

# STATEMENT OF HERITAGE IMPACT

DOMA GROUP

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## PROPOSED HOTEL & COMMERCIAL COMPLEX AT 42 HONEYSUCKLE DRIVE, NEWCASTLE.

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Prepared by:

John Carr Heritage Design  
Final Report Rev C  
17 February, 2020



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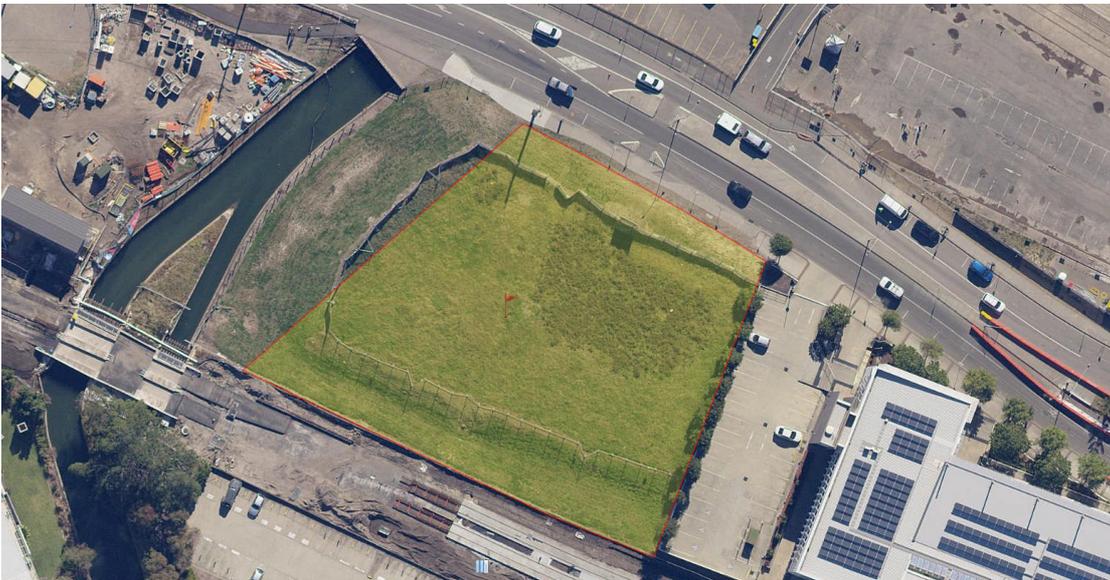
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## 1.0 INTRODUCTION

The following report comprises a Statement of Heritage Impact (SoHI) for the proposed mixed use development at 42 Honeysuckle Drive, Newcastle. Guidelines published by the NSW Office of Environment & Heritage have been used to produce the Statement of Heritage Impact. John Carr Heritage Design has been engaged by DOMA Group to prepare the SoHI as part of a new development application incorporating significant changes to the building design previously approved. The architectural design for the overall project has been done by Bates Smart Architects.



**Plate 1:** Aerial view of the site outlined above in red and surrounds. (Six Maps accessed 21/01/20)



**Plate 2:** Detail view of the site outlined above in red. (Six Maps)

It is understood that archaeological investigations associated with the current approved DA have begun on site and that information will form part of the new development application together with a letter from the Archaeologist regarding the affects of the change in design on the European and Aboriginal heritage significance of the site.

## 2.0 STATEMENT OF HERITAGE IMPACT

**Statement of Heritage Impact for:**

The development of a site next to a heritage conservation area of Local heritage significance and nearby to other heritage items.

**Date:**

This Report was completed on 17<sup>th</sup> February 2020.

**Reference:**

The Newcastle City Centre Heritage Conservation Area is listed in the LEP 2012 as having Local heritage significance (item C4).

**Address & Property Description**

The site is located at 42 Honeysuckle Drive, Newcastle NSW 2300.

The property description is currently:

- Lot 22, in DP 1072217,

**Prepared by:**

John Carr, a Heritage Architect trading as John Carr Heritage Design, compiled this report.

**For:**

The report has been prepared for the DOMA Group.

**Documentation:**

This Statement of Heritage Impact assesses the impact of the proposed revised development at 42 Honeysuckle Drive, Newcastle. The Statement summarises the development proposal as described on the following Development Application drawings prepared by Bates Smart, Project No S 12109 dated 7/02/2020:

A03-000 Rev 4	A03-001 Rev 4	A03-002 Rev 4	A03-003 Rev 4	A03-004 Rev 4
A03-005 Rev 4	A03-006 Rev 4	A03-007 Rev 4	A03-008 Rev 4	A03-009 Rev 4
A03-010 Rev 4	A07-001 Rev 1	A07-002 Rev 1	A07-003 Rev 1	A07-004 Rev 1
A07-005 Rev 1	A07-006 Rev 1	A08-001 Rev 4	A08-002 Rev 3	A08-003 Rev 3

**Limitations:**

This SoHI has been prepared using historical research undertaken by the AMAC Group in 2012 for the original development application.

**References:**

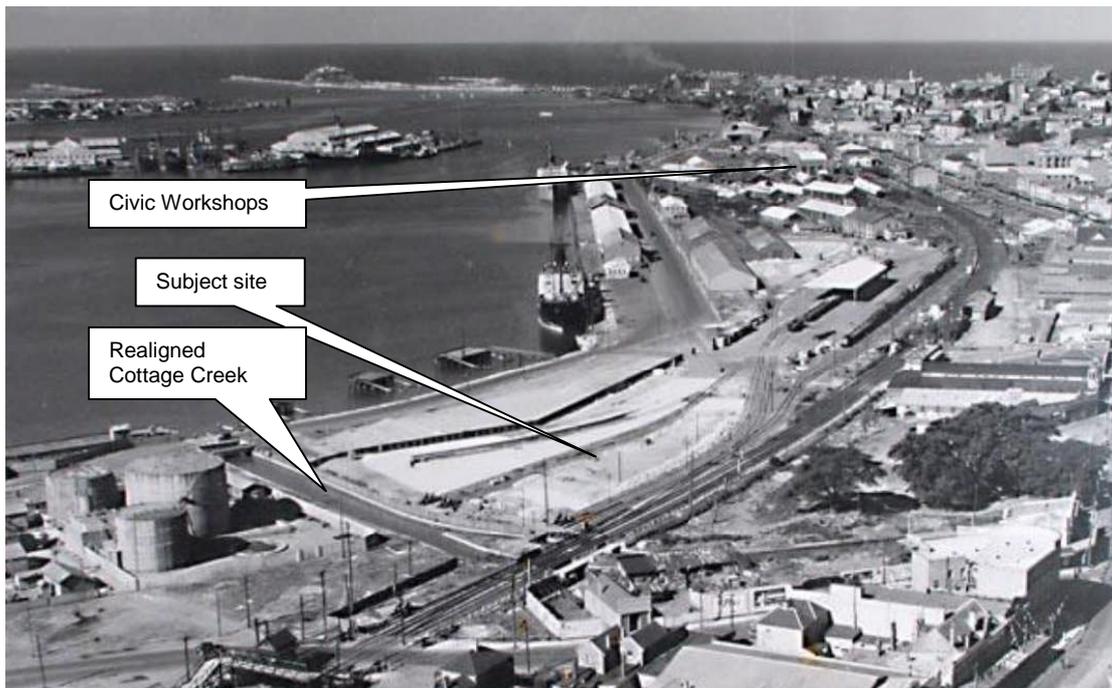
- Facade Studies for 42 Honeysuckle Dr Newcastle - Bates Smart 2019
- 42 Honeysuckle Dr Newcastle Design Report - Bates Smart February 2020
- Statements of Heritage Impact - Office of Environment & Heritage.
- Assessing Heritage Significance - NSW Heritage Manual 2001.
- Newcastle City Council LEP 2012
- Newcastle City Council DCP 2012
- AMAC Group - Archaeological Assessment - 42 Honeysuckle Drive Newcastle Feb 2012
- Identifying Australian Architecture Apperly Irving Reynolds
- NSW Office of Environment & Heritage - Newcastle City Centre Heritage Conservation Area listing.
- Newcastle Our Town Revisited - G&S Ray

## 2.1 BRIEF HISTORICAL BACKGROUND:

The history of Wickham and the site is covered in greater detail in the AMAC Archaeological Management Plan (2012) in relation to the early site establishment and use of the site.

Early history of the area saw the use of the land as a government farm and there is reference to the "Village of Wickham" as early as 1840, but the land was low and subject to tidal flooding.

In 1857 the railway line from East Maitland to Honeysuckle was opened. It was extended through to Watt Street in Newcastle the following year. Approaching Honeysuckle Point, the line ran along an embankment. Honeysuckle Station was built on land resumed on Honeysuckle Point. The buildings constructed at the station included a group of workshops, to which additions were added over time and became known as the Locomotive Branch. In 1870, the Existing Lines Branch later called the Permanent Way or Per Way Branch, established separate workshops at Honeysuckle.



**Plate 3:** View of the site circa 1950. (Hunter Photobank)

AMAC found in their research on the history of the area, it was clear that the site and its surrounds have been largely left as vacant land for use in the shunting yards or for a storage area for large materials.<sup>1</sup>

During the late nineteenth century Cottage and Throsby Creeks crossed into the area of the study site. However, due to growing pollution and environmental changes brought on by European settlement, Cottage Creek was canalised in 1896 and its course removed from the study site. From this point reclamation works were conducted in the area, also changing the shape of Throsby Creek. From 1913-1916, the study site was no longer a part of its foreshore due to land remediation. A large amount of fill was deposited on site in order to instigate the form the site takes today. Rail infrastructure has since been installed, earliest evidence for this is from 1937 and a variety of line configurations has existed since then. It is believed these lines are extant and are currently filled over. Maps, plans and photographs from 1850 onwards have documented these changes.<sup>2</sup>

Following withdrawal of the State Government Railways use of the Civic Railway Workshops and the creation of the Honeysuckle Development Corporation to manage the re-use of the large railway yards on the Newcastle Harbour waterfront, various commercial and residential developments have been undertaken.

<sup>1</sup> Archaeological Assessment Supporting Exemption Notification - AMAC - 2012.

<sup>2</sup> ibid page 2 (Executive Summary)

The re-development of the area began with the removal of surplus buildings and railway tracks following extensive studies of the industrial archaeology remaining on the site together with the urban design framework to establish services and roads in preparation for the subdivision and sale of sites within the precinct.

The clearing of the site with the exception of the early major railway Workshops adjacent to Merewether Street was undertaken in the early 1990's and the restoration of the Civic Railway Workshops undertaken at the same time.<sup>3</sup>



Approximate location of the subject site when viewed from the city centre.

The Civic Railway Workshops major old masonry buildings remain on the site today, adapted as the Newcastle Regional Museum, a University of Newcastle Gymnasium and a Wine Society Centre.

The railway saw the line built up above flood levels and gradually the surrounding land was also increased in height for use by the railways.

The Public Works Department was at the same time reshaping the harbour and constructing wharves for the increase shipping as the city's industries began to grow.

**Plate 4:** A 1970s aerial view of the Newcastle, Civic & Wickham railway corridor. *Ray - Newcastle Revisited.*

The Civic Railway Workshops and two Wharf Buildings were subsequently listed on the State Heritage Register.



**Plate 5:** Since 1990 redevelopment of Honeysuckle Drive & the foreshore has progressed. *(Bates Smart)*

<sup>3</sup> John Carr was the Project Architect (Public Works) for the restoration works to the Civic Railway Workshops.

The NSW Government has driven the redevelopment of the former railway yards at Honeysuckle over the last 30 years, beginning with the removal of surplus buildings, realignment of the former Wharf Road to form Honeysuckle Drive and the subdivision of the land into development sites for sale and redevelopment of the area.



**Plate 6:** View of the existing development on Honeysuckle Dr east of the site. (Google Streetview)



**Plate 7:** The subject site looking towards Newcastle West and Wickham. (Google Streetview)



**Plate 8:** Aerial shot of the subject site from the south. (Newcastle Herald Domain 15 Feb 2020)

The above recent photograph shows the existing view corridor and the subject site. The proposed revised design preserves the view corridor.

## 2.2 THE SETTING:

The site is nearby to a number of listed heritage items and the Newcastle City Centre Heritage Conservation Area.



**Plate 9:** A portion of the heritage map 004FA showing listed items with views to the site. (NLEP 2012)



**Plate 10:** A portion of the heritage map 004G showing listed items surrounding the site. (NLEP 2012)

### **Newcastle City Centre HCA (C4)**

The Newcastle City Centre HCA adjoins the southern boundary of the subject site, incorporating the former railway corridor. The Newcastle City Centre HCA is a large area which near the subject site is bounded by the former railway corridor to the north and Parry Street to the south. The eastern extent stops at Watt Street, Newcastle and the western extent stops at Elma Street (near Gordon Ave). The Newcastle City Centre HCA is of local significance.

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

*The Newcastle City Centre Heritage Conservation Area is significant on many levels. The mix of commercial, retail, and civic buildings is a powerful reminder of the city's past, its economic and social history. Historic buildings provide the backdrop to a city of dramatic topography on the edge of sea and the mouth of a harbour. The pre-1840s buildings in the city are of state significance (Rose Cottage, c. 1830, Newcomen Club, 1830, parts of James Fletcher Hospital) and share associations with the city's convict*

*origins. Newcastle has a rich archaeological record of national significance, with the potential to yield information about the early convict settlement and early industrial activities. The city area is known to have been a place of contact between colonists and the indigenous population. This evidence is available in historical accounts and in the archaeological record surviving beneath the modern city. The high numbers of commercial and civic buildings of the 19th and 20th centuries gives the city a rich historic character which is notable and allows an understanding of the importance of the city as a place of commerce, governance and city building. The historical foundation of the city was the discovery and exploitation of coal with good shipping access via a safe and navigable harbour. The town's layout by Surveyor General Henry Dangar in 1828 is still visible in the city's streets, and is an element of historical value, particularly in the vicinity of Thorn, Keightley, Hunter and Market Streets.*

Summarising the above statement of significance, the Newcastle City Centre HCA has local significance predominantly for its historical, historical associations, social and aesthetic values. The HCA forms the urban core and historic centre of the Newcastle CBD, as it grew from a town to a city with many heritage items providing a physical reminder of Newcastle's rich history and penal heritage. The HCA also has scientific significance for the demonstrated rich archaeological record (archaeology of local, State and National significance), including further archaeological potential, particularly the potential for archaeology of the early convict settlement and later expansion of the city along Hunter Street west towards Hamilton.

#### **Statutory Heritage Listings:**

There are no heritage items located directly within the subject site, however the overall surrounding area contains heritage items (of local and State significance).

The following list from the 2012 LEP is of heritage items in the area:

Item name	Address	Property description	Significance	Item no
Former City Bank	553-557 Hunter Street	Lot 1, DP 1101230	Local	I494
Former CBC Bank	559 Hunter Street	SP 76614	Local	I495
Newcastle Technical College	590-608 Hunter Street	Lots 1 and 2, DP 852552	Local	I496
Hunter Water Board Building	599 Hunter Street	Lot 1, DP 595677	Local	I497
Theatre Royale	669 Hunter Street	Lot 111, DP 75158	State nominated	I498
Bellevue Hotel	738 Hunter Street	Lot 101, DP 1096718	Local	I499
Bank Corner (former Bank of NSW)	744 Hunter Street	Lot 1, DP 75008; Lot 1, DP 196241	Local	I500
Former Castlemaine Brewery	787 Hunter Street	Lot 21, DP 774313	State	I501
Cambridge Hotel	791 Hunter Street	Lot 47, DP 95273	Local	I502
Former Newcastle Co-operative Store	854 Hunter Street	Lot 1, DP 82517	Local	I504
Army Drill Hall	498 King Street	Lot 1, DP 222839	Local	I508
Birdwood Park	502 King Street		Local	I509
Hamilton College of TAFE	91 Parry Street	Lot 1, DP 584429	Local	I510
Residence	15 Charles Street	Lot 1, DP 195977	Local	I681
Wickham Railway Station	Hannell Street	Railway land	Local	I683
Wickham Signal Box	Hannell Street	Railway land	Local	I684
Wickham Public School	54 Hannell Street	Lot 1, DP 850430	Local	I685
Former Infants School	64 Hannell Street	Lot 3203, DP 723289	Local	I686
Albion Hotel	72 Hannell Street	Lot 1, DP 76135	Local	I687
Former School of Arts	80 Honeysuckle Drive	Lot 1, DP 1009228	Local	I690

Recent works by the State Government have seen the demolition of the Wickham Railway Station (I 683) and the Wickham Signal Box (I 684). Item 504, the former Newcastle Co-operative Store has also recently been demolished.

#### **Nearby Items of Heritage Significance:**

The location of the subject site in relation to the heritage listed items in the area limits the potential of items that may be affected by the development due to distance and screening by existing buildings and landscaping. The relatively flat topography of the area increases the screening of the site from distant views by the larger buildings now constructed in the surrounding area.

Nearby heritage items include:

- The Albion Hotel;
- The former Wickham Public School & Infants School;

- The former Wickham School of Arts;
- The former Bellevue Hotel;
- The Bank Corner;
- The former Theatre Royale.

Other Listed items in the Area:

Former Army Drill Hall (I 508):

The Drill Hall is a single storey building screened from the proposed site by distance and buildings. The development will not affect this building.

Birdwood Park (I 509):

This park is surrounded by roads, heritage buildings and contemporary buildings. The subject site is largely screened from the park by buildings and distance.

Hamilton TAFE (I 510)

The main heritage item on this site is the former Castlemaine Brewery building which incorporated a high tower. The subject site is at a distance considered to be of little consequence to this building given the group of contemporary buildings adjacent to the subject site. Views from the upper levels of this heritage item are broad and general. Views from the subject site back towards the TAFE from the upper levels of the new building will clearly see the dominance of the brewery on the area. It is not considered that the development will affect the heritage significance of the former brewery due to distance.

Former Castlemaine Brewery (I 501):

This is a State listed item and like the Hamilton TAFE is tall and dominant in the area. The subject site is at a distance considered to be of little consequence to this building given the group of contemporary buildings adjacent to the subject site. Views from the upper levels of this heritage item are broad and general. Views from the subject site back towards the TAFE from the upper levels of the new building will clearly see the dominance of the brewery on the area. It is not considered that the development will affect the heritage significance of the former brewery due to distance. This site will be partially screened by the current development on The Store site from views to and from the north.

The Cambridge Hotel (I 502):

This two storey locally listed hotel is protected by distance and buildings from a direct view of the proposed development. It is not considered that the development will affect the heritage significance of this site.

Residence (I 681):

This is an example of an early house in Wickham built as a single storey with a steeply pitched roof containing bedroom accommodation within the roof cavity. Distance and screening from other buildings will protect its heritage significance.

Newcastle Technical College (I 498):

The Newcastle Technical College is linked to the Hamilton TAFE and backs onto the former railway corridor and the general area of the Honeysuckle redevelopment area. The proposed development is separated from the site by distance and when viewed from the TAFE site is incorporated in a row of buildings. It is not considered that the development will affect the heritage significance of the TAFE building for those reasons together with the buildings addressing Hunter Street.

These and other individual items are considered to be a too great a distance to be affected by this development, due to screening and distance from the subject site.

### 2.3 THE PROPOSED DEVELOPMENT:

The site at 42 Honeysuckle Drive, Newcastle currently has an approval for a mixed use development for a nine level Hotel and Serviced Apartments complex.

The proposal is to change this approved development to a mixed use incorporating a Hotel and Commercial Offices on the same site. As a result, a new development application is required as the change in use is substantial.

The building's footprint covers the bulk of the site in a similar manner to the approved development to a height of five floors finishing at a Podium level. Two separate towers rise from this level, the Hotel for a further three floors and the Commercial building for four floors above the podium. The towers are separated, allowing light and air circulation as well as views to the north.

The benefit of this proposed design over the current approved building is the separation of the upper portions of the development, visually reducing its impact on the site and surrounding area by allowing views through the site at the upper levels and sun penetration during the winter months.

It was previously decided the development will be constructed above the ground for geotechnical and moisture reasons based on the historical evidence of the site originally being tidal and filled, but not built on previously except for railway transport purposes. That decision will not change with these proposed design changes to the development.

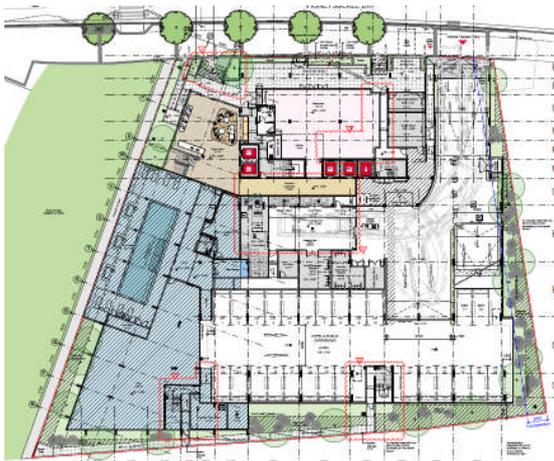


Plate 11: The Plan of the Ground Level in 2019. (Bates Smart)

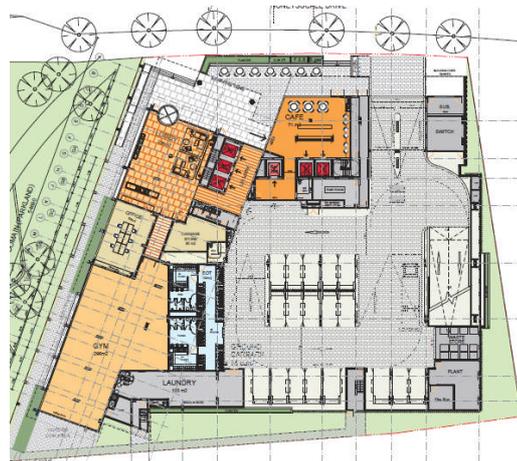


Plate 12: Plan of the Ground Level in 2020. (Bates Smart)



Plate 13: The Plan of Level 6 in 2019. (Bates Smart)

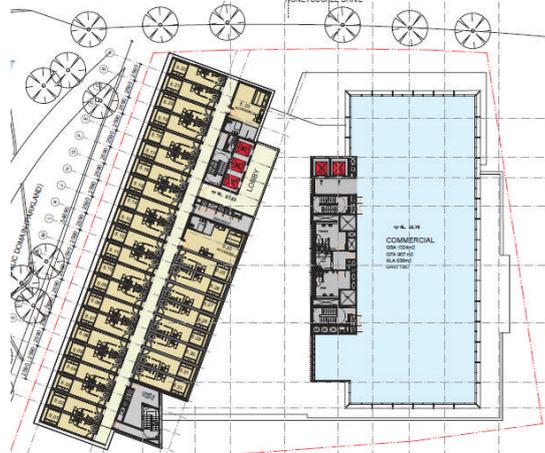
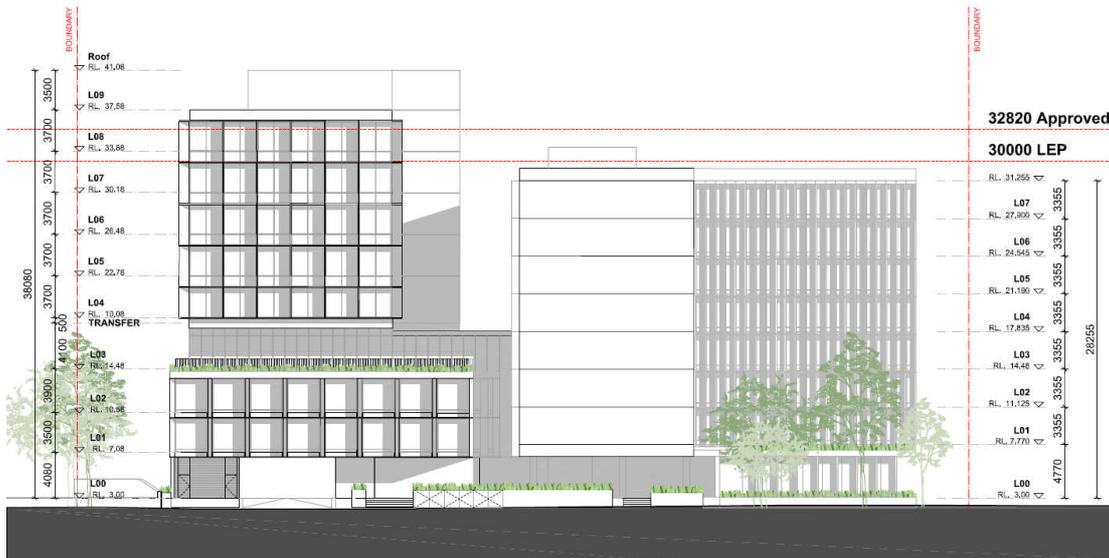


Plate 14: The Plan of Level 5 in 2020. (Bates Smart)

The above plan comparisons show the benefit of separating the upper levels of the two tower buildings for light and air circulation in the vicinity. The existing view corridor is maintained by this proposed design.



**Plate 15:** The revised development on Honeysuckle Drive. (Bates Smart)



**Plate 16:** The North Elevation showing the Commercial building on the left and the Hotel. (Bates Smart)

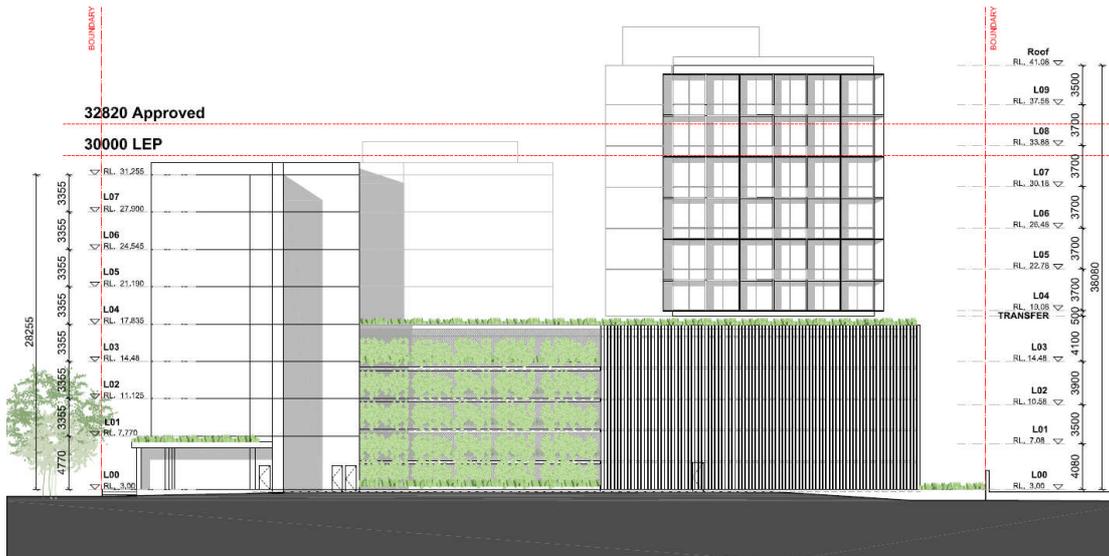


Theatre Royal

Bank Corner

The new design will provide an opening in the development reducing the bulk and scale of the building and improving views in the surrounding area

**Plate 17:** The current approved development. (Bates Smart)



**Plate 18:** The South West Elevation showing the Commercial building right and the Hotel left. (Bates Smart)

The new building design allows the development to compliment its surrounds as a contemporary design in a small area of new development adjacent to a city that has grown progressively over the last 200 years and has preserved many of its best heritage buildings to interpret that growth.

The materials and colours proposed for the project are similar in many respects to the currently approved project. These colours have a warm as well as earthy base and compliment the adjacent heritage conservation area as well as the individual heritage items within this area as well as Wickham.



**Plate 19:** The West Elevation showing the Hotel building viewed from the Wickham approach. (Bates Smart)



**Plate 20:** The North & West Elevations showing the Hotel building right and the Commercial left. (Bates Smart)



**Plate 21:** The Commercial building when approached on Honeysuckle Drive from the East. (Bates Smart)



**Plate 22:** The North & East Elevations showing the Commercial building left and the Hotel right. (Bates Smart)

The above perspectives highlight the dynamics of the detail of the two pavilions which blends with the other contemporary designs in the Honeysuckle Precinct. The dominance of the vertical rectangular fenestration provides a salute to the heritage buildings in Wickham and Newcastle West.

## 2.4 THE LISTED HERITAGE ITEMS:

The affect of the proposed development on the heritage significance of the nearby listed heritage items is discussed in this section.

### The former Wickham School of Arts (I 690)

This is one of a group of small buildings surviving from the early days of the Wickham Municipality. They are presently on open ground and as such are within direct view of the subject site. The surrounding land will undoubtedly be subject to some type of future development, possibly including extensive landscaping and some buildings. This small group of buildings compliment each other and are a link to the bulk and scale of the old backstreets of Wickham such as Bishopsgate Street located nearby. Other multistorey mixed use and apartment developments are currently being constructed in Wickham so the relationship of these building to the subject site will be similar to the backdrop of new developments they presently blend into. The heritage significance of the former Wickham School of Arts relates to Henry Lawson's early self education while he lived and worked in Wickham as a young man.

*Statement of significance: The building is associated with Henry Lawson.*

The School of Arts movement and Mechanics' Institutes occupied a central place in many towns and suburbs throughout Newcastle, Lake Macquarie and Maitland in the 19th century. This was also in a physical sense<sup>4</sup>, as the buildings were a source of pride and community esteem. In the Local History Monograph "Science, Success and Soirees", Heaton talks of the Mechanics' Institute as a nineteenth century attempt to address a range of social, political, educational and economic issues, with particular emphasis on the education of the working class. Heaton states that at their peak, there were 390 Institutes in NSW, 39 of them in the lower Hunter. She continues "whether the building which housed the movement bore the name "Mechanics Institute" or "school of Arts" or "Literary Institute" or "Athenaeum", there were similarities between them world wide." Twenty institutes existed by 1888 and 16 new ones were opened so that by 1901 there were 36 in the Newcastle and lower Hunter. This expansion reflected a growing population and can be linked to the growing importance of coal mining in the region. As new mining areas were expanded, new institutes were opened to service the needs of the inhabitants of these growing communities. In particular, the Waratah and Lambton institutes prospered financially as well as in their membership towards the end of the 19th century. Of special historic significance to the City of Newcastle's institutes, the Mine managers were pivotal to the foundations of the institutes in mining areas. The architecture of the institutes was reflective of their important role in the community. Greg Preston observes that "the architecture of the buildings of the Mechanics' Institute highlight the derivative nature of the movement, which is inseparable from civic pride and prestige. Townships erected the largest and most impressive structures that their budgets would stand. The buildings at Morpeth, Hinton, Plattsburg and Wallsend were particularly impressive." Wickham established its institute in January 1881. Newcastle and Hamilton both had large and impressive institute buildings.



**Plate 23:** The former Wickham School of Arts. Image Sharn Harrison

<sup>4</sup> Heaton B. 1997

The Wickham School of Arts is locally listed however the Hunter Regional Committee of the National Trust of Australia (NSW) is preparing a submission for the Heritage Council to consider listing the building on the State Heritage Register.

The basis for the listing is centred on the importance of this resource to Henry Lawson in his formative educational years together with other important people and movements which together contributed to the growth of Newcastle and NSW.

An assessment of the affect the proposed building will have on the current or the proposed future significance of the former Wickham School of Arts is minimal as the heritage building addresses the Newcastle Harbour from the bend in the original Hannell Street road alignment. The subject site is away to the left when viewed from this location. Additionally the public park surrounding Cottage Creek adjacent to the subject site will soften the aesthetics of the proposed building.

The former Wickham Public School (I 685)

*Statement of significance: Dominant landmark in this area. This has been assessed by the NSW State Heritage Register Listings committee as having state significance but as of 2020 had not progressed to a listing.*

Two storey Edwardian building, red brick with (part painted) sandstone detail. Includes high brick gables, copper roofed ventilator towers on roof, arched porches, brick & wrought iron fence, wrought iron art nouveau gate, brick foot path and Ficus tree.



**Plate 24:** The former Wickham Public School. Image Sharn Harrison

The school was the first complete building of its type, employing new design guidelines for the beginning of the twentieth century. Other buildings of the same vintage and style were additions to existing earlier structures. Of particular merit was the design of the classrooms and the ventilation system using metal ducts and roof cupolas to extract air from the building while providing vents for fresh air intake. This 1904 building replaced a large single storey school built in 1878.

An assessment of the affect the proposed building will have on the current or the proposed future significance of the former Wickham Public School is minimal as the heritage building addresses the Newcastle Harbour from the original Hannell Street road alignment. The subject site is away to the left when viewed from this location.

The former Wickham Infants School (I 686)

*Statement of significance: The former Wickham Infants School is a significant local landmark in close proximity to the western edge of the Newcastle Harbour. It is historically significant as the earliest substantial school building surviving in the area, being constructed in 1892. It is a fine example of a Public School designed in the Romanesque style with Gothic influences, constructed of load bearing masonry with a steeply pitched roof, originally clad in slate. Its contribution to the street is significant and it sits adjacent to the former Wickham Primary School, adaptively reused as student accommodation. The Infants School was established after agitation from the local community and it is associated with many prominent Newcastle citizens of the late 19th century. Since the 1980s the building has been associated with the Awabakal community, who converted the building initially for medical use and more recently*

as office and administration. These conversions were highly successful and retain the shared values of the place.

Two storey masonry building constructed c 1892 employing elements of the Victorian Gothic and Italianate style. In plan form it is a typical "L" shape, with the insertion of a prominent entry tower featuring a bellcote roof to the main street facing entry. The four classrooms are arranged over two levels on either side of a hall which runs front to rear. Windows are double hung timber framed with multiple panes to the upper sash. Originally the roof material was slate and the building featured polychromatic face brickwork. Recent changes include a new concrete tile roof and new colour scheme to the exterior. The interior has been sympathetically adaptively reused as the administration centre of the Awabakal Co-op (2001). As much of the original fabric as possible was left in situ when the building renovations were undertaken, including customised partitions cut around cornice detailing and workstations cut around blackboards and other sensitive fabric.

An assessment of the affect the proposed building will have on the current significance of the former Wickham Infants School is minimal as the heritage building addresses the Newcastle Harbour from the original Hannell Street road alignment. The subject site is away to the left when viewed from this location.



**Plate 25:** The former Wickham Infants School. Image Sharn Harrison



**Plate 26:** View towards Hannell Street from outside the subject site. (Google Streetview)



**Plate 27:** View towards the subject site from Hannell Street. (Google Streetview)

Albion Hotel (I 687)

*Statement of significance: Demonstrates the growth and development of Wickham. Significant for the historic role hotels have played as a meeting place in the suburb of Wickham.*

Two storey masonry building with vestigial pediment at the top of the parapet concealing the roof structure. A recessed balcony over the corner entrance of the building as well as a skillion roof awning over the footpath, supported on cantilevered wall frames complete this geometric design which is echoed in other parts of the buildings facade built in 1922. Fanlights over timber doorways and windows.



**Plate 28:** The Albion Hotel 72 Hannell St. (Image S. Skillen)

An assessment of the affect the proposed building will have on the current significance of the Albion Hotel is minimal as the heritage building addresses the Newcastle Harbour from the original Hannell Street road alignment. The subject site is some distance away to the left when viewed from this location.

The former Bellevue Hotel (I 499):

*Statement of significance: Operated by Edward Scott from 1885. Contributory to the streetscape particularly due to its corner location. The interiors are of significance.*

This building is on the corner of Hunter and Bellevue Streets and faces southwest. Recent development of a residential apartment block behind the building now screens this item from direct view to the subject site.



**Plate 29:** The former Bellevue Hotel on Hunter & Bellevue Sts. (Google Streetview)

The proposed development is assessed as having no affect on the heritage significance of the former Bellevue Hotel due to screening by recent apartment developments.

**Bank Corner (I 500):**

*Statement of significance: Important site from townscape viewpoint and unique. National Trust - it represents an attempt to adapt traditional classical ideas to a 1930's period commercial building. The interiors are of significance.*

This building was originally a Bank of NSW but is now marketed as commercial space. It is screened in a similar way from the subject site by two recent developments but has a view corridor to the proposed building (see Plate 17).

The proposed development is assessed as having no affect on the heritage significance of the former Bank Corner building due to the number of contemporary high rise recent apartment developments in the vicinity.



**Plate 30:** The Bank Corner on Hunter & Bellevue Streets. (Google Streetview)

**The Former Theatre Royal (I 498):**

*Statement of significance: The former Theatre Royale has historical, associative, aesthetic, rarity and representative significance at a state level. It is one of few 1930s cinemas in the Art Deco / Modern style remaining with many key features which exemplify that style and era surviving in relatively good condition, particularly its interior wall detailing and staircase railings. It is also the only remaining cinema in Australia designed by Charles Bohringer, a well-known practitioner of the Art Deco style. The theatre is representative of a number of phases in the history of cinema and cinema design in Australia, having been remodelled from an earlier classical picture and vaudeville theatre to the current Art Deco style, with later modifications reflecting changes in cinema technology and design in response to a number of social and economic factors. These factors include the decline of large-scale cinemas in response to competition from television and other forms of entertainment from the 1950s and 1960s onwards; and the move toward multiplexes as the cinema-going experience was transformed from one associated with grand aesthetics and sense of occasion, to one of increasing standardisation and commercialism. The former Theatre Royal remains as a rare and fine example of a 1930s Art Deco / Modern cinema, when style and design of the theatre was as much a part of the cinema-going experience as the films themselves. The interiors are of significance.*

This theatre is in reasonable original condition and while the subject site may be seen from its upper levels, the building has few windows due to its function. Originally a cinema theatre, it is now used as a church. Its decorative facade, small low windows and wide shopfront glazed doors to Hunter Street are its primary external features.



**Plate 31:** *The former Theatre Royal on Hunter Street. (Google Streetview)*

It is assessed that the proposed development will not affect the heritage significance of the theatre due to limited views north to the subject site and the distance between the two sites.



**Plate 32:** *View from the former Theatre Royal towards the subject site. (Google Streetview)*

A full view of the new development is screened by the existing building to the east of Cottage Creek.

## 2.5 ASSESSMENT OF HERITAGE IMPACT:

- **How is the impact of the proposed development on the heritage significance of the adjacent conservation area & nearby items to be minimised:**

The site is located in an area of commercial development for the Honeysuckle area of Newcastle which is currently experiencing major change as a result of revisions to the LEP in regard to zoning and height changes in the area and government interest in the revitalisation of Newcastle. The change to the Newcastle railway corridor for trams will undoubtedly encourage various changes to this once light industrial area and former railway yards. The proposed revised mixed use development minimises its impact on the adjacent conservation area by conforming to the 2012 LEP heights and density guidelines and in addition creates two towers divided by a view corridor to the harbour. The development has been designed within the proposed ground floor level having a reasonable boundary setback supporting a unique design of four levels of hotel and commercial accommodation and parking. Above this are two tower buildings and a landscaped open area at podium level. The development generally backs onto the former rail corridor but has been modelled to provide an interesting facade to each side with a mixture of colour and materials.

The location of the subject site and the design of the proposed building blend into the current surrounding development while being distinctly individual in appearance, supporting two towers on a common podium. The distance between the proposed building and the individual listed heritage items nearby is such that most are screened from view, or where a view corridor exists to the proposed building, the buildings lining the view corridor help screen and blend the building into the backdrop. No individually listed heritage item has had its heritage significance compromised by the design of the proposed building on this site. Most are at a reasonable distance from the subject site.

- **How does the proposed development affect views to and from the adjacent conservation area and nearby heritage items? What has been done to minimise negative affects:**

The proposed development follows the layout of other recent developments within the Honeysuckle Precinct in terms of bulk and scale and provision of view corridors and pedestrian walkways through the area. The precinct is not regarded as having a negative affect on Newcastle or Hunter Street West as planned and allowed for in the LEP.

The break-up and modelling of the facades has created an interesting building with no negative affects on the surrounding area. The change of design from the currently approved single mass multi level building to a building with two towers set on a main podium, allows for a generous gap between the two high-rise buildings providing a view corridor from the west end to the harbour foreshore.

- **Is the development sited on any known or potentially significant archaeological deposits? If so, have alternative solutions been considered? Why were they rejected?**

Refer to the specialist archaeological report and letter regarding the proposed revised design.

- **Is the new development sympathetic to the conservation area & heritage items? In what way (eg form, siting, proportions, design)?**

The development is considered to be sympathetic to the adjacent conservation area due maintaining the overall height of the building with that of its neighbouring recent developments on Honeysuckle Drive. The development is comparative to other developments in the precinct and the revised design allows a view corridor through the site.

- **Will the public still be able to view and appreciate the conservation area and nearby listed heritage item's significance?**

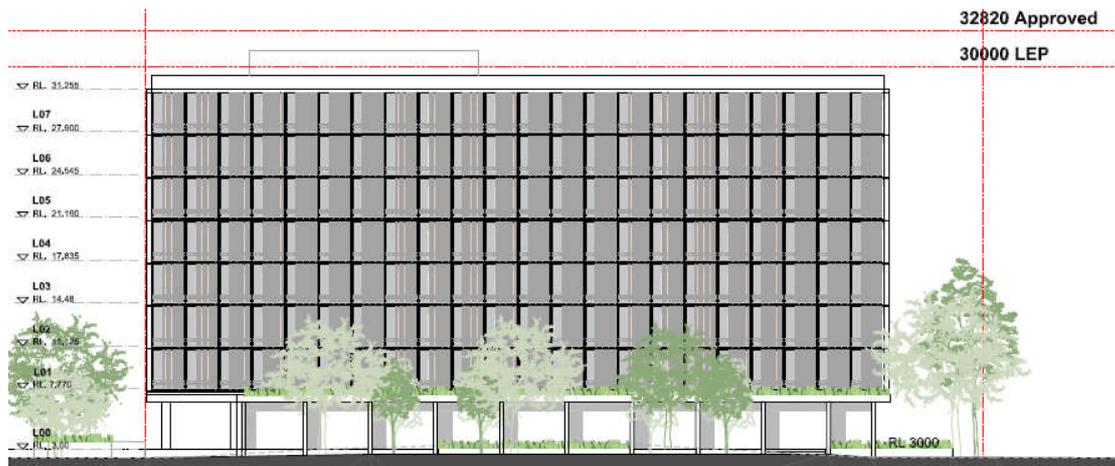
The development within the Honeysuckle Precinct does not interfere with views within the conservation area as the subject site lies outside the designated HCA.

**2.6 STATEMENT OF HERITAGE IMPACT:**

The proposed new hotel and residential apartment development at 42 Honeysuckle Drive, Newcastle will have minimal impact on the heritage significance of the adjacent heritage conservation area and nearby individually listed heritage items due to the development being largely separated from the conservation area by the former railway corridor and other recent developments within the conservation area. The new building is proportioned to address the adjacent commercial streetscape and the overall bulk and scale of the two tower buildings together with facade modelling sits comfortably as a backdrop to the conservation area complimenting both the period architecture and other infill contemporary designs when viewed from Hunter Street as well as the nearby individual items. The proposed development can be observed through a larger view corridor through the development created by the two buildings set on a podium.



**Plate 34:** The streetview with the commercial building above and the hotel building located on the right. (Bates Smart)



**Plate 35:** The western elevation of the hotel building adjacent to Cottage Creek. (Bates Smart)

### 3.0 CONCLUSION:

The gradual reclamation of tidal flats associated with Cottage & Throsby Creeks and the development of wharves, railway land and industry, kept the foreshore of Newcastle at what is now Honeysuckle relatively undeveloped since the early nineteenth century until the mid 1990s when the government of NSW placed the railway land and goods yards under the control of the Honeysuckle Development Corporation.

The site has an existing development approval for a Hotel and Serviced Apartments. This development application seeks to provide a different mix of uses by combining a Hotel in one multi level building with a multi level commercial building adjacent to the hotel. Both buildings sit on a podium of similar footprint to the currently approved design.

The proposed development is on land subdivided for sale and development as part of the overall revitalisation of Newcastle and its harbour front lands. Seven large buildings between Worth Place and the subject site have already been constructed over the preceding few decades with this project making up the eighth building in a row of commercial and mixed use developments facing the harbour.

The overall design has been detailed to compliment the proposed landscaping, and the use of mid range colours such as bronze cladding and dark metal balustrades allows the building to express its detail while blending into the overall contemporary built landscape with the adjoining heritage conservation area as an interesting nineteenth and twentieth century backdrop. The benefit of this revised design is the use of two high-rise buildings instead of one large high-rise tower. This allows a generous view corridor between the buildings to the Newcastle Harbour.

The proposed development was found to have minimal affect on the heritage significance of the adjacent heritage conservation area and the nearby individual heritage items due largely to compliance with the existing planning controls and the retention of view and pedestrian corridors through the development linking the public streets to the waterfront. The individual listed items were examined with none found to have their heritage significance compromised in any way by the proposed building generally due to urban screening by buildings and landscaping.

Yours faithfully,



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17 February 2020	C	Issue for DA lodgement
17 February 2020	B	Issue for checking
28 January 2020	A	Draft for comment
Date	Rev	Description

(End of Report)