

Godden Mackay Logan

Heritage Consultants



Honeysuckle Central (Lee Wharf Lot 25)

Heritage Impact Statement

Report prepared for Builderv Group and Eureka Funds Management

December 2008

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Report Register

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1.0 Introduction

1.1 Background

Godden Mackay Logan has been commissioned by Buildev Group and Eureka Funds Management to prepare a Heritage Impact Statement (HIS) for development on a site known as Honeysuckle Central, Lot 25 Honeysuckle Drive, Newcastle.

The site is in the vicinity of a number of heritage items including Lee Wharf Building C and the Civic Railway Workshops Group which are listed as heritage items of State significance in the Newcastle Local Environmental Plan 2008. The Civic Railway Workshops Group is also listed on the State Heritage Register. The site is also in the vicinity of the Newcastle City Centre Heritage Conservation Area.

This Heritage Impact Statement has been prepared in accordance with the requirements of the Director General of the NSW Department of Planning to accompany a Project Application under Part 3A of the *Environmental Planning and Assessment Act 1979* (NSW).

1.2 Site Location

The Honeysuckle Central site lies on the southern side of Newcastle Harbour in the area known as Honeysuckle (see Figure 1.1). It is bounded to the north by Honeysuckle Drive, to the west by Worth Place and to the south by Wright Lane. On the east, the site is bounded by a private road which is part of the neighbouring development of Lee Wharf Site B (buildings B2 and B7). The extent of the site and the location of heritage items and areas are indicated in Figure 2.1.

1.3 Methodology

This Heritage Impact Statement has been prepared in accordance with the methodology outlined in the document *Guidelines for the Preparation of Statements of Heritage Impact* published by the Heritage Office in the *NSW Heritage Manual*. It identifies and assesses the nature and degree of archaeological and heritage impacts relating to the current development proposal for the site (see Sections 4.0 and 5.0) against the background of the statutory controls (see Section 2.0, below), the archaeological significance of the site and the significance of the heritage items and areas in the vicinity. Where appropriate, recommendations for mitigative measures and consent conditions are provided (see the summary in Section 6.0).

The report also responds to the relevant principles and processes of *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 1999*. In doing so, the report provides a basis for informed decisions that have regard to the assessed significance and specific values of the site and its setting.

The significance of the subject site and surrounds has been extensively investigated in several reports. Information from these reports has been incorporated into this assessment where appropriate. The Historical and Indigenous Archaeological Impact Assessment in Section 4.0 relies on the following reports:

- Lee Wharf, Newcastle—Aboriginal Assessment, prepared by Godden Mackay Logan for Lee Wharf Developments Pty Ltd in September 2003.
- Historical Archaeological Assessment, Lee Wharf Newcastle (Section 8 of a HIS May 2003).

- Lots 12 and 4/24 Lee Wharf, Newcastle—Archaeological Monitoring Program, Final Report prepared by Godden Mackay Logan for Lee Wharf Developments Pty Ltd in February 2006.

1.4 Author Identification

This report has been prepared by Susan Duyker and Andrew Sneddon, Associates with the assistance of Anita Yousif, Archaeologist and was reviewed by David Logan, Partner of Godden Mackay Logan.



Figure 1.1 Location plan (site arrowed) (Source: Google Maps, 2008 with overlay by GML, 2008).

2.0 Statutory Controls

2.1 Part 3A of the Environmental Planning and Assessment Act 1979

Part 3A of the EP&A Act applies to a development (a 'project') where:

- i. a State Environmental Planning Policy declares that it applies; or
- ii. by order of the Minister for Planning.

Projects that fall within the ambit of Part 3A of the EP&A Act may be subject to different approval processes to those developments covered by Part 4 (or other parts) of the Act. In particular, the Minister for Planning may become the consent authority for certain applications.

The Minister for Planning has declared that the proposed development of the subject site constitutes a 'major project' under Part 3A of the EP&A Act. Part 3A of the EP&A Act therefore applies to the development of the site unless the Minister determines that Part 3A does not apply to a particular stage of the project (Section 75P(1)(b)).

2.2 Part 3A, Division 3 of the EP&A Act—Concept Plans

The Minister may authorise or require the proponent of a development project to submit a concept plan that outlines the proposed scope of the project and any development options (Section 75M of the EP&A Act).

Upon receipt of such a concept plan, the Minister may approve that plan provided the environmental assessment requirements of the Director-General of the Department of Planning have been met (Section 75O). This Heritage Impact Statement is prepared in accordance with the Director-General's following environmental assessment requirements for heritage:

The Environmental Assessment (EA) must address the following key issues...

9. Heritage

Include a Heritage Impact Statement prepared in accordance with the NSW Heritage Office publication 'Statement of Heritage Impact' addressing impacts on state significant heritage items in the vicinity of the site including Lee Wharf and former Civic Railway Workshops and the impact of the proposed development on the adjacent Newcastle City Centre Heritage Conservation Area.

An archaeological assessment is required given the likelihood of disturbance of known (sic) Aboriginal sites within the locality and must determine the potential Aboriginal heritage significance of the site.

2.3 Heritage Act 1977

The *Heritage Act 1977* (NSW) ('Heritage Act') includes a range of provisions for identifying and protecting items of environmental heritage. In addition to the establishment of the State Heritage Register (SHR), a list of items assessed as being of 'State' significance, these provisions include interim heritage orders, orders to stop work, heritage conservation registers (Section 170) and relics provisions.

The proposed development does not affect any item on the State Heritage Register or heritage conservation registers. No part of the site is subject to an interim heritage order.

A discussion of the relics provisions of the Heritage Act is contained in Section 2.1.6, below.

2.4 Newcastle City Centre Local Environmental Plan 2008

Part 5 of the Newcastle City Centre Local Environmental Plan 2008 sets out Newcastle Council's heritage conservation controls. In particular the relevant sections of Clause 46 are as follows:

46 Heritage conservation

(1) Objectives

The objectives of this clause are:

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

(2) Requirement for consent

Development consent is required for any of the following:

- (d) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,*
- (g) subdividing land on which a heritage item is located or that is within a heritage conservation area.*

(4) Effect on heritage significance

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

(5) Heritage impact assessment

The consent authority may, before granting consent to any development on land:

- (a) on which a heritage item is situated, or*
- (b) within a heritage conservation area, or*
- (c) within the vicinity of land referred to in paragraph (a) or (b),*

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

(7) Archaeological sites

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

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

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

(8) Places of Aboriginal heritage significance

The consent authority must, before granting consent under this clause to the carrying out of development in a place of Aboriginal heritage significance:

(a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place, and

(b) notify the local Aboriginal communities (in such way as it thinks appropriate) about the application and take into consideration any response received within 28 days after the notice is sent.

2.5 National Parks and Wildlife Act 1974

Although the development is a Part 3A matter, it is still open to the Minister to determine that it is subject to the *National Parks and Wildlife Act 1974* (NPW Act). The NPW Act provides statutory protection for all Aboriginal objects. Aboriginal objects are afforded automatic statutory protection in New South Wales whereby it is an offence (without the Minister's consent) to:

damage, deface or destroy Aboriginal sites without the prior consent of the Director-General of the National Parks and Wildlife Service (now the Department of Environment and Climate Change [DECC]).

The NPW Act defines an 'Aboriginal object' as:

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

Where the NPW Act applies, if a development would damage, deface or destroy an Aboriginal object or place, a permit is required pursuant to Section 90 of that Act.

In the ordinary course of events in Part 3A matters, the NPW Act would not apply and therefore a Section 90 permit would not be required. This report also provides management recommendations for the potential Aboriginal archaeological resource should no permit be required.

2.6 Archaeological Relics

Similarly, although the proposed development is a Part 3A development, the Minister for Planning may determine that it is subject to the provisions of the Heritage Act. If the Minister were to make such a determination, archaeological relics on the site would be governed by Part 6, Division 9, of the Heritage Act (the 'relics provisions').

A 'relic' is defined by the Heritage Act as:

any deposit, object or material evidence;

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

(b) which is 50 or more years old.

Sections 139 to 145 of the Heritage Act prohibit the excavation or disturbance of land known to or likely to contain relics except in accordance with an excavation permit issued by the Heritage Council of New South Wales (or in accordance with a gazetted exception to these sections of the Act).

The area of the proposed development has potential to contain relics as defined by the Heritage Act. Therefore, if the Minister determines that the Heritage Act applies, the works must be preceded by an application for an excavation permit (unless covered by an exception). Alternatively, it is open to the Minister to give consent for the development such that it is not subject to the Heritage Act. This HIS has been prepared with that possibility in mind and provides recommendations for the management of the historical archaeological resource in the event that an excavation permit is not required.

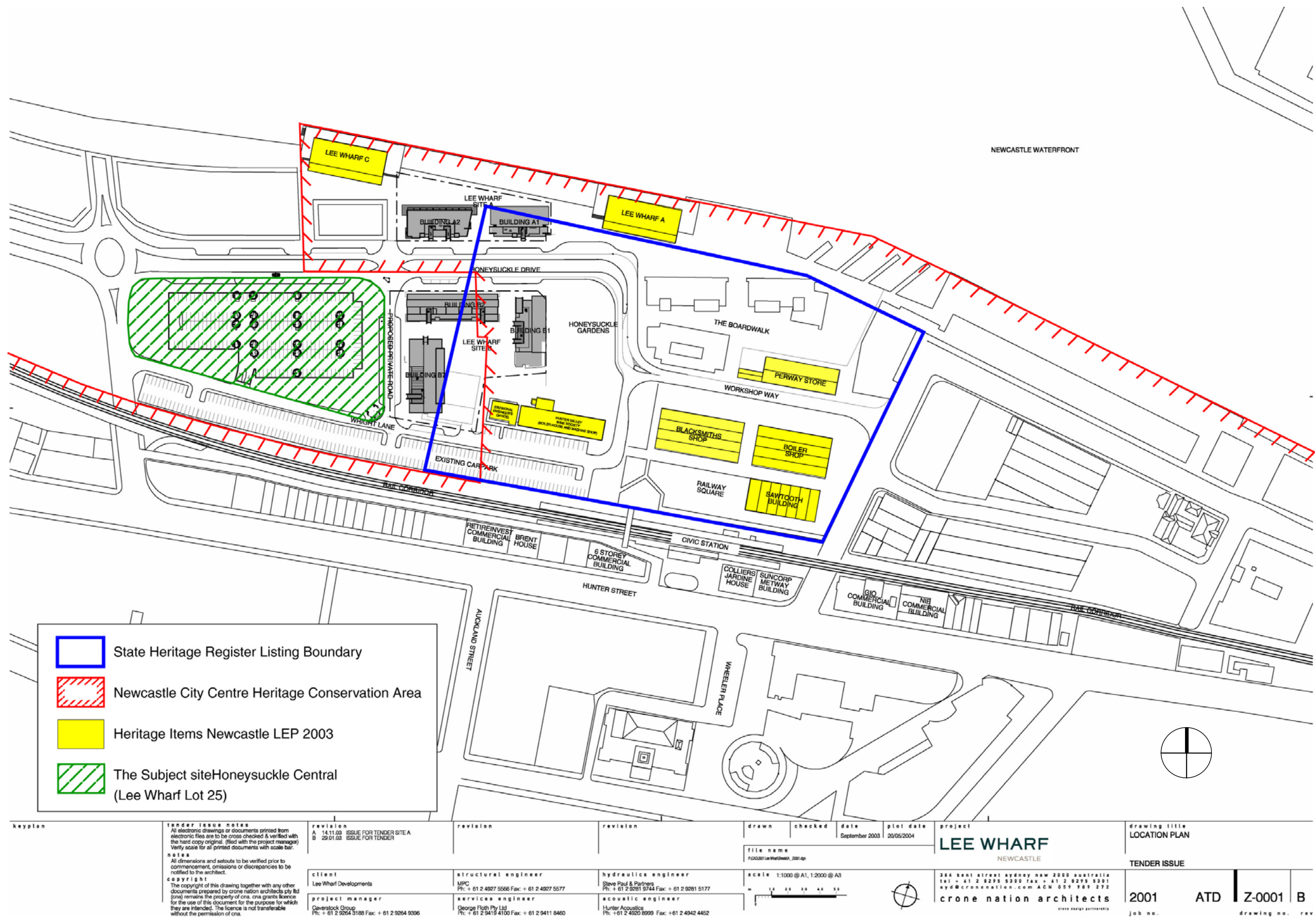


Figure 2.1 Site context(Source: Lee Wharf Developments, 2003 with overlay by Godden Mackay Logan, 2008)

3.0 Proposal for Honeysuckle Central, Lot 25

3.1 Current Proposal

The current proposal for the subject site is to erect three seven-storey commercial buildings with a shared partial basement. The buildings are raised above the ground on slightly inclined piloti, creating substantial colonnades at the base of each building at ground level. These three buildings are connected by a three-storey built element (which is not raised) set back from the southern boundary of the site. The connecting element is clearly distinguished from the horizontal lines and transparent quality of the three buildings by its vertical slatted cladding.

The basement and three lower levels of the complex contain substantial car accommodation. The car ramps are expressed on the southern side of the building as curved elements supported by slender columns. Landscaped public open space is also proposed within and around the development.

Excavation of a half level would be required for the portion of the proposed below-ground carpark along the southern side of the site. Deeper excavation will be required for the portion of the carpark at the eastern end of the site.

We have reviewed the following set of drawings prepared by Suturs Architects, dated 21 November 2008:

Drawing Number	Title	Issue
10299 PRE_DA02	Basement Floor Plan	E
10299 PRE_DA03	Ground Floor Plan	E
10299 PRE_DA04	Level One Floor Plan	E
10299 PRE_DA05	Level Two Floor Plan	E
10299 PRE_DA06	Level Three Floor Plan	E
10299 PRE_DA07	Level Four Floor Plan	E
10299 PRE_DA08	Level Five Floor Plan	E
10299 PRE_DA09	Level Six Floor Plan	E
10299 PRE_DA10	Level Seven Floor Plan	E
10299 PRE_DA11	Sections	E

4.0 Archaeological Impact Assessment

4.1 Preamble

This section identifies the potential archaeological resource of the site and the archaeological impacts of the proposed development. It also provides recommendations for the appropriate management of the potential archaeological resource and mitigation of identified impacts. These are summarised in Section 6.0.

4.2 Potential Archaeological Resource

4.2.1 Introduction

'Archaeological potential' refers to the likelihood of archaeological relics to survive at a site. The potential for archaeological relics to survive at a site depends on the 'site formation processes' that have occurred there which may have created or destroyed archaeological deposits. These include such things as demolition works, ground remediation, grading etc.

The Lee Wharf area has been the subject of a number of previous heritage assessments and heritage reports. Section 1.3 lists the studies that have previously examined the archaeological potential of the Lee Wharf area, and which inform the following text.

4.2.2 Aboriginal Archaeological Potential

The proposed development would take place in an area that has very low potential for Aboriginal objects to survive.

In 2003, archaeologists from GML who were conducting a site visit in the area immediately south of Lot 25 found a single Aboriginal stone artefact on a spoil heap of mixed fill. Relevant stakeholders were informed and GML was engaged to prepare an assessment of the potential for Aboriginal archaeology to survive in Lots 12 and 24 in consultation with Aboriginal community representatives. A report entitled 'Lee Wharf Aboriginal Archaeological Assessment' was prepared in September 2003 covering the area of Lee Wharf Site B and Lee Wharf Site A (Lots 24 and 12 respectively). The 2003 assessment concluded that:

The proposed development of Lee Wharf Site B (Buildings B1, B2 and B7) and temporary carpark has the potential to impact upon relatively low-density distributions of shell midden deposits that may survive within the more elevated foreshore dunes in these locations that formerly occupied dry land and the edge of the tidal flats. It is likely that any potential resource that may occur to the west of Honeysuckle Drive will display considerable levels of disturbance.

Later, GML archaeologically investigated Lots 12 and 24 as part of ground remediation and bulk excavation works. These works demonstrated that the area has been significantly disturbed by the railway workshop activities. No Aboriginal objects were exposed in this large area immediately north and east of the site. However, a linear deposit was exposed during the archaeological works that was identified as a tidal line, suggesting that Aboriginal objects in this area, although unlikely, are not entirely out of the question. The archaeological investigations were carried out in consultation with the Awabakal Local Aboriginal Land Council. The results were presented in a report entitled 'Lots 12 and 4/24 Lee Wharf, Newcastle, Archaeological Monitoring Program', prepared for Lee Wharf Developments Pty Ltd in February 2006.

In conclusion, based on desktop research and fieldwork undertaken for works on adjacent sites, there is low potential for in-situ Aboriginal archaeological objects to survive on Lot 25.

4.2.3 Historical Archaeological Potential

The potential archaeological resource of the wider Lee Wharf area has been assessed in a number of previous reports, including one prepared by GML in 2003 entitled 'Lee Wharf, Newcastle, Heritage Impact Statement' ('the 2003 HIS') (the 2003 HIS was itself based on an inventory of Archaeological sites compiled for the Newcastle Archaeological Management Plan by Suters Architects Snell Pty Ltd, February 1997). The following text draws on it to assess the potential for historical archaeology in Lot 25.

A history of the area is provided in Appendix A. In summary:

- The study area is within the territory of the Aboriginal people belonging to the Awabakal language group.
- The earliest non-Aboriginal use of the Honeysuckle Point area started prior to c1830 for a number of convict industries.
- In the period between 1840 and 1854 the site developed into a well populated area with increasing industry, including a prosperous meat cannery.
- In 1854 the Honeysuckle Point area was resumed for the construction of the railway terminus. The site developed into the railway workshops which expanded into a large-scale complex.
- In 1908 a sea wall was constructed along the foreshore involving substantial land reclamation works.
- The closure of the foundry in 1958 initiated a decline in the railway workshops' operation.
- With the closure of the railway lines in the early 1990s the site underwent demolition, clearance and decontamination to make way for new development including residential and commercial enterprises.

In 2004, GML archaeologically investigated the area to the east of Lot 25 as part of remediation and bulk excavation works. The archaeological investigation exposed no archaeological evidence of the Honeysuckle Point Settlement. On the contrary, the archaeological evidence strongly indicated that the construction of the railway workshops significantly disturbed or destroyed any evidence of this early period of occupation. Therefore, there is low potential for archaeological relics from this period to survive.

The period of occupation with the greatest potential for archaeological relics is the railway workshops period.

Figure 4.1 illustrates the locations of known former railway structures relative to the basements of the proposed development. The building numbers in Figure 4.1 (and referred to below) derive from the Honeysuckle Point Heritage Study 1990, prepared by C and MJ Doring Pty Ltd, as do the basic building descriptions.

The proposed works would be in the area of the following railway buildings:

- Building 7—Per Way Bridge Shop West (also known as the Assembling Shop). Constructed and modified c1895 to 1979. Appears to have replaced a smaller building on the same site c1890. Tall, single-storey, corrugated-iron clad, steel-framed with overhead travelling crane. Rectangular cast-iron sash windows set high in wall. Cantilevered awning on north side. Timber truss gable roof, skylights and ridge vents. Joined on to west end of Per Way Machine and Fitting Shop.
- Building 25—Former Shed. C1856 to after 1917. A 1980 survey shows stumps in this location.
- Building 26—Per Way Friction Saw. Before 1937 to 1979. A circular saw for cutting metal using heat generated by friction rather than teeth.
- Building 27—Coke Bins. Adjacent to foundry.
- Building 28—Per Way Pattern Shop. c1926 to c1960s. Also known as 'Pattern-makers Shop'. Figure 4.1 shows the footprint as being located just outside of Lot 25's north boundary. However, the precise location of this building is uncertain.
- Building 29—Scrap Bins. Adjacent to foundry and probably outside the west boundary of Lot 25.
- Building 30—Per Way Foundry. Built 1926. Closed 1958. Converted to goods shed/wagon shed in 1962.
- Former Rail Turntable—A rail turntable dating to between 1856 and 1895 was located in the vicinity of the southern boundary of Lot 25. A 1905 site plan describes it as 'Old Turntable, Filled In'. Its precise location is not known. The former turntable at Honeysuckle Point is discussed in detail in the Newcastle Archaeological Management Plan (NAMP) (Item 1034) prepared by Suters Architects in 1997: it is described as an iron beam (like a bridge span) pivoted to turn 360 degrees within a circular brick-lined pit of approximately 10m diameter. It included rails on top of the beam which, when rotated, could be aligned with other rails in the yard. Locos run onto the beam could be swung manually onto other tracks using the turntable.

As noted, in 2004 GML archaeologically investigated the area to the east of Lot 25 as part of remediation and bulk excavation works. The archaeological investigation exposed extensive remains of the railway structures that existed in this area including sandstone wall footings; machine pads made of brick, timber and sandstone; timber piers and post holes; in-situ railway sleepers; and various industrial artefacts. There is a high potential for relics of the same or similar kind to survive within Lot 25, belonging to the above structures and railway activities.

As noted, the location of the former turntable is uncertain but may lie just outside the boundary of Lot 25. However, the imprecise historic plans may be misleading and there is some potential for the turntable to extend into Lot 25, in which case there would be high potential for archaeological relics to survive.

4.3 Archaeological Significance

4.3.1 Introduction

'Archaeological significance' refers to the heritage significance of archaeological remains (known or potential).

Assessments of heritage significance endeavour to establish why a place or item is considered important and why it is valued by a community. Significance assessments are carried out applying a range of criteria expressed in a variety of documents including the Burra Charter (for general application), the NSW Heritage Manual (for assessing State and Local significance) and the EPBC Act (for places of National significance).

The heritage criteria in the NSW Heritage Manual are as follows:

- Criterion (a) – An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (b) – An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (c) – An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).
- Criterion (d) – An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.
- Criterion (e) – An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (f) – An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (g) – An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or a class of the local area's cultural or natural places or cultural or natural environments).

While all of the assessment criteria may be applied to archaeological remains, the most relevant criterion relates to the research potential of the remains (that is, their ability to provide information), as well as associations with significant historical places, events or people (criterion (e)). Remains that have higher research potential would generally have greater heritage significance.

Archaeological remains should be managed according to their significance, which can influence the degree of impact that may be acceptable, or the level of investigation and recording that may be required.

4.3.2 Aboriginal Archaeological Significance

The potential for Aboriginal archaeological objects to survive at the site has been assessed as being low. The archaeological significance of the site is therefore also assessed as being low. This assessment relates only to archaeological heritage values. This report does not assess other

values (eg spiritual values) that may attach to the area, which can only be ascertained through Aboriginal community consultation.

4.3.3 Non-Aboriginal Archaeological Significance

Honeysuckle Point Settlement

If undisturbed in-situ relics from this early period were exposed, such relics would date from the first settlement of Honeysuckle Point and to the earliest settlement of Newcastle itself. They would reflect the expansion of the still-young colony along the river systems north and south of Sydney. Such remains would principally be of a residential or domestic nature, giving a valuable insight into the lives of early nineteenth-century settlers in the Hunter region, particularly those of the poorer residents of the area. Remains from the slightly later Bishop's settlement would also be of considerable archaeological significance, with the potential to yield information about the local wealthier residents through remains of the local grammar school allotments. Although such relics would not be of sufficient significance to warrant in-situ retention, their research potential would need to be fully realised through appropriate archaeological investigation prior to their removal.

In fact, archaeological investigation of the areas to the immediate east of Lot 25 demonstrated that the railways period of activity on the site caused significant disturbance to earlier deposits. Therefore, it is unlikely that undisturbed in-situ relics from the early period would survive on the site. Rather, if any early relics did survive they are likely to be disturbed and limited in extent with the result that their research value is limited. If such relics survived, their retention in-situ would not be warranted provided they are appropriately recorded prior to their removal.

Railway Buildings

Lot 25 is adjacent to an area listed on the State Heritage Register. The adjacent area is listed due to the generally high heritage significance of the Honeysuckle Point Workshops structures. The industrial buildings belonging to the Honeysuckle Point Workshops fabricated materials for the local and State rail system for almost 150 years, while also contributing to other notable state civil works such as the Sydney City Rail Loop and the Sydney Harbour Bridge.

The significance of the specific buildings described above is assessed as follows:

- Building 7—Per Way Bridge Shop West (also known as the Assembling Shop)—This was an architecturally unremarkable structure. However, it served an important function, producing prefabricated metal for the construction of such bridges as those at Singleton, Warialda, Attunga and Styx Creek (Newcastle). This work made an important contribution to the state economy, reducing the need for expensive imports. Its archaeological significance and research potential is enhanced by its early date of construction and the possibility of associated early occupation deposits. However, archaeological investigations in adjacent areas in 2004 suggested that any surviving remains are likely to be disturbed, thereby limiting its research value (criteria (a) and (e)).
- Building 25—Former Shed—c1856 to after 1917. This structure dated to the first years of the Honeysuckle Workshops development. Notwithstanding its unremarkable function this structure's age (it is one of the oldest recorded structures on the site) makes it archaeologically significant. However, archaeological investigations in adjacent areas in 2004 suggest that any surviving remains are likely to be disturbed and limited to post holes, piers and shallow wall footings, thereby limiting its research value (criteria (a), (e) and (f)).

- Building 26—Per Way Friction Saw—Surviving archaeological remains likely to be limited. It dates to the middle years of the site's occupation by the Railways Workshops Group. Given its function, its archaeological remains (if any survive) are likely to be of limited research or other value.
- Building 27—Coke Bins. Given their function these are likely to have been unremarkable structures with limited research potential.
- Building 28—Per Way Pattern Shop. Any remains would have some potential to contribute to research into the material culture of Newcastle's early industrial history. However, archaeological investigations in adjacent areas in 2004 suggest that any surviving remains are likely to be disturbed, thereby limiting its research value (criteria (a) and (e)).
- Building 29—Scrap Bins. These unremarkable structures are unlikely to constitute substantial or significant archaeological remains.
- Building 30—Per Way Foundry. Built 1926. Closed 1958 due to local opposition to its continued use. Converted to goods shed/wagon shed in 1962. By the time of its demolition in the 1990s it had been heavily modified. At the time of its construction, the foundry was a major contributor to the rapid expansion and economic success of the Honeysuckle Workshops. This was a high point in the site's development and the foundry was probably the largest industrial structure there. It was also the largest Per Way foundry in the state at the time of its construction, producing materials for the entire NSW rail system. Its principal competitor was the redeveloped (late 1920s) works at Chullora. Its output by 1956 was 2500 tons a year. Although the structure was architecturally unremarkable and later heavily modified, any remains would have some potential to contribute to research into the material culture of Newcastle's early industrial history. However, archaeological investigations in adjacent areas in 2004 suggested that any surviving remains are likely to be disturbed and limited to post holes, piers, machine pads and shallow wall footings, thereby limiting its research value (criteria (a), (e) and (f)).

In summary, the potential archaeological resource within Lot 25 would have some potential to contribute to research into the development of the area and the technologies employed at the complex. The heritage significance of any surviving relics would principally derive from their research value, although they may also reflect significant phases in the region's historical development and in some cases may be uncommon examples of their type. Archaeological investigations in 2004 in areas immediately to the east demonstrated that the relics from the railway occupation of the site are generally patchy and disturbed, which would limit the research value of those relics to a degree.

The significance of the relics does not warrant their in-situ retention. It would be acceptable for the proposed works to disturb or destroy them provided the research value of the relics is met through appropriate investigation and recording before or during the works.

Former Turntable

The archaeological significance of this structure is very high. The Newcastle Archaeological Management Plan (NAMP) (Item 1034) prepared by Suters Architects in 1997 notes that elements of the turntable may be the oldest surviving railway relics in NSW, two turntables having been ordered from England in 1853/55, one of which was installed at Honeysuckle Point in 1857. The

turntable holds considerable research potential with regard to the study of the earliest railways occupation of the site. It is an item of importance in the course of NSW's cultural history and can contribute to our understanding of NSW's past (criteria (a) and (e) above) and it possesses rare aspects of the state's history (criterion (f) above).

It remains to be demonstrated that the turntable extends into Lot 25. Nevertheless, its assessed level of significance may warrant its in-situ retention, depending on the nature and extent of any relics exposed.

4.4 Assessment of Archaeological Impacts

The proposed works are described in Section 3.0 above. They would involve excavation across much of the site for basements. This excavation would destroy any Aboriginal objects or historical relics within the basement footprints and their immediate surrounds. Given the sandy substrate of the area, objects and relics that are not within the footprint of the basements are also likely to be significantly disturbed or destroyed by the basement excavations.

In summary, the proposed works would have:

- Low potential to impact Aboriginal archaeological objects. If any proved to survive, their destruction would be an adverse heritage impact.
- Low potential to disturb or destroy historical archaeological relics dating to the early settlement of Newcastle. Disturbance of such relics, if any proved to survive, would be an adverse heritage impact. The significance of potential relics in the area of the proposed works would principally derive from their research potential. Therefore, the adverse impacts associated with the proposed works would be mitigated by appropriate archaeological investigation in association with site works to ensure that the research potential of the site is fully realised. This would be achieved by observing the recommendations of this report (especially the application of the research design presented in Section 4.5). Further, interpretation measures that effectively 'tell the story' of the site's history would mitigate the adverse archaeological impacts.
- High potential to disturb or destroy relics dating to the railways period of occupation, and which have some research, historic and rarity value. This would be an adverse heritage impact. The significance of potential relics in the area of the proposed works would principally derive from their research potential. Therefore, the adverse impacts associated with the proposed works would be mitigated by appropriate archaeological investigation in association with site works to ensure that the research potential of the site is fully realised. This would be achieved by observing the recommendations of this report (especially the application of the research design presented in Section 4.5). Further, interpretation measures that effectively 'tell the story' of the site's history would mitigate the adverse archaeological impacts.
- Potential to disturb or destroy the mid nineteenth-century turntable. This item is assessed as being of high significance and its disturbance would represent a major adverse heritage impact (if it proved to have been significantly disturbed by previous activities then the impact would be less serious). Preference should be given to the in-situ retention of the turntable.

4.5 Mitigative Strategy/Archaeological Research Design

4.5.1 Introduction

As noted, the significance of potential relics in the area of the proposed works would principally derive from their research potential. Therefore, any adverse impacts associated with the proposed works would be mitigated by appropriate archaeological investigation in association with site works to ensure that the research potential of the site is fully realised.

In order to achieve this, an adequate research framework which sets out questions responsive to the nature of the archaeological evidence that is likely to be encountered is required to guide archaeological investigations.

4.5.2 Broad Research Framework

Any archaeological investigation of the site should be designed to address the following broad questions:

- What physical evidence of former activities survives on the site?
- What is the extent of the surviving archaeological evidence?
- What is the nature of extant archaeological features?
- What is the date of the identified elements?
- What can the material culture contribute to our knowledge about this site or other sites?

While these questions provide a basic archaeological context for the site investigation, more specific questions must be asked to address the research potential of the site.

4.5.3 Site-specific Research Framework

Any archaeological investigation of the site should be designed to address the following specific questions:

- Is there physical evidence of Aboriginal presence in this area?
- What do the archaeological remains at the site tell us about the earliest phases of settlement in this part of Newcastle?
 - What evidence is there of diet and living conditions?
 - What comparisons can be made with contemporaneous sites in Sydney, Tasmania and elsewhere?
 - What evidence is there of building construction?
 - What evidence is there of convict/free settler relations?
- What do the archaeological remains at the site tell us about the Bishop's settlement?
 - What evidence is there of developing industries at this time such as shipbuilding, mining and meat preserving and processing?

- What types of structures were used?
- What evidence is there of the socio-economic and cultural background of early settlers?
- Is there any archaeological evidence of the Dangar meat cannery, eg buildings, boilers for meat preservation, slaughterhouse and yards, stables, stockyards and workmen's cottages?
- What do the archaeological remains tell us about the phases of the development of the Honeysuckle workshops between 1854 and the 1990s?
 - Is there any evidence of the first railway tracks and the turntable?
 - Is there any evidence of the first workshops and type of activities they accommodated?
 - Is there any evidence of Per Way buildings such as the foundry and former shed?
 - What can archaeological evidence tell us about the nineteenth-century technologies employed at the workshops?
 - What does the archaeology tell us about land reclamation works in the early twentieth century?
 - How were the railway buildings constructed?

4.5.4 Excavation Methodology

Ground disturbance in Lot 25 should proceed observing the following methodology:

- Prior to works commencing, a brief 'heritage induction' should be undertaken in which an archaeologist informs all relevant contractors of the heritage values of the site, the proposed excavation methodology, and obligations under relevant legislation and consents.
- Ground disturbance should be monitored by at least two qualified archaeologists (this number may be reduced to one as works proceed if the likelihood for relics to survive proves to be very low). The archaeologists should have authority to direct site works, as required, in order to undertake all necessary recording.
- If Aboriginal archaeological objects are exposed, works should cease immediately and the local Aboriginal land council should be contacted. Aboriginal community consultation should be undertaken observing Department of Environment and Climate Change guidelines. If the National Parks and Wildlife Act applies, a Section 90 permit will be required. Otherwise, works should proceed in consultation with the local Aboriginal land council.
- If non-Aboriginal archaeological relics are exposed, they should be investigated using a combination of machine excavation and manual excavation (pick, shovel, trowel etc)—the method to be determined by the archaeologists.
- The archaeologists should monitor any machine work carefully and should make recommendations for tracks used, access and egress points etc, as appropriate.

- The depth of excavation (so far as archaeology is concerned) required across the site should be determined by the excavation director, based on the nature of the subsurface profile.
- The need for detailed investigation and recording of specific deposits or features should be determined by the excavation director throughout the course of the investigation to ensure that the important parts of the site are adequately investigated and recorded and that resources are not employed in areas that do not warrant further investigation.
- The investigation should continue until the archaeologists are satisfied that the research potential of the subsurface deposits has been realised and that the site has been adequately investigated and recorded, or that culturally sterile deposits have been encountered across the site.
- The entire investigation process should be recorded photographically. Additional detailed site recording should be undertaken (measured drawings, context sheets etc) if and when archaeological deposits and features are encountered. Measured drawings of physical remains should be made. The location of exposed structural relics should be recorded by survey.
- Any artefacts that are recovered should be provenanced according to their contexts. Artefacts should be conserved (washed and bagged) and stored in an appropriate repository, observing specialist conservation requirements where appropriate (for example, for leather or metal artefacts). Artefacts should be logged in a database that reflects current best-practice archaeological data recording.
- A succinct report presenting the outcomes of the excavation should be prepared within 12 months of the completion of the archaeological investigation. This report should include a description of the results of the investigation and the excavation methodology used, and should include a response to the research questions in Sections 4.5.2 and 4.5.3, above.
- Works should proceed in the vicinity of the rail turntable under the direction of the archaeologists. If the turntable proves to extend into the site, it would be appropriate to expose its extent by archaeological excavation. It should be comprehensively recorded observing archaeological best practice. An assessment of its heritage significance, based on the nature and extent of the surviving relics, should then be prepared, including recommendations with respect to its management (in-situ retention or removal, interpretation recommendations etc). Preference should always be given to its in-situ retention. The assessment should be prepared in consultation with the NSW Heritage Branch.

Figure 4.1 Lot 25 is with approximate location of historic buildings/relics. (Source Suturs 2008, overlay Godden Mackay Logan 2008)

5.0 Heritage Impact Assessment

5.1 Preamble

This section identifies the significance of heritage items and areas in the vicinity. It then assesses the impact of the proposed development on those items and areas and makes recommendations for mitigative measures, where necessary. Conclusions resulting from this assessment are contained in Section 6.0.

5.2 Newcastle CBD Heritage Conservation Area

5.2.1 Significance of the Newcastle CBD Heritage Conservation Area

This conservation area is adjacent to the subject site to the north and is in the vicinity to the south, across the main railway line. The following statement of significance is extracted from the State Heritage Inventory number 2173904. The full inventory sheet is included in Appendix B.

The Newcastle City Centre Heritage Conservation Area is significant on many levels. The assemblage of commercial and civic buildings is a powerful reminder of the city's rich history and its many phases of development. The number of historic buildings surviving is quite remarkable for a city of this size, with a number of pre-1840s period buildings surviving (Rose Cottage, c1830, Newcomen Club, 1830, Parts of James Fletcher Hospital). It is also known to be a city with a rich archaeological record of national significance, for its potential to yield information about the early convict settlement and penal activities. In addition, the city area is known to have been a place of contact between the colonists and the indigenous population, who owned the territory on the southern shores of the River Coquun (Hunter). This evidence is both available in historical accounts and in the archaeological record surviving beneath the modern city. The high numbers of commercial and civic buildings of the 19th and 20th centuries collectively give the city a historic character which is notable and allows an understanding of the importance of the city of Newcastle since 1804 as a place of commerce, governance and city building. The historical foundation of the city was the discovery and exploitation of coal with good shipping access via a safe and navigable harbour. The town's layout by Surveyor General Henry Dangar in 1828 is still visible in the city's streets, and is an element of historical value.

5.2.2 Identification and Assessment of Impacts on the Newcastle CBD Heritage Conservation Area

The proposed development lies within an area set aside for new development to the north of the conservation area. It is separated from the conservation area by Wright Lane and the strip of land to the south of the lane. The railway is included in the conservation area but effectively acts as a buffer to the built form of the buildings which address Hunter Street to the south. These buildings present their most significant face to the main street and have their backs to the railway.

The scale of the buildings proposed, although greater than most development within the conservation area, is compatible with the controls for the Honeysuckle area. The buildings will be visible amidst other buildings in the Honeysuckle area from the higher points of the city but they are sufficiently removed from the conservation area so that the bulk and scale will not be a dominant element.

Notable views of the city landmarks, in particular the view from Hannell Street to the cathedral, would be unaffected by the proposed development.

5.3 Lee Wharf Building C

5.3.1 Significance of Lee Wharf Building C

The subject site is in the vicinity of Lee Wharf Building C. The following statement of significance for both Lee Wharves A and C is extracted from the State Heritage Inventory number 2170207. The full inventory sheet is included in Appendix B.

These are the last remaining examples of the extensive cargo and commercial wharf facilities that once existed along the foreshore. They have social and historical significance being the main general cargo wharves for the Port of Newcastle.

The Honeysuckle Point Heritage Study (1990) 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 agricultural 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 important 1910 Sheds A and C, are substantially intact and capable of authentic restoration to their original condition. They are eminently 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.

5.3.2 Identification and Assessment of Impacts on Lee Wharf Building C

A new single-storey building has been constructed immediately to the south of Lee Wharf Building C. This new building is of a sympathetic bulk and scale and provides an appropriate setting for the heritage item. It also provides a useful buffer between the wharf and the taller buildings envisioned in the planning controls applying to the nearby sites including the subject site.

The proposed development site is separated from Lee Wharf Building C and the new building referred to above by Honeysuckle Drive, a four-lane road with a substantial median strip. The proposed development sits within several plazas and is modulated into three buildings which present their narrow side to the north and are set back from the boundary at ground level.

The impact of the height of the development is substantially reduced by the separation of the development from the wharf building at the harbour edge. Further, the scale of the subject proposal

is envisioned in the planning controls and the scale impacts within the setting of Lee Wharf Building C are tolerable within this context.

5.4 Civic Railway Workshops Group

5.4.1 Significance of the Civic Railway Workshops Group

The subject site is in the vicinity of the Civic Railways Workshop Group. The following statement of significance for the group is extracted from the State Heritage Inventory number 5044977. The full inventory sheet is included in Appendix B.

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

5.4.2 Impact of the Development on the Heritage Significance of the Civic Railway Workshops Group

The Civic Railway Workshops Group lies to the east of the subject site, the closest built elements being the Divisional Engineer's Office.

The proposed development is completely separated from the Civic Railway Workshops Group by a new building of a similar height and scale to the buildings proposed for the subject site. The only possible views of the proposed development would be obliquely along Honeysuckle Drive and Wright Lane from the edges of the listed area.

The proposed development would not result in impacts on the setting of the Civic Railway Workshops Group.

6.0 Conclusions and Recommendations

6.1 Conclusions

- The site has low potential for Aboriginal archaeology and low significance for Aboriginal archaeological heritage values (other values, if they exist, would need to be determined through Aboriginal consultation).
- The site has low potential for archaeology belonging to the early settlement of Newcastle (pre-railway workshops). If any such relics survived they would be significant. They would not require in-situ retention but would require appropriate investigation and recording prior to their disturbance to ensure their research value is met.
- The site has high potential for archaeological evidence belonging to the railway workshops phase of occupation. These relics have the potential to contribute to our understanding of the area's industrial history. They would not require in-situ retention (other than the turntable) but would require appropriate investigation and recording prior to their disturbance to ensure their research value is met.
- Although it is a Part 3A development, it is open to the Minister to determine whether the provisions of the National Parks and Wildlife Act apply. If that were the case, it would not be necessary to apply for a Section 90 permit prior to the works commencing. However, if Aboriginal objects proved to exist on the site it would be necessary to pause works until appropriate Aboriginal community consultation has been undertaken and a permit has been obtained.
- Although it is a Part 3A development, it is open to the Minister to determine whether the provisions of the Heritage Act apply. If that were the case, it would be necessary to apply for a Section 140 Excavation Permit prior to the commencement of the works. The permit application should be supported by the conclusions in this report and should propose the excavation methodology and research design presented in Section 4.5.
- Unless the Minister determines that the National Parks and Wildlife Act and Heritage Act apply, it would be appropriate for the works to commence, observing the excavation methodology and research design presented in Section 4.5.
- If remains of the rail turntable prove to extend into the site, an assessment of the nature and extent of the relics should be immediately undertaken. If the relics are in-situ and relatively undisturbed they would warrant in-situ conservation and retention.
- The proposed development is separated from the Newcastle CBD Heritage Conservation Area by Wright Lane and the strip of land to the south of Wright Lane. The built form of the conservation area is further buffered from the subject site by the railway line. The proposed development, while of a clearly different character to the built form of the conservation area, will not be dominant in views from the conservation area and sits alongside existing development of similar scale. It is consistent with the scale of development envisaged for the Honeysuckle area.

- The proposed development is separated from Lee Wharf Building C by the new single-storey building to the north of the subject site. The potential scale impact of the new development is reduced due to its substantial setback from the historic building.
- The proposed development is separated from the State Heritage Listed Civic Railway Workshops Group by the substantial new building to the east and therefore would have no impact on views to or from the listed area. It will have no impact on the setting of the group.

6.2 Statement of Commitments

The proponent undertakes to observe the following methodology during ground disturbance in Lot 25:

- Prior to works commencing, a brief 'heritage induction' will be undertaken in which an archaeologist informs all relevant contractors of the heritage values of the site, the proposed excavation methodology, and obligations under relevant legislation and consents.
- Ground disturbance will be monitored by at least two qualified archaeologists (this number may be reduced to one as works proceed if the likelihood for relics to survive proves to be very low). The archaeologists will have authority to direct site works, as required, in order to undertake all necessary recording.
- If Aboriginal archaeological objects are exposed, works will cease immediately and the local Aboriginal land council will be contacted. Aboriginal community consultation would be undertaken observing Department of Environment and Climate Change guidelines. Works would proceed in consultation with the local Aboriginal land council.
- If non-Aboriginal archaeological relics are exposed, they would be investigated using a combination of machine excavation and manual excavation (pick, shovel, trowel etc)—the method to be determined by the archaeologists.
- The archaeologists will monitor any machine work carefully and will make recommendations for tracks used, access and egress points etc, as appropriate.
- The depth of excavation (so far as archaeology is concerned) required across the site will be determined by the excavation director, based on the nature of the subsurface profile.
- The need for detailed investigation and recording of specific deposits or features will be determined by the excavation director throughout the course of the investigation to ensure that the important parts of the site are adequately investigated and recorded.
- The investigation will continue until the archaeologists are satisfied that the research potential of the subsurface deposits has been realised and that the site has been adequately investigated and recorded, or that culturally sterile deposits have been encountered across the site.
- The entire investigation process will be recorded photographically. Additional detailed site recording would be undertaken (measured drawings, context sheets etc) if and when archaeological deposits and features are encountered. Measured drawings of physical remains will be made. The location of exposed structural relics will be recorded by survey.

- Any artefacts that are recovered will be provenanced according to their contexts. Artefacts will be conserved (washed and bagged) and stored in an appropriate repository, observing specialist conservation requirements where appropriate (for example, for leather or metal artefacts). Artefacts will be logged in a database that reflects current best-practice archaeological data recording.
- A succinct report presenting the outcomes of the excavation will be prepared within 12 months of the completion of the archaeological investigation. This report will include a description of the results of the investigation and the excavation methodology used, and will include a response to the research questions in Section 4.5 of the Honeysuckle Central—Heritage Impact Statement, December 2008.
- Works will proceed in the vicinity of the rail turntable under the direction of the archaeologists. If the turntable proves to extend into the site, it would be appropriate to expose its extent by archaeological excavation. It would be comprehensively recorded observing archaeological best practice. An assessment of its heritage significance, based on the nature and extent of the surviving relics, would then be prepared, including recommendations with respect to its management (in-situ retention or removal, interpretation recommendations etc). Opportunities would be explored for its in-situ retention, guided by the results of the excavation. The assessment should be prepared in consultation with the NSW Heritage Branch.

7.0 Appendix

Appendix A Historical Development (from Lee Wharf Park, Newcastle—Heritage Impact Statement, prepared by Godden Mackay Logan, June 2003)

Appendix B State Heritage Inventory Sheets

Appendix A Historical Development (from Lee Wharf Park, Newcastle—Heritage Impact Statement, prepared by Godden Mackay Logan, June 2003)

2.0 Historical Development

2.1 Earliest European Use

Prior to c1830, the Honeysuckle Point site was used for a number of convict industries. However, until 1840, the site, on the outskirts of the main settlement at Newcastle, was mostly unsettled and undeveloped.

Until the 1840s, Newcastle had been dominated by its convict population, which had limited the number of free settlers who wished to settle there. In 1819 Governor Macquarie began planning for the removal of the penal settlement from Newcastle, due to its proximity to Sydney and the effect it was having on free settlement in the area. Direct transportation to Newcastle was halted from 1823 (Port Macquarie took over as the government's preferred place of banishment); however, in 1836, 426 of the population of 704 people in Newcastle were still convicts. The government was still the principal employer, with most of the convicts working in the coal mines or on the building of the breakwater.

With the scaling down of the government presence through the 1820s, the town of Newcastle went into decline. It was the arrival of the Australian Agricultural (AA) Company in 1828 that once again stimulated the town's development. The AA Company had selected 2000 acres of land adjacent to the settlement at Newcastle, on which they mined for coal — trucking it to the waterfront via an inclined plane railway, the first of its kind in Australia.¹ In its first full year of production the mine produced 7,000 tons of coal, with production growing steadily thereafter. However, with most of the workforce being convicts, supply could not meet the demand and the AA Company was forced to bring out a party of thirty-seven British miners to supplement the workforce. The arrival of these miners and the development of an industrial village by James Mitchell and Alexander Scott at Stockton, on the northern side of the harbour, stimulated a growth in the number of houses and a subsequent rise in the number of free settlers.

2.2 The Bishop's Settlement 1840–1854

In 1840 some of the residents of Newcastle and the surrounding districts organised for the establishment of a grammar school for their sons, much like The Kings School at Parramatta. Forty-seven subscribers purchased 130 shares at £50 each, with a deposit of £5. With this money they then approached the Bishop of Australia, Dr Broughton, for assistance. As a representative of the Society for Promoting Christian Knowledge, he secured a further £500, which was used to purchase a thirty-eight acre site at Honeysuckle Point for the school. The total cost at auction was £803.15.0.²

The deed of trust for the site was made out to prominent Novocastrian Dr James Mitchell and two trustees, Alexander Scott and William Croasdell. However, no more shares were taken up for the school due to Australia's economic depression, which culminated in the collapse of the Bank of NSW and left the Hunter River settlers with no money to speculate with. Faced with this, the site remained

undeveloped through the 1840s, until the arrival of the first Bishop of Newcastle in 1848. The Bishop of Sydney had informed the new bishop that a large piece of church land lay unused on the outskirts of town, and so it was surveyed and subdivided into forty-two allotments.

By January 1851, up to forty of the allotments had been rented with twenty-one year leases. Some of the tenants erected houses, others shipbuilding yards and other industries. A number of wharves were also established along the point. Mr Simon Kemp was appointed as the bishop's agent to collect rents, and the area became known as the Bishop's Settlement.³ In April 1851 the *Sydney Herald* announced that suburban allotments would soon be laid out in the church land at Honeysuckle. A plan of the area dated 1857 shows at least thirty-three buildings present on the site by this time, some with defined yard areas and waterfront access (see Figure 2.2).

Throughout the 1840s, as the free population grew and new mines were opened, industrial development increased in Newcastle. One of the pioneering industries was the meat cannery operated by Henry, Richard and William Dangar at Honeysuckle Point. The Dangar family had been associated with the Newcastle area since Henry Dangar had surveyed the town in 1823 as government surveyor, as well as several settlements further up the Hunter Valley. Dangar was also involved in boiling-down works and the export of tallow, hides and bone. The tallow business was only profitable if cattle could be purchased for £2 or less, and so with their cattle fetching £2.12.6 in the late 1840s, the Dangars decided to open the canning business.⁴ The Newcastle Meat Preserving Company opened on 17 July 1848. It was the second canning company in Australia and the first in Newcastle.⁵ The first commercial canning company had opened in Sydney in 1846, but was overwhelmed by heavy taxes, cost of tins and the competition from the Dangars.

The first plant, manufactured in England, was installed in a large wooden building on the harbour foreshore. The site was purchased by the Dangar brothers from AW Scott and AP Onslow for £90. By 1853 the main building housed the preserving room, a filling room, a cutting-up room, a tinmen's shop, three store rooms and an office. Adjacent to this were the boilers for preserving meat and rendering tallow, while the slaughter house, stables, stockyards and workmen's cottages occupied the remainder of the site. At its height, the works processed 700 cattle and 400 sheep per annum, to produce an annual average output of eighty tons of preserved meat and twenty-four tons of tallow.

From the beginning of the venture, the brothers were looking to London as their main market, in particular the ships of the Admiralty. In 1851 they displayed their product at the Great Exhibition in London where they won two gold medals and soon after secured contracts with the British Admiralty. In 1851, 43,265 tins of either four or six pounds were filled. The export of meat from the Dangar's factory represented the beginnings of a new market for Australian manufactured goods on the world market.

Despite their apparent success, the Dangars sought to sell their business in 1853, but could find no buyers. This may have been due to the imminent arrival of the railway and their interest in the

Honeysuckle Point area; but whatever the reason, the works closed their doors two years later in 1855.⁶

2.3 The Honeysuckle Workshops

In 1853 the Hunter River Railway Company was created by an Act of Parliament to build a rail line between Newcastle and Maitland, and then further into the Hunter Valley. The Act gave them the power to resume land for their purpose, and they chose Honeysuckle Point for the site of the terminus. The tenants on the Church Estate were given notice of eviction on 5 July 1854, with the vacation date set at 22 July.

The following year (1855), the Hunter River Railway Company ran into financial difficulties and the whole of the company's works, assets and liabilities were taken over by the government. The Sydney Railway Company had been taken over at the same time, making the New South Wales railway the largest government-owned railway in the British Empire.

The first annual report for the Railway Commissioner, released in February 1856, reported that a line had been constructed between the Honeysuckle terminus and Hexham. The contractor, Mr William Wright, was then further commissioned to extend the line to East Maitland, with the total cost being estimated at £76,240 or £10,000 per mile.⁷ A turntable measuring 36ft was installed at each end to allow for the trains to be turned.

The Governor, Sir William Denison, officially opened the line in March 1857, while 1500 people took advantage of free rides on the new trains. The line was extended east to Watt Street (the current terminus) the following year (see Figure 2.2).⁸

The opening of the railway in Newcastle can be seen as the most significant day in Newcastle's nineteenth-century history. Prior to the coming of the railway, Newcastle had struggled against Maitland as the main town and service centre for the Hunter Valley. However, with the opening of the railway line and the subsequent growth in port facilities, Newcastle's role as the Hunter region's capital was set.

When the line opened, the terminus area at Honeysuckle Point was already well developed as the site for the railway workshops. Adequate workshop facilities were considered vital to the economic running and development of the railways, and, although most of the first rolling stock was imported, the Honeysuckle workshops were soon producing equipment such as horse-boxes and brake vans.

As the Great Northern Railway (GNR) grew, the need for better workshop facilities also increased. Workshops were needed to cope with new rolling stock and to keep the present stock in working order. In 1866 the GNR had fifty-two miles of permanent way opened, with seventeen locomotives, fifty-five passenger vehicles and one hundred and thirty-one goods vehicles. By 1871 this had increased to one hundred and nine miles of permanent way, nineteen locomotives, seventy-five passenger vehicles and two hundred and ninety-two goods vehicles.⁹

With the rapid increase in infrastructure, the Per Way Branch (then known as the Existing Lines branch) established their own separate workshops at Honeysuckle Point from 1870. These shops were the first purely Per Way workshops to be operating in New South Wales. The workshops served for both maintenance and storage, particularly for new rails and wrought iron bridge components that had been imported from England for track extensions.

A more substantial Per Way Store building was soon needed, and plans were drawn for it in 1881. The store was erected within the same year, with a stores office added to its western end. The store was the first major structure of high quality built on the site by the Existing Lines Branch for its own use, and remains on the study site. The Per Way Store joined the Loco Engine Shed, Carriage Repairing Shed, Carriage Painting Shop, Machine Shop and Blacksmith's building, which had all been built through the 1870s.

The completed Per Way Store building was soon joined by more buildings as the Existing Lines Branch sought to establish itself as a separate operation from the loco shops. In 1883 a large Per Way machine or fitting shop was built to the west of the store, and included a five hundredweight steam hammer, twenty-five horse power horizontal engine, fan blast, Cornish boiler and 100ft of three-inch line to operate eleven machine tools as part of its equipment stock. In c1895 a tall assembling shop or bridge shop was built, probably on the site of an earlier temporary structure. A blacksmith's shop was added in 1895 as well, with another built in 1904. Another machine shop was added in 1905, a carpenter's shop in 1920 and a large foundry in 1926.¹⁰

The Per Way Workshop site included fourteen buildings involved in production by the 1930s, with state-wide markets for their products. The Per Way Workshops, with the exception of the store, were all built on a different angle to the remaining Honeysuckle shops, following the alignment of the original 1855 spur line to the Merewether Street jetty. The Per Way department was also responsible for the design, layout and construction, as well as the prioritisation, of any new buildings on the site.

Between the 1880s and 1920s the Per Way department was involved in the fabrication or assembly of such things as water tanks, points, switches, sheds, signals, crossing gates, cranes and bridge components. They also contributed to large-scale government engineering and construction projects including coal loaders at Bullock Island, the Sydney City Rail Loop, the Sydney Harbour Bridge, the State Coal Mine at Lithgow and the major Railway Workshops buildings at Chullora. Ironically, it was the upgrading and opening of the Chullora works in the late 1920s, coupled with the economic downturn at the same time, that signalled the start of the scaling back of operations at Honeysuckle.¹¹

In 1957 the government proposed the closing of the foundry at Honeysuckle Point and the removal of operations to the Chullora workshops in Sydney. At the time the foundry was mainly producing cast-iron brake blocks, which were set to be replaced by 'Ferodo' brake blocks made from asbestos, a process that Honeysuckle was not set up to handle. Despite local opposition, the closure went ahead in May 1958. The foundry building was stripped out and converted to a goods shed in 1962.

With the shut down of the foundry, pressure mounted for the removal of the remaining operations to workshops at Cardiff, and for the railway's land to be released for redevelopment. In the mid-1970s, some of the operations were removed to Cardiff, and in 1978/79 the railways demolished most of the Per Way Workshop buildings, leaving only the store building, the carpenters and plumbers shops and Divisional Engineer's Office.

In c1983 the staging was removed from the west end of the store and a concrete ground-level slab was poured. The western end of the building was converted to a garage for the survey section, while the former office was used as a lunch room and change room. The eastern end of the store was still used by the Electrical Branch into the 1990s. The carpenters, plumbers and painters also still occupied the site, although their work had been reduced to local maintenance.¹²

2.4 Lee Wharves

At the end of the nineteenth century, the waterfront directly to the north of the Per Way workshops was being assessed for development into strip wharves to handle the increasing shipping trade in the port. In 1875 the waterfront at Honeysuckle Point was still vacant, but also swampy and low lying. However, its proximity to the city centre and to the railyards made it ideal for the development of general cargo wharf facilities. In 1908 the Public Works Department, under Minister Charles Lee, gave the authorisation to proceed with the development of timber cargo wharves at Honeysuckle Point. As part of the construction process, a retaining wall was built along the foreshore to present a straight-line wharf front to the harbour. Approximately nine acres of fill, mainly dredged from the harbour shipping channels, was then set behind, forming a stable base on which to build the cargo wharves.¹³ The new wharf capabilities allowed for further expansion of the port facilities, which by 1900 made Newcastle the fifth busiest port in the world with a record 5043 vessels arriving in 1906.¹⁴

2.5 Honeysuckle Development Corporation

With the closure of the railway yards in the early 1990s, the site was handed over to the newly formed Honeysuckle Development Corporation, who were charged with the task of planning the redevelopment of the surplus government railway and port facilities along 4km of Newcastle's waterfront. The first phase of the project included some demolition, clearance and decontamination of the former rail yards to make way for new developments and private investment.¹⁵

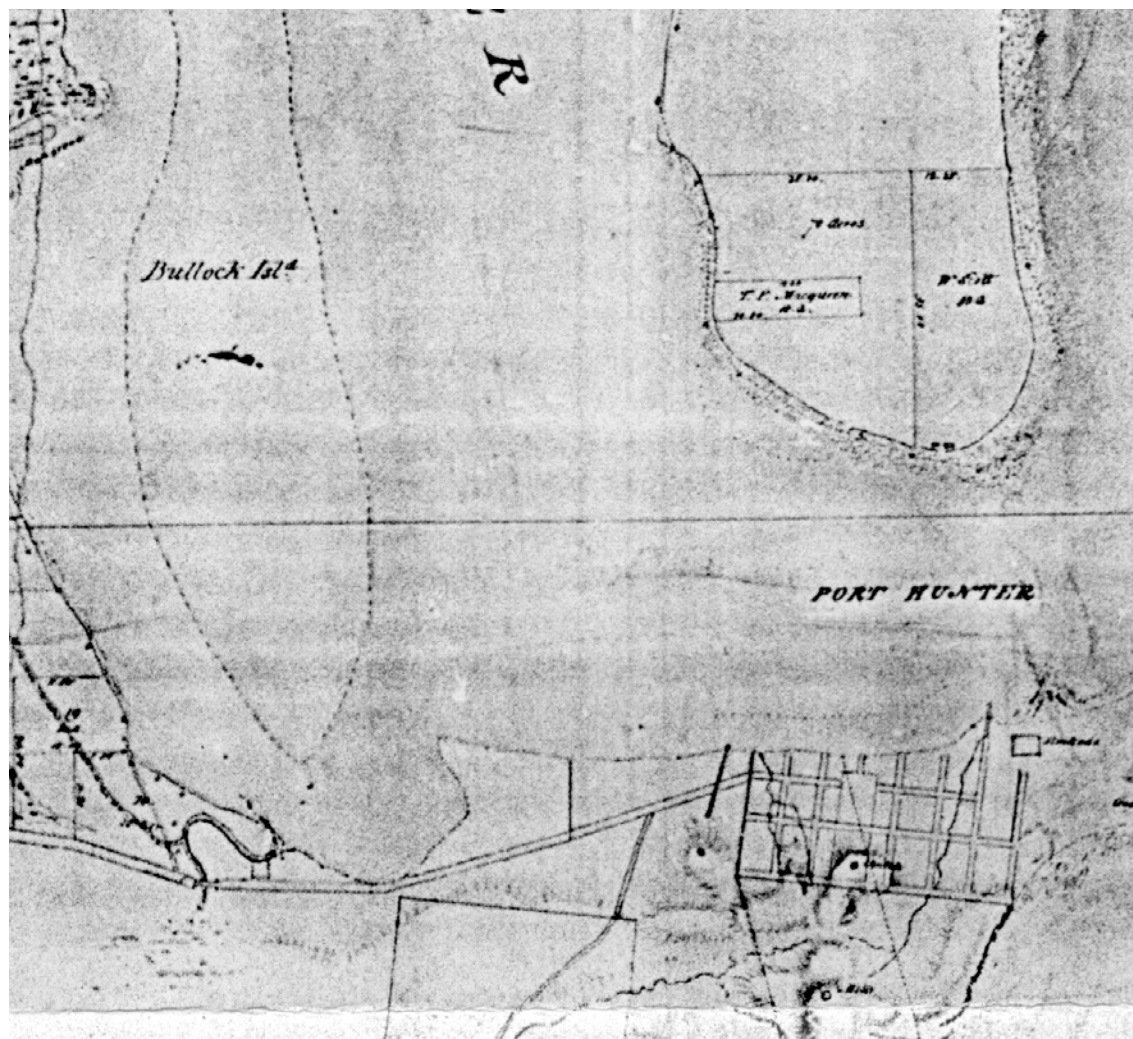


Figure 2.1 Newcastle Survey c1839 showing the main settlement to the east of Honeysuckle Point. Honeysuckle Point is shown as the spur of land in the bottom centre. The land was a partly tidal flat, with an ill-defined swampy northern boundary. It is bounded to the south by the Maitland Road and the east by the AAC's 2000 acre grant. (Source: Newcastle Local Studies Library LHM A 333.38/98)

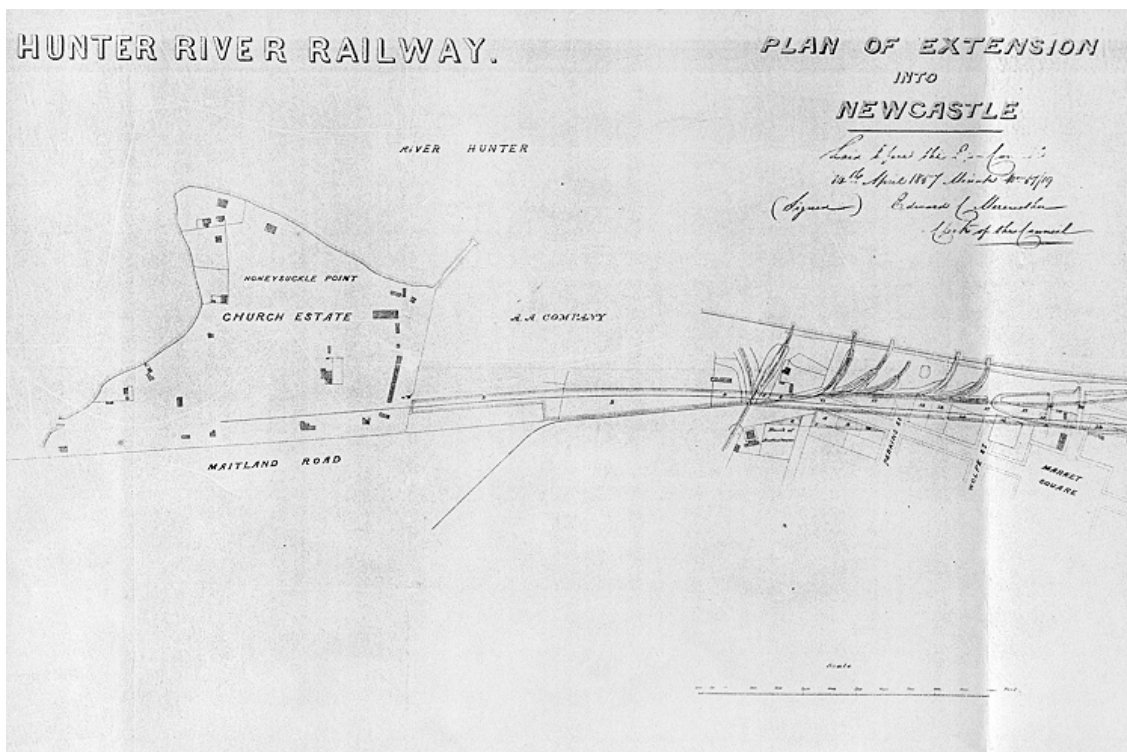


Figure 2.2 Hunter River Railway, Plan of Extension into Newcastle, 1857. This plan showing the extension of the railway from Honeysuckle Point to Watt Street shows at least thirty structures at Honeysuckle Point at this time. These would have included the earliest railway workshops, as well as remnant buildings from the Bishop's Settlement and possibly the Dangar's canning factory. (Source: AONSW Map 6236)



Figure 2.3 Ornate bridge at Honeysuckle Station in 1892. Note the harbour waters up against the northern side of the station platform.

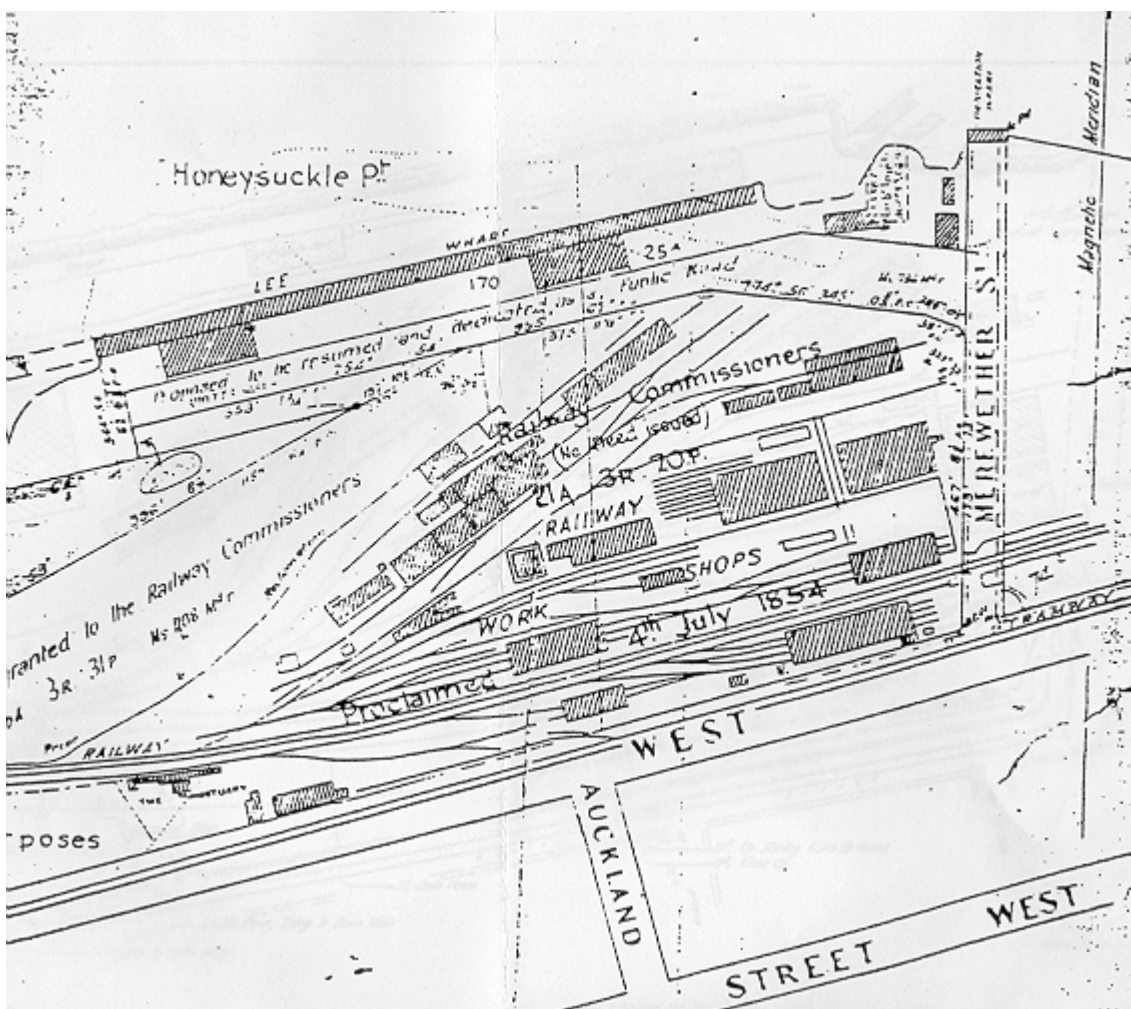


Figure 2.4 Newcastle Harbour Improvements Plan showing reclaimed land proposed to be transferred to the Railway Commissioners at Honeysuckle, Newcastle, February 1916. The plan shows the areas reclaimed for Lee Wharf as well as the Per Way Store and associated buildings, obviously due to their different alignment to the main yard. (Source: Honeysuckle Point Heritage Study)



Figure 2.5 c1910 photograph showing the retaining wall in place for the construction of Lee Wharf. Note the sandy ground to the left of the image. This represents the northern edge of the original Honeysuckle area. (Source: GPO 1 — 20660)

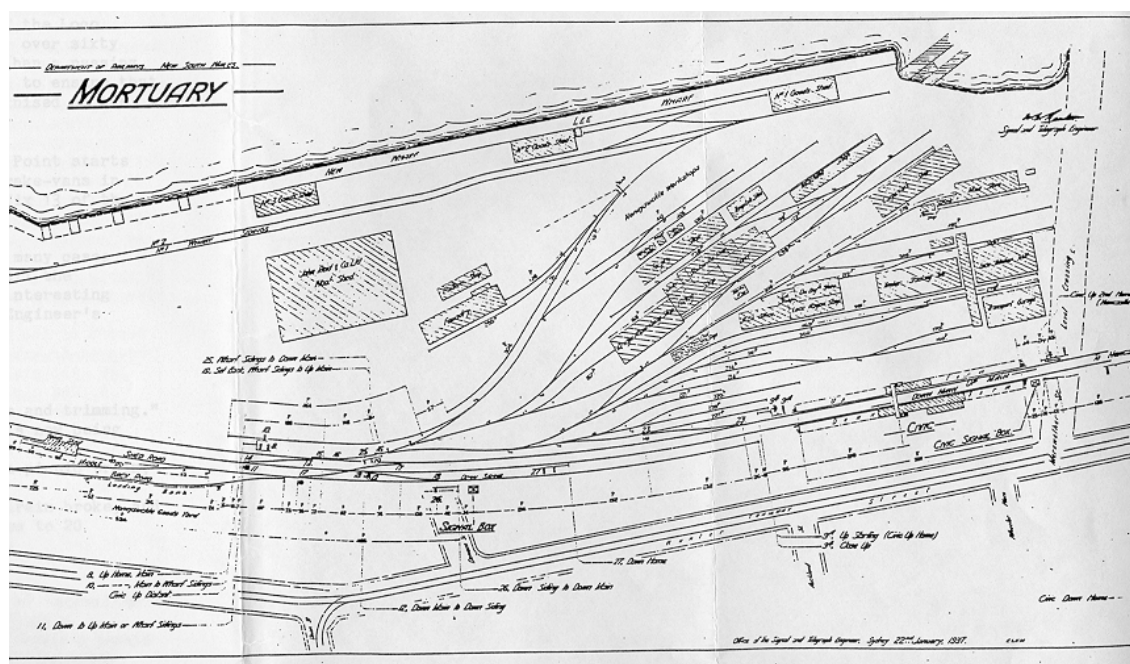


Figure 2.6 Department of Railways New South Wales — Mortuary. The Per Way Store is shown with its office attached to the western end and the associated Per Way Workshops to the west. Note to the north of the site the Lee Wharf and reclaimed harbour land. (Source: Honey Suckle Heritage Study)



Figure 2.7 Looking east toward Lee Wharf with reclamation for the wharf extension, c1920s. The large wool store on the right sits on the study site and is an example of the scale of the Per Way Workshop buildings. (Source: GPO 1 — 19911)

2.5 Endnotes

- ¹ Turner, J 1997, *A Pictorial History of Newcastle*, Kingsclear Books, Sydney, p 14.
- ² Goold, WJ, 'The Bishop's Settlement', *Newcastle and District Historical Society Journal* Vol 1, Part X, p 116.
- ³ *ibid* p 116.
- ⁴ Turner, J 1980, 'Manufacturing in Newcastle 1801–1900', *Newcastle History Monographs* No. 8, p 34.
- ⁵ Linge, GJR 1979, *Industrial Awakening: A Geography of Australian Manufacturing 1788 to 1890*, ANU Press, Canberra, p 103.
- ⁶ Turner 1980, *op cit* p 35.
- ⁷ C and MJ Doring Pty Ltd, 1990, Honeysuckle Point Heritage Study, Volume 1, p 4.
- ⁸ Suters Architects 1997, Newcastle City Wide Heritage Study, Volume 1, prepared for Newcastle City Council, April, p 2/21.
- ⁹ C and MJ Doring Pty Ltd, *op cit*, p 13.
- ¹⁰ *ibid* p 20.
- ¹¹ *ibid* p 26.
- ¹² Honeysuckle Point Heritage Study, p 29.
- ¹³ *ibid* p 100.
- ¹⁴ Marsden, S 1999, 'Newcastle's Waterfront' in *Historic Environment*, 14(3), p 21.
- ¹⁵ Honeysuckle Development Corporation Annual Report, 1999/2000.

Appendix B State Heritage Inventory Sheets



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Newcastle City Centre Heritage Conservation Area

Item

Name of Item: Newcastle City Centre Heritage Conservation Area

Type of Item: Conservation Area

Group/Collection: Commercial

Category: Other - Commercial

Primary Address: Hunter Street, Scott Street, Watt Street, Newcomen Street, King Street, Perkins Street, Keightley Lane, Brown Street, Crown Street, Perkins Street, Wolfe Street, Newcastle, NSW 2300

Local Govt. Area: Newcastle

Property Description:

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
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Boundary: Shown by a heavy black broken line and marked 'Newcastle City Centre Heritage Conservation Area'

All Addresses

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

Statement of Significance

The Newcastle City Centre Heritage Conservation Area is significant on many levels. The assemblage of commercial and civic buildings is a powerful reminder of the city's rich history and its many phases of development. The number of historic buildings surviving is quite remarkable for a city of this size, with a number of pre-1840s period buildings surviving (Rose Cottage, c1830, Newcomen Club, 1830, Parts of James Fletcher Hospital). It is also known to be a city with a rich archaeological record of national significance, for its potential to yield information about the early convict settlement and penal activities. In addition, the city area is known to have been a place of contact between the colonists and the indigenous population, who owned the territory on the southern shores of the River Coquun (Hunter). This evidence is both available in historical accounts and in the archaeological record surviving beneath the modern city. The high numbers of commercial and civic buildings of the 19th c and 20th centuries collectively give the city a historic character which is notable and allows an understanding of the importance of the city of Newcastle since 1804 as a place of commerce, governance and city building. The historical foundation of the city was the discovery and exploitation of coal with good chipping access via a safe and navigable harbour. The town's layout by Surveyor General Henry Dangar in 1828 is still visible in the city's streets, and is an element of historical value.

Date Significance Updated: 22 Dec 06

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

Physical

Description:

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


History

Historical Notes:

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

Historic Themes

Australian Theme (abbrev)	New South Wales Theme	Local Theme
4. Settlement - Building settlements, towns and cities	Towns, suburbs and villages - Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	(none) -

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>Within a conservation area on an LEP</i>					
<i>Heritage study</i>	Newcastle CBD		01 Jan 88		

Study Details

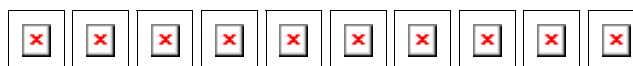
Title	Year	Number	Author	Inspected by	Guidelines Used
Newcastle Heritage Study	1990		Unknown		Yes
Newcastle Archaeological	1997		Suters, Lavelle, Doring,		Yes

Management Plan			Turner		
Newcastle Central Business District Heritage Study	1988		Suters Busteed Corner Clode Pty Ltd		No
Newcastle Central Business District Heritage Study	1988		Suters Busteed Corner Clode Pty Ltd		No
Urban Conservation Area Guidelines for Inner Newcastle	1996		Godden Mackay Pty Ltd		Yes

References, Internet links & Images

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

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



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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 C - 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
PART LOT	51	-	DP	1036132

All Addresses

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

Statement of Significance

These are the last remaining examples of the extensive cargo and commercial wharf facilities that once existed along the foreshore. They have social and historical significance being the main general cargo wharves for the Port of Newcastle.


Date Significance Updated: 10 May 99

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

Physical Description: Lee Wharf Buildings A & C are the oldest and smallest of the Lee Wharf Buildings. The buildings have awnings supported by curved steel brackets and were constructed for storage of general cargo. There appear to have been no windows in the buildings. There may have been lights in the two dormer gables.

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

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>					

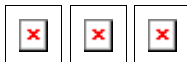
Study Details

Title	Year	Number	Author	Inspected by	Guidelines Used
Newcastle Heritage Study	1990	207	Unknown		Yes

References, Internet links & Images

None

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



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Civic Railway Workshops

Item

Name of Item: Civic Railway Workshops
Other Name/s: Honeysuckle; Industrial Archaeological Site
Type of Item: Complex / Group
Group/Collection: Transport - Rail
Category: Railway
Location: Lat: 151.77135191 Long: -32.92592774
Primary Address: Great Northern Railway, Newcastle, NSW 2300
Local Govt. Area: Newcastle

Property Description:

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
LOT	511	-	DP	1030264
PART LOT	5001	-	DP	1049339
PART LOT	1	-	DP	1111305
LOT	2	-	DP	1111305
LOT	3	-	DP	1111305
LOT	4	-	DP	1111305
LOT	5	-	DP	1111305
-	-	-	CP/SP	71834
-	-	-	CP/SP	71866
PART LOT	2	-	DP	856783
PART LOT	12	-	DP	883474
PART LOT	3	-	DP	883474
PART LOT	4	-	DP	883474
PART LOT	5	-	DP	883474
PART LOT	7	-	DP	883474
PART LOT	9	-	DP	883474

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

All Addresses

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

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
Honeysuckle Development Corporation	State Government	22 Oct 98

Statement of Significance

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

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

Date Significance Updated: 23 Jun 04

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

Description

Designer/Maker: J. Whitton

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

Boiler House and Machine Shop - the Boiler House and Machine Shop is directly to the east and adjoining the Divisional Engineer's Office. Built in 1874-75 (by Architect J Whitton, Builder Dart & Parkhill) it is the oldest building in the Civic Railway Group. It is a single-storey brick building with corrugated galbed roof and arched windows set within a series of recessed bays along both facades. A small brick gabled wing has been added to the northern façade.

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

Physical Condition and/or Archaeological Potential:

The Boiler House and Machine Shop has been restored and is used by the Hunter Valley Wine Society. Blacksmith's Shop and Wheel Shop - the building has recently been restored and is currently tenanted. The site has the potential to contain evidence of the original Monier Sea Wall, the remnants of an original stone wall associated with the reclamation for Lee Wharf construction; rail sidings along Lee Wharf and spur connections to the Honeysuckle Railway Workshops/Yards. In terms of archaeological potential, the Honeysuckle Railway Workshops contain industrial archaeological remains, including extensive footings of demolished brick buildings, underground pipes for air, water, gas, hydraulic oil and artefacts related to use and occupation of the area

as a railway facility for over 100 years. **Date Condition Updated:** 29 Sep 04

Current Use: Shopping precinct

Former Use: Railway Workshops

History

Historical Notes: The site history has been summarised according to significant events (Umwelt August 2003):

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

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

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

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

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

1908 -1910 - construction of timber wharves along the reclaimed foreshore. Monier Sea Wall completed

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

1958 - Foundry closed and operation transferred to Chullora

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

Historic Themes

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

cultural institutions and ways of life	systems of faith and worship	education -
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Assessment of Significance

SHR Criteria c)

[Aesthetic Significance]

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

Assessment Criteria

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

Procedures /Exemptions

Section of Act	Description	Title	Comments	Action Date
57(2)	Exemption to allow work	Standard Exemptions	<p>SCHEDULE OF STANDARD EXEMPTIONS HERITAGE ACT, 1977 Order Under Section 57(2) of the Heritage Act, 1977</p> <p>I, the Minister for Planning, pursuant to section 57(2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales, do by this Order:</p> <p>1. revoke the Schedule of Exemptions to subsection 57(1) of the Heritage Act made under subsection 57(2) and published in the Government Gazette on 7 March 2003, 18 June 2004 and 8 July 2005; and</p> <p>2. grant standard exemptions from section 57(1) of the Heritage Act 1977, described in the Schedule below.</p> <p>FRANK SARTOR Minister for Planning Sydney, 25 March 2006</p> <p>To view the schedule click on the Standard Exemptions for Works Requiring Heritage Council Approval link below.</p>	Mar 25 2006



Standard Exemptions for Works Requiring Heritage Council Approval

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
<i>Heritage Act - State Heritage Register</i>		00956	02 Apr 99	27	1546
<i>Heritage Act - s.170 NSW State agency heritage register</i>					
<i>Local Environmental Plan</i>		1987	03 Jul 92	083	4665

Study Details

Title	Year	Number	Author	Inspected by	Guidelines Used
State Rail Authority Section 170	1997		State Rail		No

Register			Authority		
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References, Internet links & Images

Type	Author	Year	Title	Internet Links
Tourism	Attraction Homepage	2007	Honeysuckle Precinct	Click here
Tourism		2007	Honeysuckle Precinct	Click here
Written	Susan Duyker, Andrew Sneddon and Mark Dunn, Godden Mackay Logan	2003	Lee Wharf Newcastle Heritage Impact Statement	
Written	Paul Rheinberger, Umwelt	2003	Research Design: Sub-surface Investigation of the Historical Archaeology of the Worth Place/Lee Wharf Precinct, Newcastle, NSW	
Written	Paul Rheinberger, Umwelt Environmental Consultants	2003	Research Design: Sub-surface Investigation of the Historical Archaeology of the Worth Place/Lee Wharf Precinct, Newcastle NSW	

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

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