

Newcastle Inner City Bypass – Rankin Park to Jesmond

Environmental impact statement

Technical Paper 9 – Non-Aboriginal Heritage Assessment

November 2016



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baker archaeology 

Aurecon Australasia Pty Ltd

Newcastle Inner City Bypass - Rankin Park to Jesmond
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Executive Summary

Roads and Maritime Services (Roads and Maritime) is seeking approval to construct the fifth section of the Newcastle Inner City Bypass between Rankin Park and Jesmond (the project). The project would involve the construction of a new 3.4 kilometre four-lane dual carriageway highway between the intersection of McCaffrey Drive and Lookout Road, New Lambton Heights and the intersection of Newcastle Road and Main Road at Jesmond.

This non-Aboriginal heritage assessment forms part of an environmental impact statement (EIS) which is being prepared as part of a State significant infrastructure project.

The heritage investigations did not identify listed heritage items within the construction footprint, although a series of locally listed heritage items occur within 500 metres of the construction footprint. However, the project passes through former colliery owned bushland, the northern end of which was bounded by the former Wallsend-Plattsburg tramway, currently converted to use as a shared path along an old embankment through Jesmond Park and Rudd Park. The former tramway also served as the boundary of a Depression-era shanty town known locally as 'Hollywood' which persisted possibly until the 1960s. Archaeological evidence of the Hollywood shanty town and associated activities was identified during field survey for this assessment. Evidence included the presence of corrugated iron and other metal fragments within an area from the former tramway and south for 600 metres. Although not currently heritage listed, the former Wallsend-Plattsburg tramway is recognised in this assessment as an item of local heritage significance in its own right, but most importantly as an element of the Hollywood shanty town site. The Hollywood shanty town was literally on "the wrong side of the tracks" as defined by the tramway which separated the poorer Hollywood inhabitants on the south side from the greater Jesmond suburban community on the north side of the tram tracks.

The Hollywood shanty town, incorporating the former tramway as an important boundary component, is assessed as being of local significance for its scientific research value and association with the Great Depression era. The archaeological remains, including the tramway (of which only the embankment remains) are defined as the Hollywood archaeological site. Much of the Hollywood site will be directly impacted as a result of the project. An impact mitigation program is recommended whereby the research value is realised through a salvage investigation integrating archaeological analysis, archival research and oral history recording. This salvage program would result in an archival record of the Hollywood shanty town site. An interpretation strategy for the shanty town area within and adjacent to the construction footprint is recommended. The salvage program will serve as the basis for the interpretation strategy.

1 Introduction

1.1 Project overview

Roads and Maritime Services (Roads and Maritime) is seeking approval to construct the fifth section of the Newcastle Inner City Bypass between Rankin Park and Jesmond (the project). The approval is sought under Part 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The Newcastle Inner City Bypass is part of Roads and Maritimes' long-term strategy to provide an orbital road within Newcastle's road network to connect the Pacific Highway at Bennetts Green with the Pacific Highway at Sandgate.

Construction of the project would form part of the Newcastle Inner City Bypass. This would provide improved traffic flows across the western suburbs of Newcastle and connect key regional destinations such as Bennetts Green, Charlestown and Jesmond shopping centres, John Hunter Hospital precinct, The University of Newcastle and the Pacific Highway.

The north-south road corridor was first planned in the 1950s and incorporated into the Northumberland County Planning Scheme in 1957.

Sections of the Newcastle Inner City Bypass have opened progressively since the early 1980s as outlined in Table 1.

Table 1. Newcastle Inner City Bypass sections status

Section	Route	Length	Status
A	West Charlestown Bypass	6 km	Completed in 2003
B	Kotara to Rankin Park	2.4 km	Completed in 1983
C	Rankin Park to Jesmond	3.4 km	Subject to this planning approval
D	Jesmond to Shortland	3.2 km	Completed in 1993
E	Shortland to Sandgate	2.3 km	Completed in 2014

A strategic design for the Rankin Park to Jesmond project was displayed for community comment in 2007. Community feedback was considered to finalise the preferred route corridor, which was reserved in Newcastle City Council's local environmental plan.

In June 2014 the NSW Government announced it would complete the \$280 million Rankin Park to Jesmond section of the bypass, including \$150 million from Restart NSW to progress the project. Roads and Maritime has since carried out a comprehensive review of the 2007 strategic design and a refined strategic design was displayed for community feedback in May and June 2016. A concept design has since been developed for the project, which forms the basis of this assessment that has been prepared to support the environmental impact statement (EIS) for the project.

Construction of the project is expected to start in late 2017 and be open to traffic in 2020.

1.2 The project

The project would involve the construction of about 3.4 kilometres of new four lane divided road between Lookout Road at New Lambton Heights and Newcastle Road at Jesmond. The project is located in the Newcastle local government area (LGA), about 11 kilometres west of the Newcastle central business district and about 160 kilometres north of Sydney (Figure 1).

Key features of the project (Figure 2) include:

- New road with two lanes in each direction, separated by a median
- Three interchanges, consisting of:
 - Northern interchange providing access to Newcastle Road and the existing Jesmond to Shortland section of the Newcastle Inner City Bypass. The full interchange provides all movements to/from the bypass and Newcastle Road
 - Hospital interchange providing access between John Hunter Hospital precinct and the bypass. The half-interchange providing access to/from the north
 - Southern interchange providing access to Lookout Road and the existing Kotara to Rankin Park section of the Newcastle Inner City Bypass. The bypass would travel under McCaffrey Drive. The half interchange provides connection in both directions on Lookout Road
- Structures along the road to allow for drainage, animal and bushwalker access
- Tie in and upgrades to connecting roads, including Lookout Road, McCaffrey Drive and Newcastle Road
- Large cut and fill embankments due to steep and undulating terrain
- Pedestrian and cycling facilities, including a shared path bridge over Newcastle Road
- Noise barriers and/or architectural treatment, as required
- Permanent operational water quality measures.

Ancillary works to facilitate construction of the project (Figure 3), including:

- Adjustment, relocation and/or protection of public utilities and services
- Mine subsidence treatment, as required
- Temporary construction facilities, including sedimentation basins, compounds and stockpile sites
- Temporary and permanent access tracks
- Concrete/asphalt batching plant, as required.

1.3 Project objectives

The key objectives of the project are to:

- Provide continuity of the Newcastle Inner City Bypass between Bennetts Green and Sandgate
- Reduce travel times and congestion on the Newcastle Inner City Bypass
- Provide traffic relief on key parts of the surrounding road network.

In so doing, it is intended to:

- Improve road safety
- Minimise impacts on the natural and built environment
- Provide value for money.

To support the project objectives, the concept design and environmental assessment has been developed by:

- Designing the project to consider the environmental constraints and avoid or minimise impacts to the environment
- Satisfying the technical requirements for the design of the project
- Optimising the concept design to ensure the project can be constructed and maintained both practically and efficiently
- Applying appropriate urban design, landscape and visual principles in the concept design of the project elements
- Carrying out appropriate community and stakeholder consultation
- Designing all connections, modifications and improvements necessary to link the project to the existing road network

Planning temporary arrangements which minimise disruption to local and through traffic and maintain access to adjacent properties during construction. The overall project goal is to achieve the best possible result for each of the above tasks, both in isolation and when considered together.

1.4 Purpose of this report

The objective of this study is to assess non-Aboriginal heritage issues from the project operation and construction, and where required, identify feasible and reasonable management measures.

This non-Aboriginal heritage assessment has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) for the Newcastle Inner City Bypass between Rankin Park and Jesmond for the purpose of seeking project approval for State significant infrastructure (SSI) under Part 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Table 2 outline the requirements relevant to this assessment and where they are addressed in the report.

Table 2. Secretary's Environmental Assessment Requirements

Requirement	Where addressed in report
Impacts to non-Aboriginal heritage (including heritage items and archaeology) should be assessed, including through survey where appropriate. Where impacts are identified, the assessment shall:	Listed heritage items identified in Section 5. Archaeological relics identified through survey described in section 6.
Outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the mitigation measures) generally consistent with the guidelines in the NSW Heritage Manual (Heritage Office and DUAP 1996)	Sections 8 and 9
Be undertaken by a suitably qualified heritage consultant(s) (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria)	Section 1.7
Include a statement of heritage impact for all heritage items (including significance assessment)	Sections 7 and 8
Consider impacts from vibration, demolition, archaeological disturbance, altered historical arrangements and access, landscape and vistas, and architectural noise treatment	Section 8
Where required, develop an appropriate archaeological assessment methodology, including research design, in consultation with the Department and the Heritage Council of New South Wales, to guide physical archaeological test excavations and include the results of these excavations.	Not applicable as test excavations are not required for this assessment. A salvage program, including sub-surface archaeological investigations, will be implemented in consultation with the Department of Planning and Environment, Office of Environment and Heritage (Heritage Division) and Heritage Council of New South Wales prior to the start of construction as detailed in Section 9.

Guidelines cited in the SEARs include Heritage Manual (DUAP 1996 and subsequent updates), *Statements of Heritage Impact* (Heritage Office and DUAP 2002) and *The Burra Charter 2013* (Australia ICOMOS). Agency correspondence appended to the SEARs reflects the requirements in Table 2.

Baker Archaeology was commissioned to prepare a non-Aboriginal heritage assessment as part of the EIS. The assessment was prepared by Neville Baker BA Hons Archaeology (Sydney). The overall aim of this study is the assessment of direct and indirect impacts of the project on the heritage values of heritage items within or near to the study area.

The objectives to achieve this aim include:

- Research to identify the history of the area

- Database searches to identify known heritage items
- Site survey to identify heritage items
- Assessment of heritage values
- Assessment of impacts
- Development of mitigation measures which respond to the identified heritage values.

1.5 Study area

The study area comprises the operational and construction footprint of the project (Figure 7) and a 500 metre surrounding area within the Newcastle local government area (LGA), generally extending between Lookout Road, Rankin Park to Newcastle Road Jesmond. Much of the construction footprint is within undulating bushland and passes to the immediate west of the John Hunter Hospital precinct.

1.6 Report structure

The structure and content of this report reflect the requirements of the SEARs and the guidelines cited therein.

The report structure is as follows:

- Section 1 provides an overview of the project and the purpose of this report
- Section 2 describes the project
- Section 3 summarises key statutory requirements in regard to this assessment
- Section 4 details the methodology employed in this assessment
- Section 5 provides historical context for the assessment
- Section 6 tabulates listed heritage items within the study area
- Section 7 describes the results of archaeological fieldwork
- Section 8 includes the assessment of heritage values and statement of significance
- Section 9 includes the impact assessment
- Section 10 present recommendations for impact mitigation and the Roads and Maritime unexpected finds procedure.

1.7 Report authorship

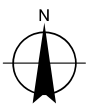
This report was prepared by Neville Baker BA Hons (Sydney) MAACAI who is a consultant archaeologist of over 20 years' experience. Lachlan Wetherall is acknowledged for his blog (Wetherall 2015) pointing me toward the 1944 aerial photo of the Hollywood shanty town.



LEGEND

- The Project
- National Parks and Wildlife Service Estate and bushland reserves
- Road
- Local government area
- Watercourse area

Paper Size A4
0 270 540 1,080 1,620 2,160
Metres
Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56



Rankin Park to Jesmond
Non-Aboriginal Heritage Report

Job Number 22-17656
Revision 0
Date 26 Aug 2016

Project locality

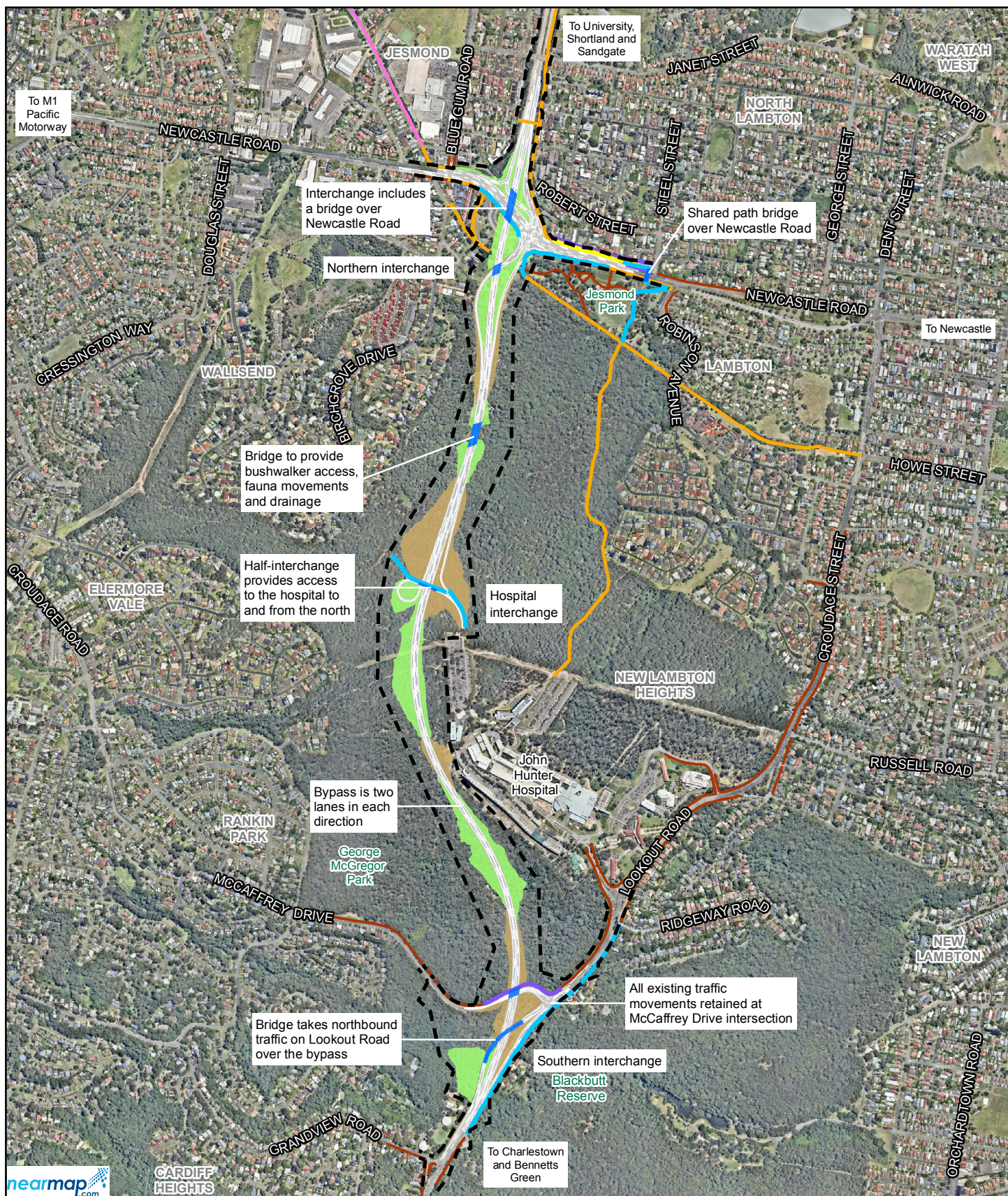
Figure 1

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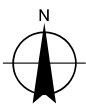
Data source: Geoscience Australia: 250k Topographic Series 3, 2012; Aurecon: The project, 2015; LPI: DTDB, 2006. Created by: fmnackay



LEGEND

Design	Earthworks cut	Existing on-road cycleway	Existing footpath
Pavement	Earthworks fill	Existing shared path	Proposed footpath
Bridge	Proposed road corridor	Proposed shared path	Proposed on-road cycleway

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Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

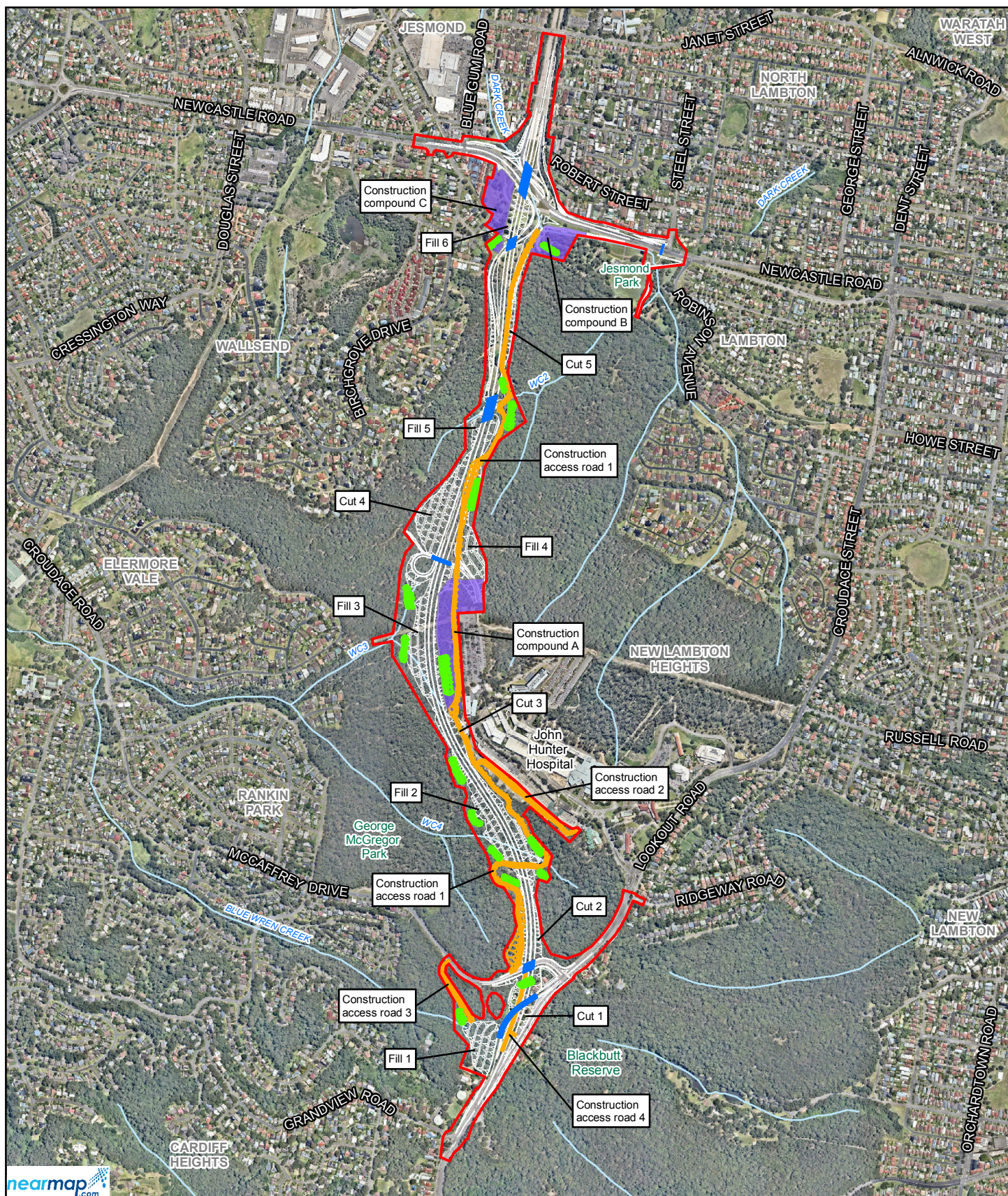


Rankin Park to Jesmond
Non-Aboriginal Heritage Report

Job Number 22-17656
Revision 0
Date 26 Aug 2016

Project overview

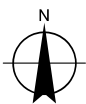
Figure 2



LEGEND

- | | |
|---|--|
| Construction footprint | Design |
| Construction compound | Bridge |
| Construction access tracks | ~ Watercourse |
| Construction sedimentation basin | |

Paper Size A4
0 62.5 125 250 375 500
Metres
Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56



Rankin Park to Jesmond
Non-Aboriginal Heritage Report

Job Number 22-17656
Revision 0
Date 26 Aug 2016

Construction ancillary facilities

Figure 3

G:\22\17656\GIS\Maps\Deliverables\Heritage\2217656_H007_ConstructionFacilities_0.mxd
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Data source: Neamap: Aerial Imagery, 20160331; Aurecon: Construction footprint/ Design / Water quality structures, 2016; LPI: DTDB, 2012. Created by: tmorton, fmacKay

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2 Legislative Requirements

2.1 Environment Protection and Biodiversity Conservation Act 1999

The Commonwealth *Environment Protection and Biodiversity Act 1999* (EPBC Act) provides protection for the environment on Commonwealth land, consideration of environmental impact of Commonwealth activities and provides protection for environmental matters of Commonwealth and National Heritage significance. The Act establishes the Commonwealth Heritage List and National Heritage List. The Commonwealth Heritage List only applies to heritage items on Commonwealth land and is thus not relevant here. The National Heritage List identifies items of National heritage value. The National Heritage list was searched on 25 November 2015 and no items were found within the study area. Likewise there are no world heritage items within the study area.

2.2 Environmental Planning & Assessment Act 1979

The NSW *Environmental Planning & Assessment Act 1979* (EP&A Act) provides for the consideration of the environment in land use planning and development approvals.

The project falls under clause 1, Schedule 3 of *State Environmental Planning Policy (State and Regional Development) 2011* and therefore does not require development consent under Part 4 of the EP&A Act. The project is being assessed as SSI under Part 5.1 of the EP&A Act. The SEARs for the project were issued on the 3 March 2015 and detailed requirements for an environmental impact statement. Requirements for non-Aboriginal heritage are outlined above in Table 2.

Under section 115ZG of the EP&A Act authorisations under other legislation are not required for SSI projects, including an approval under Part 4, or an excavation permit under section 139, of the *Heritage Act 1977*. Furthermore, under s.115ZG(4) any investigative heritage work for the EIS such as test excavation does not require approval under the *Heritage Act 1977* but must comply with the SEARs.

2.3 Heritage Act 1977

Certain historic heritage items are protected in NSW under the *Heritage Act 1977* (Heritage Act). The Heritage Act establishes the State Heritage Register which lists heritage items formally assessed as being of state significance. Interim heritage protection orders may also be employed to protect heritage items. The Heritage Act also includes protection for certain relics in archaeological contexts. Section 4 of the Heritage Act defines relic as “*any deposit, artefact, object or material evidence that:*

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

(b) is of State or local heritage significance.”

An approval under section 60 of the Heritage Act is required for impact to State Heritage Register listed heritage items. An excavation permit under section 139 of the Heritage Act is required for archaeological relics. However, as stated in Section 2.2 above, permits and approvals under the Heritage Act are not required for assessments under Part 5.1 of the EP&A Act.

Heritage items of local significance are typically protected via listing in a heritage schedule attached to a local environment plan. Alternately NSW government agencies are required to prepare a register of heritage items in their care under section 170 of the Heritage Act. Section 3.3 outlines the heritage databases reviewed for this assessment.

2.4 Newcastle Local Environmental Plan 2012

The *Newcastle Local Environmental Plan 2012* (Newcastle LEP) makes land use planning provisions that considers the needs of the community while conserving and managing the natural and built resources of the City of Newcastle. Clause 5.10 sets out the requirements for consent for impact or alteration to heritage items and Aboriginal sites, however this is not applicable for SSI projects under Part 5.1 of the EP&A Act. Heritage Items are listed in Schedule 5 “Environmental Heritage” of the Newcastle LEP which identifies those structure, areas and archaeological sites deemed to be of local or state significance. Typically, such heritage schedules are informed by a heritage study. Any impact to heritage items listed in the Newcastle LEP generally require a Statement of Heritage Impact and notification to the local council. The *Newcastle City Wide Heritage Study 1996-97* and *Newcastle Archaeological Management Plan* were prepared by Suters Architects in 1997 for this purpose.

3 Methodology

3.1 Review of previous assessments

Newcastle City Wide Heritage Study 1996-97

A major heritage study was carried out by a consortium of heritage specialists coordinated by Suters Architects (Suters 1997a) to inform the development of a heritage schedule for the Newcastle LEP. The study covers all of the Newcastle City area including the study area. A sub-set of items listed in the study's inventory were recommended for subsequent listing in the Newcastle LEP. Inventory items were compiled as they were brought to the attention of the study team during investigations and public consultation (Suters 1997a Vol. 1:3/1). Not all inventory items were identified as having local significance.

Rankin Park Hospital and Croudace House within the current John Hunter Hospital precinct were identified as heritage items warranting ongoing Newcastle LEP listing. No items in Jesmond were identified for listing.

Newcastle Archaeological Management Plan

An archaeological management study was completed by Suters Architects (Suters 1997b) to complement the heritage study which had focussed on non-archaeological heritage. Despite a wide ranging study across the City of Newcastle, no archaeological sites are mentioned as occurring within the study area.

Non-Indigenous Heritage – Preliminary Assessment of the Proposed State Highway 23 Realignment from Rankin Park to Jesmond, NSW

In 2006, as part of the options study for the project, Umwelt (Umwelt 2006) undertook an assessment of historic heritage covering a corridor through, but not including all, of the present study area. The study noted the proximity of a number of items listed in the 1997 heritage study but stated that these were "not material to the study area". The items noted were:

- JESM.001: Purified Coal and Coke Company Site, Drury Street, Jesmond
- JESM.002: Housing Commission Cottages, Steel Street (corner of Kiah Street), Jesmond
- JESM.003: Residence, 298 Newcastle Road (corner of Arthur Street), Jesmond
- JESM.004: Residence, 288 Newcastle Road, Jesmond
- JESM.005: Residence, 330 Newcastle Road, Jesmond.

The study identified two key historical associations with the options study area: the former West Wallsend tramway, presently used as the shared path (for pedestrians and cyclists) through Jesmond Park, and the "Jesmond shanty town". The tramway, which extends across both the Lake Macquarie and Newcastle local government areas, was assessed to be of local significance on the basis of its heritage listing in the *Lake Macquarie Local Environment Plan 2004* (Lake Macquarie LEP) 2004 Heritage Schedule. The Umwelt study did not assess the Jesmond shanty town as it failed to identify its archaeological remains.

A key focus of the study was the route and corridor of the former tramway running through the northern end of the study area. While the study noted that the tramway was absent from the Newcastle heritage study (Suters Architects 1997a), it identified the West Wallsend tramway is listed under the Lake Macquarie LEP. It continues to be listed in the Lake Macquarie LEP as item 92. Umwelt made recommendations for an excavation permit under section 139 of the *Heritage Act 1977* and archaeological monitoring.

The study noted the “reputed use of the eastern part of Jesmond Park during the Great Depression as ‘shanty town’ for which there was no evidence identified during the study’s fieldwork. Furthermore, it stated that there was “no historical evidence to suggest that the majority of the study area south of the former tramway corridor has been settled or used otherwise than for ephemeral camping” (Umwelt 2006: 5). The later study by Parsons Brinkerhoff Australia Pty Ltd (PB 2014) (detailed below) and the present study provide evidence to the contrary. The present study suggests that the shanty town is the key heritage feature within the study area.

Newcastle Inner City Bypass, Rankin Park to Jesmond, Preliminary Environmental Investigation

A preliminary environmental investigation by Parsons Brinckerhoff (PB) included an assessment of “non-Aboriginal heritage” including new information about listed heritage items and aerial photography evidence for the Jesmond shanty town referred to colloquially and in historic records as “Hollywood”. The study noted that 1954 aerial photography indicated structures along a track south of the tramway consistent with the recollections of Hollywood described in a *Newcastle Herald* article of 2008 (Ray 2008).

The study identified six listed heritage items in the vicinity of the study area, including one listed heritage item (Marquis of Midlothian Hotel) within the study area as was then defined. This place occurs outside of the current study area. Table 3 provides the current listings.

Table 3. PB 2014 Identified Heritage Items in the Vicinity of the Study Area

Heritage Item and Address	Listed Significance
Croudace House and Garden (John Hunter Hospital precinct. New Lambton Heights)	Local (LEP 2012 Schedule 5 I358)
Lambton Water Pumping Station (1 km east of study area on Newcastle Road, Lambton)	Local (Hunter Water Corporation S.170 Register)
Original Building (John Hunter Hospital precinct. New Lambton Heights)	Local (NSW Department of Health S.170 Register)
Rankin Park Hospital (John Hunter Hospital precinct. New Lambton Heights)	Local (LEP 2012 Schedule 5 I356)
Remnant Garden, Croudace House (John Hunter Hospital precinct. New Lambton Heights)	Local (LEP 2012 Schedule 5 I357)
Marquis of Midlothian Hotel (42 Robert St Jesmond)	Local (LEP 2012 Schedule 5 I207)

3.2 Review of sources

A historic summary of the study area was prepared on the basis of research including:

- Parish maps
- Historic aerial photographs
- Newspaper article
- NSW Office of Environment and Heritage (OEH) Heritage Division library and archaeological database
- Newcastle local studies library

- Previous historic assessment reports including the 2006 Umwelt report
- A recent blog website compiling information about the Hollywood shanty town by Lachlan Wetherall (Wetherall 2015).

3.3 Review of heritage databases

Previously listed heritage items were identified, mapped and described on the basis of searches of the following databases conducted in May 2015:

- NSW State Heritage Register
- NSW State Heritage Inventory
- Newcastle Local Environmental Plan 2012
- Department of Health Section 170 Register; Roads and Maritime Section 170 Register
- Commonwealth Heritage List
- National Trust heritage list (which links to the NSW State Heritage Inventory).

3.4 Interviews

Informal interviews were conducted with two local residents with memories of the “Hollywood” shanty town with reference to the 1954 air photo which includes potential shanty town features of interest.

3.5 Site inspection

A site inspection of the study area was conducted by Neville Baker on 12 May 2015 focusing on the potential archaeological sites and record data on physical description, location, setting, fabric, current use and associated features (see Section 6 below).

3.6 Heritage values assessment

Heritage values were assessed in accordance with the *Assessing Heritage Significance* guideline (Heritage Office 2001) on the basis of existing listings and available information.

3.7 Impact assessment

An impact assessment was conducted for each unlisted heritage item within the study area in accordance with the *Statements of Heritage Impact* guideline (Heritage Office 2002) within the *NSW Heritage Manual* (Heritage Office and DUAP 1996 and updates). The assessment had regard to the different components of the heritage item (including curtilage) and their contribution to the item’s overall heritage value.

4 History

4.1 Sources

The history of the study area is summarised to provide context to the heritage items identified in this study. This summary draws heavily on the extensive history provided in Suters 1997a and thematic history prepared by the NSW Heritage Office (HO 1996).

4.2 Themes

Relevant historic themes applicable to the study area include:

- *Economic Development/ Mining* in relation to the purchase and mining of the land
- *Pattern of Settlement/ Townships* in relation to the development of surrounding villages later to become Newcastle suburbs and ad hoc settlement within the land with the development of the shanty town
- *Social Development/Health* in relation to the development of the hospital precinct
- *Pattern of Settlement/Transportation* in relation to the tramway development.

4.3 Mining and settlement

Establishment of Newcastle

The study area is situated in the western suburbs of the City of Newcastle, originally a settlement founded unsuccessfully in 1801 and finally with success as a penal settlement to exploit coal, timber and lime shell resources in 1804. A decision to open the Hunter Valley to free settlement was taken in 1820 and the opening of a road from Sydney to the Upper Hunter valley prompted the end of military administration in 1823 with the move of convicts not assigned to the Australian Agricultural Company to the Port Macquarie penal settlement.

Colliery village development

The Hunter Valley's first coal mines were in Newcastle with the Australian Agricultural Company dominating coal production. The development of private colliery steam railways allowed the rapid development of colliery villages west of Newcastle with Lambton and New Lambton developed in the 1860s close to the study area.

The study area has previously been undermined from the former Lambton Colliery established in 1862 on 1280 acres by the Scottish Australia Mining Company (Figure 4). A study from 1985 (DMR 1985) determined that surface evidence of mining within the study area was minimal with known sites of adits, drifts and vertical shafts in the area found to have been infilled. The Lambton Colliery extracted coal from both the Borehole and Victoria Tunnel Seams using board and pillar and total extraction mining methods. In 1868 a new mine was developed by the Brown brothers nearby to the south east of Lambton Colliery and called New Lambton. Mining buildings were established well to the east of the study area and are no longer present.

Croudace House, still extant within the John Hunter Hospital precinct, was constructed for the Lambton colliery manager, Thomas Croudace, in 1863.

At the north end of the study area, Jesmond village developed in this period around the steam saw mills of land grantee William Steel and soap works of John Campion. The original name of Dark Creek for the area relates to the now-canalised creek running through Jesmond Park in the northern end of the study area.

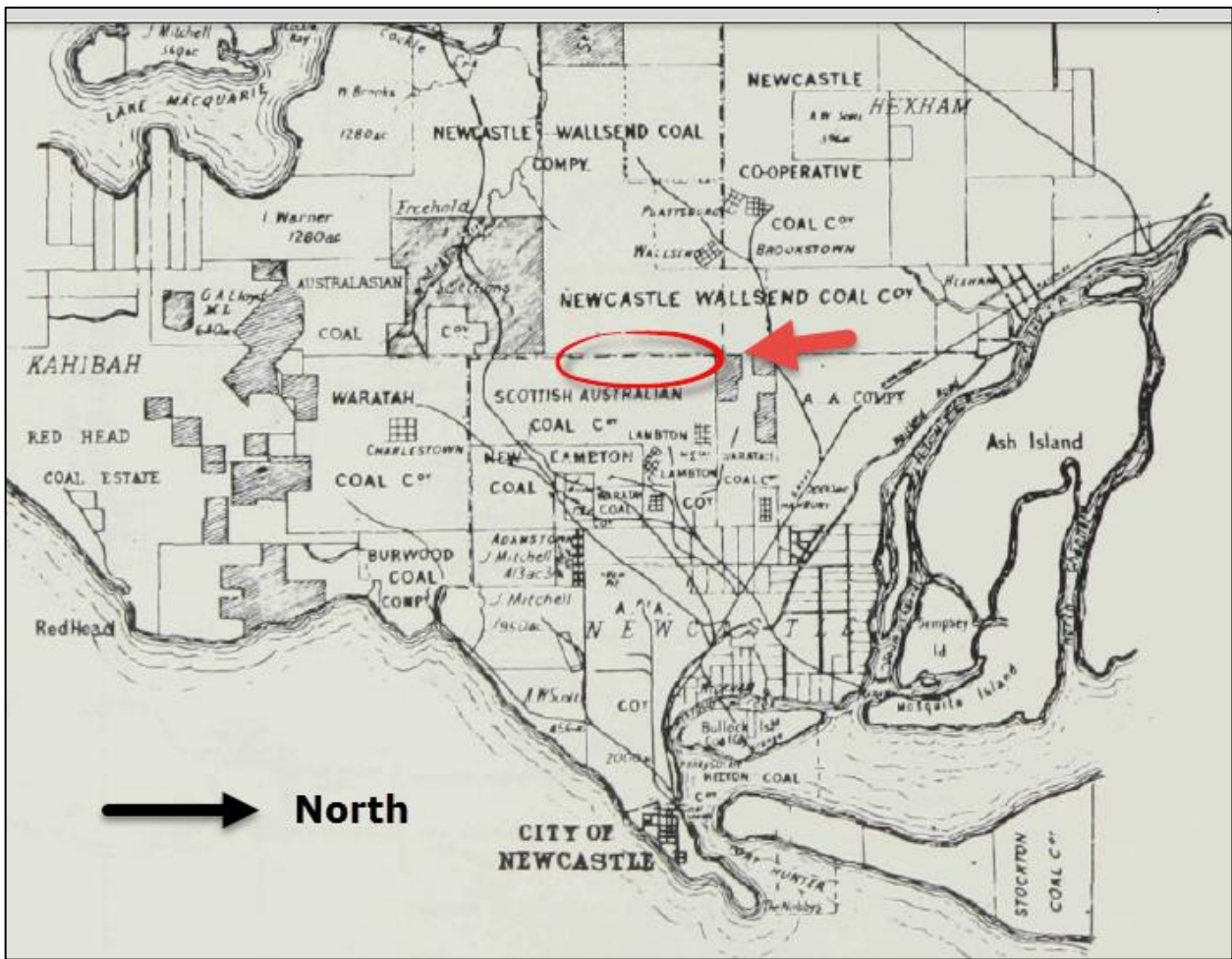


Figure 4. Undated plan showing mine boundaries

Red circle – general location of project

Source: Turner 1982 Map 3; General location of Hollywood shanty town and project arrowed

Hollywood shanty town

The current bushland portion of the study area south of Jesmond Park has a central ‘paper road’ visible on the cadastre which serves as the division between the Parish of Newcastle to the east and Parish of Kahibah to the west. It is along this paper road, still presently visible in part as a dirt track, that the shanty town of Hollywood developed in the Great Depression of the 1930s following clearances from “Nobbys Camp when it was taken over by the Defence Department” (*Newcastle Sun* 20 December 1939:7), a move attested in an article from 1937 “Exit Nobbys Camp” (*Newcastle Sun* 16 July 1937:4). By 1949, 70 to 80 families were resident in shanties primarily along the paper road from the tramway line at Jesmond stretching for 550 metres to the heavily incised creek valley to the south.

A recollection of an elderly former local resident, Mr Geoffrey Payne (pers.comm. 28 April 2015) who lived in Jesmond as a boy in the 1940s and had school friends in Hollywood, was that the houses were constructed along the dirt track south of the tramway and that there was a single tap at the north end of the track near the tramway which was the source of water for all the residents. The track is visible in a 1944 air photo (Figure 5), a 1954 air photo (Figure 6) and is still present today. The track roughly follows the paper road and therefore may have started as an informally cleared access way for surveyors and land owners. Another elderly former Jesmond resident, Mr Kevin Simpson (pers.comm. 27 March 2015),

recalled a broader pattern of shanties in the 1940s extending east of the track and scattered throughout the bush behind Jesmond Park. This pattern corresponds to the description from 1936:

“DOGGYVILLE” or “HOLLYWOOD”: Suggestive of extremes, “Doggyville” or “Hollywood” are the alternative names with which a growing unemployed hamlet between Wallsend and Lambton has been “christened”. On the Wallsend-Lambton boundary, the camp flanks the southern side of the picturesque section of the Newcastle-Wallsend tram route, between Lambton and Jesmond ... the site of the camp crossed by an unformed boundary road (*Newcastle Morning Herald and Miners’ Advocate* 15 May 1936:10).

The earliest air photo for the area available from Land and Property Information dates to 22 July 1954 (NSW 252-5052 Run 4N - Figure 6). Features with prominent shadows are interpreted as shanty structures concentrated along the unformed track and extending in a generally scattered linear pattern from the track for a distance of 850 metres to the south east (see Section 6 and Figure 9 and Figure 10 therein). The interpreted structures appear to be associated with a cleared area of ground which, according to former residents cited above, served as a two-up school, and was later developed as a drive-in and is presently in the vicinity of Drysdale Circuit, Lambton. Published recollections of the settlement suggest it was cleared by the local council in the mid to late 1950s (Ray 2008: A6-A7) or 1960s (Proudman & Ryan 2014:2).

An additional air photo from 1944 (Figure 5) is provided on the web blog of Lachlan Wetherall (2015).

The configuration of the Hollywood shanty town settlement may be attributable to a combination of natural topography, limited access to water, the effects of mining on the land-surface to the east of the road, the presence of the paper road track and the proximity to the tramway.

The paper road served as the western boundary of the Scottish Australian Mining Company via its initial purchase by R.A.A. Moreland and Matthew Young and eastern boundary of the Joseph Weller land grant subsequently transferred to the Wallsend Coal Company (see Figure 4 above). The heavily undermined land, steep terrain and colliery ownership have served to preserve the land from development and consequently protected the rapidly fading archaeological traces of the Hollywood shanty town.

More detail on the Hollywood shanty town is provided below.



Figure 5. 1944 air photo of Hollywood shanty town

Source: Wetherall 2015 who cites "Portion of an aerial photograph from 1944 that shows the "Hollywood" settlement. Newcastle Library, Local Studies. [Run 5, Image 01465]"



Figure 6. 1954 Air Photo, Jesmond showing “paper road” and tramway alignments

Source: LPI Air Photo NSW 252-5052 Run 4N 22.7.54 overlaid on Google Earth Pro; Clearance footprint in yellow outline

Hospital development

Limited information is available for the development of the hospital. The listing for the “Original Building” on Lookout Road states that its development at New Lambton Height during WWII was as an emergency hospital, should it have been necessary to evacuate the Royal Newcastle Hospital.

Tramway

Parish maps indicate that a corridor for the development of a steam tramway had been established in 1888 from Wallsend to Newcastle (Figure 6). Umwelt (2006) reports that the Wallsend Plattsburg tramway was constructed between 1886 and 1887 to provide reliable transportation between Newcastle at the satellite mining and industrial villages.

The original steam tramway was converted to electric traction between 1923 and 1926. Decreasing patronage threatened the viability of tramways, their closure delayed only by the Depression and wartime with eventual closure of the Wallsend Plattsburg line in 1949.

The tramway has been converted to a shared path for pedestrians and cyclists with all original fabric removed from the tramway leaving only the earthen embankment through the Dark Creek valley at Jesmond Park. The shared path continues along the tramway embankment to the east through Rudd Park for a distance of about 1.5 kilometres. Umwelt notes that “Realistically, it is very unlikely that artefacts may be located in the immediate sub-surface.” (2006:7).

5 Heritage Listings and Present Status

The following listed heritage items occur in the study area (Figure 7).

Table 4. Listed Heritage Items in the Vicinity of the Study Area

Heritage Address	Item and	Listed Significance (Item and ID)	Location	Present status
Croudace House and Garden (John Hunter Hospital precinct. New Lambton Heights)		Local (Newcastle LEP 2012 Schedule 5 I358)	Actual house located in the eastern extent of the John Hunter Hospital precinct near Lookout Road. The Newcastle LEP listed curtilage includes most of the existing John Hunter Hospital precinct including the modern car park on the western edge.	Croudace House is maintained in good condition within the John Hunter Hospital precinct. Its current function includes a café.
Remnant Garden, Croudace House (John Hunter Hospital precinct. New Lambton Heights)		Local (Newcastle LEP 2012 Schedule 5 I357)	Garden associated with Croudace House located in the eastern extent of the John Hunter Hospital precinct near Lookout Road	The gardens are actively maintained in good condition as part of the grounds of the private hospital campus within the John Hunter Hospital precinct.
Rankin Park Hospital (John Hunter Hospital precinct. New Lambton Heights)		Local (Newcastle LEP 2012 Schedule 5 I356)	The building is located in the eastern extent of the John Hunter Hospital precinct near Lookout Road. The Newcastle LEP listed curtilage includes most of the existing John Hunter Hospital precinct including the modern car park on the western edge	The building is actively used as a functioning hospital building and maintained in good condition.
Original Building (John Hunter Hospital precinct. New Lambton Heights)		Local (NSW Department of Health S.170 Register); Appears to be a duplicate listing as "Rankin Park Hospital" Newcastle LEP 2012 Schedule 5 I356)	As described above for Rankin Park Hospital	As described above for Rankin Park Hospital

Heritage Address	Item and	Listed Significance (Item and ID)	Location	Present status
Marquis of Midlothian Hotel (42 Robert St Jesmond)		Local (Newcastle LEP 2012 Schedule 5 I207)	House on small standard suburban land parcel block is located on the corner of Robert Street and Ralph Street in Jesmond about 160 metres north-east of the existing Jesmond roundabout	The house is maintained in good condition as a private residence.
Lambton Pumping Station (307A Newcastle Road)		Local (Newcastle LEP 2012 Schedule 5 I235)	A well-detailed, large-scale water pumping facility located in a prominent position on a major road into Newcastle. Located 500 m east of the proposed Newcastle Road shared path bridge.	The facility is a robust brick building in good condition. The item has high integrity and continues in service for its original function.
Residence (288 Newcastle Road)		Local (Newcastle LEP 2012 Schedule 5 I511)	Face stonework house on residential block fronting Newcastle Road just to the west of its intersection with Arthur Street. It is located about 750 metres east of the existing Jesmond roundabout.	The house is maintained in good condition as a private residence.
Residence (298 Newcastle Road)		Local (Newcastle LEP 2012 Schedule 5 I512)	Two-storey face stone built house (ca 1892) with detached stone building at rear on residential block fronting Newcastle Road. Located on the eastern corner of the Newcastle Road/ Arthur Street intersection, it is about 780 metres east of the existing Jesmond roundabout	The house is maintained in good condition as a private residence.

Heritage Address	Item and	Listed Significance (Item and ID)	Location	Present status
"Quarrymans Cottage" 15 Percy Street		Local (Newcastle LEP 2012 Schedule 5 I515)	A 1980s reconstruction of a quarrymans stone cottage built "to the original plan and form" (State Heritage Inventory listing). Located about 950 metres north-east of the existing Jesmond roundabout.	The cottage is in a newly renovated condition with modern roof and serves as a private residence