunter Street, Newcastle (now the site of a KFC franchise). A trench measuring 16m x 3m (an area of 48m²) was subject to salvage excavation, recovering 5,534 Aboriginal objects, midden materials, and hearth materials which were able to be scientifically dated (using both radiocarbon and OSL dating). The overall investigation of the site therefore identified three distinct period of Aboriginal occupation of the site, with a stratigraphic profile dating back to some 6,700 years BP. Consultation with the Aboriginal community at this time indicated that the 684 Hunter Street site and surrounds possesses exceptional Aboriginal cultural heritage values.

The excavation was undertaken in conjunction with the historical archaeological excavations in the same area. The assessment of the site, following Aboriginal salvage excavation, concluded that the identified Aboriginal cultural material site, likely extended a few hundred metres in either direction of the former Palais Royale site. In addition, following construction of the now extant KFC building on the site, areas of the site that had not been subject to construction impacts, were relisted on the AHIMS database, for future conservation.

Lee Wharf Development: Square-about and Lot 24 Honeysuckle Drive, Newcastle—Archaeological Excavation (AMAC 2012)⁵¹

AMAC undertook archaeological test excavation in 2005, followed by full excavation in 2006 of two locations within the Honeysuckle Precinct, known then as Lot 24 (immediately adjacent to the east of the current study area, consistent with the location of Settlement Lane) and the 'Square-about site' (just to the north east of the current study area) (see Figure 38 for locational reference).

While this study initially focused predominantly on historical archaeology (as summarised in Section 6.2 below), the excavation also encountered Aboriginal archaeology, which is of great relevance and presents significant implications regarding the Aboriginal archaeological potential within the current study area.

The excavation encountered layers of historical fill, underlaid by generally intact natural soil profiles of grey sandy loam and yellow dune sands. The excavation encountered several Aboriginal stone objects made of local Nobby's tuff (including a large core), as well as several concentrated areas of shellfish species (Sydney cockle and Hercules whelk) at the top of the grey sand natural soils layer. Analysis of this potential Aboriginal site, concluded similar to Dallas 2004 (Boardwalk site above), that the location was likely representative of low intensity usage campsite, however as full excavation and investigation of the Aboriginal deposit in this location was not undertaken.

Of high importance and significance, was the presence of post-contact Aboriginal objects encountered during this excavation, in the form of flaked glass, and possible knapping of flint (transported from England as ships ballast). Aboriginal post-contact sites are relatively undocumented within the Newcastle region, and 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.

⁵⁰ AHMS 2011, *Section 87/90 Aboriginal Heritage Impact Permit #1098622 Excavation Report*, prepared for SBA Architects Pty Ltd

⁵¹ 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.

Newcastle Rezoning of Surplus Corridor Lands—RPS 2016a⁵²

In 2016, RPS prepared an Aboriginal and historical heritage assessment report relating to proposed rezoning of surplus rail corridor in central Newcastle (between Worth Place and Watt Street) for urban purposes (proposed to be rezoned under an amendment to the LEP 2012). This report included assessment of part of the current study area, i.e. along the former rail line in the south of Sites 2 and 3).

With regards to Aboriginal heritage, the report concluded that while there were no registered Aboriginal sites within the rezoning area, the results of previous archaeological investigations in the surrounding areas would suggest that the rezoning corridor would have Aboriginal archaeological sensitivity (potential for stone artefacts and middens). Therefore, the report recommended that prior to ground disturbance works, a process of Aboriginal community be undertaken (including a survey of the rezoning land), and an Aboriginal Cultural Heritage Assessment Report (ACHAR) be prepared.

Newcastle Light Rail Aboriginal Heritage Due Diligence—RPS 2016b⁵³

In 2016, RPS prepared an Aboriginal heritage due diligence assessment report to support the REF for the path of the proposed Newcastle Light Rail. The due diligence report assessed the path of the light rail, and identified the presence of four registered Aboriginal sites located along the proposed path of the light rail, as well as the potential for additional unidentified Aboriginal objects to be present. Therefore, RPS recommended that the project would require an Aboriginal Heritage Impact Permit (AHIP) to allow the proposed impact to Aboriginal objects.

Former Empire Hotel, 643 Hunter Street, Newcastle, ACHAR—Umwelt 2017⁵⁴

In 2017, Umwelt prepared an Aboriginal Cultural Heritage Assessment Report (ACHAR) for the proposed redevelopment of the former Empire Hotel site at 643 Hunter Street, Newcastle. The assessment determined that the foreshore of the Hunter estuary contains a significant number of Aboriginal cultural material expressions, along with several registered AHIMS sites located in close proximity to the 643 Hunter Street site. This included the conclusion that a nearby registered Aboriginal midden site was likely to extend into the 643 Hunter Street site.

The ACHAR identified the site as having high cultural significance to the Aboriginal community, as well as high archaeological significance and research potential, as demonstrating a direct association with past Aboriginal land use of the Newcastle area and Hunter estuary, with potential for the recovery of scientific dates and further information about the use of the region. The Hunter River foreshore was identified by the Aboriginal community during the consultation for the project as being a culturally significant landscape, with Aboriginal archaeological deposits in this area providing a tangible connection to past culture and land use.

The construction of the development required subsurface excavation for 61 pylons and caps, with exact depth unknown. Therefore, the report recommended that all areas outside of the impact zones for the pylons be conserved (where possible), with the areas of the site requiring impact to be investigated and removed via targeted archaeological salvage works under an Aboriginal Heritage Impact Permit (AHIP).

⁵² RPS, 2016a, *Newcastle Urban Transformation and Transport Program—Rezoning of Surplus Corridor Lands, Heritage Assessment Report*, prepared for Elton Consulting

⁵³ RPS 2016b, *Newcastle Light Rail, Technical Paper 4—Aboriginal heritage due diligence assessment*, prepared for Transport for NSW

⁵⁴ Umwelt 2017, *Aboriginal Cultural Heritage Assessment Report, The Former Empire Hotel*, report to The Trustees of the Catholic Church.

An Aboriginal Archaeological Research Design was presented along with the ACHAR, however at the time of writing, it is unknown as to whether these proposed works have taken place at the site or not.

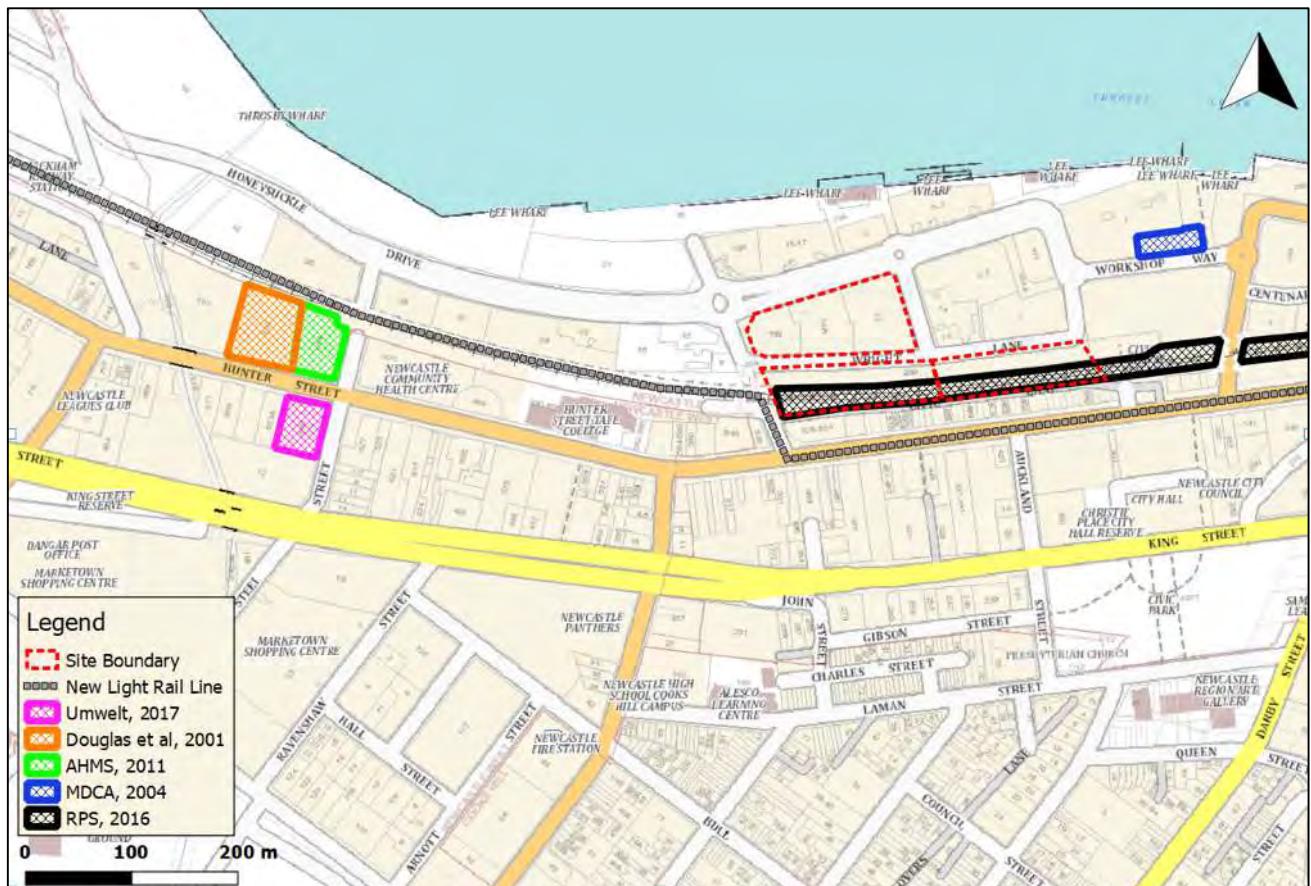


FIGURE 17: LOCATION OF PREVIOUS ABORIGINAL ASSESSMENTS/EXCAVATIONS MENTIONED IN TEXT (SOURCE: CURIO 2018)

4.2.6. Summary of Aboriginal Archaeological Context

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 to the study area 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 both Aboriginal stone object, shell midden, and Potential Archaeological Deposit (PAD) site types.

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.

4.3. Aboriginal Archaeological Potential and Significance

The following assessment of Aboriginal archaeological potential within the subject site is based on a combination of the environmental assessment, including original landform, possible levels of disturbance across the site, and original resource zones that would have been favourable to, or sustained local Aboriginal populations of the area prior to European settlement, in combination with known previous archaeological research in the vicinity of the subject site, or on comparable sites in

Sydney. Consideration of these above factors determines the likelihood for Aboriginal archaeology, artefacts or physical objects to remain at the subject site in a subsurface capacity.

Based on the environmental and archaeological context for the subject site, Aboriginal archaeological deposits, should they be present within or in the vicinity of the current subject site, would be most likely to consist of stone artefact sites, shell midden sites, or a combination of both. Additionally, remnant natural soil profiles along the original foreshore of the Hunter River/Throsby Creek also present with the potential for palaeobotanical evidence of the pre-European environment of the cove.

In order for Aboriginal archaeological deposits to be present in situ at the subject site, they would require the retention of natural soil profiles in the area that would be extant from 1788. There is also the potential for isolated Aboriginal artefacts (stone artefacts and shells) to be present in a disturbed context along the original shoreline and in areas of fill/land reclamation to the north of the path of the original shoreline.

When considering the location of known Aboriginal archaeological sites along the original path of the Honeysuckle Point/Throsby Creek shoreline, it is clear that this area was highly utilized by Aboriginal people, as evidenced by numerous camp sites and shell middens. Therefore, it is reasonable to predict that Aboriginal camp sites would have extended all along the original shoreline, including within the study area (where the original shoreline would have extended approximately northeast to southwest, from the southeastern side of Site 1, across to the southwestern side of Site 2. All of Site 3 would have originally been located along/in close proximity to the original shoreline.

Therefore, this Aboriginal heritage due diligence assessment 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 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 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.

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 undertaken at this time, assessment of the social and cultural significance of any potential Aboriginal archaeological deposit that may be present at the site cannot be undertaken. 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.

4.4. Summary of Aboriginal Heritage

The purpose of an Aboriginal Heritage Due Diligence Assessment is to identify whether Aboriginal objects are likely to be present at a site, and if so, if they are likely to be harmed through a proposed activity. Following consideration of the environmental and archaeological context for the study area, it is assessed that the study area has the potential for the Aboriginal objects (both intact and within disturbed contexts). Therefore, any ground disturbing activity will have the potential to impact Aboriginal objects. Therefore, this Due Diligence Assessment recommends further investigation in the form of Aboriginal community consultation (in accordance with OEH guidelines), the preparation of an Aboriginal Cultural Heritage Assessment Report (ACHAR), as well as the requirement for an Aboriginal Heritage Impact Permit (AHIP) for the study area. These recommendations are presented in more detail in Section 8.2.

5.0 Site Description

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 19 and Figure 20), one long sealed carpark (northern side of Sites 2 and 3) (Figure 21 and Figure 22) 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 23). 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 24 to Figure 27).

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 28 to Figure 35). 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 36).



FIGURE 18: 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 19: 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 20: VIEW EAST ALONG HONEYSUCKLE DRIVE, MESH FENCING IN RIGHT DELINEATES NORTHERN BOUNDARY OF SITE 1 (SOURCE: CURIO 2018)



FIGURE 21: VIEW EAST ACROSS SITES 2 AND 3, EXISTING CARPARK (SOURCE: CURIO 2018)



FIGURE 22: VIEW EAST FROM WORTH PLACE ACROSS SITE 2, CARPARK TO LEFT, FORMER RAIL LINE TO RIGHT (SOURCE: CURIO 2018)



FIGURE 23: 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 24: INTERIOR OF SITE 1, NORTH. VIEW EAST (SOURCE: CURIO 2018)



FIGURE 25: INTERIOR OF SITE 1, NORTH. VIEW SOUTHEAST (SOURCE: CURIO 2018)



**FIGURE 26: INTERIOR OF SITE 1. VIEW WEST FROM SETTLEMENT LANE
(SOURCE: CURIO 2018)**



**FIGURE 27: INTERIOR OF SITE 1. VIEW NORTH FROM WRIGHT LANE
(SOURCE: CURIO 2018)**



**FIGURE 28: VIEW SOUTHEAST FROM SITE 1, TOWARDS SITE 2 AND 3
(SOURCE: CURIO 2018)**



**FIGURE 29: VIEW SOUTHEAST FROM SITE 1, TOWARDS SITE 2 AND 3
(SOURCE: CURIO 2018)**



**FIGURE 30: VIEW EAST ALONG WRIGHT LANE, BETWEEN SITE 1, AND
SITES 2 AND 3 (SOURCE: CURIO 2018)**



**FIGURE 31: CIVIC LANE, VIEW EAST, SITES 2 AND 3 BOUNDARY VISIBLE
IN LEFT OF IMAGE (SOURCE: CURIO 2018)**



FIGURE 32: CIVIC LANE, VIEW EAST, SITES 2 AND 3 BOUNDARY VISIBLE IN LEFT OF IMAGE (SOURCE: CURIO 2018)



FIGURE 33: VIEW WEST ALONG HONEYSUCKLE DRIVE, SITE 1 VISIBLE IN LEFT (SOURCE: CURIO 2018)



FIGURE 34: VIEW NORTH FROM SITE 1 ACROSS HONEYSUCKLE DRIVE (SOURCE: CURIO 2018)



FIGURE 35: VIEW EAST ACROSS SOUTH OF SITE 1, TO CHIFLEY COMPLEX, ALONG NORTH-EASTERN SITE BOUNDARY (SOURCE: CURIO 2018)



FIGURE 36: 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)

6.0 Potential Historical Archaeological Resources

6.1. Newcastle Archaeological Management Strategy⁵⁵

The Newcastle Archaeological Management Strategy (NAMS) was adopted by Council on 20 August 2015, and provides a framework for the management and conservation of historical archaeological resources in the Newcastle City Centre (including the existing study area), which was predicated on the 1997 Newcastle Archaeological Management Plan, and 2013 review of the management plan. The NAMS states the archaeological significance of the Newcastle City Centre study area to be:

'The archaeological resource of the Newcastle city centre (the study area) dates from the earliest period of European settlement in Australia. Newcastle is the third oldest urban settlement after Sydney and Parramatta. The city's archaeological resources yield information not only about Newcastle itself, but have the potential to contain information about the early colony and the experience of convict life that can contribute to understandings about life in colonial Australia and of how it was governed and administered, including encounters with the local indigenous population.'

The Newcastle Archaeological Management Plan 1997 found that while Sydney, Hobart and Brisbane, as well some small centres such as Port Macquarie, were established as a penal colonies, the level of archaeological survival was found to be lower than the survival rate attributed to Newcastle. The NAMP 1997 determined that on the basis of the low rates of site amalgamation and redevelopment and few buildings with basements, the potential for remains to survive was much higher than those cities of similar age and origin. As such, the archaeological resource of the Newcastle city centre was determined to be potentially of outstanding significance.

Archaeological sites and relics within the Newcastle city centre embody the primary physical evidence of the early occupation period, along with the evolution of the city through various historic phases of development, such as industrial processes and urbanisation. Archaeological remains have the potential to record and reflect these patterns of change.⁵⁶

The 1997 Archaeological Management Plan (AMP), which the 2015 report revises and updates, identified nine archaeological precincts across Newcastle which 'may be expected to contain an archaeological resource of some cohesive characteristic'.⁵⁷ One of these precincts is 'Honeysuckle Point 1840', which includes the 'area within the existing harbour foreshore and north of Hunter Street where the piece of land known as Honeysuckle Point stood, prior to the extensive reclamation works that were undertaken'.⁵⁸

6.2. Historical Archaeological Investigations

The following sub-section provides a brief summary of the comparative analysis undertaken by Curio Projects of archaeological investigations/archaeological assessments completed at/undertaken for sites in close vicinity to the study area, or at sites within the Newcastle area that have been found to have a similar archaeological profile or conditions as those predicted for the current study area, or directly

⁵⁵ Newcastle City Council, 2015, *Newcastle Archaeological Management Strategy*, Newcastle City Council: Newcastle.

⁵⁶ Ibid: 8-9

⁵⁷ Suters Architects, 1997, *Newcastle Archaeological Management Plan, Vol 1: Study Report*, prepared for Newcastle City Council.

⁵⁸ Suters 1997: 40

related to the current study area. This comparative analysis and review of other historical archaeological investigations provides invaluable information in terms of determining the potential for archaeological resources to exist and the potential significance of such a resource, if found.

Honeysuckle Archaeological Survey (Doring 1991)

In 1991, C. & M.J. Doring undertook a historical archaeological survey of the Honeysuckle Point, to assist with future planning for the site, upon the closure of the Railway Workshops. The report identified the nature and approximate locations of potential archaeological features (including across the current study area), particularly relating to the use of the site as the Honeysuckle Point Railway Workshops, and provided recommendations for further archaeological investigations. The report prepared and presented an inventory and maps of potential archaeological sites across the area (Figure 37). The survey identified three main potential archaeological structures/resources to be present within the current study area, that of the Railway Turntable (F74), Mortuary Station (F56) and Mortuary Signal Box (F55). The report also notes that lime burning was undertaken at the site/in the vicinity of the turntable from 1800-1820.

In addition, the 1991 report states that there is potential for the remains of demolished buildings on site, 'prior to railways (e.g. Church Estate) (not shown on this site plan), buildings are shown on early site plan. They have not been researched for this study. Remains or relics such as underground cisterns etc. may still exist'.⁵⁹

The former Engine Turntable (F74) is described in the report as a 10m diameter turntable, located to the 'west end of the Workshops site near the former Mortuary Station', present at the site from c.1856 to c.1895. The manufacturer of the turntable is not known, however it was ordered in 1855, together with rolling stock, from England. The Engine Turntable was one of the first items of equipment to be installed at the rail workshops at Honeysuckle Point. The report assessed the turntable to be of very high significance, if still present, at the site, for two reasons:

- *It is probably the most substantial, if not the only, artefact surviving from the original 1857 Great Northern Railway; and*
- *It is one of the oldest (133 years) railway artefacts in Australia.*⁶⁰

The former Mortuary Station is inventoried as an archaeological site (F56), constructed in 1883 and described as 'the building was a charming, gable roofed, timber framed, weatherboard building, with finials and fretworked barge boards, resembling a small chapel', located 'on the south side of the main railway line, just to the east of Worth Place'.⁶¹ It was demolished in 1933, before Civic Station was built. The report assesses Mortuary Station as being of moderate historical significance.

The former Mortuary Signal Box was a timber framed signal box, constructed at the same time as, and used for, Mortuary Station (c.1883) and demolished c.1936 (when it became defunct after Civic Station was built) The report also notes that 'there is still an unmanned brick shed in the same location, presumably serving some modern automatic signaling function'.⁶² The report assessed the Mortuary Signal Box to be of low significance, and gave no recommendations for its investigation.

⁵⁹ Doring 1991: 439 (Item #86)

⁶⁰ *ibid*: 286

⁶¹ *ibid*: 282

⁶² Doring 1991: 281

One of the key recommendations from the Honeysuckle Archaeological Survey report, was the archaeological investigation and test excavation of the former Engine Turntable, which was undertaken in 1994 (see below).

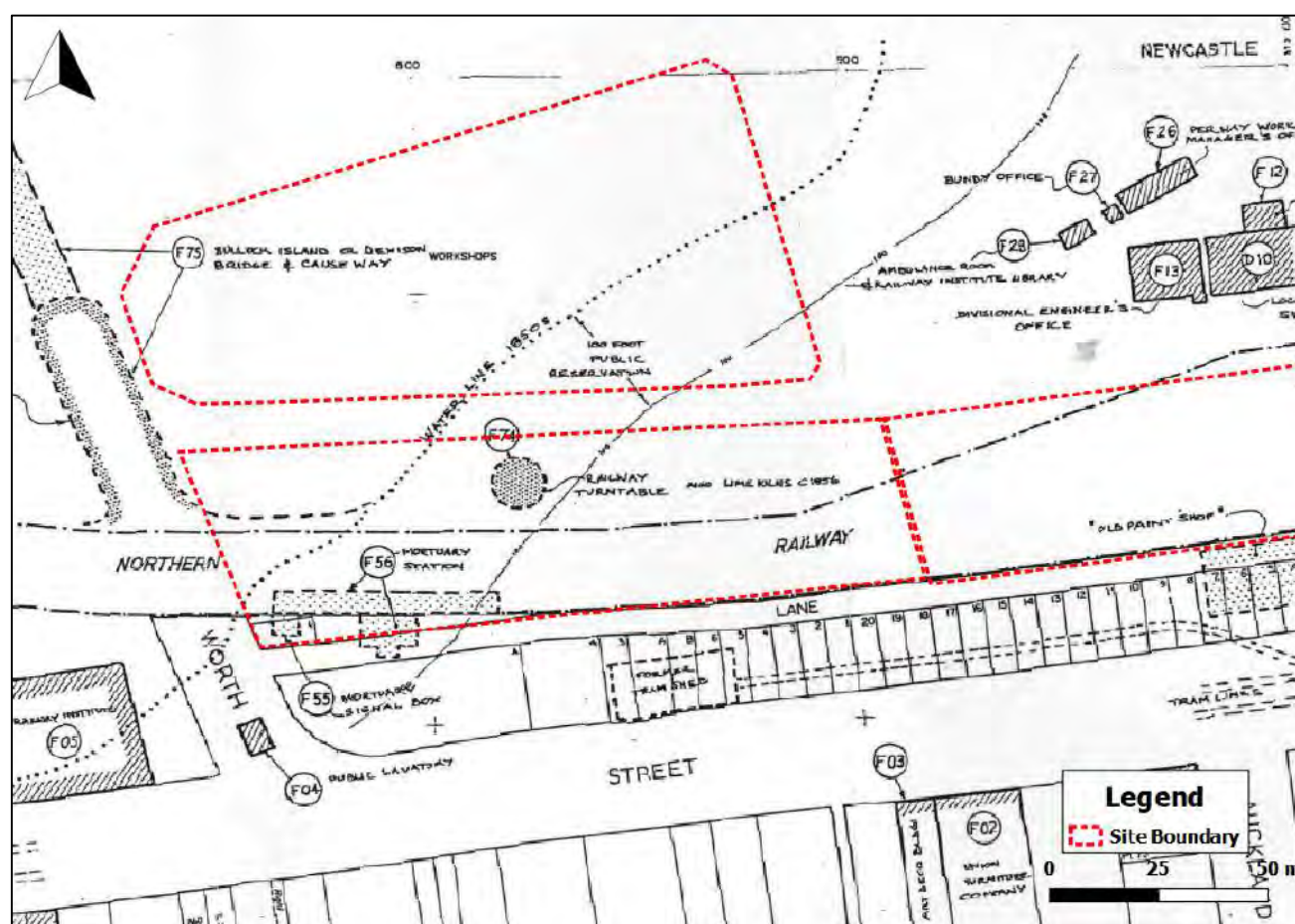


FIGURE 37: ARCHAEOLOGICAL SURVEY PLAN, 1991, CENTRED OVER THE STUDY AREA. MORTUARY STATION AND RAILWAY TURNTABLE LOCATIONS VISIBLE. THE SHADING ON THE PLAN CORRESPONDS TO THE FOLLOWING DENSE DOTWORK: 'ARCHAEOLOGICAL SITE, WHERE EVIDENCE IS LIKELY TO REMAIN' (I.E. OVER TURNTABLE), AND SPARSE DOTWORK: ARCHAEOLOGICAL SITE, WHERE EVIDENCE IS NOT LIKELY TO REMAIN (I.E. OVER MORTUARY STATION) (SOURCE: DORING 1991: SHEET F, 3286)

Honeysuckle Point Locomotive Turntable Excavation (Fenwick 1994)⁶³

Following the proposal that the turntable be present in situ at the former Civic Railway Workshops (Doring 1991, as above), it was proposed by the Hunter Development Corporation that the location and condition of the turntable be confirmed by archaeological excavation. This excavation was undertaken in accordance with a Section 139 Excavation Permit from the NSW Heritage Council.

The excavation used available plans and site references to make a best estimate of the location of the turntable, and two exploratory archaeological trenches were opened in the supposed location to investigate. The excavation successfully located the turntable (12m in diameter), and also excavated the southern side wall of the turntable pit. The full extent of the turntable was not uncovered during the excavation, as identification of the location, diameters and general condition was considered sufficient to fulfil the reason for investigation. The turntable pit had for the most part been filled with

⁶³ Fenwick, P., 1994, *Honeysuckle Point Locomotive Turntable Excavation Report*, Newcastle, NSW, prepared for Honeysuckle Development Corporation.

soft, clean soil. Following the excavation of the turntable, detailed measurements and photographs were taken, and the excavation back-filled with dry, clean sand.

The report recommended that future management of the turntable should ideally include either full exposure, in situ retention and heritage interpretation of the turntable be undertaken, or that the turntable be left unexposed, with an area including the outline of the circular turntable retained as a paved pedestrian way, with heritage interpretation initiatives implemented. The report also recommended that the top of the Turntable Brick Pit brick wall be exposed for the full circle of the turntable prior to any final decision regarding the future of the turntable, in order to 'confirm the continuity of the wall and give an indication of its condition'.⁶⁴

*Lots 12 and 4/24 Lee Wharf, Archaeological Monitoring (GML 2006)*⁶⁵

In 2004, GML archaeologically monitored and investigated Lots 12 and 4/24 of Lee Wharf (located to the northeast of the current study area) as part of ground remediation and bulk excavation works for the construction of basement car parks across these lots. The archaeological investigation did not identify any relics or archaeological deposits associated with the 19th Honeysuckle Point settlement (i.e. Bishop's Settlement). The archaeological program exposed extensive remains of several buildings relating to Civic Railway Workshops within Lot 4/24 (including sandstone wall footings, machine pads of brick timber and sandstone, timber piers and post holes), as well as in-situ rail tracks and sleepers within Lot 12. The GML report concluded that the Civic Railway Workshops would have significantly disturbed and/or destroyed any evidence of the earlier period of occupation of the site.

*Lee Wharf Development: Square-about and Lot 24 Honeysuckle Drive, Newcastle—Archaeological Test Excavation (AMAC 2012)*⁶⁶

Following on from the above GML site archaeological monitoring works undertaken in 2004, in 2005 AMAC undertook historical archaeological test excavation within Lot 24 Honeysuckle Drive (Settlement Lane), and what was then known as the 'Square-about' area (Figure 38), which was then followed by full excavation in 2006.

The excavation encountered a range of archaeological resources relating to all phases of occupation and historical use of the site, including evidence of the railway occupation phase (including railway sleepers, a concrete tank and footings, sandstock brick paving and other stone features), evidence believed to date to the use of the site as Bishop's settlement (including a refuse pit with intact and fragmented glass bottles and other artefacts, sandstone rubble blocks and sandstock brick features), and intact natural soil profiles with evidence for Aboriginal use and occupation of the area. All features and deposits were cleaned and recorded, then sealed with geo-fabric and backfilled, leaving all features and deposits in situ.

The report summarised the significance of the excavation site and general area to have high research potential to yield important historical archaeological data regarding the pre and post European settlement of Honeysuckle Point in Newcastle. Notably, archaeological evidence relating to the Bishop's Settlement period would be rare, due to the relative paucity of historical documentation and records relating to this phase of site occupation. The retention of the archaeological features in situ

⁶⁴ Fenwick 1994: 4

⁶⁵ GML 2006, *Lots 12 and 4/24 Lee Wharf, Newcastle—Archaeological Monitoring Program*, prepared for Lee Wharf Developments

⁶⁶ 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.

following from this excavation means that the excavation site itself retains the archaeological research potential. The report also noted that archaeological evidence at the site relating to the State significant Civic Railway Workshops site, could have the potential to be of State significance itself, however no deposits or features relating to the Railways Workshops as excavated in 2006 were identified as meeting the criterion for local or State significance.

The post-excavation report recommended that any future work carried out in the location of this excavation be subject to full archaeological excavation, subject to the relevant permits from the NSW Heritage Division, as well as appropriate permits and investigation of Aboriginal archaeology under the NSW Parks and Wildlife Act 1974.

Overall, this 2005/2006 archaeological excavation has major relevance to the assessment of archaeological potential for the current study area, indicating that the study area has potential for historical archaeological resources relating to all phases of occupation of Honeysuckle Point.



FIGURE 38: AMAC REPORT 'LOT 24 AND SQUARE-ABOUT' STUDY AREA, LOCATION OF ARCHAEOLOGICAL EXCAVATION, PART OF WHICH IS IMMEDIATELY ADJACENT TO THE EAST OF THE CURRENT STUDY AREA (SOURCE: AMAC 2012: FIGURE 1.2)

*Honeysuckle Central (Lee Wharf Lot 25), Heritage Impact Statement (GML 2008)*⁶⁷

In 2008, GML prepared a Heritage Impact Statement consistent with the land of 'Site 1' within the current study area. The report included an assessment of the historical archaeological potential and significance within Lot 25 (i.e. consistent with Site 1 of the current study area).

GML concluded that there would be low potential for relics relating to the 'Bishop's Settlement' phase of site occupation to survive (based on the results of their 2004 archaeological monitoring of a nearby site), however if they were to survive, they would be of considerable archaeological significance.

⁶⁷ GML 2008, *Honeysuckle Central (Lee Wharf Lot 25), Heritage Impact Statement*, prepared for Buildev Group and Eureka Funds Management.

However, this conclusion was disproved by the AMAC 2006 excavation results (as detailed above), (which was not incorporated into the GML 2008 report, likely as the post-excavation report was not prepared for these works until 2012), demonstrating the presence of an archaeological resource relating to Bishop's Settlement (and all other occupation phases across Honeysuckle Point) to be present in close vicinity of the current study area.

The 2008 report identified archaeological remains associated with a number of railway buildings to have the potential to be present within Lot 25 (i.e. Site 1), including:

- *Building 7—Per Way Bridge Shop West (also known as the Assembling Shop) (c.1895-1979)*
- *Building 25—Former Shed (c.1856–1917)*
- *Building 26—Per Way Friction Saw (c.1937–1979)*
- *Building 27—Coke Bins*
- *Building 28—Per Way Pattern Shop (c.1926–1960s) (footprint potentially located just outside of Lot 25's north boundary... however, the precise location of this building is uncertain)*
- *Building 30—Per Way Foundry (Built 1926, closed 1958, converted to goods shed/wagon shed in 1962)*
- *Former Railway Turntable⁶⁸*

Generally, GML identified the high potential for relics associated with the Civic Railway Workshop function of the site to be present within Lot 25 (i.e. Site 1). Overall, GML summarised the potential historical archaeological resource of Lot 25 to have 'some potential to contribute to research into the development of the area and the technologies employed at the complex...The heritage significance of any surviving relics would principally derive from their research value, although they may also reflect significant phases in the region's historical development and in some cases may be uncommon examples of their type.' The report also assessed the significance of the turntable to be very high, suggesting that in-situ retention of the turntable should be preferred where possible.

In order to mitigate the impact of the proposed development on the potential archaeological resource at the site, and its associated significance, GML recommended an archaeological investigation to be undertaken in conjunction with site works, as well as introduction of heritage interpretation measures.

666 Hunter Street, Newcastle (AMAC 2008)⁶⁹

In 2008, the Hunter Development Company uncovered bone material and historical artefacts at 666 Hunter Street, Newcastle, during floodzone remediation works. AMAC was contacted to investigate the nature of this find, and identified that prior to the 1850s, the site had been the location of a prehistoric creekline, which had been completely subject to land reclamation and partial urban development by

⁶⁸ GML 2008: 11-12

⁶⁹ AMAC, 2008, *Notification of discovery of relics: 666 Hunter St, Newcastle NSW, including former Honeysuckle Railway Station precinct*, prepared for Hunter Development Corporation

the 1900s. Although subject to various levels of historical disturbance, the archaeological excavation of the site encountered historical archaeological remains from the 1870s through to the 1990s.

Newcastle Rezoning of Surplus Corridor Lands—RPS 2016a⁷⁰

In 2016, RPS prepared an Aboriginal and historical heritage assessment report relating to proposed rezoning of surplus rail corridor in central Newcastle (between Worth Place and Watt Street) for urban purposes (proposed to be rezoned under an amendment to the LEP 2012). This report included assessment of part of the current study area, i.e. along the former rail line in the south of Sites 2 and 3).

The report identified several potential historical archaeological relics/deposits in proximity to/within the rezoning corridor that would require mitigation. The report identified the potential for an archaeological resource/relics associated with Mortuary Station and Civic Railway Workshops to be present within the rezoning land (i.e. within Site 2 of the current study area), and recommended relevant approvals in accordance with the *NSW Heritage Act 1977*.

Honeysuckle Station Archaeological Remains—(2016 and 2017)

In 2016, excavation works along the former Newcastle rail corridor encountered the archaeological remains of Honeysuckle Station⁷¹ (Figure 39 and Figure 40) (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.⁷²

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 discover, 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 (Figure 41).



FIGURE 39: HONEYSUCKLE STATION ARCHAEOLOGY UNCOVERED IN RAIL CORRIDOR (SOURCE: NEWCASTLE HERALD, [HTTP://WWW.THEHERALD.COM.AU/STORY/4037759/RAIL-RELICSCOME-TO-SURFACE-PHOTOS-POLL/](http://www.theherald.com.au/story/4037759/rail-relics-come-to-surface-photos-poll/))



FIGURE 40: HONEYSUCKLE STATION ARCHAEOLOGY UNCOVERED IN RAIL CORRIDOR (SOURCE: NEWCASTLE HERALD, [HTTP://WWW.THEHERALD.COM.AU/STORY/4037759/RAIL-RELICSCOME-TO-SURFACE-PHOTOS-POLL/](http://www.theherald.com.au/story/4037759/rail-relics-come-to-surface-photos-poll/))

⁷⁰ RPS, 2016a, *Newcastle Urban Transformation and Transport Program—Rezoning of Surplus Corridor Lands, Heritage Assessment Report*, prepared for Elton Consulting

⁷¹ '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/>

⁷² '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/>



FIGURE 41: MORE BRICKWORK ASSOCIATED WITH HONEYSUCKLE STATION UNCOVERED IN 2017, CLOSE TO THE GROUND SURFACE (SOURCE: NEWCASTLE HERALD, [HTTP://WWW.THEHERALD.COM.AU/STORY/4828389/LIGHT-RAIL-COULD-INCLUDE-RELICS-PHOTOS](http://www.theherald.com.au/story/4828389/light-rail-could-include-relics-photos))

Newcastle Light Rail Project, Historical Archaeological Assessment (RPS 2016)⁷³

In 2016, RPS prepared a Historical Archaeological Assessment (and Statement of Heritage Impact) report for the Newcastle Light Rail project, which passes immediately to the southwest of the current study area, along Worth Place between Steel Street and Hunter Street, before proceeding east along Hunter Street, c.40m to the south of the study area. The report identified five historical archaeological locations that would require investigation and/or permitting from the NSW Heritage Division in order to works in the vicinity of these locations to proceed.

6.3. Assessment of Historical Archaeological Potential

This section presents an assessment of the archaeological potential of the subject site. The archaeological potential of a site refers to its potential for archaeological resources to survive below the ground, and is related to its level of intactness. The potential for archaeological resources to survive is directly related to the types of cultural activities and environmental factors that have impacted on a site over time, and how such factors may or may not have disturbed, destroyed, conserved or impacted upon the evidence of earlier activities. The types of materials used for construction, daily activities, intensity of development and demolition activities, environmental conditions and topography, all influence the ability of archaeological remains to survive.

The potential for historical archaeological resources and/or 'relics' to survive is not the same as potential archaeological 'significance'. Often the two terms are confused which can lead to inaccurate historical archaeological assessments. Potential 'archaeological significance' which is discussed in Section 7.0, relates to the importance of any archaeological resource found, rather than to just its ability to survive within a cultural heritage landscape.

⁷³ RPS 2016c, *Newcastle Light Rail, Technical Paper 3—Historical Archaeological Assessment and Statement of heritage impact*, prepared for Transport of NSW

Archaeological potential refers to the level of likelihood for physical evidence of a particular historical activity or development to survive. It is usually classified as low, medium, or high:

- Low archaeological potential—it is unlikely that physical evidence of a particular historical phase or activity survives.
- Moderate archaeological potential—it is possible that physical evidence of a particular historical phase or activity survives, however surviving archaeological remains may have been subject to some disturbance or may only partially survive.
- High archaeological potential—it is likely that physical evidence of a particular historical phase or activity survives.

Section 6.3.2 assesses the range of physical remains that may have been present at the site based on the activities and developments at the site as indicated by the historical analysis. Activities and development at the site is also used to extrapolate the extent of physical disturbance that the subject site has experienced, that may have impacted on the survival of historical archaeological remains (Section 6.3.1). These two aspects are then assessed against each other in Section 6.3.2, within the context of previous historical archaeological assessments and excavations in the area (Section 6.2 above), to form a summary statement of the subject site's historical archaeological potential.

6.3.1. Site Disturbance Activities

Historical disturbance of a site affects its ability to retain intact archaeological resources, and has been defined as follows:

- **Low disturbance**—the site or feature has not been subject to activities that would have a major impact on the survival of archaeological remains. Archaeological evidence may be largely intact.
- **Moderate disturbance**—the site or feature has been subject to some activities that may have impacted on the survival of archaeological remains. Archaeological evidence may survive however it may be disturbed.
- **High disturbance**—the site or feature has been subject to activities that are likely to have impacted on the survival of archaeological remains. Little archaeological evidence may survive, or it may be substantially destroyed.

The subject site has been subject to the following land uses and causes of disturbance:

- Early land use (i.e. vegetation clearing and early structures relating to Government Farm, post 1850s subdivision—Bishop's settlement);
- Land reclamation along the Hunter River foreshore, including modification to Honeysuckle Point, construction of a sea wall, Lee Wharf and filling behind;
- Railway lines, workshops, and structures/activities associated with use of the site as the Honeysuckle Point/Civic Railway Workshops (c.1856–1920s);
- Demolition of all former Honeysuckle Point/Civic Railway Workshops structures within the study area (c.1990s); and
- Recent site use/works such as the establishment of a carpark across Sites 2 and 3 (north), the removal of the rail lines across Sites 2 and 3 (south) (c.1990s–2016).

6.3.2. Assessment of Historical Archaeological Potential

The following summary provides an assessment of the possible types of historical archaeological evidence that may be found within the University of Newcastle: Honeysuckle Campus 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 4.

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).

While there is no clear evidence of occupation of the study area prior to 1857, the possibility does still remain for older structures (such as 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) to have been located within the study area.

Archaeological excavation undertaken by AMAC in 2006 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 an archaeological resource/relics associated with Phase 1 use of the study area. 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’⁷⁴); the Engine Turntable; 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.

Mortuary Station was constructed in 1883 as a railway platform and station building for the use of people attending funerals at Sandgate Cemetery, and was demolished in 1933, before Civic Station was built, although it had ceased being used for funeral many years prior.⁷⁵ The former Engine Turntable is an industrial archaeological site that is known to be present within Site 2 (as visible from aerial imagery of the site, Figure 42), associated with the Honeysuckle Railway Workshops. The function of the railway

⁷⁴ Doring, C & M.J., 1991

⁷⁵ Doring 1991: 282

turntable was ‘to reverse the direction of the Locomotives in the yards, or to move them onto a different set of radiating tracks’.⁷⁶

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 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 (i.e. within Sites 1–3, as well as along the path of the potential northern route of the proposed new telecommunication reticulation services).

The turntable, as described above, is known to be present, in situ within the northeast of Site 2.

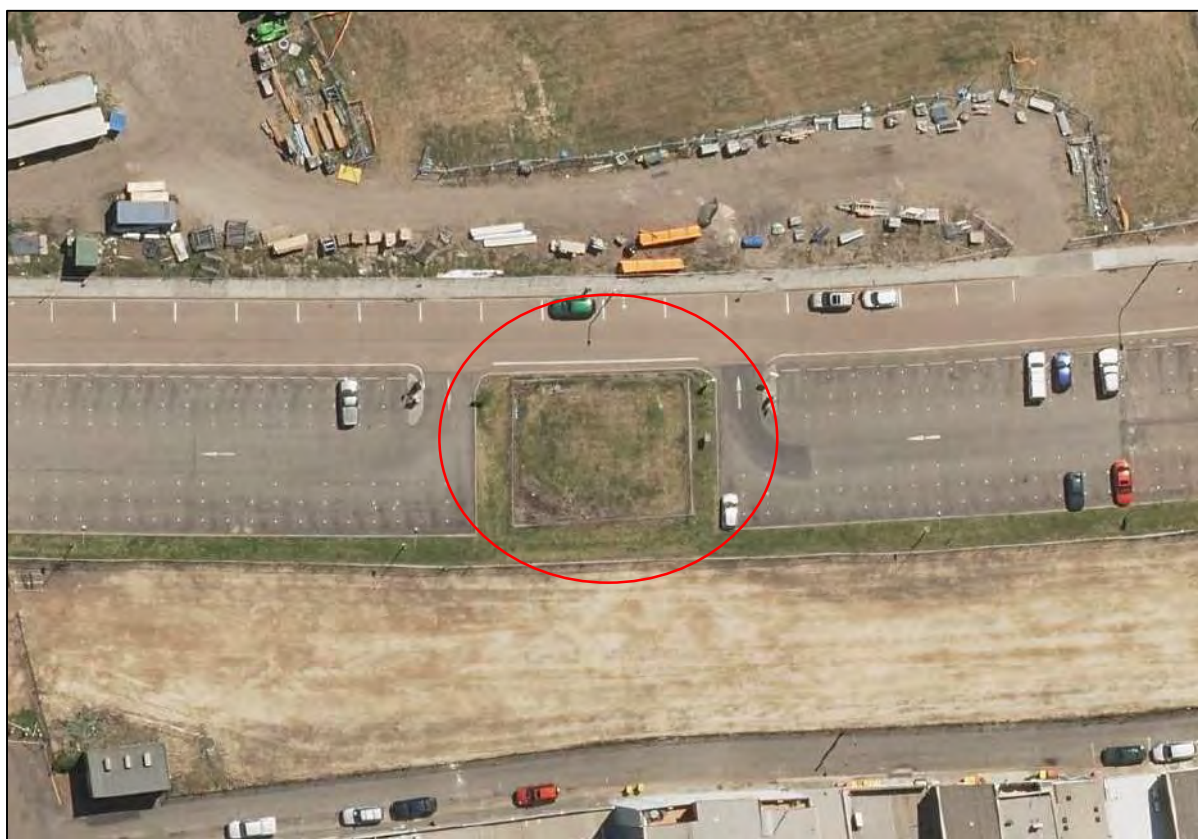


FIGURE 42: AERIAL OF STUDY AREA, ZOOMED TO SITES 2 AND 3 (CENTRE). LOCATION OF TURNTABLE CLEARLY VISIBLE WITHIN SITE 2, NORTH (AS INDICATED IN RED) (SOURCE: NSW SIX MAPS)

⁷⁶ Doring 1991: 283

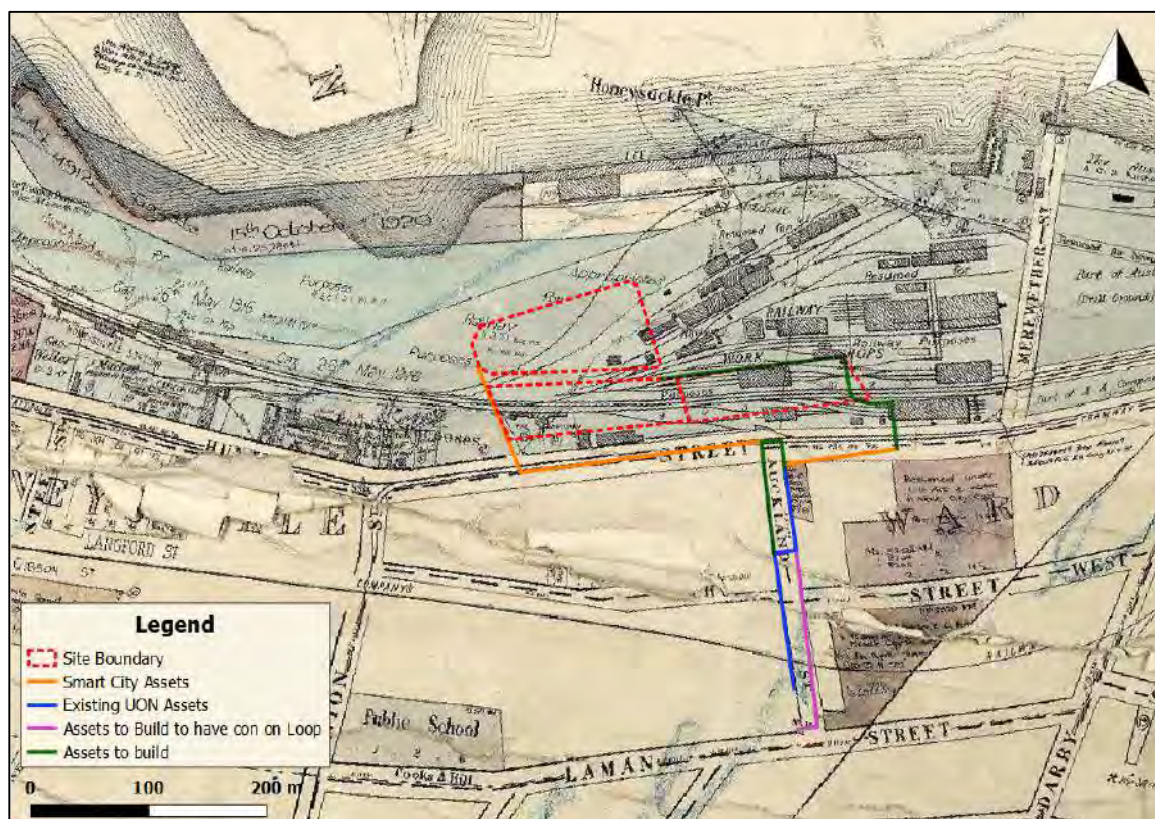


FIGURE 43: TOWN PLAN OF NEWCASTLE 1916, SITES 1, 2 AND 3 AND COMMS RETICULATION PATHS SHOWN (SOURCE: HISTORICAL LANDS RECORD VIEWER)

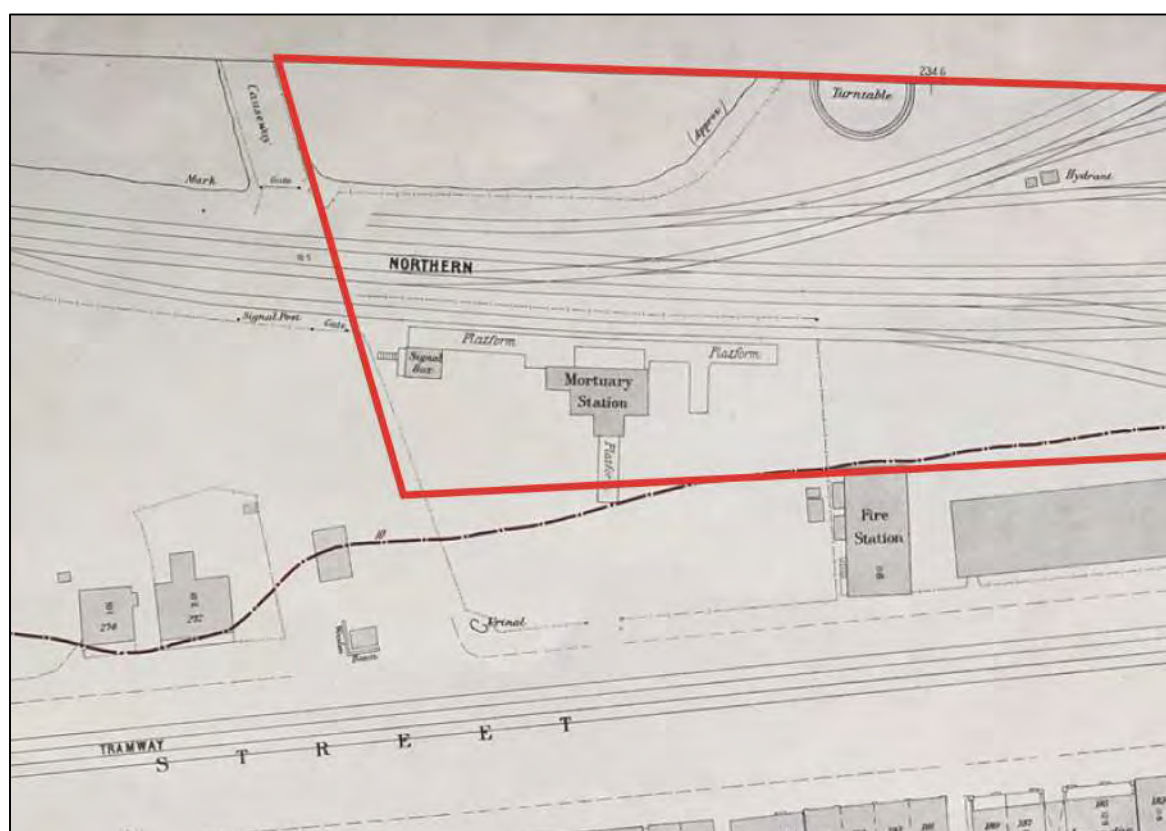


FIGURE 44: 1896 PLAN OF HONEYSUCKLE RAILWAY WORKSHOPS, VIEW OF MORTUARY STATION. APPROXIMATE EXTENT OF SITE 2 SHOWN IN RED FOR LOCATIONAL CONTEXT (TRUNCATED SLIGHTLY BY PARAMETERS OF BASE MAP). (SOURCE: NEWCASTLE LOCAL LIBRARY, SHEET 34-38)

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 4: 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

Historical Phase	Activity or Development	Potential Archaeological Evidence	Archaeological Potential/Likelihood of Survival within Subject Site
	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

7.0 Historical Archaeological Significance

Archaeological sites, which contain ‘relics’ as defined by the NSW *Heritage Act*, are managed like any other significant item of environmental heritage. The main aim of an archaeological significance assessment is to identify whether an archaeological resource, deposit, site or features is of cultural value—a ‘relic’. The assessment will result in a succinct statement of heritage significance that summarises the values of the place, site, resource, deposit or feature.⁷⁷

There are three key questions posed by Bickford and Sullivan⁷⁸ in their influential paper on archaeological potential that help to shape whether an archaeological resource meets the threshold for having archaeological potential. They suggest that all archaeologists ask the following key questions of an archaeological resource:

- Can the site contribute knowledge that no other resource can?
- Can the site contribute knowledge which no other site can?
- Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

With respect to the current study area, these questions are answered as follows.

Can the site contribute knowledge that no other resource/site can?

Should evidence of early settlement on Honeysuckle Point (i.e. ‘Bishop’s Settlement’) remain intact within the study area (i.e. presence of structural remains/deeper subsurface remains such as wells and cisterns etc), this could provide significant rare information regarding the initial settlement, use and early domestic life of the inhabitants of the early settlement of Newcastle, evidence of which in the historical record is relatively lacking.

Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

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

However, it should also be noted that the Civic Railway Workshops that were formally located within the study area were only demolished in the 1990s, with those buildings assessed to be of the highest significance, retained within the current SHR listing.

7.1 NSW Criteria for Assessing Archaeological Significance

The following criteria has been developed by the NSW Heritage Division to assist archaeologists to determine the significance of archaeological sites and relics.

⁷⁷ Heritage Branch-Department of Planning., 2009 *Assessing Significance for Historical Archaeological Sites and ‘Relics’* State of New South Wales

⁷⁸ Bickford, A. and Sullivan, S., 1984, ‘Assessing the Research Significance of Historic Sites’, in Sullivan and Bowdler (eds), *Site Surveys and Significance Assessment in Australian Archaeology* (Proceedings of the 1981 Springwood Conference on Australian Prehistory); Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra, pp. 23-24

Archaeological Research Potential (NSW Heritage Criterion E)

Archaeological research potential is the ability of archaeological evidence, through analysis and interpretation, to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site and its 'relics'.

The integrity of the site, the state of preservation of archaeological material and deposits will also be relevant.

- To which contexts (historical, archaeological and research-based) is it anticipated that the site will yield important information?
- Is the site likely to contain the mixed remains of several occupations and eras, or is it expected that the site has the remains of a single occupation or a short time-period?
- Is the site rare or representative in terms of the extent, nature, integrity and preservation of the deposits (if known)?
- Are there a large number of similar sites?
- Is this type of site already well-documented in the historical record?
- Has this site type already been previously investigated with results available?
- Is the excavation of this site likely to enhance or duplicate the data set?

Associations with Individuals, Events or Groups of Historical Importance (NSW Heritage Criterion A, B & D)

Archaeological remains may have particular associations with individuals, groups and events which may transform mundane places or objects into significant items through the association with important historical occurrences.

- Does the archaeological site link to any NSW Historic Themes? Will the site contain 'relics' and remains which may illustrate a significance pattern in State or local history?
- Is the site widely recognized?
- Does the site have symbolic value?
- Is there a community interest (past or present) which identified with, and values the specific site?
- Is the site likely to provide material expression of a particular event or cultural identity?
- Is the site associated with an important person? (the role of the person in State or local history must be demonstrated/known)
- What is the strength of association between the person and the site?
- Did the person live or work at the site? During the phase of their career for which they are most recognized? Is that likely to be evident in the archaeology/physical evidence of the site?
- Did a significant event or discovery take place at the site? Is that evident/or likely to be evidence in the archaeology/physical evidence of the site?

Aesthetic or Technical Significance (NSW Heritage Criterion C)

Whilst the technical value of archaeology is usually considered as 'research potential' aesthetic values are not usually considered to be relevant to archaeological sites. This is often because until a site has been excavated, its actual features and attributes may remain unknown. It is also because aesthetic is often interpreted to mean attractive, as opposed to the broader sense of sensory perception or 'feeling' as expressed in the *Burra Charter*.

Nevertheless, archaeological excavations which reveal highly intact and legible remains in the form of aesthetically attractive artefacts, aged and worn fabric and remnant structures, may allow both professionals and the community to connect with the past through tangible physical evidence.

- Does the site/is the site likely to have aesthetic value?
- Does the site/is the site likely to embody distinctive characteristics?
- Does the site/is the site likely to embody a distinctive architectural or engineering style or pattern/layout?
- Does the site demonstrate a technology which is the first or last of its kind?
- Does the site demonstrate a range of, or change in, technology?

Ability to Demonstrate the Past through Archaeological Remains (NSW Heritage Criteria A, C, F & G)

Archaeological remains have an ability to demonstrate how a site was used, what processes occurred, how work was undertaken and the scale of an industrial practice or other historic occupation. They can demonstrate the principal characteristics of a place or process that may be rare or common.

A site may best demonstrate these aspects at the time of excavation. It may also be possible to explain the nature of the site and demonstrate past practices via public interpretation either before, during, or after excavation.

- Does the site contain well-preserved or rare examples of technologies or occupations which are typical of particular historic periods or eras of particular significance?
- Was it a long-term or short-term use?
- Does the site demonstrate a short period of occupation and therefore represents only a limited phase of the operations of a site or technology of a site? Or does the site reflect occupation over a long period?
- Does the site demonstrate continuity or change?
- Are the remains at the site highly intact, legible and readily able to be interpreted?

7.2. Archaeological Significance Assessment

The archaeological significance assessment presented here is in relation to each of the three phases of use of the study area, and has been assessed in accordance with the 'NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics'⁷⁹

7.2.1. Historical Archaeological Research Potential (Current NSW Heritage Criterion E)

Should any archaeological resource associated with the early settlement of Honeysuckle Point be present within the study area (c.1840s), it would be of **local** significance for its ability to contribute to the archaeological record regarding the subsistence and domestic lives of early Newcastle/Honeysuckle Point residents. Any evidence relating to this period of site occupation would be considered to be rare due to the relative paucity of the historical record relating to the Bishop's Settlement.

The Engine Turntable, known to be located within Site 2 is of **State** significance as a rare example of one of the earliest industrial rail artefacts in NSW.

⁷⁹ NSW Heritage Branch 2009, *Assessing Significance for Historical Archaeological Sites and 'Relics'*: p.11

7.2.2. Associations with Individuals, Events or Groups of Historical Importance (NSW Heritage Criterion A, B & D)

Any archaeological evidence associated with the use of the site as the Honeysuckle/Civic Railway Workshops would be of local significance for its importance in Newcastle's history, instrumental in the industrial, economic and residential growth of Newcastle from its inception, for its key contribution as a primary support to coal mining.

7.2.3. Aesthetic or Technical Significance (NSW Heritage Criterion C)

Should any intact archaeological resource relating to Mortuary Station remain within the study area, this would be of aesthetic significance at a **local** level, as few photographs or plans remain of the form of Mortuary Station specifically.

The Engine Turntable, known to be located within Site 2 would be of **State** significance for its aesthetic values.

The study area also retains the potential for other archaeological evidence of aesthetic significance (either local or State) to be present, possibly in the form of technically significant aspects of railway infrastructure which may be considered to be significant, dependent on the nature, condition and extent of the potential deposit.

7.2.4. Ability to Demonstrate the Past through Archaeological Remains (NSW Heritage Criteria A, C, F & G)

Archaeological resources and/or relics associated with the early function of the site as the Honeysuckle Point Workshops, particularly in relation to early structures such as Mortuary Station, would be of local significance (or potentially State, depending on how intact the resource is) for its ability to contribute to our overall understanding of the functional layout, form and character.

The study area has the high potential to retain intact natural soil profiles (as demonstrated through nearby/adjacent archaeological excavations), and therefore has the potential well preserved archaeological deposits relating to both pre-1788 Aboriginal occupation as well as the early European occupation of Honeysuckle Point (i.e. pre-railways early occupation of Bishop's Settlement). Should archaeological deposits relating to these phases be present within the study area, they would likely be of **local** significance for their ability to demonstrate the past through archaeological remains.

7.3. Statement of Significance

Overall, 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 may warrant in situ retention, and should be assessed further, once the full extent of the proposed development works/development design is known.

8.0 Conclusions and Recommendations

This AA report has assessed the historical context and associated archaeological potential of the study area, in relation to both Aboriginal and historical archaeology. The following conclusions and recommendations represent the findings for this AA report.

8.1. Aboriginal Archaeology Conclusions

The following conclusions and recommendations are made regarding the management of Aboriginal archaeology at the study area of the future University of Newcastle Honeysuckle Campus:

- The more southern/southeastern parts of the Honeysuckle Campus 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 Nobby's Silicified Tuff and Hunter River cobbles.
- The north/northwestern areas of the study area are located within an area of land reclamation associated with early 1900s modification of Honeysuckle Point.
- 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.
- 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.
- The majority of Site 1 has no potential for *intact* Aboriginal archaeological deposits, as it consists of reclaimed land.
- However, the land reclamation along Honeysuckle Point included the removal of part of the point itself, construction of a 1900s seawall, and the infill behind the wall with the removed soil. Therefore, *there is 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, and are still protected under the NSW NPW Act.
- No information regarding the cultural or social significance of the potential Aboriginal objects within the study area has been provided at this time, as no consultation with the Aboriginal community has yet been undertaken for the project.
- 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 a moderate to high potential for isolated Aboriginal artefacts in disturbed contexts to be located across the whole of the study area.
- Any ground disturbing works have the potential to impact Aboriginal objects, including proposed early works.

8.2. Aboriginal Archaeology Recommendations

1. An Aboriginal Heritage Impact Permit (AHIP) will be required for the study area prior to any ground disturbing works that do not form part of a SSD consent.
2. A process of Aboriginal cultural heritage assessment should be initiated for the study area, in accordance with the NSW Office of Environment and Heritage statutory guidelines, including:

- a. Consultation with the local Aboriginal community in accordance with OEH guidelines, *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010*;
 - b. Preparation of an Aboriginal cultural heritage methodology for the site (in accordance with above guidelines);
 - c. 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*)
3. It is understood that any Aboriginal archaeological investigation required for the site should allow for the staging of the project design, consisting of project early works, followed by main works (with design finalized through information gained in early works).
 4. It is understood that the early/enabling works will follow an REF approval process, and therefore will require an AHIP.
 5. Should the project concept design be approved as SSD, requirement for an AHIP is removed, however the process of Aboriginal consultation, cultural heritage methodology and proposed archaeological mitigation strategy/excavation methodology (as described above), including review and approval of these reports and excavation methodology by NSW Office of Environment and Heritage (OEH) is not removed, and will be required by the project SEARs.
 6. Once the overall project concept design has been developed, an assessment of archaeological impact for the project should be prepared to reflect specific project impacts in relation to Aboriginal archaeology.

8.3. Historical Archaeology Conclusions

The following conclusions and recommendations are made regarding the management of historical archaeology at the study area of the future University of Newcastle Honeysuckle Campus:

- 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).
- As demonstrated by adjacent archaeological excavations to the study area (i.e. AMAC 2012) there is a moderate archaeological potential for relics associated with Phase 1 use (Bishop’s Settlement) of the study area along and to the south of the path of the original shoreline of Honeysuckle Point.
- There is moderate to high archaeological potential for structural remains associated with Mortuary station in southwest of Site 2.
- If present, the structural remains of Mortuary Station are likely to have archaeological significance at a local level.
- There is moderate to high archaeological potential for structural remains/relics associated with other early railway workshop buildings across the whole study area.
- Should structural remains/relics associated with other early railway workshop buildings and use of the site as the Honeysuckle/Civic Railway Workshops site be present, these would be of local significance.
- An Engine Turntable is known to be present within Site 2.

- The Engine Turntable 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 may warrant in situ retention, and should be assessed further, once the full extent of the proposed development works/development design is known.

8.4. Historical Archaeology Recommendations

1. Once the detailed impacts of the overall proposed development are known (including excavation requirements, depths etc), an Archaeological Impact Statement should be prepared that assesses the impacts that the development may have on potential historical archaeological resources, and presents mitigative strategies where appropriate.
2. It is recommended that the Engine Turntable be retained, in situ within the site development, subject to heritage interpretation, if possible.
3. If it is not possible to retain the turntable through the proposed redevelopment of the site, it will require archaeological excavation and recording prior to removal (in accordance with a Section 140 excavation permit from the NSW Heritage Division, see Recommendation 7 below).
4. If the turntable is to be removed from its original location, it should ideally be retained somewhere within the future development, and incorporated into a heritage interpretation initiative of some description.
5. A Historical Archaeological Research Design (ARD) should be prepared (in association/collaboration with the Aboriginal Archaeological Research Design/Methodology) to present an Excavation Methodology and relevant research questions for the excavation/removal of the turntable, as well as archaeological mitigation for excavation/development works in the vicinity of the former Mortuary Station, as well as for any other impacts the development may have on potential archaeology (once development impacts are known). The Historical ARD can be prepared as part of the Archaeological Impact Statement for the study area, once development impacts are known.
6. A Section 140 archaeological excavation application should be prepared and submitted to the NSW Heritage Division (along with the prepared Historical ARD) to allow the investigation of Mortuary Station, the investigation/removal of the Turntable, and any other historical archaeological excavation/monitoring works that may be required, as necessary in relation to development impacts, once known.
7. Should substantial excavation be required within the curtilage of the SHR Civic Railway Workshops site (i.e. in the eastern extent of the study area), this will require an excavation permit in accordance with the NSW Heritage Act (Section 57 or Section 60, depending on the extent of works and location in relation to potential archaeological deposits).
8. Should the project concept design be approved as SSD, requirement for permits (Section 60 and Section 140) in accordance with the NSW Heritage Act 1977 are removed, however the preparation of an Archaeological Impact Statement for project impacts and a corresponding Historical ARD (as described above), including review and approval of these reports and excavation methodology by NSW Heritage Division, is not removed, and will be required by the project SEARs.
9. The project early works will not be subject to SSD, and therefore will require all relevant permits as described in Points 3, 5, 6 and 7 as above.

9.0 Bibliography

AMAC, 2008, *Notification of discovery of relics: 666 Hunter St, Newcastle NSW, including former Honeysuckle Railway Station precinct*, prepared for Hunter Development Corporation

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.

AMBS, 2005., *Aboriginal Heritage Study: Newcastle Local Government Area*, report prepared for Newcastle City Council.

AHMS 2011, *Section 87/90 Aboriginal Heritage Impact Permit #1098622 Excavation Report*, prepared for SBA Architects Pty Ltd

AHMS 2012, *Palais Royale Final Excavation Report*, prepared for SBA Architects Pty Ltd.

Department of Minerals and Energy (unpublished). *Provisional geology map of the Newcastle 1:100 000 sheet*, Geological Survey, Sydney.

Doring, C & M.J., 1991, *Honeysuckle Precinct, Historical and Archaeological Survey*, prepared for NSW Property Services Group

Douglas, P., Tuck, D., and Steele, D., 2001, *Interim Report—Archaeological Excavations at the Former Roman Catholic Cemetery (1841–1881)—700 Hunter Street, Newcastle*, report to ACCOR (Asia Pacific)

EJE Heritage, 2014, *Port of Newcastle—Heritage and Conservation Register*, prepared for the Port of Newcastle

Engel, B.A. (1966). *1:250 000 Geological Series Explanatory Notes Newcastle*, Department of Mines Geological Survey of New South Wales, Sydney.

Fenwick, P., 1994, *Honeysuckle Point Locomotive Turntable Excavation Report, Newcastle, NSW*, prepared for Honeysuckle Development Corporation.

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

GML 2006, *Lots 12 and 4/24 Lee Wharf, Newcastle—Archaeological Monitoring Program*, prepared for Lee Wharf Developments

GML 2008, *Honeysuckle Central (Lee Wharf Lot 25), Heritage Impact Statement*, prepared for Buildev Group and Eureka Funds Management.

Koettig, M. 1987. "Monitoring Excavations at Three Locations along the Singleton to Glennies Creek Pipeline Route, Hunter Valley: third report on archaeological investigations along this route." NSW Department of Public Works

Mary Dallas Consulting Archaeologists (MDCA), 2004, *Aboriginal Archaeological Test Excavation Report, Boardwalk Site, Honeysuckle Drive, Newcastle*, prepared for Stronach Pty Ltd.

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

Newcastle City Council, 2015, *Newcastle Archaeological Management Strategy*, Newcastle City Council: Newcastle.

RPS, 2016a, *Newcastle Urban Transformation and Transport Program—Rezoning of Surplus Corridor Lands, Heritage Assessment Report*, prepared for Elton Consulting

RPS 2016b, *Newcastle Light Rail, Technical Paper 4—Aboriginal heritage due diligence assessment*, prepared for Transport for NSW

RPS 2016c, *Newcastle Light Rail, Technical Paper 3—Historical Archaeological Assessment and Statement of heritage impact*, prepared for Transport of NSW

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

Umwelt, 2016., *Aboriginal Heritage Management Strategy: Newcastle Local Government Area*, report prepared for City of Newcastle (Draft Report, November 2016)

Umwelt 2017, *Aboriginal Cultural Heritage Assessment Report, The Former Empire Hotel*, report to The Trustees of the Catholic Church.

APPENDIX A—AHIMS Extensive Search Result

AHIMS Web Services (AWS)

Extensive search - Site list report

Your Ref/PO Number : UON DD

Client Service ID : 329407

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
38-4-0525	Catholic Education Site	AGD	56	385680	6355710	Open site	Valid	Artefact : -	Open Camp Site	100771
	<u>Contact</u>	<u>Recorders</u>		Margrit Koettig				<u>Permits</u>		
38-4-0559	The Broadwalk- Newcastle 1	AGD	56	385000	6356250	Open site	Valid	Potential Archaeological Deposit (PAD) : 0		98887
	<u>Contact</u>	<u>Recorders</u>		Mary Dallas Consulting Archaeologists				<u>Permits</u>	1298,2043,2453	
38-4-0544	700 Hunter Street	AGD	56	384250	6356020	Open site	Valid	Artefact : -		
	<u>Contact</u>	<u>Recorders</u>		Dominic Steele Archaeological Consulting				<u>Permits</u>		
38-4-0772	710 Hunter Street Newcastle PAD	AGD	56	384350	6356250	Open site	Valid	Shell : -, Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u>	<u>Recorders</u>		Jim Wheeler				<u>Permits</u>	1981	
38-4-0796	200 Hunter Street PAD	AGD	56	385787	6356006	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u> T Russell	<u>Recorders</u>		Mrs.Angela Besant				<u>Permits</u>	2045,2049	
38-4-0831	Palais Royale	AGD	56	384300	6356100	Open site	Partially Destroyed	Potential Archaeological Deposit (PAD) : -, Artefact : 5534, Shell : -		102256
	<u>Contact</u> T Russell	<u>Recorders</u>		University of Newcastle,Jim Wheeler				<u>Permits</u>	2127,2593,3098,3502	
38-4-0832	Empire Hotel PAD	AGD	56	384300	6356000	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u> T Russell	<u>Recorders</u>		Jim Wheeler				<u>Permits</u>	2128,4166	
38-4-0952	Bellevue Hotel PAD	AGD	56	384250	6356200	Open site	Valid	Potential Archaeological Deposit (PAD) : -		99845,99874
	<u>Contact</u> Searle	<u>Recorders</u>		Mr.Dominic Steele				<u>Permits</u>	2382	
38-4-0851	710 Hunter St Newcastle, PAD	AGD	56	384350	6356250	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u> S Scanlon	<u>Recorders</u>		Jim Wheeler				<u>Permits</u>		
38-4-1222	Cottage Creek OSI	GDA	56	384250	6356324	Open site	Valid	Artefact : 1		
	<u>Contact</u>	<u>Recorders</u>		Streat Archaeological Services				<u>Permits</u>	3970,4025	
38-4-1223	Wickham UFCCALE OS1	GDA	56	384166	6356333	Open site	Valid	Artefact : 1		
	<u>Contact</u>	<u>Recorders</u>		Streat Archaeological Services				<u>Permits</u>	4025	

Report generated by AHIMS Web Service on 22/02/2018 for Natalie Vinton for the following area at Lot : 2, DP:DP1163346 with a Buffer of 1000 meters. Additional Info : Aboriginal DD.

Number of Aboriginal sites and Aboriginal objects found is 23

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

AHIMS Web Services (AWS)

Extensive search - Site list report

Your Ref/PO Number : UON DD

Client Service ID : 329407

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
38-4-1642	409 Hunter Street Newcastle Fill duplicate of 409 Hunter Street Newcastle Insitu <u>Contact</u>	GDA	56	385099	6356088	Open site	Valid	Artefact : -, Shell : -		
		<u>Recorders</u>	Mr.Benjamin Streat					<u>Permits</u>	3920,4186	
38-4-1812	Isolated Find 6 - Rail <u>Contact</u>	GDA	56	384542	6356203	Open site	Destroyed	Artefact : -		
		<u>Recorders</u>	RPS Australia East Pty Ltd -Hamilton,Ms.Cheng-Yen Loo					<u>Permits</u>		
38-4-1813	Isolated Find 7 - Rail <u>Contact</u>	GDA	56	384549	6356205	Open site	Destroyed	Artefact : -		
		<u>Recorders</u>	RPS Australia East Pty Ltd -Hamilton,Ms.Cheng-Yen Loo					<u>Permits</u>		
38-4-1814	Isolated Find 8 -Rail <u>Contact</u>	GDA	56	384545	6356199	Open site	Destroyed	Artefact : -		
		<u>Recorders</u>	RPS Australia East Pty Ltd -Hamilton,Ms.Cheng-Yen Loo					<u>Permits</u>		
38-4-1815	Isolated Find 5 - Rail <u>Contact</u>	GDA	56	384520	6356214	Open site	Destroyed	Artefact : -		
		<u>Recorders</u>	RPS Australia East Pty Ltd -Hamilton,Ms.Cheng-Yen Loo					<u>Permits</u>		
38-4-1816	Isolated Find 4 -Rail <u>Contact</u>	GDA	56	384514	6356211	Open site	Destroyed	Artefact : -		
		<u>Recorders</u>	RPS Australia East Pty Ltd -Hamilton,Ms.Cheng-Yen Loo					<u>Permits</u>		
38-4-1817	Artefact Scatter 1 -Rail <u>Contact</u>	GDA	56	384553	6356198	Open site	Destroyed	Artefact : -		
		<u>Recorders</u>	RPS Australia East Pty Ltd -Hamilton,Ms.Cheng-Yen Loo					<u>Permits</u>		
38-4-1818	Isolated Find 9 - Rail <u>Contact</u>	GDA	56	384565	6356195	Open site	Destroyed	Artefact : -		
		<u>Recorders</u>	RPS Australia East Pty Ltd -Hamilton,Ms.Cheng-Yen Loo					<u>Permits</u>		
38-4-1803	Isolated Find 3-Rail <u>Contact</u>	GDA	56	384525	6356208	Open site	Valid	Artefact : -		
		<u>Recorders</u>	RPS Australia East Pty Ltd -Hamilton,Ms.Cheng-Yen Loo					<u>Permits</u>	3970	
38-4-1795	38 Hannell St Newcastle PAD <u>Contact</u>	GDA	56	384090	6356541	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
		<u>Recorders</u>	Extent Heritage Pty Ltd ,Doctor.Tessa Bryant					<u>Permits</u>	4122	
38-4-1804	Isolated Find 1-Rail <u>Contact</u>	GDA	56	384145	6356435	Open site	Valid	Artefact : -		
		<u>Recorders</u>	RPS Australia East Pty Ltd -Hamilton,Mr.Ben Slack					<u>Permits</u>	4025	
38-4-1805	Isolated Find 2-Rail <u>Contact</u>	GDA	56	384525	6356208	Open site	Valid	Artefact : -		
		<u>Recorders</u>	RPS Australia East Pty Ltd -Hamilton,Mr.Ben Slack					<u>Permits</u>	3970	

Report generated by AHIMS Web Service on 22/02/2018 for Natalie Vinton for the following area at Lot : 2, DP:DP1163346 with a Buffer of 1000 meters. Additional Info : Aboriginal DD.

Number of Aboriginal sites and Aboriginal objects found is 23

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

APPENDIX B—Heritage Listings



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

Newcastle City Centre Heritage Conservation Area

Item details

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

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

Boundary:

All addresses

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

Statement of significance:

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

land on the southern shores of the Hunter river. This evidence is available in historical accounts and in the archaeological record surviving beneath the modern city. The high numbers of commercial and civic buildings of the 19thc and 20th centuries gives the city a historic character which is notable and allows an understanding of the importance of the city as a place of commerce, governance and city building. The historical foundation of the city was the discovery and exploitation of coal with good shipping access via a safe and navigable harbour. The town's layout by Surveyor General Henry Dangar in 1828 is still visible in the city's streets, and is an element of historical value.

Date significance updated: 06 Feb 07

Note: The State Heritage Inventory provides information about heritage items listed by local and State government agencies. The State Heritage Inventory is continually being updated by local and State agencies as new information becomes available. Read the [OEH copyright and disclaimer](#).

Description

Physical description:

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

History

Historical notes:

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

Historic themes

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

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

Listings

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

Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Newcastle Heritage Study	1990		Unknown		Y e s
Newcastle Archaeological Management Plan	1997		Suters, Lavelle, Doring, Turner		Y e s
Newcastle Central Business District Heritage Study	1988		Suters Busteed Corner Clode Pty Ltd		N o
Newcastle Central Business District Heritage Study	1988		Suters Busteed Corner Clode Pty Ltd		

					N o
Urban Conservation Area Guidelines for Inner Newcastle	1996		Godden Mackay Pty Ltd		Y e s

References, internet links & images

Type	Author	Year	Title	Internet Links
Writt en	Godden Mackay Pty Ltd	1996	Urban Conservation Area Guidelines for Inner Newcastle	
Writt en	Suters Busteed Corner Clode Pty Ltd	1988	Newcastle Central Business District Heritage Study	

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



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

Data source

The information for this entry comes from the following source:

Name: Local Government

**Database
number:** 2173904

Every effort has been made to ensure that information contained in the State Heritage Inventory is correct. If you find any errors or omissions please send your comments to the [Database Manager](#).

All information and pictures on this page are the copyright of the Heritage Division or respective copyright owners.



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

Civic Railway Station Group

Item details

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

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

Boundary:

All addresses

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

Owner/s

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

Statement of significance:

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

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

Date significance updated: 21 Oct 16

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

Description

Designer/ Maker: New South Wales Department of Railways

Builder/ Maker: New South Wales Department of Railways

Construction years: 1935-1937

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

CONTEXT

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

STATION BUILDINGS (1937)

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

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

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

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

PLATFORM SHELTER (1937)

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

SIGNAL BOX (1937)

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

Interior: Not able to be inspected (2009).

PLATFORMS (1937)

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

FOOTBRIDGE (1937)

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

FORECOURT (POTENTIAL ARCHAEOLOGICAL SITE)

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

MOVABLE ITEMS

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

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

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

Safe (c1930s). Grey, metal.

Timber joinery, internal (c1930s).

Station signs - metal, with station names printed

Ticket counter/desks/cash draw (C1930s)

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

Sink (1930s)

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

Physical condition and/or Archaeological potential:

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

Footbridge - Good condition

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

Date condition updated: 15 Oct 08

Modifications and dates:

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

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

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

2009: Platform extended

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

2011: Signal Box (1937) removed.

2013: Carpark vested to Hunter Development Corporation

Current use:

Railway Station

Former use:

Nil

History

Historical notes:

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

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

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

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

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

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

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

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

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

Assessment of significance

SHR Criteria a)
[Historical
significance]

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

SHR Criteria c)
[Aesthetic
significance]

Civic Railway Station is of moderate aesthetic significance at a local level, associated with the station building and footbridge. While not particularly outstanding in terms of architectural achievement, the station building represents the first attempt to adapt domestic architectural styles for railway purposes. The station buildings and footbridge,

are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The building is competently executed and is a typical example of station construction at the time. It represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.

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

Listings

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

References, internet links & images

Type	Author	Year	Title	Internet Links
Written	C & MJ Doring Pty Ltd	1990	Honeysuckle Point Heritage Study	
Written	C. C. Singleton		The Short North. The Australian Railway Historical Society Bulletin. Various issues.	
Written	City Plan Heritage	2011	Civic Railway Station Signal Box, Heritage Impact Statement	
Written	John Forsyth		Line Histories	

Written	Ray Love	2009	Historical Research for RailCorp s170 Update	
Written	State Rail Authority of New South Wales	1995	How and Why of Station Names. Fourth Edition	
Written	URBIS	2014	Moveable Heritage Report and Inventory	

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



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

Data source

The information for this entry comes from the following source:

Name : State Government

Database number: 4801623

Every effort has been made to ensure that information contained in the State Heritage Inventory is correct. If you find any errors or omissions please send your comments to the [Database Manager](#).

All information and pictures on this page are the copyright of the Heritage Division or respective copyright owners.



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

Civic Railway Workshops

Item details

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

Property description

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

			CP/SP	71866
PART LOT	2		DP	856783
PART LOT	12		DP	883474
PART LOT	3		DP	883474
PART LOT	4		DP	883474
PART LOT	5		DP	883474
PART LOT	7		DP	883474
PART LOT	9		DP	883474

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

Boundary:

All addresses

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

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
Hunter Development Corporation	State Government	
Newcastle City Council	Local Government	24 Mar 17

Statement of significance:

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

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

Date significance updated: 23 Jun 04

*Note: The State Heritage Inventory provides information about heritage items listed by local and State government agencies. The State Heritage Inventory is continually being updated by local and State agencies as new information becomes available. Read the **OEH copyright and disclaimer**.*

Description

Designer/Maker: John Whitton

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

Construction years: 1874-1886

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

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

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

Physical condition and/or Archaeological potential: The Boiler House and Machine Shop has been restored and is used by the Hunter Valley Wine Society.

Blacksmith's Shop and Wheel Shop - the building has recently been restored and is currently tenanted.

The site has the potential to contain evidence of the original Monier Sea Wall, the remnants of an original stone wall associated with the reclamation for Lee Wharf construction; rail sidings along Lee Wharf and spur connections to the Honeysuckle Railway Workshops/Yards.

In terms of archaeological potential, the Honeysuckle Railway Workshops contain industrial remains including extensive footings of demolished brick buildings, underground pipes for air, water, gas, hydraulic oil and artefacts related to use and occupation of the area as a railway facility for over 100 years.

The site has the potential to contain evidence of the original Monier Sea Wall, an innovative and supposedly rat-proof system first used at Walsh Bay, Sydney and then used here. The remnants of an original stone wall associated with reclamation for the Lee Wharf construction; rail sidings along Lee Wharf and spur connections to the Honeysuckle Railway Workshops/Yards.

Date condition updated:29 Sep 04

Modifications and dates:

Boiler House and Machine Shop - originally served as a locomotive blacksmith's shop (eastern end) and machine and wheel shop (western end). A small brick gabled wing has been added to its northern facade.

Current use:

Shopping precinct

Former use:

Railway Workshops

History

Historical notes:

The site's history has been summarised according to significant events (Umwelt, August 2003):

c.1840- purchase of 38 acres at Honeysuckle Point for the erection of a Church School by the trustees on behalf of Anglican Bishop Broughton - 'The Bishop's Settlement'

1848 - the Dangar family established Newcastle's first cannery on the harbour foreshore, east of the Bishop's Settlement

1848 - 1851- Bishop's settlement subdivided into 42 lots and 40 of these were occupied by tenants. Some built houses, others commercial premises, some were operated as shipbuilding yards and industrial plants.

1853 - 1855 the Hunter River Railway Company was formed to build a line between Newcastle and Maitland. Honeysuckle Point chosen as the eastern terminus for the railway. The company was taken over by the State government due to its poor financial situation.

1856 -1895 Railway construction from Honeysuckle to Hexham. Construction of 33 buildings on Bishop's Settlement. Workshops opened at Honeysuckle, including loco shed, carriage repair shed, carriage painting shop, machine shop and blacksmith's shop.

1908 -1910 - construction of timber wharves along the reclaimed foreshore. The Monier Sea Wall was completed, an innovative structural material which previously had only been used at Walsh Bay in Sydney.

1910 - 1952 More buildings were constructed, including the Carpenter's Shop, a large foundry, commencement of building at Chullora Railway Workshops (c.1920), signalling the likely scale-back of operations at the Honeysuckle workshops.

1958 - The foundry was closed and its operations transferred to Chullora in Sydney

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

2016: Excavation work in the former rail corridor has uncovered remains of one of the oldest working railway stations in the Hunter, Honeysuckle railway station. Two sandstone walls - between the Hunter New England Health headquarters on Hunter Street and a Honeysuckle Drive office block were found just below the surface 2 weeks ago. These are believed to be remains of platforms from the second Honeysuckle railway station, built in 1872 (Newcastle Herald, 19/7/16, 7).

Historic themes

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

Assessment of significance

SHR Criteria c)

[Aesthetic significance]

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

Assessment criteria:

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

Procedures /Exemptions

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

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

Listings

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

References, internet links & images

Type	Author	Year	Title	Internet Links
------	--------	------	-------	----------------

Tourism		2007	Honeysuckle Precinct	View details
Tourism	Attraction Homepage	2007	Honeysuckle Precinct	View details
Written	Insite Heritage	2007	Archaeological Investigations of Former Perway Store, Honeysuckle Precinct.	
Written	Paul Rheinberger, Umwelt	2003	Research Design: Sub-surface Investigation of the Historical Archaeology of the Worth Place/Lee Wharf Precinct, Newcastle, NSW	
Written	Paul Rheinberger, Umwelt Environmental Consultants	2003	Research Design: Sub-surface Investigation of the Historical Archaeology of the Worth Place/Lee Wharf Precinct, Newcastle NSW	
Written	Susan Duyker, Andrew Sneddon and Mark Dunn, Godden Mackay Logan	2003	Lee Wharf Newcastle Heritage Impact Statement	

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



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

Data source

The information for this entry comes from the following source:

Name:	Heritage Office
Database number:	5044977
File number:	S90/05371;S94/01096;H05/00083

Every effort has been made to ensure that information contained in the State Heritage Inventory is correct. If you find any errors or omissions please send your comments to the [Database Manager](#).

All information and pictures on this page are the copyright of the Heritage Division or respective copyright owners.