

STATEMENT OF HERITAGE IMPACT

LEE WHARF 'C' SHADE STRUCTURE 9 HONEYSUCKLE DRIVE, NEWCASTLE, NSW



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1. INTRODUCTION

This report provides a Statement of Heritage Impact for the proposed Shade Structure on the northern elevation of the Lee Wharf C building that is currently undergoing redevelopment.

This report was prepared by the EJE Group. The project team consisted of:

- ❑ Barney Collins – (Director), Conservation Architect
- ❑ Shea Hedley – Environmental Consultant

The Historical Research for this report was prepared by Hunter History Consultants.

1.1 METHODOLOGY

This report has been undertaken in accordance with the guidelines for preparing Statements of Heritage Impact as issued by the NSW Heritage Branch and the Australia ICOMOS Burra Charter (2000).

1.2 HERITAGE LISTINGS

The building is listed on the State Heritage Register within the Civic Railways Group. The building is also listed as a heritage item of STATE significance (along with Lee Wharf A) on the Newcastle City Centre Local Environmental Plan 2008.

The Lee Wharf C building is sited entirely within the Newcastle City Centre Heritage Conservation Area.

1.3 SITE IDENTIFICATION

The site is identified as 9 Honeysuckle Drive, Newcastle. The subject site is located within the Newcastle City Council Local Government Area. The real property description is:

- Lot 31 DP 1136556.

The site is zoned RE1; Public Recreation Zone.

The area covered by this Statement of Heritage Impact comprises the site in which Lee Wharf C resides. The subject site is currently flat and is bounded on the north by the Harbour, to the south by Honeysuckle Drive and the former Civic Railway Workshops beyond.



Figure 1.1: Site location circled red.

Source - NSW Department of Lands SIX Viewer © six.nsw.gov.au, edited by Author, 2010.

1.4 BUILDING DESCRIPTION

The building is a fine example of Federation Style architecture that has been translated to an industrial idiom. The shed is timber framed, with the structural framing expressed on the exterior. The shed is of a robust timber construction with a high standard of craftsmanship typical of the period. The distinctive character and timber features, both functional and decorative are important in defining the historic character of the building. Original plans dated 1909 from the Department of Public Works are included in **Appendix A**.

A complete description of the physical characteristics of the Lee Wharf Building C from its initial construction in 1910 and later modifications up until 1990 have been meticulously detailed in the Honeysuckle Point Heritage Study (1990) and included in **Appendix B** of this report for further reference.

The following physical description for both Lee Wharves A and C is extracted from the State Heritage Database Number 2170207. The entire inventory sheet is included in **Appendix C**.

Lee Wharf Buildings A & C are the oldest and smallest of the Lee Wharf Buildings. The buildings are identical in structure, constructed of timber in the Federation style with hip gabled roofs with terracotta tiling with decorative terracotta finials. Edwardian style slatted collar ties are visible at the gable ends (Maitland & Stratford, 1997, p 110). Elongated gabled dormers for ventilation extend above the centre of the main roof line and are similarly roofed with terracotta tiles and decorative finials. Both sheds have large overhanging awnings extending for the entire length of the sheds on the roadway side for the protection of goods during loading and unloading in all weather. The awnings are supported by curved steel brackets and have timber battens at the ends. Large door openings exist at the western end of each building, also covered with an awning, with two sets of door openings at both the front (harbour side) and back (road side) of each shed. Two dormer gables are located in the roof of each building, positioned over the doorways on the harbour side. There appear to have been no windows in the buildings, though there may have been lights in the two dormer gables. Both are painted in heritage colours, though with slightly different colour schemes. Building C is painted in pale green and cream, with brown trim on gables, while Building A has been painted more recently in cream and beige with grey trim. Remains of the wharf apron still exist in front of Shed C, but little remains of Shed A's wharf. At the back of the sheds, the path of the former railway tracks leading to the loading area can be seen in the pavement.

Building A has been converted for use as the Newcastle Maritime Centre. Building C is currently undergoing redevelopment the most recent modifications being the installation of glass sliding doors and the construction of a timber deck to the northern elevation (refer images 1.2 – 1.3).



Figure 1.2: The northern elevation of the Lee Wharf C building, with one of the new glass sliding doors visible.

Source – EJE Architecture 2010



Figure 1.3: The northern elevation of the Lee Wharf C building, with both new glass sliding doors visible.
Source – EJE Architecture 2010

1.5 SURROUNDING CONTEXT

The Lee Wharf Building A, located to the east of the subject site was built virtually identical to Building C. As a pair these buildings have an important contextual relationship to one another and each is as significant as the other. It has recently been refurbished and is used as the Maritime Museum.

The subject site is located adjacent to the Civic Railway Workshops Group, an outstanding industrial workshop site, listed on the NSW State Heritage Register. They are an excellent example of a Victorian workshop group that display continuity, excellence in design and execution and contribute significantly to the townscape of Newcastle as well as play an important role in the history of the railway area. They have all been refurbished and utilised for a number of commercial businesses including a gym, wine society and a proposed museum.

The shade structure detail of the former railway workshops was considered an appropriate heritage solution and as such has been re-interpreted for this proposed development. (Refer Figures 1.4 – 1.6)



Figure 1.4: Detail of the former railway workshops shade structure.

Source – EJE Architecture 2010



Figure 1.5: Detail of
the former railway
workshops shade
structure.

Source – EJE Architecture 2010

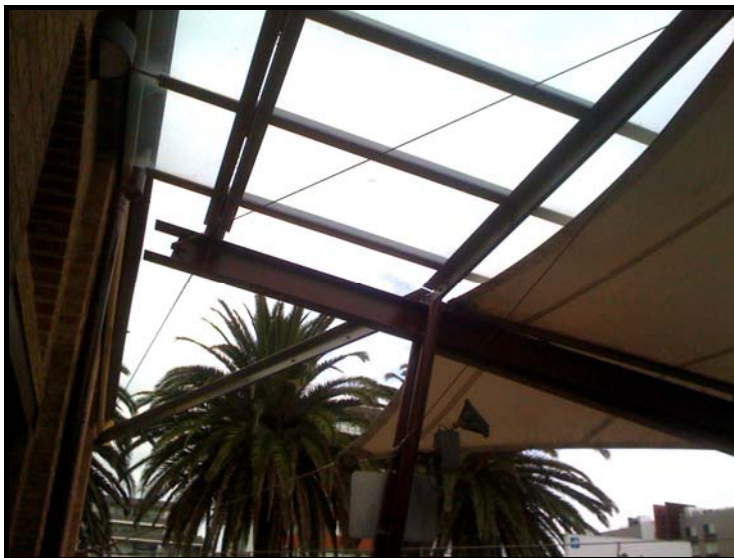


Figure 1.6: Detail of
the former railway
workshops shade
structure.

Source – EJE Architecture 2010

1.6 CONSTRAINTS AND LIMITATIONS

EJE Heritage are not qualified to offer structural opinions and this report is not intended to convey any opinion as to the structural adequacy or integrity of the structure, nor should it be construed as doing so in any way. Similarly, the author's observations were limited to the fabric only and he does not comment on the capacity, adequacy, or statutory compliance of any building services.

2. HISTORICAL CONTEXT

In 1905 a board was appointed to investigate the need for improved wharf accommodation in Newcastle. It was decided to build 1200ft. of wharfage between Merewether Street and the Carrington bridge. Carrington Basin was under construction at the time, and spoil from that site was used to reclaim the southern foreshore of the harbour. By 1907 work had begun on construction of the new berths.

The new wharf, named after the Minister for Works, C.A. Lee, was opened on 2 June 1910. At that stage about 1,000 ft. had been completed, corresponding to the existing Lee 1 and 2 sections. The wharf had a 30ft. apron and two sheds, 150ft. x 50ft, behind it, with a rail connection to the main line at Honeysuckle Point and a 90ft. unsealed road. The sheds, which were used for protecting inward and outward cargoes from the elements, extended out over the water and were supported on timber piles. Large sliding timber doors were fitted and awnings on the southern side which extended out over the railway line. The timber floors were later covered with concrete.

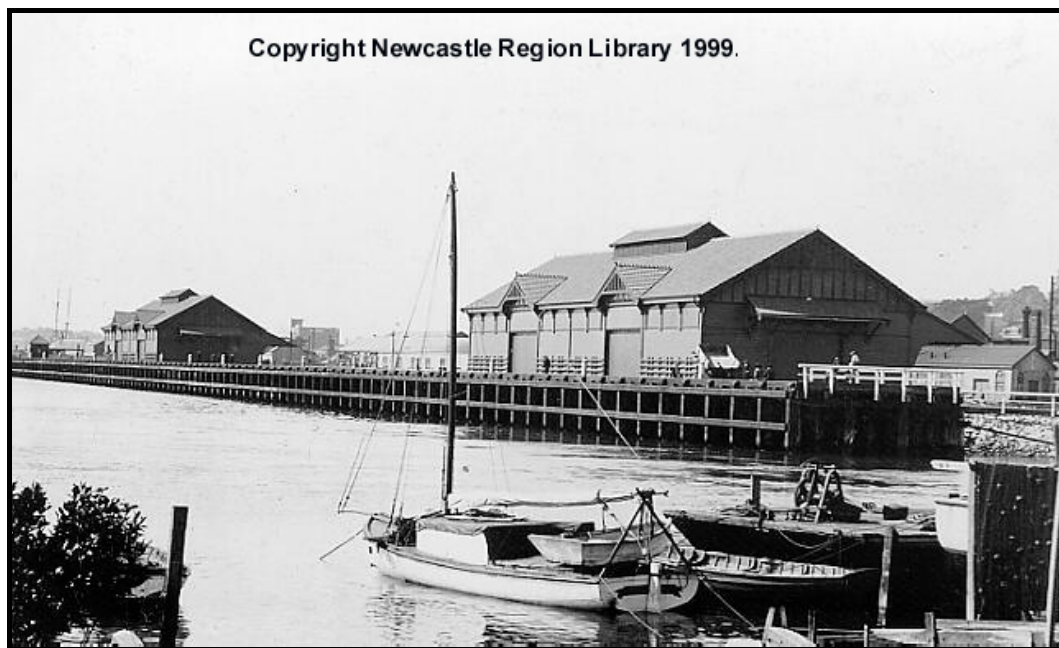


Figure 2.1: Detail of Shed 'C', from c1912 postcard view of Lee Wharves. NRPL Collection

By 1912 it had become apparent that the Lee Wharf was inadequate and the Newcastle Chamber of Commerce began to agitate for its extension:

Lee Wharf is now being largely utilised, and commodious as it was deemed to be, when built, it is thus early found to be inadequate to meet the demands made upon it. Your Council noted this fact, and in June last applied to the Minister for the completion of the wharf by placing a line of rails thereon running along the water's edge to facilitate the discharge of cargo into railway trucks.

After much delay, completion of a 540 ft. extension to the wharf was completed in 1927. A road and railway with a concrete bridge over Cottage Creek linked Lee Wharf and the inflammable liquids berth with Hannell Street.

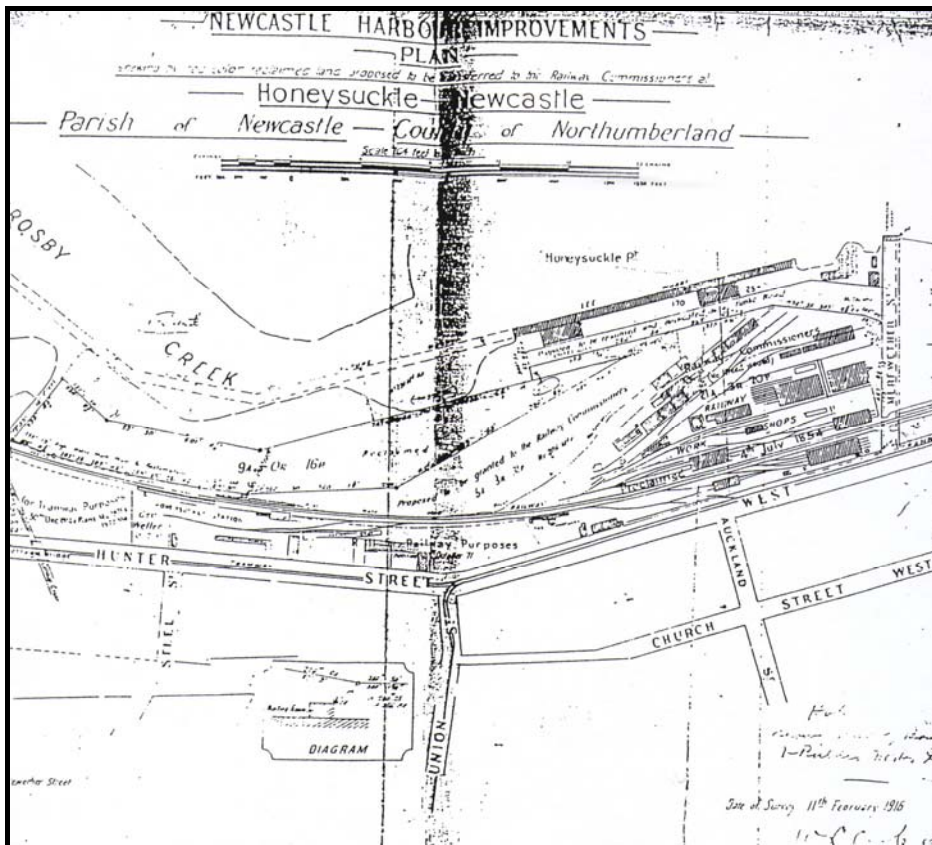


Figure 2.2: Site Plan (1917) showing New Lee Wharf with Sheds A & C .

A third shed was added in 1930, primarily for the storage of wheat but also for other cargoes and another two sheds, each measuring 340 ft. x 50 ft., were completed by the mid-1940s.

No 4 Lee Wharf, a low-level 460 ft. long wharf with associated rail tracks, was built to the west of Lee Wharf in the mid-1930s. It was used mainly for inward cargoes of timber but also for the shipment of frozen meat.

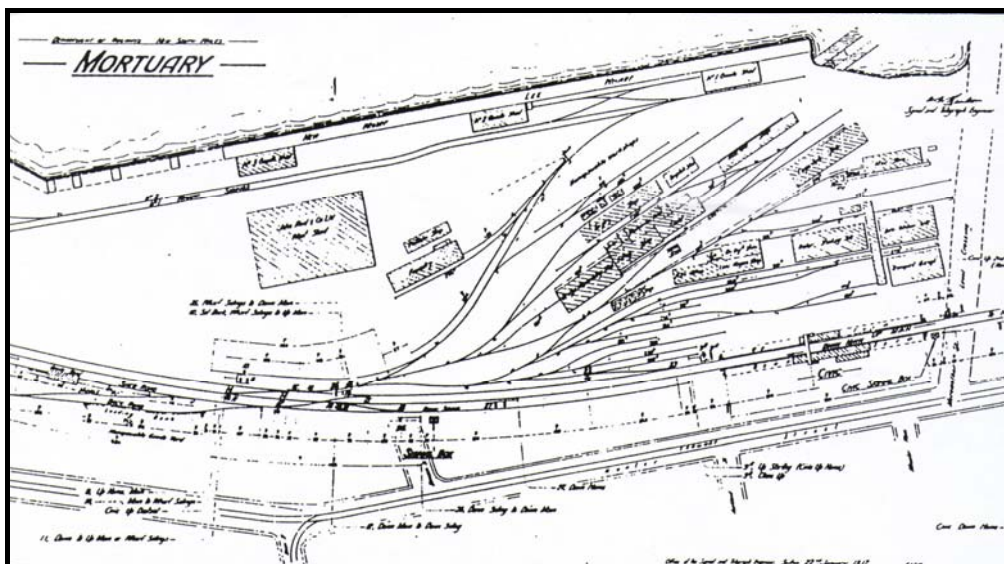


Figure 2.3: Site Plan (1937) showing Lee Wharf with Sheds A & C and new (extended) Lee Wharf with Shed.

In 1991 cargo handling facilities were transferred from the southern side of the harbour and ownership of the Lee Wharf sheds passed to the Honeysuckle Development Corporation.

3. HERITAGE SIGNIFICANCE

3.1 SIGNIFICANCE OF LEE WHARF BUILDING C

The following Statement of Significance is extracted from previous reports undertaken by EJE for this site.

The Lee Wharf Building C, is an important element of Newcastle Harbour. Under Schedule 5 Environmental Heritage of the Newcastle City Centre Local Environmental Plan 2008 this building is considered to have STATE significance and must be considered a reference or benchmark building of its type in Newcastle. This significance derives from several factors.

The remaining Lee Wharf Sheds are a cohesive pair of structures typical of a working industrial harbour. As a pair they create a visual link between the maritime industrial activities that once existed at the Port of Newcastle and the subsequent commercial development of the Central Business District that initially developed because of the importance of the port and its industries.

The character, design and style of the building are reflective of changes in style and materials used in industrial buildings over half a century. The building has a significant proportion of its original material and design still intact and is one of the last remaining examples of the extensive cargo/commercial wharf facilities that once existed along the foreshore adjacent to the Newcastle Central Business District.

The following statement of significance for both Lee Wharves A and C is extracted from the State Heritage Database Number 2170207. The entire inventory sheet is included in **Appendix C**.

The Lee Wharf Buildings, including the surviving wharf and wharf structure are of state significance as remnants of the main general cargo wharves of the Port of Newcastle and are the last remaining examples of the extensive cargo and commercial wharf facilities that once existed along the foreshore. They are representative of the era after 1900 when the growing importance of agricultural and other exports as well as the previously dominant coal industry contributed to Newcastle's emergence as a major regional capital as well as a national and international port. The significance of the remaining Lee Wharf buildings is chiefly their historical association with the Port of Newcastle, which has been of utmost significance in the economic, social and cultural history of New South Wales and indeed, Australia. The buildings also have high aesthetic significance as rare examples of Federation style wharf buildings. The twin structures, with their pleasing, symmetrical form and detailing, and their spatial relationship to both the harbourfront and nearby rail and road network have the ability to demonstrate the design philosophy of early twentieth century cargo wharf facilities and the movement of goods in and out of the Port. They stand as reminders of the importance of the shipping and export industry in the local, state and national economy.

The Honeysuckle Point Heritage Study (1990) details the history, operation and built environment of the Honeysuckle Workshops and the Lee Wharves together with an assessment of their heritage significance and recommendations concerning the conservation of the Heritage Items. It identifies Lee Wharf Building C (as part of Lee Wharves) as having high regional heritage significance for the following reasons:

The Lee Wharves were the main general cargo wharves for the Port of Newcastle and represent the increase in general and agriculture cargoes handled through the Port after 1900, as opposed to the previously paramount coal export business.

The Lee Wharves and Wharf Sheds are the last remaining examples of the extensive cargo/commercial wharf facilities that once existed along the foreshore adjacent to the Newcastle Central Business District, and which were the reason for reclaiming and extending, much of the present foreshore land.

The Lee Wharves and Wharf Sheds are amongst the earliest remaining examples of structures reflecting the history of the shipping industry in central Newcastle, and, in their links with the Railways infrastructure, reflecting the reason for the emergence of Newcastle as the regional capital and a major Australian port and centre of industry.

The wharf buildings reflect the design philosophy applied to waterside structures in the early twentieth century. The 1910 Lee Wharf Cargo Sheds A and C, are aesthetically pleasing buildings, both as part of the waterside landscape, and as viewed from the Harbour. The wharf area as a whole has a group quality which creates a visually appealing edge to the waterfront.

The Lee Wharf Sheds, and particularly the 1910 Sheds A and C, are substantially intact and capable of authentic restoration to their original condition. They are imminently suited to restoration and recycling for some new use. Their suitability for restoration is enhanced by their accessible location along the boundary of the Honeysuckle Point historic precinct.

4. PROPOSED WORKS

This Statement of Heritage Impact assesses the impacts the proposed shade structure to the northern elevations of Lee Wharf C (see architectural drawings (**Appendix D**) and images 4.1 – 4.3 below) will have on the significance of the site. The framework of the structure will be constructed of steel with an infill of metal framed glazing and PVC shade material.

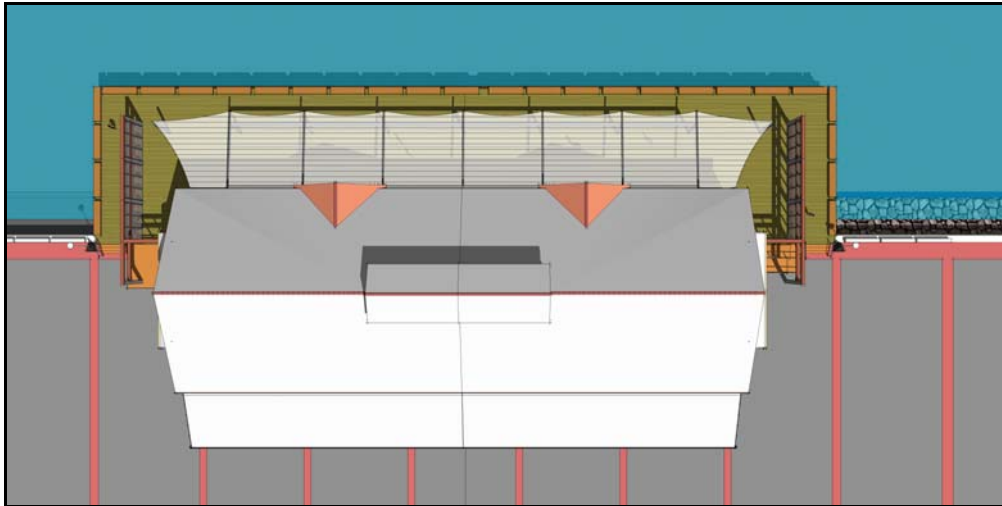


Figure 4.1: Aerial view of proposed shade structure to northern elevation.



Figure 4.2: View of proposed shade structure to northern elevation looking west.

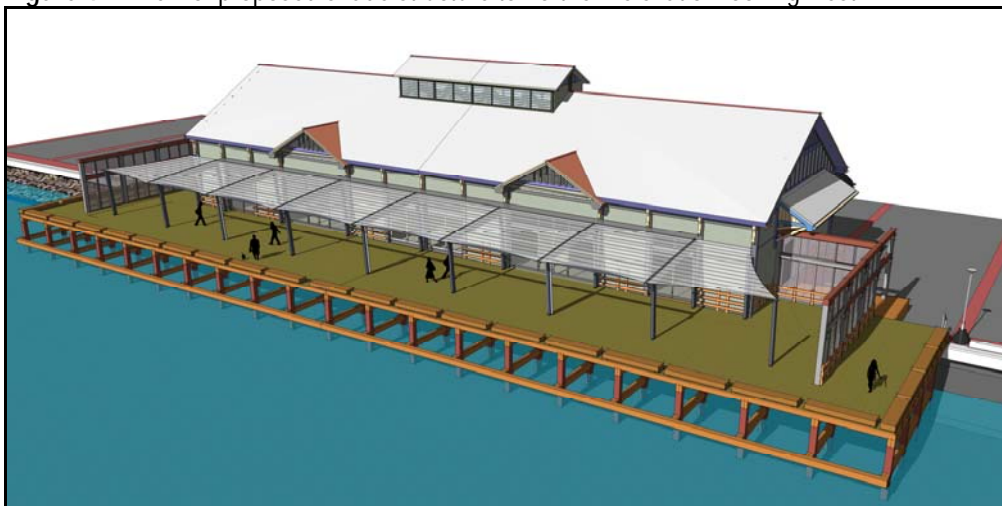


Figure 4.3: View of proposed shade structure to northern elevation looking south east.

5. STATEMENT OF HERITAGE IMPACT

This is the Statement of Heritage Impact for:

Lee Wharf C – Shade Structure to the northern elevation of the building

Date:

This statement was updated on the 21st May 2010

Address and Property Description:

9 Honeysuckle Drive, Newcastle NSW

Prepared by:

EJE Heritage

Prepared for:

Laundy Hotels

The following aspects of the design will respect or enhance the heritage significance of the item or area for the following reasons:

- ☐ The shade structure has been deliberately designed to make a contemporary statement, compared with the original awning on the southern elevation. This allows the original awning design to be readily interpreted. The glazed sections of the shade structure allow maximum winter sun penetration and maintain a sense of scale and visibility of the northern elevation in its entirety and detail.
- ☐ The proposed shade structure will not impact the Civic Railway Group or the Newcastle City Centre Heritage Conservation Area. The character of the building will remain essentially unchanged, as the proposed shade structure is designed in a manner that is reversible
- ☐ The proposed structure will not alter the interpretability of Lee Wharf A and C as being seen as a pair of structures.
- ☐ The proposed structure is reversible if considered necessary in the future without causing significant damage to the Lee Wharf C fabric.

The following aspects of the design could detrimentally impact on the heritage significance of the item or area for the following reasons:

- ☐ Public visibility and good access are important factors for this building. To reduce any potential heritage impact the shade structure has been designed to clearly differentiate from, but at the same time be sympathetic to the existing heritage fabric.

The following sympathetic design solutions were considered and discounted for the following reasons:

- ☐ None noted.

The following actions are recommended to minimise disturbance and/or enhance the interpretation of the heritage significance of the item or area:

- ☐ None noted.

6. CONCLUSION

After considering the impacts of the proposed shade structure on the heritage significance of the building it is considered that the addition will have a minimal impact on the heritage significance of the site. Indeed this proposal has a positive impact upon the heritage of the site by opening up public access and providing site interpretation of a heritage item of state significance.

Accordingly, this report concludes that there will be minimal impact arising from the proposed development and sufficient consideration of the heritage significance of this building has been taken into consideration by protecting and enhancing the historic significance of Lee Wharf 'C' through appropriate, reversible and sympathetic design as outlined in this report.

APPENDIX A

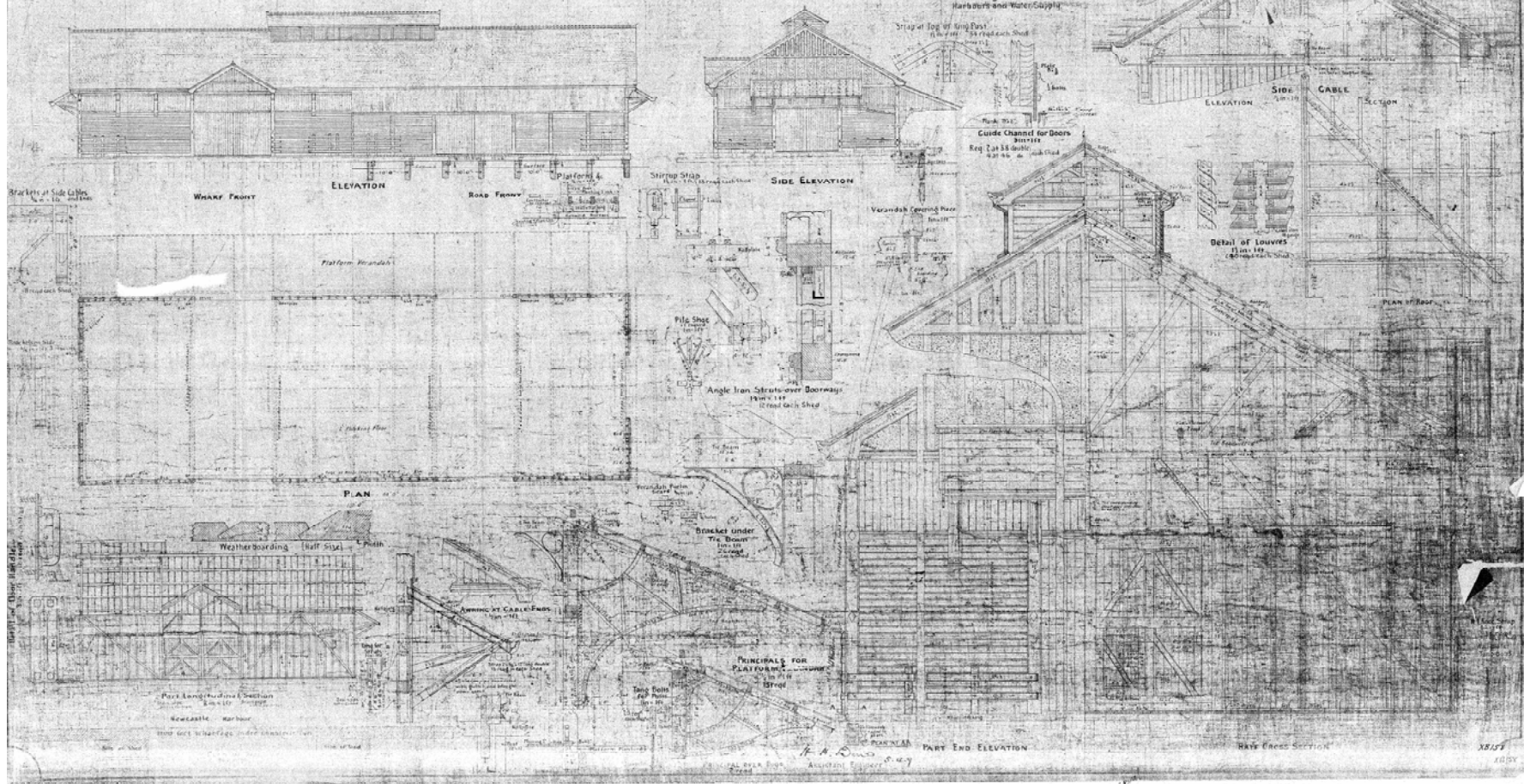
DEPARTMENT OF PUBLIC WORKS
HARBOURS AND WATER SUPPLY.

Shed & Quay
**CARGO SHEDS FOR WHARF NEAR
MEREWETHER STREET NEWCASTLE**

General Scale 8 Feet = 1 inch

John Brown & Co.
Civil Engineers, Ltd.
Harbours and Water Supply

CONTRACT No. 583



APPENDIX B

I.A. Report ITEM No.04

LEE WHARVESHISTORICAL DETAILS - SUMMARY OF HISTORICAL NOTES:

Lee Wharves were built between 1908 and 1910 to serve as general cargo wharves for the Port of Newcastle.

1857: Maps show a small finger wharf on Honeysuckle Point at the east end of the former Church Estate (transferred to the Great Northern Railway). The site of the wharves is still part of the Harbour, mostly to the west of Honeysuckle Point. A siding from the first railway ran down past the Railway Workshops site to the wharf on Honeysuckle Point.

1875: Plan of Newcastle Harbour in 1875 Railways Annual Report shows the Lee Wharf land partly reclaimed but unused. The finger wharf and siding have gone, but some Honeysuckle Point Workshops lines and buildings now still follow the alignment of the first wharf siding.

1907: Spoil from Newcastle Inner Basin used for fill at Lee Wharves site. Newcastle Wharfage Act, 1907, gives authority to construct Lee Wharf.

1909: 600 feet of wharf built. Tenders accepted for two storage sheds (A & C).

1910: 1088 feet wharf completed, two cargo sheds complete, railway sidings run in, offices erected for Customs and Navigation Departments, electric lighting supplied by Newcastle Council.

1917: Wharf Road made.

1927 to 1930: Lee Wharf extended west to 1600 feet and third shed (E) built.

1947 to 1952: Two new larger cargo sheds (B & D) completed between older sheds.

DESCRIPTION - PHYSICAL CHARACTERISTICS:

ARCHITECTURAL STYLE: Federation Industrial (sheds A & C) Industrial (B, D & E)

MATERIALS: 1910 Sheds A & C.

- Exterior: Walls- Timber frame with weatherboards, vertical boards and corrugated galvanised iron.
Roof- Corrugated asbestos cement.
Windows- Corrugated fibreglass sidelights to gable ends
Doors- Timber framed sliding, corrugated iron cladding.
- Interior: Roof- Timber trusses with wrought iron or steel kneebraces.
Floor- Concrete. Some bitumen.

1930 Shed E. not inspected.

1947 Sheds B & C.

- Exterior: Walls- Steel and timber frame, corrugated iron cladding.
Roof- Corrugated asbestos cement.
Windows- Timber framed highlights along north wall.
Doors- Sliding timber framed, sheet iron cladding.
- Interior: Roof- Timber and steel trusses.
Floor- Concrete.

I.A. Report ITEM No.04

LEE WHARVESDESCRIPTION - OTHER DETAILS OF PHYSICAL CHARACTERISTICS:

ORIENTATION: (approximately West-East)

HEIGHT: All single storey

SIZE: 1910 Sheds A & C. 46 metres (E-W) x 15.5 metres (N-S) x 5.5 metres high.1930 Shed E. 151 feet x 50 feet (46 metres x 15.2 metres).1947 Sheds B & D. 341 feet x 51 feet (104 metres x 15.5 metres).1910 Sheds A & C.

Walls: Walls have horizontal weatherboarding below a moulded timber string course at door-head level, vertical V-jointed boarding above the string course. Wall framing is expressed on the exterior at door posts and above the string course coinciding with roof trusses. Posts have diamond shaped cut-outs for decoration. Decorative timber brackets support boxed eaves. Gable ends have been clad with Kliplock [A] or with corrugated iron and corrugated fibreglass [C].

The gable ends originally had bracketed cantilevered awnings with tile cladding at eaves level, covering large double sliding doors. Above eaves level, the gable end cladding had vertical battening, and the barge verges were decorated with typical Edwardian style slatted collar ties. Heavy timber guard-rail fences are along the base of the walls on north and south sides.

From a c1912 photograph <Newcastle Local History Library>, the buildings were painted in at least two colours, one for the walls above and below the string course, and possibly two separate darker colours for the string course, timber gable end strapping, barges, brackets, fences, doors etc. The background colour in the gable ends was possibly the same as that used on the walls. The inside of the doors and the truss knee braces are now painted a dark green, probably Mid-Brunswick or Traffic Green, and probably the original colour. The exterior of the buildings is now painted white with light blue doors and gutters.

Roof Structure: Timber Howe trusses with timber king post and diagonals and steel rod verticals. Extra timbers have been added at bottom chord level, probably for slinging heavy goods. Decorative wrought iron or steel knee braces at each end of the trusses are attached to timber posts in the wall framing.

Roofing: Corrugated asbestos cement sheet, with A.C. gutters and downpipes. A gabled ventilating monitor (originally with louvred sides) takes up about one third of the centre of the roof. The original roof cladding was terracotta tiling with terracotta crested ridge capping and ram's horn finials. Tile battens are still insitu under existing cladding. The ridge monitor and two tiled dormers over the pairs of sliding doors in the north elevation had the same barge decoration, finials and crests as the main roof.

I.A. Report ITEM No.04

LEE WHARVESDESCRIPTION - OTHER DETAILS OF PHYSICAL CHARACTERISTICS: (Continued)1910 Sheds A & C. (Continued)

Awnings: On the south elevations, large cantilevered awnings extend over elevated stages against the rail sidings. These awnings are the full length of the buildings and extend the roof slope at the same angle. They now have corrugated iron roofing, which may be the original cladding. The awnings are supported on riveted steel cantilever brackets similar to those commonly used on railway stations of the period. The end brackets are clad with vertical boards, picketed and drilled at the ends, and curving back from the eaves to the walls at the base of the cantilever bracket.

Windows: There appear to have been no windows in the building. There may have been lights in the two dormer gables. The new cladding on the gable end of one shed has a few pieces of corrugated translucent fibreglass.

Internal Details: Small internal dead houses or offices may be original. Double sliding doors on north and south elevations are timber framed, corrugated iron clad and hung on steel runners. The door rails have diagonal tie rods bracing them from the wall top plate. Floors appear to be concrete with a break at the back of the wharf structure (about 2 metres inside the north wall). The floor extends outside to a wagon level stage along the rail sidings in Lee Wharf Road.

1930 Shed E:

Exterior: Gable roofed structure. Roofing is corrugated asbestos cement with A.C. guttering and small skylights. Walls are painted corrugated iron with sheets of translucent fibreglass inserted in the gable ends. Four doors in each side appear to be vertically sliding, divided in two sections horizontally. The two pairs of doors on the land side open onto a siding stage and have cantilevered awnings over each pair. The building has the appearance of having been altered (eg. the type of cladding, and the lack of eaves and gable overhang), but no early photographs have been seen to confirm this. The building is painted white with light blue doors and roof gutters.

Interior: Not inspected.

I.A. Report ITEM No.04

LEE WHARVESDESCRIPTION - OTHER DETAILS OF PHYSICAL CHARACTERISTICS: (Continued)1947 Sheds B & D

Exterior: Low pitched gable roofed structure with corrugated asbestos cement cladding and A.C. gutters. Walls are corrugated galvanised iron below the door head level, with a continuous strip of windows along both side walls above the door head level, and A.C. flat sheet above the windows to eaves level. Fixed timber window frames have 4 or 6 square panes in each frame. There are 8 double sliding doors in each side. Doors are timber framed with flat galvanised iron sheet cladding.

Heavy full length flat awnings extend over the siding stages on the land side. Awnings are at door head height and are suspended from steel tie rods fastened to the building frame at eaves level in the manner of contemporary shopfront awnings. The buildings are painted white with blue doors.

Interior: Roof trusses are a Belgian type, with bottom chords sloping up to the centre. Truss material not examined, but appears from a photograph to be flitched timber and steel with steel gussets (the M.S.B. holds contract drawings from which the structural details can be determined). The interior side walls are covered by a subsidiary timber frame which allows the doors to slide between the inner and outer frames, and prevents stored cargo from jamming the doors. The floors are concrete.

DESCRIPTION - MODIFICATIONS TO THE ORIGINAL BUILDING:1910 Sheds A & C.

Walls: Gable ends have been modified to remove large double doors, awnings and gable end details. The paint colours have been changed.

Roofing: The roof cladding has been changed from terracotta tiles with ram's horn finials and crested ridges to asbestos cement. Louvres on the ventilating monitors have been filled in. Dormers over the wharf side doors have been removed. The roof drainage system has been altered.

Interior: Timber decking has been replaced with concrete, although a timber sub-structure may still be under the floor behind the wharf sea wall.

1930 & 1947 Sheds B, D & E. Modifications not known, but the 1930 shed may have had alterations to roof and wall cladding.

I.R. Report ITEM No.04

LEE WHARVES

PRESENT CONDITION of the BUILDINGS (as at March 1990)

Including notes on: FURTHER INVESTIGATION:
CONSERVATION ACTION: and
ESSENTIAL REPAIRS and MAINTENANCE.

(a) CONDITION OF STRUCTURE:

Wharf Structure: The wharf decking appears to be in good order, but the condition of the wharf sub-structure is not known.

Structure of the Buildings: The condition of the structure of the Wharf Sheds A,B,C,D, and E appears to be sound, with no major faults in roof or framing. However the framing of Sheds B and D should be checked for rusting steel needing repair, and sagging of the sub-structure behind the wharf sea wall.

(b) CONDITION OF MATERIALS/FABRIC:

The fabric and materials of all the Lee Wharf cargo sheds have been maintained to a reasonable standard, except for a few areas noted below, none of which are structurally unsound.

1910 Sheds A & C

Roofing: The corrugated asbestos roofing appears sound but is probably reaching the end of its useful life. The roof gutters have some cracks and broken out pieces which would be difficult to repair. Replacement of damaged asbestos cement elements is not considered to be a viable proposition. The original roof cladding, former dormers, monitors, roof drainage elements and decoration have been removed or altered.

Walls: The north and south elevations appear little altered except for the colour scheme and the insertion of two small windows in the north-east corner of Shed A. The gable cladding and decoration, doors and awnings and some construction details of the east and west walls have been removed or altered.

I.A. Report ITEM No.04

LEE WHARVESPRESENT CONDITION of the BUILDINGS (Continued)1910 Sheds A & C (Continued)

Recommendations: It is recommended that the 1910 Sheds A & C should be restored as shown in the c1912 photograph reproduced in this report. This would include the following work:

- * Reconstruction of dormers over the north doors.
- * Replacement of corrugated asbestos cement by terracotta tiling on the main roofs, south awnings, monitors and dormers, with crested ridges and ram's horn finials on gable ends to the main ridge, the monitors and the dormers.
- * Reconstruction of louvre ventilators in the monitors.
- * Replacement of existing asbestos cement eaves gutters and downpipes, with galvanised iron to the original pattern.
- * Replacement of Barges & Fascias to the original pattern including the decorative slatted collar ties to the gable ends of the main roofs, monitors and dormers.
- * Re-installation of the double doorway openings in the east and west ends of both sheds as shown in the c1912 photograph. If the building is to be adapted for a different use, doors may not be wanted in these openings. The building as first constructed had no provision for natural lighting, beyond what filtered through the monitor louvres. It is considered that it would be acceptable to construct windows in the east and west doorways, so long as these are a pattern compatible with the period and style of the building. Windows in these locations would not noticeably affect the harbour side and streetscape appearance and character of the buildings as former cargo sheds.
- * Reconstruction of awnings over the east and west doors of both buildings to match the originals as shown in the c1912 photograph.
- * Re-installation or reconstruction of the wall cladding and detailing, including the decorative strapping on the gable ends.
- * Painting of walls, doors, timber detailing, and metalwork in the original colours as established by paint scrapes or other research.

APPENDIX C



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No.1 & No.2 Lee Wharf Buildings A & C

Item

Name of Item: No.1 & No.2 Lee Wharf Buildings A & C
Other Name/s: Building A - Maritime Centre
Type of Item: Complex / Group
Group/Collection: Transport - Water
Category: Wharf
Primary Address: 9 Honeysuckle Drive, Newcastle, NSW 2300
Local Govt. Area: Newcastle

Property Description:

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
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Boundary: Includes both buildings and remnants of wharf structure - see Image 10

All Addresses

Street Address	Suburb/Town	LGA	Parish	County	Type
9 Honeysuckle Drive	Newcastle	Newcastle	Newcastle	Northumberland	Primary

Statement of Significance

The Lee Wharf Buildings, including the surviving wharf and wharf structure are of state significance as remnants of the main general cargo wharves of the Port of Newcastle and are the last remaining examples of the extensive cargo and commercial wharf facilities that once existed along the foreshore. They are representative of the era after 1900 when the growing importance of agricultural and other exports as well as the previously dominant coal industry contributed to Newcastle's emergence as a major regional capital as well as a national and international port. The significance of the remaining Lee Wharf buildings is chiefly their historical association with the Port of Newcastle, which has been of utmost significance in the economic, social and cultural history of New South Wales and indeed, Australia. The buildings also have high aesthetic significance as rare examples of Federation style wharf buildings. The twin structures, with their pleasing, symmetrical form and detailing, and their spatial relationship to both the harbourfront and nearby rail and road network have the ability to demonstrate the design philosophy of early twentieth century cargo wharf facilities and the movement of goods in and out of the Port. They stand as reminders of the importance of the shipping and export industry in the local, state and national economy.

Date Significance Updated: 11 Jun 08

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

Description

Construction Years: 1910 - 1910

Physical Description: Lee Wharf Buildings A & C are the oldest and smallest of the Lee Wharf Buildings. The buildings are identical in structure, constructed of timber in the Federation style with hip gabled roofs with terracotta tiling with decorative terracotta finials. Edwardian style slatted collar ties are visible at the gable ends (Maitland & Stratford, 1997, p 110). Elongated gabled dormers for ventilation extend above the centre of the main roof line and are similarly roofed with terracotta tiles and decorative finials. Both sheds have large overhanging awnings extending for the entire length of the sheds on the roadway side for the protection of goods during loading and unloading in all weather. The awnings are supported by curved steel brackets and have timber battens at the ends. Large door openings exist at the western end of each building, also covered with an awning, with two sets of door openings at both the front (harbour side) and back (road side) of each shed. Two dormer gables are located in the roof of each building, positioned over the doorways on the harbour side. There appear to have been no windows in the buildings, though there may have been lights in the two dormer gables. Both are painted in heritage colours, though with slightly different colour schemes. Building C is painted in pale green and cream, with brown trim on gables, while Building A has been painted more recently in cream and beige with grey trim. Remains of the wharf apron still exist in front of Shed C, but little remains of Shed A's wharf. At the back of the sheds, the path of the former railway tracks leading to the loading area can be seen in the pavement.

Physical Condition and/or Archaeological Potential: Building A appears to be in better physical condition than Building C, having undergone redevelopment, including repainting for use as a Maritime museum. The wharf apron has completely gone from Building A; and that remaining in front of Building C is deteriorating. **Date Condition Updated:** 08 Oct 07

Modifications and Dates: Currently undergoing redevelopment. Building A currently being converted for use as the Newcastle Maritime Centre

Current Use: Maritime Museum (Building A)

Former Use: Cargo wharf sheds

History

Historical Notes: The Lee Wharf is located between Newcastle Harbour, near Throsby Basin, and the Great Northern Railway Line, near Honeysuckle Point. The harbour and port at Newcastle have played a vital role in the city's history, from its earliest days as a penal colony, reliant on small sailing ships for transport and communication by water, to its emergence as a major port, particularly focused on the coal trade, but also handling agricultural, industrial and other cargo. The Port of Newcastle developed within the estuary of the Hunter River. While searching the western reaches of the estuary for escaped convicts in 1797, Lieutenant John Shortland noted a 'large lagoon and extensive tidal islands part dry at low water.' He was looking at the mouth of Cottage Creek and Throsby Creek, where the Lee Wharf and Wharf Road now stand. Problems with siltation and shallowness of the water at the harbour bar hampered the development of the region's shipping trade, but over the years, particularly from the mid nineteenth century, efforts to remove silt and deepen the channels, berths and harbour bar facilitated Newcastle's development as a major port. (Suters Architects, Newcastle City Wide Heritage Study Vol. 1, 1997, p 2/20; Turner & Hunter History Consultants, 1994, p 33; Turner, 'Pictorial History', 1997, p61)

As the south western section of the estuary was so shallow, it was not used for shipping in the early days of settlement. When the Great Northern Railway was under construction in 1855, a causeway to carry the line had to be constructed

across the shallows on the north side of Hunter Street between Honeysuckle Point and Cottage Creek. The line between East Maitland and Newcastle West opened in 1857; and at that time a small finger wharf or jetty existed near the end of Merewether Street and a siding from the first railway line ran down past the Honeysuckle Railway Workshops site to the wharf on Honeysuckle Point (C & MJ Doring, Hunter History Consultants, Dr J W Turner & Godden Mackay Logan, Interpretive Signage, Lee Wharf precinct). The following year the rail line was carried on to Watt Street at the eastern end of the city and linked to deep water and ocean going ships utilising that section of the harbour, where a number of wharves were built parallel to the railway and fitted with steam cranes for loading coal. The area between the railway and Hunter Street was then filled in, creating valuable land in the west end of Newcastle. This reclaimed area was retained by the Railways and allowed road access between Hunter Street and the railway line. The first Newcastle Station, called Honeysuckle Point (close to the present Civic Station) was not well situated to suit the developing western end of Newcastle, so in 1872 the original station was closed and replaced by another, also known as Honeysuckle Point, some 700 metres to the west, which continued to operate until 1936 when it was replaced by the Civic and Wickham Stations. The Lee Wharf area was partly reclaimed in 1875 but remained undeveloped for some years. (Suters Architects, Newcastle City Wide Heritage Study Vol. 1, 1997, p 2/21; Turner & Hunter History Consultants, 1994, pp 33-34; Marsden, 'Newcastle's Waterfront', 1999, p20; C & MJ Doring, Hunter History Consultants, Dr J W Turner & Godden Mackay Logan Interpretive Signage, Lee Wharf precinct)

During the second half of the nineteenth century, Newcastle was rapidly developing into a busy coal port serving the Australian colonies and the Pacific rim countries. The extension of the rail system into the Hunter Valley also meant that Newcastle increasingly became a major service centre for the agricultural areas. Wool exports also became an important and valuable part of the region's economy in the later nineteenth century. By 1900 Newcastle was the fifth largest port in the world and over 5,000 vessels passed through it in 1906. The Newcastle West area had developed rapidly from the 1870s as Newcastle's western gateway, however, the harbour foreshores adjacent to the station remained undeveloped until local business interests demanded that the State Government improve wharf facilities by developing the western end of the harbour. In 1906, the Minister for Public Works, Charles Lee, visited the city to evaluate the problems and instigated a plan of action. In 1907 the Newcastle Wharfage Act gave authority for construction of a new wharf and spoil from Newcastle Inner Basin was used for fill at the site. (Suters Architects, Newcastle City Wide Heritage Study Vol. 1, 1997, p 2/20; (Marsden, 'Newcastle's Waterfront', 1999, p 21; Turner & Hunter History Consultants, 1994, p 34; Turner, 'Pictorial History', 1997, p 61; (C & MJ Doring, Hunter History Consultants, Dr J W Turner & Godden Mackay Logan, Interpretive Signage, Lee Wharf precinct)

Lee's plan included extending the Merewether Street Wharf and by 1909, 600 feet of wharf had been constructed and tenders were accepted for two storage sheds - Buildings A and C. By 1910 1,088 feet of wharf with a 30 foot apron and the two cargo sheds, each 150 feet long and 50 feet wide, were completed; railway sidings were run in and offices erected for Customs and Navigation Departments. The new wharf facilities were named after the minister responsible for their construction, Charles Lee. The two sheds (No.s 1 and 2, now Buildings A and C) were designed to facilitate the loading of goods into railway wagons standing on a loop line from the Honeysuckle Point Station. The Newcastle Chamber of Commerce described the wharf facilities as follows: 'The sheds are provided with an outside platform for their whole lengths, the wharf, Sheds and Platforms being raised to cart and truck level which will facilitate loading. The Platforms at the back of the sheds are protected by a large overhanging awning so that goods can be delivered without damage from the

Sheds into trucks in any weather....The Sheds are covered with tile roofs and are of pleasing architectural design.' (C & MJ Doring, Hunter History Consultants, Dr J W Turner & Godden Mackay Logan, Interpretive Signage, Lee Wharf precinct) A roadway to Merewether Street had also been constructed, creating what would eventually be Wharf Road, completed in 1917. (Turner & Hunter History Consultants, 1994, p 34) The Lee Wharf incorporated Monier precast concrete sea walls, an innovative, and theoretically rat-proof design, first used in Australia in construction of the Walsh Bay Wharves in Sydney only a few years earlier (Godden, Mackay Logan & C & MJ Doring, Interpretive Signage, Lee Wharf precinct).

While the first stage of the new wharf had been hailed as a great improvement when it first opened, by 1912 it was judged inadequate when the President of the Newcastle Chamber of Commerce reported: 'Lee Wharf is now being largely utilised, and commodious as it was deemed to be when built, it is thus early found to be inadequate to meet the demands made upon it.' The Chamber of Commerce applied to the Minister for the wharf to be completed by placing a line of rails along the water's edge to facilitate the discharge of cargo directly into railway trucks. Despite pressure from port interests, however, the State Government did not build the second stage of Lee Wharf until 1930, when the third cargo shed came into use (No. 3 or Building E). This shed was intended mainly for the shipment of wheat. (Turner & Hunter History Consultants, 1994, pp 35-36)

Between 1930 and 1947 the southern foreshores of the harbour experienced little change. In 1947 another cargo shed (No. 1A) was commenced and another (No. 2A) was planned. Between 1947 and 1952 these two larger sheds (Buildings B and D) were completed between Buildings A and C. As well as these new wharf facilities, Lee Wharf was widened under the first two cargo sheds. A further period of development occurred in the 1960s, with plans to replace the existing oil berth to the west of Lee Wharf with a new inflammable liquids wharf about 100 metres upstream in Throsby Basin to create more space for another general cargo wharf -No. 5 Lee Wharf. The No. 5 Lee Wharf was equipped with two five ton luffing cranes, representing an innovation on the ship's cranes traditionally used for unloading general cargo. In connection with these wharf works, extensive road widening of Wharf Road occurred and a large parking area for trucks was provided. New railway lines made it possible to bring wagons to the luffing cranes and extensive floodlighting was installed for night operations. The Lee Wharf continued to be the main general cargo wharves for the Port of Newcastle into the 1960s. They are among the earliest remaining examples of structures reflecting the history of the shipping industry in central Newcastle and represent the increase in general and agricultural cargoes handled through the Port after 1900 - another dimension in Newcastle's economic history augmenting the previously paramount coal export business. (Turner & Hunter History Consultants, 1994, pp 37-38)

The Lee Wharf structures are likely to be rare in NSW as remnants of early twentieth century wharf facilities. Of the few listings of wharf structures on the State Heritage Register, only the Woolloomooloo finger wharves in Sydney date from this era, though they differ in design. While the Newcastle facilities are nowhere near the scale of the latter, they do provide a rare example of matching buildings of the Federation era and represent some of the only remains of Newcastle's early port facilities.

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	(none) -
3. Economy - Developing local, regional and national economies	Industry - Activities associated with the manufacture, production and distribution of goods	industry -
3. Economy - Developing local, regional and national economies	Transport - Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	railways -
5. Working - Working	Labour - Activities associated with work practises and organised and unorganised labour	(none) -

Assessment of Significance

SHR Criteria a)

[Historical Significance]

The Lee Wharf buildings are historically significant at a state level as they are among the earliest surviving examples of the extensive cargo and commercial wharf facilities that once existed in the port of Newcastle. The structures reflect the history of the shipping industry in Newcastle and are also linked to the nearby railway infrastructure, both of which were instrumental in Newcastle's development as a major regional, national and international port of key importance to the state and national economy. As remnants of the main cargo wharves for the Port of Newcastle, they represent the period in Newcastle's economic development after 1900 when an increasing amount of general and agricultural cargoes were handled through the port, as opposed to the previously dominant coal export trade. This expansion of trade is linked to Newcastle's key role in the economy of NSW and Australia generally and the wharf buildings stand as a reminder of this era.

SHR Criteria b)

[Associative Significance]

The Wharf is associated with Charles Lee, Minister for Public Works at the time of its construction and after whom it was named. Lee was instrumental in improving wharf facilities at the Port of Newcastle in the early twentieth century, which in turn played a vital role in the state and national economy, facilitating the export of agricultural and commercial produce as well as coal. Lee's involvement in planning the new wharf facilities in Newcastle is testament to the importance of the port to the NSW economy.

SHR Criteria c)

[Aesthetic Significance]

The wharf buildings reflect the design philosophy applied to waterside structures in the early twentieth century. The 1910 Lee Wharf Cargo Buildings A and C are aesthetically pleasing buildings, both as part of the waterside landscape and as viewed from the Harbour. The wharf area as a whole has a group quality which creates a visually appealing edge to the waterfront. (Godden Mackay Logan, 2003, p 2) The two twin shed buildings provide a harmonious balanced appearance, at opposite ends of the wharf and recall their early twentieth-century era of construction and exhibit features of the Federation style of architecture, in contrast to the newer developments now encroaching on the precinct.

SHR Criteria d)

[Social Significance]

As Newcastle's main general cargo wharves from 1910 to the 1960s the buildings are likely to have social significance for the many waterside workers who were employed there and would also have significance for the local community as a well known waterfront landmark.

SHR Criteria e)

[Research Potential]

The buildings may have the potential to yield information about the design and operation of general cargo wharves in the early twentieth century.

SHR Criteria f)

[Rarity]

The buildings are rare as one of the few surviving elements of the cargo and commercial wharf facilities that once existed in Newcastle and as examples of Federation style wharf buildings in NSW.


SHR Criteria g)

[Representativeness]

The buildings are representative of waterside timber wharf facilities of the early twentieth century.

Integrity/Intactness: Reasonable

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
<i>Local Environmental Plan</i>			08 Aug 03	124	7679
<i>Heritage study</i>					

Study Details

Title	Year Number		Author	Inspected by	Guidelines Used
Newcastle Heritage Study	1990	207	Unknown		Yes
Newcastle City Wide Heritage Study	1996		Suters Architects Snell		Yes
Newcastle Central Business District Heritage Study	1988		Suters Busted Corner Clode Pty Ltd		No
Review of Items of Potential State Significance in the Newcastle City Area	2008		Sue Rosen and Associates Heritage Assessment And History (HAAH)	Rosemary Kerr and Emma Dortins	Yes

References, Internet links & Images

Type	Author	Year	Title	Internet Links
Written	Godden Mackay Logan	2003	Heritage Impact Statement - Lee Wharf Building C	
Written	Marsden, Susan	1999	'Newcastle's Waterfront', Historic Environment, Vol. 14, No. 3	
Written	Turner, John	1997	A Pictorial History of Newcastle	
Written	Maitland, Barry & Stafford, David	1997	Architecture Newcastle	
Written	Turner, J. W. & Hunter History Consultants	1994	Honeysuckle Historical Study	

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





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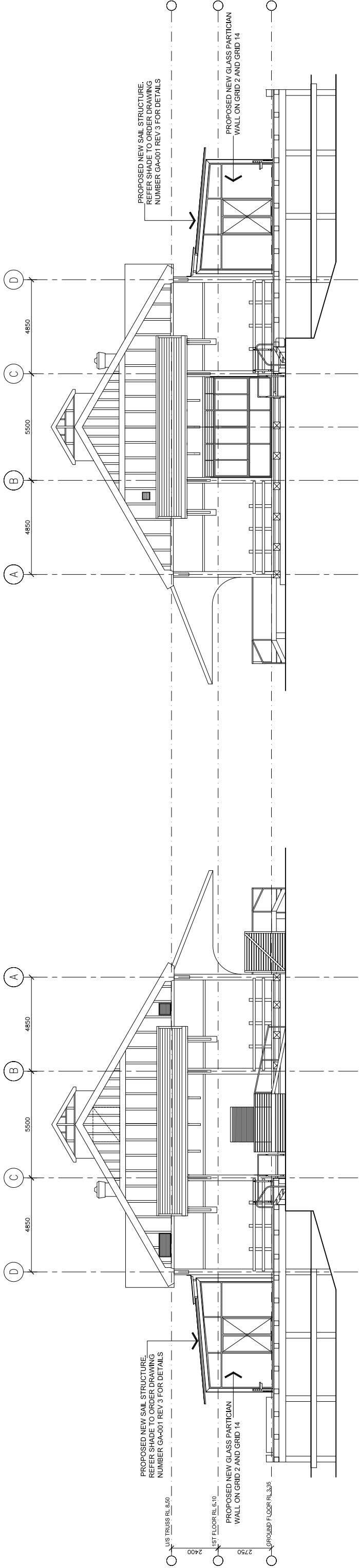
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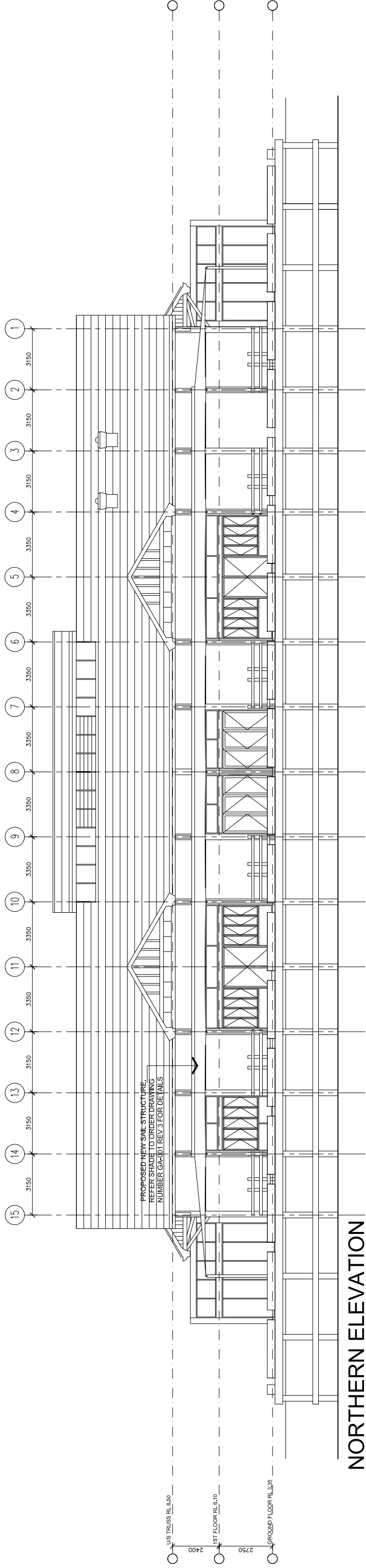
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APPENDIX D

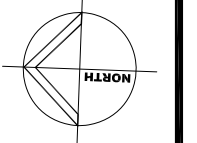
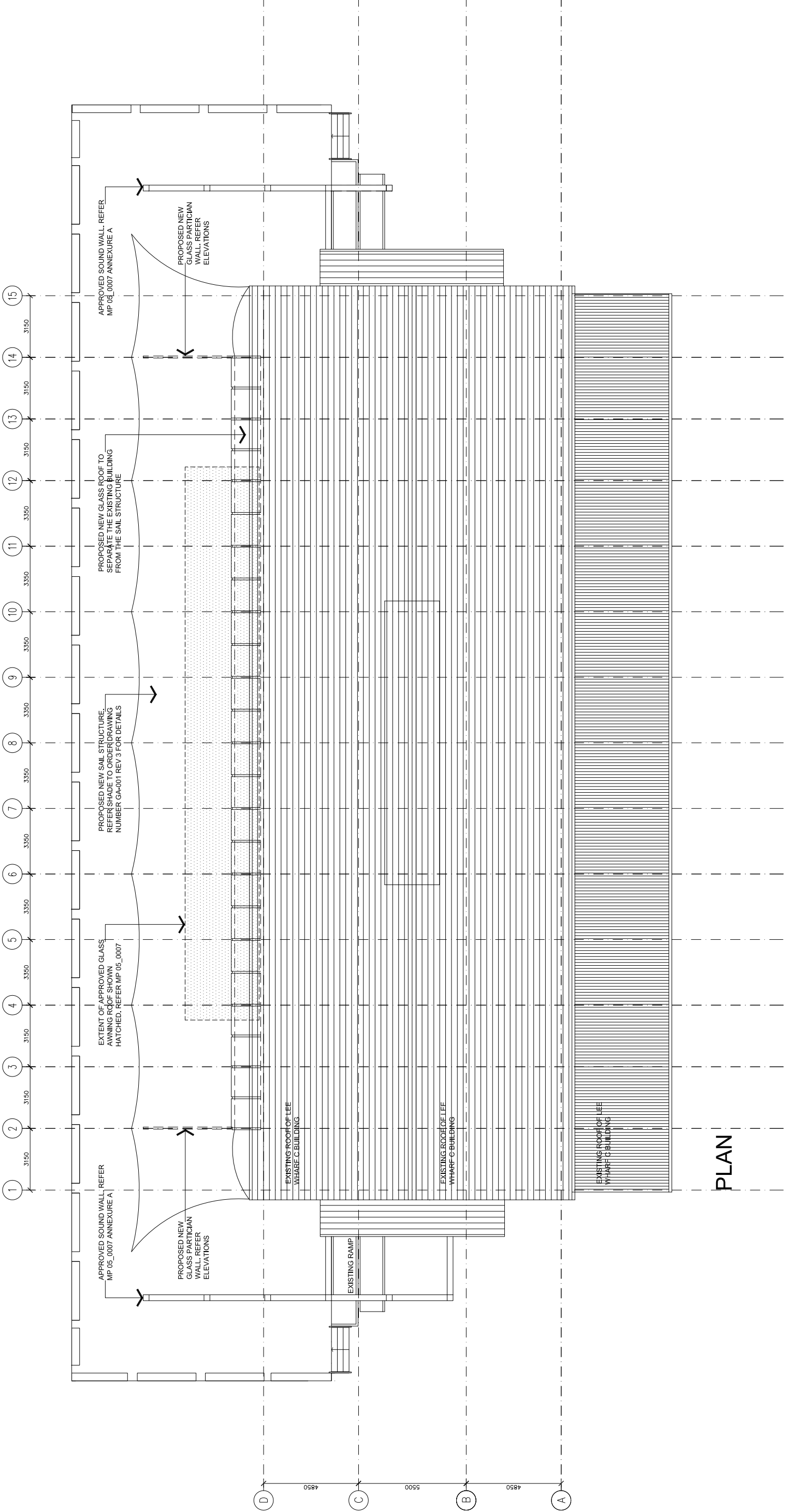


WESTERN ELEVATION

EASTERN ELEVATION



NORTHERN ELEVATION

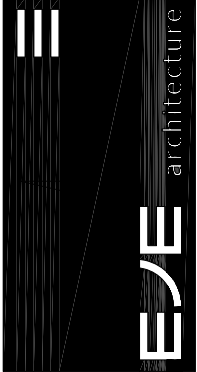


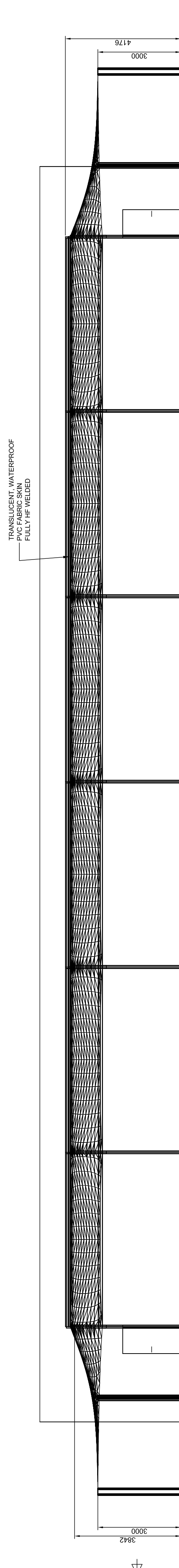
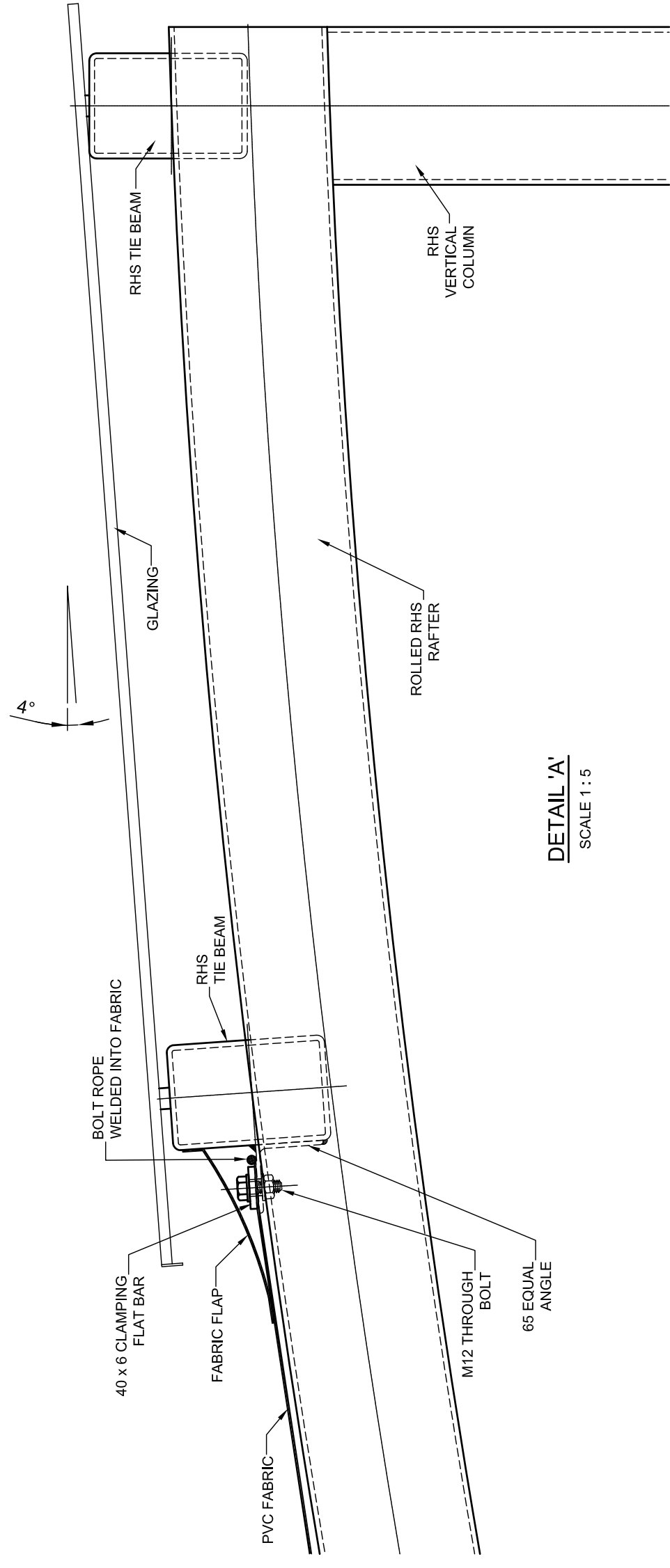
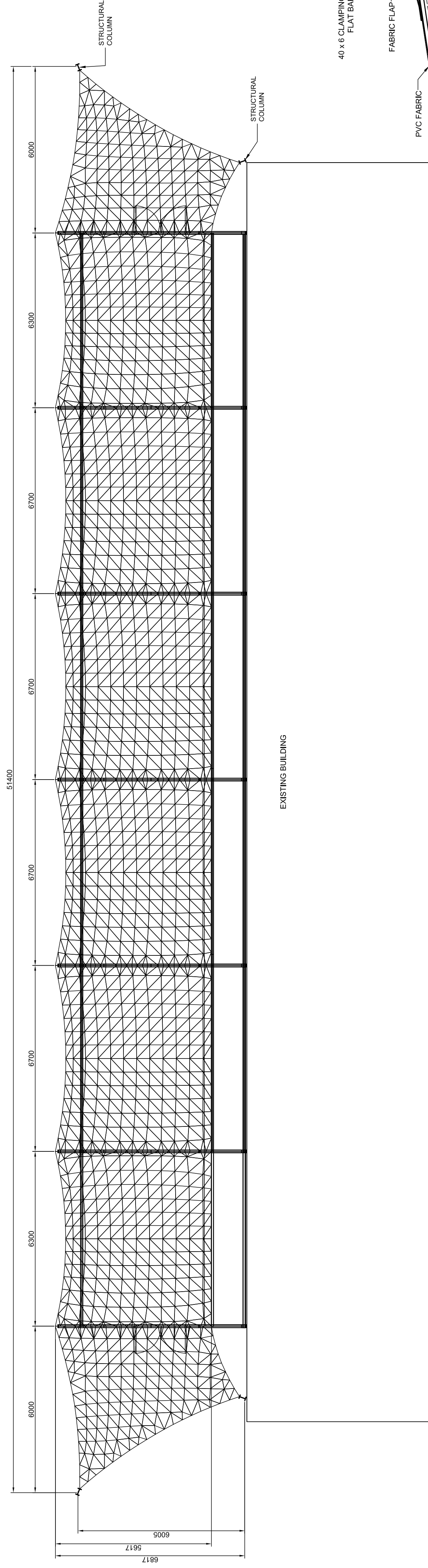
REV	DATE	COMMENTS
A	21-04-10	PRELIMINARY ISSUE FOR REVIEW
B	20-05-10	ISSUE FOR APPROVAL

DRN	CHKD	VRFD
BH	BH	JBS
BH	BH	JBS
BH	BH	JBS

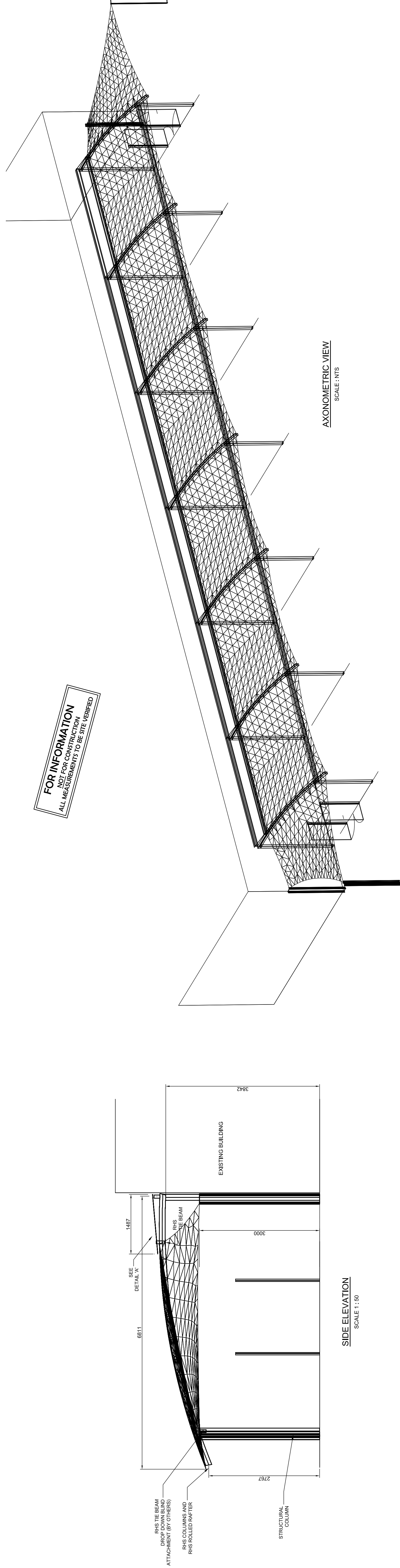
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SITE : LEE WHARF C BUILDING
HONEYSUCKLE DRIVE
NEWCASTLE NSW 2300
LOT 31 DP 1136586
CLIENT : LAUNDY HOTELS
DRAWING : PLAN

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