

Our ref: SSD-61618229-PA-3

Bailey Trigg
Project Manager
The APP Group
Via Major Projects Only

Attn: Mr Kevin McCarthy, Infrastructure Facility Services, University of Newcastle

DATEWILLBEINSERTEDHERE

**UON City Campus Student Accommodation
Archaeological Assessment v4 – Condition B52**

Dear Mr Trigg

Thank you for submitting the Historical Archaeological Assessment, V4, dated June 2024, under condition B52 of SSD-61618229.

We have received and filed the document.

You are reminded, as per condition B52(b), that in the event an unexpected relic is identified a revised historical archaeological assessment must be provided to the Secretary of the Department of Planning, Housing and Infrastructure for approval.

If there are any inconsistencies between the Archaeological Assessment and the conditions of approval, the conditions prevail.

Please ensure you make the document publicly available on the project website as soon as possible.

If you wish to discuss the matter further, please contact Jake Simpson at jake.simpson@dpie.nsw.gov.au.

Yours sincerely

Infrastructure Management

6 August 2025

Jane Flanagan
Senior Planner
Key Sites & Regional Assessments
Department of Planning and Environment
4 Parramatta Square
12 Darcy Street PARRAMATTA

Dear Mrs Flanagan,

Re: SSD-61618229-PA-3 City Campus Student Accommodation Archaeological Assessment

APP have reviewed your Request for Information dated 8 July 2025 and provide the following responses:

RFI	Response
The Archaeological Assessment pre-dates the date of the Development Consent. Please submit a contemporary Archaeological Assessment which: - responds to Condition 52 of the consent; and - includes a table which identifies where, and how, it addresses the requirements of Condition 52. Thank you.	We trust that a report developed prior to the approval of the SSDA for the purpose of the approval will still be accepted on the basis that there has been no relevant changes required to the document. The Assessment investigates the historical potential for archaeological relics in the development area. In discussion with the heritage consultant, they do not believe any changes to the document are required to address the Condition. The information required by Condition 52 is indeed contained within the Archaeological Assessment as outlined below in green. B52 - A procedure for the management of unexpected relics and human remains must be developed in consultation with Heritage NSW. The Archaeological assessment was provided to Heritage NSW as part of the RtS phase of the SSDA, their response dated 1/10/2024 requested further information, which was responded to by the project team on 22/11/2025. Further response provided by HNSW, dated 22/01/2025, recommended a number of subsequent conditions be included in the final approval. Which will be separately addressed and actioned by the project team as required. This procedure must: (a) be prepared in accordance with Heritage NSW guidelines and codes of practice. Refer to the statement in paragraph 3 on Page 3 of Archaeological Assessment

RFI	Response
	(b) include a hold point requiring the development of a revised historical archaeological assessment in the event an unexpected relic is identified. (i) The Archaeological Assessment must be prepared in accordance with the guideline Archaeological Assessment (1996) and Assessing Significance for Historical Archaeological Sites and Relics (2009) to inform and guide archaeological mitigation measures. Refer to the final paragraph of section 1.3. (ii) If harm cannot be avoided in whole or part, an Archaeological Research Design and Excavation Methodology (ARDEM) with a nominated Excavation Director should also be prepared to guide any proposed excavations or salvage program. Refer to recommendation 4 in section 8.2 of the assessment. (iii) The Archaeological Assessment must be provided to the Secretary of the Department of Planning, Housing and Infrastructure for approval in consultation with Heritage NSW. Per submission PA-3, we have revised the submission in the portal to include consultation with HNSW. (c) must be implemented for the duration of the project. Provided to the contractor for compliance.

Should further information be required please don't hesitate to contact the undersigned.

Yours sincerely,



Bailey Trigg
Project Manager
0435 447 069



Post Approval

Proponent Details

Personal Details

Title	Mr
First Name	Kevin
Last name	McCarthy
Email	Kevin.McCarthy@newcastle.edu.au
Phone	0249216500
Role/Position	Director, Infrastructure Facility Services
Address	20 CIVIC LANE NEWCASTLE 2300 AUS

Company Details

Applying as a company/business?
Yes

Company Name	THE UNIVERSITY OF NEWCASTLE
ABN	15736576735
Branch Name	

Primary contact

Title	Mr
First Name	Bailey
Last Name	Trigg
Email	bailey.trigg@app.com.au
Phone	0435447069
Role/Position	

Post Approval Details

Project:
UON City Campus Student Accommodation - SSD-61618229-PA-3

Name of Document
Archaeological Assessment

Related matter
Management Plan or Strategy

Type of Document Lodgement
New Document

Description of the document and reason for submission / Overview of changes made to existing documents
We hereby formally submit the Archaeological Assessment to the Planning Secretary of the Department of Planning, Housing and Infrastructure for approval as required by condition B52(iii). The document serves to identify the methods for treatment of unexpected relics and human remains.

Applicable Conditions

Schedule	Condition
PART B PRIOR TO COMMENCEMENT OF WORKS	B52 - HISTORICAL ARCHAEOLOGY – HERITAGE NSW

Consultation through the Major Projects portal

Consultation required as part of the preparation of the document?
No

Attachment of Post Approval application

File Name	Category
SSD-61618229-B52-Archaeology.pdf	Post Approval Document

10 June 2025

Planning Secretary
NSW Department of Planning, Housing and Infrastructure
4 Parramatta Square
12 Darcy Street PARRAMATTA
NSW 2150

Attention: Louise Densmore
Project: City Campus Student Accommodation
Re: SSD-61618229 Condition B52

Dear Louise,

Reference is made to SSD-61618229 Condition B52 in relation to the Historical Archaeology for the development:

B52. A procedure for the management of unexpected relics and human remains must be developed in consultation with Heritage NSW. This procedure must:

- (a) be prepared in accordance with Heritage NSW guidelines and codes of practice.*
- (b) include a hold point requiring the development of a revised historical archaeological assessment in the event an unexpected relic is identified.*
 - (i) The Archaeological Assessment must be prepared in accordance with the guideline Archaeological Assessment (1996) and Assessing Significance for Historical Archaeological Sites and Relics (2009) to inform and guide archaeological mitigation measures.*
 - (ii) If harm cannot be avoided in whole or part, an Archaeological Research Design and Excavation Methodology (ARDEM) with a nominated Excavation Director should also be prepared to guide any proposed excavations or salvage program.*
 - (iii) The Archaeological Assessment must be provided to the Secretary of the Department of Planning, Housing and Infrastructure for approval in consultation with Heritage NSW.*
- (c) must be implemented for the duration of the project.*

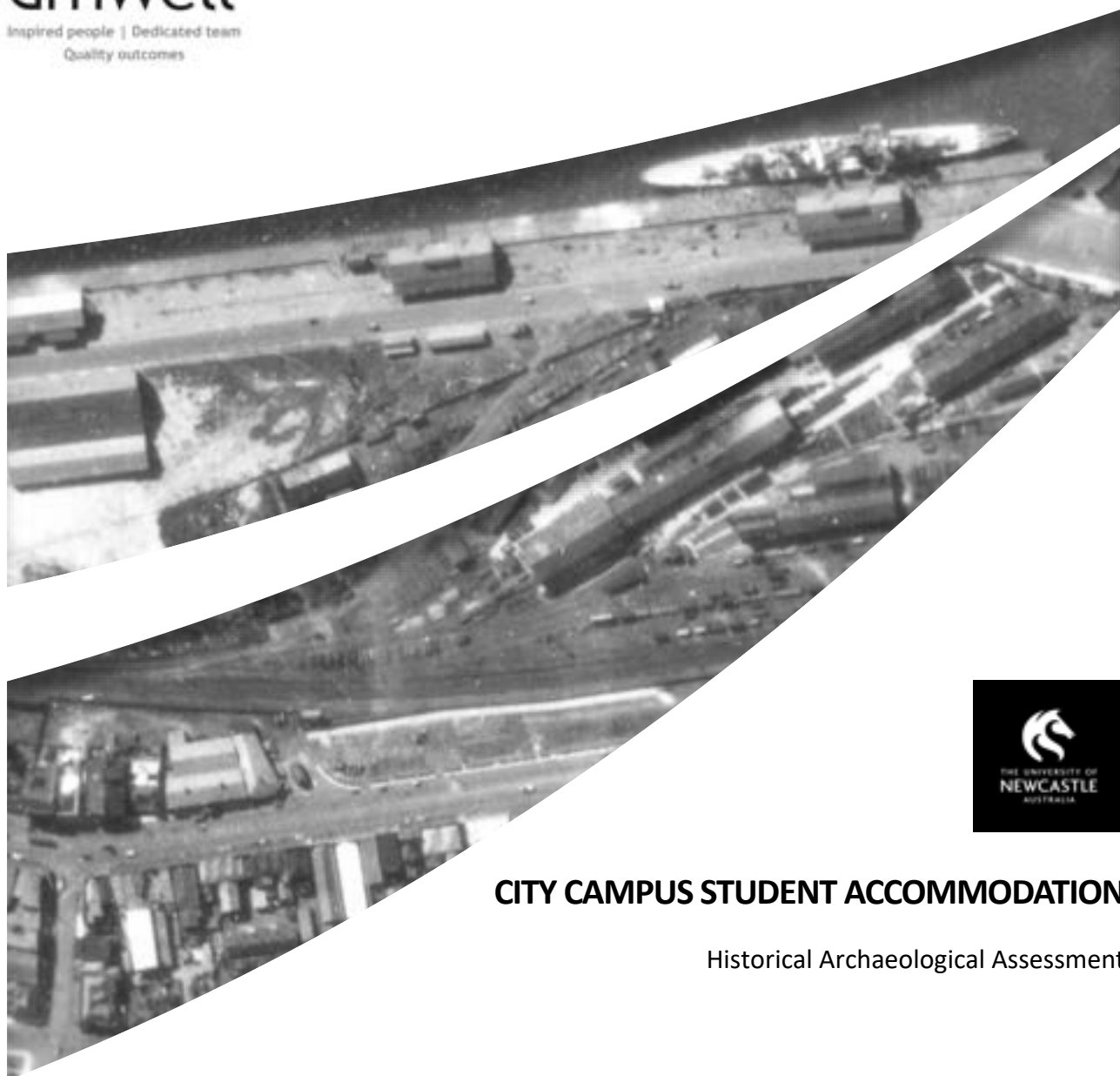
We hereby formally submit the Archaeological Assessment to the Planning Secretary of the Department of Planning, Housing and Infrastructure for approval as required by condition B52(iii).

Should you require further clarification, please feel free to contact Mathew Watson of The APP Group (mathew.watson@app.com.au). We look forward to hearing your response on this matter.

Yours sincerely,



Bailey Trigg
Project Manager



CITY CAMPUS STUDENT ACCOMMODATION

Historical Archaeological Assessment

FINAL

June 2024



CITY CAMPUS STUDENT ACCOMMODATION

Historical Archaeological Assessment

FINAL

Prepared by
Umwelt (Australia) Pty Limited
on behalf of
University of Newcastle

Project Director: Tim Adams
Project Manager: Karyn Cook
Report No. 23355/R10
Date: June 2024



This report was prepared using
Umwelt's ISO 9001 certified
Quality Management System.

Acknowledgement of Country

The University of Newcastle acknowledges the traditional custodians of the lands within our footprint areas: the Awabakal, Darkinjung, Biripai, Worimi, Wonnarua and Eora Nations.

We also pay our respect to the wisdom of the Elders, past, present and emerging. The University would like to extend this acknowledgement to the Awabakal and Worimi who are the traditional custodians of the land upon where the City Campus Student Accommodation site is located.

The University recognise that First Nations sovereignty was never ceded. This continent always was and always will be Aboriginal Land.

Cover Image: Detail of 1938 Aerial Photograph (Cultural Collections, University of Newcastle).

Disclaimer

This document has been prepared for the sole use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purpose other than that for which it was supplied by Umwelt (Australia) Pty Ltd (Umwelt). No other party should rely on this document without the prior written consent of Umwelt.

Umwelt undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document. Umwelt assumes no liability to a third party for any inaccuracies in or omissions to that information. Where this document indicates that information has been provided by third parties, Umwelt has made no independent verification of this information except as expressly stated.

©Umwelt (Australia) Pty Ltd

Document Status

Rev No.	Reviewer		Approved for Issue	
	Name	Date	Name	Date
V1	Tim Adams	14/03/2024	Tim Adams	14/03/2024
V2	Tim Adams	03/04/2024	Tim Adams	03/04/2024
V3	Tim Adams	10/04/2024	Tim Adams	10/04/2024
V4	Tim Adams	18/06/2024	Tim Adams	18/06/2024

Executive Summary

The University of Newcastle (the University) are proposing to undertake the City Campus Student Accommodation Project as part of the University's broader City Campus Development Project.

This report provides an assessment of historical (non-Aboriginal) archaeology for the project.

Prior to reclamation the northwest portion of the project area was located entirely within the harbour. From the mid nineteenth century the project area has been associated with the railway, associated rail yards and reclamation activities.

With the exception of the Locomotive Turntable (which is outside the proposed building footprint and will not be physically impacted) it is considered unlikely that any significant historical archaeological 'relics' will be exposed within the project area.

The proposed works may proceed without any further historical archaeological investigation, provided that the impacts and extent of the proposed works are consistent with those discussed in this report.

Table of Contents

Executive Summary	i
1.0 Introduction	1
1.1 City Campus Student Accommodation Project	1
1.2 Project Description	1
1.3 Background	2
2.0 Statutory Context	5
2.1 Environmental Planning and Assessment Act 1979	5
2.2 Newcastle Environmental Plan 2012	5
2.3 Heritage Act 1977	5
2.3.1 Relics Provision of the Heritage Act 1977	6
2.3.2 Archaeological Remains	6
3.0 Historical Context	7
3.1 Commandant's Farm	7
3.2 Honeysuckle Point and the Church of England	8
3.3 Reclamation	9
3.4 Great North Railway	11
3.5 Railway Workshops	11
3.5.1 Locomotive Turntable	12
3.6 Bullock Island Causeway	16
3.7 Mortuary Station	19
4.0 Archaeological Management Plans	21
4.1 Newcastle Archaeological Management Plan (NAMP) 1997	21
4.2 Draft Newcastle Archaeological Management Plan Review 2013	22
4.3 Maritime Heritage Database	24
5.0 Recent Archaeological Projects	26
5.1 University of Newcastle City Campus Development	26
5.1.1 University of Newcastle Stage 1 Enabling Works	26
5.1.2 2021 Geotechnical Testing Program	27
5.2 Newcastle Light Rail Project	29
5.3 Honeysuckle Railway Workshops Archaeological Remains	30
5.4 Locomotive Turntable	31
5.5 Unexpected Finds	34

6.0	City Campus Student Accommodation Project	35
6.1	Project Area	35
6.2	Proposed Works	36
7.0	Historical Archaeological Assessment	39
7.1	The Project	39
7.2	Potential Historical Archaeological Remains	39
7.2.1	Early Use of the Area (1810 to 1857)	39
7.2.2	Railway Workshops	40
7.2.3	Locomotive Turntable	40
7.2.4	Bullock Island Causeway	40
7.2.5	Mortuary Station	40
7.2.6	Unexpected Finds	41
7.3	Summary of Archaeological Potential	42
8.0	Conclusions and Recommendations	43
8.1	Conclusions	43
8.2	Recommendations	43
9.0	References	44

Figures

Figure 1.1	Project Area	4
Figure 3.1	Detail of 1816 Map 'Showing Part of the Hunter's River'	7
Figure 3.2	Detail of 1857 map showing the Church Estate at Honeysuckle Point	8
Figure 3.3	Overlay Detail of 1857 Map	9
Figure 3.4	Overlay Detail of 1882 Plan of the Port of Newcastle	11
Figure 3.5	1880 dated Plan of the Port of Newcastle	13
Figure 3.6	Detail of 1896 Hunter District Water Board Plan	14
Figure 3.7	Detail of 1896 Hunter District Water Board Plan showing Project Area	15
Figure 3.8	Detail of 1938 Aerial Photograph	16
Figure 3.9	View of the causeway approach to the old Bullock Island bridge in c1896	18
Figure 3.10	View of the new Bullock Island bridge across Throsby Creek in 1900	18
Figure 3.11	Bullock Island Bridge, NSW, 14 August 1900	19
Figure 3.12	Detail of 1896 Photograph showing Mortuary Station	20
Figure 3.13	1896 Photograph showing Mortuary Station	20
Figure 4.1	Detail of AMP 1997 plan showing indicative archaeological sites	22
Figure 4.2	Detail of AMP Review Inventory of Archaeological Sites Map	24
Figure 5.1	Historical Postholes and Cuts Extending into Natural sand	27

Figure 5.2	Geotechnical Test Locations Within Project Area	29
Figure 5.3	Archaeological Plan of the Locomotive Turntable	32
Figure 5.4	Archaeological Section of Locomotive Turntable	33
Figure 5.5	Archaeological Section Detail of Locomotive Turntable	33
Figure 6.1	Floor Plan Ground Level	37
Figure 6.2	Section A-A Plan	38
Figure 6.3	Ground Floor Landscape Plan	38
Figure 7.1	Detail of 1896 Hunter District Water Board Plan showing Project Area	42

Tables

Table 4.1	AMP Review Inventory No. 2176282	23
Table 4.2	Maritime Heritage Database	24
Table 5.1	Geotechnical Testing Results within Project Area	28
Table 5.2	Bullock Island Bridge Causeway Wall Photographs	30
Table 6.1	Project Area Photographs	35
Table 6.2	Below Ground Project Activities	37

1.0 Introduction

This Historical Archaeological Assessment has been prepared by Umwelt on behalf of University of Newcastle (University) to accompany a State Significant Development Application that seeks approval for Stage 1B of the University's City Campus, including a nine-storey building for the purpose of campus student accommodation and ground floor retail. The University of Newcastle (the University) are proposing to undertake the City Campus Student Accommodation Project as part of the University's broader City Campus Development Project (refer to **Figure 1.1**).

The City Campus Student Accommodation Project (herein referred to as the project) is located at the corner of Worth Place and Civic Lane, Newcastle, NSW (the project area: refer to **Figure 1.1**). The project area comprises Site B at the south western corner of the University's City Campus (refer to **Section 1.1**).

This report provides an assessment of historical (non-Aboriginal) archaeology for the project. It has been prepared in support of the State Significant Development Application (SSDA) (SSD-61618229) being prepared for the project.

1.1 City Campus Student Accommodation Project

The University of Newcastle City Campus is located within the City of Newcastle Local Government Area (LGA) at 16 Honeysuckle Drive, Newcastle. It is located on the lands of the Awabakal and Worimi peoples.

Specifically, Site B (Stage 1B in the approved concept masterplan) is located at the south western corner of the University's City Campus. Site B has an overall area of 3,341m² and is legally described as Lot 2 in DP 1247375. Landscaping and public domain works will be undertaken in a portion of Wright Lane and is legally described as Lot 5 in DP 1247375. Both Lot 2 and 5 in DP 1247375 are owned by the University of Newcastle.

Located within the wider Newcastle City Campus, the site is strategically positioned in the geographical heart of the Newcastle CBD. This area is undergoing a process of significant transformation, with a number of major commercial and residential developments having been recently completed.

The campus is also located in proximity to the Newcastle Light Rail, with stops at Honeysuckle and Civic, which has improved transport connectivity to the site and broader area. The University's Q Building is located north of the site. On the southern end of the site, is the Civic Precinct of Newcastle, and adjacent University NUspace building.

1.2 Project Description

The SSDA seeks approval for Stage 1B of the University's City Campus, including a nine-storey building for the purpose of campus student accommodation and ground floor retail. The key objective of the proposed development is to establish a contemporary and sustainable building to provide student accommodation that offers a high level of residential amenity, cultural safety and provide a convenient location within the University's City Campus.

Stage 1B represents the next step in delivering the vision for the University's City Campus established under the Concept Plan (SSD-9262), which was approved by the Minister for Planning and Public Spaces on 21 May 2020. The Concept Plan establishes seven (7) building envelopes across the campus, to be used for academic and ancillary uses, and student accommodation. The approved maximum building height for Building B under SSD-9262 is RL 33.85. (nine storeys excluding plant).

This SSDA specifically seeks detailed approval for the following works:

- Site grading.
- Construction of a nine (9) storey building (known as Building B), to be used for campus student accommodation and retail.
- Maximum gross floor area (GFA) of 10,765 m², comprising of:
 - Approximately 130 m² of retail floor space at ground level.
 - Approximately 683 m² of communal residential amenity facilities at ground level.
 - Approximately 9,520 m² of student accommodation including a total of 445 beds.
- Maximum building height of Reduced Level 33.85 (nine storeys excluding plant and services).
- Maximum height of RL 40.9 (building including plant and services).
- End of trip facilities, including 82 bicycle spaces and back of house amenities.
- Associated landscaping and public domain works.

1.3 Background

A Concept Plan (SSD-9262) granted approval by the Minister for Planning and Public Spaces on 21 May 2020, applies to the Site. The Concept SSD established the maximum building envelope, gross floor area and preferred land use to facilitate the future redevelopment of the site. Additionally, the Concept Proposal provides a design excellence framework to guide future development within the building envelopes and achieve design excellence. The detailed Building B SSD will be consistent with the Concept Proposal and design excellence strategy. The Concept Plan Conditions of Consent requires future development applications to consider the heritage impacts of the proposed development as per Conditions C14 and C15. This report considers Condition C14:

Heritage

C14. Future development application(s) shall include a detailed Heritage Impact Assessment (HIA), which considers the heritage impact of the development, including any visual and view impacts on the:

a) State heritage listed CRW and particularly the part of the CRW located north of the site

b) Newcastle Local Environmental Plan 2012 locally listed former Civic Station, including Museum Park.

A request for the issue of Industry Secretary's Environmental Assessment Requirements (SEARs) was sought on the 18 August 2023. Accordingly, the SEARs were issued on 31 August 2023 for SSD-61618229.

This report specifically addresses the SEARs requirement for an Archaeological Assessment:

Environmental Heritage

- *Where there is potential for direct or indirect impacts on the heritage significance of environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (if potential impacts to archaeological resources are identified), prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measures to ensure they are minimised and mitigated.*

FIGURE 1.1
Project Area

Legend

-  Project Area
-  University of Newcastle City Campus Development Area



0 25 50
Metres

Scale 1:2,500 at A4
GDA2011

This document and the information contained herein are subject to the terms and conditions of the Umwelt Consulting Pty Ltd ("Umwelt") Copyright in the drawings, information and data contained herein. The information is the property of Umwelt Pty Ltd and is not to be reproduced or used in any form without the prior written consent of Umwelt Pty Ltd. The information is provided for your information only and is not intended to be used for any other purpose. Umwelt Pty Ltd does not accept any liability for any loss or damage arising from the use of the information contained herein. The information is provided for your information only and is not intended to be used for any other purpose. Umwelt Pty Ltd does not accept any liability for any loss or damage arising from the use of the information contained herein.

2.0 Statutory Context

The following legislation applies to the management of historical archaeology in NSW. These controls have guided the methodology utilised in this report, noting that not all of the below described pieces of legislation/policies will ultimately apply to the project as it is classified as SSD.

2.1 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) is the main system of land use planning and development regulation legislation in NSW. The EP&A Act requires that consideration be given to the environmental impact during the planning process, including the potential impact on heritage and archaeology. As such, the EP&A Act provides protection for Aboriginal objects or places and historical heritage and archaeology. This is done through the control and the development of Environmental Planning Instruments (EPIs).

EPIs cover either LGAs, in the form of LEPs or areas of State and/or regional environmental planning significance, in the form of State Environmental Planning Policies (SEPPs).

2.2 Newcastle Environmental Plan 2012

A Local Environmental Plan (LEP) is the principal legal document for controlling development and guiding planning decisions made by a local Council. The project area is situated within the Newcastle Local Government Area (LGA) and is therefore subject to the provisions of the Newcastle LEP 2012.

Clause 5.10 Heritage Conservation of the Newcastle LEP 2012 provides the statutory framework for heritage conservation including of archaeological sites.

2.3 Heritage Act 1977

The *Heritage Act 1977* (Heritage Act) is administered by Heritage NSW. The purpose of the Heritage Act is to ensure cultural heritage in NSW is adequately identified and observed. The Heritage Act is the primary item of state legislation affording protection to items of environmental heritage (natural and cultural) in NSW.

Under the Heritage Act 'items of environmental heritage' include places, buildings, works, relics, moveable objects, and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural, or aesthetic values. State significant items are listed on the NSW State Heritage Register (SHR) and are given automatic protection against any activities that may damage an item or place or affect its heritage and/or archaeological significance.

The Heritage Council of NSW, appointed by the Minister, is responsible for heritage in NSW, as constituted under the Heritage Act. The Council is a cross-section of heritage experts, with Heritage NSW being the operational arm of the Council.

2.3.1 Relics Provision of the Heritage Act 1977

The Heritage Act affords automatic statutory protection to 'relics' which form part of archaeological deposits (except where these provisions are suspended by other prevailing legislation). The Heritage Act defines a 'relic' as any deposit, object, or material evidence that:

- relates to the settlement of the area that comprises NSW, not being Aboriginal settlement; and
- is of state or local heritage significance.

Sections 139 – 145 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain relics, unless in accordance with an excavation permit. Section 60 excavation permits are required to disturb relics within SHR items/places, while Section 140 permits are required for items/places that are not listed on the SHR.

Division 4.41 (d) of the EP&A Act specifies that it is not necessary to obtain an approval under Part 4, or an excavation permit under Section 139 of the Heritage Act for designated SSD. Projects approved as SSD under the EP&A Act are subject to conditions of approval issued by the Department of Climate Change, Energy, the Environment and Water.

In 2001 the Heritage Council issued the *Revised Assessing Significance* guidelines and in 2009 the *Assessing Significance for Historical Archaeological Sites and 'Relics'* which outline specific criteria for addressing the significance of an item or archaeological site.

2.3.2 Archaeological Remains

It is noted some archaeological remains are not considered to be relics; but are instead referred to as works or engineering works. Examples of items that can be considered works rather than relics include culverts (drains), historic road formations, historic pavements, buried roads and tramlines or rail lines, retaining walls, cisterns, fences, sheds, buildings and conduits (TfNSW 2022, RMS 2015 and Higginbotham 2013).

Although not considered to be relics as defined by the Heritage Act, any such archaeological remains still need consideration of appropriate management dependant on their significance. Although an item may not be considered a relic itself, relics could be present associated with it (for example in the form of artefacts).

3.0 Historical Context

3.1 Commandant's Farm

At the time of the European settlement of the area, Honeysuckle Point was a low-lying promontory surrounded by tidal flats. As part of the penal settlement of Newcastle the Government Farm (or Commandant's Farm) was established in the area of Honeysuckle Point and Cottage Creek.

The Commandant's Farm was described as:

There is a farm belonging to the Government on the river at some distance from the town over which is placed an overseer, who has a farm of his own in the neighbourhood; and to him I give up my four men in consideration of a certain quantity of wheat and maize for my use which last year amounted to 350 bushels – I have made this arrangement rather than conduct any farm on account of government or have anything to do with farming transactions (Bigge 1822 – in Curio Projects 2018a)

The Farm is shown on an 1816 plan of the Hunter River (refer to **Figure 3.1**).

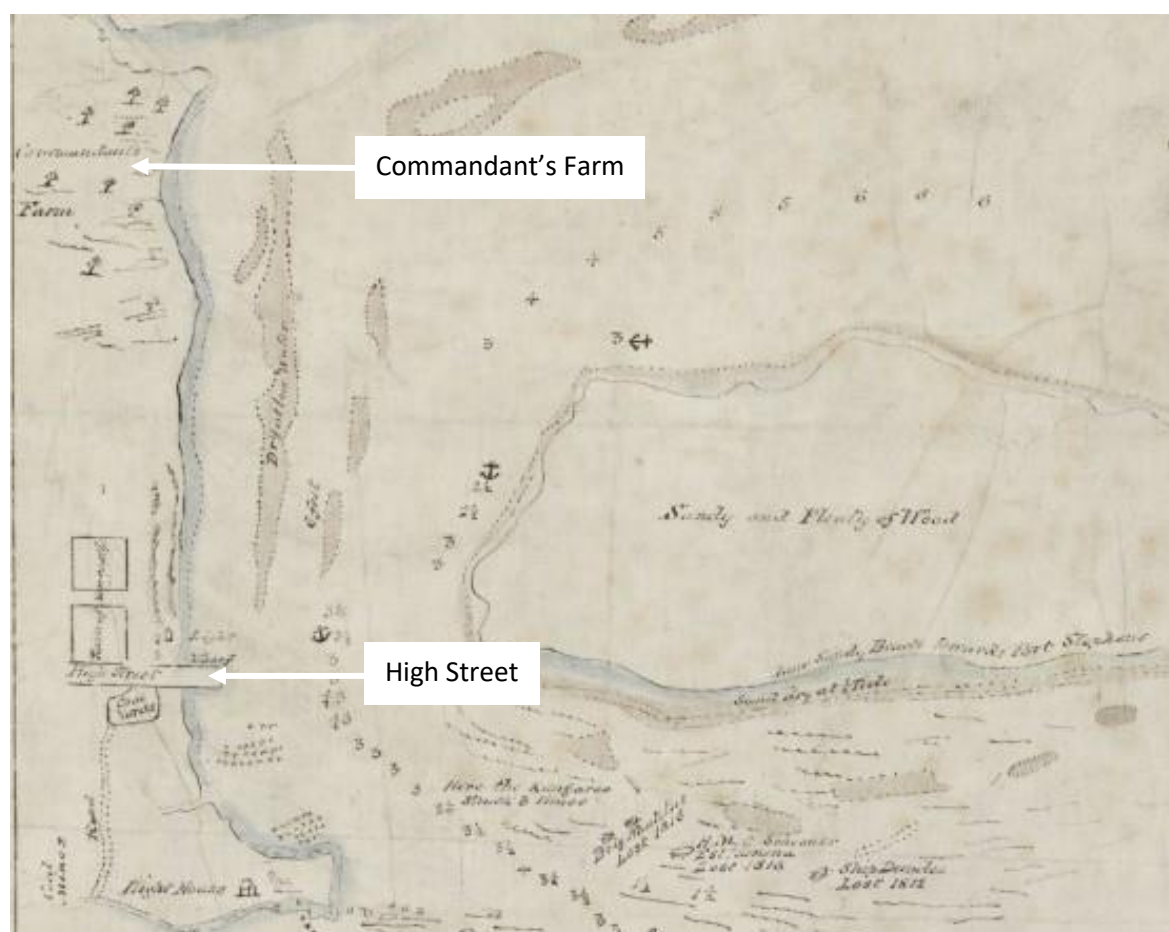


Figure 3.1 Detail of 1816 Map 'Showing Part of the Hunter's River'

The map shows the Commandant's Farm (top left) adjacent to Honeysuckle Point. High Street with the 'Light Wharf' is current Watt Street.

Source: State Library of NSW.

3.2 Honeysuckle Point and the Church of England

In September 1840 the Church of England bought land at Honeysuckle Point from the Crown for £303/15/0 for a Grammar School. It was held in the name of Dr James Mitchell, who later transferred the trust to A W Scott and W Croasdill. When the first Bishop of Newcastle arrived, the land was subdivided into 52 lots, of which 40 were let on 21-year building leases. The first documented evidence of development on this land is in the 1850s (refer to **Figure 3.2** and **Figure 3.3**).

Part of the land, on the north side of the road to Maitland (later Blane Street, now Hunter Street) was resumed for railway purposes and by 1857 buildings associated with the Great Northern Railway had been constructed in the area. 'Honeysuckle Point Church Estate' was located to the north of the rail corridor with subdivisions and development to the south of Blane Street by this time (Umwelt 2020).

By 1866 there was increased development in the Honeysuckle Point Church Estate area; including on the south side of the rail corridor.



Figure 3.2 Detail of 1857 map showing the Church Estate at Honeysuckle Point

Source: National Library of Australia.

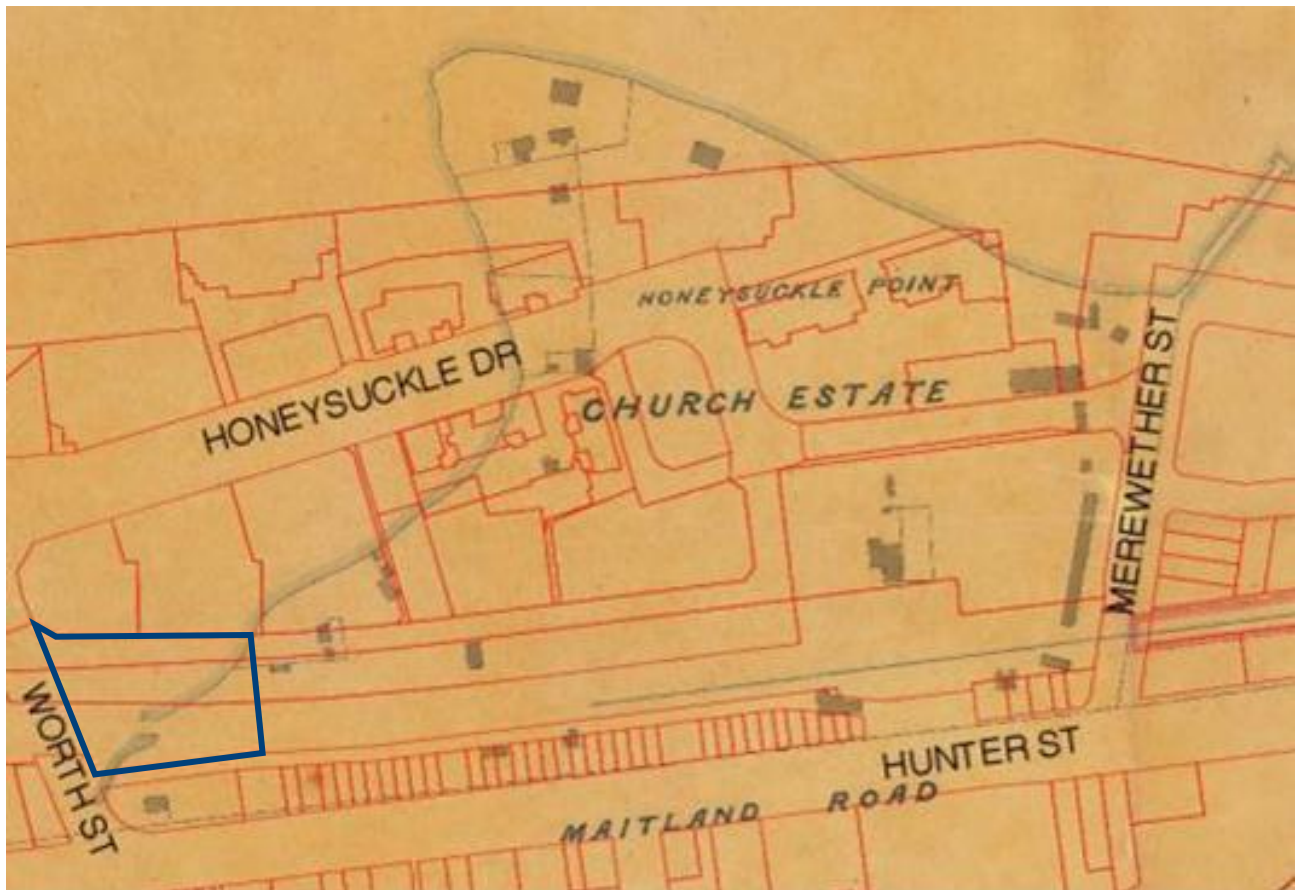


Figure 3.3 **Overlay Detail of 1857 Map**

Approximate Project area outlined in blue.

Source: National Library of Australia / Higginbotham 2013.

3.3 Reclamation

When Europeans first arrived to establish the convict station at Newcastle in 1801, the south side of the harbour was a series of tidal mudflats, with the harbour dotted with small islands and meandering channels. To the west, near Honeysuckle Point a creek, later named Throsby's Creek, ran between the shoreline and one of the larger islands, initially named by the surveyor Barrallier as Chapman Island. The island was thickly timbered with honeysuckle trees and a dense understorey of ferns and ground cover. The edges were defined by a thin mangrove scrub and mudflats at low tide. By 1844 the island had been renamed Bullock Island.

The first modification of the harbour shoreline was the erection of the government wharf at the foot of Watt Street (then High Street) in approximately 1804 (refer to **Figure 3.1**). In 1818, as the harbour began to become busier with ships loading coal, work restarted on the breakwater between the shore and Nobby's Island, which although starting in 1818 had been suspended in 1822 as convicts were relocated to Port Macquarie. The breakwater was finally completed in 1846 and the harbour became increasingly safer for ships.

In June 1846, Newcastle was declared a Free Warehousing Port allowing goods and produce to be exported directly from Newcastle without having to go through Sydney. The following year when the Australian Agricultural Company agreement to hold a monopoly over land around the centre of Newcastle came to an end, new mines began to open. The mining and the free port resulted in a dramatic increase in the amount of shipping sailing to and from Newcastle, and the need for better berthing facilities for them. A major concern was the depth of the channel, which was adequate at the entrance but quickly shallowed out once inside the harbour itself and around the available wharfage. In 1854 a development plan was drawn up by civil engineer J Woolston Ellis, with modifications to Fullerton Cove and in 1855 Edward Orpen Moriarty was appointed Engineer-Surveyor responsible for Hunter River Improvements. His plan was to control the sea entrances through extended breakwaters and the river channel through stone training walls (Umwelt 2020).

The necessity of bringing the railway into the town centre in 1858 and the building of wharves parallel to the rail line completed the reclamation project along the foreshore of east Newcastle and allowed for the formation of Scott Street, construction of the railway and construction of Newcastle Station itself. Much of the reclamation was carried out by the dumping of ballast from visiting ships, both domestic and international. Ballast was used to form a wall behind which sand and silt were pumped from harbour dredges to form newly reclaimed land. By the 1880s much of the work of reclaiming the southern shore of the east end of the harbour was complete (Umwelt 2020).

In 1848 some of Bullock Island was subdivided and sold for building allotments, however development was slow due to the isolation and the terrain. As the port of Newcastle grew in the 1840s, especially as coal exports began to rise following the end of the A.A. Co monopoly, the first schemes to develop the waterfront of Bullock Island were mooted. As early as 1854 Mr J Woolston Ellis, Civil Engineer put forward the idea of building wharves along the eastern foreshore. Although nothing was done at this time, the appointment of Edward Moriarty as Engineer-Surveyor responsible for Hunter River improvements saw Ellis' idea revisited and Moriarty recommended a ballast embankment be built along the eastern side sandbanks to provide new reclaimed land for wharves. Work began in 1861 with piles of ballast placed at intervals along the sandbank to show the line of the proposed reclamation and by 1863 a full line of ballast ran down the eastern side. The new embankment was named The Dyke. Despite the promising start, work soon slowed as there was no berth at Bullock Island for ships and so ballast was transferred from points at Stockton and the city by lighters to be dumped. With up to 40 ships in the port at any one time, most for coal loading, the priority was given to improve existing wharves rather than building new ones.

Figure 3.4 provides an overlay detail of an 1882 Plan of the Port of Newcastle showing the extent of the reclamation of the Honeysuckle area and the bridge to Bullock Island.



Figure 3.4 Overlay Detail of 1882 Plan of the Port of Newcastle

Overlay shows the large area of reclaimed land in the Honeysuckle area. Approximate Project area outlined in red.

Source: National Library of Australia.

3.4 Great North Railway

The first railway line in the Newcastle area was established between East Maitland and Newcastle in 1857, with the terminating station being 'Honeysuckle Point'; the line was known as the 'Great Northern Railway'. The original station was likely located a short distance to the west of the current former Civic Station building (Umwelt 2019). The line was extended to the centre of Newcastle to join the wharves shortly afterwards; with Newcastle Station at the foot of Watt Street being opened in March 1858.

In 1872 a new 'Honeysuckle Station' was established roughly at present day Steele Street, approximately 700 m to the west of the original (1857) Station; and to the west of the University City Campus Development area. The original 1857 Station was removed around this time to make way for new development.

3.5 Railway Workshops

As the railway expanded there was an increased need (and demand) for additional infrastructure at Honeysuckle Point. The Maitland Mercury and Hunter River General Advertiser reported that:

...We understand that the erection of some additional workshops at the Honeysuckle Point Station has been decided upon, and is to be commenced immediately. Like those already existing, we learn that new the workshops are to be composed of wood, with galvanised iron roofs (Maitland Mercury and Hunter River General Advertiser 31 October 1865; from RPS 2018).

The Railway Department acquired additional land at Honeysuckle Point for the expansion of the workshops:

We understand that the Government is about to resume possession of an allotment of land at Honeysuckle Point, whereon stands a considerable number of houses, which must be pulled down and cleared away...The Government require the land in question for the railway workshops which are becoming so extensive to necessitate an enlargement of the present area (Newcastle Chronicle 2 April 1870; from RPS 2018).

As discussed in **Section 3.4**, following the acquisition of the land the new 'Honeysuckle Station' was constructed in 1872 and a number of workshops (the Honeysuckle Point Locomotive Workshops) were opened in the surrounding area (refer to **Figure 3.5** to **Figure 3.7**). These 1870s constructed industrial workshops were established both to secure increased accommodation for the rolling stock used on the Great Northern line, and in recognition of the exclusive facilities and rolling stock required to handle coal traffic (Umwelt 2020). The area has been dominated by the rail workshops and rail yards ever since (refer to **Figure 3.8**).

The first Sydney workshop building was constructed in approximately 1855 at Redfern. The Redfern Railyard complex (Redfern Station) carried on expanding into the 1870s before being relocated to Eveleigh. Eveleigh was where major works were carried out supplemented by some smaller regional workshops; such as Bathurst, Goulburn and Lismore (Otto Cserhalmi + Partners P/L 2002).

Honeysuckle Workshops were established in the 1870s separately from Redfern/Eveleigh because until 1889, when the new bridge across the Hawkesbury from Brooklyn was constructed, there was no rail link between Sydney and Newcastle to connect the Sydney and Newcastle rail systems. Although smaller, the Honeysuckle complex, and its workshops, ran contemporaneously with Eveleigh; which also had the single storey brick rail sheds with a characteristic gable form constructed at the Honeysuckle Workshops (Otto Cserhalmi + Partners P/L 2002).

3.5.1 Locomotive Turntable

The 1990 Honeysuckle Point Heritage Study (C and M.J Doring) referred to a potentially 1857 constructed locomotive turntable at Honeysuckle. The turntable is indicated on several plans and drawings including an approximately 1905 State Rail Authority plan which identifies the turntable as 'Old Turntable, Filled In' (Fenwick 1994).

In 1994 archaeological investigation was undertaken in the location of the turntable; which is located within the Project area (refer to **Figure 3.6**, **Section 5.4** and Fenwick 1994).

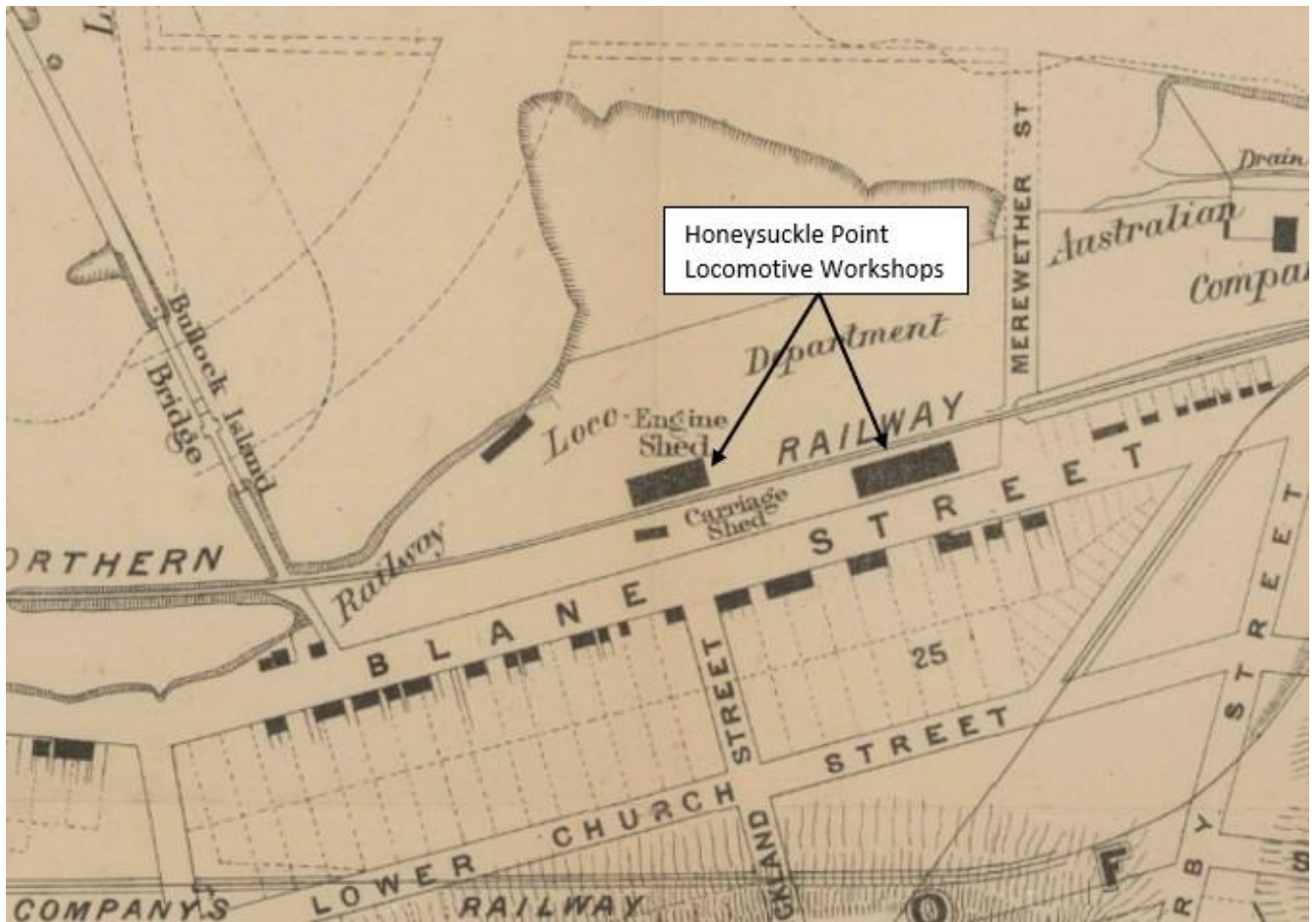


Figure 3.5 1880 dated Plan of the Port of Newcastle

Source: Cultural Collections, University of Newcastle.



Figure 3.6 Detail of 1896 Hunter District Water Board Plan

Detail shows the extent of the railway workshops. Refer to **Figure 3.7** for detail showing the project area.

In 1890 the Survey Section of the Land Department was commissioned by the Hunter District Water Board to produce a series of large-scale plans of urban Newcastle, for planning purposes. The first plans were produced in 1894 and show detailed footprints of buildings present at the time. Some of the plans were later revised to reflect an approximately 1920 footprint. The plans cover a large portion of Newcastle, from the east end as far west as Lambton, providing accurate information of all buildings (and other features such as cellars, wells and cisterns) present at the time (Russell Rigby 2019). Archaeological excavation undertaken in various locations in the Newcastle CBD confirms the accuracy of the 1890s Waterboard plans.

Source: Cultural Collections, University of Newcastle.

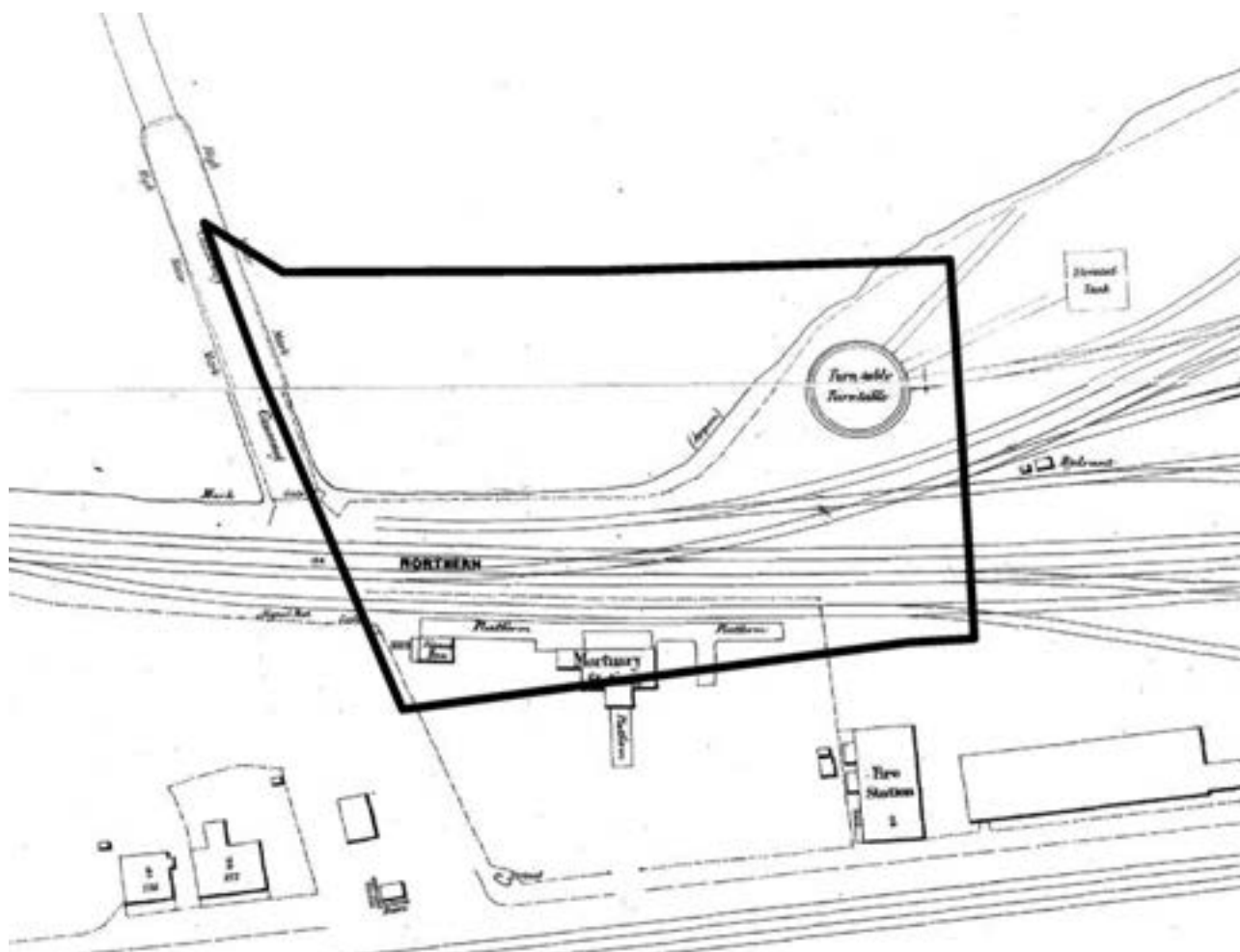


Figure 3.7 Detail of 1896 Hunter District Water Board Plan showing Project Area

Detail shows the shoreline, Bullock Island Causeway, locomotive turntable, rail lines and Mortuary Station.

Source: Cultural Collections, University of Newcastle.



Figure 3.8 Detail of 1938 Aerial Photograph

Note the large area of reclaimed land (since the 1896 plan shown in **Figure 3.7**). Mortuary Station has been demolished and the project area essentially comprises rail lines and rail yard areas.

Source: Cultural Collections, University of Newcastle.

3.6 Bullock Island Causeway

As more collieries opened in the Newcastle area, the pressure on the loading facilities encouraged the development of Bullock Island. In 1866 the Newcastle Wallsend Coal Company secured a strip of land to develop wharves, and later the same year the NSW government awarded tenders for the construction of two ballast jetties. In 1867 Lambton Colliery also purchased waterfront land for wharf construction. In October 1870 the government provided funds for the construction of a bridge across Throsby Creek to the island. The first pile was driven in April 1871 and by mid-year a pedestrian bridge had been constructed. Although this connected the island, it was not a trafficable bridge and pressure remained for a proper connection, which was completed as a road bridge with centre draw in 1873. The bridge, then known as Carrington Bridge, ran from Worth Place across Throsby Creek to Denison Street (refer to **Figure 3.9**).

From 1873 work began in earnest on the development of the Dyke, with a coal loading wharf constructed by the government. As work was underway the government also announced in 1875 that a branch line to the Great Northern Railway would be built to connect Bullock Island to the main port, with a bridge to be erected across Throsby Creek. Work progressed quickly once the tenders were awarded. The first pile was driven in October 1875 by Messrs J & M Burley. The 200 foot timber bridge was completed within three months. It crossed Throsby Creek in line with Cowper Street, taking the tracks from a branch line at Wickham across Throsby Creek to an embankment and on to the Dyke. With new steam cranes being added to the Dyke, ships could be loaded directly from trains on the wharf.

In September 1888 the Carrington Bridge was deemed unsafe for heavy traffic with carts having to divert to a second bridge at Church Street, Wickham. The following year £22,000 was placed on government estimates for a replacement bridge, however it was to be another 11 years before any new bridge was built. After major repairs the Carrington Bridge reopened to traffic in April 1893.

In 1899, the NSW government advertised a tender for the construction of a new bridge across Throsby Creek to replace the repaired road bridge. Residents hoped for an iron bridge, but the tender was for a timber bridge only on iron piers. The tender was awarded to the Sheddon Bros, who began work on the new bridge in mid-1899. In January 1900 the old bridge was closed and the new one opened in August 1900 (refer to **Figure 3.10**).

In 1910 a new overhead rail bridge was built between the Dyke and Cowper Street at the northern end of Bullock Island. This was converted for tram traffic in 1911 and soon became the government's preferred access to the island. Despite local protest, a decision was then made to close the Carrington Bridge at Denison Street. On 1 March 1913 the Carrington Bridge was closed to traffic and by June it had been completely removed and the channel dredged.

The Newcastle Archaeological Management Plan (NAMP – Suters 1997) discusses *'the long earth or rubble approach embankments or causeways across shallow tidal water at each end of the bridge'* and suggests *'the southern approach causeway and remnant timber piles might still exist beneath fill in the railway yards, in line with Worth Place'*. Evidence of the causeway associated with the former Carrington Bridge was exposed during Light Rail works within the roadway of Worth Place close to the intersection of Honeysuckle Drive (refer to **Section 5.2**).

In approximately 1890, the creation of the Basin, between the Dyke and Bullock Island, had begun. The work involved the dredging of the sea floor in the area of the Basin, and removal of rock at the harbour entrance. The dredged silt was used as fill, in order to reclaim areas of Carrington and Honeysuckle. By 1896 the area to the south of the railway embankment had been reclaimed. In 1910 the first part of Lee Wharf was built. This entailed the removal of the northern part of Honeysuckle Point. The Wharf extended west as far as Bullock Island Bridge. It appears that the initial construction of Lee Wharf did not involve the filling and reclamation of the area to the south, and that water continued to flow through this area at high tide (AMAC 2009:23).



Figure 3.9 View of the causeway approach to the old Bullock Island bridge in c1896
The ships in the distance are moored at The Dyke.

Source: University of Newcastle Living Histories.



Figure 3.10 View of the new Bullock Island bridge across Throsby Creek in 1900
The new bridge was timber on iron piers.

Source: University of Newcastle Living Histories.

3.7 Mortuary Station

Sandgate Cemetery was opened in 1881 approximately 10 kms to the northwest of the Newcastle CBD. The Sandgate Cemetery railway branch line opened on 15 January 1881; with the last train running on 13 October 1985. The Sandgate line was the last of the branch lines serving cemeteries in NSW (Transport Heritage NSW).

Mortuary Station was constructed in the Honeysuckle area of Newcastle; to the east of the early 1870s constructed Honeysuckle Station at present Steel Street, to service the new cemetery. Special trams conveyed funerals from the suburbs to the Mortuary Station then onward to Sandgate Cemetery (University of Newcastle Living Histories). The station opened in 1888 and closed in 1933.

Mortuary Station railway platform, station building and signal box were constructed in 1883. The station was demolished in 1933, before Civic Station was built, although it had ceased being used for funerals a number of years prior. The former Mortuary Station was described as:

...a charming, gable roofed, timber framed, weatherboard building, with finials and fretworked barge boards, resembling a small chapel...on the south side of the main railway line, just to the east of Worth Place (C and M.J Doring, 1990).

The timber station building, platform and signal box are shown on a number of historical photographs (refer to **Figure 3.11** to **Figure 3.13**) and plans (refer to **Figure 3.7**).



Figure 3.11 Bullock Island Bridge, NSW, 14 August 1900

Photograph shows the timber constructed Mortuary Station and platform.

Source: University of Newcastle Living Histories.



Figure 3.12 Detail of 1896 Photograph showing Mortuary Station

Photograph title: Corner Carrington Road and Hunter Street West, Newcastle, NSW, 8 June 1896.

Source: University of Newcastle Living Histories.



Figure 3.13 1896 Photograph showing Mortuary Station

Photograph title: Advertisements with Newcastle Mortuary Station and Fire Bell, Newcastle West, NSW, November 1896.

Source: University of Newcastle Living Histories.

4.0 Archaeological Management Plans

4.1 Newcastle Archaeological Management Plan (NAMP) 1997

The Newcastle AMP 1997 was prepared to give an indication of the nature and extent of historical archaeological resources in central Newcastle and to provide a framework to ensure historical archaeological resources are recognised and integrated into the urban planning framework.

While the NAMP has no legal status, it is a planning tool that provides an overview of areas that require the consideration of archaeological issues in conjunction with any development applications.

The NAMP identified nine archaeological precincts within Newcastle that define areas ‘in which a common pattern of development has occurred and may be expected to contain an archaeological resource of some cohesive characteristic’ (Suters 1997:40). The project area falls within the ‘Harbour Foreshore 1860’ Precinct 8; described as:

The land north of Hunter Street being the original Harbour Foreshore. This includes the previously identified Honeysuckle Point, and that narrow strip of land controlled by the AA Company. Associated with the development of the railways, coal loading, wharfage and industry (Suters 1997).

One indicative site is located within the project area and one is adjacent (refer to **Figure 4.1**):

- Honeysuckle Point Railway Turntable (Indicative site 1034) – within project area.
- Bullock Island Bridge and Approaches (Indicative site 1036) – adjacent to project area.

The archaeological resource and condition of the Honeysuckle Point Railway Turntable (Indicative site 1034) is described as:

Brick-lined circular pit still survives. In good condition. It was partly excavated recently by P. Fenwick, then reburied....iron turntable beam removed long ago. Circular masonry pit filled and buried c1905. It is still on railway land...possibly oldest surviving railway relic in NSW. Conserve and eventually expose pit (Suters 1997).

The archaeological resource and condition of Bullock Island Bridge and Approaches (Indicative site 1036) is described as:

Southern approach causeway and remnant timber piles might still exist beneath fill in the railway yards, in line with Worth Place. If found, the bridge is unlikely to yield significant information, other than indicating the extensive harbour changes...Bridge demolished c1915. North approach dredged away for relocation of Throsby Creek/Basin. Southern approach buried (possibly destroyed) in filling and reclamation of the old Throsby Creek channel, now part of the defunct railway goods yards (Suters 1997).



Figure 4.1 Detail of AMP 1997 plan showing indicative archaeological sites

Approximate project area shaded red. Indicative site 1034 (Honeysuckle Point Railway Turntable) is shown within the project area.

Source: Newcastle City Council 2008 / Suters 1997.

4.2 Draft Newcastle Archaeological Management Plan Review 2013

The AMP 1997 is currently being reviewed. At present the AMP Review is a draft working document, however, as stated by Council (2015) the AMP 1997 and the Review 2013 should both be utilised and are both identified as the current operative documents. The 2013 Review has been reviewed to identify whether there are any additional considerations relevant to the Project area.

The project area falls within AMP Review Inventory No. 2176282; noting that the Inventory No. 2176282 covers an extensive area of which the project area comprises only a small portion (refer to **Figure 4.2**).

Table 4.1 summarises the AMP Review assessment of Inventory No. 2176213. The potential archaeological resource of the Inventory No. 2176213 is described as:

A number of the archaeological sites on this block are likely to survive, except for the recent development with basement car parking. This may include below ground remains of the Railway Workshops, the urban development dated from the 1850s and 1860s, as well as below ground evidence for Lee Wharf (Edward Higginbotham & Associates 2013).

Table 4.1 AMP Review Inventory No. 2176282

Location	Railway and Port Infrastructure	Urban Development, 1853 onwards
Blocks bounded by the Hunter River, Merewether, Worth and Hunter Streets, including parts of adjacent streets (Honeysuckle Drive, Merewether and Hunter Streets).	The railway from Newcastle to Maitland is of State significance. Opened from Honeysuckle Point Station in 1857 and extended to Newcastle in 1858, it was the second passenger railway network in New South Wales. The Railway Workshops at Honeysuckle Point are also of state significance as the second largest railway workshops in New South Wales, the Eveleigh Workshops in Sydney being the largest. The reclamation of the foreshore for the construction of Lee Wharf is of state significance. Lee Wharf , constructed in 1910 and later extended to the west, formed the last major expansion of the wharfage at Newcastle on the south side of the Hunter River. It formed an extension of the scheme designed by E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch, from 1862 to 1878. State significance.	This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was rapidly developed in the 1850s and 1860s, before being resumed for railway purposes by 1870. Local significance.

Source: Edward Higginbotham & Associates 2013.



Figure 4.2 Detail of AMP Review Inventory of Archaeological Sites Map

Approximate project area shaded yellow within the larger Inventory No. 2176282.

Source: Edward Higginbotham & Associates 2013.

4.3 Maritime Heritage Database

A search of the Maritime Heritage Database identified two registered unexpected archaeological finds exposed during redevelopment in the Honeysuckle area and a shipwreck (the Lighter Rho) (refer to **Table 4.2**). Unexpected finds are further discussed in **Section 5.5** of this report.

Table 4.2 Maritime Heritage Database

Site	Address	Description
Site ID 3926 Side wheel paddle steamer (Leo)	17 to 19 Honeysuckle Drive, Newcastle Approximately 100 m north of the project area	In 2006 archaeological monitoring and recording of bulk excavations for Lee Wharf Project Stage 3 (Buildings A3-6), Honeysuckle Precinct, exposed the remains of an iron-hulled vessel and the potential remains of a bow of another boat in reclamation fill (AMAC 2007:1). The iron hulled vessel comprised the remains of the Leo; a side-wheel paddle-steamer constructed in 1871 in Bristol, England brought to Australia by the Newcastle Co-operative Steam Tug Co. Ltd in 1875 where it worked as a tug boat for larger ships in and out of the port, a hulk for transporting dredgeate for reclamation until it foundered on 13 December 1917 (Heritage NSW Maritime heritage database).

Site	Address	Description
Site ID 3971 Admiralty patent anchor	45 Honeysuckle Drive, Newcastle Approximately 500 m to the northeast of project area	In 2021 an anchor was exposed in reclamation 4.5 m below ground level at 45 Honeysuckle Drive, Newcastle development. Found during excavations of the site at a depth which was probably the former seabed of the Hunter River. The anchor is an Admiralty patent anchor, with a folding stock. Folding stocks were introduced from around the second half of the nineteenth century. The anchor has a ring to secure the anchor chain. Anchor rings were gradually replaced with shackles from around the 1840s onwards, which could indicate that the anchor may later have been fitted with a folding stock (Heritage NSW Maritime heritage database).
Site ID 2799 Lighter (Rho)	Newcastle Harbour Located in the harbour approximately 900 m to the northeast of the project area	The lighter Rho sank in Newcastle Harbour on December 9th, 1924. On January 17th, 1925, Captain Peter Sutherland, second assistant harbour master at Newcastle harbour, took legal proceedings against her owner, John A Callen as the Rho was impeding navigation and he had not removed the wreck within ten days of being served with written advice to do so (Heritage NSW Maritime heritage database).

5.0 Recent Archaeological Projects

5.1 University of Newcastle City Campus Development

Curio Projects 2018 reports (Curio Projects 2018a & b) identified three historical phases with archaeological potential across the wider University City Campus Development area (refer to **Figure 1.1**):

- Phase 1 – 1810 to 1857 including:
 - Early use of the area as Bishops Settlement (the Church Estate area).
 - Early Land Reclamation.
- Phase 2 – approximately 1857 to 1933 including:
 - Honeysuckle Rail Workshops.
 - Land Reclamation.
- Phase 3 – 1933 to 1990s comprising:
 - Civic Railway Workshops.

5.1.1 University of Newcastle Stage 1 Enabling Works

Archaeological monitoring and recording of trenches in advance of the installation of new electrical and telecommunication services as part of Stage 1 Enabling Works within the University City Campus Development area was undertaken in 2021. Monitoring of service trenching works along the south side of Wright Lane identified the area to be heavily disturbed with no potential historical archaeological remains exposed (Curio Projects 2021).

Archaeological monitoring to the northeast (outside) of the current project area identified postholes cut into the natural soil/sand horizon (refer to **Figure 5.1**). No building footprints could be discerned from the exposed postholes. It was considered that it was likely a marginal area, possibly with timber structures like stockyards, until taken over by the railway and the later rail workshop area. Nothing was exposed of a substantial nature or any archaeological significant deposits (Curio Projects 2021).



Figure 5.1 Historical Postholes and Cuts Extending into Natural sand

Archaeological monitoring to the northeast (outside) of the current project area exposed a number of postholes.

Source: Curio Projects 2020.

5.1.2 2021 Geotechnical Testing Program

In 2021 Umwelt undertook archaeological monitoring of a geotechnical/contamination testing program within the wider University City Campus Development area (Umwelt 2021a).

A mixture of test pits (TP) excavated utilising a small excavator and boreholes (BH), which were augered, were undertaken dependant on the nature of the deposit and the intent of the geotechnical testing. Test pitting was undertaken as the best option to assess the presence of potential asbestos in soils (boreholes prohibit such field observations).

Table 5.2 summarises the results of archaeologically monitored geotechnical testing within the project area. Locations of test locations are shown on **Figure 5.2**.

The west end of project area being located within the remediated harbour area was reflected by the deep gravel reclamation fill noted within boreholes (for example BH17 to BH20).

Within the former rail corridor area introduced gravels above geofabric were exposed likely relating to the removal of the heavy rail undertaken prior to the Newcastle Light Rail project. Beneath the modern gravel fills and geofabric mixed fill with coal wash reject and slag was exposed above natural sand. The mixed fill likely relates to the establishment and use of the former rail corridor.

No evidence of the former Mortuary Station was exposed.

Table 5.1 Geotechnical Testing Results within Project Area

Test Pit (TP) / Boreholes (BH)	Depth	Stratigraphy	Notes
BH14	0 to 300 mm	Road base, loose stoney carpark fill.	In former rail corridor
	300 to 700 mm	Mixed dark grey fill with slag and stoney inclusions. Geofabric at 700 mm.	
	700 + m	Wind blown dune sand	
BH15	0 to 400 mm	Road base, loose carpark fill. Geofabric at 400 mm.	In former rail corridor
	400 to 700 mm	Mixed dark grey fill with modern inclusions.	
	700 mm	Unknown refusal.	
BH17	0 to 200 mm	Carpark surface and road base.	Within reclaimed area
	200 mm to 2 m	Very mixed dark introduced fill with brick, stone and terracotta fragments.	
	2 m to 2.5 + m	Dark grey / black silty sandy clay with some marine inclusions. Indicative of acid sulfate soils.	
BH 18	0 to 200 mm	Carpark surface and road base.	Within reclaimed area
	200 mm to 1.8 m	Very mixed dark fill. Some machine made brick fragments, porcelain, window glass and slate.	
	1.8 to 2.3 m	Orange brown mixed gravel fill.	
	2.3 to 2.8 + m	Acid sulfate soil sediments.	
BH19	0 to 200 mm	Carpark surface and road base.	Within reclaimed area
	200 to 500 mm	Very mixed gravel fill / road base?	
	500 mm to 2 + m	Very fine marine sediment – dredge sand. Occasional brick fragments, metal barrel strap.	
BH20	0 to 50 mm	Within reclaimed area.	Within reclaimed area
	50 to 300 mm	Brown silty sand fill.	
	300 to 900 mm	Dark brown loamy fill with occasional crushed brick fragments.	
	900 mm to 1.8 m	Coarse brown sandy dredge fill with fine shell fragments.	
	1.8 to 3 + m	Dark grey sandy dredge fill with fine shell fragments.	
BH32	0 to 300 mm	Wright Lane asphalt surface and base.	Within reclaimed area
	300 to 500 mm	Very mixed sandy gravels. Subgrade like material.	
	500 mm	Very thin ephemeral dark grey sandy lenses.	
	500 +mm	Fine to medium fine grain yellow sands.	
BH34	0 to 300 mm	Wright Lane asphalt surface and base.	Within reclaimed area
	300 to 600 mm	Sandy gravel fill.	
	600 mm to 1.8 m	Pale yellow coarse sands and fine shell fragments / marine sediment (dredge fill). Occasional crushed brick.	
	1.8 to 3.7 + m	Very wet gravelly sand fill.	

Project area is shaded blue.

Source: APP 2021.

Extensive historical archaeological investigation was undertaken in 2017/2018 associated with the construction of the Newcastle Light Rail Project, a 2.7 km light rail route from Wickham Interchange to Pacific Park in the Newcastle CBD.

Excavation for a new east west running sewer, about 7 m north of the boundary to the old rail corridor at Worth Place, revealed a sandstone wall in the centre of Worth Place roadway (refer to **Table 5.2**). The wall was part of the former causeway for the Bullock Island bridge; demolished following its closure in 1913 following which the area of the causeway was reclaimed.

The exposed wall was made of light grey, fine Waratah sandstone blocks. The blocks were between 320 and 750 mm long and up to 270 mm high. The blocks were smoothed by the tides but some pick marks were still visible. The top of the first complete course was about 450 mm under the current road surface. There was no mortar evident. The bottom of the trench was approximately 1.5 m below the road surface. The wall was leaning to the east into the embankment at an angle of about 42 degrees from the vertical.

The top of highest course of stones was 1.89 m AHD.

Table 5.2 Bullock Island Bridge Causeway Wall Photographs

Bullock Island Bridge Causeway Wall	
 View north along Worth Place towards former Bullock Island, (now Carrington) showing the causeway wall	 View east towards Wright Lane showing the causeway wall

5.3 Honeysuckle Railway Workshops Archaeological Remains

From the 1870s the majority of the wider area would have been part of the former rail corridor and Honeysuckle Railway Workshops.

The large sheds of the Honeysuckle Railway Workshops were major brick structures constructed on sandstone and concrete footings excavated to some depth. The footings of an 1870s constructed 'Railway Carriage Shed and Repairing Shop' is described as being:

...composed of a bed of concrete nine inches thick, and three feet wide, next comes a course of stone two feet wide, and a foot high, then there are 2'6" of brickwork (18" wide) before the surface is reached. This forms the foundation, from which the walls are carried to a height of 16' (The Maitland Mercury and Hunter River General Advertiser 13 September 1873).

Footings of both the Honeysuckle Railway Workshops 1870s Railway Carriage Shed and an 1880s Carriage Shed have been exposed to the east (outside) of the project area as part of Hunter & Central Coast Development Corporation's (HCCDC) Museum Park project and Evolve Housing affordable housing project at 4 Merewether Street (Umwelt 2020 b & c). In addition, similar footings (of an approximately 1880 to 1890 constructed Railway Carriage shed) have recently been exposed during HCCDC's The Station project at the former Newcastle Railway Station (Umwelt 2021b).

These works confirmed aspects of the detailed description of the earlier 1870s built railway carriage shed from the 1873 newspaper article; including depth and size of the footings. The workshop sheds are all located to the east and north (outside) of the project area as shown on the accurate 1890s Water Board plans and aerial photography dating from 1938.

The construction of the heavy rail corridor suggests that there is unlikely to be any surviving remains of any earlier more temporary rail related buildings (present in 1857) or pre 1850s remains associated with the Honeysuckle Point Church Estate within areas heavily developed and utilised by the rail and associated yards.

5.4 Locomotive Turntable

As discussed in **Section 3.5.1**, in 1994 archaeological investigation was undertaken in the location of the turntable; which is located within the project area (Fenwick 1994).

The investigation exposed the circular brick wall and the brick floor of the turntable pit. The pit measured 12.270 m (40 feet 3 inches) in diameter and up to 1.55 m in depth (to brick base of running rail platform / brick drain base) (refer to **Figure 5.3** to **Figure 5.5**).

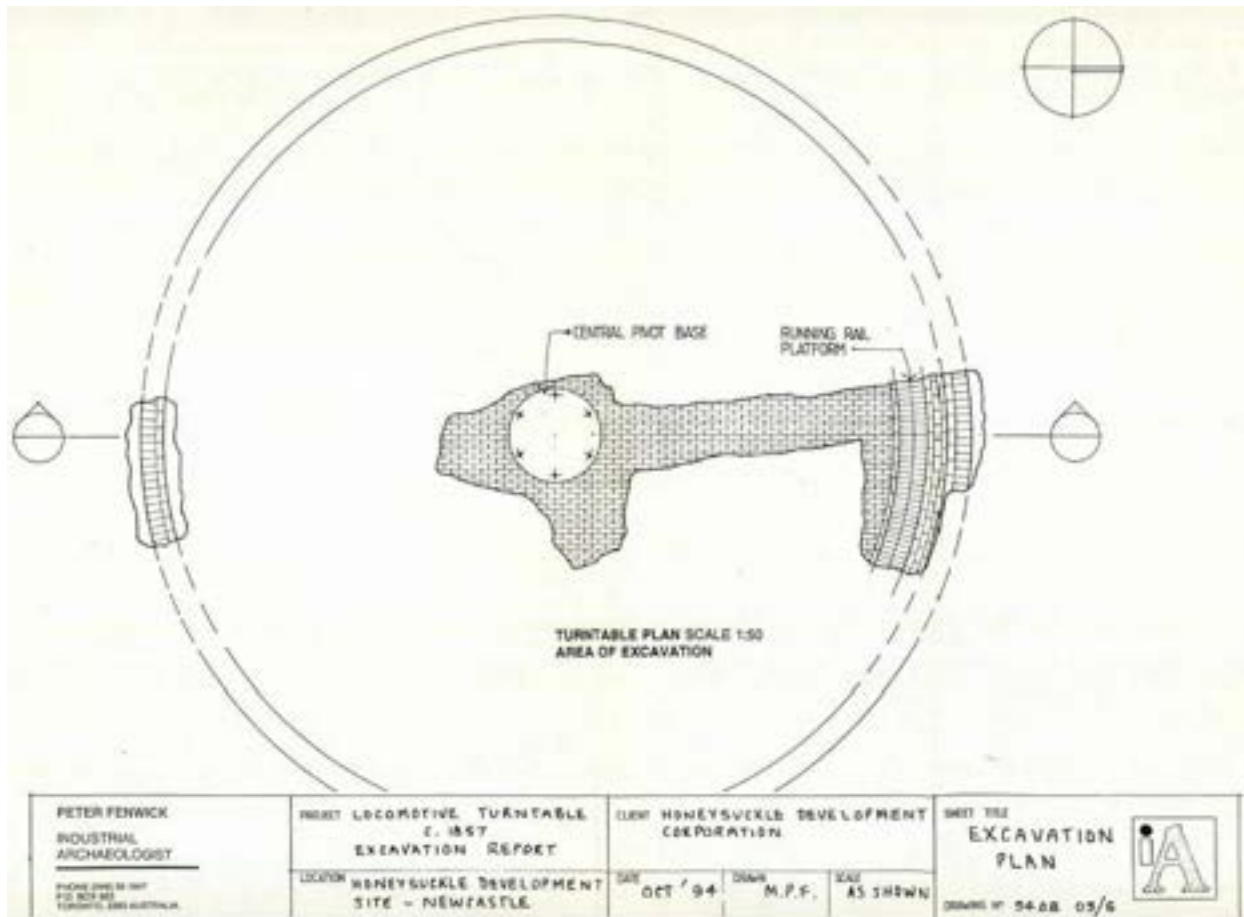


Figure 5.3 Archaeological Plan of the Locomotive Turntable

Source: Fenwick 1994.

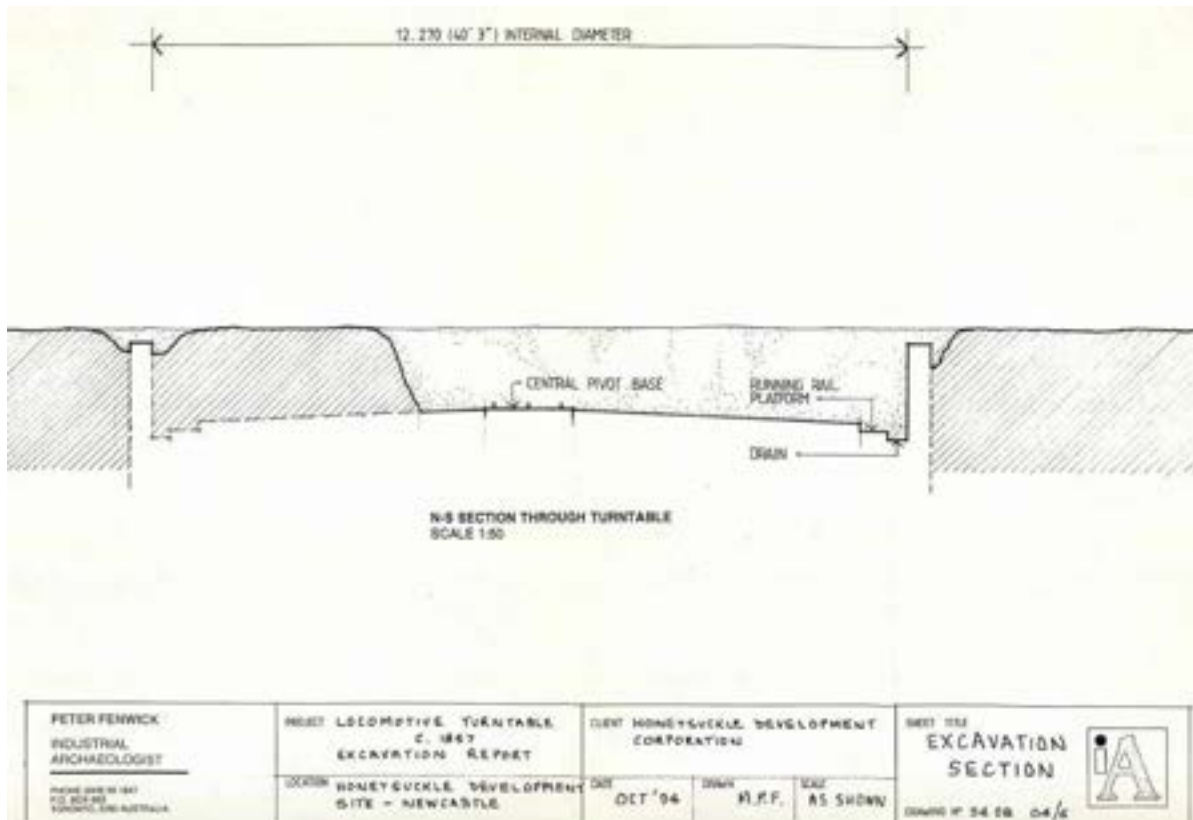


Figure 5.4 Archaeological Section of Locomotive Turntable

Source: Fenwick 1994.

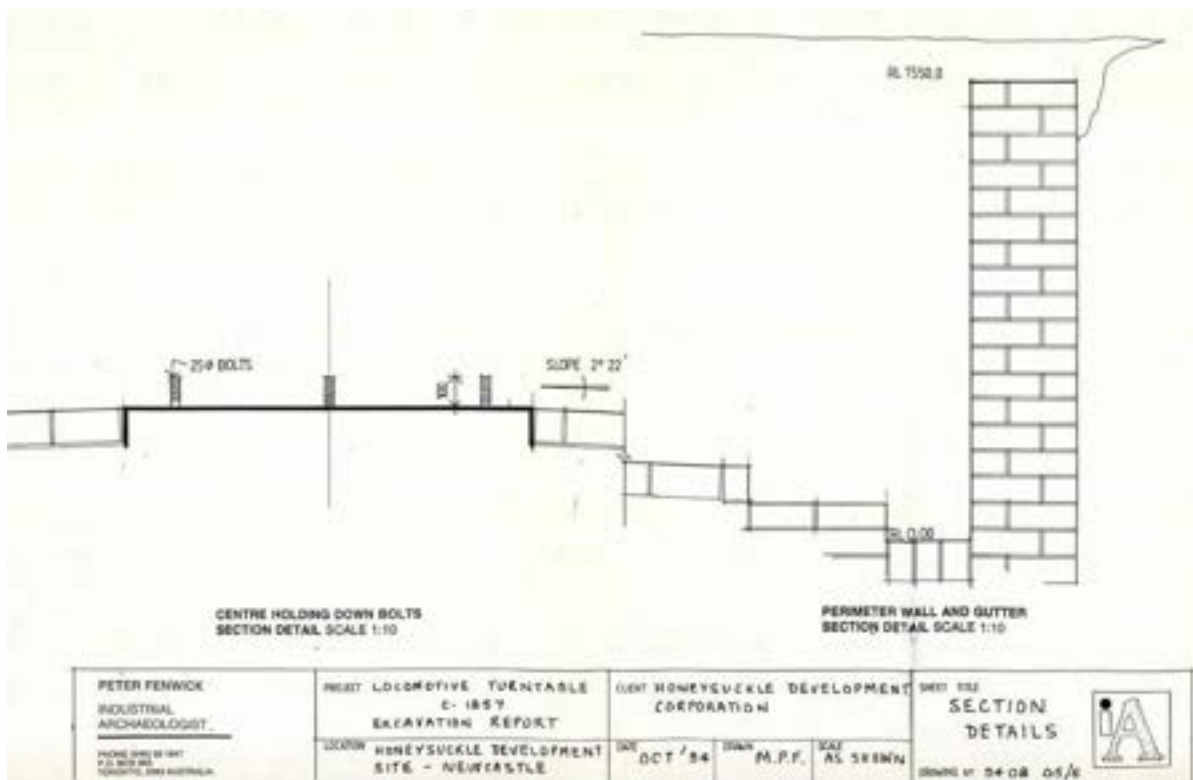


Figure 5.5 Archaeological Section Detail of Locomotive Turntable

Source: Fenwick 1994.

5.5 Unexpected Finds

A large portion of the wider Honeysuckle area was part of Throsby Creek until twentieth century reclamation was undertaken. Although difficult to predict there may be potential for unexpected finds within reclamation fill or at the interface with the natural bed of Throsby Creek.

With the exception of the abandoned ocean vessel the Leo (exposed in 2006) and the Admiralty patent anchor (in 2021) discussed in **Section 4.3**, and occasional timber posts (likely associated with reclamation seawalls constructed along the harbour foreshore), it is uncommon for pre-reclamation maritime features or relics to be exposed; especially considering the extent of construction within reclaimed land along the Honeysuckle harbourfront.

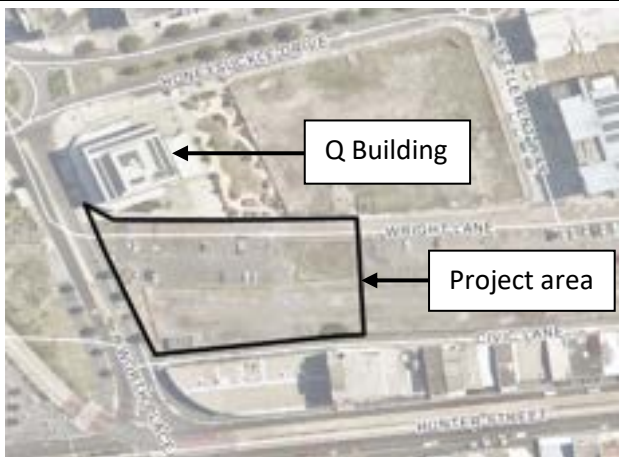
6.0 City Campus Student Accommodation Project

6.1 Project Area

As discussed in **Section 1.0**, the University of Newcastle is continuing development of Stage 1B of the City Campus Development. As part of the project, the University is developing a 9 level multi-purpose student accommodation and retail facilities at the corner of Worth Place and Civic Lane, Newcastle, NSW (refer to **Figure 1.1**).

The project is adjacent to (to the south of) the recently constructed University Q Building.

Table 6.1 Project Area Photographs

Project Area	
 The project area at the corner of Worth Place and Civic Lane. Q Building is adjacent to the project area at the corner of Honeysuckle Drive and Worth Place.	 View southeast across the project area showing the current carpark and the former rail corridor. The location of the Locomotive Turntable is the square grassed area centre left of image.
 View to west across the former rail corridor portion of the project area towards Worth Place.	 View to west across the former rail corridor portion of the project area. University of Newcastle Q Building top right of image.

Project Area	
 View to south across the former rail corridor portion of the project area towards Civic Lane. Ausgrid Sub Station centre of image. Note the substation has been decommissioned and will be removed as part of approved enabling works separate to the Student Accommodation Project.	 View to north across the former rail corridor portion of the project area towards Wright Lane. Fenced grassed location of the former Locomotive Turntable centre of image.
 View to south from Wright Lane showing fenced grassed location of the former Locomotive Turntable.	 View to southwest across Wright Lane and the current car park portion of the project area.

6.2 Proposed Works

As a result of flood protection requirements, the proposed student accommodation building will be set on a podium of imported fill at 2.85 m AHD. Current site levels are between approximately 2.0 to 2.5 m AHD.

Works will include general site grading and landscaping; however, this will be undertaken upon the imported fill.

Subsurface services will require 1000 to 2500 mm of excavation and substructure features will reach a maximum depth of 19 to 25 m below the current ground surface. **Table 6.2** provides a summary of proposed below ground project activities.

Figure 6.1 to **Figure 6.3** provide concept project plans.

Table 6.2 Below Ground Project Activities

Project Components	Impact (depth)
Rainwater retention and detention tanks	Expected maximum depth below existing surface level 2.5 m
Lift pits	Expected maximum depth below existing surface level 1.5 m
Electrical mains	Expected maximum depth below existing surface level 1.0 m
Water mains	Expected maximum depth below existing surface level 1.0 m
Sewer mains	Expected maximum depth below existing surface level 2.5 m
Stormwater	Expected maximum depth below existing surface level 2.5 m
Substructure	Expected maximum depth below existing surface level 19–25 m

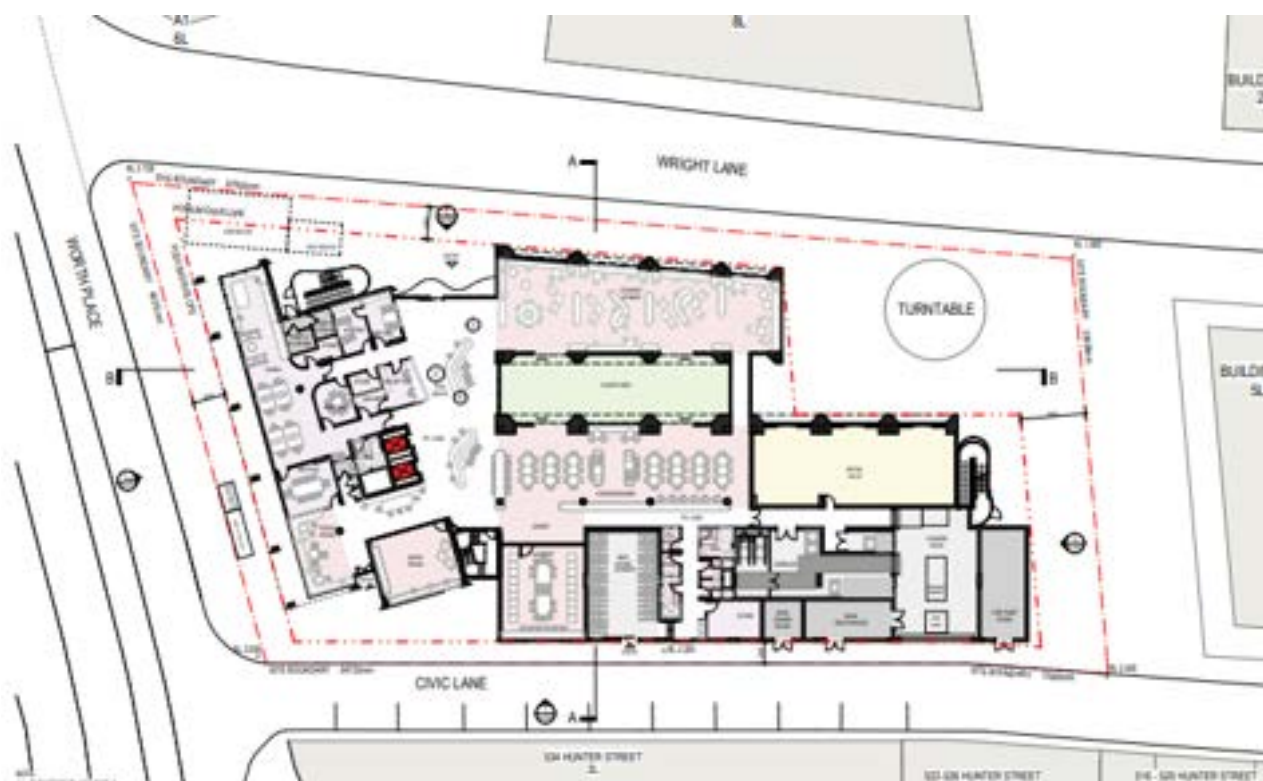


Figure 6.1 Floor Plan Ground Level

Note the locomotive turntable is outside the proposed building footprint. The turntable will be retained in situ and interpreted.

Source: Architectus 2024 (drawing DA_1000).



Figure 6.2 Section A-A Plan

Note the raised ground level.

Source: Architectus 2024 (drawing DA_2501).

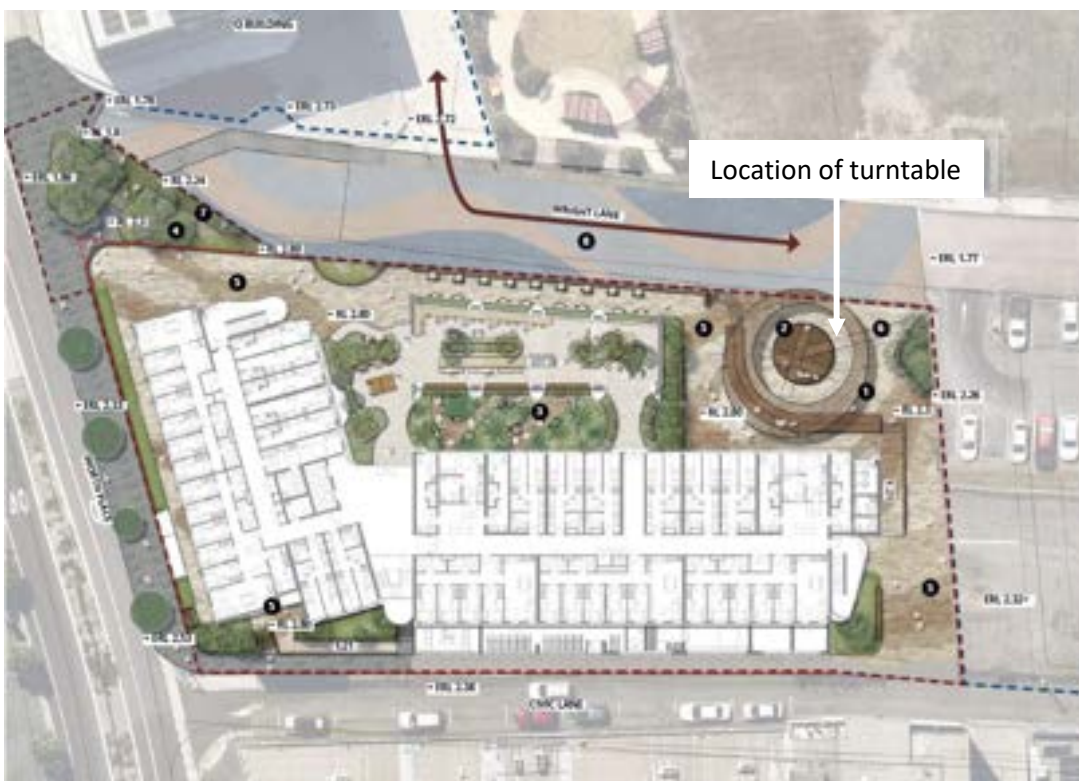


Figure 6.3 Ground Floor Landscape Plan

Note the locomotive turntable is outside the proposed building footprint. The turntable will be retained in situ and interpreted (as shown in the image). The turntable will be subject to further design changes.

Source: Arcadia 2024.

7.0 Historical Archaeological Assessment

Historical archaeology in Australia generally relates to the study of the past using physical evidence in conjunction with historical sources. Historical archaeology is generally defined as comprising the period since European arrival in Australia in 1788.

An archaeological resource is the physical evidence of the past and may comprise sub-surface evidence including building foundations, occupation deposits, features and artefacts. The historical archaeological potential of an area is the likelihood that there may be physical evidence relating to earlier phases of development and occupation beneath the current footprint of the site.

The potential for a site to contain an archaeological resource is determined not only by the nature and extent of the historical development and occupation of the area, but also by the nature and extent of any subsequent disturbance to the site. In assessing archaeological potential, it is important to understand the level of potential disturbance to the archaeological resource. Existing below-ground disturbance may preclude the potential for historical archaeological remains in that particular location. While it is not possible to accurately determine the extent of disturbance due to the lack of subsurface visibility, it is possible to make a number of informed observations.

7.1 The Project

As discussed, the proposed campus student accommodation building will be set on a podium of imported fill with no proposed bulk excavation.

As a result, below current ground level impacts will be limited to subsurface services, lift pits and tanks.

7.2 Potential Historical Archaeological Remains

As discussed, prior to reclamation the northwest portion of the project area was entirely within the harbour and has no potential for any significant archaeological remains (refer to **Figure 7.1**). In the twentieth century (following reclamation) the northwest portion of the project area formed part of the Honeysuckle railyards.

The west end of project area being located within the remediated harbour area was reflected by the deep gravel reclamation fill noted within 2021 geotechnical boreholes.

The potential for archaeological remains to be present across the remainder of the project area is discussed below.

7.2.1 Early Use of the Area (1810 to 1857)

Curio Projects 2018 reports identified the archaeological potential for evidence of the early use of the wider University City Campus Development area (Curio Projects 2018a & b).

However, any significant evidence for the pre 1850s use of the City Campus Development area would be located to the east of the project area within the former area of Honeysuckle Point. Any pre-1850s use of the project area would likely be associated with it being a marginal area only until taken over by the railway and the later rail workshop area. Any potential use of this area would have likely been limited to ephemeral timber structures or fence lines highly susceptible to impact from the later rail use of the project area and with little potential for any significant archaeological remains.

7.2.2 Railway Workshops

As discussed, the rail workshop sheds are all located to the east and north (outside) of the project area as shown on the accurate 1890s Water Board plans and aerial photography dating from 1938.

The southern half of the project area is located within the former heavy rail corridor. Within the former rail corridor area introduced gravels above geofabric are present likely relating to the removal of the heavy rail undertaken prior to the Newcastle Light Rail project. Beneath the modern gravel fills and geofabric mixed fill with coal wash reject and slag is present above (and cut into) natural sand. The mixed fill likely relates to the establishment and use of the former rail corridor, which would have significantly impacted any ephemeral pre-rail use of the former heavy rail corridor.

7.2.3 Locomotive Turntable

The former locomotive turntable is located within the project area but outside the proposed building footprint and will not be physically impacted.

The turntable will be retained in situ and interpreted.

7.2.4 Bullock Island Causeway

The eastern face of the southern end of the Bullock Island causeway may be present along the western boundary of the project area (refer to **Figure 7.1**). A portion of the western face of the causeway was exposed in the centre of Worth Place roadway in 2018 approximately 450 mm below the road surface (refer to **Section 5.2**). There are unlikely to be any project related impacts along the western boundary of the project area with sufficient depth and extent to expose or disturb remains of the causeway.

In addition to the section exposed and reported as part of the Newcastle Light Rail project, there is documented evidence (including photographs) of the causeway and bridge. As discussed in the Newcastle AMP 1997, evidence of the Bullock Island bridge and causeway *'is unlikely to yield significant information'* (Suters 1997).

It is noted that if exposed, further evidence of the causeway would likely be considered to be a 'work' rather than an archaeological 'relic' under the Heritage Act (refer to **Section 2.3.2**).

7.2.5 Mortuary Station

Mortuary Station railway platform, station building and signal box were constructed in 1883 and demolished in 1933. They were of timber construction, elevated on piers. The signal box, platform and a portion of the station were located along the southern boundary of the project area (refer to **Figure 7.1**).

The nature of the construction of the platform, station building and signal box (being timber elevated on piers), their demolition in 1933, the use of their former location as part of the heavy rail corridor and the subsequent removal of the heavy rail corridor suggests there is unlikely to be any meaningful or significant archaeological evidence of the structures related to the station.

In addition, proposed below current ground level impacts such as the lift pits and tanks are to the north of the former location of the station. As such, in the unlikely event archaeological remains of the station are present, there are unlikely to be any project related impacts with sufficient depth and extent to expose or disturb the archaeological remains.

In addition, the station building, platform and signal box are described in historical records and shown on a number of historical photographs and plans.

7.2.6 Unexpected Finds

As discussed in **Sections 4.3** and **Section 5.5**, although considered unlikely and difficult to predict there is potential for unexpected finds to be exposed in the Honeysuckle area within reclamation fill or at the interface with the natural bed of Throsby Creek.

With the exception of the abandoned ocean vessel the Leo (exposed in 2006), the Admiralty patent anchor (in 2021) and occasional timber posts (likely associated with reclamation seawalls constructed along the harbour foreshore) it is uncommon for pre-reclamation maritime features or relics to be exposed; especially considering the extent of construction within reclaimed land along the Honeysuckle harbourfront.

It is noted that as the proposed building is to be constructed on a raised podium with no bulk excavation and below ground project impacts limited to services, lift pits and tanks it is considered unlikely that significant unexpected archaeological remains will be exposed as part of the project.

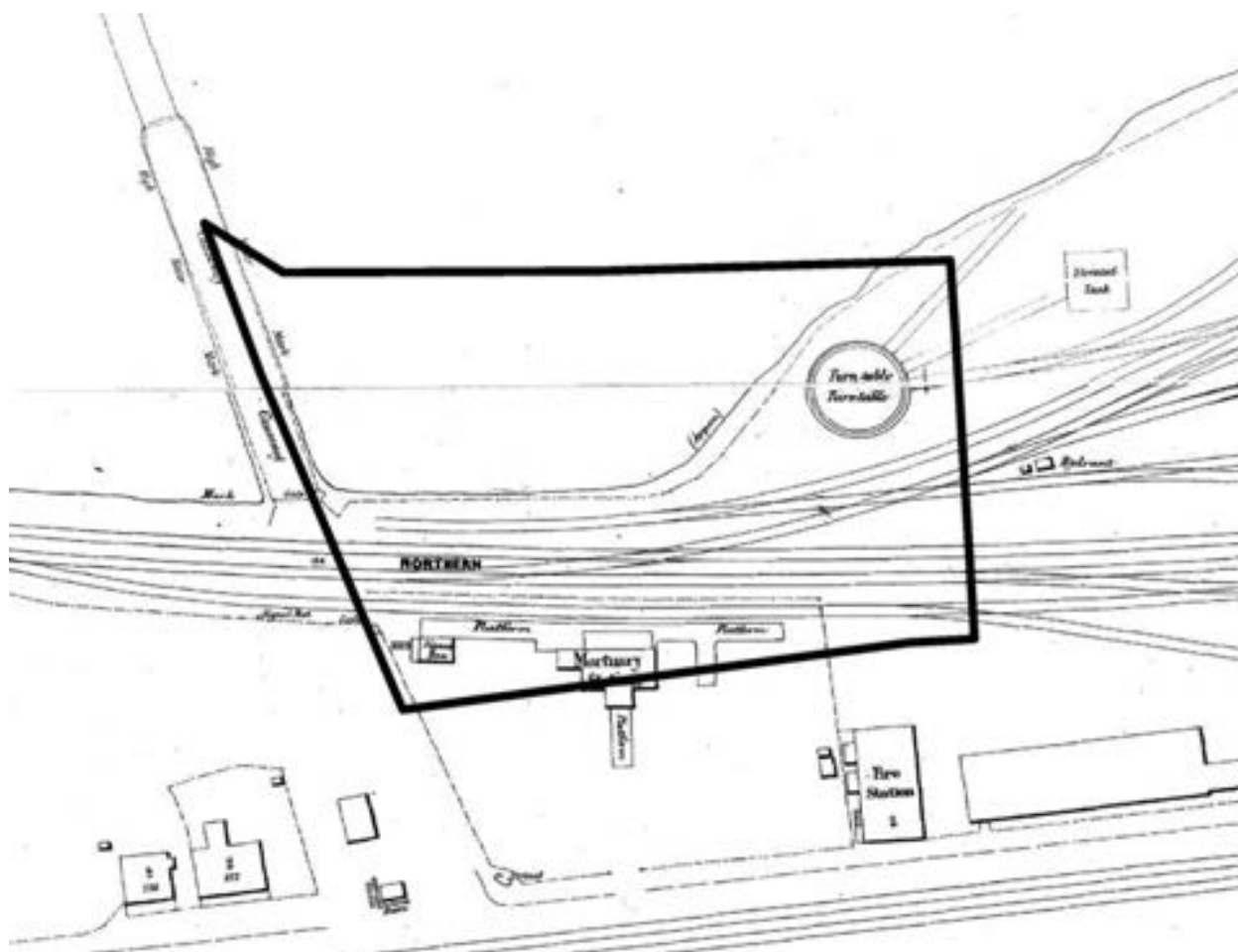


Figure 7.1 Detail of 1896 Hunter District Water Board Plan showing Project Area

Detail shows the shoreline, Bullock Island Causeway, locomotive turntable, rail lines and Mortuary Station.

Source: Cultural Collections, University of Newcastle.

7.3 Summary of Archaeological Potential

Prior to reclamation the northwest portion of the project area was entirely within the harbour and has no potential for any significant archaeological remains.

From the mid nineteenth century the project area has been associated with the railway, associated rail yards and reclamation activities.

With the exception of the locomotive turntable (which is outside the proposed building footprint and will not be physically impacted; it will be retained in situ and interpreted) it is considered unlikely that any significant historical archaeological 'relics' will be exposed within the project area.

8.0 Conclusions and Recommendations

8.1 Conclusions

Based on the assessment presented in this report, the proposed works are considered unlikely to result in any adverse impacts to significant historical archaeology.

It is considered unlikely that historical archaeological 'relics' will be exposed within the project area.

8.2 Recommendations

The following recommendations are provided (with reference to the requirements of the Heritage Act) to ensure that the works are undertaken in accordance with best practice standards, and to ensure that in the event that any archaeological material is exposed during works, the appropriate procedures are followed.

Recommendation 1 The proposed works may proceed without any further historical archaeological investigation, provided that the impacts and extent of the proposed works are consistent with those discussed in this report. Works should, however, proceed with caution.

Recommendation 2 The known location of the former locomotive turntable should be identified and protected during proposed project works to ensure no inadvertent impacts occur to the below ground structure of the turntable.

Recommendation 3 All persons working on site should be made aware of their obligations and requirements in relation to the relevant provisions of the Heritage Act.

Recommendation 4 In the unlikely event that historical archaeological remains are exposed during proposed sub-surface works, work must cease, an appropriately qualified archaeologist consulted with and if appropriate the Heritage Council notified in accordance with section 146 of the Heritage Act.

9.0 References

- AMAC, 2009, Baseline Archaeological Assessment Cottage Creek Precinct and Wickham Urban Village Newcastle NSW.
- AMAC, 2007, Test Excavations and Archaeological Assessment of Maritime Relic Lee Wharf C, Honeysuckle Precinct, Newcastle, NSW.
- C and M.J Doring 1990 Honeysuckle Point Heritage Study.
- Curio Projects 2021. Stage 1 Works Archaeological Monitoring, Final Report. University of Newcastle.
- Curio Projects, 2018a. Archaeological Assessment for University of Newcastle, Honeysuckle City Campus.
- Curio Projects, 2018b. Historical Archaeological Research Design University of Newcastle, Honeysuckle City Campus Development, Stage 1A Enabling Works.
- Edward Higginbotham & Associates 2013. Newcastle Archaeological Management Plan Review – Draft document.
- Fenwick, P. 1994. Honeysuckle Point Locomotive Turntable Excavation Report Newcastle New South Wales.
- Heritage NSW Maritime heritage database. <https://www.environment.nsw.gov.au/topics/heritage/search-heritage-databases/maritime-heritage-database>
- NSWrail.net. Newcastle Mortuary Station.
<https://www.nswrail.net/locations/show.php?name=NSW:Newcastle+Mortuary>
- Otto Cserhalmi + Partners P/L 2002. Eveleigh Locomotive Workshops Conservation Management Plan.
- RMS 2015. Unexpected Heritage Items Procedure.
- Russell Rigby 2019. The Hunter District Water Board Plans of the 1890s A Presentation to the Hunter Living Histories Initiative. <https://hunterlivinghistories.com/2019/06/07/hdwb/>. Accessed 8 August 2019.
- Suters Architects and Planners, Lavelle, S., C and MJ Doring Pty Ltd and Turner, J, 1997. Newcastle Archaeological Management Plan, prepared for Newcastle City Council.
- Transport for NSW 2022. Unexpected heritage items procedure.
- Transport Heritage NSW. NSW Cemetery Railways. <https://www.thnsw.com.au/post/nsw-cemetery-railways>.
- University of Newcastle Living Histories. <https://livinghistories.newcastle.edu.au/nodes/view/88745>
- Umwelt, 2020a. Archaeological Report Newcastle Light Rail Project.
- Umwelt 2020b. Archaeological Report Former Civic Station 430 Hunter Street Newcastle.

Umwelt 2020c. Archaeological Report 4 Merewether Street Newcastle, NSW.

Umwelt 2021a. Geotechnical Testing Honeysuckle City Campus Development.

Umwelt 2021b. Newcastle Railway Station Additional Group Archaeology Report (S60/2020/006).

