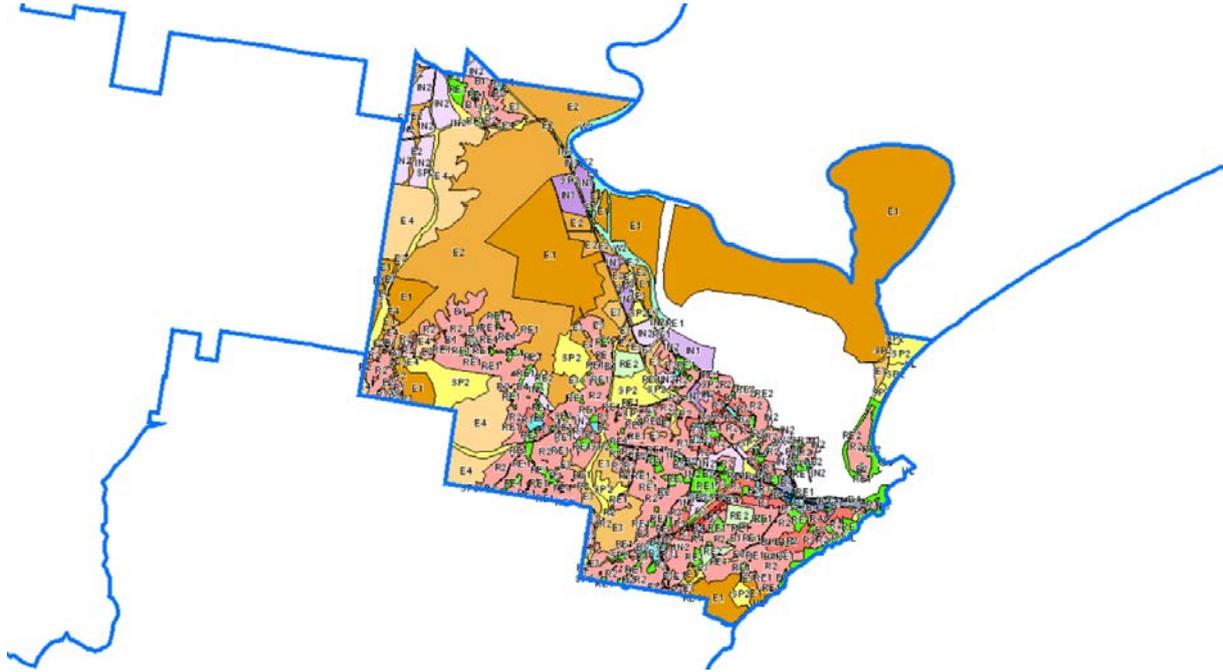

ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

- ITEM-35 CCL 28/05/19 - CREATE A NEW HERITAGE ITEM FOR THE FORMER CIVIC RAILWAY STATION, NEWCASTLE. ENDORSE AMENDMENT TO THE NEWCASTLE LEP 2012**
- Attachment A** Planning Proposal – new heritage item for the former Civic Railway Station, Newcastle
- ITEM-37 CCL 28/05/19 - EXHIBITION OF THE DRAFT FERN BAY AND NORTH STOCKTON STRATEGY**
- Attachment A** Draft Fern Bay and North Stockton Strategic Plan
Attachment B Implementation Plan
Attachment C Background Investigations
- ITEM-38 CCL 28/05/19 - MARCH QUARTERLY BUDGET REVIEW**
- Attachment A** Quarterly Budget Review Statement – March 2019
- ITEM-39 CCL 28/05/19 - ENDORSEMENT OF MARCH QUARTERLY PERFORMANCE OF OUR BUDGET (2018-2022 DELIVERY PROGRAM) - 28 MAY 2019**
- Attachment A** March Quarterly Performance on the 2018-2022 Delivery Program (Our Budget)
- ITEM-40 CCL 28/05/19 - EXECUTIVE MONTHLY PERFORMANCE REPORT**
- Attachment A** Executive Monthly Performance Report - April 2019

**ORDINARY COUNCIL MEETING
28 MAY 2019**

**CCL 28/05/19
PLANNING PROPOSAL FOR THE FORMER CIVIC RAILWAY STATION -
430 HUNTER STREET NEWCASTLE**

Attachment A: Planning Proposal – new heritage item for the former Civic Railway Station, Newcastle



Endorsement Planning Proposal – create new heritage item for the former Civic Railway Station, Newcastle

Proposed Amendments to Newcastle Local Environmental Plan 2012
Instrument | Schedule | Mapping

Version 1 | Council endorsement
April 2019

CONTENTS

Introduction	1
Summary of proposal	1
Background	1
Site.....	2
Part 1 - Objectives or intended outcomes.....	5
Part 2 - Explanation of provisions	5
Part 3 - Justification	6
Section A - Need for the planning proposal	6
Section B - Relationship to strategic planning framework	7
Section C - Environmental, social and economic impact	13
Section D - State and Commonwealth interests.....	17
Part 4 - Mapping	18
Part 5 - Community consultation	22
Part 6 - Project timeline	23
Appendices	23
Appendix A: Section 170 Register listing SRA623 - Civic Railway Station Group	
Appendix B: Statement of heritage impact and drawings of DA consent 2018/00578 – Civic Railway Station	
Appendix C: draft State Heritage Inventory for the former Civic Railway Station	

Former Civic Railway Station, Newcastle

430 Hunter Street, Newcastle

Introduction

This planning proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (NSW). It explains the intended effect of a proposed local environmental plan (LEP) and sets out the justification for making the plan.

'A guide to preparing planning proposals' has been used to guide and inform the preparation of this planning proposal.

This planning proposal is for everyone. It will be used to decide whether the proposal should proceed or not.

The planning proposal may evolve over time due to various reasons, such as feedback during exhibition. It will be updated at key stages in the plan making process.

Summary of proposal

Proposal	Amend the Newcastle Local Environmental Plan 2012 to create a new heritage item for the former Civic Railway Station.
Property Details	430 Hunter Street, Newcastle (Lot 7, DP 1247375)
Applicant Details	City of Newcastle

Background

The former Civic Railway Station site is currently in the ownership of Hunter and Central Coast Development Corporation (HCCDC) and is already listed as an item of Local Heritage Significance under Section 170 of the Heritage Act 1977 known as 'Civic Railway Station Group' (See **Appendix A** for s.170 Register listing SRA623).

The Heritage Act requires all government agencies to identify and manage heritage assets in their ownership and control. Under s.170 of the Heritage Act, government bodies must establish and keep a register which includes all items of environmental heritage listed on the State Heritage register (SHR), an environmental planning instrument or which may be subject to an interim heritage order that are owned, occupied or managed by that government body. All government agencies must also ensure that all items entered on its register are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Minister on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of identified sites, items and objects and are based on relevant NSW heritage legislation and statutory guidelines. Any works carried out within the curtilage of a s.170 heritage listed site should be recorded and the s.170 Register listing updated upon completion.

The Civic Railway Station and associated section of the Newcastle Rail Line closed to public services in December 2014. Amendment 32 of the Newcastle Local Environmental Plan 2012 (NLEP 2012) was made in April 2018 to re-zone the surplus rail corridor between Worth Place and Watt Street from SP2 Infrastructure to other land uses including B4 Mixed Use and RE1

Public Recreation. The current lot of the site was created in October 2018 with the implementation of DA consent 2018/00048 which subdivided the three parent lots of Civic Lane and Wright Lane, and the rail corridor (between Merewether Street and Worth Place) into seven lots. Subsequently DA consent 2018/00578 was issued in October 2018 to part demolish structures such as the footbridge and platforms, and make alterations and additions to the station building and platform shelter for adaptive re-use, and associated landscaping (see **Appendix B** for approved statement of heritage impact and drawings of DA consent 2018/00578). Works commenced on implementing this consent in February 2019 and it is expected to be complete by approximately September 2019. Once the works are complete the ownership of the planning proposal site is due to be transferred from HCCDC to the City of Newcastle (CN).

Furthermore, DA consent 2018/00048 subdivided the site of the Civic Rail Station into three separate lots. The rail platforms to the east are now known as 4 Merewether Street (Lot 4, DP 1247375) and are also currently in the ownership of HCCDC. DA consent 2018/00622 was issued in December 2018 to demolish these rail platforms and erect a five storey mixed use affordable housing development. In March 2019 works commenced to implement this consent. The other rail platforms to the west and part of the former rail station car park known as 10 Civic Lane (Lot 3, DP 1247375) are now owned by the University of Newcastle. A DA is expected to be submitted shortly to redevelop the land for educational purposes.

When the ownership of the site transfers from a State agency to CN, the Civic Railway Station site will be required to be removed from the s.170 Register. This planning proposal ensures that the site at 430 Hunter Street, Newcastle continues to be protected as a heritage item.

Site

The site is 430 Hunter Street, Newcastle – legally referred to as Lot 7, DP 1247375.

The site is approximately 0.29 hectares in size, broadly rectangular shaped bounded by the Newcastle Museum to the north, the affordable housing site under construction to the east, Hunter Street to the south, and the former rail corridor and rail station car park to the west. It is located within Newcastle City Centre, with the Commercial Core immediately to the south. There is no predominant use in the locality, instead there is a broad mix of cultural, educational, commercial and residential uses.

The former Civic Railway Station site is currently in the ownership of HCCDC and is listed as an item of Local Heritage Significance under Section 170 of the Heritage Act 1977 known as 'Civic Railway Station Group' (See **Appendix A** for s.170 Register listing SRA623). The Statement of Significance dated from October 2016 is as follows:

"Civic Railway Station Group is significant at a local level as part of an important municipal precinct for its direct associations with developing a new civic centre for Newcastle in the 1930s, represented both in name and a new architectural style. The station building is the first Interwar Functionalist railway building in NSW to employ domestic architectural features, demonstrating the NSW Railways experimentation with new styles during the Interwar period.

The site is also significant as the former 1857 Newcastle (Honeysuckle) terminus station on the Great Northern Railway line, one of the first railway lines in Australia that was for many years a significant connection point in the state for the transport of goods by land and sea. The site has archaeological potential associated with the original Honeysuckle station and former Honeysuckle Railway Workshops.

The footbridge is unique as the only known example of this structure constructed on brick piers. The footbridge was identified as an item of exceptional heritage significance in the 2016 'Railway Footbridges Heritage Conservation Strategy'. The footbridge is a good representative example of brick substructure (piers) and brick stair balustrades. It is the

last footbridge constructed using a haunched beam deck support. The footbridge is an integral part of a relatively intact railway station precinct from the 1930s.”

The curtilage of the current heritage listing consists of the station building, platform shelter, platforms, footbridge, and forecourt and this heritage item is now separated into 3 separate lots.

The rail platforms to the east are now known as 4 Merewether Street (Lot 4, DP 1247375) and are currently in the ownership of HCCDC. DA consent 2018/00622 was issued in December 2018 to demolish these rail platforms and erect a five storey mixed use affordable housing development. In March 2019 works commenced to implement this consent.

The other rail platforms to the west and part of the former rail station car park known as 10 Civic Lane (Lot 3, DP 1247375) are now owned by the University of Newcastle. A DA is expected to be submitted shortly to redevelop the land for educational purposes.

As for the planning proposal site, DA consent 2018/00578 was issued in October 2018 to part demolish structures such as the footbridge and the western end of the platforms on the adjacent University of Newcastle site, and make alterations and additions to the station building and platform shelter for adaptive re-use, and associated landscaping (see **Appendix B** for the approved statement of heritage impact and drawings of DA consent 2018/00578). Works commenced on implementing this consent in February 2019 and it is expected to be complete by approximately September 2019. Once the works are complete the ownership of the planning proposal site is due to be transferred from HCCDC to the City of Newcastle (CN) and the site will be removed from the s.170 Register.

Under the Newcastle Local Environmental Plan 2012, the planning proposal site is zoned RE1 Public Recreation, with no nominated Minimum Lot Size, Maximum Building Height or Maximum Floor Space Ratio (FSR). The site is located within Newcastle City Centre Heritage Conservation Area.

The site is acid sulfate soils Classes 3 and 4 and is identified by the City of Newcastle as flood prone land, and is located within a Mine Subsidence District.

There are several heritage items located within proximity to the site. These include the State significant Civic Railway Workshops (Item no. 479) immediately to the north and the Frederick Ash Building (Item nos. 433), Newcastle City Hall (Item no. 418) and Civic Theatre (Item no. 417) to the south. The former rail corridor east of Merewether Street is an item of local significance known as ‘Remains of AA Co., bridge and fence’ (Item no. 415).



Figure 1 - Local context of the site, former Civic Railway Station

Part 1 - Objectives or intended outcomes

To amend the Newcastle Local Environmental Plan 2012 to include the Civic Railway Station as a heritage item of Local significance. The amendment will ensure the heritage significance of the site will continue to be protected once ownership of the site is transferred from a State Agency and is subsequently required to be removed from the Section 170 Register.

Part 2 - Explanation of provisions

The proposed outcome will be achieved by making the following amendments to the Newcastle LEP 2012:

- Amending Schedule 5 and the Heritage Map by designating the site as a heritage item of local significance to be referred to as the 'Civic Railway Station former'.

Part 3 - Justification

Section A - Need for the planning proposal

1. Is the planning proposal a result of any strategic study or report?

The current s.170 Register listing cites several reports including the Honeysuckle Point Heritage Study prepared by C. and M.J. Doring Pty Ltd dated 1990. These reports assisted in defining the heritage significance of the site for the preparation of the s.170 Register listing for the Civic Railway Station site.

Newcastle 2030 is a shared community vision developed as a guide to inform policies and actions throughout the city for the next twenty years. To guide the city forward, seven strategic directions have been set to guide the implementation of this vision. This planning proposal aligns with the Newcastle 2030 Community Strategic Plan (CSP) principles, and will contribute to a liveable and distinctive built environment, vibrant and activated public places and open and collaborative leadership.

Through the CSP, the Newcastle community has expressed its aspiration that moving towards 2030, local heritage will be valued, enhanced and celebrated. Overall, Council aims to ensure that the significant aspects of the City's heritage are identified, cared for, celebrated and appropriately managed on behalf of residents and visitors of Newcastle. The intention is to ensure that decisions about heritage places are made with due regard to heritage significance, and that opportunities to strengthen or better appreciate heritage significance are undertaken.

The Newcastle Heritage Strategy 2013-2017 provides a framework for Council to work towards achieving the aspirations of the community articulated in the 2030 Community Strategic Plan. The Heritage Strategy is a strategic framework to guide Council's approach to the management of heritage in the Newcastle local government area. It is drawn from the principles of the Newcastle 2030 Community Strategic Plan (Revised 2018) and the Newcastle Heritage Policy 2013. The Heritage Strategy 2013-2017 provides detailed actions and an implementation framework based on the key strategic directions of the CSP and Newcastle Heritage Policy 2013.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes, amending the Newcastle LEP 2012 is considered the best means of achieving the protection of the heritage significance of the former Civic Railway Station site.

Section B - Relationship to strategic planning framework

3. *Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?*

Hunter Regional Plan 2036

The Hunter Regional Plan 2036 (HRP) is the NSW Government's plan to guide land use planning and infrastructure priorities and decisions over the next 20 years. The plan identifies regionally important natural resources, transport networks and social infrastructure and provides a framework to guide more detailed land use plans, development proposals and infrastructure funding decisions. The plan includes overarching directions, goals and actions as well as specific priorities for each local government area in the Hunter region.

The planning proposal is consistent with Direction 19 of the HRP which seeks to identify and protect the region's heritage. The plan notes cultural heritage is considered important to communities by providing tangible connections to the past and heritage items can also attract tourism, which can contribute to local economies.

Greater Newcastle Metropolitan Plan

The Greater Newcastle Metropolitan Plan aims to deliver a collaborative framework to achieve a significant part of the Hunter Regional Plan 2036 by identifying the strategies and actions needed to create an integrated metropolitan city, as well as identify and prioritise infrastructure and services needed in catalyst areas.

The Planning Proposal is consistent with strategies and actions to facilitate Outcome 2 - Enhance environment, amenity and resilience for quality of life. In particular, the protection of heritage buildings and places will help retain the distinctiveness of Greater Newcastle's neighbourhoods and celebrate their history and character. It will support Strategy 10 - Create better buildings and great places to 'promote innovative approaches to the creative-use of heritage places, ensuring good urban design preserves and renews historic buildings and places'.

4. *Is the planning proposal consistent with a council's local strategy or other local strategic plan?*

Newcastle 2030 Community Strategic Plan

The Newcastle Community Strategic Plan (CSP) reflects the community's vision for the city and is Council's guide for action. It contains the strategies to be implemented and the outcomes that will indicate achievement of the defined goals. Council adopted the Newcastle 2030 Community Strategic Plan in February 2011. It was revised and updated in 2018. The following relevant strategic directions and their objectives from the Newcastle CSP are addressed in relation to this planning proposal.

Vibrant, Safe and Active Public Places

The planning proposal primarily aligns to the strategic direction 'Vibrant, Safe and Active Public Places' identified within the Newcastle 2030 Community Strategic Plan. In particular, '*Culture, heritage and place are valued, shared and celebrated*'. The plan recognises the cultural value of the city and the historic and cultural aesthetics which make it unique. The plan aims to maintain and enhance these qualities as a reflection of civic pride and creative expression.

An objective of the planning proposal is to maintain and enhance the heritage significance of the Civic Railway Station site, which supports this direction for *'a built environment that maintains and enhances our sense of identity'*.

Local Planning Strategy

The Local Planning Strategy (LPS) was adopted by Council in 2015. It was prepared in accordance with the Community Strategic Plan.

The strategy is a comprehensive land use strategy prepared to guide the future growth and development in Newcastle to 2030 and beyond. It underpins the Local Environmental Plan.

The planning proposal is consistent with both LPS Principle P8 which seeks to ensure development will protect culture, heritage and place and LPS Principle P12 which aims to ensure the built environment will maintain and enhance the City's identity by protecting and enhancing heritage buildings, streetscapes, views and key features as well as encouraging building innovation that respects the scale and bulk of the existing urban fabric. The plan notes that it is important that there are appropriate heritage guidelines and controls within the Newcastle LEP 2012 and Newcastle DCP 2012 to ensure our heritage items and areas are protected and the land use zonings within the conservation areas are appropriate to reflect the desired character. As such, a strategic direction for heritage includes ensuring *'development controls and zoning protect the heritage significance of items and conservation areas.'*

Newcastle Heritage Strategy

The Newcastle Heritage Strategy 2013-2017 provides a framework for Council to work towards achieving the aspirations of the community articulated in the 2030 Community Strategic Plan. The Heritage Strategy is a strategic framework to guide Council's approach to the management of heritage in the Newcastle local government area. It is drawn from the principles of the Newcastle 2030 Community Strategic Plan (Revised 2013) and the Newcastle Heritage Policy 2013. The Heritage Strategy 2013-2017 provides detailed actions and an implementation framework based on the key strategic directions of the CSP and Newcastle Heritage Policy 2013.

This review delivers on the following strategies:

- Strategy 1 - Knowing our heritage - enhancing our community's knowledge of and regard for local heritage items and places;
- Strategy 2 - Protecting our heritage - Council will protect and conserve the City's heritage places for the benefit of everyone;
- Strategy 3 - Supporting our heritage - Council will protect the integrity of heritage places by ensuring consistent and sympathetic uses, physical and aesthetic treatments and outstanding interpretations; and
- Strategy 4 - Promoting our heritage – Newcastle's significant heritage places are a unique historical resource and represent an asset for the continuing educational, cultural and economic enrichment of the region.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

An assessment of the planning proposal against the relevant SEPPs is provided in the table below.

Table 1 - Relevant State Environmental Planning Policies

Relevant SEPPs	Consistency and Implications
SEPP 55 (Remediation of Land)	This SEPP is not relevant to the planning proposal as this planning proposal seeks only to heritage list a property.
SEPP 64 (Advertising and Signage)	The planning proposal can satisfy the requirements of the SEPP. This SEPP does not apply to signage which is exempt development under an environmental planning instrument. The scope of what constitutes exempt development is significantly reduced for signage within heritage conservation areas. The site is already included within an existing HCA. The scope of what constitutes exempt development is significantly reduced for signage within heritage conservation areas. As such, there would be no change to how SEPP 64 would apply to this site.

Relevant SEPPs	Consistency and Implications
<p>SEPP 65 (Design Quality of Residential Apartment Development)</p>	<p>This policy applies to development for the purpose of a residential flat building, shop top housing or mixed use development with residential accommodation if the development consists of the erection of a new building, the substantial redevelopment or the substantial refurbishment of an existing building, or the conversion of an existing building. Furthermore, for SEPP 65 to apply, the building concerned must contain at least 3 or more storeys, and at least 4 or more dwellings. Notwithstanding, the site will continue to be zoned RE1 Public Recreation by the NLEP 2012. Residential flat buildings and all other residential accommodation are inconsistent with the objectives of the zone and are not a permissible land use in the zone. Furthermore, by being listed as a heritage item by the NLEP 2012, the Conservation Incentives of NLEP 2012 Clause 5.10 is unlikely to apply to this site because the heritage listing is likely to prohibit higher density built forms of development such as residential apartments because the potential impact of such development is likely to be unacceptable to the heritage significance of the item and the setting of adjacent heritage items. This is because the site is relatively small and is primarily open landscape providing the setting for adjacent heritage buildings such as the Newcastle Museum and Civic Railway Station. The building structures of the planning proposal site are relatively small and limited to single storey in height, with the multi-coloured terracotta tiled and hipped roof form of the station building a key component which defines its protected character. Additional storeys to this building will therefore significantly adversely affect historic building fabric and the protected character of the building, and the introduction of a new 3 or more storey building structure in currently undeveloped parts of the site will significantly adversely affect the setting of heritage items. As such, it is unlikely there would be any change to how SEPP 65 would apply or be relevant to this site.</p>

Relevant SEPPs	Consistency and Implications
SEPP (Affordable Rental Housing) 2009	The site is zoned RE1 Public Recreation by the NLEP 2012, and so residential accommodation is inconsistent with the objectives of the zone and is not a permissible land use in the zone. However, by heritage listing the buildings there is perhaps the potential for affordable rental housing at this site. By being listed as a heritage item by the NLEP 2012, the Conservation Incentives of NLEP 2012 Clause 5.10 could potentially apply to this site. However, this is provided it could be demonstrated that the potential impact of such development is acceptable to the heritage significance of the item and the setting of adjacent heritage items. Notwithstanding, such a scenario is considered unlikely because the site is relatively small and is primarily open landscape providing the setting for adjacent heritage buildings such as the Newcastle Museum and Civic Railway Station. The building structures themselves are relatively small and would likely require significant alteration to internal fabric to make suitable for residential use. As such, the NLEP 2012 conservation incentives clause would be extremely difficult and unlikely to satisfactorily apply to this site to facilitate change to any residential use. Therefore it is unlikely there would be any change to how this SEPP would apply or be relevant to this site.
SEPP (Building Sustainability Index: BASIX) 2004	As considered previously, the site is zoned RE1 Public Recreation by the NLEP 2012 and residential use is not permissible in the zone. The heritage listing of the site is unlikely to mean the site would be redeveloped for residential purposes because it is considered the NLEP 2012 conservation incentives clause could not be readily applied to this site due to likely adverse impact on protected building fabric and the setting of heritage items. Therefore it is unlikely there would be any change to how this SEPP would apply or be relevant to this site.
SEPP (Exempt and Complying Development Codes) 2008	The planning proposal site is located within an existing heritage conservation area. As such, the scope of what constitutes exempt development and complying development as stipulated by the SEPP is already significantly reduced. This includes demolition works and several physical works prescribed by the SEPP which needs development consent if located within a heritage conservation area or draft heritage conservation area. Therefore it is unlikely there would be any change to how this SEPP would apply or be relevant to this site.
SEPP (Housing for Seniors or People with a Disability) 2004	As considered previously, the site is zoned RE1 Public Recreation by the NLEP 2012 and residential use is not permissible in the zone. The heritage listing of the site is unlikely to mean the site would be redeveloped for residential purposes because it is considered the NLEP 2012 conservation incentives clause could not be readily applied to this site due to likely adverse impact on protected building fabric and the setting of heritage items. Therefore it is unlikely there would be any change to how this SEPP would apply or be relevant to this site.
SEPP (Coastal Management) 2018	The planning proposal can satisfy the requirements of the SEPP.

6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

An assessment of the planning proposal against the relevant Ministerial Directions is provided in the table below.

Table 2 - relevant Ministerial Directions (Section 9.1 directions)

Relevant Section 117 Directions	Consistency and implications
1. Employment and Resources	
1.1 Business and Industrial Zones	The planning proposal is consistent with the aims of this Direction. The planning proposal should not significantly affect the ability of future development to encourage employment growth in suitable locations, protect employment land in business zones, and support the viability of identified centres on the site.
2. Environment and Heritage	
2.3 Heritage Conservation	The planning proposal is consistent with the aims of this Direction. The proposed heritage item is intended to facilitate the conservation of items, places and buildings of environmental significance to the area, in relation to the historical, scientific, cultural, social, architectural and aesthetic value of the site as identified by the current s.170 Register listing.
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	This Direction is not applicable as the site is zoned RE1 Public Recreation by the NLEP 2012, and so residential accommodation is inconsistent with the objectives of the zone and is not a permissible land use in the zone.
3.4 Integrating Land Use and Transport	The planning proposal is consistent with the aims of this Direction.
4. Hazard and Risk	
4.1 Acid Sulfate Soils	The planning proposal is consistent with the aims of this Direction. The site is affected by either class 3 or class 4 Acid Sulfate Soils. Future development must comply with Clause 6.1 Acid Sulfate Soils of the NLEP 2012.
4.2 Mine Subsidence and Unstable Land	The planning proposal is consistent with the aims of this Direction. The entire site is within a Mine Subsidence District.
4.3 Flood Prone Land	The planning proposal is consistent with the aims of this Direction. The site is identified as flood prone.
5. Regional Planning	
5.1 Implementation of Regional Strategies	
5.10 Implementation of Regional Plans	The planning proposal is considered consistent with the vision, land use strategy, goals, directions and actions contained within the HRP. See Section 3 of the planning proposal for discussion.

Section C - Environmental, social and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The land subject to the proposal does not contain critical habitat or threatened species, populations or ecological community, or their habitats.

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The planning proposal is not likely to result in development that will create any significant adverse environmental effects.

Traffic and Transport Considerations

The planning proposal is not likely to result in development that will create any significant adverse traffic and transport effects.

Urban Design Considerations

The planning proposal is not likely to raise any additional urban design considerations as the site is already a heritage item in the s.170 Register, is adjacent to existing heritage items and is located within a heritage conservation area.

Social and Cultural Considerations

Heritage impacts

The site is already listed as a heritage item in the s.170 Register (**Appendix A** - SHR listing no. SRA623). There are several heritage items located within proximity to the site. These include the State significant Civic Railway Workshops (Item no. 479) immediately to the north and the Frederick Ash Building (Item nos. 433), Newcastle City Hall (Item no. 418) and Civic Theatre (Item no. 417) to the south. The former rail corridor east of Merewether Street is an item of local significance known as 'Remains of AA Co., bridge and fence' (Item no. 415). The planning proposal will strengthen planning controls on the setting of the neighbouring heritage items and so contribute to ensuring their heritage significance and character are protected.

Being a heritage item on the s.170 Register as well as an item listed on Schedule 5 of NLEP 2012 is consistent with many other state agency owned existing and former railway stations in the Newcastle local government area. These include the State significant Newcastle Railway Station (Item no. 455) and Hamilton Railway Station (Item no. 113), and the Local significant Broadmeadow Railway Station (Item no. 51) and Adamstown Railway Station (Item no. 16).

Several related DA consents, which are currently being implemented, have resulted in the following changes to the former Civic Railway Station:

- Subdivision of the three parent lots of Civic Lane and Wright Lane, and the rail corridor (between Merewether Street and Worth Place) into seven new lots; three lots of which cover the former Civic Railway Station footprint.
- The rail platforms in the new lot to the east, now known as 4 Merewether Street, are being demolished and replaced by a five storey mixed use affordable housing development.
- The other rail platforms to the west and part of the former rail station car park, in a new lot now known as 10 Civic Lane, are being demolished and the cleared site is to be redeveloped shortly for higher education purposes.

- The new lot of the planning proposal site contains the station building, platform shelter, the central sections of both platforms, the footbridge and the forecourt. The footbridge has already been demolished and rail tracks removed, and the masonry walls of the platform shelter have been removed and the roof retained. Minor alterations and additions to the station building are currently underway to facilitate the adaptive re-use of the entire building as a restaurant or café. The site of the former rail tracks will be infilled for landscaping, with on-site interpretation provided for the built structures removed such as the footbridge (see **Appendix B** for approved statement of heritage impact and drawings of DA consent 2018/00578).

The heritage significance of the Civic Railway Station Group as cited in the s.170 Register requires updating to reflect the current DA approved works underway to part demolish structures and prepare the retained railway station building structures for adaptive re-use. It is considered that even after these significant approved works are complete, the site and retained structures of the former Civic Railway Station will still be culturally significant on a number of levels and is very much suitable for inclusion in Appendix 5 of the NLEP 2012. An updated Assessment of Significance against the State Heritage Register (SHR) criteria to determine the level of significance is proposed as follows:

SHR Criteria a) [Historical significance]	The former Civic Railway Station site is historically significant as the location of the Newcastle terminus station on the Great Northern Railway line (1857), one of the first railway lines in Australia. The former Honeysuckle station was also for many years a significant connection point for the transport of goods by land and sea. Civic Railway Station is of local historical significance for its association with the development of a new civic centre of Newcastle in the 1930s represented in both name and architectural style. It also has some historic significance as the first station in NSW to be constructed in the Inter-War Railway Domestic style, and represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.
SHR Criteria c) [Aesthetic significance]	The former Civic Railway Station is of moderate aesthetic significance at a local level, associated with the station building. While not particularly outstanding in terms of architectural achievement, the station building represents the first attempt to adapt domestic architectural styles for railway purposes. The station buildings are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The building is competently executed and is a typical example of station construction at the time. It represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.
SHR Criteria d) [Social significance]	The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.
SHR Criteria e) [Research potential]	The site has moderate archaeological research potential associated with potential evidence of the original Honeysuckle station and former elements of the Honeysuckle Railway Workshops.
SHR Criteria g) [Representativeness]	The former Civic Railway Station is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style. A number of other Inter-War stations remain in the Sydney Metropolitan network.

Integrity/Intactness:	The railway station group is largely intact with a high degree of integrity, however, the integrity of the interiors of the station building have been compromised by the removal of interior fitout.
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As such, an updated Statement of Significance for the item is proposed as follows:

“The former Civic Railway Station is significant at a local level as part of an important municipal precinct for its direct associations with developing a new civic centre for Newcastle in the 1930s, represented both in name and a new architectural style. The station building is the first Interwar Functionalist railway building in NSW to employ domestic architectural features, demonstrating the NSW Railways experimentation with new styles during the Interwar period.

The site is also significant as the former 1857 Newcastle (Honeysuckle) terminus station on the Great Northern Railway line, one of the first railway lines in Australia that was for many years a significant connection point in the state for the transport of goods by land and sea. The site has archaeological potential associated with the original Honeysuckle station and former Honeysuckle Railway Workshops.”

A draft State Heritage Inventory for the proposed item including the updated Statement of Significance and Assessment of Significance is provided in **Appendix C**.

It is considered the planning proposal to include the site as an item in Schedule 5 of the NLEP 2012 will complement the identified heritage significance of the Newcastle City Centre Heritage Conservation Area within which it sits. Namely an important civic building providing a powerful reminder of the city’s past, its economic and social history, which allows an understanding of the importance of the city as a place of commerce, governance and city building. In particular, the planning proposal site facilitated the exploitation of coal providing a vital transportation link between the coal fields of the region and the safe and navigable harbour. The additional heritage protection of the site will also complement and assist with the recognition and protection of the heritage conservation area as a place of rich archaeological record of national significance.

Aboriginal archaeology

An AHIMS Search has confirmed three items of Aboriginal heritage have been identified within 200m of the site. The planning proposal will assist in the recognition and protection of potential Aboriginal relics located within the site.

European archaeology

The site was identified as an area of archaeological sensitivity in both the Archaeological Management Plan for Inner Newcastle prepared by Suters Architects in 1997, and in the Archaeological Management Plan Review prepared by Higginbotham in 2013. The planning proposal will assist in the recognition and protection of potential archaeological relics located within the site.

9. Has the planning proposal adequately addressed any social and economic effects?

Social and Cultural Considerations (not addressed above)

The planning proposal is intended to ensure the heritage significance of the Civic Railway Station site is protected.

The planning proposal would deliver some important social benefits including protecting a built environment that maintains and enhances the community's sense of identity.

Economic Considerations

The economic impact of the planning proposal is likely to be limited with no change to the current RE1 Public Recreation land use zoning and no proposal to intensify or reduce the existing use of the site.

Section D - State and Commonwealth interests

10. Is there adequate public infrastructure for the planning proposal?

Existing infrastructure is adequate to serve or meet the needs of the proposal.

11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

No consultation is required with public authorities and organisations prior to public exhibition under Section 3.34(2)(d) of the Act.

Part 4 - Mapping

The planning proposal seeks to amend the following maps within Newcastle LEP 2012:

- Heritage Map

The Matrix below indicates (with an “X”), which map sheets (of Newcastle LEP 2012) are to be amended as a result of this planning proposal (eg. HER_001C)

	HER
001	
001A	
001B	
001C	
001D	
002	
002A	
002B	
002C	
002D	
002E	
002F	
002G	
002H	
003	
004	
004A	
004B	
004C	
004D	
004E	
004F	
004FA	
004G	X
004H	
004I	
004J	
004K	

Map Codes:

HER = Heritage Map

The following maps illustrate the proposed amendments to the Newcastle LEP 2012 maps:

- **Figure 2:** Existing Heritage Map
- **Figure 3:** Proposed Heritage Map

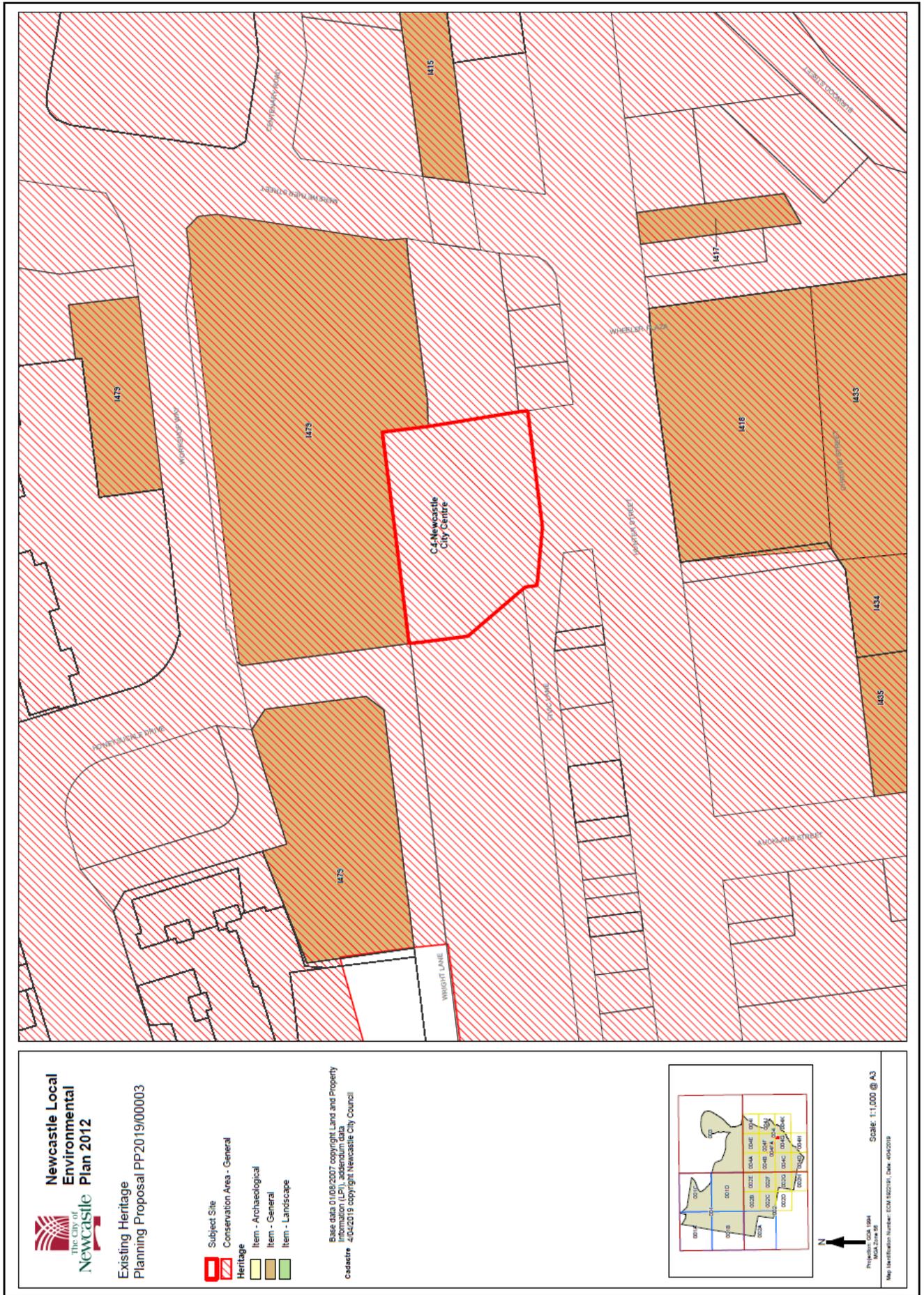


Figure 2 - Existing Heritage Map

Part 5 - Community consultation

The planning proposal is considered as low impact in accordance with the Department of Planning and Environment's guidelines, 'A guide to preparing local environmental plans'. It is proposed that the planning proposal will be publicly exhibited for a minimum 28 day period as required under Section 3.34(2)(c) and Schedule 1 Clause 4 of the Act.

No consultation is required with public authorities or organisations prior to public exhibition under Section 3.34(2)(d) of the Act.

Part 6 - Project timeline

The plan making process is shown in the timeline below. It will be undertaken in accordance with the Gateway determination.

Task	Planning Proposal Timeline								
	May 19	Jun 19	Jul 19	Aug 19	Sep 19	Oct 19	Nov 19	Dec 19	Jan 20
Anticipated commencement date (date of Gateway determination)									
Commencement and completion dates for public exhibition period									
Timeframe for consideration of submissions									
Timeframe for the consideration of a proposal post exhibition									
Anticipated date RPA* will make the plan (if delegated)									
Anticipated date RPA* will forward to the Department for notification (if delegated) or for finalisation (if not delegated)									

*RPA Relevant Planning Authority

Appendices

Appendix A: Section170 Register listing SRA623 – Civic Railway Station Group

Appendix B: DA approved drawings 2018/00578 – Civic Railway Station

Appendix C: draft State Heritage Inventory for the former Civic Railway Station

Appendix A: Section 170 Register listing SRA623 – Civic Railway Station Group



Home > Topics > Heritage places and items > [Search for heritage](#)

Civic Railway Station Group

Item details

Name of item:	Civic Railway Station Group
Type of item:	Built
Group/Collection:	Transport - Rail
Category:	Railway Bridge/ Viaduct
Primary address:	Hunter Street, Civic Station, NSW 2300
Local govt. area:	Newcastle

North: property boundary to former workshop site; East: west side of Mereweather Street; South: property boundary to rear of properties fronting Hunter Street; West: end of the carpark to 520 Hunter Street.

Boundary:

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Hunter Street	Civic Station	Newcastle			Primary Address

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
Hunter Development Corporation	State Government	

Statement of significance:

Civic Railway Station Group is significant at a local level as part of an important municipal precinct for its direct associations with developing a new civic centre for Newcastle in the 1930s, represented both in name and a new architectural style. The station building is the first Interwar Functionalist railway building in NSW to employ domestic architectural features, demonstrating the NSW Railways experimentation with new styles during the Interwar period.

The site is also significant as the former 1857 Newcastle (Honeysuckle) terminus station on the Great Northern Railway line, one of the first railway lines in Australia that was for many years a significant connection point in the state for the transport of goods by land and sea. The site has archaeological potential associated with the original Honeysuckle station and former Honeysuckle Railway Workshops.

The footbridge is unique as the only known example of this structure constructed on brick piers. The footbridge was identified as an item of exceptional heritage significance in the 2016 'Railway Footbridges Heritage Conservation Strategy'. The footbridge is a good representative example of brick substructure (piers) and brick stair balustrades. It is the last footbridge constructed using a haunched beam deck support. The footbridge is an integral part of a relatively intact railway station precinct from the 1930s.

Date significance updated: 21 Oct 16

Note: The State Heritage Inventory provides information about heritage items listed by local and State government agencies. The State Heritage Inventory is continually being updated by local and State agencies as new information becomes available. Read the [OEH copyright and disclaimer](#).

Description

Designer/Maker:	New South Wales Department of Railways
Builder/Maker:	New South Wales Department of Railways
Construction years:	1935-1937
Physical description:	Station Building, type 13 (1937) Platform Shelter, (1937) Platforms, (1937) Footbridge, (1937) Forecourt (potential archaeological site)

CONTEXT

Civic Railway Station is located between Newcastle and Wickham Railway Stations, Newcastle. It is immediately south of the former Honeysuckle Railway Workshops, which are no longer used for railway purposes and have been developed into a new commercial and hotel district. Civic railway station comprises of a station building and forecourt, platform shelter, platforms, and footbridge. On the southern side of Civic station is the main central business district and civic centre of Newcastle.

STATION BUILDINGS (1937)

Exterior: The station building is located on the Up platform, closest to the Newcastle central business district. The building is representative of the Inter-War Functionalist style and is of masonry construction, using dichromatic and polychromatic brickwork as a simple decorative effect. The building is comprised of a single, linear hipped-roofed block, with a skillion awning to the approach elevation and a cantilevered awning to the rail elevation. The main entrance to the station is defined by a projecting gabled portico (presently housing the kiosk) and pedestrian access to the platforms is via an overhead bridge contained within a polychromatic brick wall. The roof is covered with multi-coloured terracotta tiles that may or may not be original. The roof is hipped with a low eaves overhang and timber lined soffit, all typical details of this period of construction. The roof extends at the front to form the veranda, which is supported on heavy brick columns. The underside

of the veranda is lined with fibre cement board.

The building employs simple blocks of dichromatic and polychromatic brickwork as its main decorative detail and this is typical of modest station buildings of this period. Wall construction is of standard stretcher bond. The fenestration on the approach facade is regular and almost severe in its simplicity. Windows are timber sashed and double hung or timber sashed and louvred with two panes to each frame.

The platform elevation of the building is simple and unadorned, relying on dichromatic brickwork for decorative effect. The awning is of corrugated Colourbond supported on cantilevered steel beams. The fenestration to this elevation is regular but not symmetrical.

Interior: Internally, the building is designed as a series of discrete spaces with specific functions arranged on a linear plan. These spaces consist of: booking hall; booking and station master's office; parcels office; waiting room; ladies room and men's room. The scale of the building and emphasis on passenger comfort suggests that Civic was more than just a wayside station and also reflects NSW railway's growing concern for passengers at this time. Most of the original interior fitout has been removed with only a few ceiling cornices and window frames remaining. The waiting room however would appear to retain original joinery (skirtings and architraves), battened ceiling and bench. The interior has been recently repainted, obscuring any remnants of the original paint scheme.

PLATFORM SHELTER (1937)

A second structure on Platform 2 is a simple shelter with cantilevered awning supported on steel beams. The building provides shelter for waiting passengers, but houses no other functions and is in all respects identical to the awning on the rail elevation of the main platform building.

SIGNAL BOX (1937)

Exterior: The signal box is located at the Newcastle end of the Down platform. It is one of the smallest signal boxes in NSW. Dating from 1937 it has a simple square plan and hip roof and is set on a raised concrete platform containing rooms within. The box is timber framed with battened fibrous cement sheet construction and has external access from this platform, with windows (since boarded over) on three sides. Pneumatic level crossing gates at Mereweather Street have been removed and replaced.

Interior: Not able to be inspected (2009).

PLATFORMS (1937)

Platforms are located to both the Up and Down lines and have asphalt surfaces and polychromatic face brick faces set in an English bond. Coping has been cut back. The Down platform has been extended with a new concrete platform.

FOOTBRIDGE (1937)

The footbridge is an original haunched beam design comprising of tapered steel cantilevers supporting shallow steel beams over the railway tracks where headroom for rolling stock can be critical. The cantilevers in turn are supported by face brick trestles. The footbridge has a reinforced concrete floor and modern steel balustrade. The steps leading up to it on either side have concrete treads and feature face brick balustrades.

FORECOURT (POTENTIAL ARCHAEOLOGICAL SITE)

An at grade carpark (vested 2013; no longer railway owned) and large grassed area form the approach to the station from the west. These areas form part of the former Honeysuckle Point workshops and wharf precinct and are flanked by historic, former workshop buildings. The original Honeysuckle Station is also known to have been in this area (Doring, 1990). The area may contain archaeological evidence associated with the original station and workshops, although the evidence may have been partially disturbed during the construction of the current station and the realignment of the railway line in this location. The archaeological potential is considered to be moderate and may include remnant footings, pits and artefact deposits.

MOVABLE ITEMS

Mosaic, platform 2, (1997) - "Seams Like Newcastle" 99 tiles created by people in Newcastle area with disabilities as part of Newcastle's Bicentenary.

Bathgate indicator destination board (metal box fixed to underside of platform awning, with metal plates printed with station names).

First aid kit (c1930s). Green, metal, labelled S.R.A. of NSW Railway First Aid Box No. 253B.

Safe (c1930s). Grey, metal.

Timber joinery, internal (c1930s).

Station signs - metal, with station names printed

Ticket counter/desks/cash draw (C1930s)

Miscellaneous Items: train conductors hat, early cans & glass bottles

Sink (1930s)

Timber station seats in ladies waiting room (c.1960s)

Physical condition and/or Archaeological potential:

Station buildings - Generally, the buildings are in good condition.

Footbridge - Good condition

Signal box - Moderate condition. Presently unused, the concrete platform is cracked and windows have been boarded over.

Date condition updated:15 Oct 08

Modifications and dates:

1984: Some upgrading undertaken for the electrification of the main line between Gosford and Newcastle. The signal box was closed a short time prior to the electrification project.

N.d: Alterations to the station building and shelter appear to be ongoing over a long period, probably since the 1970s. Alterations have been made to the Down platform booking office to allow the provision of a concession selling food.

N.d: The original brick balustrade on the footbridge has been replaced by standard metal bars.

2009: Platform extended

2011: Repairs made to the footbridge, including: Installation of galvanised steel structural components to replace the corroded original items; Corrosion repair and recoating of the main girders; Brick reconstruction and concrete repair to the bridge abutments, balustrades and deck.

2011: Signal Box (1937) removed.

2013: Carpark vested to Hunter Development Corporation

Current use: Railway Station

Former use: Nil

History

Historical notes: The Main Northern line between Sydney and Newcastle was constructed in two distinct stages and in the earliest years, was worked as two separate railway systems. The line between Sydney (actually the junction at Strathfield) and the Hawkesbury River was opened on 5 April 1887, with the terminus being on the southern bank of the Hawkesbury River. The line between Newcastle and the northern bank of the Hawkesbury River (near present day Wondabyne) was opened in January 1888. The line was completed through between Sydney and Newcastle with the opening of the massive bridge over the Hawkesbury River in 1889.

Civic Railway Station is presently located on the Islington Junction to Newcastle station section of the Northern line. Civic is located between Wickham station and Newcastle station. Present day Civic Railway Station was opened in 1935.

The first railway line in the Newcastle area was built between 'Newcastle' and 'East Maitland' Railway Station. Soon after the opening, 'Newcastle' was later re-named 'Honeysuckle', then 'Honeysuckle Point', then again reverted to 'Honeysuckle'. (A new site near the river port was opened in 1858 and named 'Newcastle'). In 1935, Honeysuckle station was closed and a new station, to be known as 'Civic', was opened on a new site slightly nearer to the terminus at Newcastle.

The original East Maitland Railway Station was re-named 'Victoria Street', when a new 'East Maitland' station was opened a short distance away in 1914. Civic was named due to its close proximity to the civic centre of Newcastle.

Civic Railway station comprises two side platforms (one for Up traffic and one for Down traffic) with brick station buildings. The main building is on the Up platform, closest to the Newcastle business area.

In 1937, a relatively small signal box (Civic Signal Box), was provided at the Newcastle end of the Down platform. The small signal box (resembling a small hipped-roof cabin and appearing similar to the tramway style of signal box) was mounted on an elevated platform adjacent to the nearby road level crossing. The signalman controlled the nearby gates and approaching trains from both directions. Intending train passengers were required to use the road crossing to gain access to the platforms.

Civic Railway Station has seen minimal changes or modifications during recent years. Both buildings appear to have been erected concurrently in December 1935/January 1936.

Electrification of the main line between Gosford and Newcastle was opened in May 1984, an extension of the Sydney-Gosford electrification which had been completed in 1960. The new electrification project involved new or rebuilt platforms, station buildings, footbridges, overbridges and underbridges, line side buildings, sidings and myriad structures in that section in order to permit the operation of the wider electric passenger rollingstock and electric locomotives. Accordingly, some upgrading was undertaken at Civic. The small signal box was closed a short time prior to the electrification project, with control of the crossing gates (aided by closed circuit cameras) being transferred to other signal boxes and ultimately the centrally located signal control centre, located near Broadmeadow station.

The signal box was removed in 2011. It was located at the Newcastle end of the Down platform and was one of the smallest signal boxes in NSW. Dating from 1937 it had a simple square plan and hip roof and is set on a raised concrete platform containing rooms within. The box was timber framed with battened fibrous cement sheet construction, with windows on three sides.

Assessment of significance

SHR Criteria a)

[Historical significance]

The Civic Railway Station site is historically significant as the location of the Newcastle terminus station on the Great Northern Railway line (1857), one of the first railway lines in Australia. The former Honeysuckle station was also for many years a significant connection point for the transport of goods by land and sea. Civic Railway Station is of local historical significance for its association with the development of a new civic centre of Newcastle in the 1930s represented in both name and architectural style. It also has some historic significance as the first station in NSW to be constructed in the Inter-War Railway Domestic style, and represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.

SHR Criteria c)

[Aesthetic significance]

Civic Railway Station is of moderate aesthetic significance at a local level, associated with the station building and footbridge. While not particularly outstanding in terms of architectural achievement, the station building represents the first attempt to adapt domestic architectural styles for railway purposes. The station buildings and footbridge, are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The building is competently executed and is a typical example of station construction at the time. It represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.

SHR Criteria d)

[Social significance]

The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.

SHR Criteria e)

[Research potential]

The site has moderate archaeological research potential associated with potential evidence of the original Honeysuckle station and former elements of the Honeysuckle Railway Workshops.

SHR Criteria f)

[Rarity]

The face brick trestles to the footbridge are unusual design elements, that are not known to be located on any other railway station building within NSW.

SHR Criteria g)

[Representativeness]

Civic Railway Station is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style, along with an unusual footbridge in the same style. A number of other Inter-War stations remain in the Sydney Metropolitan network.

The footbridge was identified as an item of exceptional heritage significance in the 2016 'Railway Footbridges Heritage Conservation Strategy'. The footbridge is a good representative example of brick substructure (piers) and brick stair balustrades. It is the last footbridge constructed using a haunched beam deck support. The footbridge is an integral part of a relatively intact railway station precinct from the 1930s.

Integrity/Intactness:

The railway station group is largely intact with a high degree of integrity, however, the integrity of the interiors of the station building have been compromised by the removal of interior fitout. The installation of the modern steel balustrade to the walkway detracts from its Inter-War Functionalist style.

Assessment criteria:

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

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page

Heritage Act - s.170 NSW State agency heritage register

References, internet links & images

Type	Author	Year	Title	Internet Links
Written	C & MJ Doring Pty Ltd	1990	Honeysuckle Point Heritage Study	
Written	C. C. Singleton		The Short North. The Australian Railway Historical Society Bulletin. Various issues.	
Written	City Plan Heritage	2011	Civic Railway Station Signal Box, Heritage Impact Statement	
Written	John Forsyth		Line Histories	
Written	Ray Love	2009	Historical Research for RailCorp s170 Update	
Written	State Rail Authority of New South Wales	1995	How and Why of Station Names. Fourth Edition	
Written	URBIS	2014	Moveable Heritage Report and Inventory	

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



(Click on thumbnail for full size image and image details)

Data source

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Appendix B: Statement of heritage impact and drawings of DA consent 2018/00578 – Civic Railway Station

CIVIC STATION PRECINCT

HUNTER STREET NEWCASTLE

STATEMENT OF HERITAGE IMPACT

FOR HUNTER DEVELOPMENT CORPORATION

MAY 2018

tonkinzulaikhagreer HERITAGE

tonkinzulaikhagreer



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PHONE +61 2 4904 2788
EMAIL Greg.LeQuesne@hdc.nsw.gov.au
www.hdc.nsw.gov.au

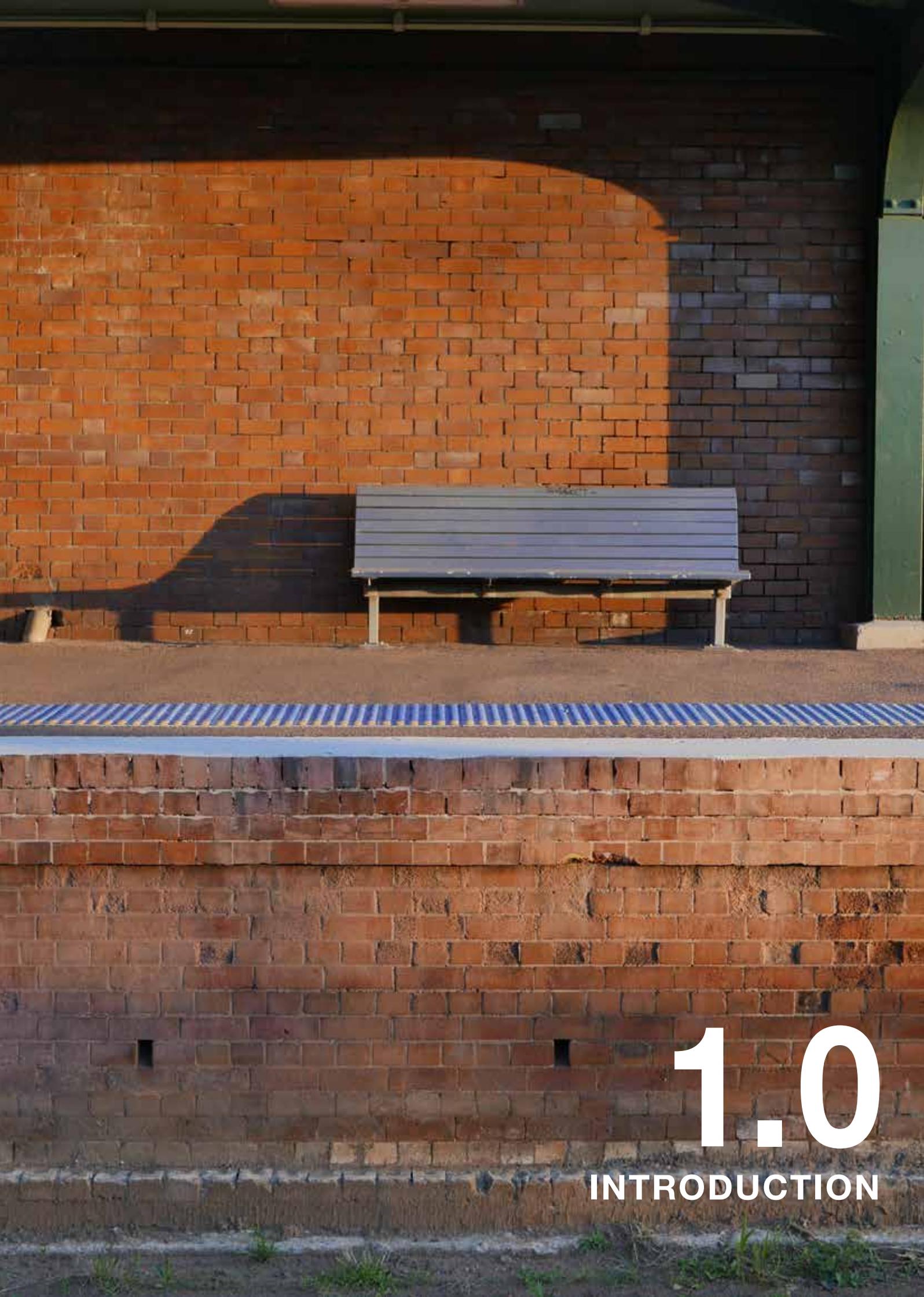
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ISSUE DATE	PURPOSE	ISSUED BY
21 May 2018	DA	Julie Mackenzie

CONTENTS

1.0	INTRODUCTION	01
1.1	Background	03
1.2	Terminology	04
1.3	Location	05
1.4	The Study Area	06
1.5	Limitations	06
2.0	STATUTORY CONTEXT	07
2.1	The Heritage Act 1977	09
2.1.1	The State Heritage Register	09
2.1.2	Section 170 Register	11
2.2	Environmental Planning and Assessment Act 1979	11
2.2.1	EP&A Act 1979	11
2.2.2	Newcastle LEP 2012	11
2.2.3	Environment Protection & Biodiversity Conservation Act 1999	12
2.2.4	National Parks & Wildlife ACT 1974	12
2.3	Non Statutory Listings	12
2.3.1	Register of the National Trust	12
2.3.2	Register of the National Estate	12
3.0	HISTORICAL CONTEXT	13
3.1	Aboriginal History	14
3.2	European History	15
3.3	History of Civic Railway Station	19
3.4	Historical Timeline Civic Railway Station Group	29
3.5	Historic Themes	30
4.0	FABRIC ASSESSMENT	31
4.1	Setting	33
4.2	Civic Railway Station	33
4.3	Construction Materials	37
4.3.1	Platform Building, Platform and Canopy	37
4.3.2	Footbridge and Stairs	37
4.4	Moveable heritage	53
4.5	Modifications	53
5.0	HERITAGE SIGNIFICANCE	55
5.1	Assessment of Heritage Value	57
5.2	Civic Street Railway Station Group	57
5.2.1	S170 Statement of Cultural Significance – Civic Railway Station Group	59
5.2.2	S170 Curtilage	59
5.2.3	Comparative Significance	61
5.2.4	Archaeology	65
5.3	Civic Railway Station Footbridge	66
5.4	Civic Railway Workshops	67
5.5	Civic Theatre/Newcastle City Hall + Civic Theatre Precinct	68
5.6	Newcastle City Centre Heritage Conservation Area	69
5.7	Significance Summary	69

6.0	POLICY CONTEXT	71
6.1	Introduction	73
6.2	Revitalising Newcastle	73
6.3	Newcastle Urban Renewal Strategy	73
6.4	Planning Controls	74
	6.4.1 Newcastle LEP	74
	6.4.2 Newcastle City Centre DCP	76
	6.4.3 The City of Newcastle Heritage Strategy 2013 - 2017	81
7.0	THE PROPOSAL	83
7.1	Project Brief	85
7.2	Options Considered	87
7.3	The Proposal	89
8.0	HERITAGE IMPACT ASSESSMENT	95
8.1	Assessment Against Council Policies	97
8.2	Heritage listings	99
	8.2.1 Civic Railway Station Group	99
	8.2.2 Civic Railway Footbridge	100
	8.2.3 Footbridge Strategies	101
	8.2.4 Civic Railway Workshops	105
	8.2.5 Civic Theatre	106
	8.2.6 Newcastle City Hall and Civic Theatre Precinct	108
	8.2.7 Newcastle City Heritage Conservation Area	109
	8.2.8 Interwar Station Building Analysis & Significance	110
8.3	Heritage Impact Assessment	111
8.4	Conclusion	117
9.0	RECOMMENDATIONS	119
9.1	Recommendations	121
10.0	REFERENCES	123
	References	125
11.0	APPENDICES	127
11.1	Heritage Listings	129
	11.1.1 S170 Listing - Civic Railway Station Group	129
	11.1.2 LEP Listing - Newcastle City Centre Heritage Conservation Area	137
	11.1.3 Australian Heritage Database Listing - Civic Railway Station	141
	11.1.4 SHR Listing - Civic Railway Workshops	143
	11.1.5 LEP Listing - Civic Railway Workshops Group	150
11.2	Comparative Analysis	153



1.0

INTRODUCTION



Figure 1: c1974

Source: Hilder, William Keith n.d., *Looking west over Newcastle and Newcastle Harbour* viewed 4 October 2017 <http://trove.nla.gov.au/version/191314056>

1.1 BACKGROUND

This Statement of Heritage Impact has been prepared on behalf of the Hunter Development Corporation (HDC) to support a development application (DA) for the redevelopment of Civic Station. The redevelopment of the former Civic Station forms part of Civic Place, a key component in the Revitalising Newcastle program, providing a crucial North/South link between Civic Park, the Civic Light Rail stop and the foreshore.

This DA covers the works associated with the former Civic Station group but should be read in the context of the broader Civic Place scope which includes the road reserve between the station building and Hunter Street to the South, public domain between the Museum and the station platform to the North and some upgrades to Brake Block Park on Honeysuckle Drive. This is detailed in the Landscape Concept Master Plan by JMD Design. Development works within these adjacent areas will be subject of separate planning applications and approvals.

An aerial view of the site and the planning application boundaries are illustrated in Figure 3.

Trains ceased to service Civic Station in December 2014. Since that time the tracks have been removed and the former rail corridor was opened to the public as the Market Street Lawn in December 2016. A level temporary bridge connects both platforms, rendering the high level footbridge redundant. The platform building is currently being used by the Tracks Cafe.

The Hunter Development Corporation gained possession of the site in March 2017, with the aim of connecting the public domain between the Civic centre of Newcastle, across the former line of rail tracks to the waterfront.

Community consultation has been held including The 'Ideas Festival' - a community-centred engagement program delivered through the NSW Government's Revitalising Newcastle program held in November and December 2016. The objective of this consultation was to generate ideas for the potential future use/s and design of Newcastle and Civic stations and surrounding precincts. These ideas have been incorporated into the design for the public domain.

Address:
Hunter Street, Newcastle NSW 2300

Real Property Description:
Lot 2, DP 1111305
Parish of Northumberland - Newcastle,
County of Northumberland

Heritage Listings:
Hunter Development Corporation S170 Register.
NSW Heritage Database # 4801623

Authorship:
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Photographer:
Tonkin Zulaikha Greer Architects
(unless noted otherwise)

For:
Hunter Development Corporation

1.2 TERMINOLOGY

The terminology used in this report, where referring to conservation processes and practices, follows the definitions as presented in *The Burra Charter*. In order to achieve a consistency in approach and understanding of the meaning of conservation by all those involved, a standardised terminology for conservation processes and related actions should be adopted. The terminology in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013 (The Burra Charter)* is a suitable basis for this.

The following terms apply to the historic fabric of the site and are included here to assist in understanding the intent of the conservation terminology in this report.

- *Place* means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.
- *Cultural significance* means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.
- *Fabric* means all the physical material of the place including components, fixtures, contents, and objects.
- *Conservation* means all the processes of looking after a place so as to retain its cultural significance.
- *Maintenance* means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair.
- *Repair* involves restoration or reconstruction.
- *Preservation* means maintaining the fabric of a place in its existing state and retarding deterioration.
- *Restoration* means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.
- *Reconstruction* means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.
- *Adaptation* means modifying a place to suit the existing use or a proposed use.
- *Use* means the functions of a place, as well as the activities and practices that may occur at the place.
- *Compatible use* means a use, which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.
- *Setting* means the area around a place, which may include the visual catchment.
- *Related place* means a place that contributes to the cultural significance of another place.
- *Interpretation* means all the ways of presenting the cultural significance of a place.

1.3 LOCATION

Civic Railway Station was located on the Islington Junction to Newcastle Station section of the Northern Line, between Wickham Station and Newcastle Station, approximately 167km from Central Station. The site is bounded by Hunter Street to the south, Merewether Street to the east, the former Civic Railway Workshops site to the north and the rail corridor to the west.



Figure 2: Aerial photograph showing location of subject site.
Source: Nearmaps, 2018.



1.4 THE STUDY AREA

The study area includes Civic Station platform building and canopies, the footbridge and the platforms extending to the west as outlines in green in the diagram below.

1.5 LIMITATIONS

Assessments of cultural significance made by others have been adopted for this report. In the opinion of the author, the recommendations in this report would not be materially altered by any further primary research.

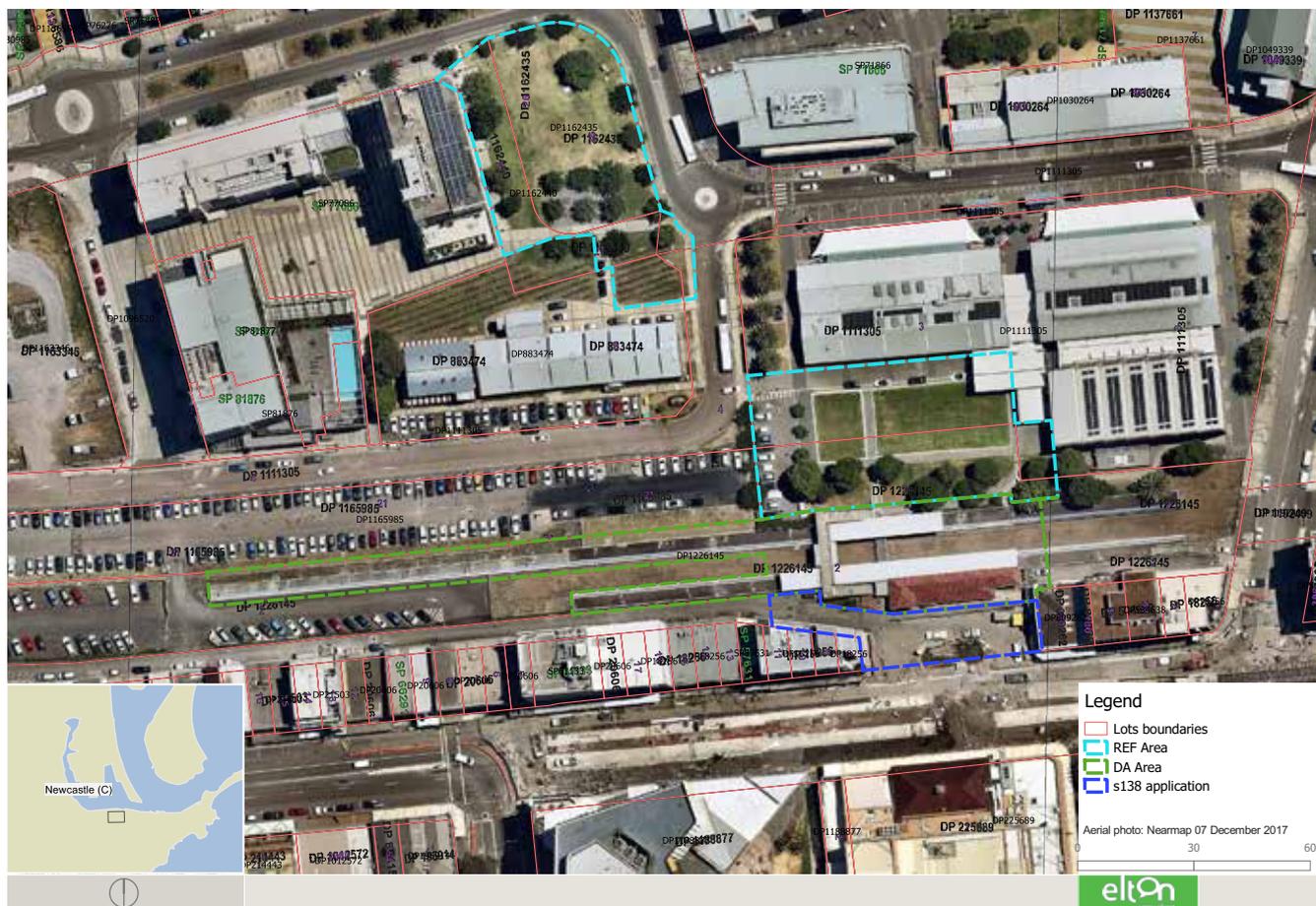
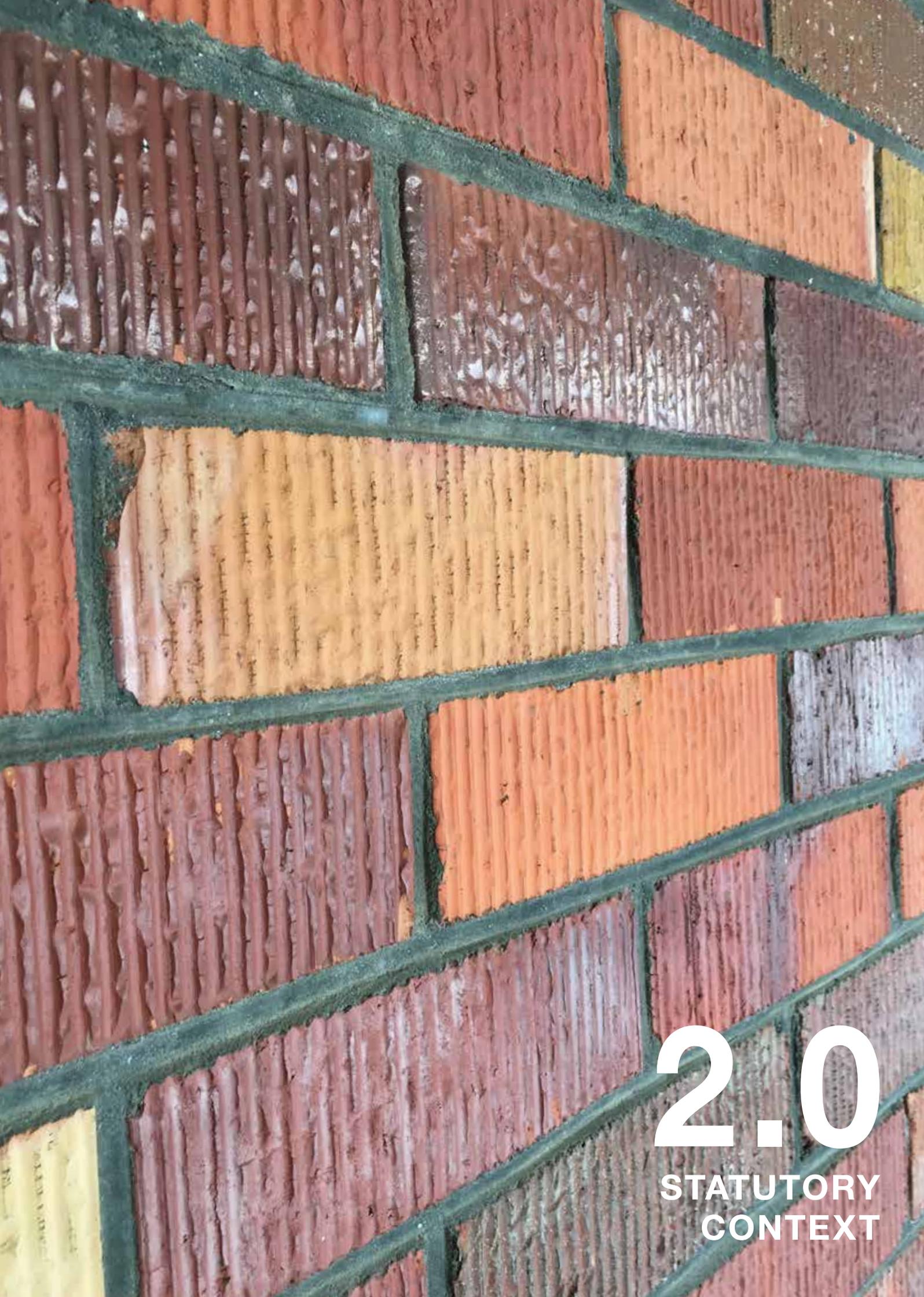


Figure 3: Aerial photograph showing extent of subject site.

Source: Elton, 2018.



2.0

STATUTORY
CONTEXT

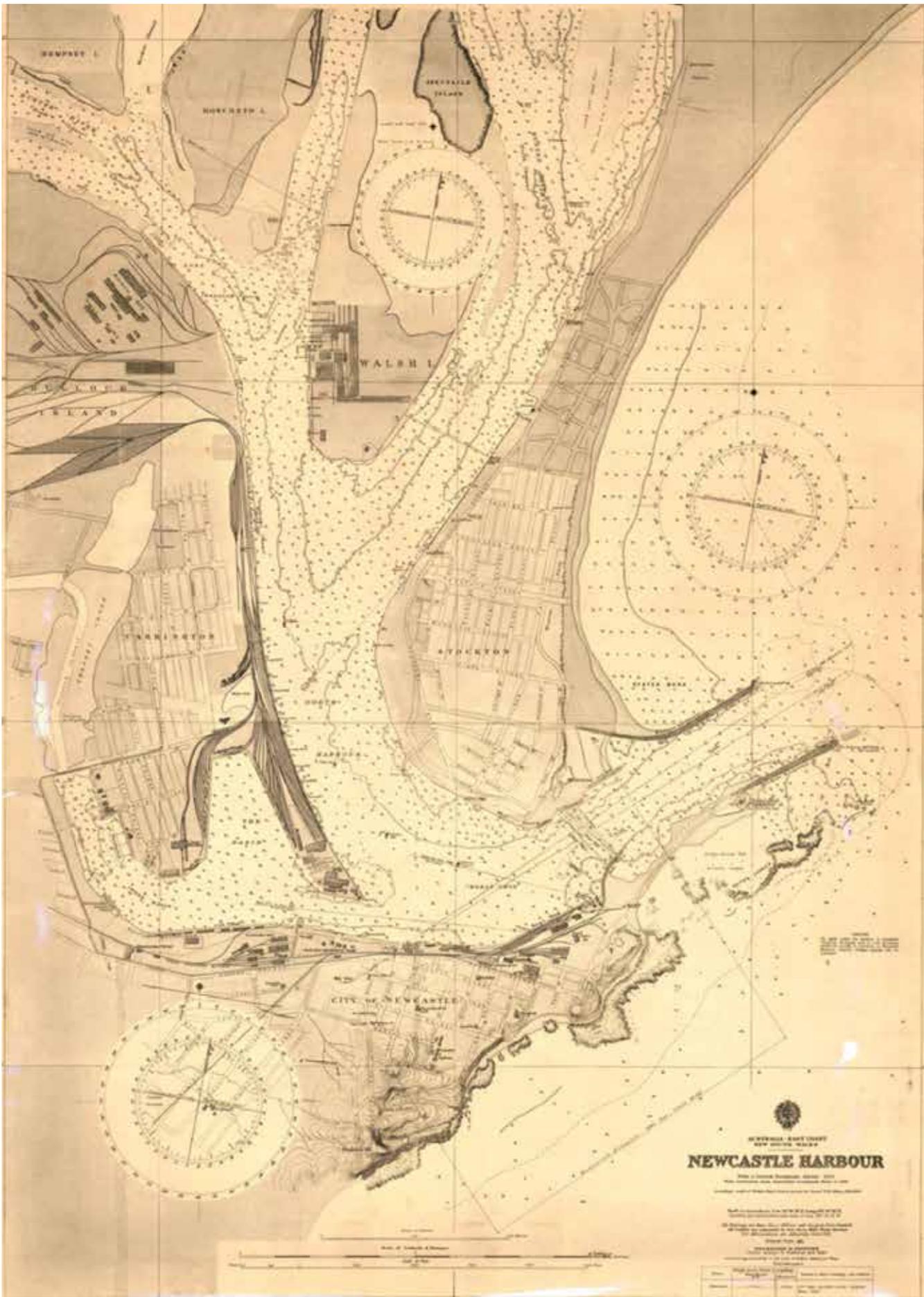


Figure 4: Historic Plan of Newcastle Harbour

Source: Available online.

2.1 THE HERITAGE ACT 1977

The *NSW Heritage Act 1977 (the Heritage Act)* provides protection to items of environmental heritage 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 under the Heritage Act against any activities that may damage an item or affect its heritage significance.

The *Heritage Act* also protects 'relics', which can include archaeological material, features and deposits. Section 4(1) of the Heritage Act (as amended 2009) defines 'relic' as follows:

"relic means any deposit, artefact, object or material evidence that:

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

(b) is of state or local heritage significance."

Under Section 57 of the *Heritage Act*, approval is required for works to an item listed on the SHR. Division 3, Subdivision 1 sets out the method by which approval should be sought and determination made. For works to a SHR item, a Section 60 application must be made for works that are not exempt under Section 57(2) of the Heritage Act.

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. Excavation permits are issued under Section 140 of the *Heritage Act*, or Section 60 for sites listed on the State Heritage Register. An Archaeological Research Design must support Excavation Permit Applications.

If the proposed works are minor and would have minimal impact on the heritage significance of the place or site, they may be granted an exception or exemption under Section 139 (4) of the *Heritage Act*.

2.1.1 THE STATE HERITAGE REGISTER

The *State Heritage Register (SHR)* was established under Section 22 of the *Heritage Act* and is a list of places and objects that are considered important to the people of NSW. The SHR is administered by the Heritage Branch of the Office of Environment & Heritage and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

Sites or relics that are listed on the SHR (or are the subject of an Interim Conservation Order) are provided statutory protection under the Heritage Act. A Section 60 application can be determined by the Heritage Council of NSW, or in some cases the Heritage Division under delegation.

Civic Railway Station and Footbridge are not currently listed on the State Heritage Register and therefore not subject to the provisions of the *Heritage Act*. It is however noted that the Railway Footbridges Heritage Conservation Strategy prepared by GAO Heritage Group in 2016 recommends that the footbridge be listed on the State Heritage Register.

Civic Railway Station is located adjacent to Civic Railway Workshops which are listed on the SHR (#956), and any impacts on the adjacent Workshops must be assessed.

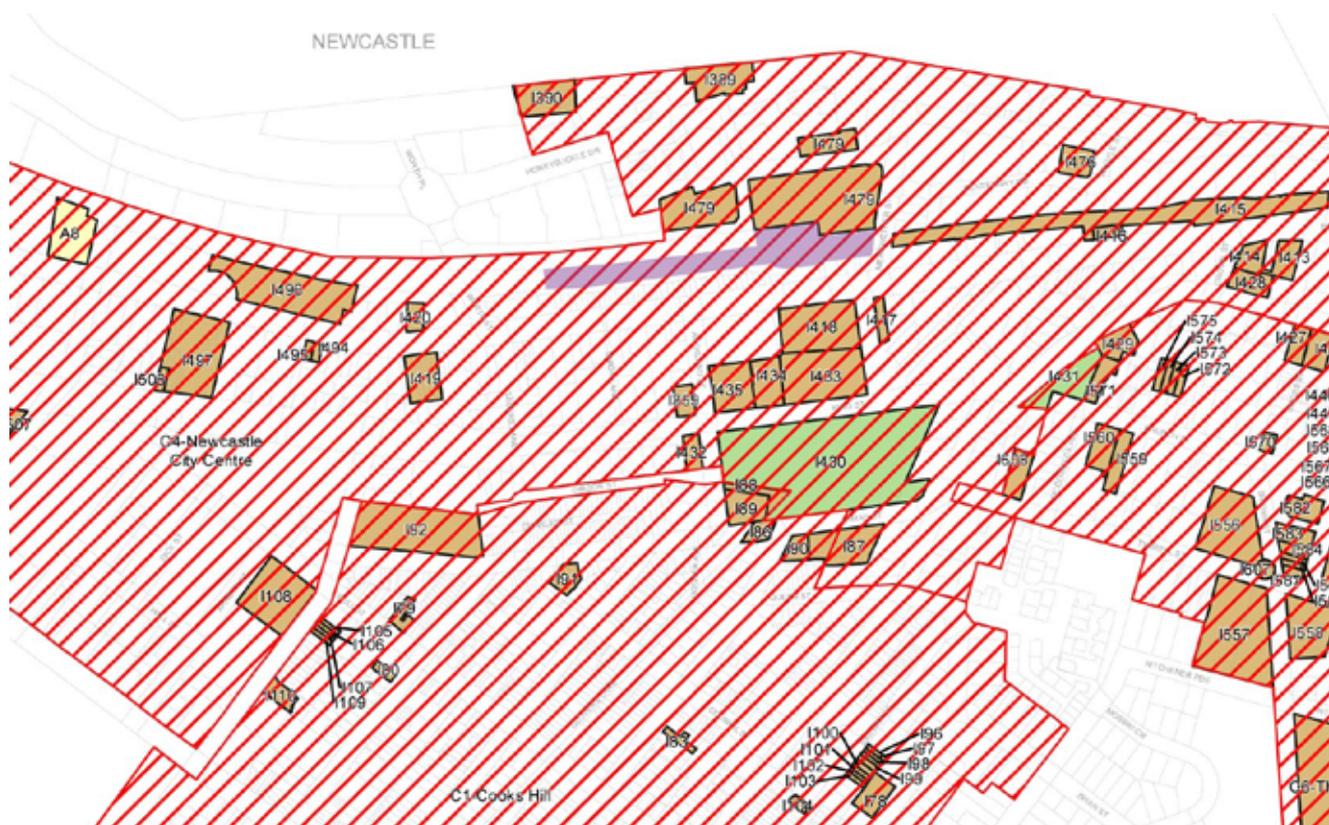


Figure 5: Detail of Newcastle LEP 2012 - Heritage map sheet HER_004G showing location of heritage items in vicinity of subject site (shaded in purple).

Source: Newcastle LEP 2012, available online.

NEWCASTLE LEP 2012 - SCHEDULE 5 - HERITAGE ITEMS IN THE VICINITY OF THE SITE		
ITEM #	ITEM	SIGNIFICANCE
C4	Newcastle City Centre Heritage Conservation Area	Local
I479	Civic Railway Workshops	State
I476	Argyle House	State
I415	Remains of AA Co bridge and fence	Local
I416	Former tramway substation	Local
I417	Former Frederick Ash Building	State
I418	Civic Theatre	State
I419	Former Emporium Building	Local
I420	Former Police Station	Local
I434	Christie Place (including fountain)	State
I435	Nesca House	State
I389	No 1 Lee Wharf Building	State nominated
I390	No 2 Lee Wharf Building	State nominated

Figure 6: Table of Heritage Items in the vicinity of the site listed on Schedule 5, Newcastle LEP 2012.

Source: Newcastle LEP 2012, available online.

2.2 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

2.1.2 SECTION 170 REGISTER

The *Heritage Act* requires all government agencies to identify and manage heritage assets in their ownership and control. Under Section 170 of the Heritage Act, government bodies must establish and keep a register which includes all items of environmental heritage listed on the SHR, an environmental planning instrument or which may be subject to an interim heritage order that are owned, occupied or managed by that government body. All government agencies must also ensure that all items entered on its register are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Minister on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of identified sites, items and objects and are based on relevant NSW heritage legislation and statutory guidelines.

Civic Railway Station is listed as an item of Local Heritage Significance on the Hunter Development Corporation's S170 Register. Any works carried out within the curtilage of the site should be recorded and the Section 170 Register listing updated upon completion.

2.2.1 EP&A ACT 1979

The Environmental Planning and Assessment Act 1979 (EP&A Act) establishes a framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that Local Governments prepare planning instruments, such as Local Environmental Plans (LEPs) and Development Control Plans (DCPs), in accordance with the Act to provide guidance on the level of environmental assessment required.

The current study area falls within the boundaries of Newcastle Local Government Area.

2.2.2 NEWCASTLE LEP 2012

Civic Railway Station is located within the Newcastle City Heritage Conservation Area which is listed in Schedule 5 – Environmental Heritage of the Newcastle LEP 2012 and noted to be of Local significance. (Figure 6) Works within a Conservation Area, including demolition, require the lodgement of a development application and cannot be considered as exempt or complying development.

The site is located adjacent the Civic Railway Workshops and in close proximity to a number of other heritage items listed on Schedule 5. Part 5.10 of the LEP sets out controls related to Heritage Conservation.

2.2.3 ENVIRONMENT PROTECTION & BIODIVERSITY CONSERVATION ACT 1999

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) is the Australian Government's key piece of environmental legislation. The EPBC Act enables the Australian Government to join with the states and territories in providing a national scheme of environment and heritage protection and biodiversity conservation. The EPBC Act focuses Australian Government interests on the protection of matters of national environmental significance, with the states and territories having responsibility for matters of state and local significance.¹ Under the EPBC Act 1999, nationally significant heritage items are protected through their listing on the Commonwealth Heritage List or the National Heritage List.

Nobby's Lighthouse is the only item in Newcastle on the Commonwealth Heritage List, #105373. There are no items listed on the National Heritage Lists located in Newcastle.

The Environment Protection and Biodiversity Conservation Act 1999 does not impact the site.

2.2.4 NATIONAL PARKS & WILDLIFE ACT 1974

Aboriginal objects (which includes archaeological sites) are protected under the National Parks and Wildlife Act 1974 (NSW) (as amended) (NPW Act).

The NPW Act is administered by the Office of Environment and Heritage (OEH), formerly the National Parks and Wildlife Service (NPWS). The Chief Executive of the OEH is the authority responsible for the protection of all Aboriginal objects and place in NSW, whether they are on national park estate or not.

Under Section 90 of the NPW Act it is an offence to harm, deface, damage, remove or desecrate, an Aboriginal object or place without prior written consent of the Chief Executive of OEH. It is also an offence, under Section 86 of NPW Act to disturb or excavate land for the purpose of discovering an Aboriginal object, or disturb or move an Aboriginal object on any land, without first obtaining a permit (preliminary research permit, excavation permit, collection permit or rock art recording permit) under Section 87 of the NPW Act. Under Section 91 of the

NPW Act, it is also a requirement to notify the Chief Executive of the OEH of the location of an Aboriginal object identified during any phase of works.

If any Aboriginal cultural remains are exposed during works, then all work would need to be ceased until an appropriate s87 or s90 permit has been obtained and Aboriginal community consultation has been undertaken.

2.3 NON STATUTORY LISTINGS

Listing on non-statutory registers does not provide any legal protection to heritage items or sites, however demonstrates the recognised heritage value of items.

2.3.1 REGISTER OF THE NATIONAL TRUST

The Register of the National Trust was established in 1949 and is maintained by the National Trust of Australia. Following its survey and assessment of the natural and cultural environment, the National Trust of Australia (NSW) maintains a Register of landscapes, townscapes, buildings, industrial sites, cemeteries and other items or places which the Trust determines have cultural significance and are worth of conservation.²

Currently, there are some 12,000 items listed on the Trust's Register. They are said to be Classified and Civic Railway Station is included on this Register.

2.3.2 REGISTER OF THE NATIONAL ESTATE

The Register of the National Estate is a list of some 13,00 places of natural, Indigenous and historic significance throughout Australia that was originally established under the Australian Heritage Commission Act 1975. The Register of the National Estate ceased to be a statutory register in 2012 and is now maintained on a non-statutory basis as a publicly available archive and educational resource. Civic Railway Station is listed on the Register of the National Estate as an 'indicative place' #102329.

1: <http://www.environment.gov.au/topics/about-us/legislation/environment-protection-and-biodiversity-conservation-act-1999/about-epbc>

2: <http://www.nationaltrust.org.au/nsw/heritage-register>

3: <http://www.environment.gov.au/topics/heritage/heritage-places/register-national-estate>

STOCKTON

PARISH OF STOCKTON

PORT

HUNTER

OCEAN

NOTES

NOTES
The map is based on the 1:25,000 scale plan of Newcastle and Environs, N.S.W., 1933, and is intended to show the general layout of the city and its surroundings. It is not intended to show the exact boundaries of the various municipalities and is not to be used for legal purposes. The map is published by the Government of New South Wales, Sydney, 1933.

THIRD EDITION

MAP OF THE CITY OF NEWCASTLE AND ENVIRONS PARISH OF NEWCASTLE COUNTY OF NORTHUMBERLAND PACIFIC LAND DISTRICT OF NEWCASTLE N. S. W. 1933

SCALE

Scale of 1:25,000

NOTES

NOTES
Newcastle Municipal Councils: Newcastle Municipal Council, 1919; Newcastle Municipal Council, 1920; Newcastle Municipal Council, 1921; Newcastle Municipal Council, 1922; Newcastle Municipal Council, 1923; Newcastle Municipal Council, 1924; Newcastle Municipal Council, 1925; Newcastle Municipal Council, 1926; Newcastle Municipal Council, 1927; Newcastle Municipal Council, 1928; Newcastle Municipal Council, 1929; Newcastle Municipal Council, 1930; Newcastle Municipal Council, 1931; Newcastle Municipal Council, 1932; Newcastle Municipal Council, 1933.
Wickham Municipal Council: Wickham Municipal Council, 1919; Wickham Municipal Council, 1920; Wickham Municipal Council, 1921; Wickham Municipal Council, 1922; Wickham Municipal Council, 1923; Wickham Municipal Council, 1924; Wickham Municipal Council, 1925; Wickham Municipal Council, 1926; Wickham Municipal Council, 1927; Wickham Municipal Council, 1928; Wickham Municipal Council, 1929; Wickham Municipal Council, 1930; Wickham Municipal Council, 1931; Wickham Municipal Council, 1932; Wickham Municipal Council, 1933.
Hamilton Municipal Council: Hamilton Municipal Council, 1919; Hamilton Municipal Council, 1920; Hamilton Municipal Council, 1921; Hamilton Municipal Council, 1922; Hamilton Municipal Council, 1923; Hamilton Municipal Council, 1924; Hamilton Municipal Council, 1925; Hamilton Municipal Council, 1926; Hamilton Municipal Council, 1927; Hamilton Municipal Council, 1928; Hamilton Municipal Council, 1929; Hamilton Municipal Council, 1930; Hamilton Municipal Council, 1931; Hamilton Municipal Council, 1932; Hamilton Municipal Council, 1933.

3.0 HISTORICAL CONTEXT

SOUTH

3.1 ABORIGINAL HISTORY

The Awabakal and Worimi peoples are acknowledged by Council as the traditional custodians of the land and waters of Newcastle. Council’s website states:

Aboriginal people lived a very rich and vibrant existence in and around Muloobinba (Newcastle) and the Coquon (Hunter River). Food was abundant in marine life and bush tucker. Ceremonies and feasting were generally times for sharing of resources and trading of implements with inland clans. Shell middens at Meekarlba (Honeysuckle) and a tool making site at Pillapay Kullaitaran (Glenrock Lagoon) are remnants of those communal gatherings.

Aboriginal peoples’ connectedness to places and communities is linked through their dreaming stories. Biraban, the eagle hawk, is held in highest regard by the coastal tribes. Homage to the eagle hawk is conveyed in their stories and linked to their tribal social structures. Koin is another revered local sky-hero who announces the coming of Kooris from distant tribes for rites or corroborees.

Natural landscape features and known sacred sites include Whibay Gamba, Newcastle’s famous landmark Nobbys. It is said that a notorious kangaroo jumped from Tahlbihn Point, at the site now known as Fort Scratchley, to the safety of Whibay Gamba. The kangaroo remains hidden in the island’s bowels occasionally thumping its tail and making the land tremble. The thumping is said to be a reference to the region’s earthquake activity.

There is also a high cliff named Yi-ran-na-li, renowned for being a fearful place. Yi-ran-na-li must be respected by all and no one should linger or speak in its vicinity because of the danger of falling rocks.⁴

4: <http://www.newcastle.nsw.gov.au/Explore/History-Heritage/Aboriginal-culture>



Figure 7: Unknown Artist’s A view of King’s Town (1820-28)
Source: Collection of Newcastle Regional Art Gallery

3.2 EUROPEAN HISTORY

The European history of Newcastle is summarised in the table below:

YEAR	EVENTS
1797	Lieutenant John Shortland named the Hunter river after Governor Hunter, and collected samples of coal before returning to Sydney.
1801	Governor King sent an expedition to investigate the resources of the then Coal River, now Hunter River. Potential for a salt works, coal extraction and producing lime using shell were identified.
1804	Governor King had a convict settlement established at King's town, with 20 soldiers and a similar number of convicts, who had been part of the Irish Rebellion at Castle Hill. A stone wharf 108 feet long and 13 feet wide was used to load boats with timber, coal and lime for transport to Sydney.
1812	Governor Macquarie visited the settlement, which had grown to a population of about 100.
1815	Settlement increased rapidly, as convicts were moved to Newcastle following the closure of Norfolk Island.
1816	Public school opened in East Newcastle, first public school in Australia.
1817	Convict Lumber Yard constructed.
1818	First Newcastle goal constructed.
1819	Construction of the Bogey hole by convict labour begun. It was completed by 1823.
1820	Lachlan Flour Mills established by Thomas White Melville Winder and Samuel Terry.
1821	Population 1169. The camp consisted of 13 houses occupied by government employees, 71 houses occupied by convicts, as well as wooden barracks for convicts. The convicts were constructing the breakwater to Nobbys beach, and producing timber, lime and coal. Newcastle opened to free settlers
1823	Governor Macquarie announced Port Macquarie would now be a convict settlement instead of Newcastle, and the population declined.
1827	Surveyor Henry Dangar completed a town plan with 192 leasehold allotments.
1831	Australian Agricultural Company produced 5,000 tons of coal.
1831	Australian Agricultural Company constructed gravity dependant railway, the first railway in Australia. It was used to bring coal from the mine to the harbour.
1833	Australian Agricultural Company granted monopoly on coal traffic in Newcastle for 31 years.
1840	Australian Agricultural Company produced 30,500 tons of coal.
1841	Court House built.
1846	Macquarie Pier constructed by convicts linking the mainland to Nobbys. (Foundation stone laid in 1818.)
1848	Convicts no longer assigned to Newcastle.
1852	Australian Agricultural company surveyor, George Darby set out area around what is now Darby, King and Hunter Streets to accommodate arriving gold diggers.
1858	Nobbys Lighthouse built.
1859	Newcastle Borough Council established.
1876	The Victoria Theatre opened.
1877	Customs House designed by James Barnet. (Walter Liberty Vernon designs an extension in 1899.)
1882	Newcastle water reservoir started to supply drinking water to the residents of Newcastle.
1889	Direct rail line to Sydney built.
1892	Newcastle Court House, designed by James Barnet, constructed.



Figure 8: 1870s AACo Railway tracks and staithe
Source: Newcastle University Archives, viewed online.



Figure 9: 1875
Source: 1875, *Newcastle, Supplement to the Illustrated Sydney News*, April 1875.
Viewed 25 October 2017 <https://www.flickr.com/photos/uon/6048381898/in/photostream/> (From the Newcastle & Hunter District Historical Society via the University of Newcastle).

YEAR	EVENTS
1903	Newcastle Post office opened.
1912	Australian Agricultural Company produced 2,500 tons of coal per day.
1913	State Dockyard constructed. BHP Steelworks constructed at Port Waratah.
1916	Last Australian Agricultural Company shaft ceased production in Newcastle.
1920	Staites cease to be used to laid ships in Newcastle Harbour.
1922	Waterfront land owned by Australian Agricultural Company resumed.
1929	Civic Theatre and the City Hall opened, both designed by architect Henry White.
1942	Newcastle shelled by a submarine in WWII.
1948	First branch of Newcastle Public Library opened.
1957	Newcastle City Art Gallery opened, housed in the War Memorial Cultural Centre.
1965	University of Newcastle became autonomous from UNSW.
1977	Newcastle Art Gallery opened in new purpose built building.
1988	Newcastle Museum opened in the former Great Northern Railway headquarters.
1989	Newcastle earthquake, 5.6 on the Richter scale, caused extensive damage.
1999	BHP Steelworks closed.



Figure 10: 1880s

Source: 1880s, *City of Newcastle, New South Wales, Australia*. From the *Illustrated Sydney News* [c.1880's]. Viewed 25 October 2017 <https://www.flickr.com/photos/uon/6048382256/in/photostream/> (From the Newcastle & Hunter District Historical Society via the University of Newcastle).



Figure 11: 1889

Source: *Newcastle, NSW*. From the *Illustrated Sydney News* 20 June 1889. Viewed 25 October 2017 <https://www.flickr.com/photos/uon/6048382256/in/photostream/> (From the Newcastle & Hunter District Historical Society via the University of Newcastle).

3.3 HISTORY OF CIVIC RAILWAY STATION

The present Civic Railway Station is located in the vicinity of the first railway terminus in Newcastle, which opened in 1857. The name of the station was changed to Honeysuckle the following year and was known as Honeysuckle Point from 1866 until 1872, when it was relocated.

RPS describe the historical background of the site prior to the construction of Civic Railway Station in their Historical Archaeological Assessment of the site as follows:

Prior to the development of the land for railway purposes, Civic Railway Station (Former) now sits in the southern boundary area of what was known as Honeysuckle Point. The area was called a Point because a section of the original shoreline extended northward into the harbour. The earliest development in this area comprised several residential cottages and small commercial buildings which supported industry such as stone crushing works and timber mills. By the early 1850s, gradual land reclamation had begun to alter the original shallow tidal mudflats in preparation for early rail which supported the commercial wharf industries. The Great Northern Railway opened on 30 March 1857 with a terminus at Honeysuckle Point. In 1857 a Parliamentary Committee considered whether the terminus should be located closer to the Newcastle Town centre. The committee recommended that a single line for goods and passenger traffic be laid from Honeysuckle Point to a wharf at Watt Street, with all associated infrastructure at the terminus to be of the most inexpensive description. The associated infrastructure including an engine shed and the carriage shed ... were constructed of timber and iron. The extended rail network would be part of the infrastructure that supported the later construction of Civic Railway Station. On an 1886 State Railway Plan, the rail carriage shed and engine shed are shown at the location of the current Civic Rail Station.

Prior to 1857, the alignment of the original rail line at Honeysuckle Point followed a more northerly trajectory than the 1857 eastward extension and it is unclear of the exact location of the original

Honeysuckle Station along this original line.

The original Honeysuckle Station was renamed Honeysuckle Point in 1866 and closed in 1872. The second Honeysuckle Point Station, located on the new east-west rail line was opened in 1872 and located some 700 metres to the west of the current Civic Railway Station.

The original terminus was described in *The Australian Railway Historical Society Bulletin No. 233 - March 1957* as follows:

The passenger station building was built of timber, 43' x 10', served by a wooden platform, 118' x 6', and located approximately on the site of the stepway to the footbridge on the Hunter Street side of the present Civic Station.

RPS note that:

An earlier rail stop existed at Civic, prior to the construction of the 1937 Civic Railway Station buildings and associated structures. The infrastructure at this earlier stop was likely in the form of a platform and associated structure, and was built around 1929 to provide access to the new Council facilities including the Town Hall (1929) and Civic Theatre (1929) (EJE Architecture 2016). In the early 1930s, minor realignment to the railway tracks preceded the building of Civic Railway Station in 1935. The realignment also coincided with the removal of some of the earlier structures associated with the Honeysuckle Point/Civic Railway Workshops (SHR 00956).

The current Civic Railway Station was constructed in 1937.

The built structure of the Station comprises main station building with ticket counter, portico and forecourt, two platforms, platform shelters, and footbridge. All of these structures were completed by 1937. The forecourt extends to Hunter Street and provides both vehicle and pedestrian access to the main station building, station's southern platform, and to the footbridge which in turn provides access the station's northern platform. The portico framed the original entrance of the station. By the early 1980s this entrance had been modified to accommodate the installation of a food and drink kiosk, with a new entrance to the platform immediately to the west of the kiosk.

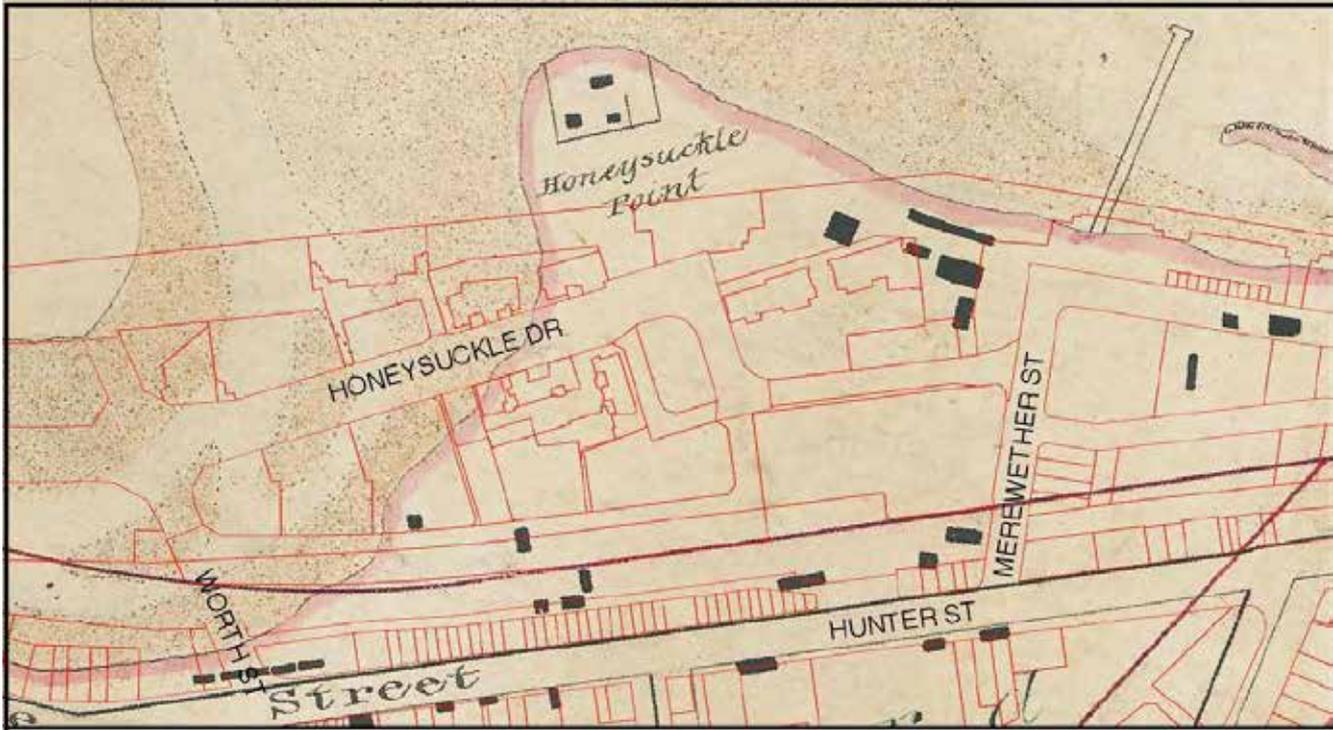


Figure 12: Civic Railway Station (former) now sits in the southern boundary area of what was known as Honeysuckle Point

Source: Higginbotham 2013, Vol 4, with overlay by RPS, 2018.

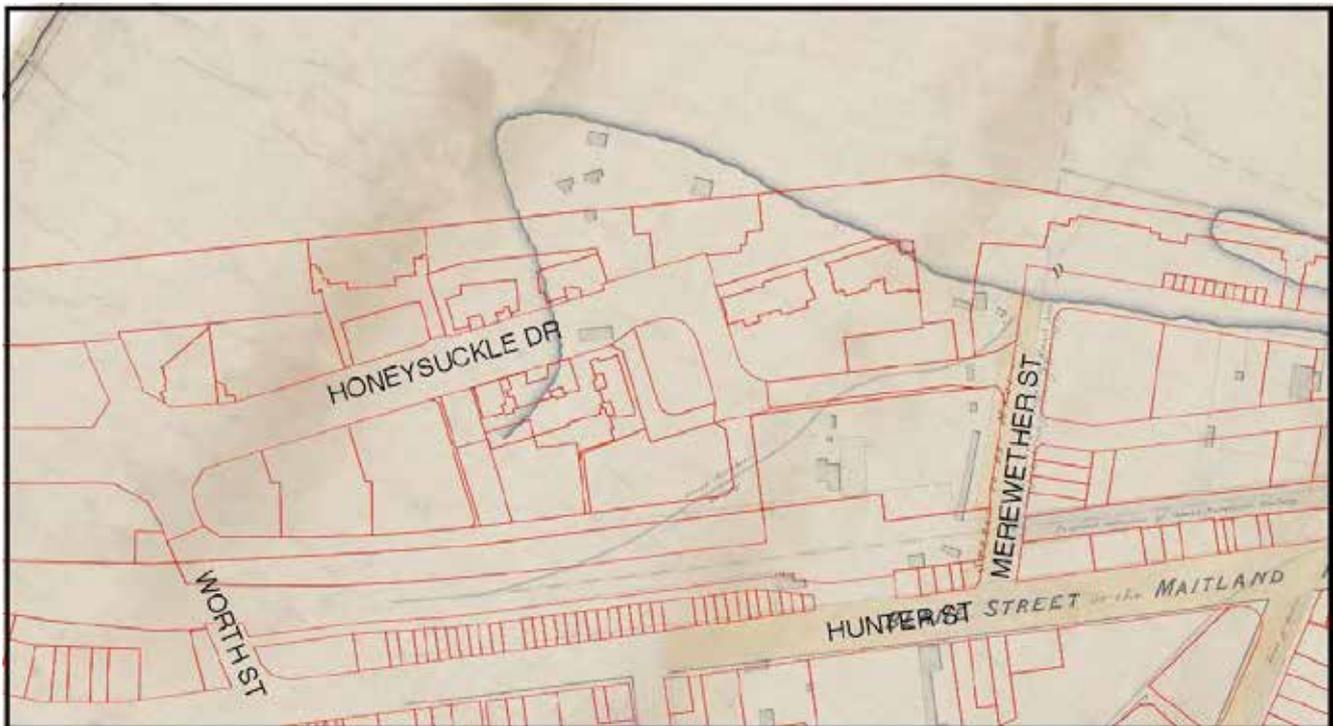


Figure 13: The original rail line at Honeysuckle Point followed a more northerly trajectory

Source: Newcastle, NSW. From the Illustrated Sydney News 20 June 1889. Viewed 25 October 2017 <https://www.flickr.com/photos/uon/6048382256/in/photostream/> (From

The history of Civic Railway Station is described in the historical notes contained in the S170 listing, contained in the Appendix, as follows:

The Main Northern line between Sydney and Newcastle was constructed in two distinct stages and in the earliest years, was worked as two separate railway systems. The line between Sydney (actually the junction at Strathfield) and the Hawkesbury River was opened on 5 April 1887, with the terminus being on the southern bank of the Hawkesbury River. The line between Newcastle and the northern bank of the Hawkesbury River (near present day Wondabyne) was opened in January 1888. The line was completed through between Sydney and Newcastle with the opening of the massive bridge over the Hawkesbury River in 1889.

The first railway line in the Newcastle area was built between 'Newcastle' and 'East Maitland' Railway Station. Soon after the opening, 'Newcastle' was later re-named 'Honeysuckle', then 'Honeysuckle Point', then again reverted to 'Honeysuckle'. (A new site near the river port was opened in 1858 and named 'Newcastle').

The S170 listing further outlines the history of the site:

In 1935, Honeysuckle station was closed and a new station, to be known as 'Civic', was opened on a new site slightly nearer to the terminus at Newcastle.

Civic Railway Station is presently located on the Islington Junction to Newcastle station section of the Northern line. Civic is located between Wickham station and Newcastle station. Present day Civic Railway Station was opened in 1935.

Civic was named due to its close proximity to the civic centre of Newcastle.

Civic Railway station comprises two side platforms (one for Up traffic and one for Down traffic) with brick station buildings. The main building is on the Up platform, closest to the Newcastle business area.

Electrification of the main line between Gosford and Newcastle was opened in May 1984, an extension of the Sydney-Gosford electrification which had been completed in 1960. The new electrification project involved new or rebuilt platforms, station buildings,

footbridges, overbridges and underbridges, line side buildings, sidings and myriad structures in that section in order to permit the operation of the wider electric passenger rollingstock and electric locomotives. Accordingly, some upgrading was undertaken at Civic. The small signal box (1937) was closed a short time prior to the electrification project, with control of the crossing gates (aided by closed circuit cameras) being transferred to other signal boxes and ultimately the centrally located signal control centre, located near Broadmeadow station.

The signal box was removed in 2011. It was located at the Newcastle end of the Down platform and was one of the smallest signal boxes in NSW. Dating from 1937 it had a simple square plan and hip roof and is set on a raised concrete platform containing rooms within. The box was timber framed with battened fibrous cement sheet construction, with windows on three sides.

SITE PLANS



Figure 14: 1934 - Proposed Civic Station, Goods Yard at Wickham & Overbridge at Hannell Street, Department of Railways NSW Way and Works Branch. Dwg No. 917/26604.

Source: Sydney Trains Archives.

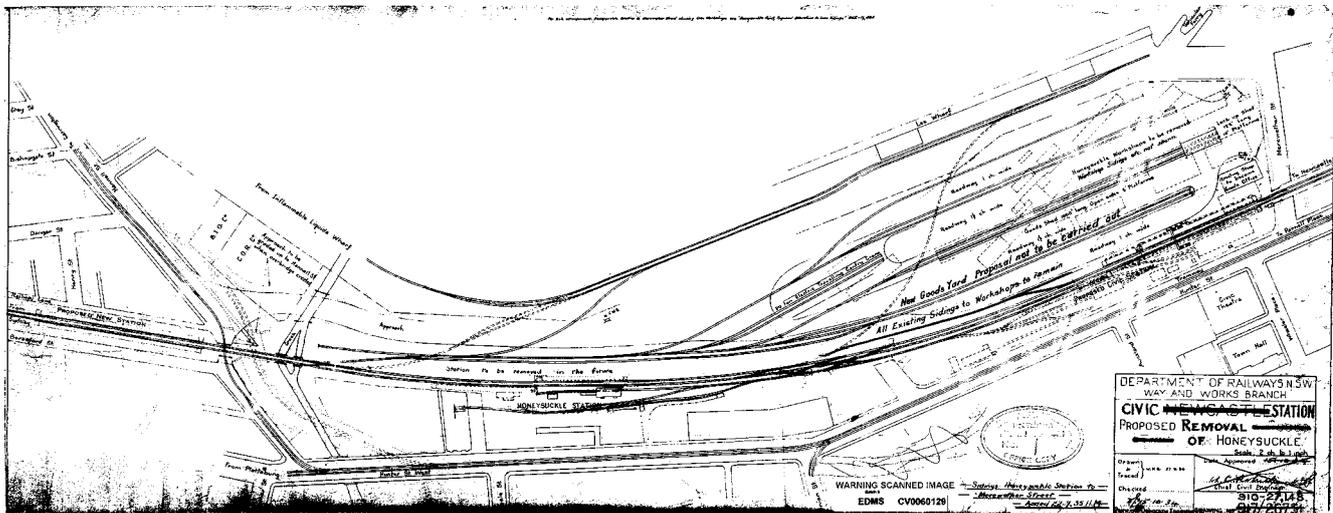


Figure 15: 1934 - Proposed Removal of Honeysuckle Station, Department of Railways NSW Way and Works Branch. Dwg No. 917-27148.

Source: Sydney Trains Archives.

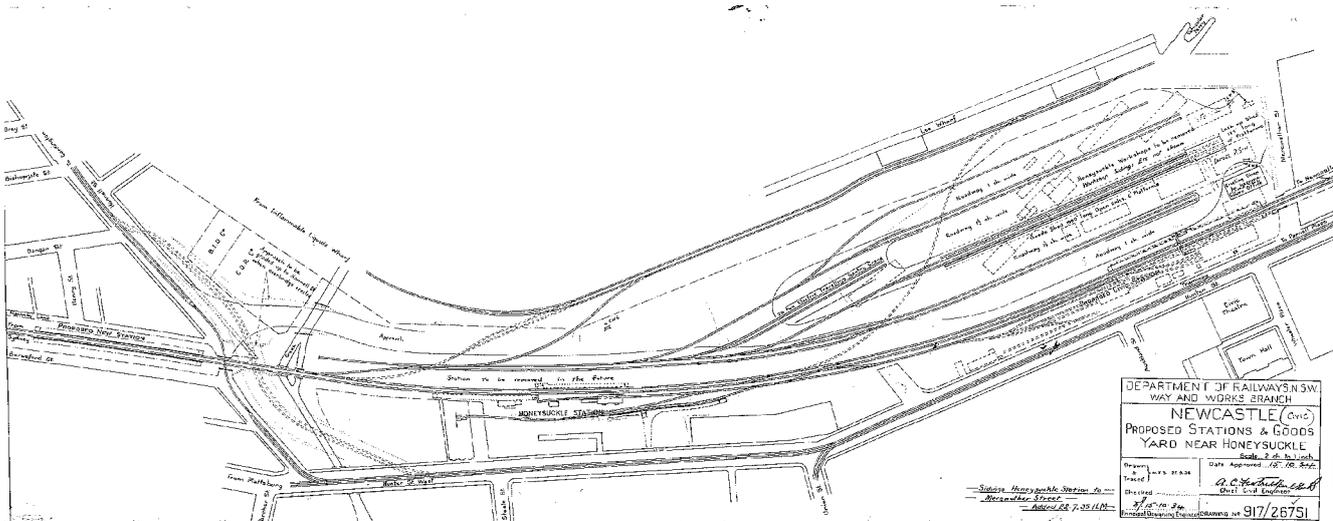


Figure 16: 1934 - Yard Stations + Goods Yard near Honeysuckle, Department of Railways NSW Way and Works Branch. Dwg No. 917/26751.

Source: Australian Railway Historical Society Archives.

SITE PLANS

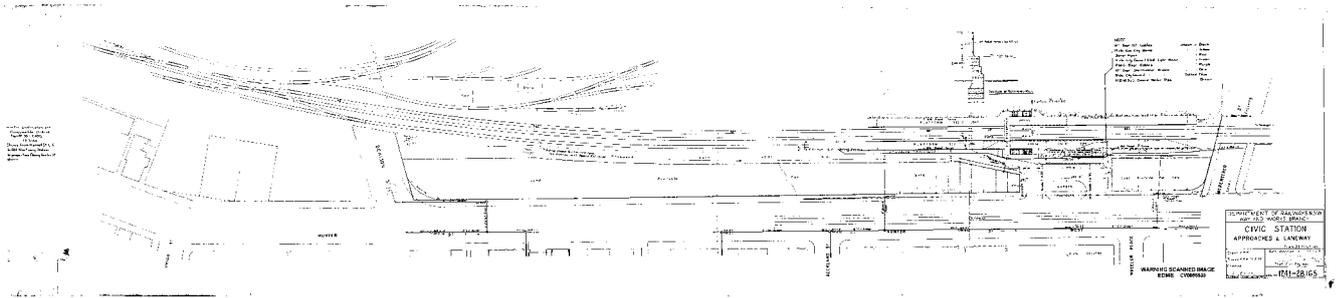


Figure 18: 1935 - Civic Station, Approaches & Laneway, Department of Railways NSW Way and Works Branch. Dwg No. 1241-28.165.
Source: Sydney Trains Archives.

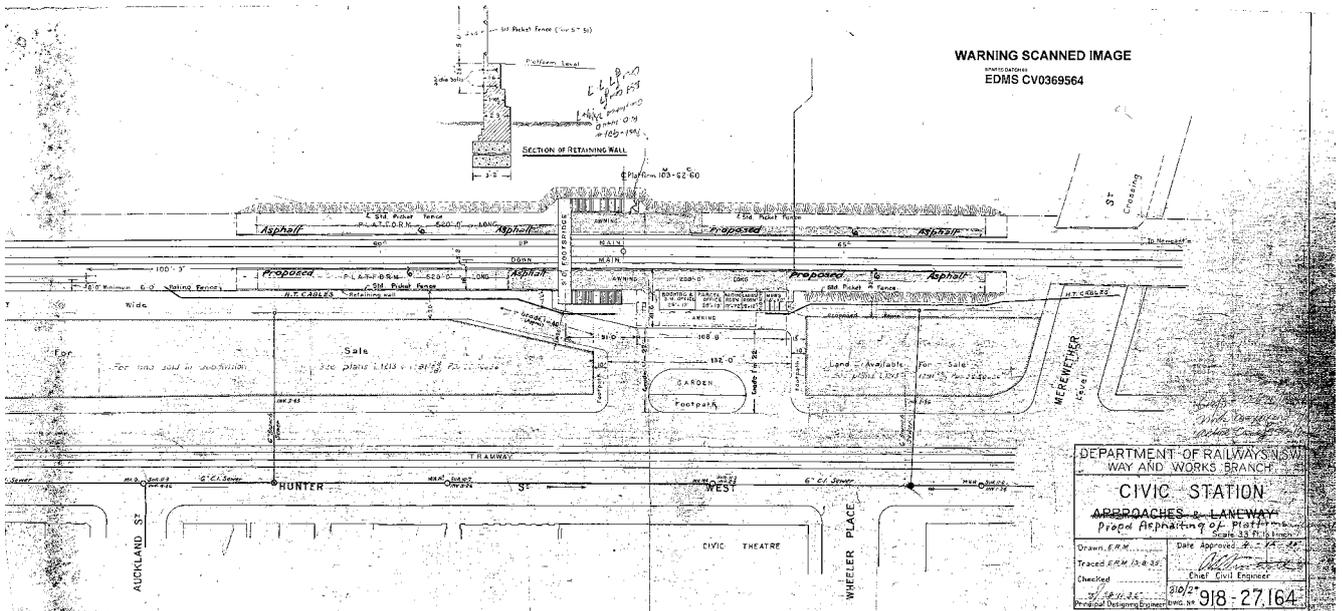


Figure 17: 1935 - Newcastle, Civic Station, Proposed Ashphalting of Platforms, Department of Railways NSW Way and Works Branch. Dwg No. 918-27/164.
Source: Sydney Trains Archives.

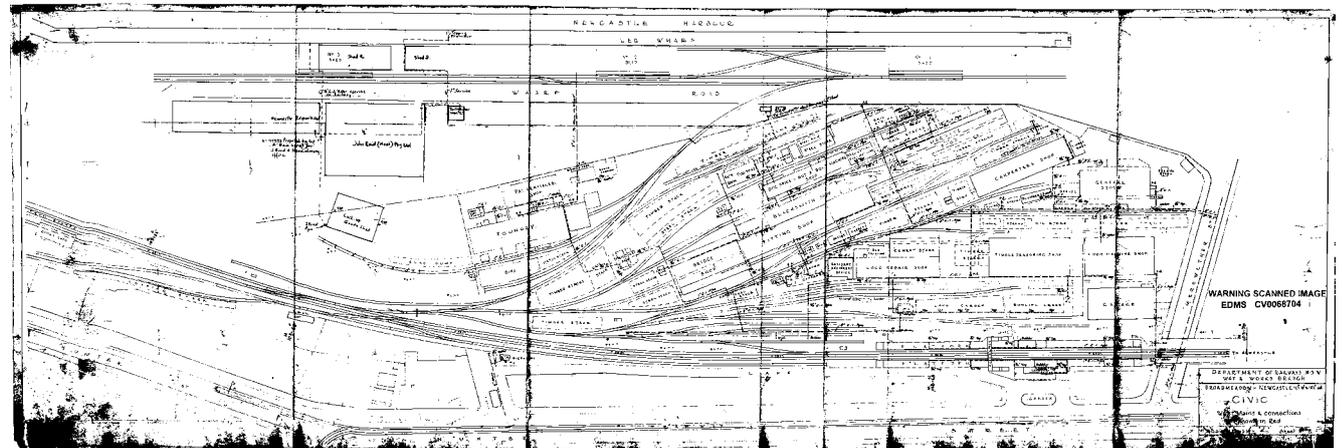


Figure 19: Undated - Civic Station, Site Plan, Department of Railways NSW Way and Works Branch. Dwg No. 945.27.109.
Source: Sydney Trains Archives.

PLATFORM BUILDING

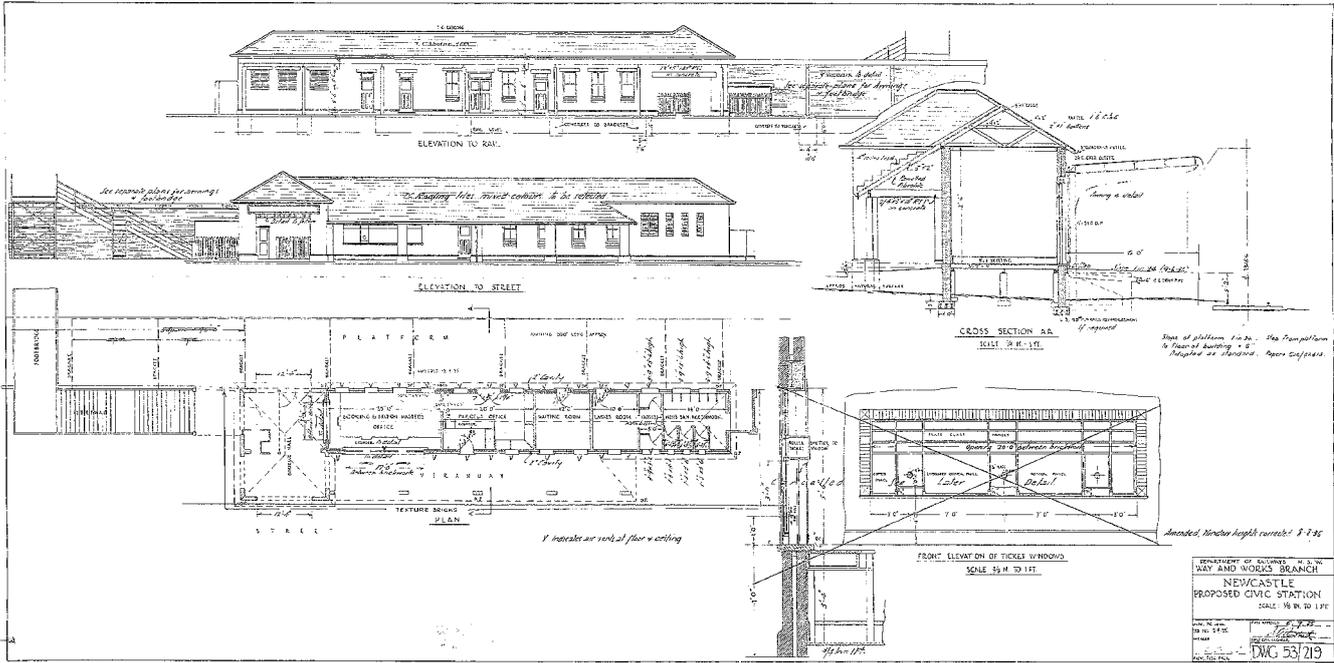


Figure 21: 1935 - Newcastle, Proposed Civic Station, Department of Railways NSW Way and Works Branch. Dwg No. 53-219.
Source: Australian Railway Historical Society Archives.

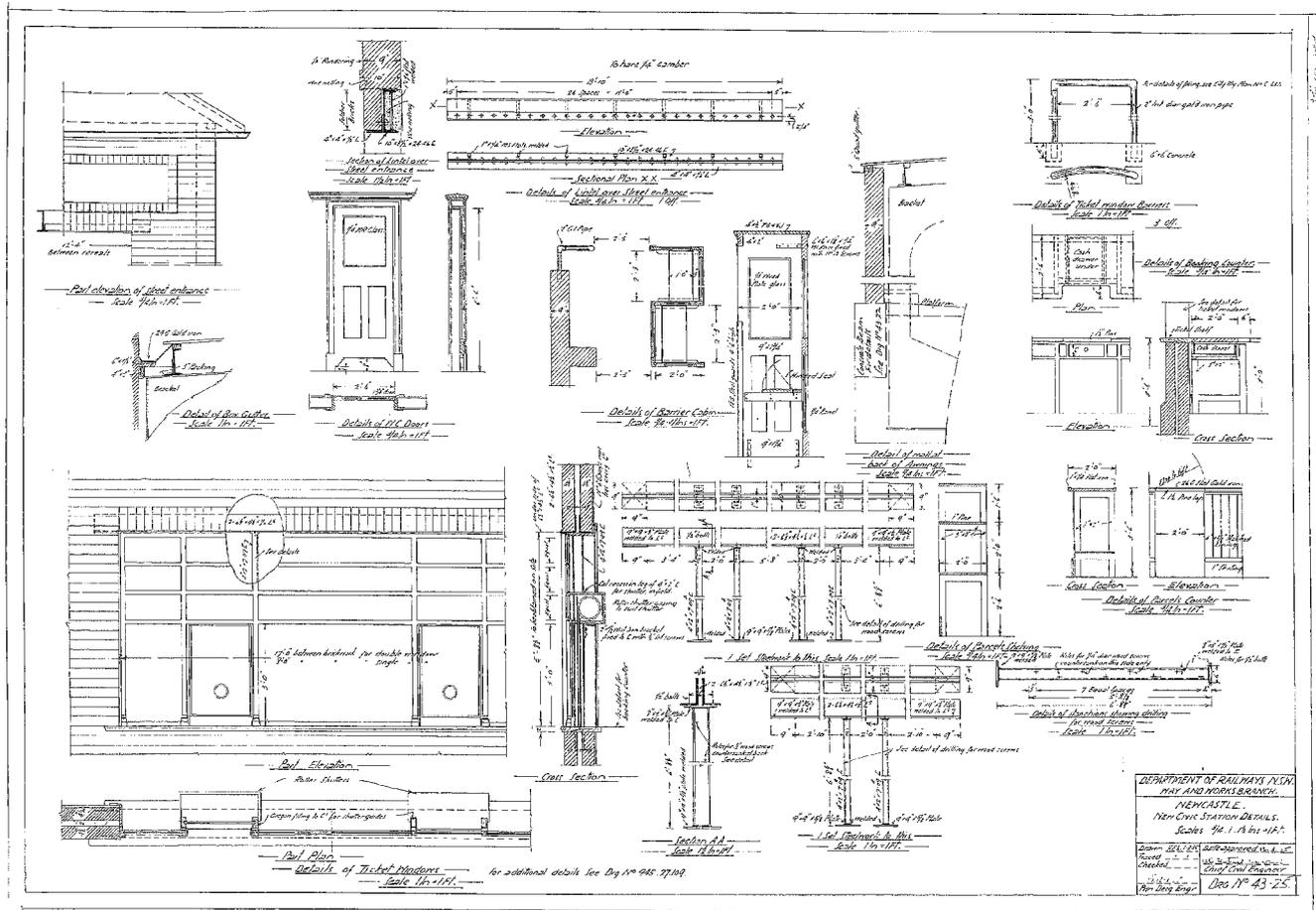


Figure 20: 1935 - Newcastle, New Civic Station Details, Department of Railways NSW Way and Works Branch. Dwg No. 43-25.
Source: Australian Railway Historical Society Archives.

PLATFORM BUILDING

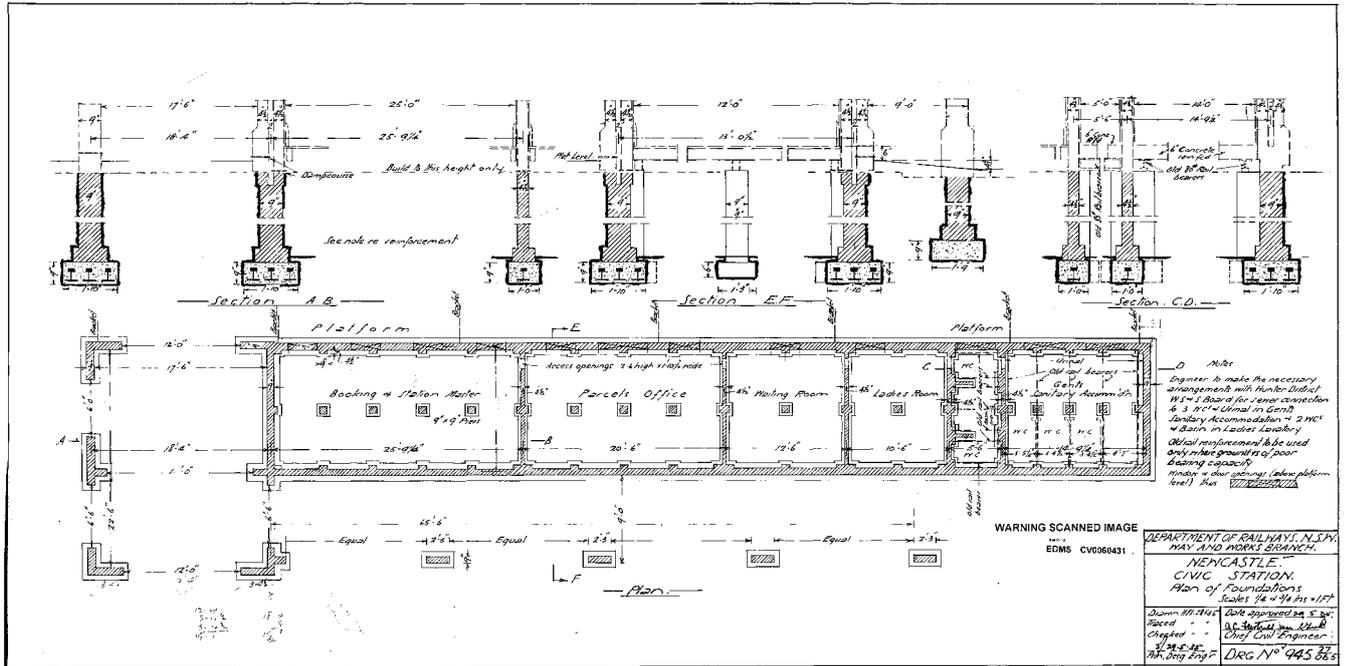


Figure 22: 1935 - Newcastle, Proposed Civic Station, Plan of Foundations, Department of Railways NSW Way and Works Branch. Dwg No. 945-27/065.

Source: Australian Railway Historical Society Archives.

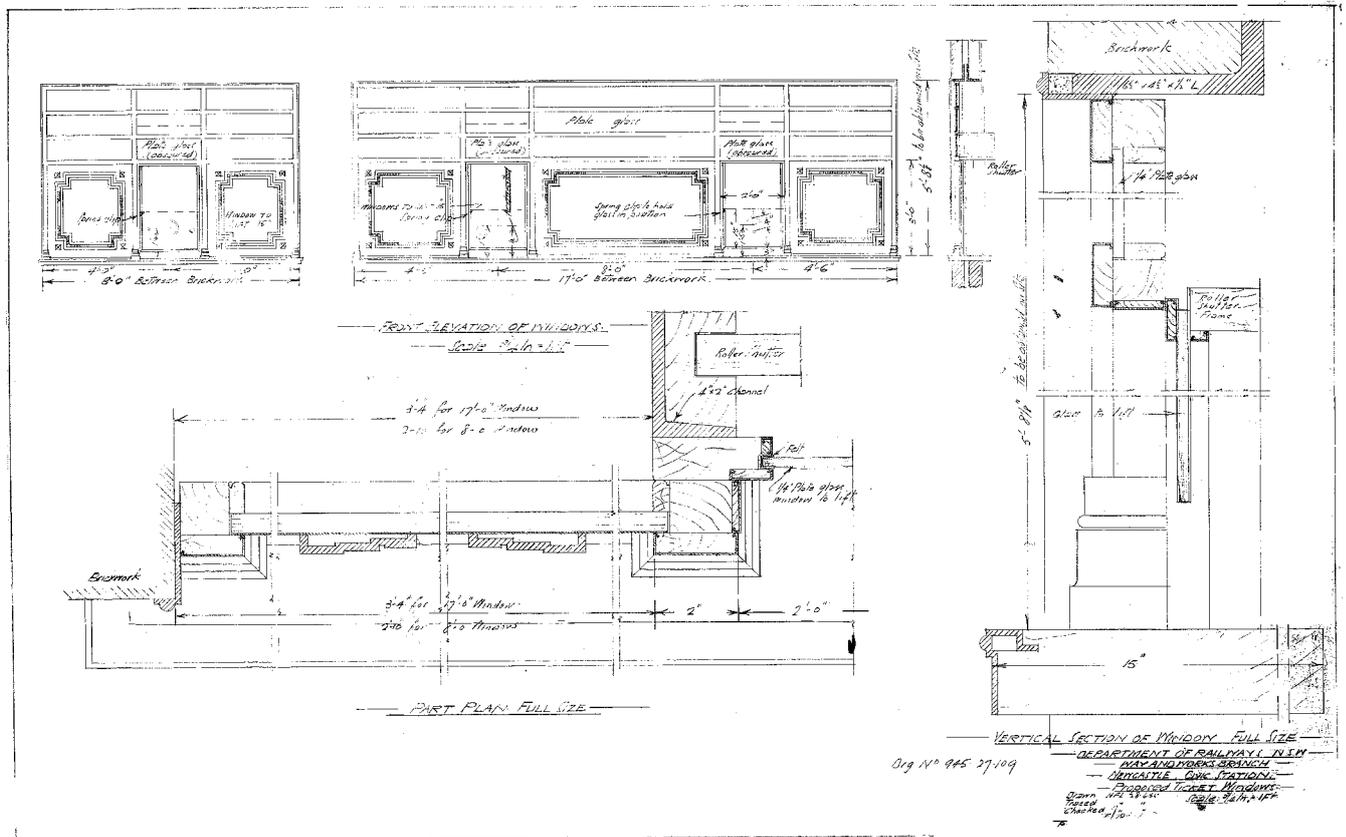


Figure 23: 1935 - Civic Station, Proposed Ticket Windows, Department of Railways NSW Way and Works Branch. Dwg No. 945.27.109.

Source: Sydney Trains Archives.

FOOTBRIDGE

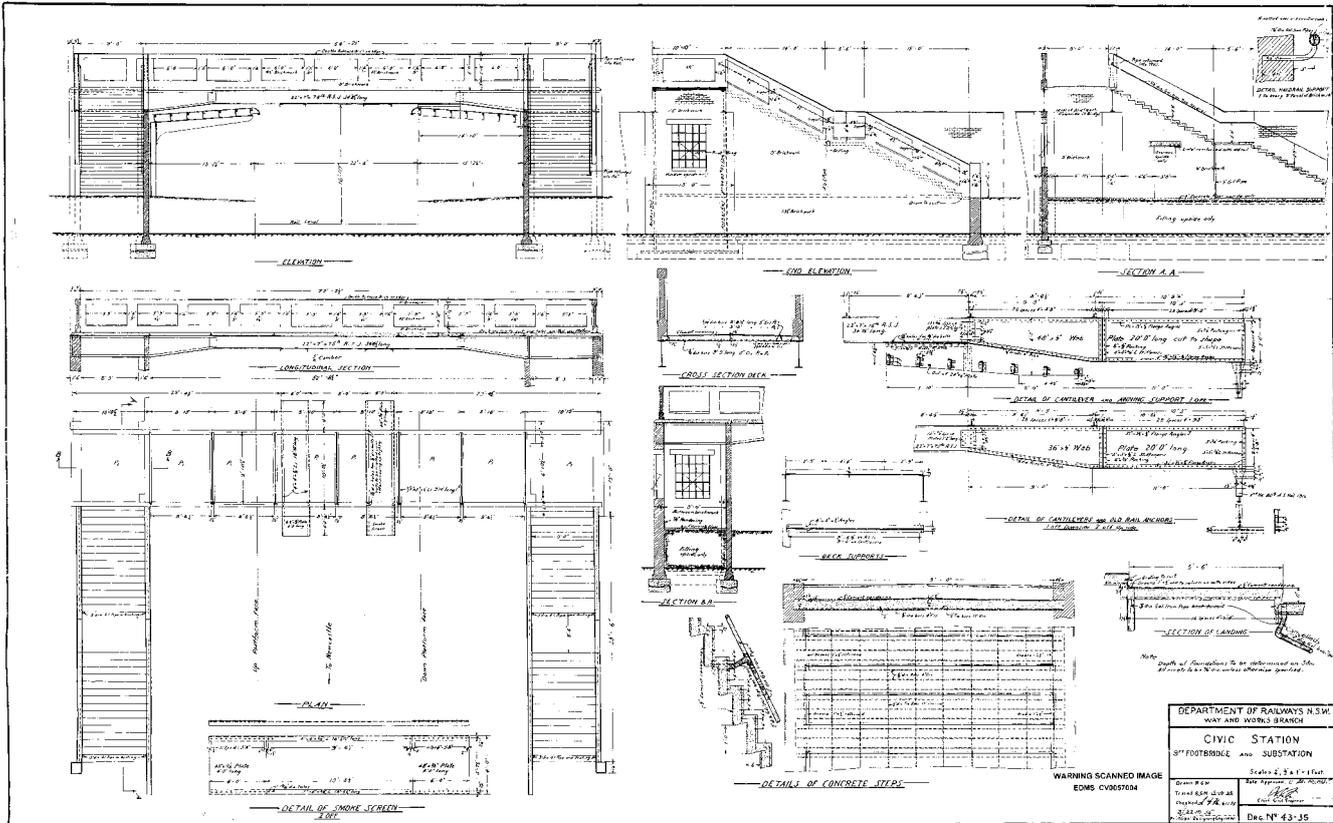


Figure 24: 1935 - Civic Station, 9ft Footbridge and Substation, Department of Railways NSW Way and Works Branch. Dwg No. 43-35.

Source: Australian Railway Historical Society Archives.

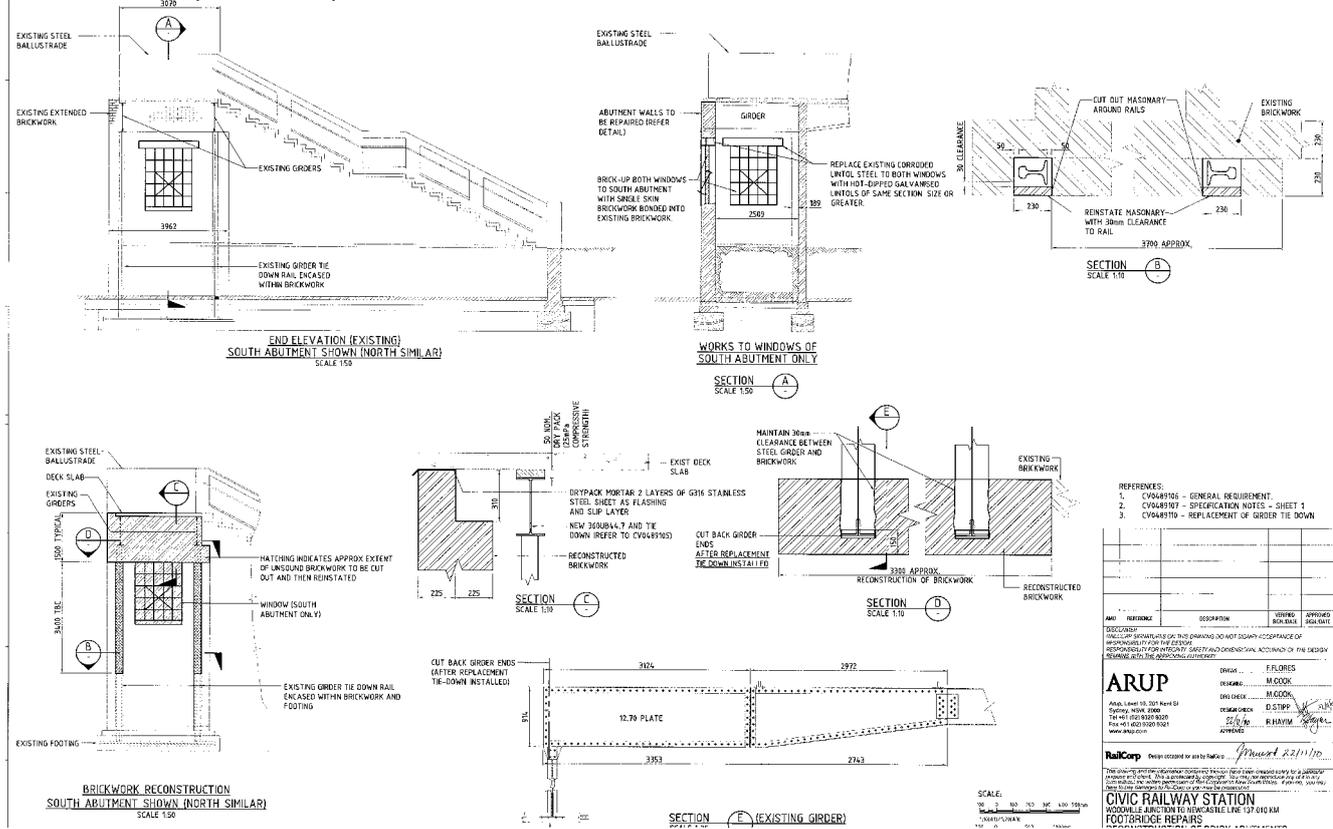


Figure 25: 2010 - Civic Railway Station, Footbridge Repairs, Reconstruction of Brick Abutments, Arup for Railcorp. Dwg No. 220235.

Source: Australian Railway Historical Society Archives.

HISTORIC PHOTOGRAPHS



Figure 26: c1937

Source: <https://camdenhistorynotes.wordpress.com/2017/07/09/civic-railway-station-on-closed-newcastle-branch-line/>



Figure 27: 1972

Source: Edwards, K G 1972, *Civic Station, Hunter Street, Newcastle* <http://collections.ncc.nsw.gov.au/keemu/pages/nrm/Display.php?irn=26281>

77411 5-44 A. H. PETTIFER, ACTING GOVT. PRINTER. CIVIC			CARD No. 111				
ORDER No.	COMMR'S M.P. No.	C.A.A. WORKS No.	PARTICULARS.	YEAR COMPLETED.	EXPENDITURE.		VOTE TO WHICH CHARGED.
					WAGES.	OTHER.	
7682 D	43/537309 M	111123	Prmn. of lower deck wagon repair siding	1945	561	696	WE 218
7762 D	43/538017	111687	sidings for storage of timber	1944	988	64	WE 218
8591 D	43/538004	371	Extend siding for repair roads at Wagon Workshops.	1945	67	2	WE 218
9398 D	43/538614	1358	Some Works: Prmn. of U.C.C. Mowbray ^{improvement} to ambulance room.	1946	85	188	WE 218
108 D	45/538625	2108	Prmn. of infra lighting in wagon repair siding	1947	49	100	WE 218
6749 C	40/533105	11353	Prmn. of add sidings roadway for wood loading	1940	1182	1087	Adds
1249 C	45/538628	3337	Asphalting portion of surface up & down platform	1947	389	152	R.A. Imp.
3689 C	Sup Order	940	Prmn. of brickwork for 3 relay huts	1935	584	50	Sup Order Adds
3696 C	"	939	Erection of 3 trough bridges	"	39	7	"
3691 C	"	938	mbg of 3	"	79	55	"
3692 C	"	937	Erection of 2 signal bridges	"	166	31	"
3693 C	"	936	mbg of 2	"	117	79	"
1946	47/538315 M	-	Intelligence of relay accounts for S. T. Engg.	1948	7	13	Sup Engg Adds
1537 C	46/580236	-	Prmn. of dry laid colour light signalling: Erection of 5 troughing bridges, also provide foundations therefor.	1949	585	62	Sup Engg Adds
2132 C	47/643247	4577	Workshop Extension to the General office.	✓	154	281	Addns. 2995 WE 140
4972 C	57/241037	4892-C	Painting Inventory: Purchase of paint, lighting equipment from Gibson Engineering Co. Pty. Ltd.	1953	-	452	Addns. Note.
8038-C	53/809669	P&S	Prmn. of crane crew to alter exhaust pipes. Elec. Commn.	1953	-	20	G.D.D.
7588-C	50/621783	W.M.	Prmn. of bldg. for Elec. Commission.	1955	899	2529	G.D.D.
767233	56/531502 WM	16041	Prmn. of R.R.R. Kitchen	1960	759	1,686	Addns. Note WE 11.5

Figure 28: Civic Works Card, Department of Railways NSW Way and Works Branch, 1/2.
Source: Australian Railway Historical Society Archives.

77411 5-44 A. H. PETTIFER, ACTING GOVT. PRINTER. CIVIC			CARD No. 112				
ORDER No.	COMMR'S M.P. No.	C.A.A. WORKS No.	PARTICULARS.	YEAR COMPLETED.	EXPENDITURE.		VOTE TO WHICH CHARGED.
					WAGES.	OTHER.	
2/07/0538	59/640710 W.M.	16789	WAGON REPAIR SIDING: - RELOCATE WAY & WORKS GARAGE RELOCATE CARTERS UNCOVER & PARK IN GOOD ORDER FOUR TRACKS AS PER PLAN. PROVIDE COVER OVER ADDITIONAL TRACK AS PER PLAN. REMOVE SCRAP ACCUMULATIONS.	1941	3165	1253	ADDITIONS VOTE
4457-C	50/621784 W.M.	-	LOCO. WORKSHOPS OFFICE: PROVISION OF ADDITIONAL OFFICE ACCOMMODATION FOR TIME KEEPING STAFF.	1940	-	2535	WORKING EXPENSES
4541-C	59/621624 W.M.	9154	MAINTENANCE ENGINEER'S OFFICE: IMPROVED SANITARY ACCOMMODATION FOR STAFF.	1955	266	222	ADDITIONS VOTE
1249-C	45/538628 W.M.	3337	ASPHALTING OF PORTION OF SURFACE OF UP & DOWN PLATFORMS.	1947	389	153	R.A.I.

Figure 29: Civic Works Card, Department of Railways NSW Way and Works Branch, 2/2.
Source: Australian Railway Historical Society Archives.

3.4 HISTORICAL TIMELINE CIVIC RAILWAY STATION GROUP

The following historical timeline of Civic Railway Station is based on the information contained in the S170 Register listing and historic drawings supplemented by primary research:

DATE	EVENT
31.10.1854	Construction contract for first Newcastle (Civic) to Woodville Junction let to William Wright.
30.03.1857	Line opened with railway station on subject site known as Newcastle (first site 166.993km). The Station was timber, 43 feet long and 10 feet wide with a timber platform 118 feet long and 6 feet wide. There was also a two-road engine house, two-road carriage shed, and a run-around loop with 525 feet of standing room. There was no turntable. The workshop consisted of a forge shop and store.
09.03.1858	Name of station changed to Honeysuckle.
29.06.1864	Railway line duplicated from Hamilton.
01.09.1866	Name of station changed to Honeysuckle Point.
1872	Honeysuckle Point station moved to second site.
1935	Drawings prepared for new Civic Railway Station and Footbridge
1937	Reopened on original site as Civic Railway Station, named after close proximity to the civic centre of Newcastle. Up and down platforms 158m long.
DATE	EVENT / MODIFICATIONS
Date unknown	Alterations to the station building and shelter appear to be ongoing over a long period, probably since the 1970s. Alterations have been made to the Down platform booking office to allow the provision of a concession selling food.
1984	Some upgrading undertaken for the electrification of the main line between Gosford and Newcastle. The signal box was closed a short time prior to the electrification project.
1989	Newcastle earthquake. The original brick balustrade on the footbridge has been replaced by standard metal bars. This may have occurred as a result of the earthquake. (Date unknown)
2009	Platform extended.
2011	Repairs made to the footbridge, including: Installation of galvanised steel structural components to replace the corroded original items; Corrosion repair and recoating of the main girders; Brick reconstruction and concrete repair to the bridge abutments, balustrades and deck.
2011	Signal box (1937) removed.
2013	Carpark vested to Hunter Development Corporation.
2014	The station was served by intercity trains to Sydney and diesel railcars to Maitland, Dungog and Scone prior to its closure in December 2014, pending the construction of a light rail line from Wickham to the CBD.
2016 December	Former rail corridor opened to the public as Market Street Lawn.
2017 March	Hunter Development Corporation assumed ownership of the site.
2017 September	Commencement of Light Rail works major
2017 October	Newcastle Interchange opened

3.5 HISTORIC THEMES

Historic themes relevant to the Civic Railway Station Group identified in the heritage listing for the site are as follows:

AUSTRALIAN THEME	NEW SOUTH WALES THEME	LOCAL THEME
Economy- Developing local, regional and national economies	Communication-Activities relating to the creation and conveyance of information	Signalling and safe working
Economy- Developing local, regional and national economies	Transport- Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Building the railway network Rail to ship interchange
Settlement - Building settlements, towns and cities	Towns, suburbs and villages - Activities associated with creating planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Impacts of railway on urban form
Culture - Developing cultural institutions and ways of life	Creative endeavour – Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities	Evolution of design in railway engineering and architecture

An Interpretation Strategy accompanies the development application which explores these themes in greater depth.



Figure 30: 1969 - Civic Railway Station.
Source: Australian Railway Historical Society Archives, ARHSnswRRC 458887.



Figure 32: c1969, undated - Civic Railway Station.
Source: Australian Railway Historical Society Archives, ARHSnswRRC 134682.



Figure 31: 1969 - Civic Railway Station.
Source: Australian Railway Historical Society Archives, ARHSnswRRC 458947.



Figure 33: 1969 - Civic Railway Station.
Source: Australian Railway Historical Society Archives, ARHSnswRRC 5856d.



4.0
FABRIC
ASSESSMENT



Figure 35: View from southern stairs back to Civic centre of Newcastle.

Source: TZG 2017

Figure 36: View towards Newcastle Museum to the north.

Source: TZG 2017

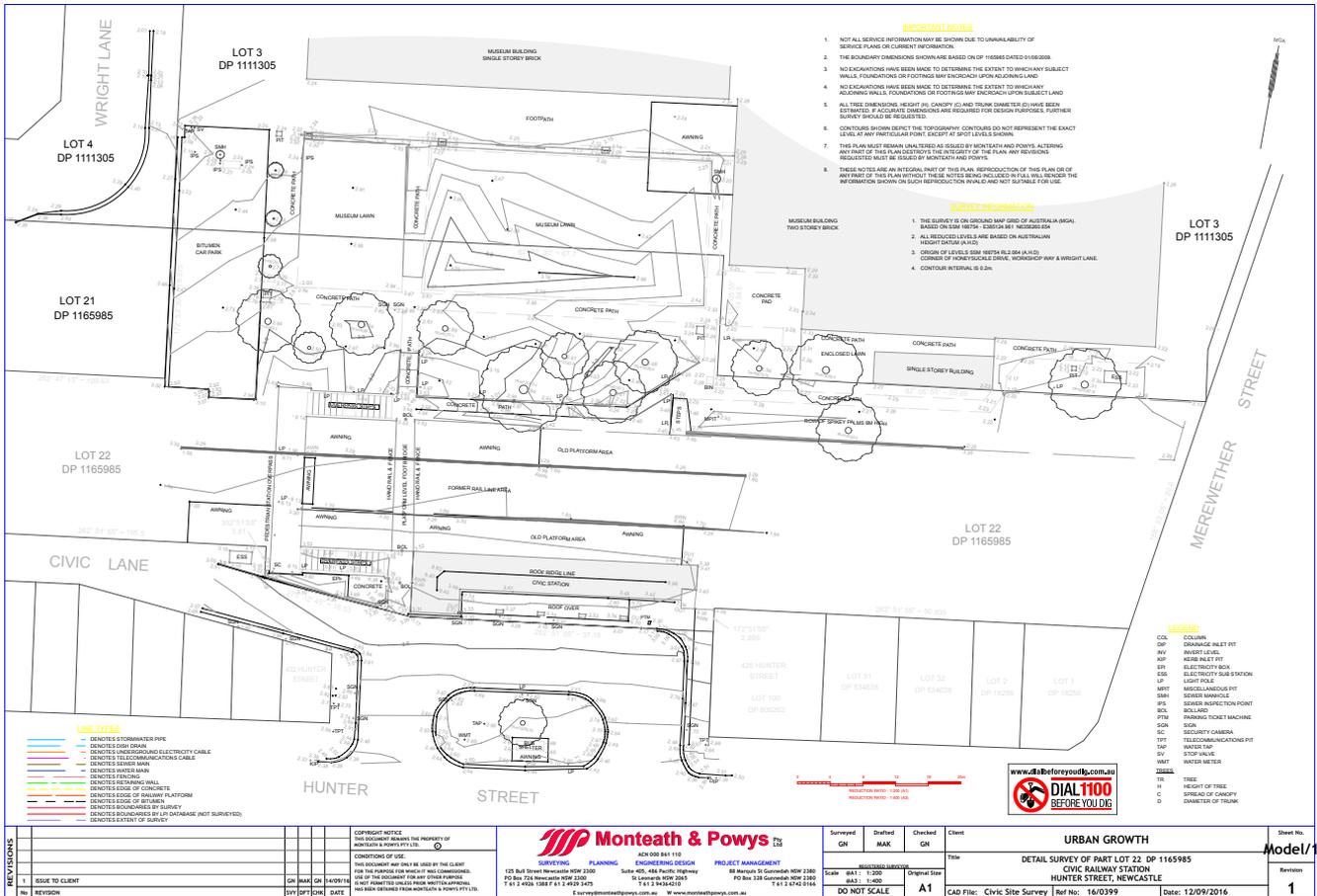


Figure 34: Civic Railway Station, Survey

Source: Monteth & Powys, 2017.

4.1 SETTING

Civic Railway Station is located opposite the Civic Theatre, set back from Hunter Street, close to the civic heart of Newcastle. The former Honeysuckle Railway Workshops, are located to the north of the station, housing the Newcastle Museum, with Newcastle Harbour beyond.

The context is described in the S170 register listing for Civic Railway Station Group as follows:

Civic Railway Station is located between Newcastle and Wickham Railway Stations, Newcastle. It is immediately south of the former Honeysuckle Railway Workshops, which are no longer used for railway purposes and have been developed into a new commercial and hotel district. Civic railway station comprises of a station building and forecourt, platform shelter, platforms, and footbridge. On the southern side of Civic station is the main central business district and civic centre of Newcastle.

4.2 CIVIC RAILWAY STATION

The physical description contained within the S170 register listing states:

STATION BUILDINGS (1937)

EXTERIOR

The station building is located on the Up platform, closest to the Newcastle central business district. The building is representative of the Inter-War Functionalist style and is of masonry construction, using dichromatic and polychromatic brickwork as a simple decorative effect. The building is comprised of a single, linear hipped-roofed block, with a skillion awning to the approach elevation and a cantilevered awning to the rail elevation. The main entrance to the station is defined by a projecting gabled portico (presently housing the kiosk) and pedestrian access to the platforms is via an overhead bridge contained within a polychromatic brick wall. The roof is covered with multicoloured terra-cotta tiles that may or may not be original.

The roof is hipped with a low eaves overhang and timber lined soffit, all typical details of this period of construction. The roof extends at the front to form the veranda, which is supported on heavy brick columns. The underside of the veranda is lined with fibre cement board.

The building employs simple blocks of dichromatic and polychromatic brickwork as its main decorative detail and this is typical of modest station buildings of this period. Wall construction is of standard stretcher bond. The fenestration on the approach facade is regular and almost severe in its simplicity. Windows are timber sashed and double hung or timber sashed and louvred with two panes to each frame.

The platform elevation of the building is simple and unadorned, relying on dichromatic brickwork for decorative effect. The awning is of corrugated Colourbond supported on cantilevered steel beams. The fenestration to this elevation is regular but not symmetrical.

INTERIOR

Internally, the building is designed as a series of discrete spaces with specific functions arranged on a linear plan. These spaces consist of: booking hall; booking and station master's office; parcels office; waiting room; ladies room and men's room. The scale of the building and emphasis on passenger comfort suggests that Civic was more than just a wayside station and also reflects NSW railway's growing concern for passengers at this time. Most of the original interior fitout has been removed with only a few ceiling cornices and window frames remaining. The waiting room however would appear to retain original joinery (skirtings and architraves), battened ceiling and bench. The interior has been recently repainted, obscuring any remnants of the original paint scheme.

PLATFORM SHELTER (1937)

A second structure on Platform 2 is a simple shelter with cantilevered awning supported on steel beams. The building provides shelter for waiting passengers, but houses no other functions and is in all respects identical to the awning on the rail elevation of the main platform building.

APPROACH



Figure 37: Station platform building east approach, from Civic Lane
Source: TZG 2017



Figure 41: Station platform building west approach, from Civic Lane
Source: TZG 2017



Figure 38: Station platform building southeast approach, from Wheeler Place
Source: TZG 2017



Figure 39: North approach, from Honeysuckle Drive
Source: TZG 2017



Figure 40: North approach, from Wright Lane
Source: TZG 2017

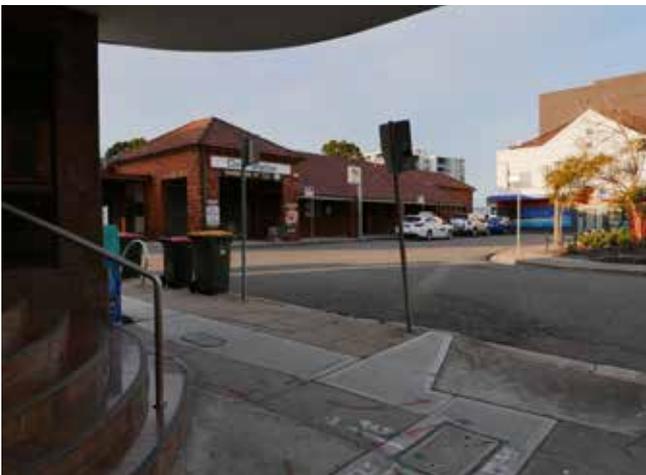


Figure 42: Station platform building southwest approach, from corner of Hunter Street
Source: TZG 2017



Figure 43: Station platform building approach from south, standing on Hunter Street
Source: TZG 2017

SIGNAL BOX (1937)

The signal box is located at the Newcastle end of the Down platform. It is one of the smallest signal boxes in NSW. Dating from 1937 it has a simple square plan and hip roof and is set on a raised concrete platform containing rooms within. The box is timber framed with battened fibrous cement sheet construction and has external access from this platform, with windows (since boarded over) on three sides. Pneumatic level crossing gates at Mereweather Street have been removed and replaced. Interior: Not able to be inspected (2009).

(The Signal Box was removed in 2011.)

PLATFORMS (1937)

Platforms are located to both the Up and Down lines and have asphalt surfaces and polychromatic face brick faces set in an English bond. Coping has been cut back. The Down platform has been extended with a new concrete platform.

FOOTBRIDGE (1937)

The footbridge is an original haunched beam design comprising of tapered steel cantilevers supporting shallow steel beams over the railway tracks where headroom for rolling stock can be critical. The cantilevers in turn are supported by face brick trestles. The footbridge has a reinforced concrete floor and modern steel balustrade. The steps leading up to it on either side have concrete treads and feature face brick balustrades.

FORECOURT (POTENTIAL ARCHAEOLOGICAL SITE)

An at grade carpark (vested 2013; no longer railway owned) and large grassed area form the approach to the station from the west. These areas form part of the former Honeysuckle Point workshops and wharf precinct and are flanked by historic, former workshop buildings. The original Honeysuckle Station is also known to have been in this area (Doring, 1990). The area may contain archaeological evidence associated with the original station and workshops, although the evidence may have been partially disturbed during the construction of the current station and the realignment of the railway line in this location. The archaeological potential is considered to be moderate and may include remnant footings, pits and artefact deposits.



Figure 44: Aerial View looking east along Hunter Street
Source: TZG 2017



Figure 45: Aerial View, with Civic Station group in middle ground
Source: TZG 2017

CIVIC LANE ELEVATION



Figure 50: View to Civic Theatre from Station entrance.
Source: TZG 2017



Figure 49: Tracks Cafe in the former Booking Hall.
Source: TZG 2017



Figure 46: Former Booking Hall.
Source: TZG 2017



Figure 47: Detail of polychromatic brick pier that forms part of south verandah.
Source: TZG 2017



Figure 48: Cafe seating in the south verandah. Note, Booking Office window
Source: TZG 2017



Figure 52: Station platform building by night, viewed from Civic Lane.
Source: TZG 2017



Figure 51: View of eastern end of platform building, from Civic Lane.
Source: TZG 2017

4.3 CONSTRUCTION MATERIALS

4.3.1 PLATFORM BUILDING, PLATFORM AND CANOPY

Civic Railway Station Platform Building, platform and canopy are constructed of the following materials:

ELEMENT	CONSTRUCTION MATERIALS
PLATFORM BUILDING	
Roof	Multicoloured terra-cotta tiles
Walls	Dichromatic and polychromatic brickwork
Floor	Timber framed floors
Structure	Timber framed roof and floors
Windows and Doors	Timber windows, doors and shutters
PLATFORM	
Walls	Polychromatic face brick faces set in an English bond
Floor	Ashphalt, with concrete addition
PLATFORM CANOPY	
Structure	Steel
Roof	Corrugated Colourbond

The platform building is in relatively good condition externally, however, has been modified internally, as noted in the S170 listing. Tracks Cafe occupies the former Booking Hall with cafe seating provided in the colonnade.

A steel framed colorbond awning has been erected between the building and the footbridge stairs.

The platforms and canopies are in relatively good condition, however, access has been blocked through the erection of steel framed fences with gates. A temporary bridge links the platforms and provides access across the line of former tracks.

4.3.2 FOOTBRIDGE AND STAIRS

The footbridge is an original haunched beam design comprising of tapered steel cantilevers supporting shallow steel beams over the railway tracks where headroom for rolling stock can be critical. The cantilevers in turn are supported by face brick trestles. The footbridge has a reinforced concrete floor and modern steel balustrade. The steps leading up to it on either side have concrete treads and feature face brick balustrades.

The footbridge and stairs are constructed of the following materials:

ELEMENT	CONSTRUCTION MATERIALS
Substructure	Piers - brick
Footbridge Deck	Concrete
Footbridge Balustrade	Brick, steel
Stair Structure	Brick
Stair Surface	Concrete
Stair Balustrade	Frame: brick Handrail: steel Stair Balustrade Newel: steel Stair Balustrade Infill: brick

Repairs were carried out on the footbridge in 2011 including the installation of galvanized steel structural components to replace the corroded original items, corrosion repair and recoating of the main girders, brick reconstruction and concrete repairs to the bridge abutment, balustrade and deck.

The bridge is in relatively good condition with recent repair works to the main girders and masonry reducing the number of defects. The Civic Footbridge is identified as Item # 4801623 in the *Railway Footbridges Heritage Strategy* completed in 2016 by the NSW Government Architect's Office Heritage Group for Sydney Trains.

The *Footbridge Study* notes:

The south side wall of step way No 1 is cracked and dislocated near the top of the step way. The ends of No 2 main girder need to be sealed to stop weather from gaining access. The kerb on the deck is cracked at various locations. The deck joists are corroded. The brick wall of the UP side abutment has some mortar loss. 2011.

VIEW TO EAST



Figure 53: Station platforms, looking east to Merwether Street
Source: TZG 2017



Figure 57: Temporary bridge connecting platforms, looking south.
Source: TZG 2017



Figure 54: Footbridge southern pier, looking east to Hunter Street
Source: TZG 2017



Figure 55: Detail of southern platform, looking east
Source: TZG 2017



Figure 56: Footbridge southern pier with electricity substation in foreground
Source: TZG 2017

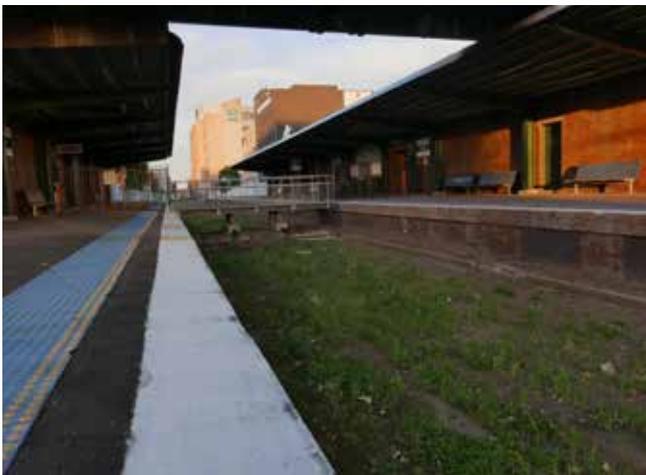


Figure 58: Detail of northern platform, looking east
Source: TZG 2017



Figure 59: Canopy over southern platform, looking east
Source: TZG 2017

VIEW TO WEST



Figure 60: Footbridge and canopy over northern platform, looking west
Source: TZG 2017



Figure 61: Footbridge over platforms by night, looking west
Source: TZG 2017



Figure 62: Civic Lane with southern platform to the right, looking west
Source: TZG 2017



Figure 63: Footbridge over platforms, looking west
Source: TZG 2017



Figure 64: Northern platform with footbridge and canopy over, looking west
Source: TZG 2017



Figure 65: Rear of southern platform from Civic Lane, looking north
Source: TZG 2017

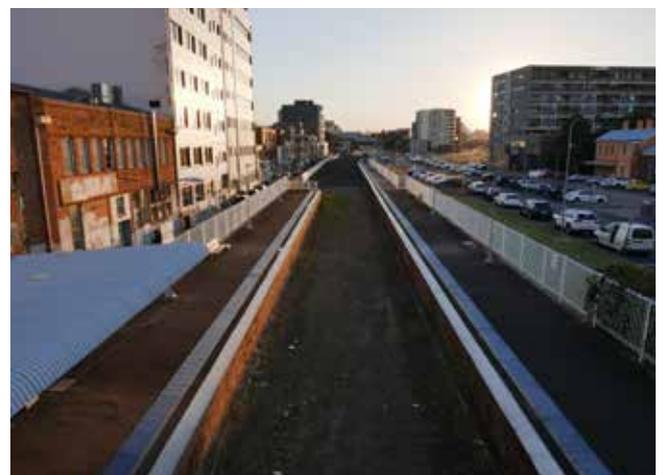


Figure 66: View of station platforms from footbridge, looking west
Source: TZG 2017

SOUTHERN PLATFORM 1



Figure 67: Platform 1, showing access door to store under southern stair of footbridge.
Source: TZG 2017



Figure 71: Platform 1 adjacent platform building, showing door to Booking Office and to Parcel Office beyond.
Source: TZG 2017



Figure 68: East wall of platform building, with entrance to Men's amenities.
Source: TZG 2017



Figure 69: Detail of change in brickwork.
Source: TZG 2017



Figure 70: Detail of platform canopy steel structure
Source: TZG 2017

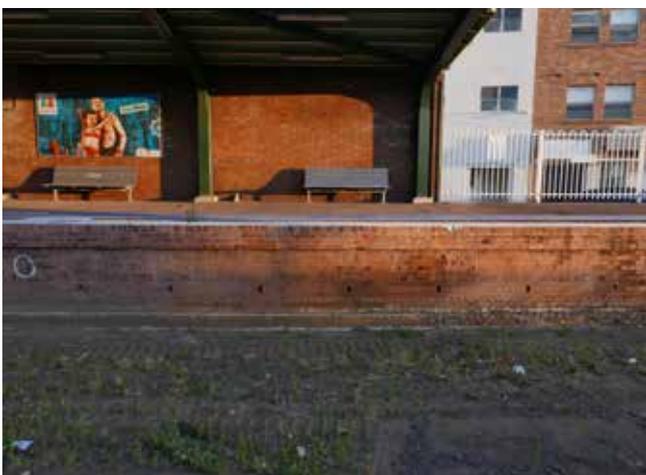


Figure 72: Western end of southern platform showing detail of brickwork.
Source: TZG 2017



Figure 73: Western end of northern platform, looking east. Note tracks removed and space utilised as temporary carparking.
Source: TZG 2017

NORTHERN PLATFORM 2



Figure 74: Eastern end of northern platform. Note Newcastle Museum workshop buildings in the background.
Source: TZG 2017



Figure 75: Northern platform community tile mural.
Source: TZG 2017



Figure 76: Northern platform view east.
Source: TZG 2017



Figure 77: View from southern platform to footbridge and northern platform.
Source: TZG 2017

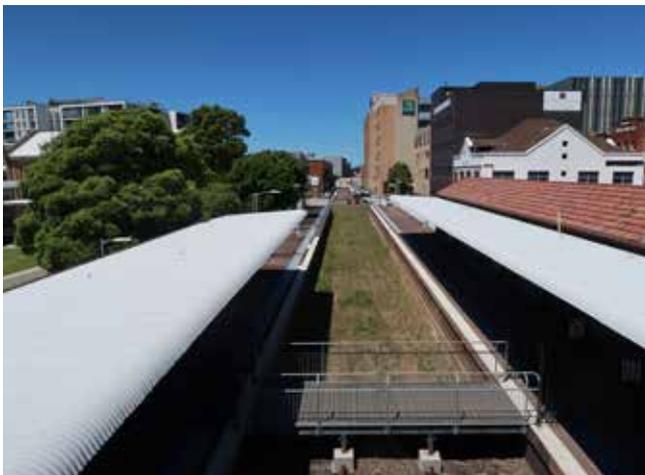


Figure 78: View of platforms, canopies and temporary bridge from footbridge, looking east.
Source: TZG 2017



Figure 79: Footings of temporary bridge with remnant tracks and sleepers.
Source: TZG 2017

TRACKS CAFE (FORMER BOOKING HALL)



Figure 86: Entry to the Cafe, former Booking Hall. Note ticket window to the right
Source: TZG 2017



Figure 87: Shelving at front of the Cafe
Source: TZG 2017



Figure 88: Counter of the Cafe
Source: TZG 2017



Figure 89: Back wall of the Cafe. Note indicative location for existing opening visible
Source: TZG 2017



Figure 90: Door in western wall of the Cafe
Source: TZG 2017



Figure 91: Fridge at side of counter
Source: TZG 2017



Figure 92: Threshold of the Cafe
Source: TZG 2017



Figure 93: Seating in front of the Cafe
Source: TZG 2017



Figure 94: Cafe seating in front of Booking Office, with ticket window clearly visible.
Source: TZG 2017

BOOKING OFFICE



Figure 95: Servers and conduits, western wall
Source: TZG 2017



Figure 96: Entry structure
Source: TZG 2017



Figure 97: Eastern wall with door and window to Parcels Office
Source: TZG 2017



Figure 98: Desk and storage along southern wall
Source: TZG 2017



Figure 99: Ceiling
Source: TZG 2017



Figure 100: Kitchenette on northern wall
Source: TZG 2017



Figure 101: Bench in entryway
Source: TZG 2017



Figure 102: Half door to Booking Office
Source: TZG 2017



Figure 103: Cash drawer beneath ticket windows
Source: TZG 2017

PARCELS OFFICE



Figure 104: Doorway from Waiting Room into the Parcel Office. Note, recent addition
Source: TZG 2017



Figure 105: Parcel Office with shelving.
Source: TZG 2017



Figure 106: Door through to Booking Office
Source: TZG 2017



Figure 107: Shelving through middle of room
Source: TZG 2017



Figure 108: Looking back through door into Waiting Room. Note, recent addition
Source: TZG 2017



Figure 109: Door through to Booking Office
Source: TZG 2017



Figure 110: Shelving along the northern wall blocking the double doors to platform
Source: TZG 2017



Figure 111: Trap door in north east corner of the room
Source: TZG 2017



Figure 112: Door to verandah from the Parcels Office
Source: TZG 2017

WAITING ROOM



Figure 113: Threshold of Waiting Room
Source: TZG 2017



Figure 114: Door to Waiting Room
Source: TZG 2017



Figure 115: Shelves against southern wall
Source: TZG 2017



Figure 116: East-most window in the southern wall
Source: TZG 2017



Figure 117: Wall and ceiling junction
Source: TZG 2017



Figure 118: Door to the Parcel Office
Source: TZG 2017



Figure 119: Shelves in front of window, paint possible from former bench
Source: TZG 2017



Figure 120: Ceiling
Source: TZG 2017



Figure 121: Threshold between the Waiting Room and the Parcel Office
Source: TZG 2017

KIOSK STORE (FORMER LADIES ROOM)



Figure 122: Ceiling Kiosk Store (Former Ladies Room)
Source: TZG 2017



Figure 124: Threshold of Kiosk Store Room (Former Ladies Room)
Source: TZG 2017



Figure 123: Threshold between WC and Kiosk Store (Former Ladies Room)
Source: TZG 2017



Figure 125: Southeast corner of Store Room (Former Ladies Room)
Source: TZG 2017



Figure 126: Door to WCs
Source: TZG 2017



Figure 127: Window onto Civic Lane
Source: TZG 2017



Figure 128: Northern cubicle
Source: TZG 2017



Figure 129: Basin and floor waste
Source: TZG 2017



Figure 130: South cubicle
Source: TZG 2017

MEN'S ROOM



Figure 131: Gate to Men's Room
Source: TZG 2017



Figure 132: View looking out of the Men's Room
Source: TZG 2017



Figure 133: Wall tile to side of entry door
Source: TZG 2017



Figure 134: Basin with drainage through wall to the ladies WCs
Source: TZG 2017



Figure 135: Window above cubicle
Source: TZG 2017



Figure 136: Window above Urinal
Source: TZG 2017



Figure 137: Stall to floor junction
Source: TZG 2017



Figure 138: Top of stalls and Ceiling
Source: TZG 2017



Figure 139: Urinal
Source: TZG 2017

THE FOOTBRIDGE



Figure 140: Footbridge south stair, from Civic lane
Source: TZG 2017



Figure 141: Footbridge from the southern platform
Source: TZG 2017



Figure 142: Footbridge south trestle, from Civic Lane
Source: TZG 2017



Figure 143: Underside of footbridge, showing steel structure
Source: TZG 2017

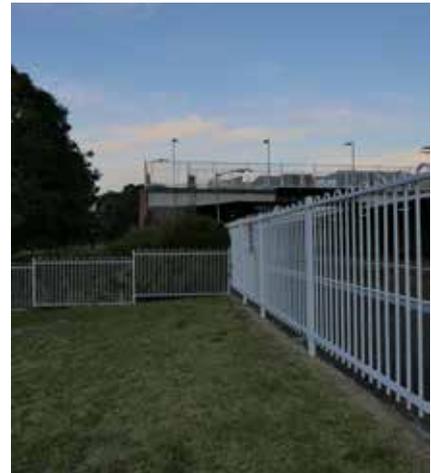


Figure 144: Northern end of footbridge, from west
Source: TZG 2017



Figure 145: Footbridge north stair, from Newcastle Museum public domain
Source: TZG 2017



Figure 146: Store under south stair of footbridge
Source: TZG 2017

ON THE FOOTBRIDGE



Figure 147: Footbridge south balustrade, looking south towards Hunter Street
Source: TZG 2017



Figure 151: Footbridge south stair descending and looking east to the roof of the platform building
Source: TZG 2017

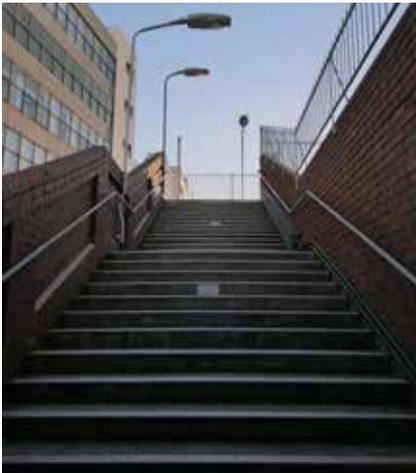


Figure 148: Footbridge south stair, ascending
Source: TZG 2017



Figure 149: Footbridge south landing, looking west, Note, new balustrade
Source: TZG 2017



Figure 150: Footbridge stair detail.
Source: TZG 2017

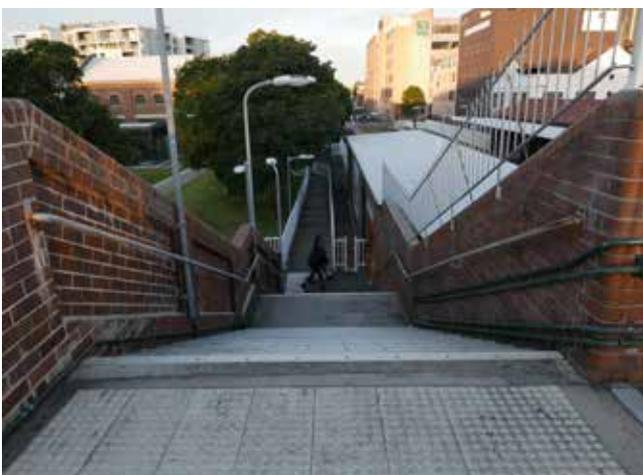


Figure 152: Footbridge north stair descending and looking to canopy of north platform
Source: TZG 2017



Figure 153: Footbridge looking north. Note new balustrades.
Source: TZG 2017

MOVEABLE HERITAGE



Figure 154: Mosaic Platform 2
Source: TZG 2017



Figure 156: Bathgate indicator panel
Source: TZG 2017



Figure 155: Booking Office safe
Source: TZG 2017



Figure 157: Booking Office entrance
Source: TZG 2017



Figure 158: Booking Office metal station signs, Source: TZG 2017



Figure 159: Booking Office metal station signs, Source: TZG 2017



Figure 160: Booking Office joinery
Source: TZG 2017



Figure 161: Booking Office cash drawer
Source: TZG 2017



Figure 162: Parcels Office sink and joinery
Source: TZG 2017

4.4 MOVEABLE HERITAGE

Moveable Heritage is a term used to define any natural or manufactured object of heritage significance. It does not include archaeological relics found underwater or underground.

The following items of moveable heritage have been identified within the S170 register listing:

- *Mosaic, platform 2, (1997) - "Seams Like Newcastle" 99 tiles created by people in Newcastle area with disabilities as part of Newcastle's Bicentenary.* Figure 154
- *Bathgate indicator destination board (metal box fixed to underside of platform awning, with metal plates printed with station names).* Figure 156
- *First aid kit (c1930s). Green, metal, labelled S.R.A. of NSW Railway First Aid Box No. 253B.* Figure 155
- *Safe (c1930s). Grey, metal.* Figure 155
- *Timber joinery, internal (c1930s).* Figure 160
- *Station signs - metal, with station names printed.* Figure 158
- *Ticket counter/desks/cash draw (C1930s).* Figure 161
- *Miscellaneous Items: train conductors hat, early cans & glass bottles*
- *Sink (1930s).* Figure 162
- *Timber station seats in ladies waiting room (c.1960s)*

4.5 MODIFICATIONS

PLATFORM BUILDING

Whilst the platform building is in fairly original condition, a site inspection in November 2017 revealed the following changes that have occurred over time:

- Canopy added adjacent Booking Hall.
- Former Booking Hall converted to Tracks Cafe.
- Shelving installed over windows and doors in Parcels Office.
- New doorway between Parcels Office and Waiting Room.
- Built in furniture removed.
- New roofing.

PLATFORMS AND CANOPIES

- The platforms have been extended.
- The canopies reroofed.
- A temporary bridge has been erected to provide level access between the platforms.
- Platforms fenced off, with gates for access.

TRACKS

The tracks have been removed and the rail corridor grassed.

FOOTBRIDGE

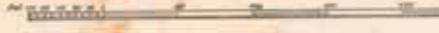
The footbridge had major structural repair works undertaken in 2011 which has resulted in a major loss of original fabric. This work included:

- Removal of original panelised brick balustrade from footbridge.
- Installation of metal balustrades to footbridge.
- Structural repairs.
- Substantial reconstruction of stair support brickwork. (See Figure 163 overleaf)

PORT OF NEWCASTLE
REDUCED FROM RECENT SURVEY
HARBOURS & RIVERS
OUTER SOUNDINGS BY CAPT
Inner Soundings Corrected
1883

Soundings are shown in Fath, reduced to 2
Tide gauge shows rise 1 1/2 ft
High Water full and change
Range of Tide 1 at Springs, 2 at Neaps, 3 at
NORBY'S HEAD (Lat. 33° 15' S, Long. 151° 15' E)

Historical
24 4 5



5.0

HERITAGE SIGNIFICANCE

5.1 ASSESSMENT OF HERITAGE VALUE

Civic Railway Station Group is listed on the Hunter Development Corporation's S170 Register as an item of local heritage significance. It is also located within the Newcastle City Heritage Conservation Area (C4) in the Newcastle LEP 2012, adjacent to the State listed Civic Railway Workshops. Full heritage listings are contained in the Appendices at the rear of this report.

5.2 CIVIC STREET RAILWAY STATION GROUP

The S170 Listing's Assessment of Significance of Civic Railway Station Group is as follows:

CRITERION	SIGNIFICANCE
SHR Criteria a) [Historical significance]	The Civic Railway Station site is historically significant as the location of the Newcastle terminus station on the Great Northern Railway line (1857), one of the first railway lines in Australia. The former Honeysuckle station was also for many years a significant connection point for the transport of goods by land and sea. Civic Railway Station is of local historical significance for its association with the development of a new civic centre of Newcastle in the 1930s represented in both name and architectural style. It also has some historic significance as the first station in NSW to be constructed in the Inter-War Railway Domestic style, and represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.
Historical Association [SHR Criteria b]	Not applicable.
SHR Criteria c) [Aesthetic significance]	Civic Railway Station is of moderate aesthetic significance at a local level, associated with the station building and footbridge. While not particularly outstanding in terms of architectural achievement, the station building represents the first attempt to adapt domestic architectural styles for railway purposes. The station buildings and footbridge, are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The building is competently executed and is a typical example of station construction at the time. It represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.
SHR Criteria d) [Social significance]	The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.
SHR Criteria e) [Research potential]	The site has moderate archaeological research potential associated with potential evidence of the original Honeysuckle station and former elements of the Honeysuckle Railway Workshops.
SHR Criteria f) [Rarity]	The face brick trestles to the footbridge are unusual design elements, that are not known to be located on any other railway station building within NSW.
SHR Criteria g) [Representativeness]	Civic Railway Station is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style, along with an unusual footbridge in the same style. A number of other Inter-War stations remain in the Sydney Metropolitan network.
Integrity/Intactness	The railway station group is largely intact with a high degree of integrity, however, the integrity of the interiors of the station building have been compromised by the removal of interior fit out. The installation of the modern steel balustrade to the walkway detracts from its Inter-War Functionalist style.



Figure 165: Civic Railway Group Curtilage Diagram. Railcorp.

Source: NSW Heritage Database available online.

5: <http://www.environment.gov.au/topics/heritage/heritage-places/register-national-estate>

5.2.1 S170 STATEMENT OF CULTURAL SIGNIFICANCE – CIVIC RAILWAY STATION GROUP

The significance of Civic Railway Station Group is stated in the S170 listing, NSW Heritage Inventory Database #4801623 (SRA 623) as follows:

Civic Railway Station Group is significant at a local level as part of an important municipal precinct for its direct associations with developing a new civic centre for Newcastle in the 1930s, represented both in name and a new architectural style. The station building is the first Interwar Functionalist railway building in NSW to employ domestic architectural features, demonstrating the NSW Railways experimentation with new styles during the Interwar period.

The site is also significant as the former 1857 Newcastle (Honeysuckle) terminus station on the Great Northern Railway line, one of the first railway lines in Australia that was for many years a significant connection point in the state for the transport of goods by land and sea. The site has archaeological potential associated with the original Honeysuckle station and former Honeysuckle Railway Workshops.

The footbridge is unique as the only known example of this structure constructed on brick piers. The signal box is unique as the smallest elevated box constructed on the NSW rail system.

5.2.2 S170 CURTILAGE

The NSW Heritage Office publication Heritage Curtilages⁵ defines heritage curtilage as the area of land surrounding an item or area of heritage significance that is essential for retaining and interpreting its heritage significance.

The S170 listing defines the site by the property boundary of Civic Station as follows:

North: property boundary to former workshop site; East: west side of Mereweather Street; South: property boundary to rear of properties fronting Hunter Street; West: end of the carpark to 520 Hunter Street.

The Civic Station site is defined as Lot 22 DP1111305, Parish of Newcastle, County of Cumberland. (Figure 163)

D2005/12176

NSW State Rail Authority

Rail Estate

INTER-WAR STATION BUILDINGS



Parramatta Railway Station (built 1942) viewed from Darcy Street. Photograph by Donald Ellsmore 2002.

Analysis and Significance

prepared by

Andrea Humphreys and

Donald Ellsmore

March 2002

5.2.3 COMPARATIVE SIGNIFICANCE

RPS was engaged by UrbanGrowth NSW in 2017 to prepare a heritage assessment of Civic Railway Station Group and to prepare a comparative significance assessment of the railway station for its significant elements, as well as provide advice on the approval pathways and duty of care for retention, partial demolition, or complete demolition. The report was constrained to examining the individual elements of the Civic Railway Station Group in accordance with its current Statement of Significance and its overall significance was not reassessed. This report identified the building as a Type 13 platform building however emphasised the significance of the footbridge, rather than the building.⁶

INTERWAR STATION BUILDINGS STUDY

In 2002, Andrea Humphries and Donald Ellsmore prepared a comparative analysis of Inter-War Station Buildings constructed between 1925 and 1960 that included Civic Railway Station.

Civic Railway Station is designed in the 20th Century Railway Domestic style, distinguished by hipped roofs (usually with Marseille-pattern terra cotta tiles) and domestic building proportions. Civic Station has cantilevered awnings. The Chief Civil Engineer for the station is noted as Fewtrell.

This study concludes that the surviving passenger stations, as a typological group, are of State significance. However, not every individual item is of State significance. In fact, only a small number would readily meet the criteria for entering on the State Heritage Register in their own right, in isolation of the group. But as a group, the surviving, intact stations are of significance for the following reasons:

- *They illustrate the changes that were taking place in the field of architecture at the time of their construction between the Wars (or immediately following World War II). They include some unusual examples of Functionalist and Art Deco influenced buildings in New South Wales and they make up a large group of buildings in a consistent style in common ownership in NSW.*

- *The stations were erected during times of great social upheaval between (or immediately after) both World Wars and the 1930s Depression. They are a tangible demonstration of the SRA's response to external social change and internal administrative changes that occurred at the same time.*
- *Several of the larger buildings (e.g. Cronulla Station) are outstanding examples of specific styles of architecture in highly public settings. As a group they display most of the key characteristics of Functionalist style and some of the key characteristics of Art Deco style.⁷*

The key recommendations of this study are that:

- *The sites should be recognised as a significant group on the SRA's Section 170 Register and the State Heritage Inventory and some also on the State Heritage Register. The sites should also be listed individually as items of varying levels of significance on the same registers.*
- *No changes should be considered without reference to their Functionalist values and attendant heritage constraints.*
- *Individual items that are considered to be of State significance should be further analysed. Ultimately, all State significant items should be the subject of a Conservation Management Plan prior to any proposed change of use (including demolition) and prior to any new work taking place. The owner should refer to the NSW Heritage Act (1977) and the NSW Heritage Manual for appropriate management guidelines for these items.*

The study includes a detailed assessment of cultural significance for each station and also for the Inter-War study group, (included in the appendix to this report), that makes special mention of Civic Railway Station in terms of its heritage significance both individually and as part of the group.

6: RPS, The Civic Railway Station, Comparative Heritage Assessment, prepared for UrbanGrowth NSW, April 2017.

7: Humphries, Andrea and Ellsmore, Donald, Inter-War Station Buildings, Analysis and Significance, 2002.

INTERWAR STATION BUILDINGS
ANALYSIS & SIGNIFICANCE
CIVIC RAILWAY STATION GROUP

CRITERION	SIGNIFICANCE
SHR Criteria a) [Historical significance]	Civic Railway Station is of moderate historical significance for its relationship to the city of Newcastle and its role in developing local industry and tourism.
Historical Association [SHR Criteria b]	Not applicable.
SHR Criteria c) [Aesthetic significance]	Civic Railway Station is of moderate aesthetic significance as a good example of an Inter-War Generic Domestic passenger station in regional NSW. The building is competently executed and is a typical example of station construction at the time. It fits well into the larger NSW Inter-War Station group and represents the SRA's experimentation with new forms of architecture during the Inter-War period.
SHR Criteria d) [Social significance]	Civic Railway Station has some social significance through its relation to the adjoining city of Newcastle and through its role in helping to develop local and regional economies.
SHR Criteria e) [Research potential]	Civic Railway Station has moderate technical significance as a good example of an Inter-War Generic Domestic railway station. It provides opportunities to study and understand inter-war building techniques and provides some insights into the philosophies of the NSW Railways at the time.
SHR Criteria f) [Rarity]	As an example of Inter-War architecture, Civic Station is not considered particularly rare or outstanding. However, the majority of similar station buildings in NSW's west have been demolished and Griffith is one of two surviving Inter-War stations in this region. As such, it is considered moderately rare.
SHR Criteria g) [Representativeness]	Civic Railway Station is a good representative example of an Inter-War Generic Domestic railway station in Regional NSW. Overall, the station building is considered to be of Local Significance.
Integrity/Intactness	Exterior: Civic Station is considered to have retained a high degree of integrity. Interior: Civic Station is considered to have retained a low degree of integrity. Overall, the integrity of the building has been compromised by the removal of interior fitout but the excellent condition of the interior makes it a relatively intact example of the type.
Recommendations	It is recommended that Civic Station be added to the SRA Section 170 Register as an item of local significance in its own right and as part of a larger group. Any new work should be sensitive to the building's heritage status and no alterations to the exterior of the building or its layout should be permitted. The interior fitout can be altered and updated as required, provided no changes are made to the interior layout and surviving original elements (such as window frames and ceiling cornices) are retained.

STATEMENT OF SIGNIFICANCE
CIVIC RAILWAY STATION GROUP

The significance of Civic Railway Station Group is stated in the Interwar Study as follows:

The passenger building at Civic Railway Station is a typical example of mid-20th century railway construction. The building is competently executed and displays many typical stylistic elements of similar station buildings throughout New South Wales. The building is not particularly outstanding in terms of architectural achievement, but represents the influence of domestic architecture at the time and the adaptation of domestic styles for railway purposes. Civic Railway Station is a good example of Inter-War Generic Domestic architecture in a railway setting. The building represents the effects of war time financial constraints on building programs for large organisations such as State Rail. The building (and larger group to which it belongs) have social value through their reflection of these war time and post war values.⁸

8: Humphries, Andrea and Ellesmore, Donald, Inter-War Station Buildings, Analysis and Significance, 2002.

CIVIC RAILWAY STATION COMPARATIVE SIGNIFICANCE SUMMARY

In terms of heritage significance, the 2002 assessment by Humphries and Ellesmore notes the following that relates specifically to Civic Railway Station:

Historical Significance

Civic is one of a group of stations constructed between the Wars for the role they have played in the expansion and consolidation of the rail network and their reflection of important social changes taking place at the time due to war time financial constraints.

Civic, along with Griffith, Dulwich Hill, Denistone, Morriset, Carramar and Kempsey Stations have collective and individual historical significance as good examples of 20th Century Generic Domestic station buildings, representing the first phase of railway construction in the Inter-War study group. They represent the Railways' first attempts to embrace and experiment with new architectural forms and philosophies. All of the stations in this group are of further significance through their relationship to the surrounding community.

Historical Associations

Civic Railway Station has historical associations with the Chief Civil Engineer (Fewtrell) who along with the Acting Chief Civil Engineer (Beaver) was instrumental in steering the SRA towards new architectural styles and personally influenced the designs of a number of buildings, particularly regarding materials.

Aesthetic Significance

The Inter-War study group has collective aesthetic value through its reflection of pre-War, Inter-War and Post-War architectural styles and their adaptation to railway purposes.

The 20th century Generic Domestic architecture style in a railway setting was developed by the SRA and is unique to the NSW railways. The buildings are characterised by monochromatic brickwork, hipped tiled roofs, steel framed windows and architectural elements that are more commonly associated with domestic construction of the 1925-1960 period. Civic Station is of aesthetic significance as a good example of the 20th century Generic Domestic architecture style.

Social Significance

The Inter-War Station buildings in the study have collective social value through their association with the State Rail Authority (NSW), a major employer of men in the early to mid-20th century, particularly during the Great Depression and immediate post-War period.

Research Potential

In terms of research potential, the study buildings allow insights into the thoughts and processes which have governed the building of the NSW rail network. They relate most specifically to the final phase of rail expansion in NSW and demonstrate the SRA's ability to adapt to profound social and economic change whilst still providing services to regional and metropolitan NSW. The study buildings also allow insights into railway design and construction techniques of the early and mid-20th century, particularly through the Great Depression and WWII. The study buildings contribute significantly to our understanding of architecture during this period and the influence of political and social trends on architecture.

Rarity

The study buildings, collectively, are the remnants of a once extensive network of similar units throughout NSW. The surviving buildings are unique as a group and individually for a range of reasons:

Civic, Griffith, Dulwich Hill, Denistone, Mullumbimby and Morriset Stations are the only surviving examples of 20th Century Generic Domestic architecture in a railway setting. These buildings represent the SRA's first experimentation with new architectural forms and demonstrate the transition from available domestic models to specific railway architecture in the early decades of the 20th century.

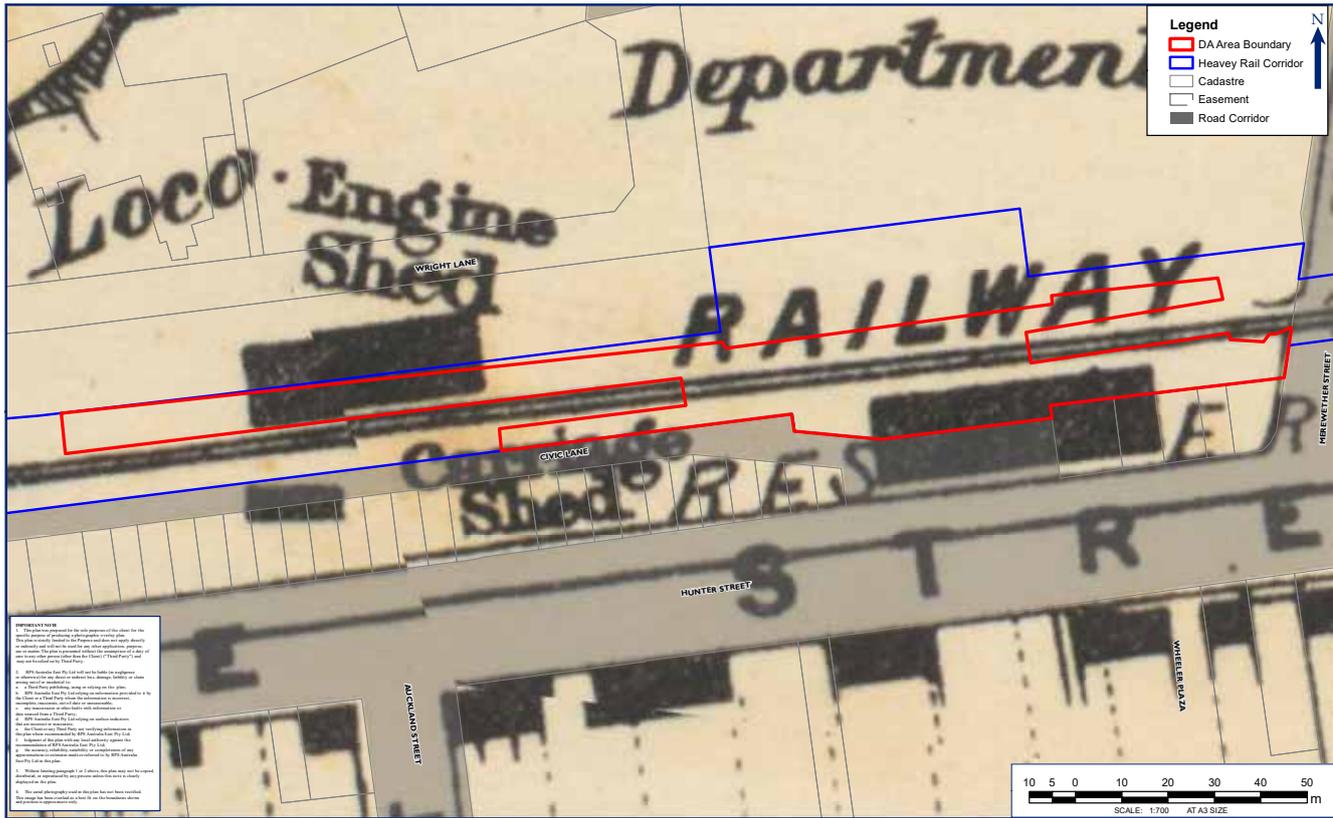


Figure 166: 1886 Plan of the Port of Newcastle, R.C. Knags with Civic Railway site overlaid.

Source: RPS, 2018.

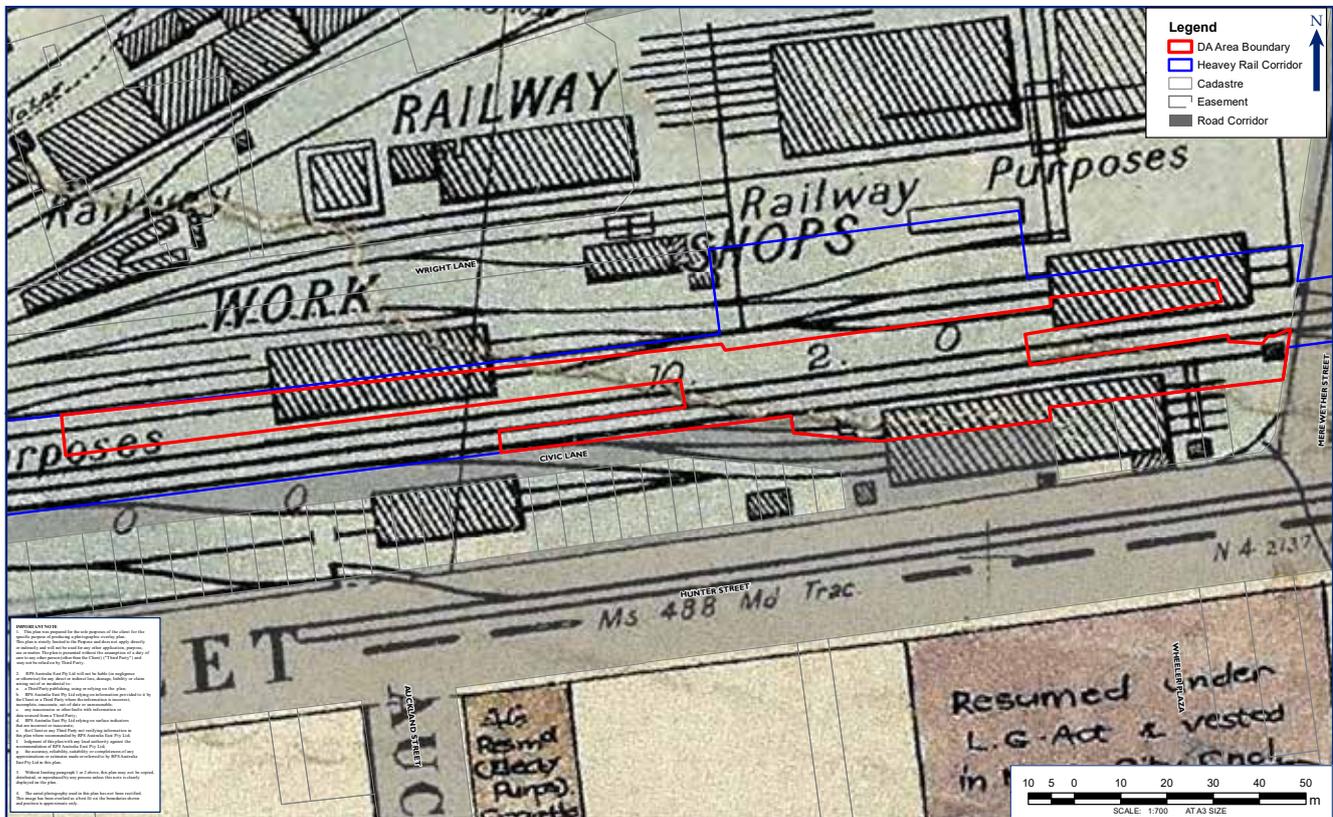


Figure 167: 1916 Plan of the Town of Newcastle with Civic Railway site overlaid.

Source: RPS, 2018.

5.2.4 ARCHAEOLOGY

In May 2018, RPS prepared an Historic Archaeological Assessment to accompany the Development Application for the proposed works at Civic Station. The archaeological potential of the site is assessed as follows:

PRE-1937

It is considered that there is moderate potential for archaeological remains of the original station, or of other structures associated with the earlier uses of the location, may be present beneath the ground surface at the station. These may include: former rail lines, former rail mechanisms, footings of former station structures and footings or relics associated with the former carriage sheds.

POST-1937

The construction of the current platforms of the station in 1937 may have been achieved utilising fill from the demolition of the previous building, or from elsewhere in the local area. A precedent for this occurrence is demonstrated in findings during works at Adamstown Station, Adamstown, NSW.

It is therefore considered that there is low archaeological potential beneath the station platforms, depending upon the method of their construction. Due to the nature of this potential fill, it is not possible to ascertain what it may contain and therefore the significance assessment cannot be undertaken.

In terms of historical significance, RPS conclude:

HISTORICAL SIGNIFICANCE REVIEW

Civic Railway Station (Former) is not State Heritage listed and is not listed on the Newcastle LEP (Newcastle City Council 2012) as an item of local significance. It has been described as being historically important locally because of its central location which provided public transport to the Civic Precinct area and Newcastle central business district. It is located within the Newcastle City Centre Heritage Conservation Area.

ASSESSMENT OF SIGNIFICANCE

RPS have carried out an assessment of the potential archaeological resource at Civic Station and have determined that it meets the criterion for local significance under Criterion (a) and (e) as follows:

Criterion (a): An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)

Potential archaeological remains in the Project Area relating to former rail workshops would primarily be 'works' such as former tracks, however the potential remains of former carriage sheds would be locally significant for their function in the development of early rail industry and early transport systems in Newcastle. The potential archaeological resource meets the criterion for local significance.

Criterion (e): An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)

The Civic Station site has moderate archaeological research potential associated with potential evidence of the former elements of the Honeysuckle Railway Workshops and potential associated other infrastructure with the 1857 railway.

Civic Railway Station meets this criterion for local significance.

STATEMENT OF SIGNIFICANCE

RPS state the significance of the potential archaeological resource as follows:

The potential archaeological resource associated with former carriage sheds or former stations is assessed to meet criteria (a) and (e) for local heritage significance. This relates to the potential remains of the former railway station in addition to remains of structures and tracks formerly associated with the early workshops in the area.

5.3 CIVIC RAILWAY STATION FOOTBRIDGE

The study entitled *Railway Footbridges Heritage Conservation Strategy* prepared by the NSW Government Architect's Office (GAO) Heritage Group for Sydney trains in 2016 identifies Civic Railway Station Footbridge as one of seven in NSW of Exceptional Significance.

Civic (1937). The footbridge is a good representative example of brick substructure (piers) and brick stair balustrades. It is the last footbridge constructed using a haunched beam deck support. The footbridge is an integral part of a relatively intact railway station precinct from the 1930s.

The Comparative Spreadsheet contained in this study notes the Footbridge Significance Data as follows:

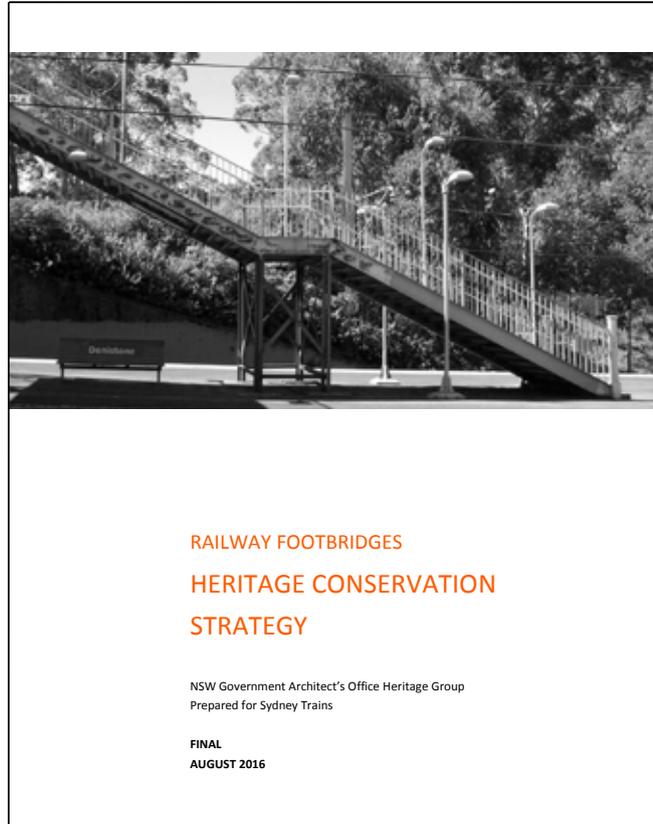
The footbridge is a good representative example of a brick substructure (piers) and brick stair balustrades. It is the last footbridge to use a haunched beam deck support. The footbridge is an integral part of a relatively intact railway station precinct from the 1930s.

The station buildings and footbridge, are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The precinct is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style, along with an unusual footbridge in the same style.

Fraser (1996) also noted Civic footbridge as being the last footbridge constructed with haunched beam deck support.

Fourteen footbridges in the study have haunched steel beam deck support structures. Civic is a good example where the original haunched beams rest on brick piers. St Peters and Tempe are other good examples of haunched steel beam deck supports.

Heritage brick substructures are relatively rare. Civic, along with Arncliffe, Petersham and Homebush, are the best examples of brick substructures supporting footbridges.



Management recommendations contained in this study include retaining footbridges identified to be of exceptional significance, including the Civic Railway Footbridge, and listing them on the State Heritage Register, (Strategies 6 + 7).

5.4 CIVIC RAILWAY WORKSHOPS

The site is located adjacent the Civic Railway Workshops which are listed on the NSW State Heritage Register (#956) and on Newcastle LEP 2012.

The assessment of significance for the Railway Workshops in the SHR listing under SHR Criteria (c), Aesthetic Significance is as follows:

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

The statement of significance for the Railway Workshops in the SHR listing is as follows:

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

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



Figure 168: Civic Railway Workshops curtilage established by State Heritage Register.

Source: NSW Heritage Database available online.

5.5 CIVIC THEATRE/ NEWCASTLE CITY HALL + CIVIC THEATRE PRECINCT

The Civic Theatre is located on the opposite side of Hunter Street from the site. Civic Theatre is also located within the Newcastle City Hall and Civic Theatre Precinct. Civic Theatre is listed on the NSW State Heritage Register (#01883) and on the Newcastle LEP 2012 (#418). The Newcastle City Hall and Civic Theatre Precinct is also listed on the State Heritage Register (#01883).

The statement of significance for Civic Theatre in the SHR listing is as follows:

The Civic Theatre is of state significance under a number of criteria as one of the finest theatre buildings in New South Wales having been designed by prominent theatre architect Henry Eli White, architect of Sydney's State and Capitol Theatres. It is one of few surviving late-1920s atmospheric theatres in the country. The building is a finely crafted example of the Georgian Revival style, employed on a large scale. Along with the Newcastle Club and the BHP Administration Building, it represents the influence of this style in the Hunter Region. The theatre's largely intact interior is considered to be an outstanding example of the Spanish/Moroccan style. The building is also an important townscape element, being part of the civic cultural precinct, located adjacent to the City Hall (also designed by White at the same time as the City administration and council chambers) and reflects Newcastle's status as the state's second capital at the time of the theatre's construction. The theatre has operated almost continuously as an entertainment venue since 1929 and continues to be a focus of social and cultural activity, highly valued by the citizens of Newcastle for its outstanding historical, aesthetic and social significance and rarity.

The entry for Civic Theatre should be read in conjunction with that for Newcastle City Hall (5055746). Although each is, individually, of state heritage significance, they are listed together on the State Heritage Register as the Newcastle City Hall and Civic Theatre Precinct.



Figure 169: Newcastle City Hall and Civic Theatre Precinct curtilage established by State Heritage Register.

Source: NSW Heritage Database available online. <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5052988>

5.6 NEWCASTLE CITY CENTRE HERITAGE CONSERVATION AREA

The site is located in the Newcastle City Centre Heritage Conservation Area identified in Newcastle LEP 2012 as being of Local significance. The statement of significance for the Conservation Area is assessed as follows:

The Newcastle City Centre Heritage Conservation Area is significant on many levels. The assemblage of commercial and civic buildings is a powerful reminder of the city's rich history and its many phases of development. The number of historic buildings surviving is quite remarkable for a city of this size, with a number of pre-1840s buildings surviving (Rose Cottage, c1830, Newcomen Club, 1830, Parts of James Fletcher Hospital). All of these are associated with the city's penal heritage. It is also known to be a city with a rich archaeological record of national significance, for its potential to yield information about the early convict settlement and early industrial activities. The city area is known to have been a place of contact between colonists and the indigenous population, who owned the land on the southern shores of the Hunter river. 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 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.

5.7 SIGNIFICANCE SUMMARY

S170 REGISTER

Civic Railway Station Group is listed on the Hunter Development Corporation's S170 Register as an item of local heritage significance.

NEWCASTLE LEP 2012

Civic Railway Station is not listed as a heritage item in Newcastle LEP 2012, however, is located within the Newcastle City Heritage Conservation Area (C4) adjacent to the Civic Railway Workshops, which are identified as a Heritage Item of state significance.

STATE HERITAGE REGISTER

Civic Railway Workshops, located on the adjacent site, are listed on the State Heritage Register.

INTERWAR STATION BUILDINGS STUDY

Civic, Griffith, Dulwich Hill, Denistone, Mullumbimby and Morriset Stations are the only surviving examples of 20th Century Generic Domestic architecture in a railway setting. Civic Railway Station is assessed in the study as being a good representative example of an Inter-War Generic Domestic railway station of Local Significance.

RAILWAY FOOTBRIDGE HERITAGE CONSERVATION STRATEGY

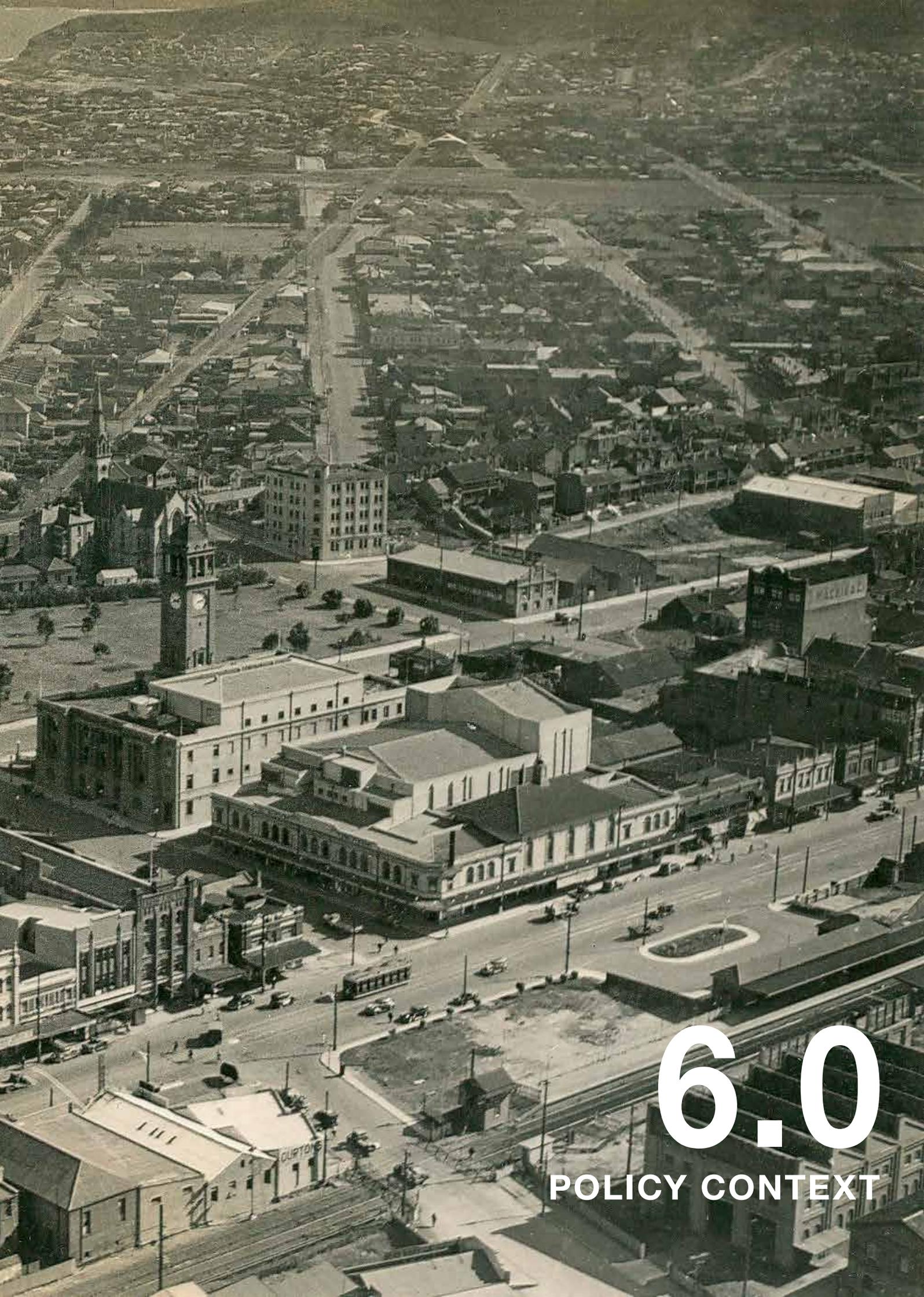
This study lists the Civic Footbridge as being one of seven in NSW of exceptional significance and recommends it's retention and listing on the State Heritage Register.

SUMMARY

Civic Railway Station Group is an item of local heritage significance, located in the vicinity of two SHR listed places, (Civic Railway Workshops and Newcastle City Hall and Civic Theatre). It is also located within a Local Government Conservation Area and is recognised by the Sydney Trains 2016 Railway Footbridges Heritage Conservation Strategy as being of exceptional significance.

Though Civic Station is not on the SHR, the statutory heritage obligation of the Hunter Development Corporation (HDC) as the asset manager requires a referral of the proposal to the Heritage Council under section 4.14 of the State Agency Heritage Guide (s170 protocols). This is because the proposal will involve the alteration, disposal or demolition of a significant heritage asset not listed on the SHR.





6.0

POLICY CONTEXT



Figure 171: Aerial photograph of Newcastle.
Source: Newcastle Development Control Plan 2012, NSW Department of Planning and Environment
www.planning.nsw.gov.au, September 2014



Figure 170: Potential public domain upgrades to Wheeler Place
Source: JMD Design

6.1 INTRODUCTION

Newcastle City Council and the NSW Department of Planning & Environment have commissioned a series of studies and published a policies, controls and guidelines in recent years that relate to the Civic Railway Station site. These include Revitalising Newcastle, the Newcastle Urban Renewal Strategy and recent amendments to both the Newcastle LEP and Newcastle City Centre DCP.

The findings from the Ideas Festival have been outlined in the outcomes report which will be used to guide the next steps for these two key precincts, which include standard approval processes through Newcastle City Council (NCC).

The Ideas Festival engagement program was part of the NSW Government's ongoing commitment to listen to local voices in delivering a vibrant city for generations to come.¹⁰

6.2 REVITALISING NEWCASTLE

Revitalising Newcastle is a NSW Government program focused on activating the city to attract people, jobs and tourism to Newcastle.

The government is investing more than \$650 million in the program to transform the city centre by strengthening connections between the city and waterfront, creating job opportunities, providing new housing and delivering attractive public spaces connected to better transport.

The program follows government investment in the University of Newcastle's city campus - NeW Space - and the Newcastle law courts, which opened in 2016. Both projects demonstrate the growing confidence in Newcastle as a city in which to invest.⁹

Revitalising Newcastle is underpinned by six objectives to drive successful urban transformation: Bring people back to the city centre

- Connect the city to its waterfront
- Preserve and enhance the unique heritage
- Help grow new jobs in the city centre
- Create great places linked to new transport
- Create economically sustainable public domain and community assets

In November and December 2016 community consultation was undertaken where they were asked for thoughts on the future of the Newcastle and Civic station precincts, through the Ideas Festival engagement program.

More than 2,000 ideas for the precincts were received, with people of all ages engaging through school excursions, drop-in sessions, workshops and online discussion.

9: <http://revitalisingnewcastle.nsw.gov.au/about/revitalising-newcastle/>

10: <http://revitalisingnewcastle.nsw.gov.au/what-we-are-doing/newcastle-and-civic-station-precincts/>

6.3 NEWCASTLE URBAN RENEWAL STRATEGY

In 2012, the NSW Government announced the Newcastle Urban Renewal Strategy, a 25-year plan to revitalise Newcastle, reinforce its role as a 21st century regional centre and provide a framework to create the jobs and homes needed by 2036.

An update on the Urban Renewal Strategy was released during July 2014 to coincide with the approval of the planning controls that will shape the Newcastle Central Business District's future.

The Strategy incorporates a number of initiatives designed to drive urban renewal and support growth in the city centre. They include:

- re-establish Hunter Street as Newcastle's main street and revitalise the Hunter Street Mall and the East End to encourage a boutique retail, entertainment, leisure and residential precinct;
- position the West End for long-term growth;
- create a university presence and educational hub at Civic;
- connect the city with its waterfront and improve access to and within the city centre;
- recognise Newcastle's heritage as an asset;
- support greater use of public transport and create a connected walking and cycling network; and
- improve the efficiency of the road network and manage car parking.

6.4 PLANNING CONTROLS

Planning controls to shape the future of Newcastle's CBD commenced on 29 July 2014. They were implemented through an amendment to the Newcastle Local Environmental Plan (LEP).

A Development Control Plan (DCP) has also been adopted for the Newcastle City Centre, which contains the detailed planning and design guidelines. The DCP commenced on 9 October 2014 and supports the Newcastle LEP.

The planning controls are a key element in delivering on the Urban Renewal Strategy as they:

- *zone land and provide appropriate controls for Newcastle's city centre to promote urban renewal and the creation of a quality urban environment;*
- *help realise of jobs and housing targets for Newcastle's city centre in accordance with the Lower Hunter Regional Development Strategy;*
- *deliver housing choice and affordability by accommodating a wide range of residential dwelling types and densities; and*
- *manage development of the city centre in a sustainable way and preserve the city's heritage by setting maximum building heights and floor space ratios for commercial, residential and mixed use development.*¹¹

6.4.1 NEWCASTLE LEP

Civic Railway Station is located within the Newcastle City Heritage Conservation Area which is listed on Schedule 5 of the Newcastle LEP 2012 as a heritage item of Local significance. Section 5.10 of the Newcastle LEP 2012, as amended in 2014, contains the following objectives and controls:

NEWCASTLE LEP 2012

5.10 HERITAGE CONSERVATION

(1) Objectives The objectives of this clause are as follows:

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

(2) Requirement for consent Development consent is required for any of the following:

- (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):
 - (i) a heritage item,
 - (ii) an Aboriginal object,
 - (iii) a building, work, relic or tree within a heritage conservation area,
- (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,
- (c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,
- (d) disturbing or excavating an Aboriginal place of heritage significance,
- (e) erecting a building on land:
 - (i) on which a heritage item is located or that is within a heritage conservation area, or
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,
- (f) subdividing land:
 - (i) on which a heritage item is located or that is within a heritage conservation area, or
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

11: http://www.planning.nsw.gov.au/Plans-for-your-area/Regional-Plans/Hunter/Resources?acc_section=miscellaneous

NEWCASTLE LEP 2012

5.10 HERITAGE CONSERVATION

(3) When consent not required However, development consent under this clause is not required if:

(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:

(i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and

(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or

(b) the development is in a cemetery or burial ground and the proposed development:

(i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and

(ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or

(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or

(d) the development is exempt development.

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

(5) Heritage assessment The consent authority may, before granting consent to any development:

(a) on land on which a heritage item is located, or

(b) on land that is within a heritage conservation area, or

(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

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

(6) Heritage conservation management plans The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.

NEWCASTLE LEP 2012

5.10 HERITAGE CONSERVATION

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

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

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

(8) Aboriginal places of heritage significance The consent authority must, before granting consent under this clause to the carrying out of development in an Aboriginal place of heritage significance:

(a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and

(b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate, about the application and take into consideration any response received within 28 days after the notice is sent.

(9) Demolition of nominated State heritage items The consent authority must, before granting consent under this clause for the demolition of a nominated State heritage item:

(a) notify the Heritage Council about the application, and

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

(10) Conservation incentives The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:

(a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and

(b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and

(c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and

(d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and

(e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.

6.4.2 NEWCASTLE CITY CENTRE DCP

Part 6 of Newcastle City Centre of Newcastle DCP 2012 was amended in 2017, and came into effect in 2018, to take into account changes along the disused rail corridor between the Newcastle Interchange and former Newcastle Station.

CHARACTER AREA

The site is located in the Newcastle City Centre in the Civic Character Area which is described in the DCP as follows:

Civic is the administrative, cultural and educational centre of Newcastle. It includes facilities that reflect Newcastle's importance as a major regional city such as Newcastle Museum, Newcastle Art Gallery and City Hall. It is the location of major public assets such as Wheeler Place and the Civic Theatre.

The relocation of the courts to Civic and the introduction of more educational facilities associated with the University of Newcastle will have a major effect on the future character and activity within this area. Smaller commercial spaces will redevelop as support services for the courts and the university, and an increased student population will create flow-on demand for housing, retail and other services.¹²

PRINCIPLES - CIVIC

1. The pedestrian connection linking a number of the city's cultural buildings and spaces is reinforced, between Newcastle Art Gallery, through Civic Park and Wheeler Place, past the Newcastle Museum to the foreshore of the Hunter River.
2. Visual and physical connections through the area and between Civic and the Hunter River foreshores are opened.
3. Development between the former rail corridor and Hunter Street provides a building address to both frontages.
4. Public open space in the heart of Civic is improved and expanded through the addition of the Civic Link to complement and enhance Wheeler Place.
5. Development along publicly accessible spaces, lanes or through-site links provide a building address to encourage activity, pedestrian and cycleway movement, and improve safety.
6. Mid-winter lunch time sun access is protected to the footpath on the south side of Hunter Street and to Wheeler Place, Civic Link, Civic Park and Christie Place.
7. Distinctive early industrial, warehouse, and retail buildings that contribute to the character of the area are retained and re-purposed.
8. Development is encouraged that will support the role of Civic as the primary administrative, cultural and educational centre of Newcastle.
9. The expansion of Civic should extend northwards to link the Civic public realm to Newcastle Museum.



Figure 172: Civic Localities Area Principles.

Source: Newcastle City Centre, Newcastle DCP, p.9.

12: DCP Part 6.01 Newcastle City Centre, p.9.

BUILT FORM

6.01.03 General Controls I Building Form, Part A6 of the Newcastle DCP 2012 contains performance criteria and acceptable solutions for the Built Form in Newcastle City Centre for Heritage Buildings as follows:

A6.1 Development conserves and enhances the cultural significance of heritage items.

1. A heritage management report, prepared by a suitably qualified heritage specialist, ensures the proposal achieves this performance criteria.
2. New development is consistent with the strategic actions of the City of Newcastle Heritage Strategy and the principles of the Newcastle Heritage Policy 2013.
3. New development enhances the character and heritage significance of heritage items, heritage conservation areas, archaeological sites or places of Aboriginal heritage significance.
4. Views and sight lines to heritage items and places of historic and aesthetic significance are maintained and enhanced, including views of the Christ Church Cathedral, T&G Building, Newcastle Courthouse and former Post Office.

A6.2 Infill development conserves and enhances the cultural significance of heritage items and their settings.

1. Design infill development to respond to the scale, materials and massing of adjoining heritage items.
Design solutions include:
(a) aligning elements such as eaves lines, cornices and parapets
(b) responding to scale proportion, pattern, form or rhythm of existing elements such as the structural grid
(c) complementary colours, materials and finishes.
2. Infill development responds to heritage items, historic streetscapes, contributory buildings and the public domain using best practice methods, design philosophies and approaches.
3. Archaeologically excavate and expose the item, and if possible, retain item in situ for permanent public display, allowing for sufficient set back to allow the item to be interpreted by the public. Where items cannot be retained in-situ ensure that the archival recording of the item is of sufficient standard that it can be used for interpretative purposes.
4. Prepare content which communicates and promotes the understanding of the historical context of the archaeological item and allow for content to be provided on an appropriate physical or digital platform.

A6.3 Alteration and additions respond appropriately to heritage fabric and the item's cultural significance.

1. New building work and uses encourage adaption that has minimal impacts and is low maintenance.
2. Internal and external alterations and additions are designed as a contemporary layer that is readily identifiable from the existing building, responding to but not mimicking its forms of architectural details. Design solutions include separating new work from old by:
(a) incorporating generous setbacks between existing and new fabric
(b) glazed voids between new additions and the existing building
(c) using shadow lines and gaps between old and new work
(d) using lighting, materials and finishes that enhance and reveal aspects of the heritage item.
3. Employ innovative design strategies to deal with existing physical aspects of heritage buildings that may not be ideal for the proposed new use. Design solutions may include:
(a) introducing generously sized voids to improve access to natural light and ventilation when building depth is greater than recommended.
(b) facilitate sunlight access in heritage items by using the full depth of rooms and introducing skylights and clerestory windows where ceiling heights are high.
(c) expose services, wall and ceiling framing, particularly in public areas and foyers, to reveal the significant internal fabric of heritage items.
(d) exposing, re-using and interpreting the fabric of existing interiors.

A6.4 New building elements support future evolution of the heritage item.

1. Alterations are reversible and easily removed.
2. Primary and significant fabric is retained including structure.
3. New work is physically set-off the existing fabric.
4. Alterations and additions allow the ongoing adaptation of the heritage item in the future.

A6.5 Employ interpretation treatments when altering, adapting or adding to a heritage item.

1. Expose the fabric of heritage items by removing later additions that obscure and detract from heritage fabric.
2. Incorporate contemporary insertions in the building in a manner that allows the building layers to be readily identifiable and appreciated.
3. Provide interpretive treatments. Design solutions include:
(a) displays of artefacts and objects associated with the heritage item in foyers and public areas.
(b) public art that references the cultural significance of the heritage item.

A6.6 Encourage new uses for heritage buildings.

1. Employ innovative design strategies to enable heritage items and contributory buildings to accommodate new uses. Design solutions may include new building elements/additions that expand the existing envelope of the heritage building while still respecting and minimising impact on cultural significance.
2. Use innovative approaches to provide car parking where the provision of a basement or other onsite car parking is not possible. Design solutions include:
 - (a) allowing heritage building to provide less car parking than is normally required for that land use, or no car parking where not physically possible
 - (b) using car share schemes
 - (c) sharing space within existing nearby car parking structures.

B1.1 STREETS PRIORITISE PEDESTRIAN, CYCLING AND PUBLIC TRANSPORT USERS TO SUPPORT SUSTAINABLE TRAVEL BEHAVIOUR.

1. Improved and new pedestrian connections are as shown in Figure 6.01-19 and are designed in accordance with the City Centre Public Domain Technical Manual.
2. Sites with a street frontage 100m or greater incorporate additional pedestrian connections to improve access and permeability.
3.) New pedestrian connections are within comfortable walking distance to public transport.
4. Streets and lanes are connected to encourage pedestrian use.
5. Way finding signage is incorporated and clearly defined.

PUBLIC DOMAIN

6.01.03 General Controls | Building Form, Part B of the Newcastle DCP 2012 contains performance criteria and acceptable solutions for the Public Domain in Newcastle City Centre related to the access network, views and vistas, active street frontages, street address, public artwork and sun access to public spaces. Civic Railway Station is identified as a place that requires improved pedestrian access, marked orange in the excerpt from the Access Network Plan below.

B1.2 LANES, THROUGH-SITE LINKS AND PEDESTRIAN PATHS ARE RETAINED, SAFE AND ENHANCED TO PROMOTE ACCESS AND PUBLIC USE.

1. Retain existing laneways
2. New streets, lanes, through-site links and pedestrian paths are provided as shown in Figure 6.01-19 and designed in accordance with the City Centre Public Domain Technical Manual.
3. Lanes and through-site links maintain clear sight lines from each end.
4. Dead-ends or cul-de-sacs are avoided. Where they exist they are extended to the next street, where possible. Where unavoidable, way finding signage should be provided.
5. Pedestrian bridges are avoided over public spaces, including lanes.
6. Development adjacent to a lane or pedestrian path includes:
 - (a) active uses at the ground level
 - (b) appropriate lighting
 - (c) access for service vehicles if necessary.
7. Streets, lanes and footpaths include lighting and illumination in accordance with the requirements of the City Centre Technical Manual.
8. Blank walls and solid fencing that inhibit natural surveillance and encourages graffiti should be avoided.
9. Laneways, paths and through site links incorporate Crime Prevention Through Environmental Design Principles.



Figure 173: Excerpt from Access Network Plan Figure 6.01-20 Newcastle City Centre, Newcastle DCP 2012. (6.01.19 in DCP Amendment)

Source: Newcastle DCP 2012, p.34.

B1.4 STREET AND BLOCK NETWORK IS PERMEABLE AND ACCESSIBLE TO PROMOTE PEDESTRIAN USE.

1. A permeable pedestrian network from the city centre to the foreshore is provided as shown in Figure 6.01-20.
2. Through-site connections on privately owned land:
 - Have a public character, are easily identified by users, safe, well lit, highly accessible and have a pleasant ambience;
 - Have a minimum 5m wide with no obstructions
 - Have buildings which address the frontage and/or contain active uses to provide opportunities for natural surveillance.
 - Have clear and direct through-ways;
 - Are open to the sky and publicly accessible at all times;
 - Are clearly distinguished from vehicle access ways;
 - Align with breaks between buildings so that view corridors are extended and there is less sense of enclosure;
 - Do not contain structures such as electricity substations, carpark exhaust vents, swimming pools or the like;
 - Incorporate signage at street entries indicating public accessibility and the street to which the through-block connections ends and
 - Are designed in accordance with the Crime Prevention Through Environmental Design principles.
3. Residential developments with a frontage to a through site link incorporate windows, doors and verandahs facing the through-site link at ground level.
4. Arcades in retail and commercial developments provide:
 - (a) minimum width of 3m
 - (b) ground level active uses
 - (c) access to natural light
 - (d) public access during business hours
 - (e) clear connections to streets and lanes with a direct line of sight between entrances
5. Pedestrian crossings should be located to enable a direct line of travel for pedestrians.
6. Pedestrian-only public lanes are designed in accordance with the City Centre Technical Manual.

One of the key aims of the current project is to visually link the city to the water (View 7 ^{Figure 174.}) With respect to the design of the public domain Access Network in the vicinity of Civic Railway Station, it is noted that B1.2 states:

2. *New streets, lanes, through-site links and pedestrian paths are provided as shown in Figure 6.01-19 and designed in accordance with the City Centre Public Domain Technical Manual.*
5. *Pedestrian bridges are avoided over public spaces, including lanes.*
8. *Blank walls and solid fencing that inhibit natural surveillance and encourages graffiti should be avoided.*

B1.4 states:

1. *A permeable pedestrian network from the city centre to the foreshore is provided as shown in Figure 6.01-20.*

B2.1 PUBLIC VIEWS AND SIGHT LINES TO KEY PUBLIC SPACES, THE WATERFRONT, PROMINENT HERITAGE ITEMS AND LANDMARKS ARE PROTECTED.

1. New development protects the views nominated in Figure 6.01-23.
3. Open space and breaks in the built form align with existing streets and view corridors as identified in Figure 6.01-23.



Figure 174: Excerpt from Key Views and Vistas Plan Figure 6.01-23 Newcastle City Centre, Newcastle DCP 2012. Source: Newcastle DCP 2012, p.39.

KEY PRECINCTS

E. CIVIC LINK

The 2017 amendment to Part 6 of Newcastle DCP 2012 includes the creation of a new precinct known as Civic Link, in which the site falls.

EXISTING CHARACTER

Civic Link Precinct sits within the Civic Character zone to the north of Hunter Street and is bound by Workshop Way and Merewether Street. The Precinct encompasses the former Civic Station and railway corridor, and the Newcastle Museum.

FUTURE CHARACTER

This part of the city is intended to form part of the civic heart of Newcastle and will provide an important link between some of the region's most important civic and cultural assets, including Civic Park, City Hall, Civic Theatre, Newcastle Museum and the foreshore.

The focus on Civic is to leverage the best value from new investments by creating open space and walking and cycling connections that link Newcastle's civic buildings to the waterfront and the light rail system.

Creating a new civic focused public space, linking Hunter Street to the museum will provide a direct visual and physical connection from Wheeler Place to the harbour and meet the needs of the incoming populations.

OBJECTIVES

1. Provide a new public space that links the civic, administrative, education and cultural heart of Newcastle to the foreshore.
2. Guide development surrounding the new Civic Link and along Civic Lane that contributes to the realisation of the area as the civic heart of Newcastle.
3. Promote a permeable street network and enhance pedestrian connections from Hunter Street to the foreshore.
4. Promote active frontages to streets and public spaces.
5. Respect heritage items and contributory buildings.



Figure 175: Civic Link Key Precinct Figure 6.01-37 Newcastle City Centre DCP 2012 proposed amendments 2017.

Source: Newcastle City Centre DCP 2012, amendment p.65.

E.2 PEDESTRIAN PERMEABILITY AND AMENITY IS IMPROVED BY THE CONNECTION OF THE WHEELER PLACE KEY PRECINCT THROUGH HONEYSUCKLE TO THE WATERFRONT.

1. New lanes and open pedestrian links are provided in the locations identified in Figure 6.01-36.

2. New or enhanced links include:

- (a) Direct pedestrian connection between Hunter Street and Wright Lane / Honeysuckle Drive.
- (b) A minimum 4.5m wide pedestrian only link on the northern side of the former railway corridor between Civic Link and Merewether Street.
- (c) A minimum 8m wide vehicular accessway adjoining the southern boundary of the former railway corridor accessed from Merewether Street and a pedestrian link adjoining the northern boundary, between Civic Link and Merewether Street.

6.4.3 THE CITY OF NEWCASTLE HERITAGE STRATEGY 2013 - 2017

The vision for heritage in Newcastle articulated in the Heritage Strategy is as follows:

As we move towards 2030, the City of Newcastle will be a leader in local government heritage management by providing outstanding services to the community in a manner which is economically sustainable and respects the diversity and significance of local heritage to the people of Newcastle. The City of Newcastle's heritage assets will be well managed and presented, reinforcing the city's attractiveness as a heritage tourism destination and strengthening its reputation as a smart, liveable and sustainable city.¹⁴

The City of Newcastle Heritage Strategy includes key directions for Aboriginal cultural heritage. Council adopted an updated Heritage Policy on 25 June 2013. The policy is a statement of commitment to the principles of heritage conservation and contains strategies to achieve the vision of the 2030 CSP. The Policy underpins the identification, preservation, conservation, celebration and promotion of the City's rich cultural heritage, based on the principles of the Burra Charter of Australia ICOMOS (Australia ICOMOS, 2001) and best practice. The Policy recognises the importance and diversity of heritage, including: Aboriginal heritage; buildings; structures; precincts; streetscapes; monuments; memorials; moveable heritage; industrial and maritime relics; trees; archaeological sites and artefacts; items in institutional collections; and the cultural landscapes that comprise the environment of the Newcastle local government area.

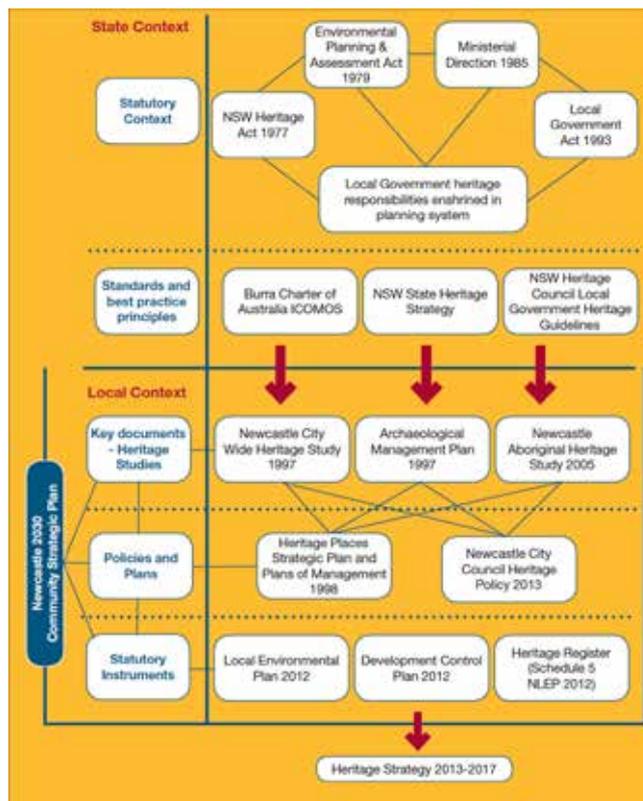


Figure 176: Heritage Context.
Source: The City of Newcastle Heritage Strategy 2013-2017, p.11.

The four strategies contained in the Heritage Policy commit Council to:

Knowing our heritage – enhancing our community's knowledge of and regard for local heritage items and places.

Protecting our heritage - Council will protect and conserve the City's heritage places for the benefit of everyone.

Supporting our heritage - Council will protect the integrity of heritage places by ensuring consistent and sympathetic uses, physical and aesthetic treatments and outstanding interpretations.

Promoting our heritage - Newcastle's significant heritage places are a unique historical resource and represent an asset for the continuing educational, cultural and economic enrichment of the region. Council will invest in the promotion and care of these assets as part of the City's economic and cultural development.

14: The City of Newcastle, Heritage Strategy 2013-2017, p.11.



7.0

THE PROPOSAL



Figure 179: Civic Railway Station, Southern Entrance, showing existing restricted opening.

Source: Tonkin Zulaikha Greer Architects, 2017.



Figure 178: Civic Railway Station, Northern Entrance, showing existing restricted opening.

Source: Tonkin Zulaikha Greer Architects, 2017.

7.1 PROJECT BRIEF

The Civic Station Precinct is part of a larger urban renewal project for Newcastle associated with the Newcastle Urban Transformation and Transport Program (NUTTP). The brief for the project provided the following relevant background information.

The Newcastle Urban Transformation and Transport Program has been established to deliver on NSW Government's more than \$500m commitment to revitalise the city centre through: the truncation of the heavy rail line at Wickham and creation of the Wickham Transport Interchange; the provision of a new light rail line from Wickham to the Newcastle Beach; and the delivery of a package of urban transformation initiatives.

The transformation element of the Program aims to bring people back to the city centre by strengthening connections between the city and the waterfront, creating employment opportunities, providing more public space and amenity, and delivering better transport.

NEWCASTLE URBAN TRANSFORMATION

The Newcastle Urban Renewal Strategy (NURS) sets out the NSW Government's long term approach and vision for the revitalisation of Newcastle city centre to the year 2036.

The NURS identifies three character precincts in Newcastle city centre (West End, Civic and East End), within which significant housing and employment opportunities, together with built form and public domain changes and improvements exist. The NURS describes these precincts as:

- East End: residential, retail, leisure and entertainment
- Civic: the government, business and cultural hub of the city
- West End: the proposed future business district including the western end of Honeysuckle (Cottage Creek)

UrbanGrowth NSW has been directed by the NSW Government to deliver on the NURS through the Newcastle Urban Transformation and Transport Program, in partnership with Transport for NSW (TfNSW), the Hunter Development Corporation (HDC) and the City of Newcastle Council.

PROGRAM OBJECTIVES

The Program is underpinned by six objectives which will drive successful urban revitalisation:

1. Bring people back to the city centre

Re-imagine the city centre as an enhanced destination, supported by new employment, educational and housing opportunities and public domain, that will attract people.

2. Connect the city to its waterfront

Unite the city centre and the harbour to improve the experience of being in and moving around the city.

3. Help grow new jobs in the city centre

Invest in initiatives that create jobs, with a focus on innovative industries, higher education and initiatives to encourage a range of businesses to the city centre.

4. Create great places linked to new transport

Integrate urban transformation with new, efficient transport to activate Hunter and Scott Streets and return them to thriving main streets.

5. Creating economically sustainable public domain and community assets

Leave a positive legacy for the people of Newcastle. Ensure that new public domain and community facilities can be maintained to a high standard into the future.

6. Preserve and enhance heritage and culture

Respect, maintain and enhance the unique heritage and character of Newcastle city centre through the revitalisation activities.

REPURPOSING HEAVY RAIL CORRIDOR (URBAN TRANSFORMATION CONCEPT PLAN)

A key focus of Urban Growth NSW is the delivery of the repurposing of the vacant parts of the heavy rail corridor not required for light rail.

Following truncation of the heavy rail line and establishment of the route for the new light rail, surplus rail corridor land has been defined through the East End and Civic city centre precincts.

Based on the objectives and the results of extensive stakeholder and community engagement, an overall urban transformation concept plan was prepared for the surplus rail corridor, as well as surrounding areas. This formed the basis of a rezoning application.

The proposed concept plan identifies 4 key public domain precincts; Newcastle Station and curtilage, Market St Entertainment, Civic Link and Darby Park.

CIVIC LINK (CIVIC) PRECINCT CONCEPT PLAN

This area is the civic heart of Newcastle and includes some of the region's most important civic and cultural assets, including Civic Park, City Hall, Civic Theatre and Newcastle Museum. Current investment in the area includes the law courts development and the University of Newcastle New Space campus.

The focus of Civic Link is to leverage best value from new investments by creating new open space and walking and cycling connections that link Newcastle's civic buildings to the waterfront and the light rail system.

Incorporating a Civic Green creates a new civic focused public space linking Hunter Street to the Newcastle Museum that will provide direct visual and physical connection from Wheeler Place to the harbour, activate light rail on Hunter Street and meet the needs of the incoming legal and student populations.

15: HDC, Ideas Festival Outcomes Report, executive summary, May 2017.

SCOPE OF CONSULTANT SERVICES

The project involves full consultant services associated with the design of the public domain within the surplus rail corridor land. The Civic Precinct also involves the adaptive reuse of elements of the Station complex. This SoHI accompanies a Development Application being lodged to Newcastle City Council. The Civic Station site sits within a larger Masterplan which is the subject of a separate REF.

PROJECT OBJECTIVES

The project objectives can be summarised as follows:

- Provide usable public open space
- Connect to the Newcastle Harbour waterfront
- Link to Civic light rail stop
- Conserve and interpret heritage
- Create sub spaces within the plaza that addresses the University and Museum buildings
- Create a space that will allow for a flexibility of uses including events
- Improved amenity

COMMUNITY CONSULTATION

Community consultation was held in November and December 2016 by HDC to generate ideas for the future of the Newcastle and Civic Station sites. In relation to Civic, more than 500 comments were received:

...Overall there were mixed views on the removal or retention of the station buildings, however the community generated lots of ideas for the future use and design of the public domain.

... people demonstrated support for improved links to the waterfront and open space at Civic Station precinct to create a place that is active and vibrant.

For people who supported retention, they showed preference for using the buildings to complement the existing museum and providing community toilets, services and eateries...

Participants also supported a historical connection to the station. ...people expressed personal and historical social connections with the station buildings, with some ideas focused on interpreting this in the design of the new domain design.¹⁵

7.2 OPTIONS CONSIDERED

Many options were considered in the design process in trying to find the right balance between providing connectivity between the city, Hunter Street light rail and the harbour, providing usable, flexible public open space with improved amenity and respecting the heritage significance of the place. Options ranged from full demolition (Option 1) to keeping all of the original fabric (Option 7). These were each assessed in terms of urban design, architecture and heritage impact.

These options were discussed with representatives from the Heritage Division of the NSW Office of Environment and Heritage (OEH) at a meeting in their offices on 22 November 2017, on site on 19 January 2018 and on 31 January 2018 with OEH staff and the Director of the Heritage Division.

In March 2018, OEH provided comments that encouraged interpretation of the footbridge's scale, form, materiality and footprint and a visual connectivity with the rail corridor within the design.

The final option, has been agreed in principle with OEH and has also been reviewed by Newcastle City Council and has their in principle support in relation to achieving the heritage and design key principles of the Transformation program.

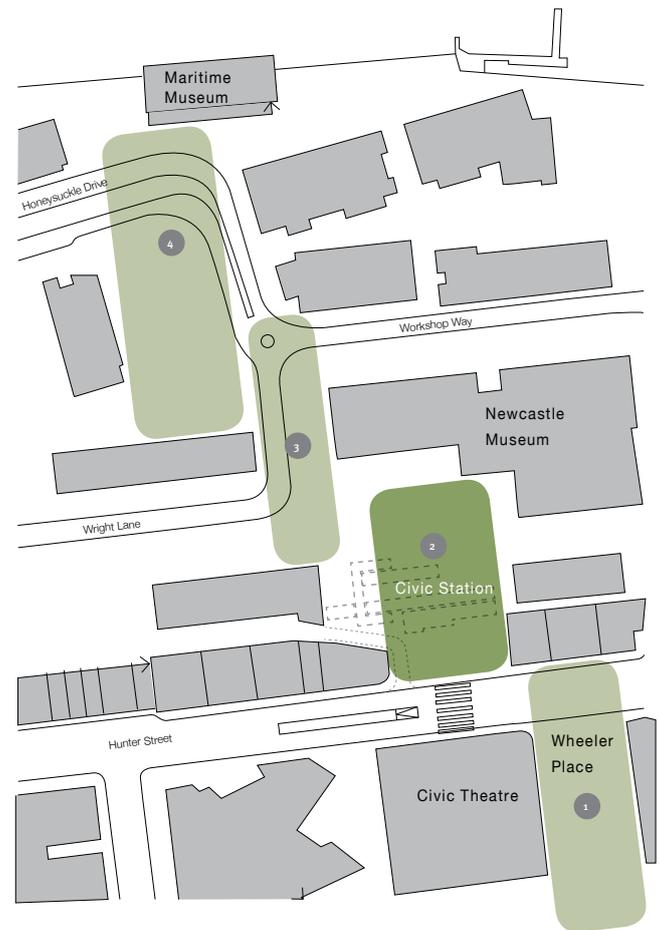


Figure 180: Spatial links diagram.
Source: JMD 2017.

SHIFTING SPATIAL UNITS

The connection between the foreshore and Newcastle's Civic precinct is through a series of shifting spaces across the former rail corridor.

1. Civic Park & Wheeler Place
2. Civic Theatre & Museum
3. University Plaza
4. Maritime Museum

Civic Station Precinct

Context Plan



Figure 181: Civic Station Precinct Master Plan, showing the context of the design surrounding the DA site.
Source: JMD 2018.

Civic Station Precinct

Civic Station Concept Plan



Figure 182: Civic Station Precinct, showing the context of the current Development Application and extent of the broader connection to the forecourt of the Newcastle Museum.
Source: JMD 2018.

7.3 THE PROPOSAL

The redevelopment of the former Civic Station forms part of Civic Place, a key component in the Revitalising Newcastle program, providing a crucial North/South link between Civic Park, the Civic Light Rail stop and the foreshore.

This Development Application covers the works associated with the former Civic Station group but should be read in the context of the broader Civic Place scope which includes the road reserve between the station building and Hunter Street to the South, public domain between the Museum and the station platform to the North and some upgrades to Brake Block Park on Honeysuckle Drive. This is detailed in the Landscape Concept Master Plan. Development works within these adjacent areas will be subject of separate planning applications and approvals.

This DA seeks approval for the following:

- Demolition of the former platforms in the rail corridor (to ground level) to the west of the Civic Station footbridge, on the future university site
- Demolition of the existing footbridge, connecting stairs, part of the awnings and associated structures on the platforms at Civic Station
- Alterations and additions to the former Civic Station building to facilitate the adaptive reuse of the entire building as a restaurant or café, or the like

Landscaping, engineering and public domain works as shown in Figure 182 including:

- Resurfacing of the platforms adjacent to the station building
- Planting/landscaping
- Interpretation of the footbridge and stairs elevation incorporated into the paving of the platforms and the landscaping
- Engineering and stormwater works.

Subdivision of the Civic Station Building from the proposed Civic Station Lot 7 in DA No. 2018/00048 currently being considered by Council.

PUBLIC DOMAIN

JMD describe the design intent of the works as follows:

The public domain space is centred upon the adaptive reuse of the existing station building as a café. The existing café space is to be removed and the kiosk opened to allow the free flow of pedestrians to and from Hunter street. The main path of travel from the station to the harbour foreshore will be supported by the infilling of paving between the existing platforms. The paving in this space will be a mix of granite sets and long bluestone pavers proportionate to railway sleepers as a means of interpreting the location of the former railway line. All paving material proposed is in accordance with the City Centre Public Domain Technical Manual.

The existing footbridge and associated brick structure is proposed to be demolished, this is to provide better views and connections to the foreshore and future University of Newcastle campus buildings. If possible, the bricks from the footbridge will be salvaged and the brick stair elevation laid on the horizontal and incorporated into the paving pattern. This will provide a sensitive interpretation of the bulk and scale of the footbridge stairs while allowing for the spatial engagement of the adjoining university site and Newcastle Museum spaces.

To further engage with the adjoining University site, it is proposed that the western end of the platforms will fold and grade down to meet the required levels of the university. This will allow for an extension of the University forecourt into the public domain space and universal access to the station precinct. The central space in this area is proposed to be massplanted with groundcovers and a feature tree softening the level change and area of paving.

An extent of the existing platforms is to be retained and finished in an exposed aggregate concrete finish reminiscent of the monolithic character of the original asphalt paving. The existing brick edge of the platforms is to be retained and exposed in the paving pattern to delineate the former linear geometry of the station. The platforms will be regraded to allow for comfortable seating and pedestrian use.

Centred on the building is a sunken garden filling the void between the existing platforms, the garden is proposed to finish 150mm lower than the adjoining platform surface. The garden will be planted with an array of plants representative of the Domestic architecture period and of varying colours and textures to provide visual interest for the café users. Railway tracks are proposed to be reinstated in the garden space to assist with the interpretation of the former rail corridor, recessed feature lighting is proposed to line the tracks to create a visual display when viewed at night. A bridged walkway and sleeper stepping stones are proposed to traverse the garden space to allow for formal and informal access across the garden. This will provide a tactile experience allowing the general public to interact with the planting and interpretation.

Seating steps are proposed to line the north eastern edge of platform 2, this is to provide informal seating while allowing the station precinct to address the Newcastle Museum forecourt. The eastern end will terminate in stepped access to the lower Museum level. Universal access is proposed to be provided by two walkways, one satisfying the desire line to the foreshore and the second to the Museum entrance (not part of this DA).

The existing bench seating is proposed to be refurbished and reused around the plaza space as a playful way of translating the sites former use into the landscape.

All pathways will be lit to a P3 category lighting in accordance with AS/NZS1158.3.1. This is proposed to be achieved by post top lighting along the pathways and major desire lines. External lighting on the existing awning are proposed to be retained and replaced with LED fittings (to be switched off when not in use). The architectural features of the building are proposed to be highlighted by the addition of wall lights on the Hunter Street façade in between windows and strip lighting along roof. Decorative ambient lighting is proposed in the form of uplighting of feature trees and strip lighting along railway track interpretation in the sunken garden this will assist in activating the space for night time use.

BUILDING WORKS

The proposal involves the following building works (Refer Figures 184, 186 and 188 overleaf):

PLATFORM BUILDING

- Removal of Male and Female toilets.
- Removal of former Ladies Room (now Store).
- Removal of existing kiosk fitout in former Booking Hall.
- Reinstatement of the connection to the platform through the former Booking Hall.
- Repair and conservation works.
- Adaptive reuse of platform building as kiosk including partial removal of some internal walls.
- Contemporary fitout.
- New glazed openings to the north towards the platform.
- Provision of a new accessible toilet.
- Provision of a new tenancy store.
- Provision of a new services and waste area to the eastern end of the building.
- Adjustment of the roof to suit the reduced building footprint.

SOUTH PLATFORM

- Repair and conservation works to platform and canopy.
- Removal of seven bays of canopy and retention of four bays of canopy.
- Removal of existing asphalt platform surface and replacement with new concrete.

RAIL CORRIDOR

- New sunken garden between the platforms to interpret former rail corridor.
- Brick edge of platforms to be retained and revealed.

NORTH PLATFORM

- Repair and conservation works to platform and canopy.
- Removal of three bays of canopy and retention of three bays of canopy.

- Removal of existing asphalt platform surface and replacement with new concrete.
- Relocation of community artwork to eastern most section of brick wall. Removal of remainder of northern brick wall.

FOOTBRIDGE

- Carefully unbuild footbridge.
- Salvage haunched steel beams for reuse in landscape as seating elements.
- Salvage original brickwork for interpretation in the landscape where possible.

LANDSCAPE

- New paved plaza towards Hunter Street.
- New landscaping to extend either side of the retained platform building, to provide a pedestrian link between Civic, the foreshore and Newcastle Museum.
- Interpretation of original footbridge involving reuse of salvaged bricks where possible, laid as pavers in the shape of the side elevations of the face brick trestles of the footbridge.
- Reuse of the haunched beams as seats in the landscape.

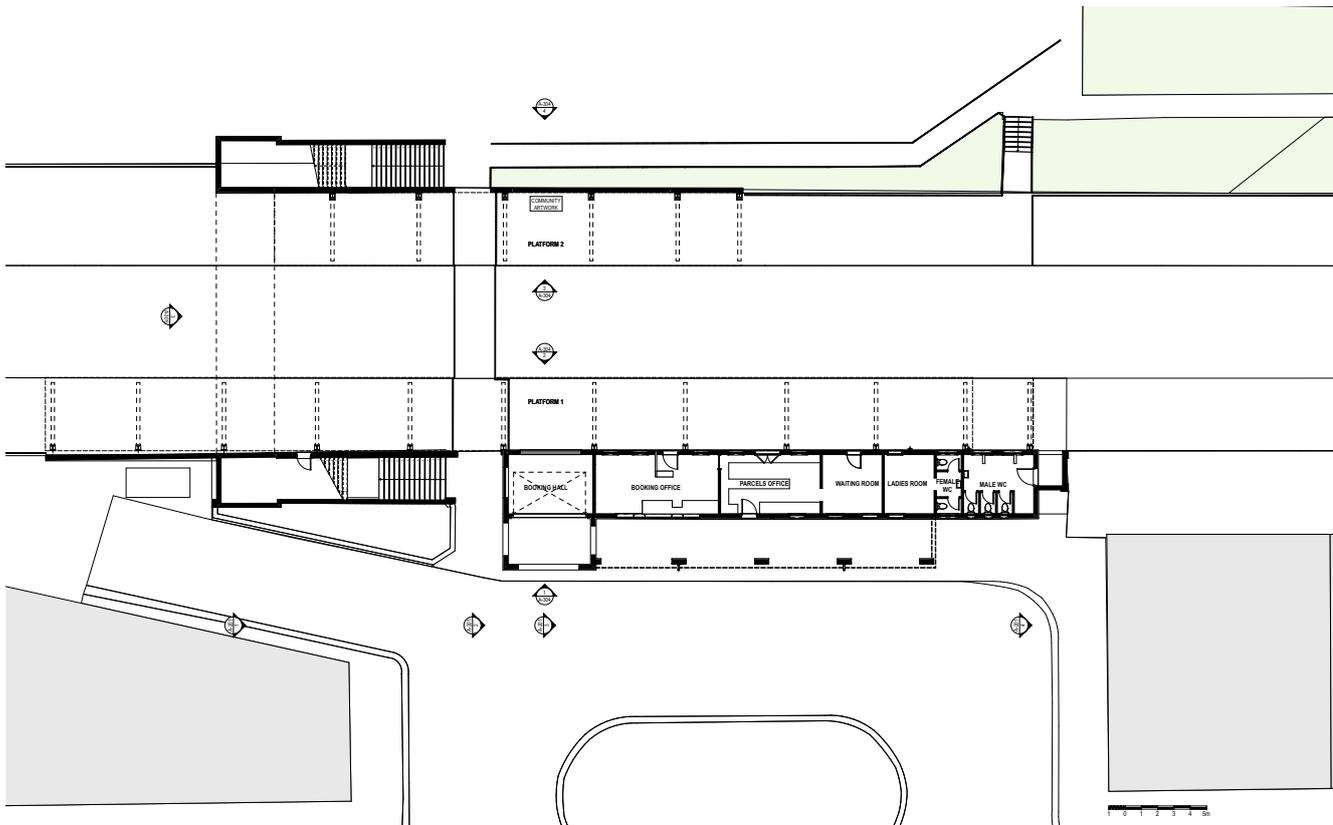


Figure 183: Existing plan. Source: TZG Architects, 2018

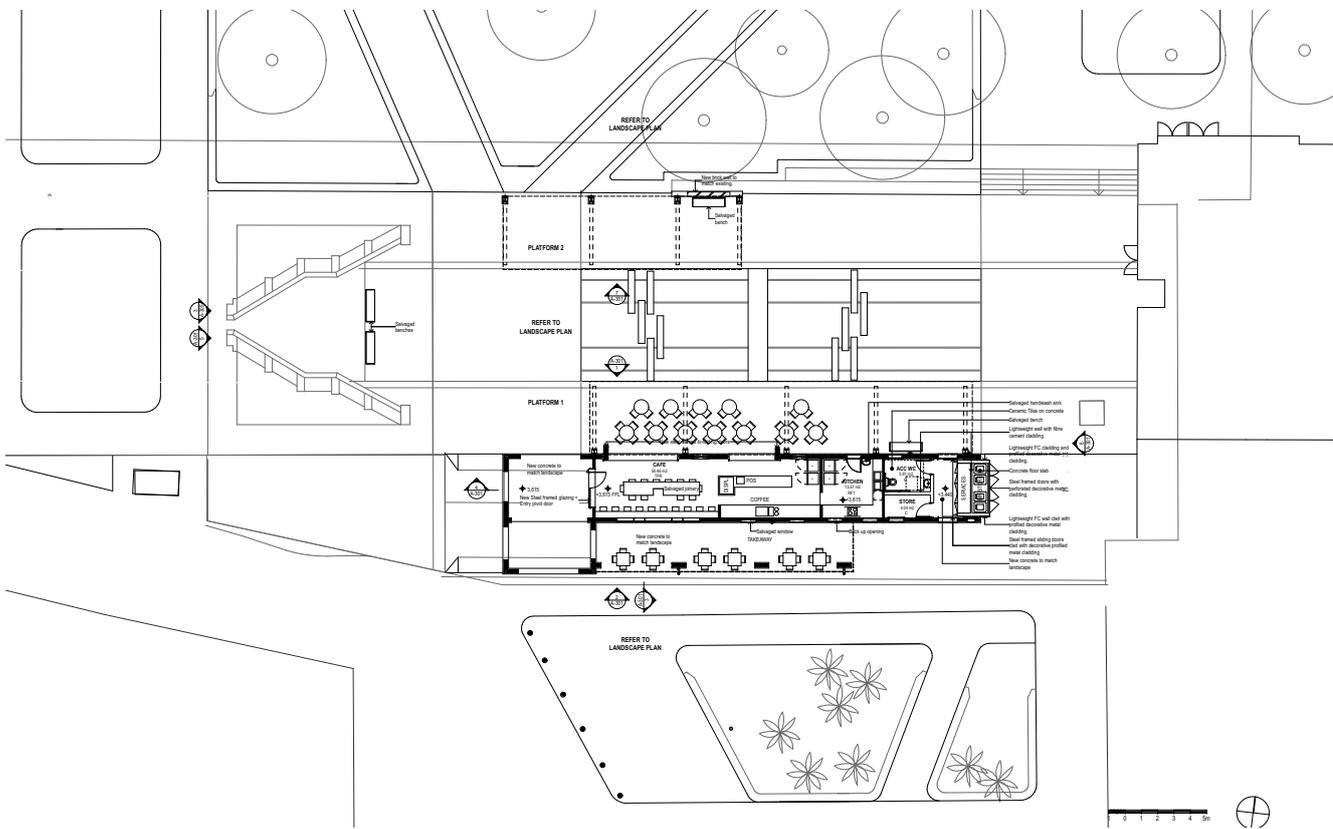


Figure 184: Proposed Ground Floor Plan Source: TZG Architects, 2018

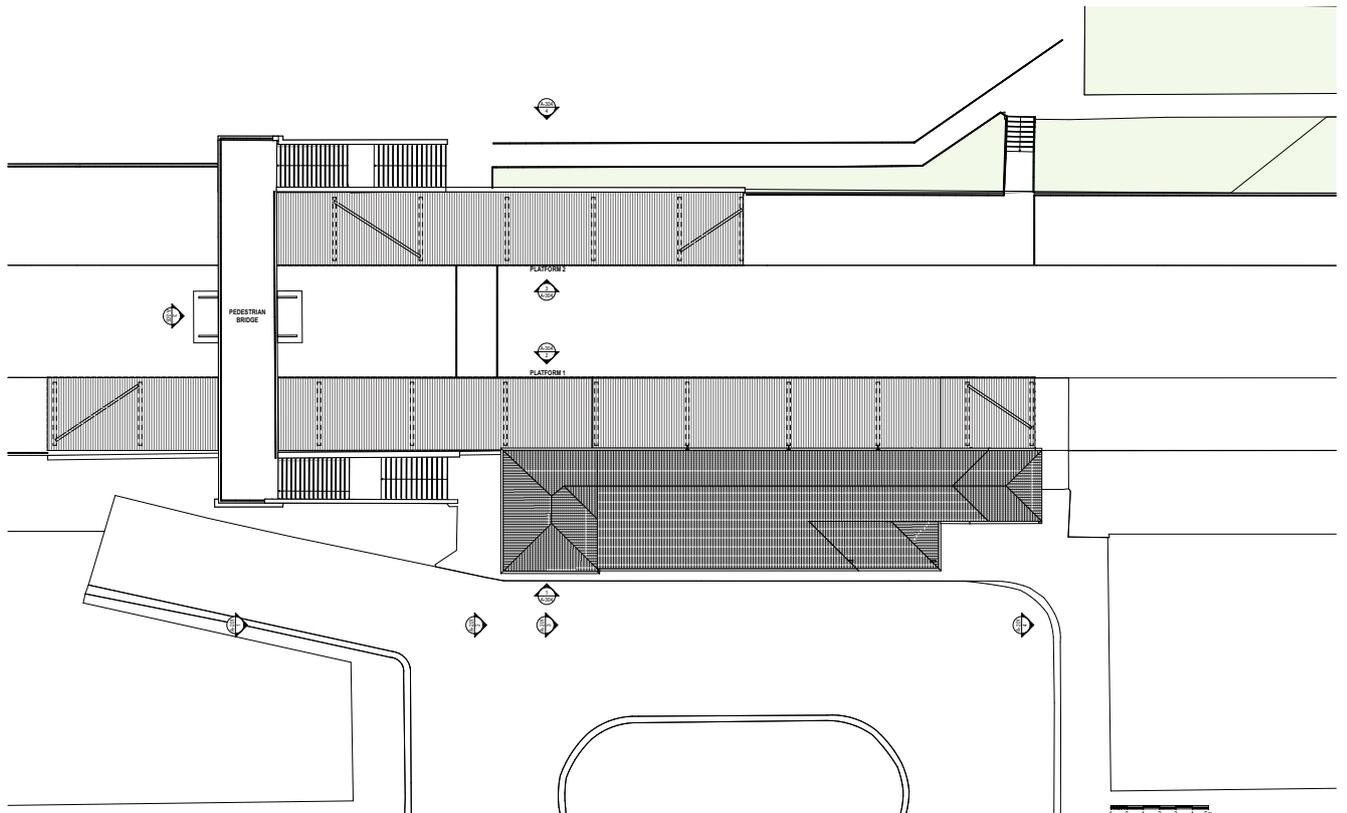


Figure 185: Existing roof plan. Source: TZG Architects, 2018

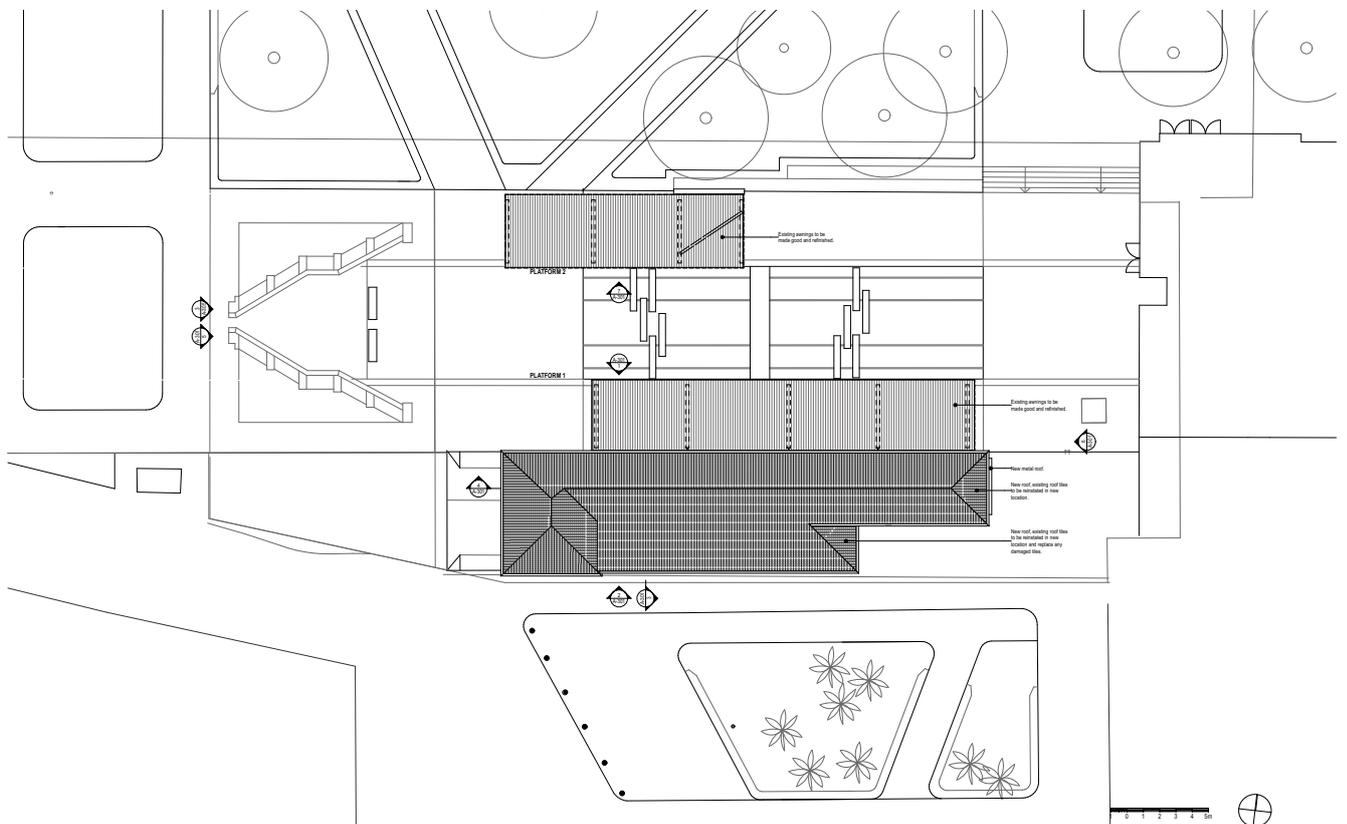


Figure 186: Proposed Roof Plan Source: TZG Architects, 2018

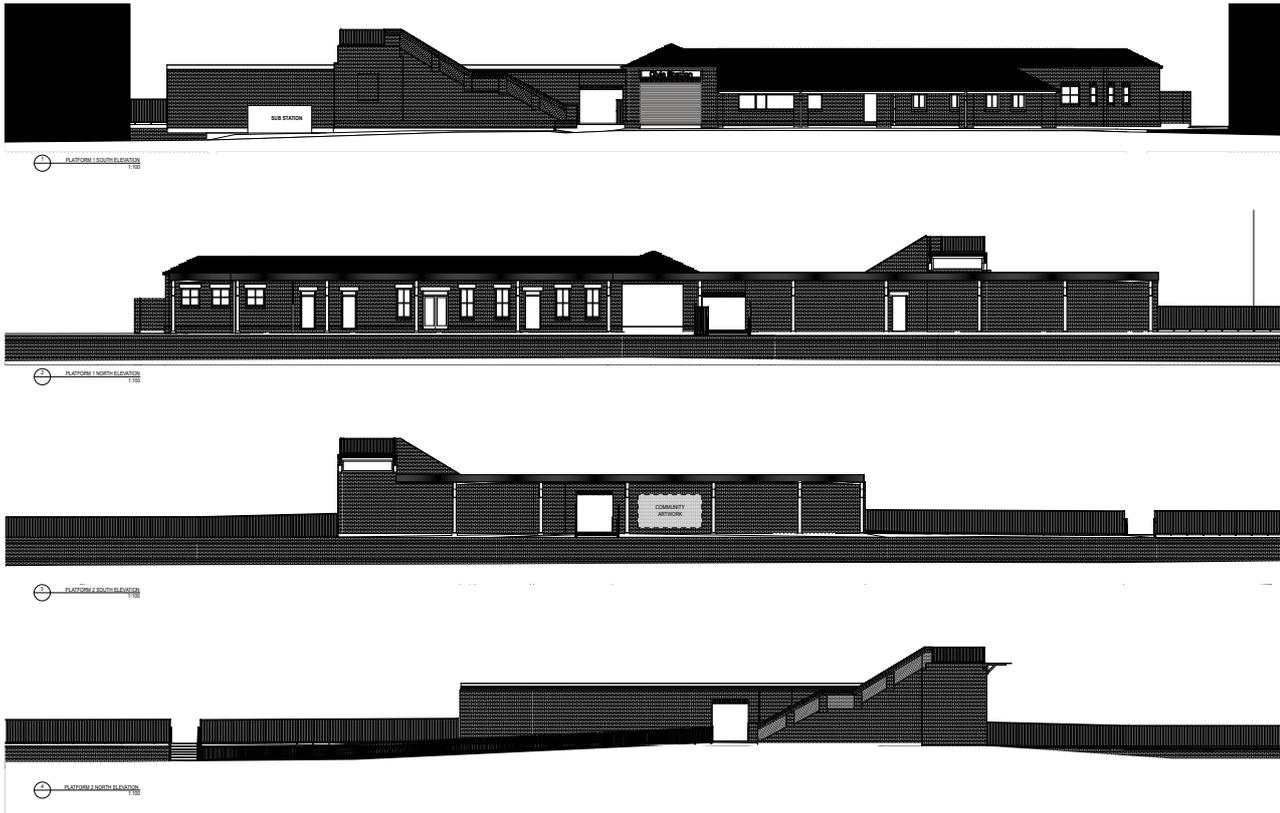


Figure 187: Existing elevations. Source: TZG Architects, 2018

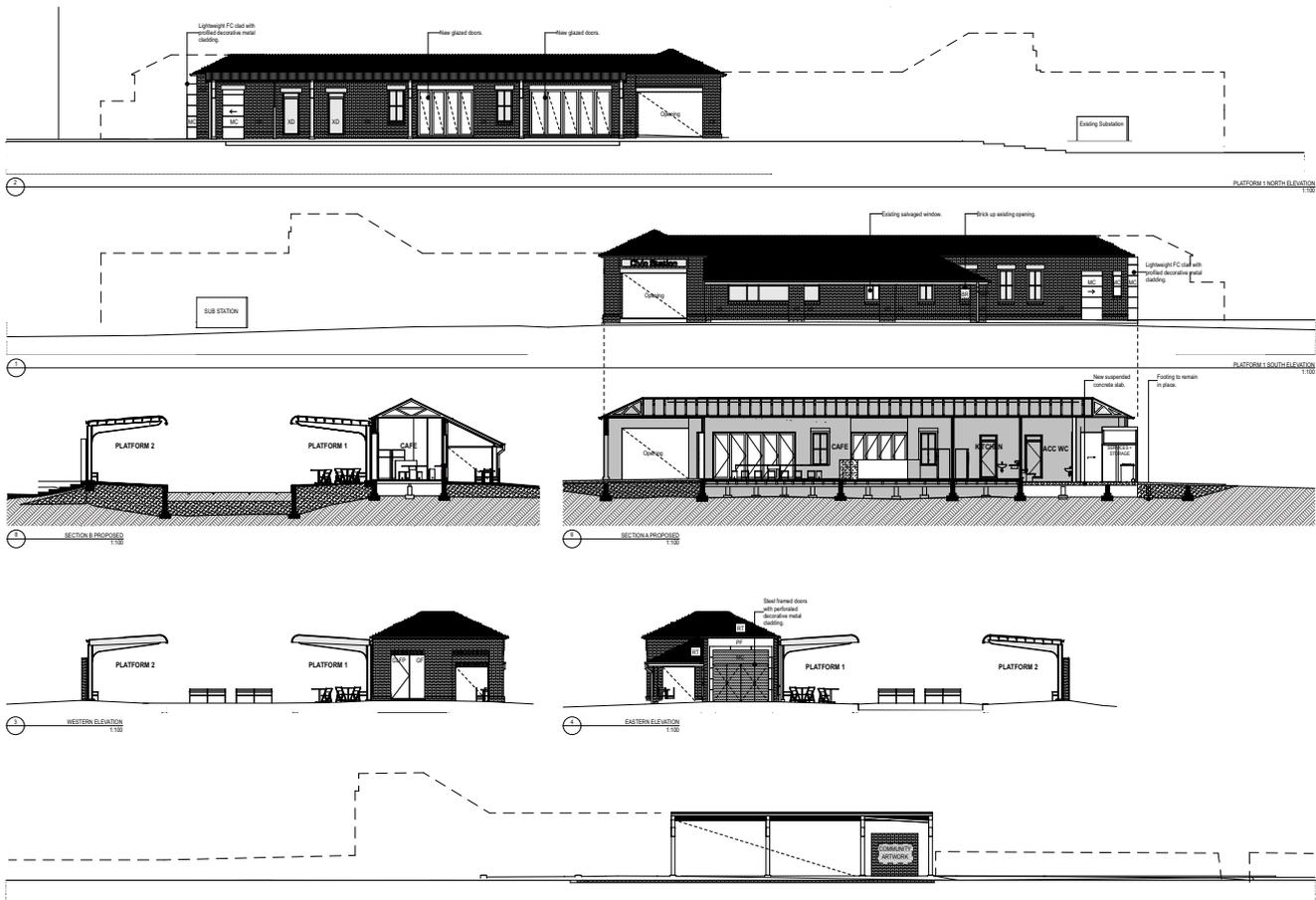


Figure 188: Proposed elevations and sections. Source: TZG Architects, 2018



4203

8.0

HERITAGE IMPACT
ASSESSMENT

8.1 ASSESSMENT AGAINST COUNCIL POLICIES

The proposal is generally in accordance with Newcastle City Council policies contained in both the LEP and DCP, as adopted.

NEWCASTLE LEP 2012

This Statement of Heritage Impact accompanies a Development Application involving partial demolition and adaptive reuse of a heritage item listed on HDC's S170 Register that is located within the Newcastle City Heritage Conservation Area in accordance with Clause 5.10 of the LEP.

NEWCASTLE CITY CENTRE DCP 2017 (AS ADOPTED)

The proposal is generally in accordance with the principles for the Civic Locality Area described in Part 6 of the DCP (as adopted). It provides:

1. A pedestrian connection between the city and the foreshore.
2. A visual and physical connection through the site between Civic and the Hunter River.
4. Public open space in the heart of Civic to complement Wheeler Place.
5. Adaptive reuse of the platform building, which is publicly accessible, to improve safety.
6. Mid winter lunch time sun access within the new public domain.
7. Adaptive reuse of the platform building which is an integral part of the identity of Civic.
9. A link between Civic and the Newcastle Museum.

In terms of Built Form, the proposal generally complies with the performance criteria and acceptable solutions outlined in Part A6 as follows:

A6.1 This Statement of Heritage Impact accompanies the proposal and outlines the proposal, options considered and heritage impact mitigation measures. Views and sightlines will be enhanced through removal and interpretation of the Civic footbridge and adaptive reuse of the station building will ensure its continued conservation for future generations.

A6.2 The proposed landscaping of the public domain will enhance the setting of both Civic Station and other heritage items within the vicinity including the Newcastle Museum and Civic Theatre.

A6.3 Civic Station Group is listed on HDC's S170 Register and is considered to be of local significance. Closure of the rail line has meant that the station group, particularly the footbridge, have outlived their original purpose and become redundant. The proposal involves adaptation and interpretation to minimise the loss of heritage significance.

A6.4 Adaptive reuse of the station building will ensure the building's continued conservation. The new works are designed as a contemporary layer that is readily discernible.

A6.5 Interpretation within the public domain will retain a memory of the original extent of the station building, platforms, line of tracks and footbridge.

A6.6 The proposal involves adaptive reuse of the former station building as a kiosk and integration of the remainder of the site into the public domain. The project enables pedestrian connections from the city to the harbour both physically and visually

Part B of the DCP contains general controls related to the public domain. The proposal complies as follows:

B1.1 The proposal provides improved pedestrian connections including from the Civic light rail stop through the site to the harbour.

B1.2 The proposal is in accordance with the public domain access network contained in the DCP. It removes the existing footbridge in accordance with item 5. which states: '*Pedestrian bridges are avoided over public spaces...*' and item 8. which states '*blank walls and solid fencing that inhibit natural surveillance and encourages graffiti should be avoided.*'

B1.3 The proposal provides a pedestrian connection between Hunter Street and Civic Lane.

B1.4 The proposal contributes to the permeable pedestrian network from the city centre to the foreshore advocated by the DCP.

B2.1 Public sight lines and views are in accordance with the DCP.

16: Australia ICOMOS 1999, The Illustrated Burra Charter, <http://www.icomos.org/australia/burra.html>

The site is located within the Civic Link Key Precinct identified in the DCP as adopted in 2017. The proposal meets the objectives of the precinct as follows:

1. The project provides a new public space that links the civic, administrative, education and cultural heart of Newcastle to the foreshore.
2. The project contributes to the realisation of the area as the civic heart of Newcastle.
3. The project promotes enhances pedestrian connections from Hunter Street to the foreshore.
4. The proposed adaptive reuse of the station building as a Kiosk provides an active frontage to Hunter Street, the platform and the public domain beyond.
5. The proposal respects heritage items and contributory buildings in the vicinity.

Adaptive reuse of the platform building and interpretation of the rail corridor and footbridge within the public domain respects the significance of the place and retains a memory of Civic Railway Station for future generations. The proposal is accompanied by an Interpretation Strategy.

CITY OF NEWCASTLE HERITAGE STRATEGY

The proposal is in generally in accordance with the overarching vision for heritage in Newcastle as articulated in the Heritage Strategy and has been discussed with Council's Heritage Planner on site. The completed project will provide a pedestrian connection between the city centre to the harbour and works in the public domain will improve the setting of Newcastle Museum and Civic Theatre.

Since closure of the rail line has meant the railway group no longer serve their original purpose, adaptive reuse and interpretation are ways of minimising the loss of heritage significance of the Civic Railway Group so that future generations can understand the role the place played in the history of Newcastle.

8.2 HERITAGE LISTINGS

8.2.1 CIVIC RAILWAY STATION GROUP

The impact of the proposal is considered against the Assessment of Significance of the 'Civic Railway Station Group' extracted from the S170 listing as follows:

CRITERION	SIGNIFICANCE	COMMENT
SHR Criteria a) [Historical significance]	The Civic Railway Station site is historically significant as the location of the Newcastle terminus station on the Great Northern Railway line (1857), one of the first railway lines in Australia. The former Honeysuckle station was also for many years a significant connection point for the transport of goods by land and sea. Civic Railway Station is of local historical significance for its association with the development of a new civic centre of Newcastle in the 1930s represented in both name and architectural style. It also has some historic significance as the first station in NSW to be constructed in the Inter-War Railway Domestic style, and represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.	The proposal retains part of the platform building, platforms and canopies and interprets rail corridor and footbridge. Interpretation will aid future generations' understanding of the historical significance of the Civic Station Railway Group.
Historical Association [SHR Criteria b]	Not applicable.	Not applicable.
SHR Criteria c) [Aesthetic significance]	Civic Railway Station is of moderate aesthetic significance at a local level, associated with the station building and footbridge. While not particularly outstanding in terms of architectural achievement, the station building represents the first attempt to adapt domestic architectural styles for railway purposes. The station buildings and footbridge, are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The building is competently executed and is a typical example of station construction at the time. It represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.	Conservation and adaptive reuse of the station building will be carried out in accordance with the principles of the ICOMOS Burra Charter and in a manner that respects the aesthetic significance of the place and celebrates it's Interwar Functionalist style.
SHR Criteria d) [Social significance]	The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.	Adaptive reuse of the station building as a Kiosk open to the public respects the social significance of Civic Station.
SHR Criteria e) [Research potential]	The site has moderate archaeological research potential associated with potential evidence of the original Honeysuckle station and former elements of the Honeysuckle Railway Workshops.	An archaeological impact assessment has been prepared by RPS to accompany the proposal.
SHR Criteria f) [Rarity]	The face brick trestles to the footbridge are unusual design elements, that are not known to be located on any other railway station building within NSW.	The face brick trestles will be archivally recorded then carefully unbuilt and the bricks salvaged for reuse as interpretive paving in the public domain.
SHR Criteria g) [Representativeness]	Civic Railway Station is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style, along with an unusual footbridge in the same style. A number of other Inter-War stations remain in the Sydney Metropolitan network.	The station building remains a representative example of the Inter-War Domestic Railway style with contemporary overlays required for adaptive reuse.
Integrity/Intactness	The railway station group is largely intact with a high degree of integrity, however, the integrity of the interiors of the station building have been compromised by the removal of interior fit out. The installation of the modern steel balustrade to the walkway detracts from its Inter-War Functionalist style.	The proposal aims to retain original fabric where ever possible.

8.2.2 CIVIC RAILWAY FOOTBRIDGE

The impact of the proposal is considered against the Assessment of Significance of the 'Civic Railway Footbridge and Steps' extracted from the 2016 *Railway Footbridges Heritage Conservation Strategy* prepared by GAO Heritage Group is as follows:

CRITERION	SIGNIFICANCE	COMMENT
SHR Criteria a) [Historical significance]	The footbridge is a good representative example of a brick substructure (piers) and brick stair balustrades. It is the last footbridge to use a haunched beam deck support. The footbridge is an integral part of a relatively intact railway station precinct from the 1930s.	Fourteen footbridges in the study have haunched steel beam deck support structures. Civic is a good example where the original haunched beams rest on brick piers. St Peters and Tempe are other good examples of haunched steel beam deck supports. In this instance, the footbridge has become redundant and it is necessary to remove it. The proposal includes salvage of the bricks and haunched beams and their reuse as seats in the landscape adjacent to Civic Station. The bricks are to be laid out as paving in a pattern to match the elevations of the face brick trestles, interpreting the scale, form, materiality and footprint of the footbridge.
Historical Association [SHR Criteria b]	Not applicable.	Not applicable.
SHR Criteria c) [Aesthetic significance]	The station buildings and footbridge, are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The precinct is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style, along with an unusual footbridge in the same style.	The station building is proposed to be conserved and repurposed as a Kiosk serving the public domain. The footbridge is proposed to be carefully unbuilt and original materials salvaged for reuse in the public domain. Interpretation is a key aspect of the proposal, which is accompanied by an Interpretation Strategy.
SHR Criteria d) [Social significance]	Not applicable.	Not applicable.
SHR Criteria e) [Research potential]	Not applicable.	Not applicable.
SHR Criteria f) [Rarity]	Fraser (1996) also noted Civic footbridge as being the last footbridge constructed with haunched beam deck support.	Interpretation will reveal that the Civic footbridge was the last footbridge constructed with a haunched deck support.
SHR Criteria g) [Representativeness]		The footbridge is considered representative. Thirteen other examples of the haunched beam type remain.
Integrity/Intactness	(Refer Figures 163 and 164 in this report for the extent of original fabric.)	The footbridge is not intact leading to a loss of significance. The brick balustrades to the bridge have been removed and repairs to the steel and brickwork have been carried out.

8.2.3 FOOTBRIDGE STRATEGIES

Policies related to the footbridge are contained in the 2016 *Railway Footbridges Heritage Conservation Strategy* prepared by GAO Heritage Group. These are listed below with comments related to the heritage impacts of the proposed works noted.

STRATEGY NO.	STRATEGY	COMMENT
Strategy 1	Consider the final Railway Footbridges Heritage Conservation Strategy 2016 during the next review of the Sydney Trains Section 170 Register and Inventory, to ensure that the identified heritage significance of each footbridge is reviewed and updated, taking into account the results of the comparative analysis and the proposed heritage conservation strategies in this study.	The Railway Footbridges Heritage Conservation Strategy has informed the assessment of significance of the footbridge located within the Civic Railway Station precinct, which is listed on the Hunter Development Corporation's S170 Register. The subject rail corridor is no longer used, and hence the footbridge is now redundant as it is possible to cross the rail corridor at platform level. Newcastle City Council strategies require removal of the footbridge, to provide both physical and visual connections between the city to the harbour. Further retention of the disused footbridge would pose security and potential graffiti problems. The significance of the footbridge is recognised and will be interpreted in the re-imagined public domain.
Strategy 2	Use the final Railway Footbridges Heritage Conservation Strategy 2016 as a tool in prioritising conservation works and managing change to railway station footbridges in railway station precincts of heritage significance.	The Railway Footbridges Heritage Conservation Strategy has informed the assessment of significance of the Civic Railway Station precinct and the proposed interpretation.
Strategy 3	Review the strategy in 10 years and re-assess the identified levels of significance against extant examples of railway heritage footbridges in NSW. Identify other examples of footbridges for potential heritage listing. Undertake further research in the future to determine the extent of significant concrete footbridges managed by Sydney Trains.	The next review of the Railway Footbridges Heritage Conservation Strategy should note the removal of the Civic footbridge and reasons why. Reference should be made to the proposed archival recording prior to its removal and its interpretation.
Strategy 4	This document (Railway Footbridges Heritage Conservation Strategy 2016) should be formally adopted by Transport for NSW and Sydney Trains to guide change impacting on heritage footbridges. Use it when reviewing annual capital works programs impacting on heritage footbridges.	Not applicable.
Strategy 5	Ensure footbridges are managed in their contexts, particularly where they are in precincts of Exceptional or High heritage significance and where they have a significant overhead booking office.	The Civic footbridge is redundant as the rail corridor it once crossed is no longer operational. The proposal involves interpretation of the footbridge, which is of exceptional significance, within the public domain.

FOOTBRIDGE STRATEGIES (CONTINUED)

STRATEGY NO.	STRATEGY	COMMENT
Strategy 6	<p>Footbridges of Exceptional Significance</p> <p>Retain all footbridges of Exceptional Significance as a priority.</p> <ul style="list-style-type: none"> - Retain all original fabric of footbridges of Exceptional significance as a first conservation option. Aim to prolong the life of original fabric. Where this will affect the structural integrity of the footbridge, renew elements using matching components. Undertake all new work in accordance with best practice heritage standards. - Avoid adding new fabric, where this will result in a negative impact on significance. - Take opportunities to reverse unsympathetic changes made in the past. - Retain visual and functional relationship of the bridges to their settings. - Give preference to changes that are reversible. - Prior to any change, full archival recording is essential. 	<p>Civic Railway Footbridge is a haunched beam structure supported on face brick trestles with minimal openings. The footbridge presents a major physical and visual barrier between Civic and the public domain beyond the rail corridor, which in turn links to the waterfront.</p> <p>It is not possible to retain Civic Station Footbridge and achieve the aims of the DCP and Renewing Newcastle. The footbridge must be removed to achieve these aims. It is recommended that the footbridge be archivally recorded prior to demolition and that the materials be salvaged for reuse in the public domain. Interpretation of the footbridge is an integral part of the design of the landscape.</p>
Strategy 7	<p>List all footbridges of Exceptional heritage significance on the State Heritage Register, where they are not already listed. This includes: Civic and Denistone (the listing for Denistone should include the entire station).</p>	<p>Civic Footbridge is not listed on the State Heritage Register; it is listed as part of HDC's S170 Register for the Civic Railway Station Group.</p>
Strategy 8	Footbridges of High Significance	Not applicable.
Strategy 9	Footbridges of Moderate Significance	Not applicable.
Strategy 10	Footbridges of Little Significance	Not applicable.
Strategy 11	<p>Setting</p> <p>Important heritage relationships between heritage footbridges and other heritage elements in a railway station precinct should be maintained, particularly where the elements, such as Overhead Booking Offices are physically connected.</p>	<p>The relationship between the footbridge, rail corridor, platforms and station building will be interpreted in the public domain.</p>
Strategy 12	<p>Interpretation</p> <p>Communicate the history and significance of railway station footbridges and their associated station precincts through interpretive media; in particular as part of major station upgrades.</p>	<p>The history and significance of the Civic railway station footbridge will be communicated through interpretive media as part of the works.</p>
Strategy 13	<p>Managing Change</p> <p>Ensure all conservation works, maintenance programs and new works:</p> <ul style="list-style-type: none"> - are undertaken in accordance with the principles and objectives of the Burra Charter: the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance; - are undertaken in accordance with the policies in this report; - use an understanding of all aspects of the cultural significance of the asset as a key factor for future planning and implementation; - are aimed at ensuring the retention and enhancement of the cultural significance of the footbridge; - seek to minimise adverse heritage impacts; - are co-ordinated by a project manager familiar with the philosophy, methodology and practice of heritage conservation; and - follow the required statutory approvals or notification processes. 	<p>Three meetings have been held with representatives from OEH, including an on site meeting, prior to the issue of notification for amendments to the S170 Register listing.</p> <p>This report forms part of the supporting information for the S170 notification and for a Development Application submitted to Newcastle City Council.</p>

FOOTBRIDGE STRATEGIES (CONTINUED)

STRATEGY NO.	STRATEGY	COMMENT
Strategy 14	Ensure that changes to the footbridge are accompanied by: - documentation of the reasoning behind major decisions; - records of any testing or additional research undertaken; and - appropriate archiving of this documentation.	This Statement of Heritage Impact accompanies the proposal. Archival recording and interpretation is also recommended.
Strategy 15	Only undertake restoration or reconstruction where there is sufficient evidence to ensure the accuracy and authenticity of the work.	Not applicable.
Strategy 16	Ensure any change that reduces cultural significance is reversible and is reversed when circumstances permit. Reversible changes should be considered temporary. Non-reversible change should only be used as a last resort and should not prevent future conservation action.	Non reversible changes are required in this case. Archival recording and interpretation is also recommended.
Strategy 17	Sydney Trains will obtain the required statutory heritage and planning approvals or exemptions prior to undertaking any changes to its heritage listed footbridges. Works will be carried out in accordance with any conditions placed on these approvals and provide a report on completion certifying compliance.	HDC are the custodians of the footbridge. They will seek all required heritage and planning approvals prior to the works being carried out.
Strategy 18	Seek advice from relevant heritage specialists when planning or implementing conservation works, repairs and maintenance or when proposing major changes to the footbridges identified in this study.	Tonkin Zulaikha Greer Heritage have been provided advice.
Strategy 19	Use contractors with demonstrated specialist heritage skills and an understanding of heritage conservation principles to undertake repairs and maintenance, or when undertaking major works. Ensure their work is monitored by a heritage specialist.	Contractors with demonstrated heritage skills will be used to demolish the footbridge to ensure that the bricks and haunched beams can be salvaged for reuse in the public domain.
Strategy 20	Prior to commencing work on the site all design professionals and tradespeople working on the footbridges of Exceptional and High heritage significance should be required to undertake an induction on the heritage significance of the asset and be provided with the relevant sections of this report.	A heritage induction will be carried out prior to the works being undertaken.
Strategy 21	Assess Heritage Impact Prior to Making Change Informally assess potential heritage impacts during the design process to ensure that avoidance of adverse heritage impacts is considered early in every project.	This Statement of Heritage Impact accompanies the proposal.
Strategy 22	Prepare a Heritage Impact Statement for all works requiring an Exemption notification or application for approval under the NSW Heritage Act, or when required to accompany a Development Application.	This Statement of Heritage Impact accompanies the proposal.
Strategy 23	Archival Recording and Keeping of Records Make an archival record of existing fabric, operation and uses for railway station footbridges before changes are made which impact on heritage value.	Archival recording is recommended prior to undertaking the works.
Strategy 24	Additions to Heritage Footbridges Generally New elements added to heritage footbridges should be designed to be "recessive" in terms of impact on a heritage station precinct and, where possible, reversible. Consider a range of options to arrive at a sympathetic solution.	Not applicable.

FOOTBRIDGE STRATEGIES (CONTINUED)

STRATEGY NO.	STRATEGY	COMMENT
Strategy 25	Seek specialist heritage advice and consider a range of options to arrive at sympathetic solutions for the PRIOR to making new additions to heritage railway station footbridges.	Tonkin Zulaikha Greer Heritage have provided advice on the wide range of options considered prior to arriving at the current solution.
Strategy 26	Equitable Access Upgrades and Heritage Footbridges Seek specialist heritage advice and consider a range of options to arrive at sympathetic solutions for access upgrades to railway station heritage footbridges. Performance based solutions to meet Australian Standards, the BCA and the DDA should be pursued when appropriate to arrive at a more favourable heritage outcome.	Not applicable to the footbridge. Equitable access is provided within the public domain and in the repurposed platform building.
Strategy 27	Balustrades and Staircases – Compliance with the NCC Handrail and balustrade changes to meet relevant codes should involve solutions that result in minimal change to significant balustrade and handrail elements on railway station heritage footbridges.	Not applicable.
Strategy 28	Canopies to Footbridges and Stairways For railway station footbridges of Exceptional significance with no current roof coverings, avoid having to provide new roof coverings.	Not applicable.
Strategy 29	Maintenance, Repair and Safety Inspection, maintenance, safety upgrades and repairs should continue to be carried out by Sydney Trains on an adequate routine basis, to prevent the deterioration of significant footbridge fabric, and to retain the historic integrity and authenticity of the railway station footbridges and, where relevant, the heritage station precinct.	Not applicable.
Strategy 30	Hazardous Materials Original or significant fabric that has been identified as a hazardous material should be managed by either: – encapsulation consistent with a hazardous materials assessment and appropriate WHS standards; and/or – replacement with a sympathetic and compatible replacement material in accordance with appropriate WHS standards.	Hazardous materials will be managed according to this policy.
Strategy 31	Impact Resistance Seek heritage advice on all options for any required changes to footbridges to increase impact resistance, and assess options to minimise heritage impact.	Not applicable.
Strategy 32	Strengthening Seek heritage advice on all options for any required strengthening of footbridges, and assess options to minimise heritage impact.	Not applicable.
Strategy 33	Colour Schemes Seek specialist heritage advice on significant finishes and consider a range of options to arrive at sympathetic solutions for the provision of finishes and paint schedules to railway station footbridges.	Not applicable.
Strategy 34	New Concourses and New Footbridges in Heritage Precincts The insertion of new footbridges (with or without new station amenities) in heritage railway station precincts; while retaining all or part of an existing heritage footbridge as a completely separate structure can be an option but must give careful consideration to the impact on the overall heritage integrity of the station precinct and the heritage footbridge.	Not applicable.
Strategy 35	Colour Schemes Seek specialist heritage advice on significant finishes and consider a range of options to arrive at sympathetic solutions for the provision of finishes and paint schedules to railway station footbridges.	Not applicable.

8.2.4 CIVIC RAILWAY WORKSHOPS

The impact of the proposal is considered against the Assessment of Significance of the 'Civic Railway Workshops' extracted from the State Heritage Register listing is as follows:

CRITERION	SIGNIFICANCE	COMMENT
SHR Criteria a) [Historical significance]	Not applicable.	
Historical Association [SHR Criteria b]	Not applicable.	
SHR Criteria c) [Aesthetic significance]	The group of workshops is the only remaining example that demonstrates the design principles and technology applied to small railway workshop buildings in the 1870s and 1880s in Southeastern Australia.	The proposed conservation and adaptive reuse works associated with the platform building, including removal of the rooms to the east, will open up views to the Civic Railway Workshops and provide a direct pedestrian connection to the Newcastle Museum from Civic. The proposed works to the public domain will improve the setting of the former Railway Workshops enhancing their presentation.
SHR Criteria d) [Social significance]	Not applicable.	
SHR Criteria e) [Research potential]	Not applicable.	
SHR Criteria f) [Rarity]	Not applicable.	
SHR Criteria g) [Representativeness]		
Integrity/Intactness		

8.2.5 CIVIC THEATRE

The impact of the proposal is considered against the Assessment of Significance of the 'Civic Theatre' extracted from the State Heritage Register listing is as follows:

CRITERION	SIGNIFICANCE	COMMENT
SHR Criteria a) [Historical significance]	The Civic Theatre is of state historical significance as an outstanding example of a late 1920s theatre, designed as a picture palace in the flamboyant style characteristic of that era and of which this theatre, together with the State and Capitol theatres, Sydney is one of the finest examples in Australia. Its construction, scale and style articulates Newcastle's coming of age as a major regional capital - the state's second city, due to its economic importance and consequent growth in population. The theatre itself has operated almost continuously since 1929, first as a picture theatre, then as a live theatre venue and its history reflects developments in the cinema and theatre industry in Australia and in Newcastle, reflecting both the heydays, then decline of the grand cinemas and cinema-going as a major recreational activity. It remains Newcastle's premier live theatre venue.	The proposed works to the Civic Railway Group will improve the setting of Civic Theatre and open up views between the Theatre and the Civic Railway Workshops and the harbour.
Historical Association [SHR Criteria b]	The theatre is highly significant for its association with architect, Henry Eli White, who was one of the most prominent and successful theatre designers in Australia in his time, having designed over 180 theatres in Australia, New Zealand and North America. With the State and Capitol theatres, the Civic is one of the most important of his designs.	The proposal will have no impact on the historical associations of Henry Eli White to Civic Theatre.
SHR Criteria c) [Aesthetic significance]	The Civic Theatre is of outstanding aesthetic significance for its architectural style and interior. The building is a finely crafted example of the Georgian Revival style, employed on a large scale, with Italian Renaissance elements - an extremely elaborate yet stately theatre. Along with the Newcastle Club and the BHP Administration Building, it represents the influence of this style in the Hunter Region. Occupying a large prominent site on the corner of Hunter Street and Wheeler Place, in the heart of the CBD and important civic precinct, it makes a strong statement about the importance of the theatre in the life of Newcastle and its sense of civic pride and indeed about Newcastle's place as the second largest city in NSW. With the large civic square facilitating clear vistas to the theatre, flanked by palm trees, and with the City Hall clock tower in the background, the theatre contributes to the landmark qualities of this precinct. It complements the adjacent City Hall, also designed by Henry White. The theatre exhibits outstanding design and craftsmanship, including its Georgian Revival facade and pressed metal awnings, but particularly its interior, which displays much of the original elaborate Spanish / Moroccan style detailing, particularly in the auditorium and is considered an outstanding example of this style. The theatre's interior possesses great coherence in style throughout the foyers and auditorium, enhanced by the interesting use of lighting to produce an elegant and rich theatrical setting (Thorne, Tod and Cork, 1996, p 290).	The proposal will have no impact on the aesthetic significance of the Civic Theatre itself. Adaptive reuse and landscaping of the public domain will improve the setting of the Theatre.

CIVIC THEATRE (CONTINUED)

CRITERION	SIGNIFICANCE	COMMENT
SHR Criteria d) [Social significance]	The theatre has been a focal point of Newcastle's social and cultural life for most of the twentieth century and continues as the city's premier theatrical venue. Its value to the local and wider community is evidenced by the National Trust's efforts to save the theatre and ensure its restoration and continued operation as a cultural venue.	The social significance of Civic Theatre is unaffected by the proposal. On a practical level, providing a more generous pedestrian connection to the other side of the rail corridor will link the site to the existing public parking in a safer manner for theatre patrons.
SHR Criteria e) [Research potential]	The theatre is capable of yielding information about the design and construction of late 1920s theatres and the tastes and aesthetics of design in that era as well as changes in the social and cultural context of cinema and theatre-going throughout the twentieth century.	The proposal will have no impact on the research potential of the Civic Theatre site.
SHR Criteria f) [Rarity]	The theatre is rare nationally as the best and only fully intact example of a palatial Spanish style theatre remaining in Australia (Thorne, Tod & Cork, 1996, p 290). It is also extremely rare in terms of its scale, style and internal detailing and as one of only three similar theatres in NSW designed by Henry White.	The proposal will have no impact on the rarity of Civic Theatre.
SHR Criteria g) [Representativeness]		
Integrity/Intactness	High	The fabric of Civic Theatre is unaffected by the proposal.

8.2.6 NEWCASTLE CITY HALL AND CIVIC THEATRE PRECINCT

The impact of the proposal is considered against the Assessment of Significance contained in the State Heritage Register listing as follows:

<p>Statement of significance</p>	<p>Newcastle City Hall is of historic and aesthetic significance to the State of NSW as an imposing civic building embodying the civic pride of NSW's second city in a restrained inter-war classicism. City Hall is an outstanding example of the Inter-War Academic Classical style in NSW. The building's planning, construction and history of use demonstrates the evolution of local government in Newcastle, reflecting the growth, development and increased power of local government across the twentieth century in New South Wales. The style of the building is illustrative of significant social and aesthetic values of the inter-war period in NSW, demonstrating a desire to hold onto traditional forms of architectural stylism particularly in public architecture, in the face of modernism and social and political change. Locally, the architectural pretensions and central Newcastle site demonstrates the perceived centrality of local government to the City of Newcastle during the interwar years, and ambition of mayors and civic leaders to leave their mark on the city by transforming this previously industrial area into a unique cultural precinct to form the civic heart of the City. City Hall has strong associations with its designer Henry Eli White, an internationally noted theatre architect of the early twentieth century, and JV Rowe, principal designer for the Wunderlich company from 1904 to 1925, responsible for the original interior finishes and decoration. Locally the City Hall has a significant association with Alderman Morris Light (1859-1929), Mayor and businessman, the realisation of the City Hall and Civic Theatre complex being his greatest achievement. The building is also associated with Alderman Joy Cummins, who was the first female Lord Mayor in Australia.</p> <p>The Civic Theatre is of state significance under a number of criteria as one of the finest theatre buildings in New South Wales having been designed by prominent theatre architect Henry Eli White, architect of Sydney's State and Capitol Theatres. It is one of few surviving late-1920s atmospheric theatres in the country. The building is a finely crafted example of the Georgian Revival style, employed on a large scale. Along with the Newcastle Club and the BHP Administration Building, it represents the influence of this style in the Hunter Region. The theatre's largely intact interior is considered to be an outstanding example of the Spanish/Moroccan style. The building is also an important townscape element, being part of the civic cultural precinct, located adjacent to the City Hall (also designed by White at the same time as the City administration and council chambers) and reflects Newcastle's status as the state's second capital at the time of the theatre's construction. The theatre has operated almost continuously as an entertainment venue since 1929 and continues to be a focus of social and cultural activity, highly valued by the citizens of Newcastle for its outstanding historical, aesthetic and social significance and rarity.</p>	<p>The proposal will have no impact on the significance of City Hall.</p> <p>The proposal will have no impact on the significance of Civic Theatre.</p> <p>The proposal will enhance the setting of the Newcastle City Hall and Civic Theatre Precinct.</p>
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8.2.7 NEWCASTLE CITY HERITAGE CONSERVATION AREA

The impact of the proposal is considered against the Assessment of Significance of the 'Newcastle City Heritage Conservation Area' extracted from the Newcastle LEP listing is as follows:

CRITERION	SIGNIFICANCE	COMMENT
SHR Criteria a) [Historical significance]	<p>The Newcastle City Centre Heritage Conservation Area is significant on many levels. The assemblage of commercial and civic buildings is a powerful reminder of the city's rich history and its many phases of development. The number of historic buildings surviving is quite remarkable for a city of this size, with a number of pre-1840s buildings surviving (Rose Cottage, c1830, Newcomen Club, 1830, Parts of James Fletcher Hospital). All of these are associated with the city's penal heritage. It is also known to be a city with a rich archaeological record of national significance, for its potential to yield information about the early convict settlement and early industrial activities. The city area is known to have been a place of contact between colonists and the indigenous population, who owned the land on the southern shores of the Hunter river. This evidence is available in historical accounts and in the archaeological record surviving beneath the modern city.</p> <p>The high numbers of commercial and civic buildings of the 19th and 20th centuries gives the city a 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.</p>	<p>The proposal respects the historical significance of the Newcastle City Heritage Conservation Area and enhances its setting. The proposal reconnects the city and the harbour.</p> <p>Adaptive reuse of the platform building and interpretation of the rail corridor and footbridge in the public domain ensure that a memory of the former Civic Station arrangement is retained for future generations.</p> <p>An Historical Archaeological Impact Assessment, prepared by RPS, accompanies the development application. A watching brief for an archaeologist is recommended during construction.</p>
Historical Association [SHR Criteria b]	Not applicable.	
SHR Criteria c) [Aesthetic significance]	Not applicable.	
SHR Criteria d) [Social significance]	Not applicable.	
SHR Criteria e) [Research potential]	Not applicable.	
SHR Criteria f) [Rarity]	Not applicable.	
SHR Criteria g) [Representativeness]		
Integrity/Intactness		

8.2.8 INTERWAR STATION BUILDING ANALYSIS & SIGNIFICANCE

The impact of the proposal is considered against the Assessment of Significance contained in the Interwar Station Building Analysis and Significance Report prepared by Humphries and Ellesmore in 2002 as follows:

CRITERION	SIGNIFICANCE	COMMENT
SHR Criteria a) [Historical significance]	Civic Railway Station is of moderate historical significance for its relationship to the city of Newcastle and its role in developing local industry and tourism.	Adaptive reuse respects and maintains the building's relationship to Civic.
Historical Association [SHR Criteria b]	Not applicable.	
SHR Criteria c) [Aesthetic significance]	Civic Railway Station is of moderate aesthetic significance as a good example of an Inter-War Generic Domestic passenger station in regional NSW. The building is competently executed and is a typical example of station construction at the time. It fits well into the larger NSW Inter-War Station group and represents the SRA's experimentation with new forms of architecture during the Inter-War period.	The aesthetic significance of the station is respected by the proposal to retain the building and adapt it as a kiosk with accessible amenities for the public.
SHR Criteria d) [Social significance]	Civic Railway Station has some social significance through its relation to the adjoining city of Newcastle and through its role in helping to develop local and regional economies.	Adaptive reuse ensures the social significance of the building is not lost.
SHR Criteria e) [Research potential]	Civic Railway Station has moderate technical significance as a good example of an Inter-War Generic Domestic railway station. It provides opportunities to study and understand inter-war building techniques and provides some insights into the philosophies of the NSW Railways at the time.	Adaptive reuse of the building will ensure the building's research potential remains.
SHR Criteria f) [Rarity]	As an example of Inter-War architecture, Civic Station is not considered particularly rare or outstanding. However, the majority of similar station buildings in NSW's west have been demolished and Griffith is one of two surviving Inter-War stations in this region. As such, it is considered moderately rare.	Retention and adaptive reuse of the building ensures the building's survival and continued conservation for future generations.
SHR Criteria g) [Representativeness]	Civic Railway Station is a good representative example of an Inter-War Generic Domestic railway station in Regional NSW. Overall, the station building is considered to be of Local Significance.	The proposal respects the local significance of the station building.
Integrity/Intactness	Exterior: Civic Station is considered to have retained a high degree of integrity. Interior: Civic Station is considered to have retained a low degree of integrity. Overall, the integrity of the building has been compromised by the removal of interior fitout but the excellent condition of the interior makes it a relatively intact example of the type.	Proposed works to the exterior are restricted to the eastern end and platform side. The Hunter Street, primary elevation, retains a high degree of integrity, despite the proposal to shorten it towards the east.
Recommendations	It is recommended that Civic Station be added to the SRA Section 170 Register as an item of local significance in its own right and as part of a larger group. Any new work should be sensitive to the building's heritage status and no alterations to the exterior of the building or its layout should be permitted. The interior fitout can be altered and updated as required, provided no changes are made to the interior layout and surviving original elements (such as window frames and ceiling cornices) are retained.	Civic Station is listed on HDC's Section 170 Register as an item of Local significance. The proposal involves minor demolition and fitout of the interior to create a kiosk and public accessible facility. This is considered appropriate to the significance of the place.

8.3 HERITAGE IMPACT ASSESSMENT

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:

- Adaptive reuse of Civic Station platform building, platforms and canopies retains a memory of the original configuration of the Interwar railway station group and respects the significance of the place and its relationship to Civic.
- Use of all retained parts of the platform building, including those currently not used, will ensure the buildings continued conservation for future generations.
- Opening up the former Booking Hall reinstates the original connection from Hunter Street to the platform and conservation works to the former ticket window improve the streetscape presentation.
- The proposed new openings reference the original openings through height and proportion.
- Moveable heritage items including the ticket counter and sink are retained in the building.
- The minor addition to the east, which houses waste bins and services meters, is detailed in a contemporary manner making a clear distinction between original and new fabric in accordance with the principles of the ICOMOS Burra Charter.
- The proposal is accompanied by an Interpretation Strategy which sets out a wide range of interpretive measures, many of which are embedded in the design.
- Interpretation of the footbridge is proposed in the landscape through the salvage and reuse of the original materials; the haunched beams are to be reused as seats, whilst the bricks are proposed to be reused as pavers, laid in a pattern to match the original side elevations of the face brick trestles of the footbridge, giving a sense of its original scale, form, materiality and footprint whilst providing visual permeability across the former rail corridor.
- The sunken garden between the platforms and paving treatment interpret the line of the former rail corridor.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

- Removal of the footbridge, which has outlived its original purpose, could be perceived as having a detrimental impact on significance, however, this is required to create a pedestrian link between the city and the harbour. Interpretation and reuse of salvaged original materials from the footbridge within the public domain is proposed to mitigate this impact. Interpretive signage on the platform building will further reveal the history and significance of this structure. Archival recording of the footbridge and station complex prior to undertaking the work is also recommended.
- Partial demolition of the platform building is required to create through site pedestrian connections and to repurpose the building for use as a kiosk with publicly accessible amenities. The impact of these changes are minimised through careful design, with a clear distinction between original and new fabric.

The following sympathetic solutions have been considered and discounted for the following reasons:

- A wide range of options was considered in the design process ranging from retention of all original fabric to full demolition. The final proposal meets the project brief and Council objectives for the Precinct. Interpretation of missing elements will help to minimise the heritage impact of the proposal.

DEMOLITION OF A BUILDING OR STRUCTURE

The proposal involves demolition of the footbridge.

- *Have all options for retention and adaptive re-use been explored?*

Many options were explored during the design process ranging from retention of all original fabric to full demolition.

- *Can all of the significant elements of the heritage item be kept and any new development be located elsewhere on the site?*

Since closure of the rail line, Newcastle City Council has adopted a DCP (2017) which aims to better connect the city to the harbour. The site forms part of Civic Link, which is an integral part of this plan. It is not possible to retain all significant elements of the Civic Railway group as the footbridge forms a major physical and visual barrier between the city and the harbour. It is also necessary to 'shorten' the building to provide a connection to the north from the light rail stop to the Museum.

- *Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible?*

Since closure of the rail line, the footbridge has become redundant. Postponing demolition will not make its retention or conservation more feasible. Interpretation of the footbridge is proposed in the public domain.

- *Has the advice of a heritage consultant been sought?*

The advice of Tonkin Zulaikha Greer Heritage has been sought.

- *Have the consultant's recommendations been implemented? If not, why not?*

Testing of many options has proven that it is not possible to retain the footbridge and still meet the aims of revitalising Civic as it creates a physical and visual barrier between Hunter Street and the public domain leading to the Harbour. Options were discussed with TZG Heritage, representatives of OEH and Newcastle City Council, in light of the identified significance of the footbridge. The final option, as lodged, is supported in principle by both OEH and Newcastle City Council.

PARTIAL DEMOLITION

The proposal involves demolition of the eastern end of the station building including the former male toilets, female toilets and former waiting room and associated roof modifications. It also involves removing the recent kiosk fitout, reinstating former openings in the former Booking Hall and widening selected openings to provide universal access. Demolition of the platforms to the west of the platform building is also proposed.

- *Is the demolition essential for the heritage item to function?*

Partial demolition of the station building, at the eastern end is required to connect the public domain via a pedestrian link from the city to the harbour. This will also visually link Civic Theatre with Newcastle Museum. Removal of the recent fitout from the Booking Hall is required to reinstate the original arrangement with through access to the platform.

New openings are required to provide universal access to the interior. The height of these openings and the proportions of the windows are vertical to relate to adjacent original openings. Minor internal demolition is required to make the building accessible.

Demolition of part of the platforms to natural ground level is required to prepare the site for redevelopment by the University of Newcastle at the west and for Affordable Housing to the east.

- *Are important features of the item affected by the demolition (e.g. fireplaces in buildings)?*

Important features of the building are retained and a section of platform complete with canopy is retained in the vicinity of the platform building.

- *Is the resolution to partially demolish sympathetic to the heritage significance of the item?*

Civic Railway Station is a good representative example of the Inter-War Functionalist Railway style in NSW which uses domestic detailing and is assessed to be of local significance. Partial demolition will enable the building to be adaptively reused as a kiosk, ensuring its continued conservation.

- *If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?*

Partial demolition is not required as a result of the condition of the fabric. It is required to create pedestrian connections between the city and the harbour, to repurpose and upgrade the building for use as an expanded kiosk and to facilitate construction of the adjoining university campus to the west and affordable housing to the east.

CHANGE OF USE

The former Booking Hall of the platform building has housed a small kiosk for some time. The proposal involves opening up the former Booking Hall and adapting the remainder of the building to serve as a larger kiosk facility with internal seating and accessible sanitary facilities.

- *Has the advice of a heritage consultant or structural engineer been sought? Has the consultant's advice been implemented? If not, why not?*

The advice of Tonkin Zulaikha Greer Heritage has been sought and implemented.

- *Does the existing use contribute to the significance of the heritage item?*

The former Civic Station platform building is no longer required to serve the railway. Since closure of the rail line the small kiosk in the former Booking Hall has remained operational with parts of the building used for storage and other parts not used at all, leading to a state of disrepair in some areas.

- *Why does the use need to be changed?*

The original use of the building is no longer needed. The proposal involves repurposing the whole building as a larger Kiosk with an accessible public toilet.

- *What changes to the fabric are required as a result of the change of use?*

The former Booking Hall is currently being used as a small kiosk. The proposal involves removing the existing kiosk fitout to reinstate the connection to the platform from the south. It also involves a new fitout of the station building to accommodate a new kiosk and accessible toilet.

- *What changes to the site are required as a result of the change of use?*

Outdoor seating will be provided on the platforms. Landscaping is proposed to the public domain around the building to provide a north south connection from the city to the harbour.

MINOR ADDITIONS

The proposal involves the fitout of the former station building as a kiosk with an accessible public toilet and a minor addition to the east to house services.

- *How is the impact of the addition on the heritage significance of the item to be minimised?*

The impact of the new fitout works have been minimised by designing them in a contemporary, reversible manner.

The minor services extension to the east is proposed to be detailed in a contemporary manner to ensure there is a clear distinction between original and new fabric in accordance with the principles of the ICOMOS Burra Charter.

- *Can the additional area be located within an existing structure? If no, why not?*

The works involve the fitout of the remaining existing structure.

A minor contemporary addition is required at the eastern end of the building to house bins and services. These services did not fit within the plan of the original building. The extension is designed to read as a contemporary insertion with the end elevation comprising a series of access panels.

- *Will the additions visually dominate the heritage item?*

The internal fitout will not visually dominate the original station building.

The minor addition to the east reads as a secondary element and will not dominate the original building.

- *Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?*

The works are not sited on any known significant archaeological deposits, however, a management arrangement for an archaeologist will be included in the contract. (Refer to Historical Archaeological Assessment prepared by RPS, May 2018.)

- *Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?*

The fitout will be distinctly contemporary, so as not to be confused with original fabric, in accordance with the principles of the ICOMOS Burra Charter.

NEW DEVELOPMENT ADJACENT TO A HERITAGE ITEM

Civic Railway Station is located adjacent to Newcastle Museum, which is housed in the former Civic Railway Workshops, and opposite the Civic Theatre which are both listed as Heritage Items on the State Heritage Inventory. It is also located adjacent to the Newcastle City Hall and Civic Theatre Precinct which is also listed on the State Heritage Inventory. The site is located within the Newcastle City Centre Heritage Conservation Area which is identified in Newcastle LEP 2012.

- *How is the impact of the new development on the heritage significance of the item or area to be minimised?*

The impact of the new works is minimised by conserving the retained parts of the station building and by salvaging and reusing elements proposed to be demolished including the brickwork and haunched beams of the footbridge. Landscape works within the public domain will enhance the setting of the conservation area and neighbouring heritage items and visually connect them across the former rail corridor.

- *Why is the new development required to be adjacent to a heritage item?*

The proposal involves alterations to an existing building and landscaping of the public domain.

- *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*

Landscaping within the public domain provides respectful pedestrian connections between the heritage items and enhances their settings.

- *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*

Views to and from neighbouring heritage items are enhanced by the proposed works.

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

Refer to Historical Archaeological Assessment prepared by RPS, May 2018.

- *Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?*

Proposed modifications to the station building respect the historic, aesthetic and social significance of the place. The prominent Booking Hall is reinstated and the Inter-War Domestic Railway style building adapted in a sympathetic manner to provide a kiosk and accessible toilet serving the landscaped public domain.

- *Will the additions visually dominate the heritage item? How has this been minimised?*

The new work will not visually dominate adjacent heritage items, rather improve their setting.

- *Will the public, and users of the item, still be able to view and appreciate its significance?*

The public will still be able to view and appreciate the significance of heritage items in the vicinity.

SUBDIVISION

The site sits within the former rail corridor, which has been the recent subject of rezoning. Lot boundaries are complex and no longer relate to the original subdivisions. Subdivision will allow the platform building to be on its own lot. This is to facilitate clear divisions of responsibility in terms of management and maintenance for the building and the public domain beyond.

This will have minimal impact on the heritage significance of the place. Interpretation of missing elements including the rail corridor and platforms will assist in minimising this impact.

REPAINTING

- *Have previous (including original) colour schemes been investigated? Are previous schemes being reinstated?*

The colour scheme will be traditional; similar in hue and tonality to the original colour scheme.

- *Will the repainting effect the conservation of the fabric of the heritage item?*

Repainting surfaces intended to be painted including the timber window and door frames will prolong the life of the fabric and ensure its continued conservation.

RE-ROOFING/RE-CLADDING

- *Have previous (including original) roofing/cladding materials been investigated (through archival and physical research)?*

Historic photographs and drawings have been investigated. The original roof tiles are being retained and reused.

- *Is a previous material being reinstated?*

The main roof is terracotta tiled whilst the roofs to the platform canopies are corrugated metal. These materials are proposed to be reinstated, with the addition of a transparent section to the canopies to improve light within the building.

- *Will the re-cladding effect the conservation of the fabric of the heritage item?*

The existing roof appears to be in relatively good condition. Repairs will be carried out as required to ensure it is weathertight.

- *Are all details in keeping with the heritage significance of the item (e.g. guttering, cladding profiles)?*

Original details and profiles will be retained.

- *Has the advice of a heritage consultant or skilled tradesperson (e.g. slate roofer) been sought?*

The advice of Tonkin Zulaikha Greer Heritage has been sought.

NEW SERVICES

New services include a new electrical distribution board and communications board, water/gas metering, an instantaneous gas hot water heater, air-conditioning, kitchen exhaust and a grease trap adjacent to the services area at the eastern end of the building. The existing stormwater and sewer connections are to be retained.

- *How has the impact of the new services on the heritage significance of the item been minimised?*

The impact of new services has been minimised by running them in concealed spaces where ever possible and in neat straight runs where they are exposed. The minor addition to the east has been designed to house the new meters and air conditioning plant along with waste bins.

- *Are any of the existing services of heritage significance? In what way? Are they affected by the new work?*

There are no existing services identified as being of heritage significance other than the street light pole towards Hunter Street.

- *Has the advice of a conservation consultant (e.g. architect) been sought? Has the consultant's advice been implemented?*

The advice of Tonkin Zulaikha Greer Heritage has been sought and implemented.

- *Are any known or potential archaeological deposits (underground and under floor) affected by the proposed new services?*

Refer to Historical Archaeological Assessment prepared by RPS, May 2018.

FIRE UPGRADING

- *How has the impact of the upgrading on the heritage significance of the item been minimised?*

Fire upgrading is restricted to the provision of smoke alarms and other items such as fire extinguishers required by the BCA for the proposed use of the building as a kiosk.

- *Are any of the existing services of heritage significance? In what way? Are they affected by the new work?*

None of the existing services are identified as being of heritage significance.

- *Has the advice of a conservation consultant (e.g. architect) been sought? Has their advice been implemented?*

Tonkin Zulaikha Greer Heritage have provided heritage advice which has been implemented.

- *Are any known or potential archaeological deposits (underground or under floor) affected by the proposed new services?*

Refer to Historical Archaeological Assessment prepared by RPS, May 2018.

- *Has the advice of a fire consultant been sought to look for options that would have less impact on the heritage item? Will this advice be implemented? How?*

The impact of fire upgrading is not considered to have enough heritage impact to warrant seeking the advice of a fire consultant to provide alternate solutions.

NEW LANDSCAPE WORKS AND FEATURES

(including carparks and fences)

- *How has the impact of the new work on the heritage significance of the existing landscape been minimised?*

The existing public domain relates to the former rail corridor. It comprises two station platforms, finished in bitumen with brick edges, with rail tracks between, set down some 1200mm below. The proposed landscape retains a memory of the original configuration and interprets the former footbridge which once provided access over the live rail corridor. (The curtilage of Civic Station does not include the garden bed to Hunter Street.)

- *Has evidence (archival and physical) of previous landscape work been investigated? Are previous works being reinstated?*

Documentary evidence of previous configurations has been investigated.

- *Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, have their recommendations been implemented?*

JMD Landscape Architects have been consulted and their recommendations incorporated into the proposal.

- *Are any known or potential archaeological deposits affected by the landscape works? If so, what alternatives have been considered?*

Refer to Historical Archaeological Assessment prepared by RPS, May 2018.

- *How does the work impact on views to, and from, adjacent heritage items?*

Views to and from adjacent heritage items will be enhanced by the landscape works.

TREE REMOVAL OR REPLACEMENT

There are no trees located within the DA boundary.

NEW SIGNAGE

New signage will be the subject of a separate development application.

ARCHAEOLOGY

The Historical Archaeological Assessment prepared by RPS to accompany the DA assesses the impact on the archaeological resource as follows:

The removal of footings may be required as part of proposed works and this constitutes subsurface disturbance which may impact any potential archaeological resource. The removal of platforms is also considered to be a potential impact to archaeological resources.

The archaeological potential of each historical phase of the Project Area is summarised as:

- *Pre-1937 – Moderate potential for ‘works’ related to railway such as tracks and ‘relics’ associated with the former station and carriage shed buildings located near the current Civic Station.*
- *Post-1937 – Low potential for archaeological remains inside existing platforms of unknown origin or type, dependent upon the fill utilised during the construction of the platforms.*

Continuity of use of the location is considered a major contributing factor to the heritage value of the site with regard to Heritage Significance Criterion (a) and NSW Historical Theme “Transport”. The original use of Civic Railway Station as a light rail transit stop will continue because of its location adjacent to the new light rail network.

The demolition of some of the existing Station structures will occur above ground level. It is therefore considered that there will be no impact to potential archaeological resources by the proposed demolition works.

8.4 CONCLUSION

However, the removal of building footings may be required to facilitate the replacement of the existing flooring inside the main building or in other locations on site during demolition. Where the removal of footings is required, it is considered that impact to any potential archaeological resource would be unavoidable and would represent a partial loss of heritage value of any relic or deposit. Furthermore, there is low potential for an unquantifiable archaeological resource to exist within the station platforms where previous construction practices included using remains of previous structures as construction fill.

Given the archaeological potential and the location of the Project Area inside a Conservation Area listed in the Newcastle LEP, a program of archaeological monitoring and investigation would be required under a Section 140 excavation permit in accordance with the Heritage Act.

If ground disturbance works are proposed, further archaeological impact assessments will be required.

The Historical Archaeological Assessment concludes:

...Although tangible evidence of the former Station may be altered in the removal of the existing 1937 structures, the intangible evidence of the former Station will remain in the reuse of the site as a light rail transit stop. This is in keeping with the theme of transport to which the station relates.

It is assessed that the proposed works including possible removal of footings and demolition of station platforms may impact on potential archaeological resources identified which relate to the earlier station, and the Civic Rail Workshops in the area.

It is recommended that an archaeologist be appointed with a watching brief during demolition and excavation works to ensure any archaeological remains discovered during construction are treated in an appropriate manner.

The proposal is generally in accordance with Newcastle City Council policies contained in both the LEP and DCP, as adopted.

The recent closure of the rail line has meant that the platform building, platforms and associated canopies, the rail corridor and the footbridge at Civic have all become redundant.

Since removal of trains from the line, it is now possible to cross the former rail corridor at grade. While it is possible to adaptively reuse the Interwar platform building, the footbridge is no longer required and its solid brick construction now forms a physical and visual barrier between Civic, the Museum and public domain to the north and the waterfront beyond.

The design team explored many options and liaised with the Office of Environment & Heritage and Newcastle City Council prior to arriving at the current design. The design option that most aligns with the urban design objectives contained in the Newcastle DCP involves the demolition of the footbridge, despite its significance. In order to mitigate the impact of its removal, the proposal includes a recommendation for archival recording, the salvage of materials from the footbridge and their reuse as part of the Interpretation Strategy for the new public domain. This will retain a memory of the scale, form, materiality and footprint of the footbridge whilst opening up the north south pedestrian connection to the public, achieving the urban design aims of the Civic Precinct.

The proposal respects the local significance of the Civic Railway Group and its contribution to the local community's sense of place. The adaptive reuse of the platform building as an expanded kiosk and interpretation of the footbridge and rail corridor in the public domain will ensure the continued conservation of Civic Station for future generations.

The proposal is supported and recommended for approval.



Figure 189: 1901 Honeysuckle Workshops

Source: Snowball, Ralph 1901, *Advertisement for Bushell's tea on fence at Honeysuckle workshops in Newcastle* viewed 4 October 2017 <http://collections.ncc.nsw.gov.au/keemu/pages/nrm/Display.php?irn=14800>



9.0

RECOMMENDATIONS

9.1 RECOMMENDATIONS

The following mitigation measures are recommended:

STATION BUILDING

- Archival record the Station Building prior to commencing work. This should include both drawings and photographs.
- Protect and store moveable heritage items. Keep them in a safe place during the works.
- Salvage and store original bricks and terracotta tiles for use in future repairs.
- Install new fitout items in a reversible manner where ever practical.
- Include interpretation in the adaptive reuse of the building.

PLATFORMS, CANOPIES AND RAIL CORRIDOR

- Retain original fabric including steel roof framing and brickwork.
- Interpret rail corridor in landscape.

FOOTBRIDGE

- Archival record the footbridge prior to carefully unbuilding.
- Salvage original materials from the footbridge for reuse in the public domain including original bricks, steel haunched beams and supports.
- Interpret the scale, form and materials of the footbridge in the public domain.

ARCHAEOLOGY

The Historical Archaeological Assessment prepared by RPS includes the following recommendations:

Recommendation 1

For works requiring the removal of footings: An application for a permit under Section 140 of the NSW Heritage Act 1977 should be lodged with the Heritage Council of NSW for the Project Area. Works must only be undertaken once approval has been granted by the Heritage Council of NSW and works must be carried out in accordance with this approval.
Due to the low-moderate potential for archaeological remains to be present within the Civic Station Project Area, which have been assessed to meet

two significance criteria for local heritage, it is recommended that a suitably qualified archaeologist (Excavation Director) be present during the removal and replacement of footings. A methodology for these works must be formulated as part of the permit application.

Recommendation 2

For works relating to the demolition of the station platforms: The likelihood of occurrence, nature and significance of potential archaeological remains within the station platforms is unknown. As such, it is recommended that the demolition of platforms be preceded by a heritage induction involving all contractors and staff on site and including the provision of information regarding potential historic heritage items, stop work procedures and the obligations of individuals and organisations under the NSW Heritage Act 1977

Following the induction, the removal of platforms should be staged, so that the concrete platform surface is removed initially, leaving the walls and interior fill intact. An inspection by a qualified archaeologist should then be undertaken to determine whether the fill contains potential 'relics' under the Heritage Act.

Where no potential archaeological remains are identified, works may proceed. In the event that relics are identified, a methodology for the completion of archaeological investigation will be prepared and an application for a permit under Section 140 of the Heritage Act submitted.

Recommendation 3

This archaeological assessment has been undertaken on the understanding that the proposed demolition works are to be contained within the development application area. Future works outside of these areas will require further archaeological assessment/s.

Recommendation 4

This archaeological assessment has considered above ground impacts only as a result of the demolition of some existing structures. If further works outside this scope are proposed where ground disturbance will occur, further archaeological impact assessment/s will be required.



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Figure 190: c1900

Source: Snowball, Ralph Fence advertising at Honeysuckle Railway Workshops. Signs advertise Nicholson & Son pianos, Gibson's cooking stoves & Bonningtons Irish Moss viewed 4 October 2017 <https://collections.ncc.nsw.gov.au/keemu/pages/nrm/Display.php?irn=15132>



10.0

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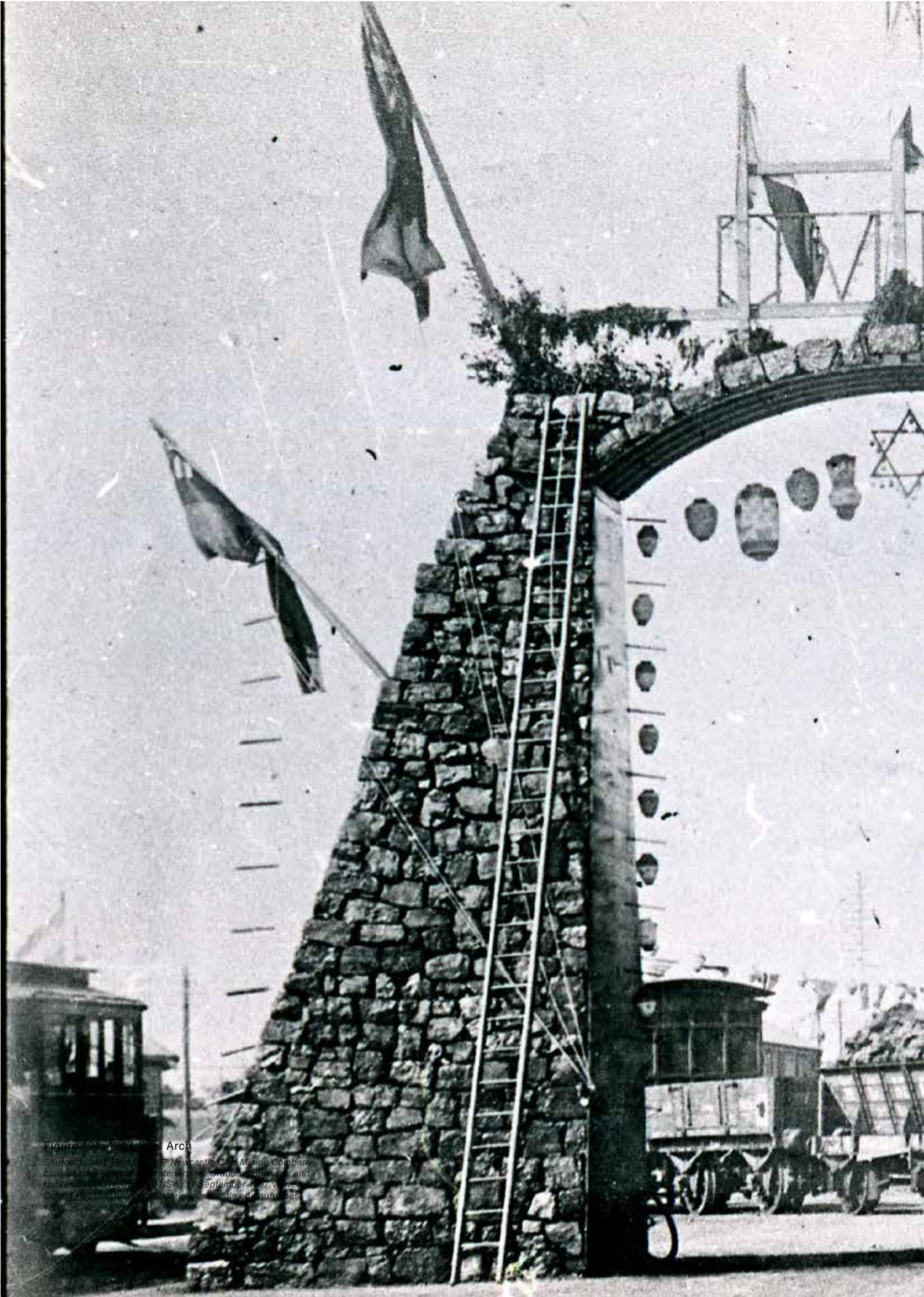
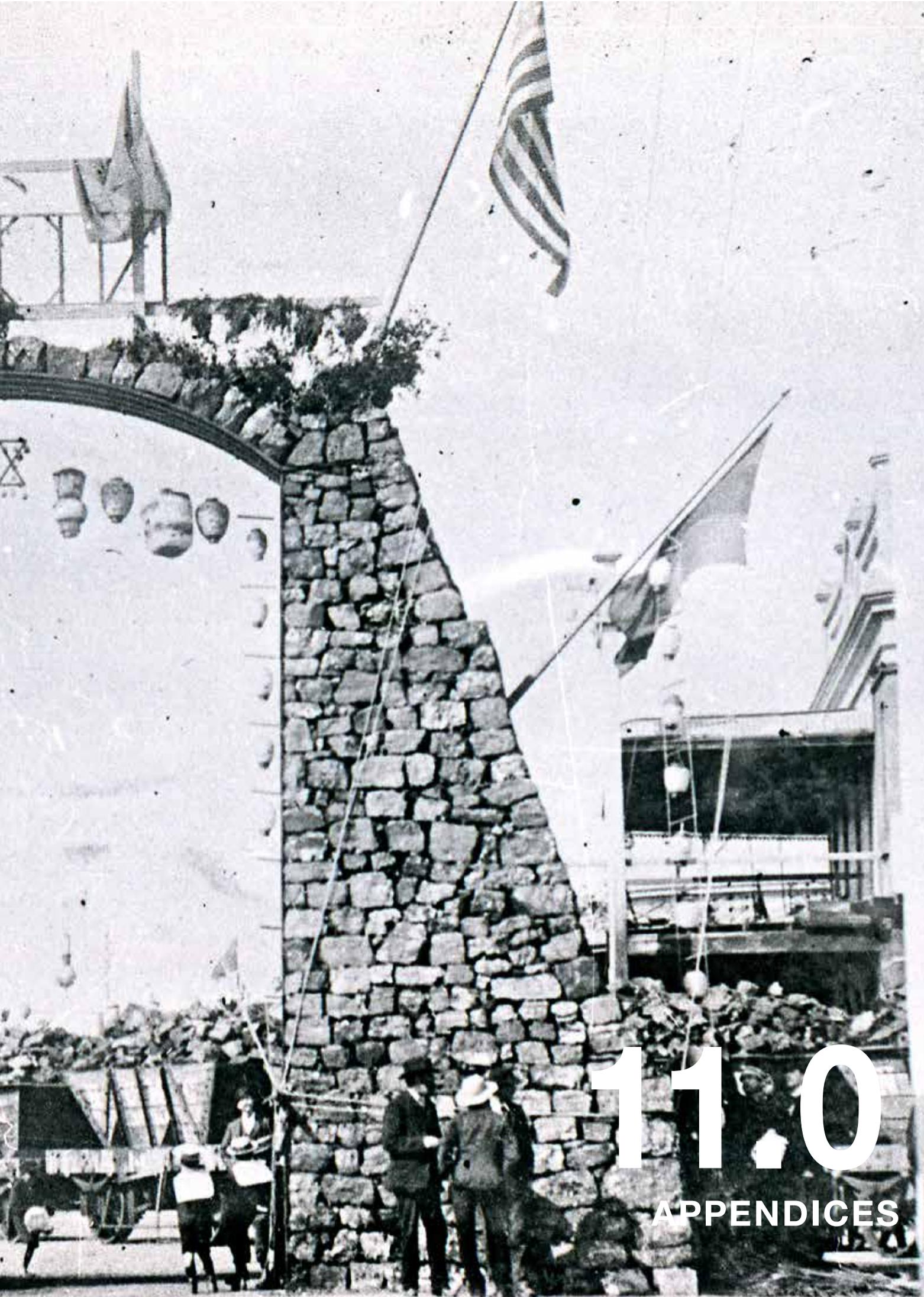


Figure 191. 1897 Coal Arch

Source: Lovett, Bert (1997) Newcastle Coal Mining Company coal arch for Newcastle centenary celebrations. *Burwood and Hunter Shires News*, NSW, 11 September 1997. Viewed 6 October 2017. <http://www.historicnewcastle.edu.au/museum/view/17628>



11.0

APPENDICES

11.1 HERITAGE LISTINGS

11.1.1 S170 LISTING - CIVIC RAILWAY STATION GROUP

Civic Railway Station Group | NSW Environment & Heritage

13/10/2017, 2:16 PM



Home > Topics > Heritage places and items > [Search for heritage](#)

Civic Railway Station Group

Item details

- Name of item:** Civic Railway Station Group
- Type of item:** Built
- Group/Collection :** Transport - Rail
- Category:** Railway Bridge/ Viaduct
- Primary address:** Hunter Street, Civic Station, NSW 2300
- Local govt. area:** Newcastle

North: property boundary to former workshop site; East: west side of Mereweather Street; South: property boundary to rear of properties fronting Hunter Street; West: end of the carpark to 520 Hunter Street.

Boundary:

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Hunter Street	Civic Station	Newcastle			Primary Address

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
Hunter Development Corporation	State Government	

Statement of significance:

Civic Railway Station Group is significant at a local level as part of an important municipal precinct for its direct associations with developing a new civic centre for Newcastle in the 1930s, represented both in name and a new architectural style. The station building is the first Interwar Functionalist railway building in NSW to employ domestic architectural features, demonstrating the NSW Railways experimentation with new styles during the Interwar period.

The site is also significant as the former 1857 Newcastle (Honeysuckle) terminus station on the Great Northern Railway line, one of the first railway lines in Australia that was for many years a significant connection point in the state for the transport of goods by land

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801623>

Page 1 of 9

and sea. The site has archaeological potential associated with the original Honeysuckle station and former Honeysuckle Railway Workshops.

The footbridge is unique as the only known example of this structure constructed on brick piers. The signal box is unique as the smallest elevated box constructed on the NSW rail system.

Date significance updated: 04 Sep 08

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

Description

Designer/Maker: New South Wales Department of Railways

Builder/Maker: New South Wales Department of Railways

Construction years: 1935-1937

Physical description: Station Building, type 13 (1937)
Platform Shelter, (1937)
Platforms, (1937)
Footbridge, (1937)
Forecourt (potential archaeological site)

CONTEXT

Civic Railway Station is located between Newcastle and Wickham Railway Stations, Newcastle. It is immediately south of the former Honeysuckle Railway Workshops, which are no longer used for railway purposes and have been developed into a new commercial and hotel district. Civic railway station comprises of a station building and forecourt, platform shelter, platforms, and footbridge. On the southern side of Civic station is the main central business district and civic centre of Newcastle.

STATION BUILDINGS (1937)

Exterior: The station building is located on the Up platform, closest to the Newcastle central business district. The building is representative of the Inter-War Functionalist style and is of masonry construction, using dichromatic and polychromatic brickwork as a simple decorative effect. The building is comprised of a single, linear hipped-roofed block, with a skillion awning to the approach elevation and a cantilevered awning to the rail elevation. The main entrance to the station is defined by a projecting gabled portico (presently housing the kiosk) and pedestrian access to the platforms is via an overhead bridge contained within a polychromatic brick wall. The roof is covered with multi-coloured terra-cotta tiles that may or may not be original. The roof is hipped with a low eaves overhang and timber lined soffit, all typical details of this period of construction. The roof extends at the front to form the veranda, which is supported on heavy brick columns. The underside of the veranda is lined with fibre cement board.

The building employs simple blocks of dichromatic and polychromatic brickwork as its main decorative detail and this is typical of modest station buildings of this period. Wall construction is of standard stretcher bond. The fenestration on the approach facade is regular and almost severe in its simplicity. Windows are timber sashed and double hung

or timber sashed and louvred with two panes to each frame.

The platform elevation of the building is simple and unadorned, relying on dichromatic brickwork for decorative effect. The awning is of corrugated Colourbond supported on cantilevered steel beams. The fenestration to this elevation is regular but not symmetrical.

Interior: Internally, the building is designed as a series of discrete spaces with specific functions arranged on a linear plan. These spaces consist of: booking hall; booking and station master's office; parcels office; waiting room; ladies room and men's room. The scale of the building and emphasis on passenger comfort suggests that Civic was more than just a wayside station and also reflects NSW railway's growing concern for passengers at this time. Most of the original interior fitout has been removed with only a few ceiling cornices and window frames remaining. The waiting room however would appear to retain original joinery (skirtings and architraves), battened ceiling and bench. The interior has been recently repainted, obscuring any remnants of the original paint scheme.

PLATFORM SHELTER (1937)

A second structure on Platform 2 is a simple shelter with cantilevered awning supported on steel beams. The building provides shelter for waiting passengers, but houses no other functions and is in all respects identical to the awning on the rail elevation of the main platform building.

SIGNAL BOX (1937)

Exterior: The signal box is located at the Newcastle end of the Down platform. It is one of the smallest signal boxes in NSW. Dating from 1937 it has a simple square plan and hip roof and is set on a raised concrete platform containing rooms within. The box is timber framed with battened fibrous cement sheet construction and has external access from this platform, with windows (since boarded over) on three sides. Pneumatic level crossing gates at Mereweather Street have been removed and replaced.

Interior: Not able to be inspected (2009).

PLATFORMS (1937)

Platforms are located to both the Up and Down lines and have asphalt surfaces and polychromatic face brick faces set in an English bond. Coping has been cut back. The Down platform has been extended with a new concrete platform.

FOOTBRIDGE (1937)

The footbridge is an original haunched beam design comprising of tapered steel cantilevers supporting shallow steel beams over the railway tracks where headroom for rolling stock can be critical. The cantilevers in turn are supported by face brick trestles. The footbridge has a reinforced concrete floor and modern steel balustrade. The steps leading up to it on either side have concrete treads and feature face brick balustrades.

FORECOURT (POTENTIAL ARCHAEOLOGICAL SITE)

An at grade carpark (vested 2013; no longer railway owned) and large grassed area form the approach to the station from the west. These areas form part of the former Honeysuckle Point workshops and wharf precinct and are flanked by historic, former workshop buildings. The original Honeysuckle Station is also known to have been in this area (Doring, 1990). The area may contain archaeological evidence associated with the original station and workshops, although the evidence may have been partially disturbed during the construction of the current station and the realignment of the railway line in this location. The archaeological potential is considered to be moderate and may include remnant footings, pits and artefact deposits.

MOVABLE ITEMS

Mosaic, platform 2, (1997) - "Seams Like Newcastle" 99 tiles created by people in Newcastle area with disabilities as part of Newcastle's Bicentenary.

Bathgate indicator destination board (metal box fixed to underside of platform awning, with metal plates printed with station names).

First aid kit (c1930s). Green, metal, labelled S.R.A. of NSW Railway First Aid Box No. 253B.

Safe (c1930s). Grey, metal.

Timber joinery, internal (c1930s).

Station signs - metal, with station names printed

Ticket counter/desks/cash draw (C1930s)

Miscellaneous Items: train conductors hat, early cans & glass bottles

Sink (1930s)

Timber station seats in ladies waiting room (c.1960s)

Physical condition and/or Archaeological potential:

Station buildings - Generally, the buildings are in good condition.

Footbridge - Good condition

Signal box - Moderate condition. Presently unused, the concrete platform is cracked and windows have been boarded over.

Date condition updated: 15 Oct 08

Modifications and dates:

1984: Some upgrading undertaken for the electrification of the main line between Gosford and Newcastle. The signal box was closed a short time prior to the electrification project.

N.d: Alterations to the station building and shelter appear to be ongoing over a long period, probably since the 1970s. Alterations have been made to the Down platform booking office to allow the provision of a concession selling food.

N.d: The original brick balustrade on the footbridge has been replaced by standard metal bars.

2009: Platform extended

2011: Repairs made to the footbridge, including: Installation of galvanised steel structural components to replace the corroded original items; Corrosion repair and recoating of the main girders; Brick reconstruction and concrete repair to the bridge abutments, balustrades and deck.

2011: Signal Box (1937) removed.

2013: Carpark vested to Hunter Development Corporation

Current use: Railway Station

Former use: Nil

History

Historical notes: The Main Northern line between Sydney and Newcastle was constructed in two distinct stages and in the earliest years, was worked as two separate railway systems. The line between Sydney (actually the junction at Strathfield) and the Hawkesbury River was opened on 5 April 1887, with the terminus being on the southern bank of the Hawkesbury River. The line between Newcastle and the northern bank of the Hawkesbury River (near present day Wondabyne) was opened in January 1888. The line was completed through between Sydney and Newcastle with the opening of the massive bridge over the Hawkesbury River in 1889.

Civic Railway Station is presently located on the Islington Junction to Newcastle station section of the Northern line. Civic is located between Wickham station and Newcastle station. Present day Civic Railway Station was opened in 1935.

The first railway line in the Newcastle area was built between 'Newcastle' and 'East Maitland' Railway Station. Soon after the opening, 'Newcastle' was later re-named 'Honeysuckle', then 'Honeysuckle Point', then again reverted to 'Honeysuckle'. (A new site near the river port was opened in 1858 and named 'Newcastle'). In 1935, Honeysuckle station was closed and a new station, to be known as 'Civic', was opened on a new site slightly nearer to the terminus at Newcastle.

The original East Maitland Railway Station was re-named 'Victoria Street', when a new 'East Maitland' station was opened a short distance away in 1914. Civic was named due to its close proximity to the civic centre of Newcastle.

Civic Railway station comprises two side platforms (one for Up traffic and one for Down traffic) with brick station buildings. The main building is on the Up platform, closest to the Newcastle business area.

In 1937, a relatively small signal box (Civic Signal Box), was provided at the Newcastle end of the Down platform. The small signal box (resembling a small hipped-roof cabin and appearing similar to the tramway style of signal box) was mounted on an elevated platform adjacent to the nearby road level crossing. The signalman controlled the nearby gates and approaching trains from both directions. Intending train passengers were required to use the road crossing to gain access to the platforms.

Civic Railway Station has seen minimal changes or modifications during recent years. Both buildings appear to have been erected concurrently in December 1935/January 1936.

Electrification of the main line between Gosford and Newcastle was opened in May 1984, an extension of the Sydney-Gosford electrification which had been completed in 1960. The new electrification project involved new or rebuilt platforms, station buildings, footbridges, overbridges and underbridges, line side buildings, sidings and myriad structures in that section in order to permit the operation of the wider electric passenger rollingstock and electric locomotives. Accordingly, some upgrading was undertaken at Civic. The small signal box was closed a short time prior to the electrification project, with control of the crossing gates (aided by closed circuit cameras) being transferred to other signal boxes and ultimately the centrally located signal control centre, located near Broadmeadow station.

The signal box was removed in 2011. It was located at the Newcastle end of the Down platform and was one of the smallest signal boxes in NSW. Dating from 1937 it had a simple square plan and hip roof and is set on a raised concrete platform containing rooms within. The box was timber framed with battened fibrous cement sheet construction, with windows on three sides.

Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing local, regional and national economies	Communication-Activities relating to the creation and conveyance of information	Signalling and safe working-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Building the railway network-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Rail to ship interchange-
4. Settlement-Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Impacts of railways on urban form-
8. Culture-Developing cultural institutions and ways of life	Creative endeavour-Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities.	Evolution of design in railway engineering and architecture-

Assessment of significance

SHR Criteria a) [Historical significance]

The Civic Railway Station site is historically significant as the location of the Newcastle terminus station on the Great Northern Railway line (1857), one of the first railway lines in Australia. The former Honeysuckle station was also for many years a significant connection point for the transport of goods by land and sea. Civic Railway Station is of local historical significance for its association with the development of a new civic centre of Newcastle in the 1930s represented in both name and architectural style. It also has some historic significance as the first station in NSW to be constructed in the Inter-War Railway Domestic style, and represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.

SHR Criteria c) [Aesthetic significance]

Civic Railway Station is of moderate aesthetic significance at a local level, associated with the station building and footbridge. While not particularly outstanding in terms of architectural achievement, the station building represents the first attempt to adapt domestic architectural styles for railway purposes. The station buildings and footbridge, are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The building is competently executed and is a typical example of station construction at the time. It represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.

SHR Criteria d) [Social significance]

The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.

SHR Criteria e) [Research potential]	The site has moderate archaeological research potential associated with potential evidence of the original Honeysuckle station and former elements of the Honeysuckle Railway Workshops.
SHR Criteria f) [Rarity]	The face brick trestles to the footbridge are unusual design elements, that are not known to be located on any other railway station building within NSW.
SHR Criteria g) [Representativeness]	Civic Railway Station is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style, along with an unusual footbridge in the same style. A number of other Inter-War stations remain in the Sydney Metropolitan network.
Integrity/Intactness:	The railway station group is largely intact with a high degree of integrity, however, the integrity of the interiors of the station building have been compromised by the removal of interior fitout. The installation of the modern steel balustrade to the walkway detracts from its Inter-War Functionalist style.
Assessment criteria:	Items are assessed against the  State Heritage Register (SHR) Criteria to determine the level of significance. Refer to the Listings below for the level of statutory protection.

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - s.170 NSW State agency heritage register					

Study details

Title	Year	Number	Author	Inspected by	Guidelines used
State Rail Authority Heritage Register Study	1999	SRA623	State Rail Authority		No
Heritage Platforms Conservation Management Strategy	2015	SRA623	Australian Museum Business Services		Yes
Interwar Station Buildings: Analysis and Significance	2001		Andrea Humphreys and Donald Ellsmore		No
S170 Heritage & Conservation Register Update	2009		NSW Department of Commerce		Yes
Heritage Platforms Conservation Management Strategy	2015		Australian Museum Consulting		Yes

References, internet links & images

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801623>

Page 7 of 9

Type	Author	Year	Title	Internet Links
Written	C & MJ Doring Pty Ltd	1990	Honeysuckle Point Heritage Study	
Written	C. C. Singleton		The Short North. The Australian Railway Historical Society Bulletin. Various issues.	
Written	City Plan Heritage	2011	Civic Railway Station Signal Box, Heritage Impact Statement	
Written	John Forsyth		Line Histories	
Written	Ray Love	2009	Historical Research for RailCorp s170 Update	
Written	State Rail Authority of New South Wales	1995	How and Why of Station Names. Fourth Edition	
Written	URBIS	2014	Moveable Heritage Report and Inventory	

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



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Data source

The information for this entry comes from the following source:

Name: State Government

Database number: 4801623

[Return to previous page](#)

11.1.2 LEP LISTING - NEWCASTLE CITY CENTRE HERITAGE CONSERVATION AREA



Home > Topics > Heritage places and items > [Search for heritage](#)

Newcastle City Centre Heritage Conservation Area

Item details

Name of item:	Newcastle City Centre Heritage Conservation Area
Type of item:	Complex / Group
Group/Collection :	Commercial
Category:	Other - Commercial
Primary address:	Hunter Street, Scott Street, Watt Street, Newcomen Street, King Street, Perkins Street, Keightley Lane, Brown Street, Crown Street, Perkins Street, Wolfe Street, Newcastle, NSW 2300
Local govt. area:	Newcastle

Shown by a heavy black broken line and marked 'Newcastle City Centre Heritage Conservation Area'

Boundary:

All addresses

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

Statement of significance:

The Newcastle City Centre Heritage Conservation Area is significant on many levels. The assemblage of commercial and civic buildings is a powerful reminder of the city's rich history and its many phases of development. The number of historic buildings surviving is quite remarkable for a city of this size, with a number of pre-1840s buildings surviving (Rose Cottage, c1830, Newcomen Club, 1830, Parts of James Fletcher Hospital). All of these are associated with the city's penal heritage. It is also known to be a city with a rich archaeological record of national significance, for its potential to yield information about the early convict settlement and early industrial activities. The city area is known to have been a place of contact between colonists and the indigenous population, who owned the land on the southern shores of the Hunter river. 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 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.

Date significance updated: 06 Feb 07

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

Description

Physical description:

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

History

Historical notes:

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

Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
2. Peopling- Peopling the continent	Aboriginal cultures and interactions with other cultures-Activities associated with maintaining, developing, experiencing and remembering Aboriginal cultural identities and practices, past and present.	(none)-
2. Peopling- Peopling the continent	Convict-Activities relating to incarceration, transport, reform, accommodation and working during the convict period in NSW (1788-1850) - does not include activities associated with the conviction of persons in NSW that are unrelated to the imperial 'convict system': use the theme of Law & Order for such activities	(none)-

4. Settlement- Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	(none)-
5. Working- Working	Labour-Activities associated with work practises and organised and unorganised labour	(none)-
9. Phases of Life-Marking the phases of life	Events-Activities and processes that mark the consequences of natural and cultural occurrences	(none)-

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan		C4	08 Aug 03	124	7679
Within a conservation area on an LEP					
Heritage study	Newcastle CBD		01 Jan 88		

Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Newcastle Heritage Study	1990		Unknown		Y e s
Newcastle Archaeological Management Plan	1997		Suters, Lavelle, Doring, Turner		Y e s
Newcastle Central Business District Heritage Study	1988		Suters Busteed Corner Clode Pty Ltd		N o
Newcastle Central Business District Heritage Study	1988		Suters Busteed Corner Clode Pty Ltd		N o
Urban Conservation Area Guidelines for Inner Newcastle	1996		Godden Mackay Pty Ltd		Y e s

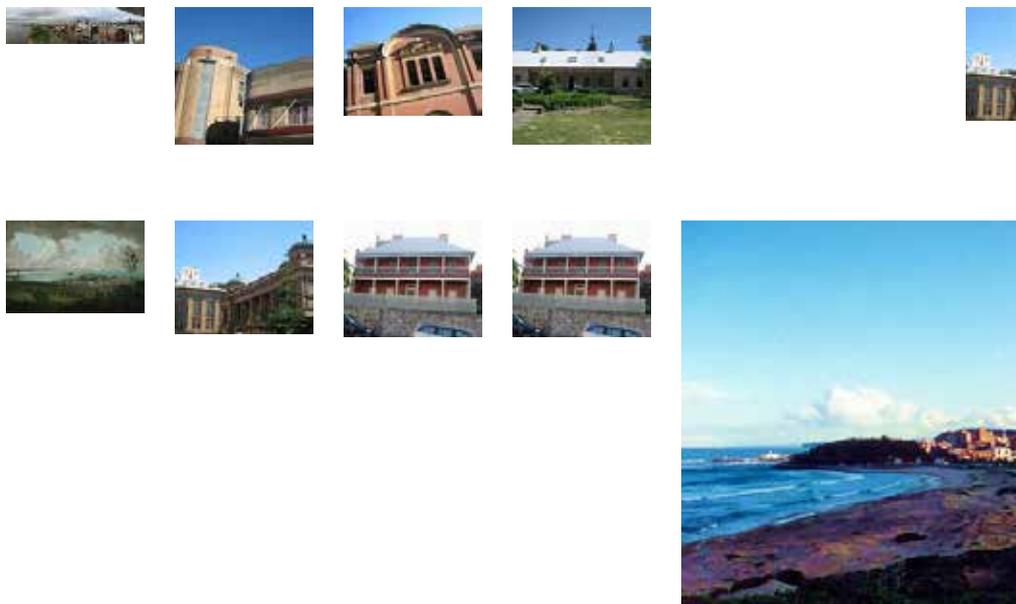
References, internet links & images

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2173904>

Page 3 of 5

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

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



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11.1.3 AUSTRALIAN HERITAGE DATABASE LISTING - CIVIC RAILWAY STATION

Australian Heritage Database

20/10/2017, 2:47 PM

Place Details

[Send Feedback](#)

Civic Railway Station, Hunter St, Newcastle, NSW, Australia

Photographs	None
List	Register of the National Estate (Non-statutory archive)
Class	Historic
Legal Status	Indicative Place
Place ID	102329
Place File No	1/09/063/0097

Nominator's Statement of Significance

The Civic Railway Station has both historical and social significance as Newcastle and the Hunter Valley's only Railway Station erected in 1935 in the Inter War Civic style in polychromatic textured face bricks, a rare detail in Newcastle.

Great foresight was used by the designers of this important Railway Station.

Firstly, it is located exactly in the centre of the business district of Newcastle city.

Secondly, it is located directly opposite the Newcastle City Hall complex and the Civic Theatre and therefore it is aptly named the Civic Station.

Thirdly, provision was made for a large off street 'U' shaped drive in and parking area for the delivery and pick up of passengers, which means that the traffic flow in Hunter Street is not impeded in any way.

The Civic Station completes the square formed by the Newcastle City Town Hall, opened in November, 1929, and the Civic Theatre, Wintergarden and fourteen shops facing both Hunter Street and Wheeler Place, erected in 1928-29, all of which are Classified.

Other Classified buildings in the immediate vicinity are the Clarendon Hotel, Morpeth House, the Old Fredc. Ash Building, the New Fredc. Ash Building, the Civic Railway Workshops Group, Nesca House, St. Andrew's Presbyterian Church, the Baptist Tabernacle and Civic Park.

Official Values Not Available

Description

HISTORY

Under the headlines "Building of New Civic Station," the Newcastle Morning Herald of the 30 March, 1935, stated "Unless an important last minute change of plan is found necessary, the visit to Newcastle next Wednesday of the Acting Railway Commissioner, Mr. C. Garside and the Chief Civil Engineer, Mr. A. C. Fewtrell, the preliminary work connected with the construction of the new Civic Station, to be located opposite the Newcastle Town Hall, will begin on the following day. The erection of the Station will mark the second important stage of the Newcastle District Railway Re-organisation Scheme, the outline of which was agreed upon last year. Newcastle City Council was advised by letter and verbal communication yesterday that Mr. Fewtrell would visit the city next Wednesday, and wished to discuss details of the Civic Station proposal with the Mayor, Alderman R. H. Christie and aldermen.

The Newcastle Morning Herald of the 12 April, 1935, reported "Civic Station, Foundations being Prepared, Demolition next Week. Steady progress is being made with the work of erecting the new Civic Station, opposite the

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Page 1 of 3

Town Hall. A small gang of men, at present engaged in digging a trench along the "up" main line, on the station site, to carry the concrete foundations of one of the platforms, will be supplemented early next week by a large number of workmen who will push ahead with the foundations at greater speed, and then begin the filling of the platforms, and the erection of the office buildings.

It is expected that the demolition of the carriage shop and the machine shop on either side of the line, near the Merewether Street Railway gates, will also be begun next week. The staff in both buildings received instructions to vacate them yesterday."

On 1 June 1935, the Newcastle Morning Herald reported "Foundations Laid. Building for Civic Station. The foundations were completed late yesterday afternoon for the building for the Civic Station. The walls of the platform, 120 feet long, have been erected and the work is proceeding on the platforms themselves. The foundations extend 105 feet for the building which will be adjacent to the Hunter Street up platform."

"Work Stopped. New Railway Stations. Protest to Government" were the headlines in the Newcastle Morning Herald of 2 September 1935. The report continued "The suspension on the work of the Civic and Wickham Railway Stations has formed the basis of a complaint to the Mayor of Newcastle, Alderman R. H. Christie, by the Trades Hall Council, which is also concerned at the postponement of the work of building the marshalling yards at Broadmeadow. The Trades Hall Council has informed the Mayor that a large number of men were employed on the Civic and Wickham Stations at award rates and conditions. With the recent suspension of work, practically all the men had been dismissed, and both sites had become rubbish dumps, instead of being an important improvement to the city."

The Newcastle Morning Herald headlines of 17 September 1935, were: "By Christmas. Completion of Railway Work. Mr. Garside's Hope. The Deputy Commissioner for Railways, Mr. F. C. Garside, said yesterday that it was expected that work on the Civic Station and the re-arrangement of Newcastle Station would be completed for the Christmas trade."

DESCRIPTION

The Civic Railway Station is an elongated single storey building erected in 1935 and completed for the Christmas trade of that year.

The Railway Station was constructed in the Inter War Civic Style in polychromatic textured face brick, a rare detail in Newcastle, and only noted in the construction of "Shandon," 2 Barker Street, The Hill, Newcastle.

The polychromatic textured face bricks are featured only on the facade and do not extend to the brick walls of the building facing the railway line.

The roofs of the platforms on both the southern and northern sides of the railway line are supported by strong utilitarian sculptural cast iron beams. The roof consists of a long shallow pitched roof which extends in approximately two-thirds of its length over the footpath, as shelter for the railway patrons approaching the Station entrance which is capped by a hipped roof that stands proud of the main roof.

The roof is clad in the original terra cotta tiles and no chimneys punctuate the roof line.

The windows are original and timber framed and the interior was inspected revealing original ceilings, cornices, skirting boards, wall surfaces and doors.

The original station platform furniture is long gone but one original station seat remains located in the Rest Room.

The functional, off Hunter Street, U shaped vehicular entrance was designed to off load and pick up passengers without any interruption to the traffic flow in Hunter Street, opposite the important site of the Newcastle Town Hall.

History Not Available

Condition and Integrity Not Available

Location

Hunter Street, Newcastle.

Bibliography

. Newcastle Morning Herald 30.3.1935, 3.4.1935, 12.4.1935, 24.4.1935, 18.6.1935, 2.9.1935 and 17.9.1935
 . Edwards Photographic Collection, Local History Room, Newcastle Regional Library

11.1.4 SHR LISTING - CIVIC RAILWAY WORKSHOPS

Civic Railway Workshops | NSW Environment & Heritage

13/10/2017, 2:07 PM



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Civic Railway Workshops

Item details

Name of item:	Civic Railway Workshops
Other name/s:	Honeysuckle; Industrial Archaeological Site; Newcastle Museum
Type of item:	Complex / Group
Group/Collection :	Transport - Rail
Category:	Railway
Location:	Lat: -32.9259277396 Long: 151.7713519130
Primary address:	Great Northern Railway, Newcastle, NSW 2300
Parish:	Newcastle
County:	Northumberland
Local govt. area:	Newcastle
Local Aboriginal Land Council:	Awabakal

Property description

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
LOT	511		DP	1030264
PART LOT	5001		DP	1049339
PART LOT	1		DP	1111305
LOT	2		DP	1111305
LOT	3		DP	1111305
LOT	4		DP	1111305
LOT	5		DP	1111305
LOT	9		DP	1128824
LOT	36		DP	1162435

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5044977>

Page 1 of 8

			CP/SP	71834
			CP/SP	71866
PART LOT	2		DP	856783
PART LOT	12		DP	883474
PART LOT	3		DP	883474
PART LOT	4		DP	883474
PART LOT	5		DP	883474
PART LOT	7		DP	883474
PART LOT	9		DP	883474

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

Boundary:

All addresses

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

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
Hunter Development Corporation	State Government	
Newcastle City Council	Local Government	24 Mar 17

Statement of significance:

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

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

Date significance updated: 23 Jun 04

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

Description

Designer/Maker: John Whitton

Builder/Maker: Dart & Parkhill (Boiler House & Machine Shop)

Construction years: 1874-1886

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

Boiler House and Machine Shop is directly to the east and adjoins the Divisional Engineer's Office. Built in 1874-75 (Architect John Whitton, Builder: Dart & Parkhill) it is the oldest building in the group. A single-storey brick building with corrugated gabled roof and arched windows set within a series of recessed bays along both facades. A small brick gabled wing has been added to its northern facade.

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

Physical condition and/or Archaeological potential: The Boiler House and Machine Shop has been restored and is used by the Hunter Valley Wine Society.

Blacksmith's Shop and Wheel Shop - the building has recently been restored and is currently tenanted.

The site has the potential to contain evidence of the original Monier Sea Wall, the remnants of an original stone wall associated with the reclamation for Lee Wharf construction; rail sidings along Lee Wharf and spur connections to the Honeysuckle Railway Workshops/Yards.

In terms of archaeological potential, the Honeysuckle Railway Workshops contain industrial remains including extensive footings of demolished brick buildings, underground pipes for air, water, gas, hydraulic oil and artefacts related to use and occupation of the area as a railway facility for over 100 years.

The site has the potential to contain evidence of the original Monier Sea Wall, an innovative and supposedly rat-proof system first used at Walsh Bay, Sydney and then used here. The remnants of an original stone wall associated with reclamation for the Lee Wharf construction; rail sidings along Lee Wharf and spur connections to the Honeysuckle

Railway Workshops/Yards.

Date condition updated: 29 Sep 04

Modifications and dates: Boiler House and Machine Shop - originally served as a locomotive blacksmith's shop (eastern end) and machine and wheel shop (western end). A small brick gabled wing has been added to its northern facade.

Current use: Shopping precinct

Former use: Railway Workshops

History

Historical notes: The site's history has been summarised according to significant events (Umwelt, August 2003):

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

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

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

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

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

1908 -1910 - construction of timber wharves along the reclaimed foreshore. The Monier Sea Wall was completed, an innovative structural material which previously had only been used at Walsh Bay in Sydney.

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

1958 - The foundry was closed and its operations transferred to Chullora in Sydney

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

2016: Excavation work in the former rail corridor has uncovered remains of one of the oldest working railway stations in the Hunter, Honeysuckle railway station. Two sandstone walls - between the Hunter New England Health headquarters on Hunter Street and a

Honeysuckle Drive office block were found just below the surface 2 weeks ago. These are believed to be remains of platforms from the second Honeysuckle railway station, built in 1872 (Newcastle Herald, 19/7/16, 7).

Historic themes

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

Assessment of significance

SHR Criteria c)

[Aesthetic significance]

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

Assessment criteria:

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

Procedures /Exemptions

Section of act	Description	Title	Comments	Action date
57(2)	Exemption to allow work	Standard Exemptions	<p>SCHEDULE OF STANDARD EXEMPTIONS</p> <p>HERITAGE ACT 1977</p> <p>Notice of Order Under Section 57 (2) of the Heritage Act 1977</p> <p>I, the Minister for Planning, pursuant to subsection 57(2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales, do by this Order:</p>	Sep 5 2008

		<p>1. revoke the Schedule of Exemptions to subsection 57(1) of the Heritage Act made under subsection 57(2) and published in the Government Gazette on 22 February 2008; and</p> <p>2. grant standard exemptions from subsection 57(1) of the Heritage Act 1977, described in the Schedule attached.</p> <p>FRANK SARTOR Minister for Planning Sydney, 11 July 2008</p> <p>To view the schedule click on the Standard Exemptions for Works Requiring Heritage Council Approval link below.</p>	
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 **Standard exemptions** for works requiring Heritage Council approval

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - State Heritage Register		00956	02 Apr 99	27	1546
Heritage Act - s.170 NSW State agency heritage register					
Local Environmental Plan			08 Aug 03	124	
National Trust of Australia register		4475			

References, internet links & images

Type	Author	Year	Title	Internet Links
Tourism		2007	Honeysuckle Precinct	View details
Tourism	Attraction Homepage	2007	Honeysuckle Precinct	

				View details
Written	Insite Heritage	2007	Archaeological Investigations of Former Perway Store, Honeysuckle Precinct.	
Written	Paul Rheinberger, Umwelt	2003	Research Design: Sub-surface Investigation of the Historical Archaeology of the Worth Place/Lee Wharf Precinct, Newcastle, NSW	
Written	Paul Rheinberger, Umwelt Environmental Consultants	2003	Research Design: Sub-surface Investigation of the Historical Archaeology of the Worth Place/Lee Wharf Precinct, Newcastle NSW	
Written	Susan Duyker, Andrew Sneddon and Mark Dunn, Godden Mackay Logan	2003	Lee Wharf Newcastle Heritage Impact Statement	

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



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11.1.5 LEP LISTING - CIVIC RAILWAY WORKSHOPS GROUP

Civic Railway Workshops Group | NSW Environment & Heritage

13/10/2017, 2:09 PM



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Civic Railway Workshops Group

Item details

Name of item:	Civic Railway Workshops Group
Other name/s:	Honeysuckle Workshops, The Forum Gymnasium, Newcastle Regional Museum
Type of item:	Complex / Group
Group/Collection :	Transport - Rail
Category:	Railway Workshop
Primary address:	5 Workshop Way, Newcastle, NSW 2300
Local govt. area:	Newcastle
	S.R.A. G.G. 26.5.1916

Boundary:

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
5 Workshop Way	Newcastle	Newcastle			Primary Address
1 Wright Lane	Newcastle	Newcastle			Primary Address
6 Workshop Way	Newcastle	Newcastle			Primary Address
4 Merewether Street	Newcastle	Newcastle			Primary Address
2 Merewether Street	Newcastle	Newcastle			Alternate Address

Statement of significance:

The group is considered to be a fine example of a complex of late 19th century railway workshops and is comparable in design and historic function with the Everleigh Railway Workshops. The Permanent way store (Perway Store) (1881-2), the boiler shop (1884-6), boilerhouse and machine shop (1874-5), Smiths shop (1884-6), and District Engineers office (1886) survive. Important townscape items visible from wharf zone. An earlier railway turntable survives further to the west adjacent to the Main Northern railway. There are two surviving wharf sheds - the Lee Wharf A and B sheds - the wharf is still

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Page 1 of 3

extant, but it is in poor condition.

Date significance updated: 10 Jul 13

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

Description

Designer/Maker: Government Railways Office

Builder/Maker: Government Railways Office

Construction years: 1861-

Physical description: A group of six brick workshop buildings. They feature polychrome brick around Georgian round arched windows and doors. Building A - Former permanent Way store. Building B - boiler shop. Building C - Smith's shop. Building D - Boiler house and machine shop. Building E - District engineers office. Building F - Former permanent Way workshops. Building G - Garage and workshop.

Modifications and dates: The Workshop way and boiler's shop buildings are currently being transformed into the Newcastle Regional Museum (2011).

History

Historical notes: The Permanent way store (Perway Store) was built 1881-2, the boiler shop dates from 1884-6, boilerhouse and machine shop was constructed in 1874-5, the Smiths shop was built 1884-6, and the garage and workshop (1920s) and District Engineers office (1886).

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan		1479	15 Jun 12	64	
Heritage study					

Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Newcastle Heritage Study	1990	206	Unknown		Yes

References, internet links & images

None

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



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Data source

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Name: Local Government

Database number: 2170206

File number: 206

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11.2 COMPARATIVE ANALYSIS

INTERWAR STATION BUILDINGS ASSESSMENT OF SIGNIFICANCE

The following Assessment of Significance has been extracted from the report prepared by Andrea Humphries and Donald Ellesmore in 2002 entitled 'Inter-War Station Buildings, Analysis and Significance' with items relevant to Civic highlighted.

CRITERION	SIGNIFICANCE
SHR Criteria a) [Historical significance]	<p>The study group has collective significance for the role it has played in the expansion and consolidation of the NSW rail network in the 1935-1958 period. The study group has further significance for its reflection of important social changes taking place at the time, the SRA's response to those changes and for their demonstration of war-time financial constraints on large scale building programs.</p> <p>Wiley Park, East Hills, Bardwell Park, Narwee, Beverly Hills, Padstow, Panania and Riverwood Stations have collective and individual significance as good examples of 20th Century Railway Eclectic station buildings, representing the last phase of railway construction in the study group. They represent an architectural style that is unique to the railways and reflect Australian society's brief attempt to return to pre- War values. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>West Maitland, Gymea, Kirrawee, Woolooware, Caringbah, Miranda, Sutherland, Cringilla, Croydon, Coniston, St Marys, Pendle Hill, Toongabbie, Nambucca Heads, Mt Druitt, Doonside, Nowra (Bomaderry), Narromine, Clyde and Towradgi Stations have collective and individual significance as good examples of 20th Century Stripped Functionalist station buildings, representing an important phase of railway construction in the study group. They represent an architectural style that is unique to the railways and reflects the Railway's attempts to embrace new architectural forms and philosophies of the period. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>Civic, Griffith, Dulwich Hill, Denistone, Morriset, Carramar and Kempsey Stations have collective and individual significance as good examples of 20th Century Generic Domestic station buildings, representing the first phase of railway construction in the study group. They represent the Railways' first attempts to embrace and experiment with new architectural forms and philosophies. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>Cronulla, Parramatta, Seven Hills, Rooty Hill, Dungog and Granville Stations have collective and individual significance as good (and in some cases outstanding) examples of 20th Century Functionalist railway architecture. They reflect the SRA's success at embracing new architectural forms and philosophies and adapting these to railway needs. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>Menindee Station is of individual significance as the only example of 20th Century Stripped Carpenter Functionalist railway architecture in NSW. It reflects the shortages of both manpower and materials affecting the SRA during WWII and their ability to deal with those constraints. The station is of State significance as the only example of its type in NSW and has further significance through its relationship to the township of Menindee and the mining industry at Broken Hill.</p> <p>Coniston and Sutherland Stations are of individual significance as the only examples of 20th Century Stripped Art Deco railway architecture in NSW. They reflect the SRA's attempts to embrace and experiment with new architectural forms and philosophies in the 1925-1960 period. The stations have further significance through their relationship to their surrounding communities.</p>
Historical Association [SHR Criteria b]	<p>The study group has collective significance for its association with the Chief Civil Engineer (Fewtrell) and the Acting Chief Civil Engineer (Beaver) during the study period. Both men were instrumental in steering the SRA towards new architectural styles and personally influenced the designs of a number of buildings, particularly regarding materials.</p> <p>The study has group has further value through its association with the SRA engineers who designed and supervised the construction of passenger buildings during the study period, without input from architects. Although their names are not known, the SRA engineers represent an important body of men who adapted broader stylistic movements to railway purposes and, in some instances, developed architectural styles of their own.</p>

INTERWAR STATION BUILDINGS ASSESSMENT OF SIGNIFICANCE

CRITERION	SIGNIFICANCE
SHR Criteria a) [Historical significance]	<p>The study group has collective significance for the role it has played in the expansion and consolidation of the NSW rail network in the 1935-1958 period. The study group has further significance for its reflection of important social changes taking place at the time, the SRA's response to those changes and for their demonstration of war-time financial constraints on large scale building programs.</p> <p>Wiley Park, East Hills, Bardwell Park, Narwee, Beverly Hills, Padstow, Panania and Riverwood Stations have collective and individual significance as good examples of 20th Century Railway Eclectic station buildings, representing the last phase of railway construction in the study group. They represent an architectural style that is unique to the railways and reflect Australian society's brief attempt to return to pre- War values. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>West Maitland, Gymea, Kirrawee, Woolooware, Caringbah, Miranda, Sutherland, Cringilla, Croydon, Coniston, St Marys, Pendle Hill, Toongabbie, Nambucca Heads, Mt Druitt, Doonside, Nowra (Bomaderry), Narromine, Clyde and Towradgi Stations have collective and individual significance as good examples of 20th Century Stripped Functionalist station buildings, representing an important phase of railway construction in the study group. They represent an architectural style that is unique to the railways and reflects the Railway's attempts to embrace new architectural forms and philosophies of the period. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>Civic, Griffith, Dulwich Hill, Denistone, Morriset, Carramar and Kempsey Stations have collective and individual significance as good examples of 20th Century Generic Domestic station buildings, representing the first phase of railway construction in the study group. They represent the Railways' first attempts to embrace and experiment with new architectural forms and philosophies. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>Cronulla, Parramatta, Seven Hills, Rooty Hill, Dungog and Granville Stations have collective and individual significance as good (and in some cases outstanding) examples of 20th Century Functionalist railway architecture. They reflect the SRA's success at embracing new architectural forms and philosophies and adapting these to railway needs. All of the stations in this group are of further significance through their relationship to the surrounding community.</p> <p>Menindee Station is of individual significance as the only example of 20th Century Stripped Carpenter Functionalist railway architecture in NSW. It reflects the shortages of both manpower and materials affecting the SRA during WWII and their ability to deal with those constraints. The station is of State significance as the only example of its type in NSW and has further significance through its relationship to the township of Menindee and the mining industry at Broken Hill.</p> <p>Coniston and Sutherland Stations are of individual significance as the only examples of 20th Century Stripped Art Deco railway architecture in NSW. They reflect the SRA's attempts to embrace and experiment with new architectural forms and philosophies in the 1925-1960 period. The stations have further significance through their relationship to their surrounding communities.</p>
Historical Association [SHR Criteria b]	<p>The study group has collective significance for its association with the Chief Civil Engineer (Fewtrell) and the Acting Chief Civil Engineer (Beaver) during the study period. Both men were instrumental in steering the SRA towards new architectural styles and personally influenced the designs of a number of buildings, particularly regarding materials.</p> <p>The study has group has further value through its association with the SRA engineers who designed and supervised the construction of passenger buildings during the study period, without input from architects. Although their names are not known, the SRA engineers represent an important body of men who adapted broader stylistic movements to railway purposes and, in some instances, developed architectural styles of their own.</p>

INTERWAR STATION BUILDINGS ASSESSMENT OF SIGNIFICANCE

CRITERION	SIGNIFICANCE
SHR Criteria c) [Aesthetic significance]	<p>The study group has collective value through its reflection of pre-War, Inter-War and Post-War architectural styles and their adaptation to railway purposes. Wiley Park, East Hills, Narwee, Beverly Hills, Bardwell Park, Padstow, Panania, Dulwich Hill, Bexley North and Riverwood Stations have significance as good examples of 20th century Railway Eclectic architecture. This style was developed by the SRA engineers and is unique to the NSW railways. The buildings are notable for their use of monochromatic brickwork, parapeted gable ends, irregular fenestration and use of transitional architectural elements such as deeply recessed windows with bullnosed sills and splayed brick voussoirs.</p> <p>Bomaderry, Doonside, Granville & Clyde Stations have significance as excellent examples of 20th century Stripped Functionalist architecture in a railway setting. This style was developed by the SRA engineers and is unique to the NSW railways. The buildings are notable for their use of monochromatic and dichromatic brickwork, glass bricks, curved forms, cantilevered steel awnings and complex geometric massing. Caringbah, West Maitland, Gymea, Kirrawee, Woolooware, Miranda, Sutherland, Cringilla, Croydon, St Marys, Pendle Hill, Toongabbie, Nambucca Heads, Narromine and Towradgi Stations also have value as good examples of this type. Coniston and Sutherland Stations have high value as the only examples of 20th century Stripped Art Deco architecture in a railway setting in NSW. This style was developed by the SRA engineers and is unique to the NSW railways. The buildings are characterised by monochromatic brickwork. Parapeted gable ends, stepped gables with projecting fins and vertical and horizontal detailing.</p> <p>Cronulla, Parramatta, Rooty Hill, Granville, Dungog, Morriset and Seven Hills Stations have value as excellent examples of 20th century Functionalist architecture in a railways setting. The buildings are characterised by complex geometric massing, decorative bonded brickwork, dichromatic brickwork, glass bricks, curved bays and cantilevered steel awnings. In the case of Cronulla, the station precinct is further defined by decorative plasterwork featuring Art Deco, Art Nouveau and Functionalist details based on a maritime theme.</p> <p>Denistone, Mullumbimby and Griffith Stations have value as excellent examples of 20th century Generic Domestic architecture in a railway setting. This style was developed by the SRA and is unique to the NSW railways. The buildings are characterised by monochromatic brickwork, hipped tiled roofs, steel framed windows and architectural elements that are more commonly associated with domestic construction of the 1925-1960 period. Civic, Dulwich Hill, Morisset, Carramar and Kempsey Stations are further good examples of this style in NSW.</p> <p>Menindee Station has high value as the only extant example of 20th Century Stripped Carpenter Functionalist architecture in NSW. This style was developed by the SRA and is unique to the NSW Railways. The building is characterised by combined timber and fibro construction, bracketed curved awnings and overall simplicity of design reflecting the Functionalist ethic of "form follows function."</p>

INTERWAR STATION BUILDINGS ASSESSMENT OF SIGNIFICANCE

CRITERION	SIGNIFICANCE
SHR Criteria d) [Social significance]	<p>The study buildings have collective value through their association with the State Rail Authority (NSW), a major employer of men in the early to mid-20th century, particularly during the Great Depression and immediate post-War period.</p> <p>A total of sixteen study buildings are associated with various pastoral communities throughout NSW and represent the expansion and consolidation of the NSW regional rail network and the impact this had on trade for these areas. These buildings are also associated with the rise of the Country (National) Party and its efforts to improve transport links to its constituents throughout the first decades of the 20th century.</p> <p>Miranda, Caringbah, Woolooware, Gymea, Cronulla and Sutherland Stations have particular significance for their reflection of Inter-War social trends through the deliberate employment of thousands of skilled tradesmen in the construction of stations that were not required due to passenger traffic, but were constructed specifically to provide employment for these men during the Depression and early stages of WWII. This body of men has gone largely unrecognised by history as has the SRA's impact on their lives.</p> <p>Cringilla Station has particular significance through its association with the adjacent BHP steelworks and the steel industry in the Illawarra region. The station's importance to this industry is reflected by the unusually long overhead pedestrian bridge linking the station directly with the steelworks, to allow easy access to steel workers travelling by train.</p>
SHR Criteria e) [Research potential]	<p>The study buildings allow insights into the thoughts and processes which have governed the building of the NSW rail network. They relate most specifically to the final phase of rail expansion in NSW and demonstrate the SRA's ability to adapt to profound social and economic change whilst still providing services to regional and metropolitan NSW. The study buildings also allow insights into railway design and construction techniques of the early and mid-20th century, particularly through the Great Depression and WWII. The study buildings contribute significantly to our understanding of architecture during this period and the influence of political and social trends on architecture.</p>
SHR Criteria f) [Rarity]	<p>The study buildings, collectively, are the remnants of a once extensive network of similar units throughout NSW. The surviving buildings are unique as a group and individually for a range of reasons:</p> <p>Wiley Park, East Hills, Narwee, Beverly Hills, Bardwell Park, Padstow, Panania and Riverwood Stations are the only surviving examples of 20th Century Railway Eclectic Architecture in NSW. They are good representatives of Railway Eclectic architecture, a style that is unique to the NSW railways and no longer in use. The buildings have further collective value for their demonstration of the SRA's transition from earlier architectural styles to a truly "modern" architecture. The use of terra cotta roof tiles and ridge capping, which feature on a number of the buildings, is also considered unusual within a railway context.</p> <p>Civic, Griffith, Dulwich Hill, Denistone, Mullumbimby and Morriset Stations are the only surviving examples of 20th Century Generic Domestic architecture in a railway setting. These buildings represent the SRA's first experimentation with new architectural forms and demonstrate the transition from available domestic models to specific railway architecture in the early decades of the 20th century.</p> <p>West Maitland, Gymea, Woolooware, Caringbah, Miranda, Sutherland, Cringilla, Coniston, St Mary's, Pendle Hill, Toongabbie, Nambucca Heads, Nowra and Clyde Stations are the only examples of 20th Century Stripped Functionalist station architecture in NSW. Although within the context of the study group they do not appear particularly rare, in the broader context of NSW railway stations they represent only 14 examples out of several hundred stations in the NSW network. Most are located in urban centres and are coming under increasing pressure from increased passenger traffic and upgrading programs. They are considered to be under some threat due to this.</p> <p>Cronulla, Parramatta, Seven Hills, Rooty Hill, Dungog, Morriset and Granville Stations are the only examples of 20th Century Functionalist station architecture in NSW. Of these, Cronulla and Seven Hills are considered the best examples and to have further rarity value associated with this.</p> <p>Menindee Station is considered to have high rarity value as the only 20th Century Stripped Carpenter Functionalist railway station in NSW. It is the only surviving example of its type.</p> <p>Coniston and Sutherland Stations are considered to have high rarity value as the only 20th Century Stripped Art Deco railway stations in NSW. They are the only surviving examples of this type.</p> <p>Denistone Station is considered to have high rarity value as the only 20th Century Generic domestic railway station in the Sydney metropolitan network and one of only 6 similar stations throughout NSW.</p>

INTERWAR STATION BUILDINGS ASSESSMENT OF SIGNIFICANCE

CRITERION	SIGNIFICANCE
SHR Criteria g) [Representativeness]	<p>The study buildings collectively represent a unique class of railway buildings that contain a number of features seen only in NSW (such as the Railway Eclectic style). The 44 surviving stations represent an excellent cross section of the different designs and styles developed by the SRA in the 1935-1958 period and are good representatives of the 7 specific railway architectural styles developed during this period: 20th Century Stripped Functionalist, 20th Century Generic Domestic, 20th Century Railway Eclectic, 20th Century Functionalist, 20th Century Stripped Art Deco, 20th Century Generic Railway and 20th Century Stripped Carpenter Functionalist.</p> <p>Representativeness The study buildings are excellent examples of the ingenuity of the SRA and particularly of the innovative design processes of their engineering division.</p> <p>The study buildings are representative of a class of buildings that form part of the final phase of the massive rail expansion program of the late 19th and early 20th centuries in New South Wales.</p> <p>The study buildings are representative of the SRA's transition from expansion to consolidation and improvement of its passenger services and of the impact of wartime financial constraints upon building programs.</p> <p>The study buildings represent a number of significant social, political and economic changes occurring in the first decades of the 20th century and the SRA's ability to respond to these changes in a positive and practical fashion.</p> <p>Rarity The study buildings, both collectively and individually, are considered to be rare. Although a total of 45 out of the original 70 planned buildings have survived, within the context of the broader NSW rail network, the buildings are considered rare and unique. The buildings have further rarity value when broken down by architectural style, revealing the rarity of particular styles such as 20th Century Stripped Carpenter Functionalist and 20th Century Stripped Art Deco.</p>
Integrity/Intactness	Varies
Summary Recommendations	<p>It is beyond the scope of this study to make long-term management/conservation recommendations for each of the study buildings. Site specific short term recommendations are included in each of the station data sheets and should be referred to for specific guidance. The following general recommendations are made:</p> <ul style="list-style-type: none"> - No further demolition/alteration of any buildings in the study group should take place without further consultation. The removal of any units from the study group would have significant negative impacts on the significance and integrity of the group as a whole. Every effort should be made to conserve the remaining stations in the study group in their current form. - Where a station is identified as having particular significance relating to a specific feature/s, the identified feature's should be retained and conserved in such a way as to prevent any reduction of its significance. - The SRA's Section 170 Register listing sheets should be amended to reflect the importance of the study buildings as a collective entity as well as individually. To this end, a group listing should be prepared for both the S.170 and State Heritage Inventory, which includes all of the sites named in this study. This listing should further reflect the smaller grouping, by style, within the study group and should make reference to stations that have a high degree of individual significance within the group. Individual listing sheets should be prepared for sites that have particular significance within the study group. These sites should also be listed on the State Heritage Register. - All of the sites identified as being of State significance will require the preparation of conservation management plans (where these do not already exist). CMP's should be prepared prior to any proposed works/changes taking place and prior to the sale of any items by the SRA. Future conservation plans should make reference to this study before proceeding to more site specific research. - Copies of this study should be lodged with the Mitchell Library, the NSW Heritage Office, the SRA Archives (now at the State Records Office) and the Institution of Engineers Library (NSW).

Civic Station Precinct

Civic Station Concept Plan



- A** Civic Station building to be adaptively reused as a cafe, refer to TZG documentation for detail.
- B** Outdoor cafe space
- C** Extent of existing platforms to be retained and regarded. Platforms are proposed to be resurfaced in tinted concrete with an exposed aggregate finish.
- D** Extent of platforms to be removed, refer to landscape master plan
- E** Interpretation of the brick stair elevation incorporated into the paving of the platforms and sunken garden. Bricks to be salvaged from footbridge (if possible) and are to finish flush with adjoining paved surfaces
- F** Area between existing platforms to be filled in and paved. Paving pattern is proposed to interpret the ballast and sleepers of the former rail corridor
- G** Existing painted brick platform edge to be retained and exposed in paving pattern
- H** Sunken garden bed to finish 150mm below platform level. Garden to be planted out with species representative of 1930's railway station design.
- I** Railway tracks to be reinstated in garden to interpret the former rail corridor. Linear feature lighting is proposed to be installed along rail tracks.
- J** Bridged walkway over railway garden bed
- K** Informal access through garden space
- L** Access steps to lower plaza level
- M** Seating steps addressing Museum forecourt and providing informal access to the lower plaza level
- N** Graded access to lower plaza level adjoining the future University of Newcastle site
- O** Mass planted garden bed with feature tree to terminate platform space
- P** Existing station bench seats to be refurbished and reused
- Q** Existing brick wall to be retained to house existing Artwork

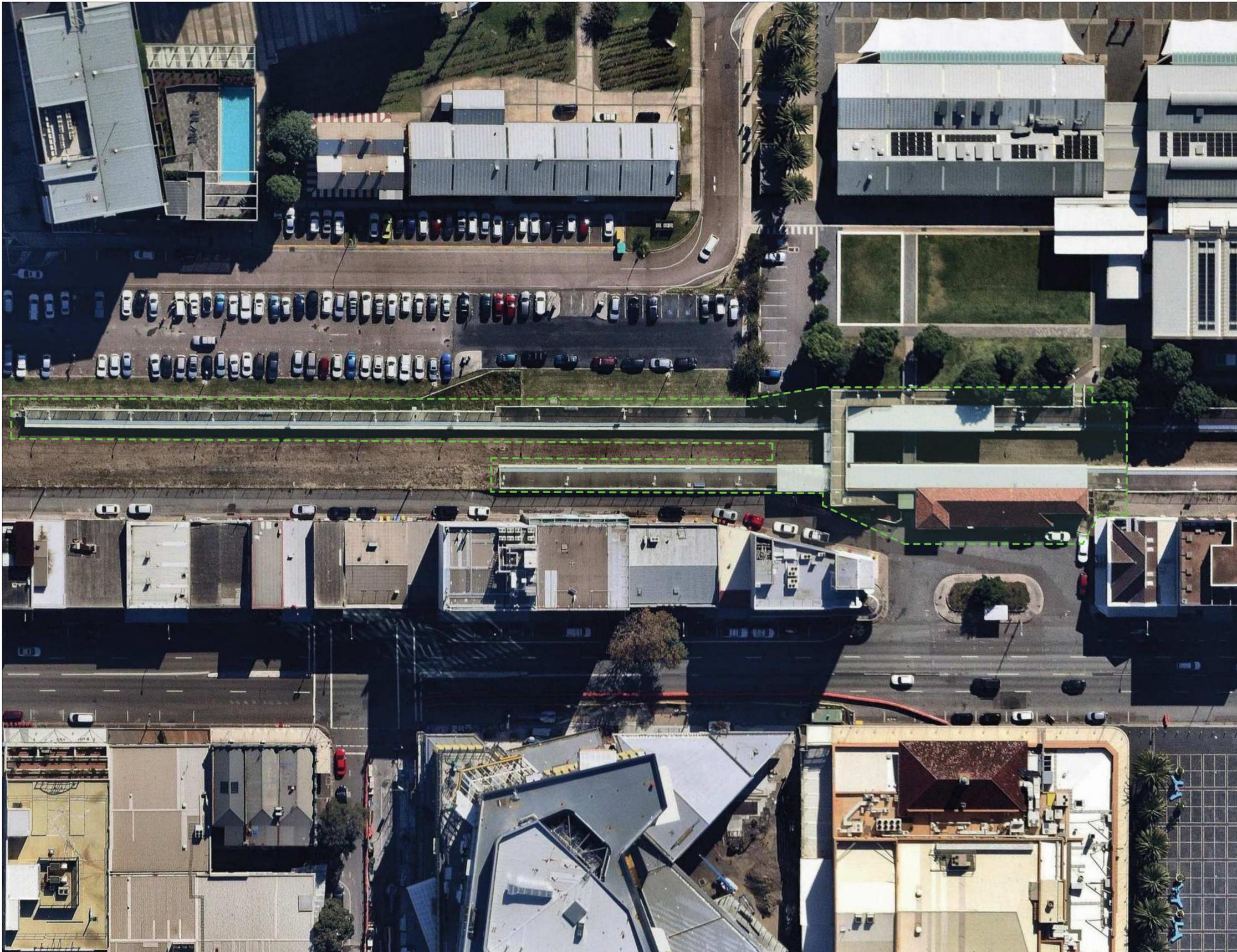
Legend

- Property Boundary
- Existing trees to be retained
- Proposed Trees
- Extent of turf
- Extent of mass planting
- Interpretation of footbridge (being removed)
- Cafe seating
- Bench seating
- Existing Levels
- Proposed Levels
- Interpretative paving defining former rail corridor
- Bluestone (existing & proposed)
- Concrete (existing & proposed)
- DA boundary
- S138 boundary
- REF boundary

0 2 4 8m



CIVIC STATION PRECINCT



DRAWING LIST		Scale @ A1
A 000 GENERAL INFORMATION		
A-000	COVER PAGE	
A 050 DEMOLITION PLANS		
A-051	GROUND FLOOR DEMOLITION PLAN	1:100
A-052	ROOF DEMOLITION PLAN	1:100
A 100 GENERAL ARRANGEMENT PLANS		
A-101	GROUND FLOOR PLAN	1:100
A-102	ROOF PLAN	1:100
A 300 ELEVATIONS		
A-301	DEMOLITION SECTIONS & ELEVATIONS	1:100
A-302	PROPOSED ELEVATIONS	1:100



General Notes:

DA Area indicative only, refer to Elton consulting's Location plan for full extent of DA Area.

Fire Safety Schedule Note:

To be built and installed to National Construction Code & Australian Standards; incorporating exit signs, fire extinguishers, smoke detectors etc.

LEGEND

Code	Description
BR	- Brick
C	- Concrete
CTF	- Ceramic Floor Tile
GF	- Glass Steel Frame
GLFP	- Glass Frameless Pivot Door
MC	- Profiled Metal Cladding
RF	- Resilient Floor Finish
RT	- Roof Tile
XB	- Existing Brick
XDP	- Existing Downpipe
XMR	- Existing Metal Roof
XRT	- Existing Roof Tile
XTF	- Existing Timber Floor

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CLIENT:
HUNTER DEVELOPMENT CORPORATION

LANDSCAPE ARCHITECT:
JMD

PROJECT:
CIVIC STATION PRECINCT
DEVELOPMENT APPLICATION

PROJECT NO : 17020

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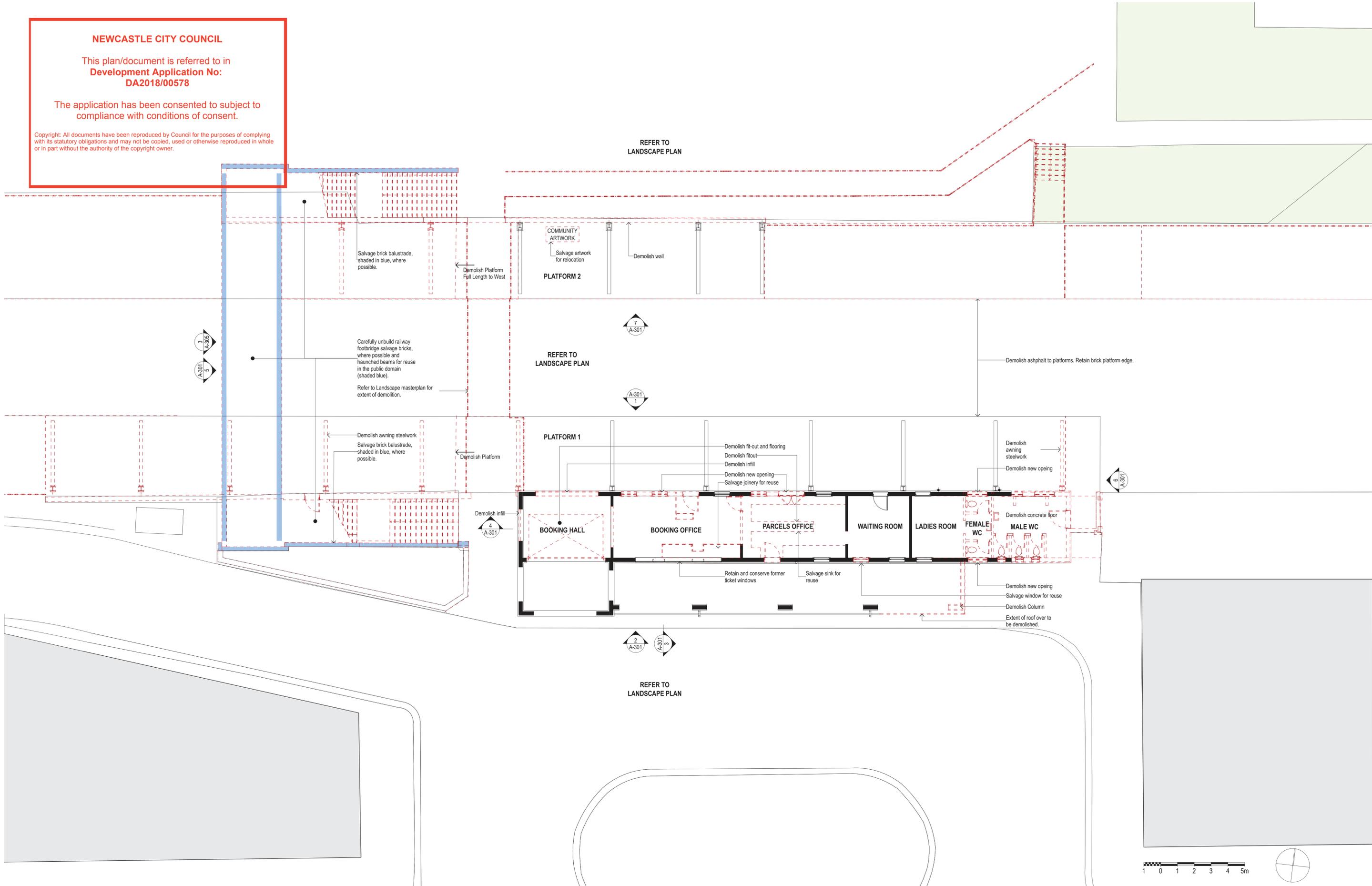
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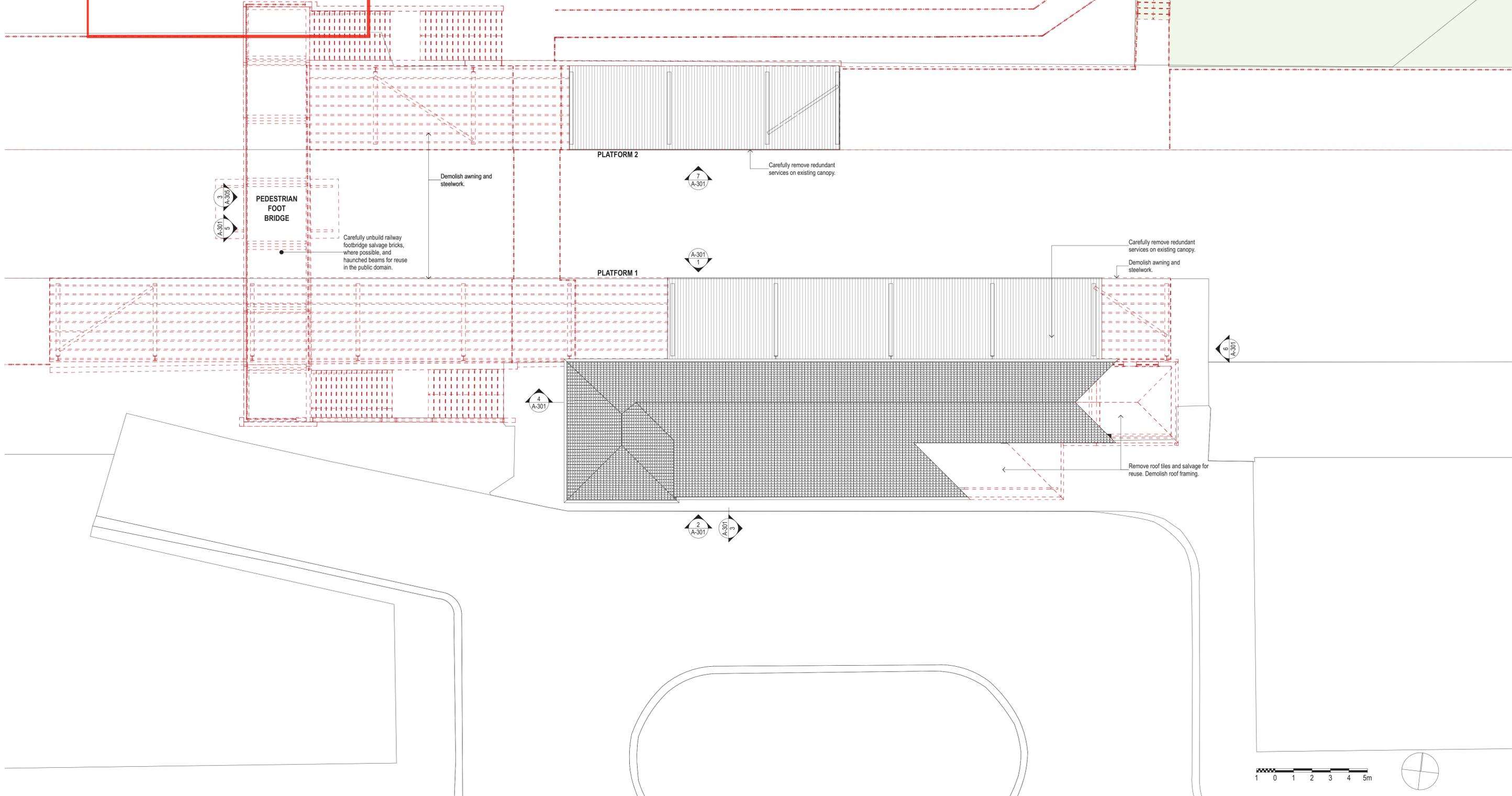
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 ROOF DEMOLITION PLAN

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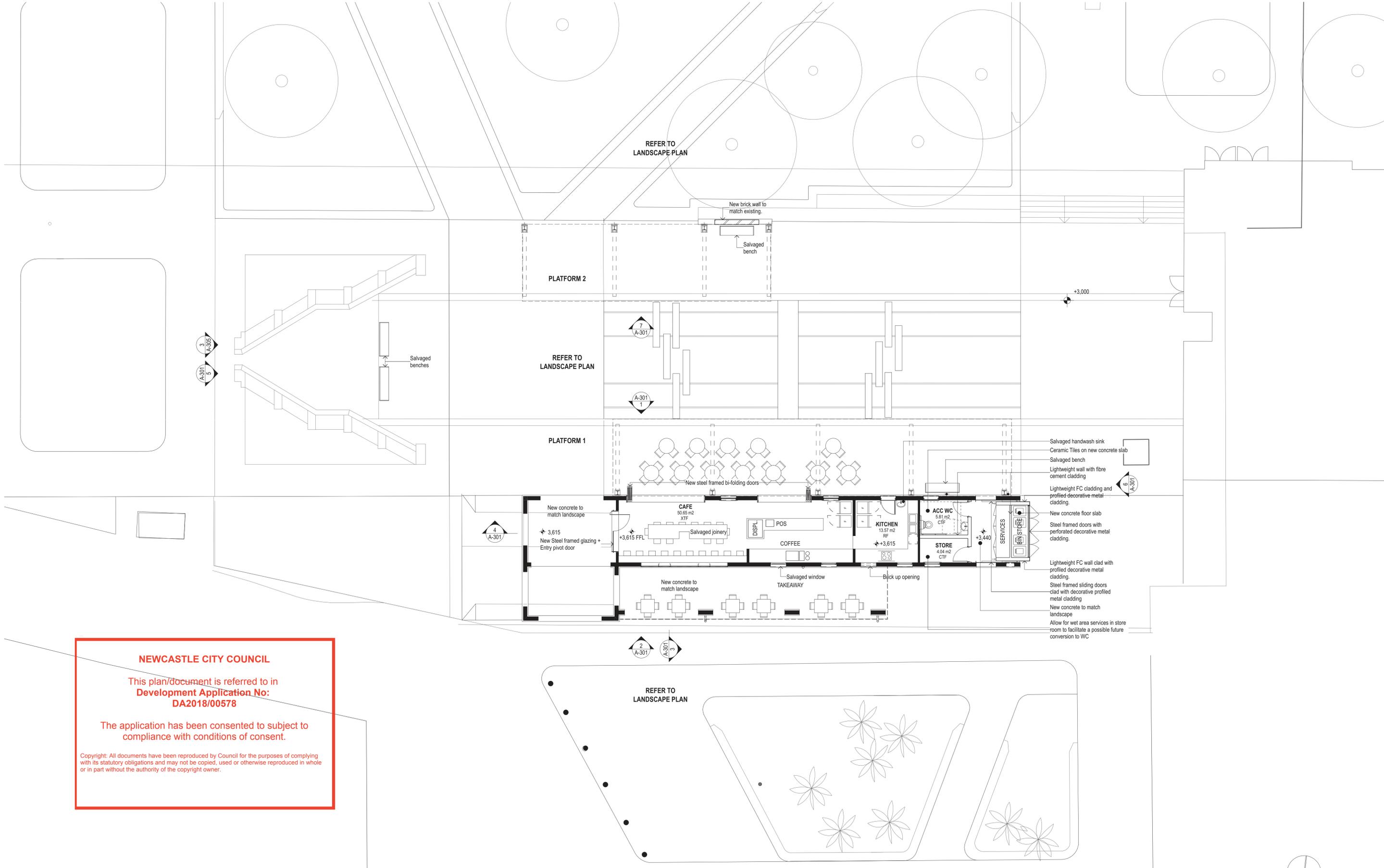
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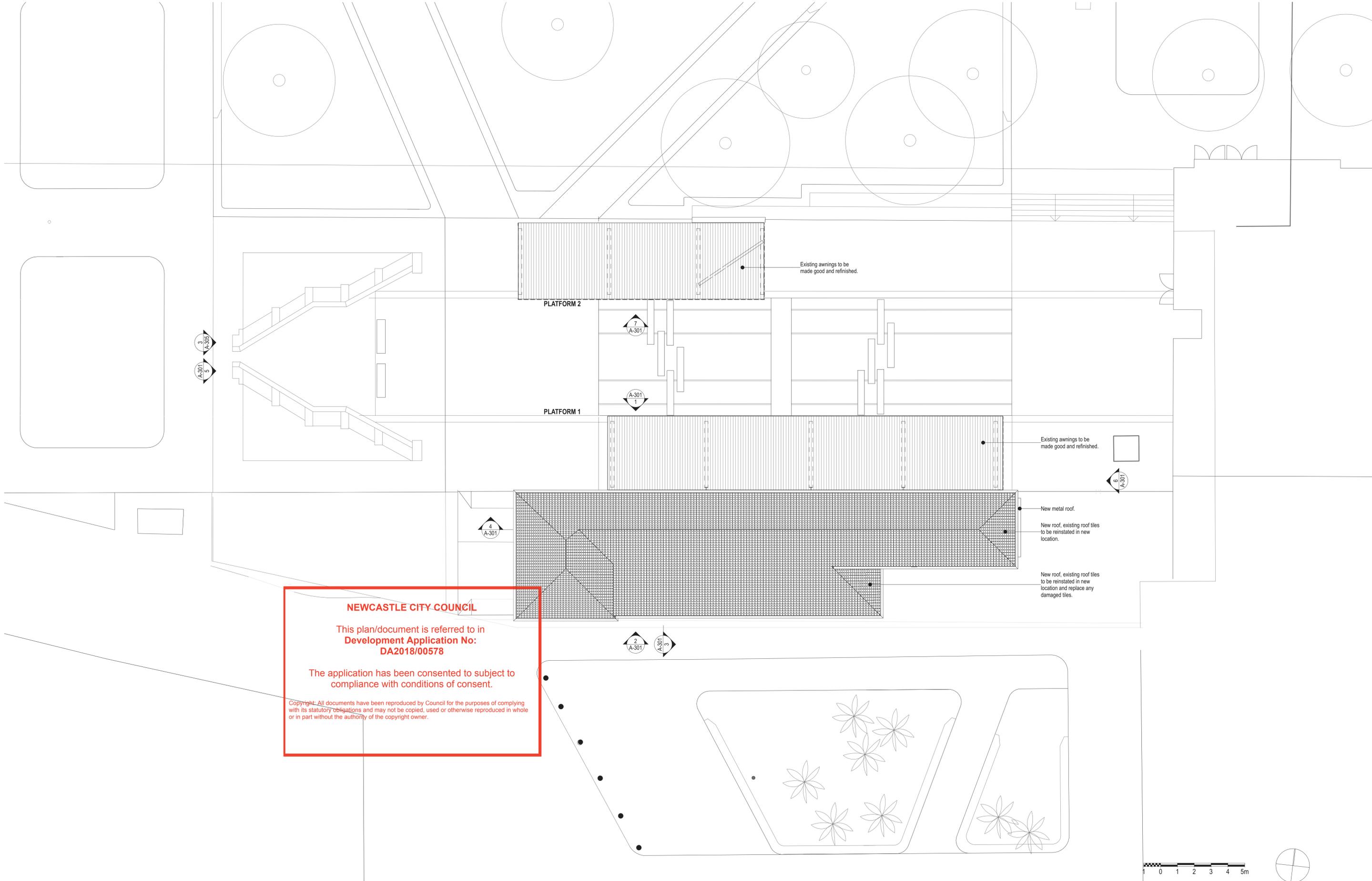
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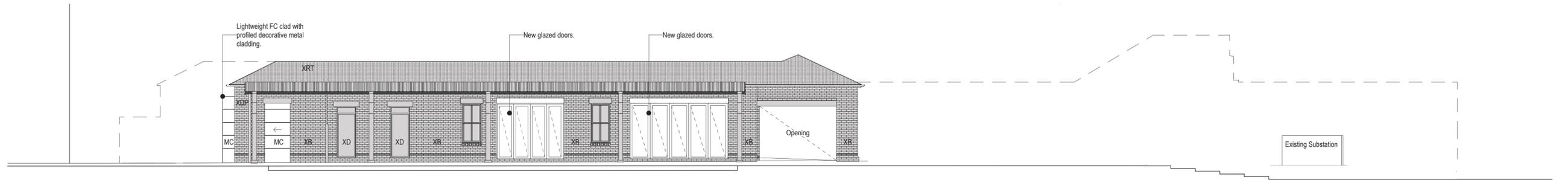
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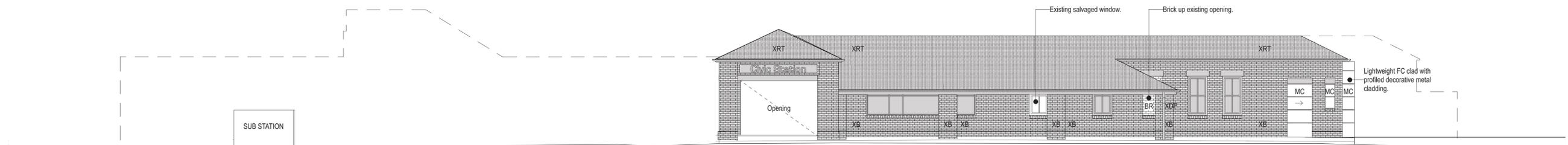
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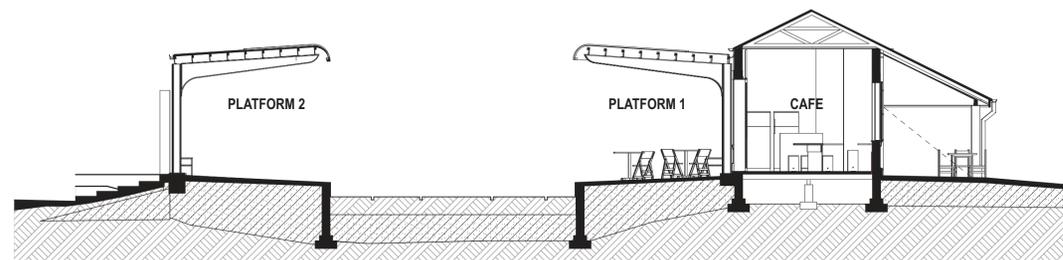
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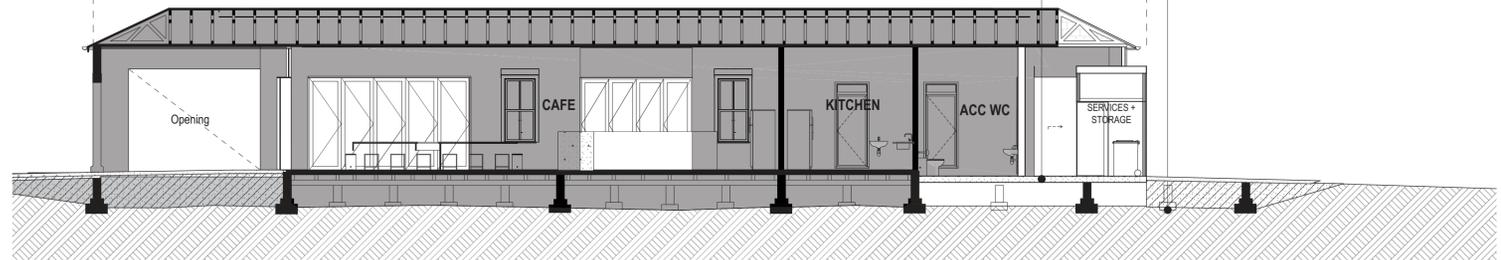
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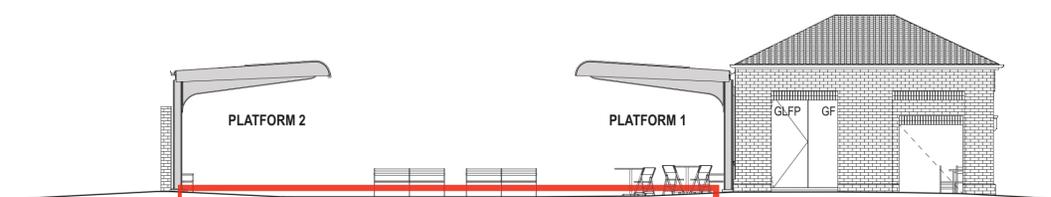
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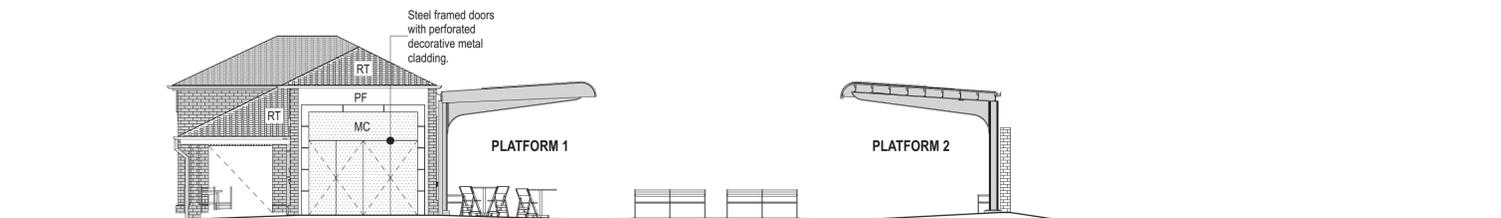
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WESTERN ELEVATION
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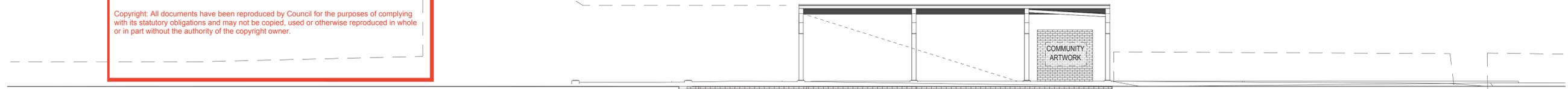
EASTERN ELEVATION
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PLATFORM 2 SOUTH ELEVATION
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30/5/18

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A

Appendix C: draft State Heritage Inventory for the former Civic Railway Station

Item name: Civic Railway Station former**Location:** 430 Hunter Street Newcastle 2300

Newcastle

Address: 430 Hunter Street**Planning:** Hunter & Central Coast**Suburb/nearest town:** Newcastle 2300**Local govt area:** Newcastle**Parish:****State:** NSW**County:****Other/former names:****Area/group/complex:****Group ID:****Aboriginal area:****Curtilage/boundary:****Item type:** Built**Group:** Transport - Rail**Category:** Railway Platform/ Station**Owner:** State Government**Admin codes:****Code 2:****Code 3:****Current use:** Nil**Former uses:** Railway station**Assessed significance:** Local**Endorsed significance:**

Statement of significance: The former Civic Railway Station is significant at a local level as part of an important municipal precinct for its direct associations with developing a new civic centre for Newcastle in the 1930s, represented both in name and a new architectural style. The station building is the first Interwar Functionalist railway building in NSW to employ domestic architectural features, demonstrating the NSW Railways experimentation with new styles during the Interwar period.

The site is also significant as the former 1857 Newcastle (Honeysuckle) terminus station on the Great Northern Railway line, one of the first railway lines in Australia that was for many years a significant connection point in the state for the transport of goods by land and sea. The site has archaeological potential associated with the original Honeysuckle station and former Honeysuckle Railway Workshops.

Item name: Civic Railway Station former

Location: 430 Hunter Street Newcastle 2300

Newcastle

Historical notes of provenance: The Main Northern line between Sydney and Newcastle was constructed in two distinct stages and in the earliest years, was worked as two separate railway systems. The line between Sydney (actually the junction at Strathfield) and the Hawkesbury River was opened on 5 April 1887, with the terminus being on the southern bank of the Hawkesbury River. The line between Newcastle and the northern bank of the Hawkesbury River (near present day Wondabyne) was opened in January 1888. The line was completed through between Sydney and Newcastle with the opening of the massive bridge over the Hawkesbury River in 1889.

Civic Railway Station was formerly located on the Islington Junction to Newcastle station section of the Northern line. Civic is located between Newcastle Interchange station and the former Newcastle station. Present day Civic Railway Station was opened in 1935.

The first railway line in the Newcastle area was built between 'Newcastle' and 'East Maitland' Railway Station. Soon after the opening, 'Newcastle' was later re-named 'Honeysuckle', then 'Honeysuckle Point', then again reverted to 'Honeysuckle'. (A new site near the river port was opened in 1858 and named 'Newcastle'). In 1935, Honeysuckle station was closed and a new station, to be known as 'Civic', was opened on a new site slightly nearer to the terminus at Newcastle.

The original East Maitland Railway Station was re-named 'Victoria Street', when a new 'East Maitland' station was opened a short distance away in 1914. Civic was named due to its close proximity to the civic centre of Newcastle.

Civic Railway station comprises two side platforms (one for Up traffic and one for Down traffic) with brick station buildings. The main building is on the Up platform, closest to the Newcastle business area.

In 1937, a relatively small signal box (Civic Signal Box), was provided at the Newcastle end of the Down platform. The small signal box (resembling a small hipped-roof cabin and appearing similar to the tramway style of signal box) was mounted on an elevated platform adjacent to the nearby road level crossing. The signalman controlled the nearby gates and approaching trains from both directions. Intending train passengers were required to use the road crossing to gain access to the platforms.

Civic Railway Station has seen minimal changes or modifications during the later years of operation. Both buildings appear to have been erected concurrently in December 1935/January 1936.

Electrification of the main line between Gosford and Newcastle was opened in May 1984, an extension of the Sydney-Gosford electrification which had been completed in 1960. The new electrification project involved new or rebuilt platforms, station buildings, footbridges, overbridges and underbridges, line side buildings, sidings and myriad structures in that section in order to permit the operation of the wider electric passenger rollingstock and electric locomotives. Accordingly, some upgrading was undertaken at Civic. The small signal box was closed a short time prior to the electrification project, with control of the crossing gates (aided by closed circuit cameras) being transferred to other signal boxes and ultimately the centrally located signal control centre, located near Broadmeadow station.

The signal box was removed in 2011. It was located at the Newcastle end of the Down platform and was one of the smallest signal boxes in NSW. Dating from 1937 it had a simple square plan and hip roof and is set on a raised concrete platform containing rooms within. The box was timber framed with battened fibrous cement sheet construction, with windows on three sides.

The Northern rail line east of the Newcastle Interchange was closed to public services in December 2014. Ownership of the Civic Railway Station site transferred to the Hunter and Central Coast Development Corporation in 2017. In 2018 the Civic Railway Station footprint was subdivided into three separate lots. In 2019 the rail platforms in the new lot to the east now known as 4 Merewether Street, are being demolished and replaced by a five storey mixed use affordable housing development. The other rail platforms to the west and part of the former rail station car park, in a new lot now known as 10 Civic Lane, are being demolished and the cleared site is to be redeveloped shortly for higher education purposes. Significant works have commenced in

Item name: Civic Railway Station former

Location: 430 Hunter Street Newcastle 2300

Newcastle

2019 on the new lot containing the Civic Railway station buildings and majority of platforms, to facilitate the adaptive re-use of the entire building as a restaurant or café.

Themes: National theme

State theme

Local theme

Designer: New South Wales Department of Railways

Builder: NSW Government - Department of Railways

Year started: 1935

Year completed: 1937

Circa: No

Item name: Civic Railway Station former

Location: 430 Hunter Street Newcastle 2300

Newcastle

Physical description: Station Building, type 13 (1937)
Platform Shelter, (1937)
Platforms, (1937)
Forecourt (potential archaeological site)

CONTEXT

Civic Railway Station is located between Newcastle and Wickham Railway Stations, Newcastle. It is immediately south of the former Honeysuckle Railway Workshops, which are no longer used for railway purposes and have been developed into a new commercial and hotel district. Civic railway station comprises of a station building and forecourt, platform shelter, platforms, and footbridge. On the southern side of Civic station is the main central business district and civic centre of Newcastle.

STATION BUILDINGS (1937)

Exterior: The station building is located on the Up platform, closest to the Newcastle central business district. The building is representative of the Inter-War Functionalist style and is of masonry construction, using dichromatic and polychromatic brickwork as a simple decorative effect. The building is comprised of a single, linear hipped-roofed block, with a skillion awning to the approach elevation and a cantilevered awning to the rail elevation. The main entrance to the station is defined by a projecting gabled portico (presently housing the kiosk) and pedestrian access to the platforms is via an overhead bridge contained within a polychromatic brick wall. The roof is covered with multi-coloured terra-cotta tiles that may or may not be original. The roof is hipped with a low eaves overhang and timber lined soffit, all typical details of this period of construction. The roof extends at the front to form the veranda, which is supported on heavy brick columns. The underside of the veranda is lined with fibre cement board.

The building employs simple blocks of dichromatic and polychromatic brickwork as its main decorative detail and this is typical of modest station buildings of this period. Wall construction is of standard stretcher bond. The fenestration on the approach facade is regular and almost severe in its simplicity. Windows are timber sashed and double hung or timber sashed and louvred with two panes to each frame.

The platform elevation of the building is simple and unadorned, relying on dichromatic brickwork for decorative effect. The awning is of corrugated Colourbond supported on cantilevered steel beams. The fenestration to this elevation is regular but not symmetrical.

Interior: Internally, the building is designed as a series of discrete spaces with specific functions arranged on a linear plan. These spaces consist of: booking hall; booking and station master's office; parcels office; waiting room; ladies room and men's room. The scale of the building and emphasis on passenger comfort suggests that Civic was more than just a wayside station and also reflects NSW railway's growing concern for passengers at this time. Most of the original interior fitout has been removed with only a few ceiling cornices and window frames remaining. The waiting room however would appear to retain original joinery (skirtings and architraves), battened ceiling and bench. The interior has been recently repainted, obscuring any remnants of the original paint scheme.

PLATFORM SHELTER (1937)

A second structure on Platform 2 is a simple shelter with cantilevered awning supported on steel beams. The building provides shelter for waiting passengers, but houses no other functions and is in all respects identical to the awning on the rail elevation of the main platform building.

SIGNAL BOX (1937)

Exterior: The signal box is located at the Newcastle end of the Down platform. It is one of the smallest signal boxes in NSW. Dating from 1937 it has a simple square plan and hip roof and is set on a raised concrete

Item name: Civic Railway Station former

Location: 430 Hunter Street Newcastle 2300

Newcastle

platform containing rooms within. The box is timber framed with battened fibrous cement sheet construction and has external access from this platform, with windows (since boarded over) on three sides. Pneumatic level crossing gates at Mereweather Street have been removed and replaced.

Interior: Not able to be inspected (2009).

PLATFORMS (1937)

Platforms are located to both the Up and Down lines and have asphalt surfaces and polychromatic face brick faces set in an English bond. Coping has been cut back. The Down platform has been extended with a new concrete platform.

FOOTBRIDGE (1937)

The footbridge is an original haunched beam design comprising of tapered steel cantilevers supporting shallow steel beams over the railway tracks where headroom for rolling stock can be critical. The cantilevers in turn are supported by face brick trestles. The footbridge has a reinforced concrete floor and modern steel balustrade. The steps leading up to it on either side have concrete treads and feature face brick balustrades.

FORECOURT (POTENTIAL ARCHAEOLOGICAL SITE)

An at grade carpark (vested 2013; no longer railway owned) and large grassed area form the approach to the station from the west. These areas form part of the former Honeysuckle Point workshops and wharf precinct and are flanked by historic, former workshop buildings. The original Honeysuckle Station is also known to have been in this area (Doring, 1990). The area may contain archaeological evidence associated with the original station and workshops, although the evidence may have been partially disturbed during the construction of the current station and the realignment of the railway line in this location. The archaeological potential is considered to be moderate and may include remnant footings, pits and artefact deposits.

MOVABLE ITEMS

Mosaic, platform 2, (1997) - "Seams Like Newcastle" 99 tiles created by people in Newcastle area with disabilities as part of Newcastle's Bicentenary.

Bathgate indicator destination board (metal box fixed to underside of platform awning, with metal plates printed with station names).

First aid kit (c1930s). Green, metal, labelled S.R.A. of NSW Railway First Aid Box No. 253B.

Safe (c1930s). Grey, metal.

Timber joinery, internal (c1930s).

Station signs - metal, with station names printed

Ticket counter/desks/cash draw (C1930s)

Miscellaneous Items: train conductors hat, early cans & glass bottles

Sink (1930s)

Timber station seats in ladies waiting room (c.1960s)

Physical condition level: Good

Physical condition: Station buildings - Generally, the buildings are in good condition.

Archaeological potential level: High

Archaeological potential Detail: The site has archaeological potential associated with the original Honeysuckle station and former Honeysuckle Railway Workshops.

Item name: Civic Railway Station former

Location: 430 Hunter Street Newcastle 2300

Newcastle

Modification dates: 1984: Some upgrading undertaken for the electrification of the main line between Gosford and Newcastle. The signal box was closed a short time prior to the electrification project.
N.d: Alterations to the station building and shelter appear to be ongoing over a long period, probably since the 1970s. Alterations have been made to the Down platform booking office to allow the provision of a concession selling food.
N.d: The original brick balustrade on the footbridge has been replaced by standard metal bars.
2009: Platform extended
2011: Repairs made to the footbridge, including: Installation of galvanised steel structural components to replace the corroded original items; Corrosion repair and recoating of the main girders; Brick reconstruction and concrete repair to the bridge abutments, balustrades and deck.
2011: Signal Box (1937) removed.
2013: Carpark vested to Hunter Development Corporation
2019: Footbridge (1937) and part of the platforms (1937) removed. Alterations and additions to station building (1937) to facilitate adaptive re-use as restaurant or cafe.

Recommended management:

Management:	Management category	Management name
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Further comments:

Criteria a): The former Civic Railway Station site is historically significant as the location of the Newcastle terminus station on the Great Northern Railway line (1857), one of the first railway lines in Australia. The former Honeysuckle station was also for many years a significant connection point for the transport of goods by land and sea. Civic Railway Station is of local historical significance for its association with the development of a new civic centre of Newcastle in the 1930s represented in both name and architectural style. It also has some historic significance as the first station in NSW to be constructed in the Inter-War Railway Domestic style, and represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.

Criteria b):
[Historical association significance]

Criteria c): The former Civic Railway Station is of moderate aesthetic significance at a local level, associated with the station building. While not particularly outstanding in terms of architectural achievement, the station building represents the first attempt to adapt domestic architectural styles for railway purposes. The station buildings are good examples of Inter-War Railway Domestic style in regional NSW, which uses simple and traditional materials of multi-coloured brickwork and tiles to create aesthetic interest, particularly from the roadside elevation. The building is competently executed and is a typical example of station construction at the time. It represents the NSW Railway's experimentation with new forms of architecture during the Inter-War period.

Criteria d): The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.

Criteria e): The site has moderate archaeological research potential associated with potential evidence of the original Honeysuckle station and former elements of the Honeysuckle Railway Workshops.

Criteria f):
[Rarity]

Criteria g): The former Civic Railway Station is a good representative example of the Inter-War Domestic Railway style in NSW, remaining largely intact, in good condition and with station buildings displaying key architectural characteristics of the style. A number of other Inter-War stations remain in the Sydney Metropolitan network.

Item name: Civic Railway Station former

Location: 430 Hunter Street Newcastle 2300

Newcastle

Intactness/Integrity: The railway station group is largely intact with a high degree of integrity, however, the integrity of the interiors of the station building have been compromised by the removal of interior fitout.

References:	Author	Title	Year
	C & MJ Doring Pty Ltd	Honeysuckle Point Heritage Study	1990
	C. C. Singleton	The Short North. The Australian Railway Historical Society Bu	
	City Plan Heritage	Civic Railway Station Signal Box, Heritage Impact Statement	2011
	John Forsyth	Line Histories	
	Ray Love	Historical Research for RailCorp s170 Update	2009
	State Rail Authority of New South Wa	How and Why of Station Names. Fourth Edition	1995
	TZG Heritage	Civic Station Precinct, Statement of Heritage Impact	2018
	URBIS	Moveable Heritage Report and Inventory	2014

Studies:	Author	Title	Number	Year
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Parcels:	Parcel code	Lot number	Section number	Plan code	Plan number
	LOT	7		DP	1247375

Latitude:

Longitude:

Location validity:

Spatial accuracy:

Map name:

Map scale:

AMG zone:

Easting:

Northing:

Listing: Name

Title
Heritage study

Number

ListingDate

Data entry: Data first entered: 16/04/2019

Data updated: 16/04/2019

Status: Basic

Image:

Image missing

Caption:

Copy right:

Image by:

Image date:

Image number:

Image url:

Thumbnail url:

**ORDINARY COUNCIL MEETING
28 MAY 2019**

**CCL 28/05/19
EXHIBITION OF THE DRAFT FERN BAY AND NORTH STOCKTON
STRATEGIC PLAN**

- Attachment A:** Draft Fern Bay and North Stockton Strategic Plan
- Attachment B:** Implementation Plan
- Attachment C:** Background Investigations

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**ORDINARY COUNCIL MEETING
28 MAY 2019**

**CCL 28/05/19
EXHIBITION OF THE DRAFT FERN BAY AND NORTH STOCKTON
STRATEGIC PLAN**

Attachment A: Draft Fern Bay and North Stockton Strategic Plan



PORT STEPHENS
COUNCIL



City of
Newcastle

Draft Fern Bay and North Stockton Strategy



Acknowledgement

Port Stephens Council and City of Newcastle acknowledges the Worimi People as traditional custodians of this land and pays its respects to Worimi Elders, past, present and future.

Revision History

Revision	Date	Detail	Council Resolution	
			CN	PSC
1	28 May 2019	Draft Strategy		

Abbreviations

CN	City of Newcastle
DCP	Development Control Plan
DHA	Defence Housing Australia
EPA	Environment Protection Authority
GNMP	Greater Newcastle Metropolitan Plan 2036
HRP	Hunter Regional Plan 2036
LEP	Local Environmental Plan
LGA	Local Government Area
NLEP	Newcastle Local Environmental Plan 2012
NPWS	National Parks and Wildlife Services
PFAS	Per- and Poly-Fluoroalkyl Substances
PSC	Port Stephens Council
PSLEP	Port Stephens Local Environmental Plan 2013
RAAF	Royal Australian Air Force

List of Figures

<i>Figure 1</i>	<i>Strategy Area</i>
<i>Figure 2</i>	<i>Land use precincts</i>
<i>Figure 3</i>	<i>Monitoring, reporting and review cycle</i>
<i>Figure 4</i>	<i>Regional context map</i>
<i>Figure 5</i>	<i>Overall Structure Plan</i>
<i>Figure 6</i>	<i>Precinct 1: North Stockton</i>
<i>Figure 7</i>	<i>Precinct 2: Original Fern Bay</i>
<i>Figure 8</i>	<i>Precinct 3: Beachfront</i>
<i>Figure 9</i>	<i>Precinct 4: Sports</i>
<i>Figure 10</i>	<i>Precinct 5: Seaside Estate</i>
<i>Figure 11</i>	<i>Precinct 6: Fullerton Cove</i>

Contents

Executive Summary	3
Part A Introduction.....	5
Part B Goals	12
Part C Planning Principles	18
Part D Precinct Plans.....	21
Attachment 1 Implementation Plan	
Attachment 2 Background Investigations	

Executive Summary

Fern Bay has experienced rapid urban development and population growth over the past 15 years; much of this has occurred without a specific plan for the area. Port Stephens Council and the City of Newcastle have developed the draft Fern Bay and North Stockton Strategy (the Strategy) to guide future development and ensure sufficient community infrastructure is provided for the growing community. The Strategy is based on evidence utilising information gathered from technical studies and investigations.

The Strategy seeks to identify opportunities for Fern Bay and North Stockton to create a pedestrian focused place for people, which offers housing diversity, a mixed-use town centre, and connected open spaces and community facilities. To achieve this vision the Strategy is guided by the following goals:

- 1 **Environment:** Protect the treasured and unique Stockton Bight for future generations and attract responsible heritage and nature-based tourism
- 2 **Town Centre:** Establish a conveniently located mixed-use town centre connected by technology, transport, housing and great public places
- 3 **Housing:** Grow a resilient coastal community with access to liveable and diverse housing
- 4 **Open Space and Community Facilities:** Improve access to useable open spaces and well-designed community facilities to support daily activity and healthy lifestyles and
- 5 **Transport:** Prioritise safe and convenient travel by walking, cycling and use of public transport while maintaining regional journeys on Nelson Bay Road.

The Strategy sets out Planning Principles for each of these goals, to guide future development including the preparation and assessment of planning proposals to amend the relevant Local Environmental Plan (LEP).

Implementation of the Strategy is driven through identification of specific Outcomes for the six precincts that make up the Strategy Area: North Stockton, Original Fern Bay, Beachfront, Sports, Seaside Estate and Fullerton Cove.

Future development is likely to occur in the North Stockton and Beachfront precincts with redevelopment of larger, already disturbed sites. Development further north (of Fern Bay) is limited due to a range of environmental factors.

Fern Bay and North Stockton are well connected to the Newcastle City Centre, Newcastle Airport and Nelson Bay which increase the opportunities for attracting visitors to the area further capturing the spirit, rich culture and raw beauty of Stockton Bight.



Figure 1 – Strategy Area

Part A

Introduction



A1 Purpose

Fern Bay has experienced rapid population growth over the last 15 years. The area has developed from a small village to a larger community incorporating a number of large disconnected residential developments. This has resulted in the creation of an urban population where a semi-rural village centre had been.

Port Stephens Council (PSC) and City of Newcastle (CN) have received planning proposals for the redevelopment of the Rifle Range and Fort Wallace sites proposing up to approximately 400 additional dwellings within the Strategy Area. Further growth is also expected at the Seaside Estate development. These additional residents are expected to increase demand for essential community services and transport infrastructure. There are a number of large land holdings within North Stockton and South of Fern Bay that have potential to create positive outcomes for the community in their redevelopment. PSC and CN have identified the need to develop this Strategy (the Strategy) to guide development in Fern Bay and North Stockton for the next 20 years.

A2 Structure of the Strategy

- Part A provides context for the Strategy
- Part B provides an overview of the goals for the area informed by community aspirations.
- Part C lists principles to inform future planning when land is rezoned.
- Part D details the outcomes for each of the six precincts in the Strategy Area with specific actions to achieve the goals.

A3 Application and Effect

The Strategy Area includes land within Port Stephens (Fern Bay and Fullerton Cove) and City of Newcastle (North Stockton) Local Government Areas (LGAs) (Figure 1). The Strategy does not include the established Stockton neighbourhood, south of Corroba Oval or most parts of Fullerton Cove due to a range of known environmental constraints limiting development potential.

Amendments to relevant Local Environmental Plans (LEPs), Development Control Plans (DCPs)

and Local Infrastructure Plans will be required to implement the Strategy. Planning Proposals within the Strategy Area are to demonstrate consistency with the Planning Principles (Part C) and achieving the Strategy's Goals (Part B).

A4 Precincts

Six precincts (Figure 2) have been identified within the Strategy Area:

North Stockton includes the Stockton Centre (a residential care facility) and Fort Wallace immediately to its south. Both sites have significant heritage value.

Original Fern Bay includes the original village boundary for Fern Bay, providing single detached dwellings within a grid street pattern. Palm Lakes Resort and Bayway Village are located to the north of the precinct consisting of manufactured dwellings for people aged over 50. Newcastle Golf Course is a significant land holding within that may influence opportunities for future development.

Beachfront comprises the greatest area of environmentally significant land being Worimi Conservation Lands (WCL) and Stockton Beach. While no recent development has occurred within this precinct, the Rifle Range offers opportunities for future urban development and connecting to the surrounding environmental lands.

Sports precinct includes Corroba Oval and surrounding recreational land. The precinct will provide a common place for recreation and community activities for the Stockton Peninsula.

Seaside Estate is a planned community located within proximity to Stockton Beach and WCL. It consists mostly of single dwellings and some landscaped recreation areas.

Fullerton Cove includes the only rural lands in the Strategy Area. The Cove Village, located in the south of the precinct, provides housing for over 55's with resort style facilities. Rural dwellings and agricultural land use are dispersed through the northern section of the precinct.

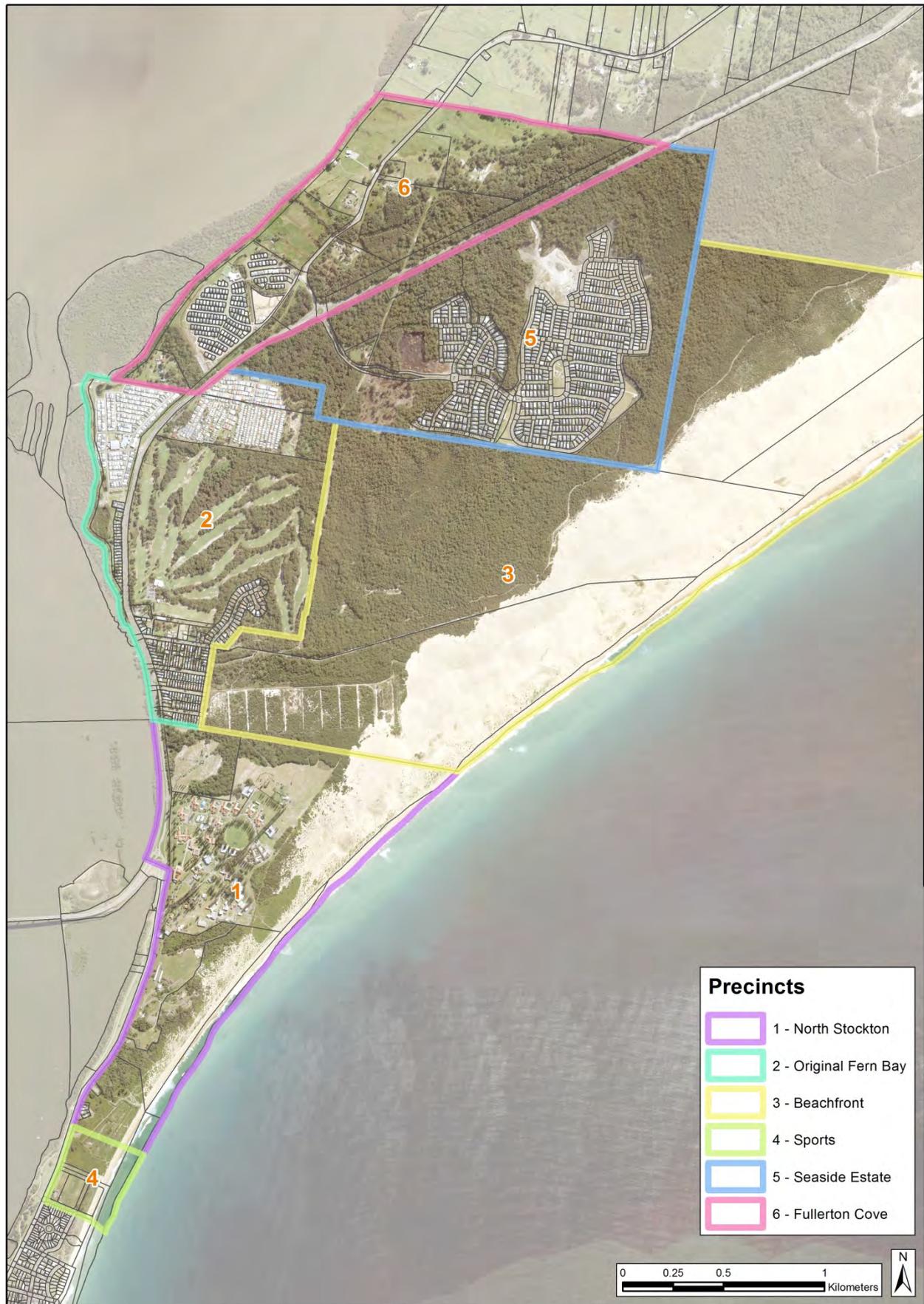


Figure 2 – Land use precincts

A5 Monitoring and Review

CN and PSC will monitor and review the Strategy and report annually to each respective council on the implementation of its outcomes. The Strategy will be reviewed every five years, or as necessary.



Figure 3 – Monitoring, reporting and review cycle

Partnerships

CN and PSC have worked collaboratively to develop the Strategy with early input from the community and relevant organisations to plan for coordinated and sustainable growth. Councils will be unable to deliver this Plan alone and will require cooperation and assistance across Government.

Further engagement will occur throughout this process. Roles for each council, State agencies and other organisations have been clearly outlined in the Implementation Plan (**Attachment 1**) to ensure that the Goals of the Strategy are realised.

A6 Community Engagement

The Strategy has been guided by the community via comments received on an interactive online map, survey and two separate drop-in sessions in September, 2017. The themes identified as priorities are Environment; Housing and People; Town Centre; Open Space and Community Facilities; and Transport. The goals for each of these focus areas reflect the aspirations derived from the community during the consultation. The

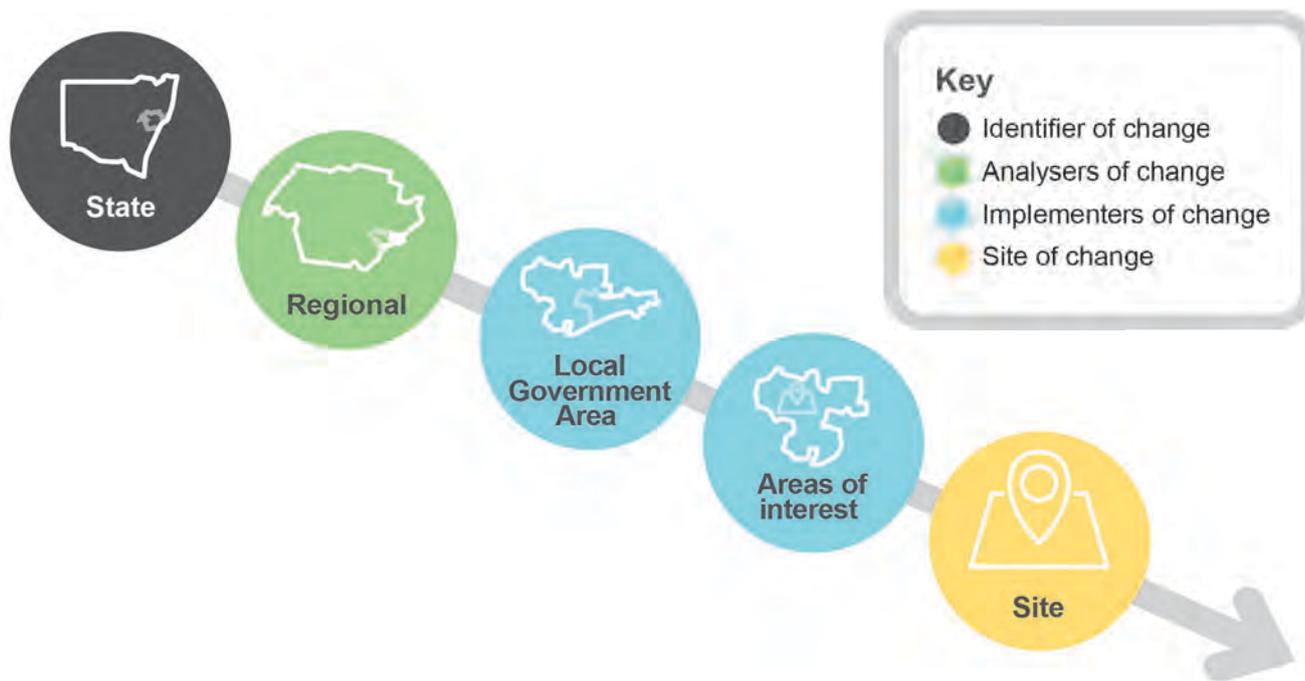
community aspirations also act as strategic directions for planning and decision making that will help achieve the goals for each focus area.

A7 Regional context

Fern Bay and North Stockton are well positioned within the region (Figure 4) to capitalise on the vision projected by the NSW Government in the Greater Newcastle Metropolitan Plan 2036 (2018). The Strategy Area is situated on the main thoroughfare between Newcastle City and Newcastle Airport. The Airport and Newcastle Port are considered 'Global Gateways' that offer employment opportunities next to Fern Bay and North Stockton. The Strategy Area's proximity to these regional assets in addition to the lifestyle and visitor opportunities offered in Fern Bay/North Stockton demonstrate the potential to positively contribute to Greater Newcastle.



Figure 4
–
Regional context map



Hunter Regional Plan 2036 (2016)

The Strategy will contribute to achieving:

Goal 1 'The leading regional economy in Australia' by promoting new small business with the establishment of a new mixed-use town centre (Direction 8) and growing tourism in the region at both Fern Bay and Stockton (Direction 9). The Strategy also supports the establishment of the DAREZ lands by providing additional housing within a 30min drive of the Airport/RAAF Base (Direction 7).

Goal 2 'A biodiversity-rich natural environment' by protecting natural areas, including Worimi Conservation Lands and Hunter Wetlands, (Direction 14) and considering natural hazards and climate change for future residential areas (Direction 16)

Goal 3 'Thriving communities' by enhancing walking and cycling opportunities through identifying appropriate and accessible spaces and facilities (Direction 17 & 18) and protecting natural, built and cultural heritage (Direction 19). The design of a new mixed-use town centre is to incorporate place-making principles (Direction 20).

Goal 4 'Greater housing choice and jobs' by establishing a compact settlement surrounding a new mixed-use town centre and limiting further development on the urban fringe (Direction 21) and promote a mix of housing choices in new and existing residential areas (Direction 20)

Greater Newcastle Metropolitan Plan 2036 (2018)

The Strategy will contribute to achieving:

Outcome 1 'Create a workforce skilled and ready for the new economy' by providing housing close to the airport and aerospace and defence precinct (Strategy 2) and increase tourism opportunities (Strategy 6)

Outcome 2 'Enhance environment, amenity and resilience for quality of life' by creating great public places where the community can come together (Strategies 10 and 11) and consider natural hazards and climate change for future residential areas (Strategy 14)

Outcome 3 'Deliver housing close to jobs and services' by increasing housing diversity and choice (Strategy 16)

Outcome 4 'Improve connections to jobs, services and recreation' by integrating land use and transport planning (Strategy 20)

The GNMP also requires CN and PSC to work together to coordinate housing and infrastructure development in Fern Bay to protect transport connections between the Newcastle Airport and Newcastle Port. It also requires focus on development of tourism opportunities in Stockton to support the establishment of a cruise ship terminal in the Carrington Precinct

Newcastle 2030 CSP (2018) and Port Stephens CSP (2018)

The role of the Community Strategic Plan is to detail the community's agreed aspirations and needs for a LGA. From this, it can be understood that it is the role of strategic plans, such as the Fern Bay and North Stockton Strategy to directly inform the Delivery and Operational Plan.

Newcastle Local Planning Strategy (2015)

Stockton's commercial centre, located in Mitchell Street, is a 'Local centre (minor)' that should be promoted as a tourism destination without reducing its appeal as a place to reside. The LPS identifies the consideration of a new commercial centre in North Stockton and the need to consider coastal erosion.

An opportunity is identified for a new commercial centre at North Stockton to service residents outside the existing Stockton Local Centre pedestrian catchment.

Port Stephens Planning Strategy (2011)

Fern Bay is a 'Smaller Village Centre' within the Eastern Growth Corridor of Port Stephens. Opportunities exist for increasing densities to maximise access to existing infrastructure and additional commercial zoned land is required. There are opportunities for infill (42) and greenfield (1,396) residential dwellings with an estimated density of 10-12 dwellings per hectare

Part B Goals



Environment

GOAL



Community Aspirations
and Strategic Directions

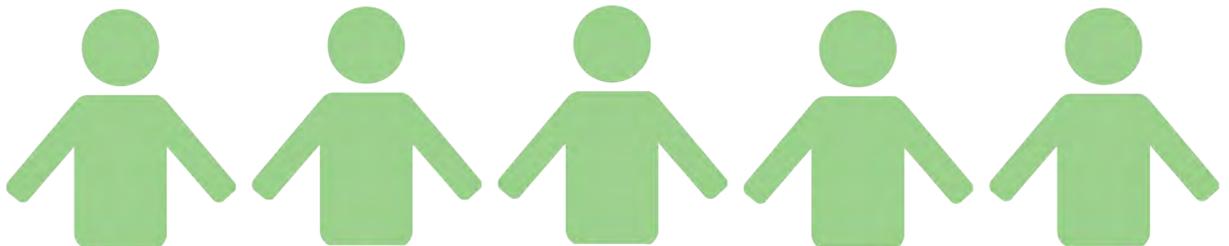
Embrace the value of the Worimi Conservation Lands as a regional asset to benefit the local community

Understand coastal processes and identify management options for these processes

Protect environmental land to support the Watagan to Stockton Biodiversity Corridor

Focus development in areas that are less constrained and already disturbed

Promote local heritage and the traditional Aboriginal custodianship of the land



Town Centre

GOAL

Establish a conveniently located mixed-use town centre connected by technology, transport, housing and great public places

Community Aspirations and Strategic Directions

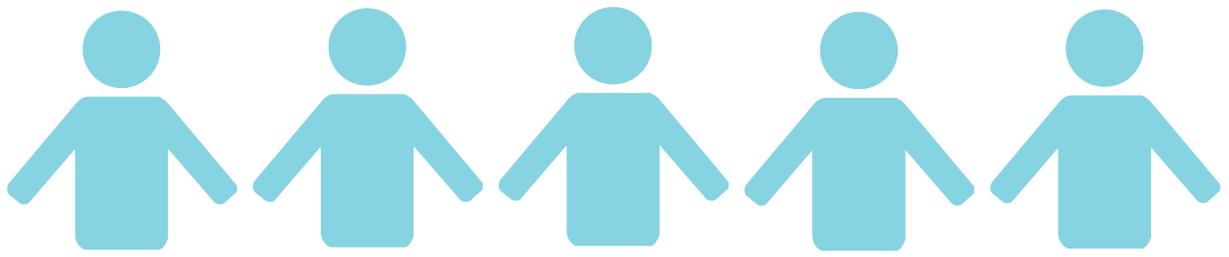
Provide a new local centre including a large format supermarket and complementary retail uses

Provide public spaces and a residential population surrounding the centre

Leverage from natural surroundings to increase visitors

Supporting the existing commercial centre at Stockton to increase its viability

Locate the town centre in a central location with exposure to Nelson Bay Road and opportunities to increase walkability



Housing

GOAL



Community Aspirations and Strategic Directions

Provide diverse housing to encourage new people to the area

Provide housing in areas well connected to public transport routes

Increase housing densities surrounding the mixed-use town centre

Limit housing growth on the urban fringe, particularly north of the Strategy Area



Open Space and Community Facilities

GOAL



Provide new community facilities with the mixed-use town centre

Community Aspirations

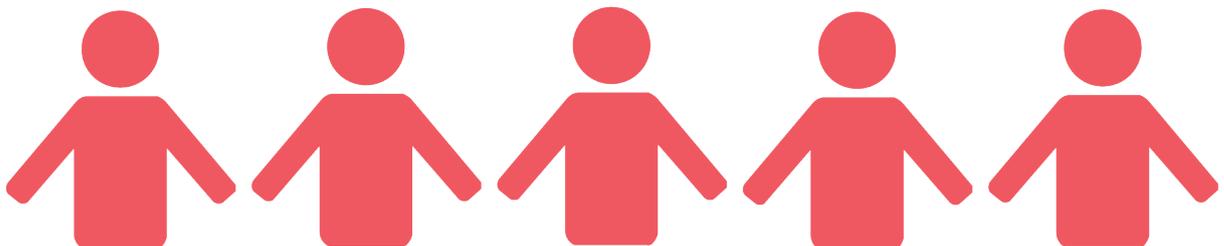
and Strategic Directions

Maximise existing open space areas

Ensure new open space areas respond to community needs

Establish a district grade sports precinct at Corroba Oval

Provide library and other services to support the community



Transport

GOAL

Prioritise safe and convenient travel by walking, cycling and use of public transport while maintaining regional journeys on Nelson Bay Road

Investigate a ferry terminal at North Stockton

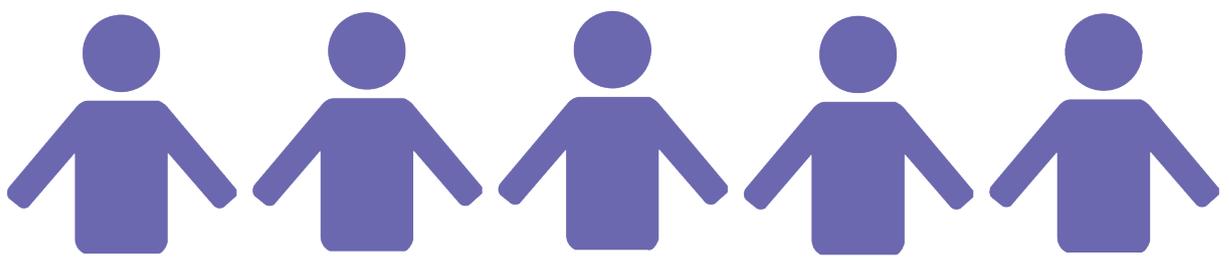
Community Aspirations and Strategic Directions

Safely connect people from homes to the mixed-use town centre and open space areas with foot and cycle paths

Promote walking and cycling as part of everyday life

Maintain Nelson Bay Road as a regional transport corridor

Increase opportunities for public transport use by providing high quality bus stops



Part C

Planning Principles



This Part provides the principles for development within the Strategy Area. A Planning Proposal within the Strategy Area is to demonstrate how it is consistent with the principles and how it contributes to achieving each of the listed Goals.

C1 Environment

Goal: Protect the treasured and unique Stockton Bight for future generations and attract responsible heritage and nature-based tourism

Principles

1. Grow tourism in the region

- Encourage visitors to experience the history and natural beauty of the area and promote tourism support services such as cafes, restaurants and short term accommodation.

2. Protect the coast and increase resilience to natural hazards

- Consider the Newcastle Coastal Zone Management Plan 2018 and requirements of the future Coastal Management Program under the *Coastal Management Act 2016*.

3. Protect important environmental assets and enhance biodiversity connections

- Protect the Watagan to Stockton Link Biodiversity Corridor including WCL and other areas of environmental significance.

4. Recognise and conserve heritage

- Ensure the indigenous and non-indigenous significance of the area is reflected in the built environment through design, colours and materials.

Goal: Establish a centrally located mixed-use town centre that is connected to technology, transport, housing and great public places

Principles

1. A traditional pattern of complete streets and public spaces

- Identify a distinct town centre incorporating a public domain that enables engagement and interaction of people.
- Provide a legible layout, with appropriate “landmarks” and adequate signage.
- Develop policies that promote high quality, creative design of development, urban spaces and landscape settings.
- Provide a variety of public spaces that are useable and pleasant to reflect community needs, including those for quiet reflection, noisy activities, public events and casual meetings.

2. Pedestrian priority and integrated public transport

- Provide a compact retail core and street network to encourage low vehicle speeds, use of public transport, walking and cycling, including commuter cycling and links to the beach.

3. Balanced and discrete parking provision

- Provide convenient car parking for shoppers at a level of provision that will encourage the use of public transport but not disadvantage retailers in competition with other town centres.

C2 Town Centre

C3 Housing

Goal: Grow a resilient coastal community with access to liveable and diverse housing

Principles

1. Focus housing growth in locations that maximise infrastructure and services

- Encourage higher density residential development in the town centre, near public transport stops, parks and other public open spaces.

2. Deliver greater housing supply and choice

- Provide housing that is diverse in form, number of bedrooms, configuration and is universally designed¹ to cater for aging in place.
- Provide aged care accommodation co-located with the mixed-use town centre to provide older residents easier access to services and transport.

3. Limit urban sprawl and impacts on the natural environment

- Promote housing development within the existing urban footprint and provide highest residential densities in proximity to the town centre.

¹ **universal design** is the design and composition of an environment (e.g. building) so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability (Source: National Disability Authority, 2012).

C4 Open Space and Community Facilities

Goal: Improve access to useable open spaces and well-designed community facilities to support daily activity and healthy lifestyles

Principles

1. Optimise access

- Improve connections between residential and community areas and provide multipurpose, safe and innovative spaces that are equitably distributed across the local government areas

2. Connect with nature and culture

- Utilise the existing natural setting and cultural values to design an integrated open space network

3. Maximise user experience

- Encourage social connections, community participation, and promote health and wellbeing

C5 Transport

Goal: Prioritise safe and convenient travel by walking, cycling and use of public transport while maintaining regional journeys on Nelson Bay Road

Principles

1. Prioritise pedestrians and cyclists

- Link footpaths/shared paths from homes to the town centre, public spaces, and transport nodes including bus stops and ferry terminal(s)

2. Support public transport ridership

- Provide high quality transit stops (shelter, seating, signage, information and lighting) forming part of the transport network enabling convenient and safe access within and from the Strategy Area.

3. Maintain the integrity of Nelson Bay Road

- Limit of one signalised intersection on Nelson Bay Road and promote walking and cycling.

Part D

Precinct Plans



This Part provides the outcomes for each precinct that will be implemented through the Implementation Plan (**Attachment 1**).

Figure 5 – Overall Structure Plan

Environment Outcomes

- Investigate a Tomaree to Stockton walk (involving boardwalk/trails and observation decks) to link with the Great North Walk.
- Investigate the establishment of formal walking trails (including directional, educational and interpretational signage) to link Seaside Estate and the Rifle Range site with the WCL and existing beach access.

Town Centre Outcomes (for existing Stockton)

- Implementation of the Stockton Public Domain Plan and Traffic Plan
- Review residential uses (particularly single dwellings) that are permissible within the B2 Local Centre Zone of NLEP.
- Further explore place making options and events to better activate spaces and assist in overall revitalisation of the existing centre.

Open Space and Community Facilities Outcomes

- Investigate future ownership of the beachfront land within the Strategy Area to enable continuous public access to the beach from Stockton to the WCL.
- Investigate feasibility of a new modern library and multipurpose facility to be located within the proposed mixed-use town centre.

Transport Outcomes

- Provide a shared path from Seaside Boulevard, along the access trail to the east of Newcastle Golf Club, through to Popplewell Road then link up with the existing shared path to the east of Nelson Bay Road. This could also include a link to the rear of Bayway village.
- Indicative shared path providing a link between future development of the Rifle Range, potential mixed-use town centre and Fort Wallace sites. The location of this path would be determined pending detailed design of these developments.
- A future road link should be provided connecting the existing Fern Bay residential area through to North Stockton (Fullerton Street). The road would pass through the Rifle Range, the potential mixed-use town centre and Fort Wallace sites. Ensure relevant site specific DCP Sections allows for a road link connecting the three sites.
- Relocate, upgrade or construct bus stops in accordance with the Seca Traffic and Transport Study.
- Widening of Nelson Bay Road to two lanes of travel in each direction between Vardon Road and Seaside Boulevard

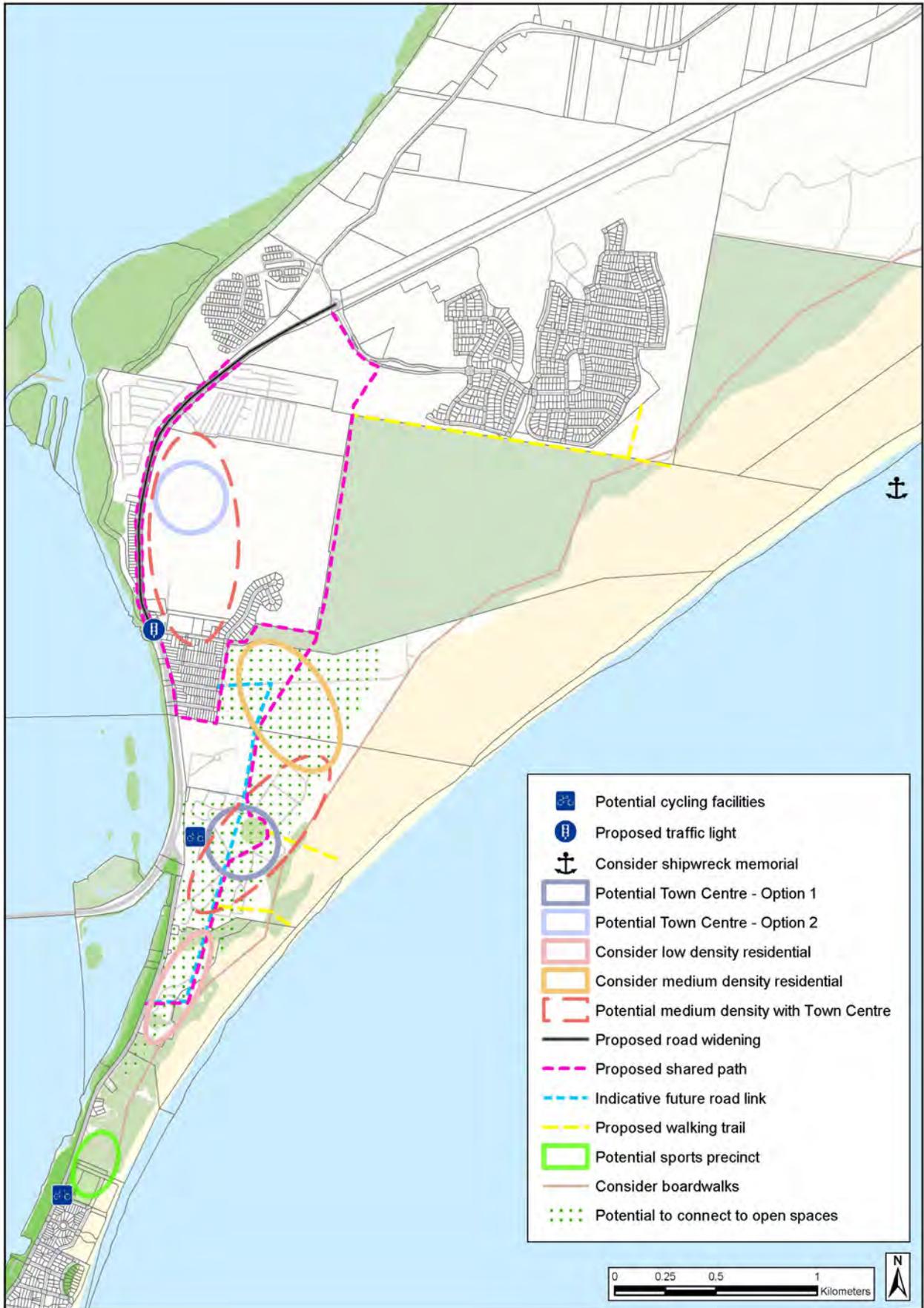


Figure 6 – Precinct 1: North Stockton

Environment Outcomes

- Recommend that Fort Wallace is included on the State Heritage Register.
- Review public access points to the northern parts of Stockton Beach to enhance accessibility, considering the impact on coastal erosion.
- Investigate potential source of sand for beach nourishment in Stockton area.

Town Centre Outcomes

- **Preferred Option 1:** Liaise with land owner to discuss future use of site. The site remains operational and no decision has been made by the State government regarding future use of the site. A masterplan to outline how the site can be redeveloped into the future is required to support any future change in land use. The masterplan process is to consider (but is not limited to) connections to adjacent sites, access to Stockton Beach, heritage and environmental opportunities, dwelling type and yield (including provision of affordable housing), location of mixed-use town centre incorporating commercial, residential, tourist and visitor accommodation, open space and community uses.

Housing Outcomes

- Provide housing incorporated with a mixed-use town centre comprising residential (low - medium density) accommodation, commercial, community and recreation uses. Note, the envisaged potential land uses would allow the existing uses on the site to continue.
- Fort Wallace – Proceed with planning proposal as per the Gateway Determination to allow part of the site to be zoned R2 Low Density Residential

Open Space and Community Facilities Outcomes

- Identify a preferred location for the establishment of an RV/campground within the Strategy Area.

Transport Outcomes

- Upgrade the existing bus stop on the eastern side of Fullerton Street, adjacent to the Fort Wallace access, to provide seating and shelter.
- Remove the signage for the bus stop to the immediate north of the Stockton Bridge. Upgrade the existing bus stop on the western side of Nelson Bay Road, adjacent to the Stockton Cemetery access, to provide seating and shelter. This would be developed in conjunction with a pedestrian refuge to be provided in this location.
- Provide a bus stop with seating and shelter along the western side of Fullerton Street, opposite the access to the potential future mixed-use town centre. Encouraging safe crossing of Fullerton Street at the existing pedestrian (zebra) crossing in this location.
- Review the operation of the roundabout intersection at Nelson Bay Road / Fullerton Street prior to planning for the North Stockton Precinct which may not be required if the predicted level of background growth or future development is not realised.
- Investigate a ferry terminal at North Stockton to support growth in the longer term. An existing boat ramp at North Stockton (south of Corroba Oval) has recently been upgraded. This opportunity could be further investigated in the future



PRECINCT ONE: NORTH STOCKTON

- 400m Catchment
- Existing Pathway
- Through Site Connection
- Shared Pathway
- Biodiversity Corridor
- Road Link
- Potential Walking Trails
- Health
- Housing
- Open Space
- Environmental
- Infrastructure
- Roads
- 1 Review Heritage
- 2 Beach Access
- 3 Planning Proposal
- 4 Potential RV Location
- 5 Transport Actions

Figure 7 – Precinct 2: Original Fern Bay

Town Centre Outcomes

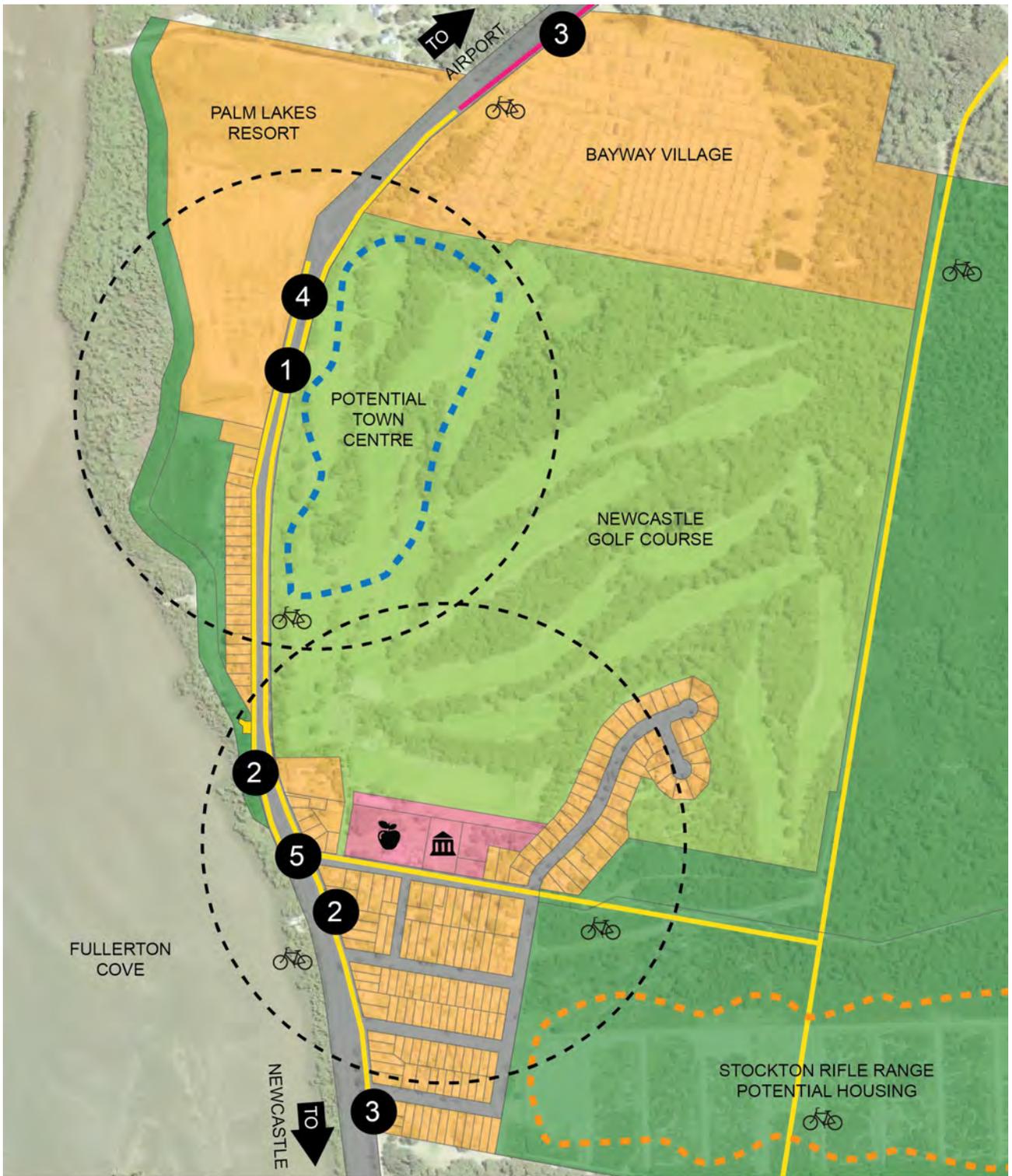
- **Preferred Option 2:** Liaise with landowner to discuss potential future use of the site including the second preferred town centre site. The masterplan process is to consider (but is not limited to) connections to adjacent sites, access to Worimi Conservation Lands, heritage and environmental opportunities, dwelling type and yield (including provision of affordable housing), location of mixed-use town centre incorporating commercial, residential, tourist and visitor accommodation, open space and community uses.

Housing Outcomes

- Provide housing incorporated with a mixed-use town centre comprising residential (low - medium density) accommodation, commercial, community and recreation uses.
- Undertake feasibility modelling to identify incentives or necessary amendments to planning controls to encourage infill housing development in Original Fern Bay.
- Consult with the NSW Department of Education on potential growth scenarios and the provision of educational facilities and advocate for the provision of preschools.

Transport Outcomes

- Upgrade the existing bus stop on the western side of Nelson Bay Road, adjacent to the Palm Lakes Resort access, to provide seating and shelter.
- Relocate the existing bus stop on the eastern side of Nelson Bay Road, north of Vardon Road, to the south of Vardon Road. This relocation will allow for sufficient area to provide a bus stop with seating and shelter located in close proximity to the future signalised intersection of Nelson Bay Road and Vardon Road allowing for pedestrian phases on the signals.
- Provide a bus stop with seating and shelter along the western side of Nelson Bay Road, to the north of Vardon Road, to encourage safe crossing at the future signalised intersection.
- Upgrade the existing footpath along the eastern side of Nelson Bay Road, between Bayway Village and Braid Road, to provide a shared path along the length of Nelson Bay Road through the locality.
- Extend the existing footpath, along the frontage of the residential developments on the western side of Nelson Bay Road, to the south to Vardon Road providing connection for pedestrians to cross safely at the future signalised intersection of Nelson Bay Road and Vardon Road.
- Provide a suitably located refuge island at Nelson Bay Road near Palm Lakes / Bayway Village.
- Construct traffic signals and pedestrian crossing at the intersection of Vardon Road and Nelson Bay in conjunction with the Rifle Range Planning Proposal to allow the safe crossing of Nelson Bay Road for pedestrians and enable safe vehicular access onto Nelson Bay Road.



PRECINCT TWO: ORIGINAL FERN BAY

- | | | | | | |
|-----|------------------|-------------|----------------------|---|-----------------------|
| --- | 400m Catchment | Orange | Housing | 1 | Upgrade Bus Stop |
| — | Existing Pathway | Light Green | Open Space | 2 | Relocate Bus Stop |
| — | Proposed Pathway | Dark Green | Environmental | 3 | Extend Shared Path |
| 🚲 | Shared Pathway | Yellow | Infrastructure | 4 | Provide Refuge Island |
| 🍏 | Primary School | Grey | Roads | 5 | Traffic Lights |
| 🏛️ | Community Centre | Pink | Community Facilities | | |

Figure 8 – Precinct 3: Beachfront

Environment Outcomes

- Review the heritage significance of the Rifle Range site through the assessment of the 'Request to Amend the Port Stephens Local Environmental Plan'.

Housing Outcomes

- Undertake a detailed assessment of the 'Request to Amend the Port Stephens Local Environmental Plan' submitted by DHA for the Rifle Range site
- Support the proposed town centre (preferred option 1 or 2) by providing medium density housing within walkable distances

Open Space and Community Facilities Outcomes

- Investigate options for improved continuous public access to the breach from Stockton to the Worimi Conservation Lands.

Transport Outcomes

- Provide an internal bus stop as part of the future development of the Rifle Range Site. Consideration should be given to providing bus services through the existing Fern Bay residential area, to service the adjacent Rifle Range site.

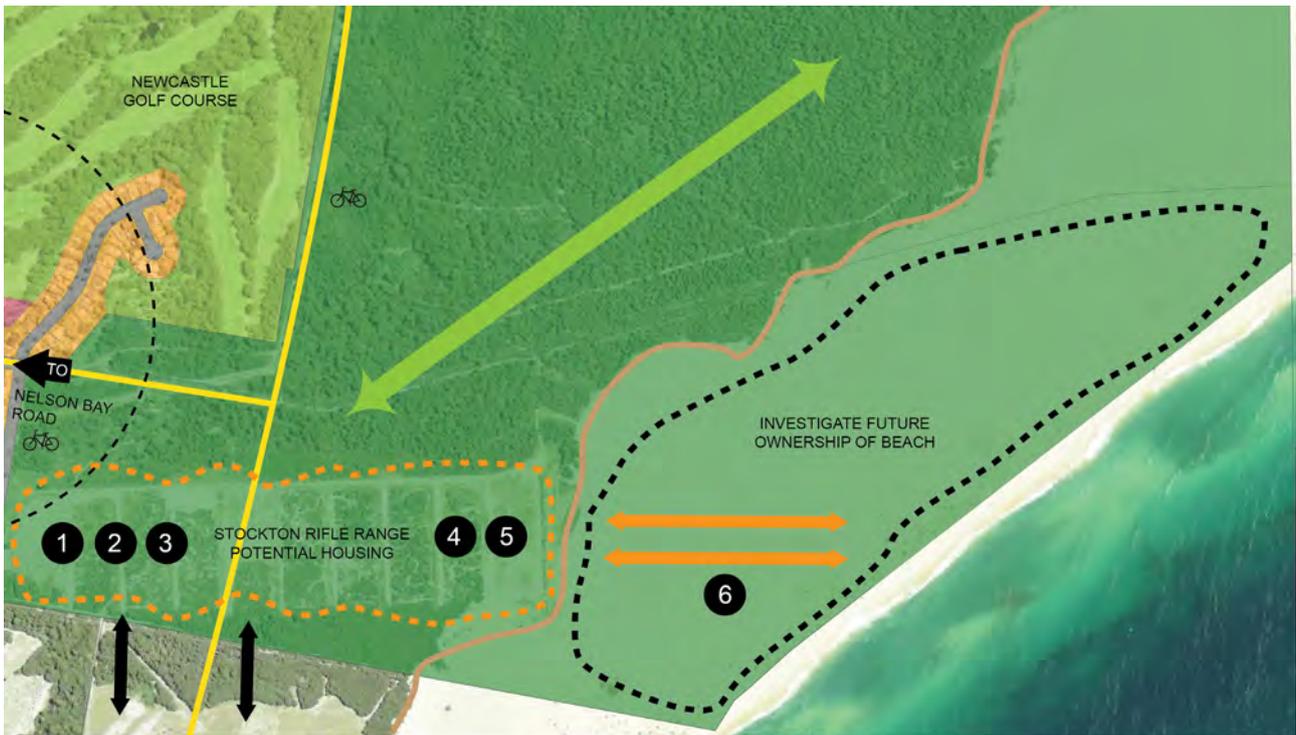
Figure 8 – Precinct 4: Sports

Open Space and Community Facilities Outcomes

- Investigate a new Sporting Precinct at Corroba Oval including multipurpose courts, additional playing fields, parking, amenities building and undercover seating.

Transport Outcomes

- Consider constructing a pedestrian refuge island on Fullerton Street to ensure safe pedestrian access to Corroba Oval.
- Request RMS to review the 70km/hr speed limit on Fullerton Street and consider a reduction to 50km/hr.
- Consider cycling facilities (including electric) at the proposed Sporting Precinct at Corroba Oval or the mixed-use town centre and Stockton Ferry terminal.
- Advocate to Transport NSW for a new ferry terminal at North Stockton. A potential location is the existing boat ramp that has recently been upgraded.



**PRECINCT THREE:
BEACH FRONT**

- | | | | |
|--------------------------|-----------------------|----------------------|----------------------|
| --- 400m Catchment | Trail/Boardwalk | Environmental | 3 Medium Density |
| Existing Pathway | Road Link | Roads | 4 Open Space |
| Proposed Pathway | Biodiversity Corridor | Community Facilities | 5 Bus Stop |
| Potential Walking Trails | Housing | 1 Review Heritage | 6 Investigate Trails |
| Shared Pathway | Open Space | 2 Planning Proposal | |



**PRECINCT FOUR:
SPORTS**

- | | | | |
|--------------------------|-----------------------|-------------------------------|-------------------------------|
| --- 400m Catchment | Trail/Boardwalk | Environmental | 1 Investigate Sports Precinct |
| Existing Pathway | Road Link | Roads | 2 Provide Refuge Island |
| Proposed Pathway | Biodiversity Corridor | Community Facilities | 3 Review Speed Limit |
| Potential Walking Trails | Housing | 4 Consider Cycling Facilities | 5 Ferry Terminal |
| Shared Pathway | Open Space | | |

Figure 9 – Precinct 5: Seaside Estate

Town Centre Outcomes

- Undertake a detailed assessment of the 'Request to Amend the Port Stephens Local Environmental Plan' submitted for 2 Seaside Boulevard, Fern Bay.

Open Space and Community Facilities Outcomes

- Continue investigations to improve recreational and community facilities at Seaside Estate, including public toilets within the development.

Transport Outcomes

- Relocate and upgrade (seating and shelter) the existing Seaside Estate bus stop further east along Seaside Boulevard to provide greater connectivity for local residents.

Figure 10 – Precinct 6: Fullerton Cove

Environment Outcomes

- Consider rezoning land mapped as containing an endangered ecological community to an environmental zone.

Town Centre Outcomes

- Undertake a detailed assessment of the 'Request to Amend the Port Stephens Local Environmental Plan' submitted for 42 Fullerton Cove Road, Fullerton Cove.
- Do not support proposals to establish a town centre within the precinct at this time as per the HillPDA. 2017, 'Commercial Land Study: Fern Bay and North Stockton'.

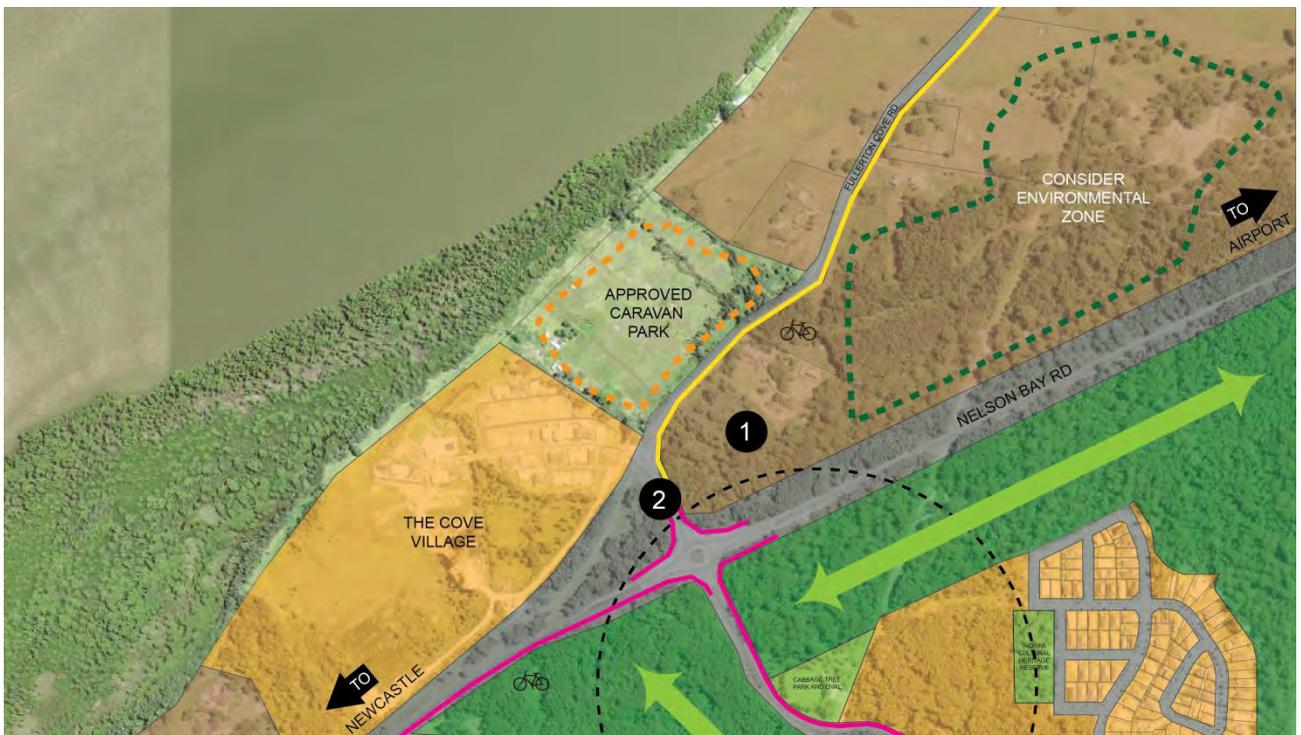
Transport Outcomes

- Provide seating and shelter on both sides of Fullerton Cove Road in the location of the existing bus zones.



**PRECINCT FIVE:
SEASIDE
ESTATE**

- | | | | |
|--------------------------|-----------------------|----------------------|----------------------|
| --- 400m Catchment | Trail/Boardwalk | Open Space | ① Planning Proposal |
| Existing Pathway | Road Link | Environmental | ② Improve Open Space |
| Proposed Pathway | Biodiversity Corridor | Roads | ③ Relocate Bus Stop |
| Potential Walking Trails | 4WD Track | Community Facilities | ④ Investigate Trails |
| Shared Pathway | Housing | Commercial | |



**PRECINCT SIX:
FULLERTON
COVE**

- | | | | |
|--------------------------|-----------------------|----------------------|---------------------|
| --- 400m Catchment | Trail/Boardwalk | Open Space | ① Planning Proposal |
| Existing Pathway | Road Link | Environmental | ② Bus Shelter |
| Proposed Pathway | Biodiversity Corridor | Roads | |
| Potential Walking Trails | Housing | Community Facilities | |
| Shared Pathway | Rural | Commercial | |



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**ORDINARY COUNCIL MEETING
28 MAY 2019**

**CCL 28/05/19
EXHIBITION OF THE DRAFT FERN BAY AND NORTH STOCKTON
STRATEGIC PLAN**

Attachment B: Implementation Plan



PORT STEPHENS
COUNCIL



City of
Newcastle

Implementation Plan:

Draft Fern Bay and North Stockton Strategy



Attachment 1 Implementation Plan

Key:	
I	Immediate – 0-2 years (2019 – 2021)
S	Short term – 3-5 years (2022 – 2024)
M	Medium term – 6-10 years (2025 – 2029)
L	Long term – 11-20 years (2030 – 2039)
O	Ongoing (continuous action and/or monitoring)

No	Actionable Outcome	Specific	Measurable	Assignable	Realistic	Timing
		What will be undertaken?	How will the action be measured as a success?	Who will implement the action?	What results can be achieved given resources?	
General						
1	Investigate a Tomaree to Stockton walk (involving boardwalk/trails and observation decks) to link with the Great North Walk.	Discussions with relevant stakeholders will be undertaken to plan for a connected trail.	Funding and approval of a project plan to construct a Tomaree to Stockton Walk.	NPWS, WCL Board of Management and Worimi LALC (landowners). PSC (Strategic Planning) & CN as advocates in conjunction with land owners and board.	The project would require multi-agency cooperation and significant contributions from grant funding. Liaison with the state government is recommended.	L
2	Investigate the establishment of formal walking trails (including directional, educational and interpretational signage) to link Seaside Estate and the Rifle Range site with the WCL and existing beach access.	<ul style="list-style-type: none"> Ensure planning proposals or staging of existing residential developments include pedestrian access to conservation lands and the beach. Discuss options with Seaside Estate residents/developer, NPWS and WCL Board of Management. 	<ul style="list-style-type: none"> Future planning proposals to identify how these will work. Detailed costing and design for location and number of links finalised. 	NPWS, WCL Board of Management and Worimi LALC and site landowners PSC (Strategic Planning) to advocate and consider with any relevant rezoning.	<ul style="list-style-type: none"> Subject to working in collaboration with landowners and key stakeholders. PSC does not own any land and this may increase complexity in delivering the projects. 	M
3	For existing Stockton Town Centre: Implementation of the Stockton Public Domain Plan and Traffic Plan.	Staging and costing of the works, detailed design and implementation.	Implementation of the works outlined in the plan.	CN	Through work programs and already agreed upon funding.	O
4	For existing Stockton Town Centre: Review residential uses (particularly single dwellings) that are permissible within the B2 Local Centre Zone of Newcastle Local Environmental Plan 2012.	Further investigate removing single dwellings as a permissible use within the B2 Local Centre Zone in response to actions contained within Newcastle Local Planning Strategy and the Hill PDA Commercial Study.	Finalise assessment as part of preparation of the Housing Strategy and Local Strategic Planning Statement and potential planning proposal.	CN	Through work programs and already agreed upon funding.	S
5	For existing Stockton Town Centre: Further explore place making options and events to better activate spaces and assist in overall revitalisation of the existing centre.	Consider more activities to celebrate Stockton's unique history, heritage and culture.	Community feedback, activated spaces and a revitalised centre.	Stockton Community in partnership with CN	Through work programs and place making grants.	O
6	Investigate options for improved continuous public access to the beach from North Stockton to the WCL.	Undertake discussions concerning future ownership and management of beachfront land with key stakeholders, including landowners so the community can access the beach. Sites include Lot 5, DP 233358; Lot 430, DP 835921; and Lot 202, DP 1150470	Improved public access to the beach between Stockton and WCL.	CN, PSC (Strategic Planning + Community and Recreation Assets), NPWS, landowners and other key stakeholders.	Through work programs. Investigation needs to understand ongoing maintenance and associated costs required.	S
7	Investigate feasibility of a new modern library and multipurpose facility to be located within the proposed mixed-use town centre.	A larger library is required to support the District Area (Fullerton Cove, Fern Bay and Stockton). Further planning and understanding around feasibility is required.	Selection of preferred site and location ideally within an identified community hub or precinct, located within the proposed mixed use centre and better understanding of associated costs.	CN and PSC (Library Services)	Preparation of a project brief can be done through work programs. A new library for Stockton is listed in the Development Contributions Plan. Funding and grants are also available to construct libraries.	S
8	A future road link should be provided connecting the existing Fern Bay residential area through to North Stockton (Fullerton Street). The road would pass through the Rifle Range, the potential mixed-use town centre and Fort Wallace sites.	Ensure relevant site specific DCP Sections allows for a road link connecting the three sites.	Council Adopted DCP's identifying the proposed link	CN and PSC (Strategic Planning + Civil Assets)	Subject to landowners undertaking relevant proposals and liaison with Council.	S

No	Actionable Outcome	Specific	Measurable	Assignable	Realistic	Timing
9	Construct footpaths and shared paths in accordance with the Seca Traffic and Transport Study.	Four paths have been identified and prioritised in the Seca T&T Study. These paths will be designed, costed and included in the relevant SAMP.	Inclusion of proposed paths in relevant SAMP and Development Contributions Plans.	CN and PSC (Civil Assets)	Though works programs. Development Contributions funds may be utilised and grants should be considered following detailed design and costing.	S
10	Relocate, upgrade or construct bus stops in accordance with the Seca Traffic and Transport Study.	Eleven bus stop locations have been identified and prioritised in the Seca T&T Study. These bus stops will be designed, costed and included in the relevant SAMP.	Inclusion of proposed paths in relevant SAMP and Development Contributions Plans.	CN and PSC (Civil Assets)	Though works programs. Development Contributions funds may be utilised and grants should be considered following detailed design and costing.	S-M
11	Widening of Nelson Bay Road to two lanes of travel in each direction between Vardon Road and Seaside Boulevard.	Provide a written submission to RMS detailing outcomes of the Seca T&T Study and need for upgrade.	Construction of road widening.	RMS – construction PSC – written submission (Strategic Planning)	RMS are intending to develop a Strategy which will identify and prioritise upgrades along the corridor. Implementation of this action will be dependent on RMS.	L
12	Prepare an amendment to the Strategic Asset Management Plan (SAMP) to align the infrastructure items outlined in this Strategy with the SAMP for each council.	Each council will prepare separate amendments to their SAMP to ensure that the infrastructure identified in this Strategy can be delivered as the area grows	The adoption of an amended SAMP for each council	CN and PSC (Civil Assets)	The SAMP is updated every 12 months. Depending on the timing for adoption of this Strategy, the infrastructure items can be identified in a future amendment to the SAMP	I
13	Prepare an amendment to the s7.11 Development Contributions Plan to align the infrastructure items outlined in this Strategy with the s7.11 Plan for each council.	Each council will prepare separate amendments to their s7.11 Development Contributions Plans to ensure that the infrastructure identified in this Strategy can be delivered as the area grows	The adoption of an amended s7.11 Plan for each council	CN and PSC (Strategic Planning)	An amendment can be prepared to the existing s7.11 Plans adapted by each council. This could occur following adoption of the Strategy	I
14	Consider infrastructure funding options in addition to the SAMP and s7.11 Plans.	Council's often rely on grant funding, either wholly or partly, to deliver infrastructure projects. This action will be implemented by identifying other funding options, such as state and national grants, to deliver the infrastructure identified in this Strategy.	This action will be measured by the identification of potential grant funding schemes and the completion of grant applications for infrastructure item identified in this plan	CN and PSC (Strategic Planning, Civil Assets + Community and Recreation Assets)	Council often applies for grants to assist in delivering infrastructure projects. This action is realistic given the nature of infrastructure delivery through local government.	O
Precinct 1: North Stockton						
15	Review public access points to the northern parts of Stockton Beach to enhance accessibility, considering the impact on coastal erosion.	Consolidation of access points to be considered through the preparation of the Stockton Coastal Management Plan.	<ul style="list-style-type: none"> Public access points are constructed. Monitoring through implementation of Plans. Visual inspections to show reduction of informal access points. 	CN	<ul style="list-style-type: none"> CN will implement this action through respective work programs. Funding sources may be available through grants or Development Contributions. 	S-M
16	Investigate potential source of sand for beach nourishment in Stockton area.	Further explore with landowner and key stakeholders potential to use sand from north of Fort Wallace as a source of sand to replenish the southern end of Stockton.	Investigation studies for sand sourcing completed.	CN	Investigations conducted as part of implementation of Newcastle Coastal Zone Management Plan and preparation of Coastal Management Program.	S
17	Preferred Option 1: Liaise with land owner to discuss future use of site. A masterplan to outline how the site can be redeveloped into the future is required to support any future change in land use. The masterplan process is to consider matters identified in this Plan.	Development of a masterplan consistent with the Fern Bay and North Stockton Strategic Plan, Location Environment Plan, Development Control Plan and other relevant legislation.	Completion of the master plan.	Landowner in consultation with CN	Through work programs.	S
18	Fort Wallace – Proceed with planning proposal as per the Gateway Determination to allow part of the site to be zoned R2 Low Density Residential.	Proceed with LEP Amendment to allow around 100 dwellings on growth on the Fort Wallace site.	Gazettal of the LEP Amendment.	CN Urban Planning	Through work programs.	I
19	Identify a preferred location for the establishment of an RV/campground within the Strategy Area.	Further investigate activating the space under the Stockton Bridge as a campground for RVs.	The identification of a site for RV campground with detailed design and costing.	CN NPWS require consultation for any proposal involving National Park land Liaise with CMCA, Hunter Water	<ul style="list-style-type: none"> Preparation of a project brief can be done through work programs. Funding of the project is subject to future costings. 	M
20	Establish a ferry terminal at North Stockton to support growth in the longer term.	Advocate to Transport NSW for a new ferry terminal at North Stockton. A potential location is the existing boat ramp that has recently been upgraded.	Construction of a ferry terminal.	Transport for NSW / RMS – construction CN – written submission	Need for the terminal is apparent from the overuse of the Stockton terminal and projected growth identified in this plan. Implementation will be dependent on Transport for NSW/RMS.	I

No	Actionable Outcome	Specific	Measurable	Assignable	Realistic	Timing
Precinct 2: Original Fern Bay						
21	Preferred Option 2: Liaise with land owner to discuss future use of site. A masterplan to outline how the site can be redeveloped into the future is required to support any future change in land use. The masterplan process is to consider matters identified in this Plan.	Development a masterplan consistent with the Fern Bay and North Stockton Strategic Plan, Location Environment Plan, Development Control Plan and other relevant legislation.	Completion of the Master Plan	Landowner in consultation with PSC (Strategic Planning)	Through work programs.	I
22	Undertake feasibility modelling to identify incentives or necessary amendments to planning controls to encourage infill housing development in Original Fern Bay.	Further investigate planning incentives to encourage infill housing in original Fern Bay by liaising with DPE.	PSC to review progress including reviewing DAs or CC's for infill development.	PSC (Strategic Planning) to liaise with DPE.	Through work programs.	M
23	Consult with the NSW Department of Education on potential growth scenarios and the provision of educational facilities and advocate for the provision of preschools.	Provide a joint written submission to NSW Department of Education on potential growth scenarios, the provision of educational facilities and consider the provision of preschools.	Discussion with NSW Department of Education and ongoing review of social infrastructure to support the North Stockton and Fern Bay community.	PSC & CN (Strategic Planning) – written joint submission	Through works programs.	I
24	Provide a suitably located refuge island at Nelson Bay Road near Palm Lakes / Bayway Village.	Liaise with RMS regarding relocating the refuge island.	Construction of refuge island.	PSC (Civil Assets) / RMS	Needs to be identified in the SAMP and funding determined.	S
25	Construct traffic signals and pedestrian crossing at the intersection of Vardon Road and Nelson Bay in conjunction with the Rifle Range Planning Proposal to allow the safe crossing of Nelson Bay Road for pedestrians and enable safe vehicular access onto Nelson Bay Road.	Traffic signals will be linked to development of the Rifle Range site and subject to the development progressing.	Construction of traffic signals.	PSC (Strategic Planning) / landowner	Identification of the item in Development Contributions Plan may be necessary.	M
Precinct 3: Beachfront						
26	Review the heritage significance of the Rifle Range site through the assessment of the Request to Amend the Port Stephens Local Environmental Plan.	Prepare Councils planning proposal to list the Rifle Range as a Heritage item (Part 1) in Schedule 5 of the PSLEP.	An amendment to the LEP is gazetted 12 months following the Gateway Determination.	PSC (Strategic Planning)	The NSW Department of Planning and Environment identifies 12 months as a target timeframe for minor LEP amendments.	I
27	Undertake a detailed assessment of the 'Request to Amend the Port Stephens Local Environmental Plan' submitted by DHA for the Rifle Range site.	Undertake a detailed assessment of the 'Request to Amend the Port Stephens Local Environmental Plan' submitted by DHA for the Rifle Range site.	Completion of the detailed assessment and preparation of a Planning Proposal.	PSC (Strategic Planning)	Through work programs.	I
Precinct 4: Sports						
28	Investigate a new Sporting Precinct at Corroba Oval including multipurpose courts, additional playing fields, parking, amenities building and undercover seating.	<ul style="list-style-type: none"> Prepare a report considering the potential upgrades needed to support the community and recommendations from the Stockton Coastal Zone Management Plan and Program. Liaise with HWC as adjoining landowner. 	Adoption of a masterplan for the site.	CN	Report prepared initially may be included through works programs. Master planning of the site may require an external consultant (which may be funded by Development Contributions).	S
29	Consider constructing a pedestrian refuge island on Fullerton Street to ensure safe pedestrian access to Corroba Oval.	Identify the refuge island in the SAMP.	Construction of refuge island	CN / RMS	Needs to be identified in the SAMP and funding determined.	S
30	Request RMS to review the 70km/hr speed limit on Fullerton Street and considered a reduction to 50km/hr.	Provide a written submission to RMS detailing outcomes of the Seca T&T Study and need for review.	Review undertaken by RMS and response received.	RMS – review CN – written submission	Through works program.	I
Precinct 5: Seaside Estate						
31	Undertake a detailed assessment of the 'Request to Amend the Port Stephens Local Environmental Plan' submitted for 2 Seaside Boulevard, Fern Bay.	Undertake a detailed assessment of the 'Request to Amend the Port Stephens Local Environmental Plan' submitted for Site 6.	Completion of the detailed assessment and preparation of a Planning Proposal.	PSC (Strategic Planning)	Through work programs.	I
32	Continue investigations to improve recreational and community facilities at Seaside Estate.	Liaise with developer to better understand what facilities are proposed and when they will be constructed to support residents of the development.	Community feedback on appropriate facilities.	PSC (Strategic Planning) to facilitate communication between Seaside Estate developer and residents.	Through work programs.	S

No	Actionable Outcome	Specific	Measurable	Assignable	Realistic	Timing
Precinct 6: Fullerton Cove						
33	Consider rezoning land mapped as containing an endangered ecological community to an environmental zone.	Investigate preparing a planning proposal by leasing with DPE, OEH and relevant Council staff to amend LEP.	Preparation of a planning proposal to amend the LEP.	PSC (Strategic Planning)	Through works program.	S
34	Undertake a detailed assessment of the 'Request to Amend the Port Stephens Local Environmental Plan' submitted for 42 Fullerton Cove Road, Fullerton Cove.	Undertake a detailed assessment of the 'Request to Amend the Port Stephens Local Environmental Plan' submitted for Site 4.	Completion of the detailed assessment and preparation of a Planning Proposal.	PSC (Strategic Planning)	Through work programs.	I



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**ORDINARY COUNCIL MEETING
28 MAY 2019**

**CCL 28/05/19
EXHIBITION OF THE DRAFT FERN BAY AND NORTH STOCKTON
STRATEGIC PLAN**

Attachment C: Background Investigations



PORT STEPHENS
COUNCIL



City of
Newcastle

Background Investigations:

Draft Fern Bay and North Stockton Strategy



Attachment 2 Background Investigations

Attachment 2 provides an overview of the investigations that were carried out to inform the Planning Principles (Part C) and Precinct Plans (Part D).

List of Figures in Attachment

- Figure 2A Existing land uses
- Figure 2B Environmental considerations heat map
- Figure 2C Potential town centre sites
- Figure 2D Strengths and opportunities - SWOT Analysis: Stockton Local Centre
- Figure 2E Images showing growth
- Figure 2F Envisaged demographic
- Figure 2G Anticipated dwellings
- Figure 2H Expected growth
- Figure 2I Envisaged housing types
- Figure 2J Estimated growth
- Figure 2K Standards for open space and facilities

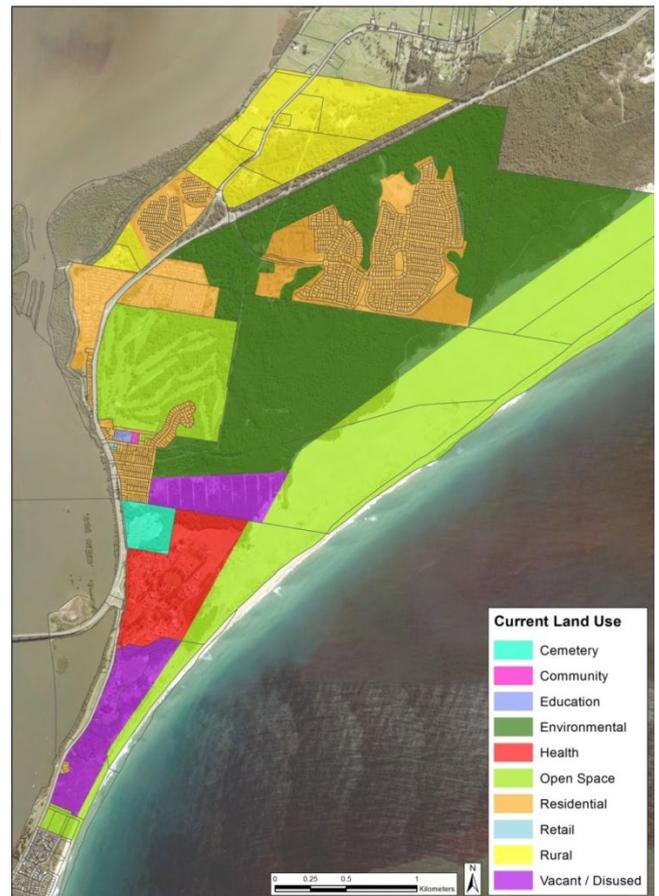


Figure 2A – Existing land uses

B1 Environment

The Strategy Area has a diverse range of environmental attributes affecting land use patterns. The Heat Map (Figure 6) illustrates how land in the Strategy Area is affected by accumulative constraints. The Strategy Area is bound by the Hunter River and Stockton Beach which increases the likelihood of flooding and drainage issues. The following list includes some of the environmental considerations in the Strategy Area:

- Coastal Zone and Wetlands
- Drainage and Flooding
- Endangered Ecological Communities
- Heritage (Indigenous and Non-Indigenous)
- Ramsar (Hunter) Wetlands
- Koala Habitat

Coastal Erosion

Stockton has the largest active dunes in coastal Australia and the Stockton Beach has a long history of erosion and recession. The dunes are un-vegetated which allows sand to be blown into and northwards along the dunes and onto surrounding lands (BMT WBM, 2017). Past modelling has indicated that the breakwaters at the Hunter River entrance have interrupted the flow of sand from Nobbys north to Stockton Beach. Erosion continues to worsen resulting in a significant volume of sand being lost from Stockton Beach each year. Sand from further north along the dunes may offer a potential source of sand to replenish eroded beach. Hazard lines have been developed to assist with planning for growth. These hazard lines are under review by CN.

Green Corridors

The Strategy Area is located within the Watagan to Stockton Link Biodiversity Corridor (identified by the HRP). Planning in this area aims to conserve existing remnant vegetation and invest in the rehabilitation of land to strengthen the regionally significant corridor. The viability of the corridor is influenced by current and future land use demands in the area. The Strategy attempts

to ensure lands of ecological significance are protected to support the corridor.

Worimi Conservation Lands

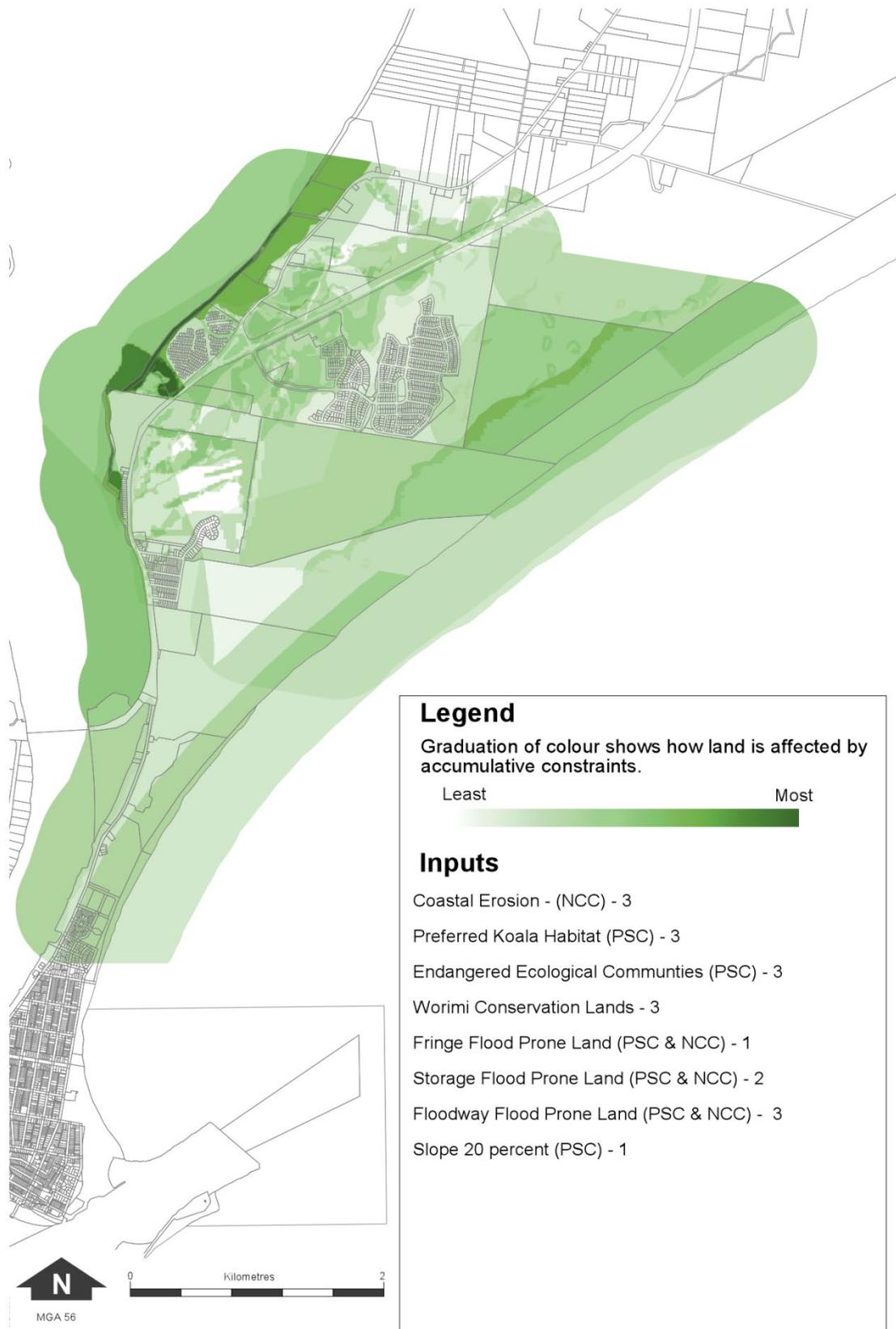
Worimi Conservation Lands (WCL) and Stockton Bight are distinctive features of the Port Stephens LGA connecting Nelson Bay to Stockton. The Bight includes 30km of beach and prominent sand dunes reaching up to 40m in height. The Stockton Bight provides a unique setting for outdoor recreation, education and cultural tourism.

The Plan of Management for WCL sets a vision to protect, respect and connect with Country. Considerable archaeological investigations and reporting of the lands has been undertaken with a number of sites (including middens, stone artefacts and bird, fish, animal bone and burial sites) identified as providing material evidence of the Worimi People's past use. The sites protected are "important to Aboriginal people for social, spiritual, historical, and commemorative reasons" (OEH, 2015).

There is limited pedestrian access to the WCL including the absence of a walking trail to Stockton Beach. While significant tourism opportunities are available at WCL, such as four-wheel driving, horse riding and quad bike riding, these activities must be balanced with the efforts seeking to protect conservation lands including Aboriginal sites.

PFAS Contamination

The Williamtown RAAF Base PFAS Management Area Maps published by the EPA identify the North West portion of the Strategy Area as part of its Broader Management Zone. The EPA advises that the topography and hydrology of the area means PFAS detections could occur within the Broader Management Zone. Precautionary advice issued by the EPA for residents in the PFAS Management Area aims to discourage activities that would increase the likelihood of human exposure to PFAS chemicals originating from the Williamtown RAAF Base.



Map Disclaimer: The map focuses on identifying where development is not appropriate due to land suitability. The map is intended to give an overview of constrained land within the Strategy Area only and an indication of where future development should be located.

Figure 2B – Environmental considerations heat map

B2 Town Centre

This section investigates the demand, potential locations and opportunity for a supermarket and supporting retail uses within the Strategy Area.

B2.1 Is there a need for a supermarket?

Existing retail development in Fern Bay is limited to a take-away food and drink shop on Nelson Bay Road. While the existing commercial centre at Stockton (7-10 minute drive from Strategy Area) offers a supermarket, residents have indicated they are more likely to travel to Medowie, Newcastle and Mayfield for their main shop. These centres are approximately 20 minutes by car outside peak hours.

A recent study by Hill PDA found that there is sufficient demand in the Strategy Area to support a retail centre of approximately 6,285m². The Hill PDA Study recommends:

- a new local centre of 4,000–6,500m² (including a large format supermarket of 2,800-3,200m² with complementary specialty floor space) within the Strategy Area;
- that the new centre could leverage from its natural surroundings to increase visitors;
- the resident population within the immediate vicinity of the new local centre should be increased; and
- there may be potential for a mixed-use development (retail and residential) at the new centre given recent housing trends.

B2.2 Where should a supermarket be located?

The Hill PDA study examined 6 sites within the Strategy Area (Figure 7) and ranked the sites from 1 (Very Poor) to 5 (Very Strong) against several assessment criteria that included:

- **Developable Area:** a centre 5,000–6,000m² provided over one level with at grade parking would require approximately 2ha of developable land;

- **Location:** a successful centre must be centrally located for convenient access by a majority of residents of which it serves;
- **Exposure:** retail development benefits from being located in high profile locations such as main arterial roads;
- **Accessibility:** with people becoming increasingly 'time poor' convenience and accessibility increases the attractiveness and visitation of a centre; and
- **Walkable Catchment:** Walkable communities bring significant economic and social benefits including reduced vehicle emissions and petrol costs, improved traffic safety and health benefits. A centre that has a higher residential population within 800m (10min walk) is likely to experience increased pedestrian activity and vitality.

The sites assessed are in single ownership and their developable area offers greater opportunity for major changes in land use than other sites.

There are two sites already zoned for commercial use within the Strategy Area including the take-away food and drink shop (referred to in B2.1) and Site 6 (Figure 7). These sites were found not to be suitable for expanded commercial use as a town centre due to their size or location.

The site ranking process identified Site 1 (in North Stockton Precinct) and Site 2 (in Original Fern Bay Precinct) as the preferred locations for a town centre. Both sites are accessible to residents in the Strategy Area, have large developable areas and contain comparatively few environmental constraints. The town centre's location will be dependent on the intentions of landowners and willingness to accommodate development. Should a planning proposal be lodged for either site councils will consult with each other and the State Government in considering the proposal. A masterplan will be needed for either site to determine the appropriate scale, type and mix of development that could occur.



Criteria	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6
Developable Area	5	5	5	5	5	2
Location	5	2	5	3	3	2
Exposure	5	5	1	4	2	1
Accessibility	4	4	1	5	3	1
Walkable Catchment	5	4	2	2	2	2
Bushfire Prone	5	2	2	2	2	3
Flood Prone	5	2	5	2	2	3
Veg / Ecology	5	5	5	2	5	3
Total Score	39	29	26	25	24	17

Figure 2C – Potential town centre sites

B2.3 Coexisting with the existing commercial centre at Stockton

The Hunter Regional Plan (DPE, 2016) identifies the importance of utilising existing centres for commercial and retail development to ensure that new centres:

- a. are integrated with existing or planned residential development;
- b. encompass high quality urban design;
- c. consider transport and access requirements; and
- d. do not undermine existing centres.

The Hill PDA study examined the existing commercial centre at Stockton and Figure 8 identifies its strengths and opportunities. Significantly, the existing commercial centre at Stockton is not conveniently located for residents in the north of the Strategy Area and does not meet the needs of current residents in Fern Bay.

The Hill PDA study does identify that a new retail centre may result in a moderately strong or significant impact on trade in the existing Stockton commercial centre, although this impact would lessen overtime with population growth and expenditure in the locality.

Despite the potential impact on the existing commercial centre in Stockton, it is recommended that a new mixed-use town centre be supported to:

- meet the needs of the local (and future) residents in an area which is currently underserved;
- reduce travel demand by providing an improved range of shops and services to reduce the number of journeys made by local residents to surrounding centres. This supports a reduction in vehicle emissions, improves transport safety and can contribute to lower cost of living; and
- increase employment opportunities in the area.

The existing commercial centre at Stockton will continue to provide an important role in supporting the residents and visitors of Stockton by providing a mix of retail and community uses. Although it is not located within the Strategy Area, there are several initiatives that may improve the performance of the Stockton commercial centre, these include:

- Local eat street
- Tourism
- Increase the resident population surrounding the town centre.

STRENGTHS

- Compact and walkable retail core, with flat topography and minimal fall
- Anchor tenant located at the northern end of centre (i.e. entry point)
- Well served by public carparks/street parking
- Proximity to strong amenities (schools, medical services) encouraging dual purpose visits
- Well served by bus services
- Close proximity to natural assets (open space, beaches, leisure centre)
- Proximity to touristic accommodation
- Existence of adaptive reuse opportunities
- Strong projected population growth in the locality

OPPORTUNITIES

- Improve and expand retail offer
- Include a stronger anchor tenant
- Increase residential densities
- Raise the tourism profile of the area
- Implement competitive pricing strategies
- Address reputation and safety/anti-social behaviour concerns surrounding the centre. Potentially through increased surveillance

Figure 2D – Strengths and opportunities - SWOT Analysis: Stockton Local Centre
(Source: Hill PDA, 2017)

B3 Housing

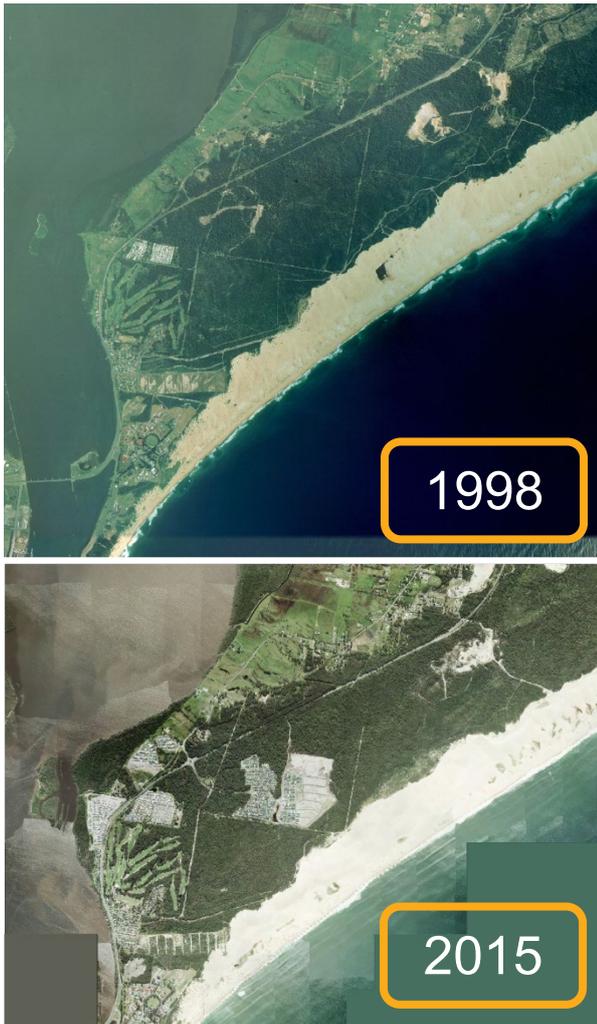


Figure 2E – Images showing growth

B3.1 How has the area grown?

From 2006 to 2016 Fern Bay's population doubled from 1,137 to 2,673 people. This growth has been facilitated by new developments such as the Seaside Estate, Palm Lakes Resort and The Cove Village.

Previously, PSC's vision for Fern Bay was a compact village confined to the existing urban footprint within the Original Fern Bay Precinct (PSC, 2002). The rapid increase in residential development in the area has resulted in development being out of step with the provision of infrastructure.

Fern Bay is a desirable place to live and visit, and is identified as part of the Eastern Growth Corridor (PSC, 2011). The Strategy not only attempts to identify the community infrastructure required to support the local

community but also ensure further growth of the Strategy Area occurs in a coordinated way.

The current demographics for each precinct can be summarised as:

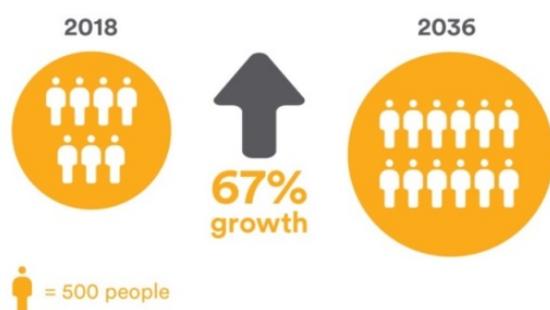
Precinct	Demographics
North Stockton	(307 persons at 1.8 persons/ha) Consisting mostly of residents from the care facility aged between 35 and 74 years of age.
Original Fern Bay	(930 persons at 7.08 persons/ha outside Bayway Village and 729 persons at 27.25 persons/ha within Bayway Village) has the most diverse mix of age groups of any precinct.
Beachfront	(0 persons)
Sports	(0 persons)
Seaside Estate	(1,111 persons at 5.17 persons/ha) Predominately young families with the highest number persons aged 0-14.
Fullerton Cove	(568 persons at 0.31 persons/ha). Predominately people aged over 65 due to The Cove Village.

(Source: Remplan, 2018)

B3.2 What does the future population look like?



POPULATION FORECASTS



Note: Assumes 100% of dwelling potential will be constructed. Site specific investigations required.

AGE

	2018	2036
0 - 4	195	257
5 - 19	404	1,001
20 - 34	423	571
35 - 49	558	1,024
50 - 64	828	1,132
65 - 74	765	906
75 - 84	414	752
85+	94	323
Total	3,681	5,966

Figure 2F – Envisaged demographic (Source: Remplan, 2018)

Hill PDA (2017) provided forecasts for Fern Bay, Fullerton Cove and Stockton as part of the Commercial Lands Study. High growth scenario projections predict a population of up to 12, 500 people.

It is expected that Stockton (not including North Stockton) will grow from 4,400 up to 5,000 people by 2036. This is consistent with projections forecast by profile.id which expect a population of 4, 526 in Stockton by 2041 (profile.id, 2018).

B3.3 Where will future housing occur?

The HRP has set a target of 95% of people living within 30 minutes of a strategic centre. The Strategy Area is within 30 minutes of a

strategic centre (Newcastle Airport) and the following precincts are expected to accommodate housing growth.

Precinct	Estimated dwelling yield
Seaside Estate	133
North Stockton	110 + 750+
Beachfront	300
Original Fern Bay	80
Fullerton Cove	145
Total	1,518

Note: Assumes approximately 750 dwellings can be accommodated with mixed use town centre.

Figure 2G – Anticipated dwellings



Note: Assumes 100% of dwelling potential will be constructed. Site specific investigations required.

Figure 2H – Expected growth (Source: Remplan, 2018)

Future housing within the Strategy Area will predominantly be focused on three key sites, within the North Stockton Precinct and south of the Beachfront Precinct. Housing is to be integrated within and surrounding the mixed-use town centre and adjoining properties. Figure 13 illustrates the diversity of housing that may be provided in the differing precincts. The greatest diversity of housing will be provided in conjunction with the mixed-use town centre. A challenge associated with 'aging in place' within the Strategy Area will be to provide adequate social support services to the community.



Figure 21 – Envisaged housing types

Key Site: Town Centre

Potential Dwellings Subject to detailed site investigations
Existing Zone SP2 Infrastructure (Health Services Facility)(Site 1)
 RE2 Private Recreation (Site 2)

Potential Land Uses Mixed-use town centre (commercial/residential), community and recreation uses. Potential zones and planning controls will be determined through the master planning process. The planning controls will be determined through the master planning process however a dwelling yield of 25 dwellings per hectare is suggested as per the Hill PDA Study. The envisaged potential land uses would allow the existing uses on Site 1 to continue. A higher dwelling yield may not be appropriate on Site 1 in the event it is not utilised as the town centre.

Key Site: Rifle Range

Potential Dwellings Approximately 300
Existing Zone E2 Environmental Conservation
Potential Land Uses Low / medium density residential and open space

PSC received a request to amend the LEP to allow a rezoning of the site facilitating residential accommodation with a mix of housing types. The site is largely disturbed and is considered appropriate for residential development. The limited opportunity for growth in the Strategy Area reinforces the importance of housing at the Rifle Range. Vehicle and shared (bicycle and pedestrian) connections between the Rifle Range and the future town centre must be demonstrated with any proposal. Potential zones and planning controls will be determined through the master planning process.

Key Site: Fort Wallace

Potential Dwellings Approximately 110
Existing Zone SP2 Infrastructure (Defence)
Potential Land Uses Low density residential and open space

In March 2019, CN adopted a planning proposal to rezone Fort Wallace to allow a mix of housing types. The proposal focuses development on lands already disturbed and of a coastal character. The bulk and scale proposed will protect important views to heritage features and the coastline. This has been forwarded to DPE for finalising.

Infill Development

Infill housing may be provided within the Original Fern Bay Precinct. The Port Stephens Planning Strategy (2011) identifies an opportunity for 42 infill dwellings. It is expected that any additional dwellings will mostly be provided in the form of secondary dwellings. Potential for up to 60 infill dwellings has been investigated within Original Fern Bay subject to detailed site investigations.

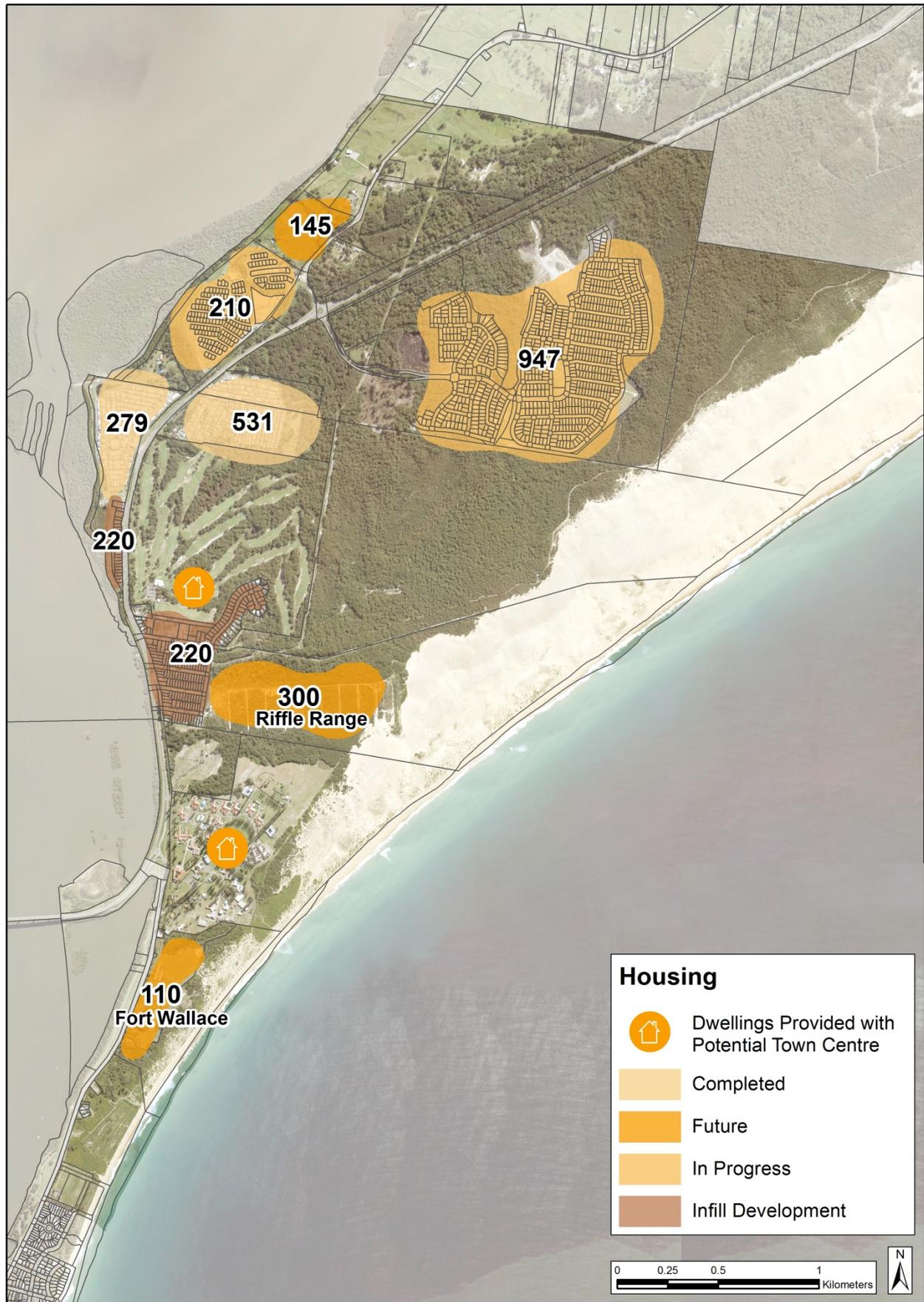


Figure 2J – Estimated growth

B4 Open Space and Community Facilities

This section investigates the provision of open space and community facilities.

B4.1 What are the existing open spaces and community facilities?

<i>Figure 2K – Standards for open space and facilities</i>		District ¹		Plan provision
Item	Standard	Required ²	Currently provided	
Community Services				
Community Multipurpose Facility	600-1,000 m ²	600-1,000 m ²	165 m²	1
Cultural Services and Leisure Facilities				
Library	42m ² per 1,000 people	504 m ²	157 m²	1
Recreational Facilities				
Surf Lifesaving Clubs	1 facility per 30,000 people	-	1	-
	1 boat ramp per 6,000 people	2	3	-
Parkland	District 1 per 15, 000 - 25, 000 people	-	1	-
	Local 0.4 ha of local park per 1,000 people	4.8 ha	7.5 ha	4.4 ha
Public Toilets (Strat Area only)	1 per 2,000 people	3	3 toilet blocks	3
Sports Facilities				
Multipurpose Courts	2 courts per 10,000 people	2	0	-
Skate / BMX	1 per 10, 000 - 15, 000 people	1	1	-
Soccer fields	1 sports ground (comprising two playing fields per 5,000 people)	4	4	-
Sports fields (local)	0.4 ha per 1,000 people	4.8 ha	5 ha	-
Tennis Courts	2 courts per 10,000 people	2	4	-
Playgrounds (Strat Area only)	1 per 1,500 people	4	4	-
Dog exercise area	1 per 5, 000 - 10, 000 people	1	1	1
Sources: AEC, 2013 and CN Parkland & Recreation Plan		KEY		
		Oversupply – no action		
		Meets standard – monitor over time		
		Undersupply – requires action		
		City of Newcastle Standard		

Terms used in this Section

active recreation area means an area used for structured recreational activities which require specialised parkland development and management (e.g. sports fields, playgrounds, golf courses, gymnasiums etc.)

district park means a park area of substantial size, well developed, offering a broad range of quality recreation opportunities i.e. quality landscaping, signage, playground for a variety of ages, seating, shade, paths, toilets, BBQ facilities and lighting. Not necessarily within walking distance. Generally regular in shape, preferable not less than 50m wide.

local park means defined spaces primarily serving a local population. Positioned in a visible location for safety. Ideally 5-10m walk of majority of households. May support community gardens and/or off leash dog areas.

passive recreation area means an undeveloped area, including an environmentally sensitive area, which requires minimal development or management and is used for less structured recreational activities (e.g. walking, jogging,

¹ Includes Fern Bay, Fullerton Cove and Stockton to ensure an equitable distribution along the peninsula.

² To meet standards under the high growth scenario (12,220 people within the District Area by 2031) (HillPDA, 2017).

B4.2 What is the condition of open spaces and community facilities?

There is a diverse range of active and passive open space areas within the Strategy Area. Passive open spaces are mostly provided within the Worimi Conservation lands, Hunter Wetlands, Stockton Beach and along the Hunter River Foreshore. There are opportunities to improve access to these open space areas, particularly Stockton Beach and encourage recreation activities, such as walking, hiking and fishing. Sections of the beach have been inaccessible to the public due to fragmented public/private ownership. Continuous public access beachfront from Stockton through to the WCL would benefit the local and community and general public.

Palm Lakes Resort, Cove Village and Bayway Village include open space areas and facilities for their residents; these spaces are not open to the public.

Corroba Oval (2.8 ha in Sports Precinct) is centrally located along the peninsula in Stockton, servicing both the Fern Bay and Stockton community. Corroba Oval provides the hard surface playing courts within the Strategy Area which are not easily accessible for Fern Bay residents and could be better adapted for multiple purposes. Survey responses from the community indicate a desire to:

- increase the number of soccer fields;
- improve the parking area;
- prioritise safe pedestrian movements;
- improve the amenity of the club house, seating and toilets; and
- upgrade the netball courts to be co-located with other sporting uses.

Fern Bay Community Centre and Reserve (0.7 ha in Original Fern Bay Precinct) has recently been upgraded to form a central community and recreational hub for the public; however there is limited room for expansion and it is unlikely this facility will be

able to cater for the predicted growth in the Strategy Area.

Amenities and toilets blocks provided at Corroba Oval and on Nelson Bay Road (opposite the takeaway shop) require upgrading.

Seaside Estate open space areas, including six parks, are owned and managed under a Community Title Scheme. Residents have indicated a need for additional high quality community infrastructure, embellishment and amenities.

Child care services, including long day care, outside of school hours and preschool services are lacking within the District Area (GHD, 2017).

Library services may be improved. PSC operates a mobile library service from Fern Bay Community Centre every fortnight. The service is restricted from visiting most residential areas due to vehicle access and manoeuvrability constraints. The Stockton Library, operated by CN, is open two full days and two half days per week; however, is comparatively small (157m²) in size. Although located outside the Strategy Area the library serves Fern Bay residents. A review of standard provisions and community responses indicates that the footprint and function of the library is inadequate to service the existing and evolving needs of the community.

B4.3 What are the opportunities for new open space and community facilities?

Community Hub

The nature of libraries is changing to form hub like spaces, with a growing focus on community activities that support lifelong learning and digital access to information. A library is an essential service for community wellbeing and cohesion. Co-locating a library with related and supporting uses (such as internal and external meeting spaces for youth, art and cultural activities and events)

combined with good quality amenities will establish a community hub to exchange information and support the evolving community.

The incorporation of a community hub with the proposed town centre will contribute to the centre's viability and promote a strong sense of community.

Recreation Vehicle Destination could be established to capture visitors and capitalise on the Strategy Areas location along Nelson Bay Road. The Campervan and Motorhome Club of Australia maintain a register of Recreation Vehicle (RV) Friendly Destinations. Currently, there are not any RV Friendly Destinations within the Newcastle or Port Stephens LGAs. A destination is 'RV Friendly' if it provides:

1. Parking bays for all sized RVs within 1km of a Post Office/Agency;
2. Short term overnight parking within 5km from a Post Office/Agency;
3. Longer term parking for a minimum of 2 days for self-contained vehicles;
4. A dump point for the safe disposal of black and grey water waste; and
5. Potable water for refilling fresh water tanks.

An RV destination may be provided at the junction of Fullerton Street and Nelson Bay Road under the Stockton Bridge. The site is already utilised as a car parking area to gain access to the Hunter Wetlands. Appropriate investigations will need to be carried out to determine the feasibility of installing the relevant infrastructure to comply with the RV Friendly Destination criteria. If this location is not suitable then other locations nearby, such as part of the reserve near the Stockton Yacht Club, should be considered.

Additional Open Space areas may be provided through the redevelopment of the Fort Wallace (North Stockton Precinct) and Rifle Range (Beachfront Precinct) sites where the following is proposed:

- Fort Wallace – gathering and event space, adaptively reused heritage buildings, sport lawn and picnic area, playground, community space and walking trails.
- Rifle Range – open lawn and field area, playground, picnic and shelters.

Subject to consideration by Council, these facilities may be shared by the public.

A range of suggestions have been received from the community. Council's limited capacity to provide additional infrastructure within existing open space areas will require further consideration of the suggestions in planning for new open space areas with new developments (e.g. Rifle Range, Fort Wallace and Town Centre). Suggestions for consideration will include (but are not limited to):

- **Community / Men's Shed** with public access to support the health and wellbeing of men and women;
- **Off-Leash Dog Area** as currently none exist in the Strategy Area;
- **Seating, picnic facilities and rubbish bins and toilets** to improve the appeal and usability of open space areas;
- **Shade trees and landscaping** to promote an urban tree canopy and increase the usability of open space during summer; and **Skate Park** to cater for the increasing number of adolescent children within the Strategy Area.

Note: A district skate park and playground will be built in Griffith Park in Stockton. The park is likely to attract local residents and visitors to the area. A local skate park should be considered within the Seaside Estate Precinct to meet the needs of Fern Bay residents.

B5 Transport

A traffic and transport study (Seca, 2018) has been undertaken to:

- assess the capacity of the existing road network to support new urban development and population growth,
- ensure the function of Nelson Bay Road as a regional connection is maintained, and
- investigate opportunities to prioritise active transport and improved safety.

B5.1 Active Transport (Walking/Cycling)

The Strategy Area is car dependent and offers few destinations within a walkable distance (400-800 metres) of residential areas. The future mixed-use town centre offers an opportunity to better connect residents to services and each other. The benefits of active transport in people's lives include:

- more exercise;
- reduced pollution;
- more opportunities for interaction; and
- reduced road congestion and cost.

The Strategy Area can benefit from higher levels of walking and cycling by providing:

- an interconnected path network enabling greater alternative choices of travel routes and methods to destinations;
- safe street crossings; and
- increased residential densities surrounding destinations.

B5.2 Public Transport

Bus The Strategy Area is serviced by Hunter Valley Buses and Port Stephens Coaches in addition to a school bus service. Bus services connect residents to Newcastle City, Newcastle Airport and Stockton.

Ferry A 10 minute ferry service is available from the Stockton peninsular to Newcastle (Queen Street Wharf). The Draft Regional NSW Services and Infrastructure Plan (Transport for NSW, 2017) lists new ferry stops in Newcastle as an "initiative for

investigation". The timing for investigation and delivery of these proposed stops is unknown.

Cycling facilities may be appropriate at the Ferry Terminal. The provision of an end of trip facility which allows for both e-bikes (with charging area) and regular bicycles may encourage additional Ferry patronage and less vehicular movements.

B5.3 Roads and Private Vehicles Nelson Bay Road provides a major connection between Nelson Bay to the north and Kooragang to the south. It forms part of the regional road network and carries a high volume of traffic between Newcastle and the Port Stephens LGA, including Newcastle Airport / Williamstown RAAF base. Within the Strategy Area the road varies between a dual and single lane carriageway.

North of Stockton Bridge, Nelson Bay Road connects with Fullerton Street. This intersection provides the only vehicle access into and out of Stockton.

Traffic surveys and modelling indicate the intersection of Vardon Road and Nelson Bay Road is heavily used, particularly the right hand turn out of Vardon Road. Providing traffic signals at this intersection would accommodate future growth projections, support vehicle movements to/from Fern Bay Public School and Newcastle Golf Course and provide improved pedestrian connectivity for existing residents on the western side of Nelson Bay Road travelling south.

Parking A parking survey was undertaken around the Stockton foreshore to understand parking requirements. The Council carpark is well utilised with overflow parking occurring in surrounding streets and the Stockton Foreshore.

CN is investigating the feasibility of expanding the car park at Stockton Ferry Terminal to cater for additional commuters. A concept plan under design would see the total number of parking spaces at the terminal increase from 120 to more than 250 by extending the existing car park to the east.

B6 Infrastructure

This section describes how the need of essential infrastructure may be met.

Gas

Jemena have confirmed that gas mains are located within the vicinity of the proposed growth areas and these mains have adequate capacity to serve expected growth. Further consultation at master planning stage is recommended.

Telecommunications

The North Stockton Precinct falls within an active NBN area and any development within this precinct, including the potential mixed-use town centre, will be connected to the network.

Water and Sewer

The Rifle Range and Fort Wallace sites are included in Hunter Water's Growth Plan. Water to service the mixed-use town centre is not included in the growth plan and requires further consultation at master planning stage.

No regional upgrades are required to the water system as there is surplus existing capacity. In terms of waste water, should it exceed capacity, Hunter Water would connect initial stages and undertake a risk assessment to determine if system upgrades are required.

Through Site links

Shared "through site" links proposed as part of this Plan are to be made publicly accessible. If these are logically associated with a particular proposal, access will have to be negotiated with the relevant land owner.

Local Infrastructure Contributions

It is likely some of the community infrastructure proposed in this Plan will be funded from Local Infrastructure Contributions. The relevant Local Infrastructure Contribution Plans will be reviewed to incorporate the outcomes of this Plan. Further detail is provided in the Implementation Plan (**Attachment 1**)

Infrastructure is to be integrated into the planning, design and construction phases of development. The Strategy supports an intensity and more diverse range of land uses and commits to ensuring new sites are well serviced. The Beachfront Precinct must be accompanied by the appropriate level of supporting infrastructure to result in a high level of amenity.

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**ORDINARY COUNCIL MEETING
28 MAY 2019**

**CCL 28/05/19
QUARTERLY BUDGET REVIEW STATEMENT**

Attachment A: Quarterly Budget Review Statement – March 2019

DISTRIBUTED UNDER SEPARATE COVER

Quarterly Budget Review Statement

March 2019



Contents

March Quarterly Performance Report

Income Statement

Income & Expenses Budget Review Statement

Operating Analysis

Operating financial position by Group

Governance operating financial position

Strategy and Engagement operating financial position

People and Culture operating financial position

Infrastructure and Property operating financial position

City Wide Services operating financial position

Capital Statement

Capital Budget Review Statement

Works Program Summary

Other Statutory Statements

Cash & Investments Budget Review Statement

Contracts Listing

Consultancy & Legal Expenses

Report by Responsible Accounting Officer

Income and Expenses Budget Review Statement

Result for the financial quarter ending 31 March, 2019

Full Year Adopted Budget \$'000	Changes			Projected year end result 2018/19 \$'000	Actual YTD \$'000
	Adopted September 2018 \$'000	Adopted December 2018 \$'000	Recommended March 2019 \$'000		
Income from Continuing Operations					
167,802		91	3	167,896	125,022
76,521	2,276	385	3,551	82,733	62,024
9,132	500		600	10,232	7,890
10,642	50	(216)	444	10,920	8,480
15,574	181	43	300	16,098	8,054
11,782	6,074	53	4,667	22,576	9,394
(4,347)	2,337	3	4,735	2,728	5,491
287,106	11,418	359	14,300	313,183	226,355
Expenses from Continuing Operations					
103,336	(1,195)	(1,285)	(1,934)	98,922	71,378
3,874			(342)	3,532	2,647
72,121	2,564	606	(1,785)	73,506	43,696
41,276		626		41,902	30,899
48,233	3,975	353	8,525	61,086	40,580
268,840	5,344	300	4,464	278,948	190,879
18,266	6,074	53	9,842	34,235	35,476
Net operating result before capital Items					
6,484			5,175	11,659	26,082

Income Statement Variations

Result for the financial quarter ending 31 March, 2019

Var
(\$'000)

Issue

Explanation

Revenue

Rates and charges	3		
User charges & fees	3,551	Summerhill - \$1.8m	The Summerhill waste management centre has generated above budget income which is offset by an increased state waste levy expense.
		Civil Works - \$1.6m	Additional revenue generated through work on Transport for NSW road maintenance contracts
Interest	600		Interest Income exceeded budget due to total portfolio holdings being greater than anticipated and interest rate higher than forecast
Other operating revenues	444	Fines and penalties - \$0.3m	CN is achieving higher revenue through parking and regulatory fines than budgeted.
Grants & contributions - Operating	300		
Grants & contributions - Capital	4,667	Infrastructure donations	It is forecast that CN will receive more land and infrastructure donations than budgeted
Net Gain from disposal of assets	4,735	Sale of property	The City Administration Centre was sold for \$5m above the written down value providing a gain to Council.
Total Income from Continuing Operations	14,300		

Expenses

Employee costs	(1,934)	Staff costs	Lower than forecast staff costs due to timing of the project program and general vacancies
Borrowing costs	(342)		Borrowing costs are lower than budgeted due to a change in scheduled project delivery
Materials & contracts	(1,785)	Operational projects	The level of operational expenditure (OPEX) forecast to be generated through delivery of Council's works program has been decreased in-line with scheduling changes within the program. This has been offset by higher materials costs required to delivery Transport for NSW contract work
Depreciation & Amortisation	0	Provisions - \$0.6m	Council is required by accounting standards to increase the amortisation of a provision that covers the future rehabilitation of the Summerhill waste management site.
Other operating expenses	8,525	Rehabilitation provision - \$6m	CN is required to provide for the rehabilitation of the former waste site at Astra street.
		NSW State Waste Levy - \$2.4m	Expenditure on the NSW State Waste Levy is above budget due to higher than forecast tonnages.
Total Expenses from Continuing Operations	4,464		

Newcastle City Council

For the quarter ending 31 March, 2019

	Executive Management		Governance		Strategy & Engagement		People & Culture		Infrastructure		City Wide Services		Capital Works Program		Airport		The City of Newcastle				
	Adopted		Proposed		Adopted		Proposed		Adopted		Proposed		Adopted		Proposed		Adopted		Proposed		
	December	March	December	March	December	March	December	March	December	March	December	March	December	March	December	March	December	March	Var (\$)	Var(%)	
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Operating Revenue																					
1 Rates & charges			144,640	142,554	1,209	1,209			273	2,362	21,771	21,771					167,893	167,896	3	0%	
2 User charges & fees			4,911	4,931	496	496	1	2	15,733	17,433	43,641	45,471			14,400	14,400	79,182	82,733	3,551	4%	
3 Interest			9,312	9,912											320	320	9,632	10,232	600	6%	
4 Other operating revenues			552	801	182	228	10	10	6,485	6,654	3,247	3,227					10,476	10,920	444	4%	
5 Grants & contributions - Operating			11,184	11,184	124	124	216	234	3,443	3,599	831	877					15,798	16,098	300	2%	
11 Net Gain from disposal of assets			2,309	7,573					1,143	620							3,452	8,193	4,741	137%	
Total Operating Revenue			172,908	176,955	2,011	2,057	227	246	27,077	30,668	69,490	71,346	80	80	14,720	14,720	286,433	296,072	4,898	2%	
Operating Expenses																					
6 Employee costs	1,035	1,027	16,044	16,524	8,655	8,035	8,723	8,441	30,639	29,847	30,625	29,993	2,875	2,781	2,260	2,274	100,856	98,922	(1,934)	-2%	
7 Borrowing costs			3,580	3,238					59	59					235	235	3,874	3,532	(342)	-9%	
8 Materials & contracts	262	319	4,728	4,494	6,024	5,647	825	913	11,157	12,118	23,910	22,548	28,110	27,192	275	275	75,291	73,506	(1,785)	-2%	
9 Depreciation & amortisation	1	1	68	68	999	999	83	83	26,538	26,538	12,429	12,429			1,784	1,784	41,902	41,902		0%	
10 Other operating expenses	176	178	6,216	12,250	2,459	2,639	11	11	7,241	7,228	30,999	33,321			5,459	5,459	52,561	61,086	8,525	16%	
11 Net Loss from disposal of assets									5,400	5,400					65	65	5,465	5,465		0%	
Total Operating Expenses	1,474	1,525	30,636	36,574	18,137	17,320	9,642	9,448	81,034	81,190	97,963	98,291	30,985	29,973	10,078	10,092	279,949	284,413	4,464	2%	
Total Operating Revenue Less Operating Expenditure	(1,474)	(1,525)	142,272	140,381	(16,126)	(15,263)	(9,415)	(9,202)	(53,957)	(50,522)	(28,473)	(26,945)	(30,985)	(29,893)	4,642	4,628	6,484	11,659	5,175	80%	

Governance

Result for the financial quarter ending 31 March, 2019

	Director		Finance		Legal		Regulatory, Planning & Assessment		Governance				
	Adopted	Proposed	Adopted	Proposed	Adopted	Proposed	Adopted	Proposed	Adopted	Proposed	Var (\$)	Var(%)	
	December	March	December	March	December	March	December	March	December	March	\$'000	\$'000	
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
Operating Revenue													
1 Rates & charges			144,640	142,554					144,640	142,554	(2,086)	-1%	
2 User charges & fees			403	403	11	13	4,497	4,515	4,911	4,931	20	0%	
3 Interest			9,312	9,912					9,312	9,912	600	6%	
4 Other operating revenues			372	379	57	99	123	323	552	801	249	45%	
5 Grants & contributions - Operating			11,184	11,184					11,184	11,184		0%	
11 Net Gain from disposal of assets			2,309	7,573					2,309	7,573	5,264	228%	
Total Operating Revenue			168,220	172,005	68	112	4,620	4,838	172,908	176,955	4,047	2%	
Operating Expenses													
6 Employee costs	412	399	4,105	4,900	2,787	2,785	8,740	8,440	16,044	16,524	480	3%	
7 Borrowing costs			3,580	3,238					3,580	3,238	(342)	-10%	
8 Materials & contracts	28	28	1,288	1,018	1,688	1,694	1,724	1,754	4,728	4,494	(234)	-5%	
9 Depreciation & amortisation			1	1	67	67			68	68		0%	
10 Other operating expenses	4	4	3,638	9,672	2,517	2,517	57	57	6,216	12,250	6,034	97%	
Total Operating Expenses	444	431	12,612	18,829	7,059	7,063	10,521	10,251	30,636	36,574	5,938	19%	
Total Operating Revenue Less Operating Expenditure	(444)	(431)	155,608	153,176	(6,991)	(6,951)	(5,901)	(5,413)	142,272	140,381	(1,891)	-1%	

Strategy & Engagement

Result for the financial quarter ending 31 March, 2019

	Director		Information Technology		Major Events & Corporate Affairs		Corporate & Community Planning		Strategy & Engagement			
	Adopted	Proposed	Adopted	Proposed	Adopted	Proposed	Adopted	Proposed	Adopted	Proposed	Var (\$)	Var(%)
	December	March	December	March	December	March	December	March	December	March		
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000		
Operating Revenue												
1 Rates & charges							1,209	1,209	1,209	1,209		0%
2 User charges & fees			465	465	31	31			496	496		0%
3 Interest												0%
4 Other operating revenues					182	228			182	228	46	25%
5 Grants & contributions - Operating					31	31	93	93	124	124		0%
Total Operating Revenue			465	465	244	290	1,302	1,302	2,011	2,057	46	2%
Operating Expenses												
6 Employee costs	313	234	3,030	3,019	3,047	2,502	2,265	2,280	8,655	8,035	(620)	-7%
7 Borrowing costs												0%
8 Materials & contracts	20	20	2,121	2,073	3,039	2,846	844	708	6,024	5,647	(377)	-6%
9 Depreciation & amortisation			966	966			33	33	999	999		0%
10 Other operating expenses			557	557	533	686	1,369	1,396	2,459	2,639	180	7%
11 Net Loss from disposal of assets												0%
Total Operating Expenses	333	254	6,674	6,615	6,619	6,034	4,511	4,417	18,137	17,320	(817)	-5%
Total Operating Revenue Less Operating Expenditure	(333)	(254)	(6,209)	(6,150)	(6,375)	(5,744)	(3,209)	(3,115)	(16,126)	(15,263)	863	5%

People & Culture

Result for the financial quarter ending 31 March, 2019

	Director		People & Culture		People & Culture		Var (\$)	Var(%)
	Adopted December \$'000	Proposed March \$'000	Adopted December \$'000	Proposed March \$'000	Adopted December \$'000	Proposed March \$'000		
Operating Revenue								
1 Rates & charges								0%
2 User charges & fees			1	2	1	2	1	100%
3 Interest								0%
4 Other operating revenues			10	10	10	10		0%
5 Grants & contributions - Operating			216	234	216	234	18	8%
Total Operating Revenue			227	246	227	246	19	8%
Operating Expenses								
6 Employee costs	419	319	8,304	8,122	8,723	8,441	(282)	-3%
7 Borrowing costs								0%
8 Materials & contracts	92	58	733	855	825	913	88	11%
9 Depreciation & amortisation			83	83	83	83		0%
10 Other operating expenses			11	11	11	11		0%
11 Net Loss from disposal of assets								0%
Total Operating Expenses	511	377	9,131	9,071	9,642	9,448	(194)	-2%
Total Operating Revenue Less Operating Expenditure	(511)	(377)	(8,904)	(8,825)	(9,415)	(9,202)	213	2%

Infrastructure & Property

Result for the financial quarter ending 31 March, 2019

	Director		Depot Operations		Assets & Projects		Civil Construction & Maintenance			Property		Infrastructure & Property			
	Adopted December \$'000	Proposed March \$'000	Adopted December \$'000	Proposed March \$'000	Adopted December \$'000	Proposed March \$'000	Adopted December \$'000	Proposed March \$'000	Adopted December \$'000	Proposed March \$'000	Adopted December \$'000	Proposed March \$'000	Var (\$)	Var(%)	
Operating Revenue															
1 Rates & charges						1,972			273	390	273	2,362	2,089	765%	
2 User charges & fees					7,367	7,525	4,489	6,037	3,877	3,871	15,733	17,433	1,700	11%	
3 Interest														0%	
4 Other operating revenues					3,558	3,660			2,927	2,994	6,485	6,654	169	3%	
5 Grants & contributions - Operating			579	579	2,272	2,413	541	541	51	66	3,443	3,599	156	5%	
11 Net Gain from disposal of assets			1,143	620							1,143	620	(523)	-46%	
Total Operating Revenue			1,722	1,199	13,197	15,570	5,030	6,578	7,128	7,321	27,077	30,668	3,591	13%	
Operating Expenses															
6 Employee costs	395	401	3,250	3,074	7,889	7,466	9,768	9,789	9,337	9,117	30,639	29,847	(792)	-3%	
7 Borrowing costs									59	59	59	59		0%	
8 Materials & contracts	54	54	(8,642)	(8,612)	2,108	1,992	9,598	10,859	8,039	7,825	11,157	12,118	961	9%	
9 Depreciation & amortisation	6	6	4,436	4,436	21,120	21,120	29	29	947	947	26,538	26,538		0%	
10 Other operating expenses	2	2	948	948	4,996	4,984	86	86	1,209	1,208	7,241	7,228	(13)	0%	
11 Net Loss from disposal of					5,400	5,400					5,400	5,400			
Total Operating Expenses	457	463	(8)	(154)	41,513	40,962	19,481	20,763	19,591	19,156	81,034	81,190	156	0%	
Total Operating Revenue Less Operating Expenditure	(457)	(463)	1,730	1,353	(28,316)	(25,392)	(14,451)	(14,185)	(12,463)	(11,835)	(53,957)	(50,522)	3,435	6%	

Capital Statement

Result for the financial quarter ending 31 March, 2019

Full Year Adopted Budget \$'000	Changes			Projected year end result 2018/19 \$'000	Actual YTD \$'000
	Adopted September 2018 \$'000	Adopted December 2018 \$'000	Recommended March 2019 \$'000		
Capital funding					
40,336		626	431	41,393	32,527
6,255				6,255	4,691
1,972				1,972	1,479
9,084	6,074	53	(4,891)	10,320	9,394
1,620	2,337		16,307	20,264	19,963
(3,580)				(3,580)	(2,685)
55,687	8,411	679	11,847	76,624	65,369
Funding available for capital expenditure					
Capital Expenditure					
32,168	1,768	(1,907)	(2,694)	29,335	15,003
32,691	(1,108)	1,282	941	33,806	16,244
2,694	1,440	(291)	(727)	3,116	2,125
67,553	2,100	(916)	(2,480)	66,257	33,372
(11,866)	6,311	1,595	14,327	10,367	31,997
Transfer to or (Draw down on) reserves					

Works Program Summary

Result for the financial quarter ending 31 March, 2019

Full Year Adopted Budget \$,000	Portfolio/Program	Changes			Projected year end result 2018/19 (\$,000)	Actual YTD (\$,000)
		Adopted September 2018 (\$,000)	Adopted December 2018 (\$,000)	Recommended March 2019 (\$,000)		
25,669	Buildings, Structures and Places	(211)	(3,043)	1,342	23,757	10,664
300	Aquatic Centres	(300)	7	47	54	54
170	Blackbutt Reserve	511	(113)	(126)	442	442
9,420	Buildings - Council Support Services	(1,115)	(2,514)	368	6,159	1,620
320	Caravan Parks and Commercial Properties	160	123	2	605	598
95	Cemeteries			(45)	50	22
1,295	City Centre Revitalisation	(225)	(340)	50	780	451
1,700	Coastal Revitalisation	556	(1,327)	52	981	981
117	Community Buildings	550	59		726	187
5,177	Cultural Facilities	(148)	(200)	570	5,399	2,139
1,193	Libraries	(132)	4		1,065	475
5,382	Recreation Parks and Sporting Facilities	(121)	1,408	414	7,083	3,597
400	Public Toilets	50	(150)	1	301	9
100	Retaining Walls	3		9	112	89
23,516	Roads	(3,518)	(461)	(2,218)	17,319	13,777
7,115	Bridges	(4,044)	(327)	(1,793)	951	336
2,000	Footpaths	115	420	129	2,664	2,427
900	Road Furniture	830	(267)	1,550	3,013	2,868
10,501	Road Rehabilitation	(419)	(287)	(2,560)	7,235	5,648
3,000	Road Resurfacing			456	3,456	2,498
7,050	Transport	(401)	(1,116)	(1,540)	3,993	2,673
2,630	Cycleways	(345)	(617)	(1,089)	579	282
1,960	Local Area Traffic Management	(10)	(600)	(160)	1,190	894
400	Parking Infrastructure	(123)			277	126
2,060	Pedestrian Access and Mobility Plan	77	101	(291)	1,947	1,371
8,115	Stormwater	188	(449)	(1,282)	6,572	2,719
200	Flood Planning	117	(67)	(17)	233	183
7,915	Stormwater System	71	(382)	(1,265)	6,339	2,536
9,060	Environment	2,334	6,192	(941)	16,645	9,614
670	Bushland and Watercourses		536	(97)	1,109	358
840	Coast, Estuary and Wetlands	295	100	(71)	1,164	477
970	Street and Park Trees	90		(17)	1,043	518
6,580	Waste Management	1,949	5,556	(756)	13,329	8,261
4,000	Information Technology	884	(619)	4,938	9,203	2,201
1,140	Implementation and Upgrade of Applications	984	8	3,752	5,884	1,104
1,165	Infrastructure Improvements	315	(5)	768	2,243	661
1,695	Strategic and Systems Analysis	(415)	(622)	418	1,076	436
15,923	Strategic	439	(163)	(695)	15,504	6,367
15,923	Smart City	25	(163)	(668)	15,117	6,162
	Strategic Plans	414		(27)	387	205
7,000	Fleet Replacement	285	19	(3,142)	4,162	2,612
7,000	Fleet Replacement	285	19	(3,142)	4,162	2,612
100,333	Total Works Program		360	(3,538)	97,155	50,627

Cash and Investments Budget Review Statement

Result for the financial quarter ending 31 March, 2019

	Opening Balance in Note 6c 1/07/2018 (000's)	Transfers to 2018/19 (000's)	Transfers from 2018/19 (000's)	Recommended Changes for Council Resolution (000's)	Closing Balance in Note 6c 30/06/2019 (000's)
Unrestricted (Available Cash)	34,974	28,566		(9,028)	54,512
External Restrictions					
Included in Liabilities					
Bequests, bonds and rententions	1,418				1,418
Self Insurance Claims	4,200				4,200
Other					0
Developer Contributions - s94	23,539	1,993	(4,310)		21,222
Specific purpose unexpended grants	6,838				6,838
Stormwater Management	0	1,972	(1,972)		0
Domestic waste management	13,373				13,373
Art Gallery - bequests and donations	1,738				1,738
Business improvement associations	676	1,100	(1,100)		676
Coast and estuary crown land	0				0
Rawson crown land	2,175	439			2,614
Special rate variation - priority projects	0	6,255	(6,255)		0
Building better cities	3,152				3,152
Contributions to specific works	850				850
Superannuation - defined benefits	3,774		(1,258)		2,516
Total Externally restricted	61,733	11,759	(14,895)	0	58,597
Internal Restrictions					
Replacement of plant and equipment	17,813	7,947	(7,285)	3,142	21,617
Employee leave entitlement	17,180				17,180
Land and Property					
Acquisition/Enhancement	84,965	2,747	(1,674)	20,213	106,251
Asset preservation	96,555	32,720	(44,306)		84,969
Contribution to specific works programs	0				0
Newcastle Airport Limited	15,057				15,057
Quadrennial council elections	800				800
Section 355 committees	978				978
Unexpended loans	5,767		(5,767)		0
Works carried forward	1,906		(1,906)		0
Total Internally restricted	241,021	43,414	(60,938)	23,355	246,852
Total Restricted	302,754	55,173	(75,833)	23,355	305,449
Total cash and investments	337,728				359,961

Contracts
(quarter ended 31 March 2019)

<i>Contractor</i>	<i>Contract Detail</i>	<i>Contract Value</i>	<i>Commencement Date</i>	<i>Estimated Completion</i>	<i>Budgeted (Y/N)</i>
WSP Australia Pty Ltd	City Intelligent Platform Implementation	\$955,055	15/03/2019	Mar. 2022	Y
Tutt Bryant Hire Pty Ltd	Hire of SVRC Plant at SWMC	\$579,150	29/01/2019	Mar. 2022	Y
Countrytell Management Pty Ltd	Fibre Network Build & Access Network to Four Civic Buildings	\$417,395	3/03/2019	Jul-19	Y
Insituform Pacific Pty Ltd	City Wide Trenchless Technology Rehabilitation Works	\$407,142	2/04/2019	Aug. 2019	Y
SMEC Australia	Construction Quality Assurance Engineer - Cell 9 Summerhill Stage 2	\$342,070	12/03/2019	Nov. 2020	Y
Toisch Pty Ltd	Demolition of Existing & Construction of New Storage Facility - Nesbitt Park, Kotara	\$299,789	25/01/2019	May-19	Y
IN2 The Black	Management of IT Sourcing Services	\$217,000	14/03/2019	Aug. 2019	Y
ARUP Australia Pty Ltd	Business Culture Change Program	\$170,000	25/02/2019	Jun-20	Y
Moduplay Group Pty Ltd	Fletcher Street Reserve Adamstown - Playground Renewal	\$162,664	18/02/2019	May-19	Y
Mullane Construction Plumbing	Sewer Main Replacement - Council Street Cooks Hill	\$149,450	24/01/2019	Apr. 2019	Y
Hansen Pty Ltd trading as Forepark Australia	Supply & Installation of Fitness Stations around Stockton Foreshore	\$136,490	20/02/2019	Jun-19	Y
NSW Auditor General's Office	Financial Audit for 18/19 Financial Year	\$130,000	12/02/2019	Sept. 2019	Y
Millean Constructions Pty Ltd	Civil Works - Patrick Street Merewether	\$117,161	25/02/2019	May-19	Y
HCB Solar	Supply and Install Gateway Solar	\$100,722	14/03/2019	Sept. 2019	Y
Wilmot Plumbing & Pipeline	City Wide Trenchless Technology Rehabilitation Works	\$97,535	25/02/2019	Aug. 2019	Y
Guts Creative Pty Ltd	Smart City Communications Plan	\$88,000	21/01/2019	Jun-19	Y
Haskoning Australia	Coastal Engineering Design & Tender Documentation - Mitchell Street Sea Wall Repair	\$73,065	14/03/2019	Jun-19	Y
Persona Communications	Communications Plan for Priority Projects	\$54,271	30/01/2019	Jun-19	Y

2. Contracts to be listed are those entered into during the quarter and have yet to be fully performed, excluding contractors that are on Council's preferred suppliers list.

3. Contracts for employment are not required to be included.

4. Where a contract for services etc was not included in the budget, an explanation is to be given (or reference made to an explanation in another Budget Review Statement).

**Consultancy & Legal Expenses
(quarter ended 31 March 2019)**

<i>Expense</i>	<i>Expenditure YTD \$</i>	<i>Budgeted</i>
Consultancies	\$1,809,083	Y
Legal Fees	\$230,406	Y

Notes:

1. A consultant is a person or organisation engaged under contract on a temporary basis to provide recommendations or high level specialist or professional advice to assist decision-making by management. Generally it is the advisory nature of the work that differentiates a consultant from other contractors.
2. Where any expenses for consultancy or legal fees (including Code of Conduct expenses) have not been budgeted for, an explanation is to be given. Report on external expenses only (not internal expenses)

CITY OF NEWCASTLE

Report by Responsible Accounting Officer for the quarter ending 31 March 2019

The following statement is made in accordance with Clause 203(2) of the Local Government (General) Regulations 2005.

It is my opinion that the Quarterly Budget Review Statement for Newcastle City Council for the quarter ended 31 March 2019 indicated that Council's projected financial position at 30 June 2019 will be satisfactory at year end, having regard to the projected estimates of income and expenditure and the original budgeted income and expenditure.

Signed: 
Name

Date: 9/5/2019

Responsible Accounting Officer, City of Newcastle

**ORDINARY COUNCIL MEETING
28 MAY 2019**

**CCL 28/05/19
EXECUTIVE MONTHLY PERFORMANCE REPORT – APRIL 2019**

Attachment A: Executive Monthly Performance Report – April 2019

DISTRIBUTED UNDER SEPARATE COVER

Monthly Performance Report

April 2019



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City of
Newcastle

Contents

Financial Summary

Operating progress at a glance
Income Statement
Operating Analysis
Capital Statement

Financial Detail

Overall financial position by group
Executive Management overall financial position
Planning & Regulatory overall financial position
Corporate overall financial position
Infrastructure overall financial position
Rates Income Analysis
Debtors Report

Capital

Project Program Summary
Ward 4 Capital Works Update

Governance

Council Expense Register

Investments

Introduction
Investment Policy Compliance Report
Schedule of Investment movements for period ended 30 April, 2019
Key Performance Indicator Compliance
Credit Risk Compliance
Credit Risk Compliance (continued)
Maturity Risk Compliance
Budget to Actual Interest Performance
Schedule of Investment movements for period ended 31 March, 2019
Schedule of Investment movements for period ended 28 February, 2019

Customer Services, Communications, Consultation Services & Records

Customer Service
Communications

Operating progress at a Glance as at 30 April, 2019

Over budget by more than 5% and \$100,000	
Over budget by less than 5% or \$100,000	
Result within budget	

Department / Service Unit	Indicator	Comments	Variance (\$,000)	Variance %
CEO's Office				
CEO's Office			38	3%
Governance				
Governance Director			114	31%
Finance			6,130	5%
Legal			226	4%
Regulatory & Assessment			1,261	27%
Strategy & Engagement				
Strategy & Engagement Director			148	57%
Information Technology			385	7%
Major Events & Corporate Affairs			1,200	22%
Corporate & Community Planning			382	18%
People & Culture				
People & Culture Director			169	38%
People & Culture			1,014	14%
Infrastructure & Property				
Infrastructure & Property Director			22	5%
Depot Operations			100	15%
Assets & Projects			2,520	11%
Civil Construction & Maintenance			253	2%
Property			12	0%
City Wide Services				
City Wide Services Director			5	2%
Art Gallery			92	6%
Museum			10	1%
Civic Services			147	5%
Libraries & Learning			425	7%
Customer Services			450	17%
Waste Services			254	3%
Facilities & Recreation			71	0%

Income Statement

Result for the financial period ending 30 April, 2019

Full Year Budget	YTD Budget	YTD Actual Result	Variance (\$)	Variance (%)
\$'000	\$'000	\$'000	\$'000	\$'000
Income from Continuing Operations				
167,893	140,023	140,145	122	0%
79,182	65,081	69,753	4,672	7%
9,632	8,053	8,987	934	12%
10,476	8,865	9,385	520	6%
15,798	8,763	9,012	249	3%
17,909	10,637	11,040	403	4%
		5,491	5,491	
300,890	241,422	253,813	12,391	5%
Expenses from Continuing Operations				
100,856	81,859	78,979	(2,880)	-4%
3,874	3,227	2,933	(294)	-9%
75,291	56,714	47,275	(9,439)	-17%
41,902	34,689	34,712	23	0%
52,561	47,879	51,418	3,539	7%
2,013	1,883	691	(1,192)	-63%
276,497	226,251	216,008	(10,243)	-5%
24,393	15,171	37,805	22,634	149%
6,484	4,534	26,765	22,231	490%

Operating Analysis as at 30 April, 2019

Over budget by more than 5% 

Over budget by 5% or less 

Result within budget 

Department / Service Unit	Indicator	Var (\$'000)	Var(%)	Issue	Explanation
Operating Revenue					
Rates and charges		122	0%		
User charges & fees		4,672	7%	Summerhill - \$4.2m	- The Summerhill waste management centre has generated above budget income which is offset by an increased state waste levy expense.
Interest		934	12%	Interest on Investments - \$0.9m	- Interest income exceeded budget due to total portfolio holdings being greater than anticipated and interest rate higher than forecast
Other operating revenues		520	6%	Fines - \$0.4m	- CN is achieving higher revenue through parking and regulatory fines than budgeted.
Grants & contributions - Operating		249	3%		
Grants & contributions - Capital		403	4%		
Net Gain from disposal of assets		5,491	0%	Sale of property	The City Administration Centre was sold for \$5m above the written down value providing a gain to Council.
Operating Expenses					
Employee costs		(2,880)	-4%	Staff costs	- Lower than forecast staff costs due to timing of the project program and general vacancies
Borrowing costs		(294)	-9%		
Materials & Contracts		(9,439)	-17%	Projects	- Operational expenditure generated through delivery of the works program is below the forecast (\$6.8m).
Depreciation & Amortisation		23	0%		
Other operating expenses		3,539	7%	State waste levy - \$4.1m	- Expenditure on the NSW State Waste Levy is above budget due to higher than forecast tonnages. The higher levy is offset by above budget income.
Net Loss from Disposal of Assets		(1,192)	-63%		

Capital Statement

Result for the financial period ending 30 April, 2019

Full Year Budget \$'000		YTD Budget \$'000	YTD Actual Result \$'000	Variance (\$) \$'000	Variance (%) \$'000
Capital funding					
40,962	General fund contribution to capital	30,317	34,839	4,522	13%
6,255	2012 Special Rate Variation	5,213	5,213		0%
1,972	Stormwater Management Service Charge	1,643	1,643		0%
15,211	Capital Grants & Contributions	10,637	11,040	403	4%
3,957	Proceeds from the sale of assets	3,933	20,473	16,540	81%
(3,580)	Net Loans Borrowings / (Repayments)	(2,983)	(2,983)		0%
64,777	Funding available for capital expenditure	48,760	70,225	21,465	31%
Capital Expenditure					
32,029	Asset Renewal	26,543	19,515	(7,028)	-36%
32,865	New / Upgrade	24,167	19,362	(4,805)	-25%
3,843	Priority Projects	2,220	2,791	571	20%
68,737	Total capital expenditure	52,930	41,668	(11,262)	-27%
(3,960)	Transfer to or (Draw down on) reserves	(4,170)	28,557	32,727	115%

Commentary on capital spend

Council's total capital spend at the end of April is \$41.7m. This result is \$11.3m below the YTD budget of \$52.9m. The total project spend inclusive of operational and capital expenditure is \$60m compared with a YTD budget of \$77.7m.

Newcastle City Council

For the month ending 30 April, 2019

	CEO Office		Governance		Strategy & Engagement		People & Culture		Infrastructure		City Wide Services		Capital Works Program		Airport		The City of Newcastle			
	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	Var (\$)	Var(%)
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000		
Operating Revenue																				
1 Rates & charges			120,534	120,534	1,007	1,007			243	365	18,239	18,239					140,023	140,145	122	0%
2 User charges & fees			4,157	4,389	414	416	1	1	14,253	14,499	34,013	38,208	350	347	11,893	11,893	65,081	69,753	4,672	7%
3 Interest			7,791	8,725											262	262	8,053	8,987		0%
4 Other operating revenues			516	768	100	96	10	10	5,619	5,872	2,620	2,620		19			8,865	9,385	520	6%
5 Grants & contributions - Operating			5,346	5,398	95	91	183	210	2,170	2,279	769	838	200	196			8,763	9,012	249	3%
6 Net Gain from disposal of assets				5,491														5,491	5,491	0%
Total Operating Revenue			138,344	139,814	1,616	1,610	194	221	22,285	23,015	55,641	59,905	550	562	12,155	12,155	230,785	242,773	5,563	2%
Operating Expenses																				
6 Employee costs	791	765	12,998	13,311	7,047	6,337	7,286	6,393	24,832	23,593	24,991	24,361	2,048	2,353	1,866	1,866	81,859	78,979	(2,880)	-4%
7 Borrowing costs			2,983	2,697					49	41					195	195	3,227	2,933	(294)	-9%
8 Materials & contracts	248	250	3,467	2,954	4,962	3,662	736	464	8,001	8,235	17,106	16,615	21,974	14,875	220	220	56,714	47,275	(9,439)	-17%
9 Depreciation & amortisation	1	1	56	56	826	826	69	69	21,973	22,064	10,288	10,220			1,476	1,476	34,689	34,712	23	0%
10 Other operating expenses	161	147	11,090	10,806	1,635	1,524	10	19	5,879	5,816	24,526	28,525		3	4,578	4,578	47,879	51,418	3,539	7%
11 Net Loss from disposal of assets			(2,196)	(2,196)					4,030	2,838					49	49	1,883	691	(1,192)	-63%
Total Operating Expenses	1,201	1,163	28,398	27,628	14,470	12,349	8,101	6,945	64,764	62,587	76,911	79,721	24,022	17,231	8,384	8,384	226,251	216,008	(9,051)	-4%
Total Operating Revenue Less Operating Expenditure	(1,201)	(1,163)	109,946	112,186	(12,854)	(10,739)	(7,907)	(6,724)	(42,479)	(39,572)	(21,270)	(19,816)	(23,472)	(16,669)	3,771	3,771	4,534	26,765	22,231	490%

Governance

For the month ending 30 April, 2019

	Director		Finance		Legal		Regulatory, Planning & Assessment		Governance			
	YTD Budget \$'000	YTD Actual \$'000	YTD Budget \$'000	YTD Actual \$'000	YTD Budget \$'000	YTD Actual \$'000	YTD Budget \$'000	YTD Actual \$'000	YTD Budget \$'000	YTD Actual \$'000	Var (\$)	Var(%)
Operating Revenue												
1 Rates & charges			120,534	120,534					120,534	120,534		0%
2 User charges & fees			338	354	10	13	3,809	4,022	4,157	4,389	232	6%
3 Interest			7,791	8,725					7,791	8,725		0%
4 Other operating revenues			410	406	6	47	100	315	516	768	252	49%
5 Grants & contributions - Operating			5,346	5,394				4	5,346	5,398	52	1%
6 Net Gain from disposal of assets				5,491						5,491	5,491	0%
Total Operating Revenue			134,419	140,904	16	60	3,909	4,341	138,344	145,305	536	0%
Operating Expenses												
7 Employee costs	338	239	3,200	4,020	2,295	2,430	7,165	6,622	12,998	13,311	313	2%
8 Borrowing costs			2,983	2,697					2,983	2,697	(286)	-10%
9 Materials & contracts	23	11	793	818	1,251	1,029	1,400	1,096	3,467	2,954	(513)	-15%
10 Depreciation & amortisation			1	1	55	55			56	56		0%
11 Other operating expenses	3		8,996	8,792	2,043	1,948	48	66	11,090	10,806	(284)	-3%
12 Net Loss from disposal of assets			(2,196)	(2,196)					(2,196)	(2,196)		0%
Total Operating Expenses	364	250	13,777	14,132	5,644	5,462	8,613	7,784	28,398	27,628	(770)	-3%
Total Operating Revenue Less Operating Expenditure	(364)	(250)	120,642	126,772	(5,628)	(5,402)	(4,704)	(3,443)	109,946	117,677	7,731	7%

Strategy & Engagement

For the month ending 30 April, 2019

	Director		Information Technology		Major Events & Corporate Affairs		Corporate & Community Planning		Strategy & Engagement			
	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	Var (\$)	Var(%)
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000		
Operating Revenue												
1 Rates & charges							1,007	1,007	1,007	1,007		0%
2 User charges & fees			387	385	27	31			414	416	2	0%
3 Interest												0%
4 Other operating revenues					100	96			100	96	(4)	-4%
5 Grants & contributions - Operating					31	31	64	60	95	91	(4)	-4%
6 Net Gain from disposal of assets												
Total Operating Revenue			387	385	158	158	1,071	1,067	1,616	1,610	(6)	0%
Operating Expenses												
7 Employee costs	245	111	2,489	2,421	2,444	2,019	1,869	1,786	7,047	6,337	(710)	-10%
8 Borrowing costs												0%
9 Materials & contracts	16	2	1,816	1,529	2,539	1,867	591	264	4,962	3,662	(1,300)	-26%
10 Depreciation & amortisation			799	799			27	27	826	826		0%
11 Other operating expenses			464	432	517	414	654	678	1,635	1,524	(111)	-7%
12 Net Loss from disposal of assets												0%
Total Operating Expenses	261	113	5,568	5,181	5,500	4,300	3,141	2,755	14,470	12,349	(2,121)	-15%
Total Operating Revenue Less Operating Expenditure	(261)	(113)	(5,181)	(4,796)	(5,342)	(4,142)	(2,070)	(1,688)	(12,854)	(10,739)	2,115	16%

People & Culture

For the month ending 30 April, 2019

	Director		People & Culture		People & Culture			
	YTD Budget \$'000	YTD Actual \$'000	YTD Budget \$'000	YTD Actual \$'000	YTD Budget \$'000	YTD Actual \$'000	Var (\$)	Var(%)
Operating Revenue								
1 Rates & charges								0%
2 User charges & fees			1	1	1	1		0%
3 Interest								0%
4 Other operating revenues			10	10	10	10		0%
5 Grants & contributions - Operating			183	210	183	210	27	15%
6 Net Gain from disposal of assets								
Total Operating Revenue			194	221	194	221	27	14%
Operating Expenses								
7 Employee costs	352	270	6,934	6,123	7,286	6,393	(893)	-12%
8 Borrowing costs								0%
9 Materials & contracts	91	3	645	461	736	464	(272)	-37%
10 Depreciation & amortisation			69	69	69	69		0%
11 Other operating expenses		1	10	18	10	19	9	90%
12 Net Loss from disposal of assets								0%
Total Operating Expenses	443	274	7,658	6,671	8,101	6,945	(1,156)	-14%
Total Operating Revenue Less Operating Expenditure	(443)	(274)	(7,464)	(6,450)	(7,907)	(6,724)	1,183	15%

Infrastructure & Property

For the month ending 30 April, 2019

	Director		Depot Operations		Assets & Projects		Civil Construction & Maintenance		Property & Facilities		Infrastructure & Property			
	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	Var (\$)	Var(%)
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000		
Operating Revenue														
1 Rates & charges									243	365	243	365	122	50%
2 User charges & fees					6,148	6,338	4,728	4,802	3,377	3,359	14,253	14,499	246	2%
3 Interest														0%
4 Other operating revenues					2,975	3,207			2,644	2,665	5,619	5,872	253	5%
5 Grants & contributions - Operating			482	436	1,113	1,243	524	534	51	66	2,170	2,279	109	5%
6 Net Gain from disposal of assets														
Total Operating Revenue			482	436	10,236	10,788	5,252	5,336	6,315	6,455	22,285	23,015	730	3%
Operating Expenses														
7 Employee costs	378	398	2,644	2,512	6,388	5,520	7,792	7,540	7,630	7,623	24,832	23,593	(1,239)	-5%
8 Borrowing costs									49	41	49	41	(8)	-16%
9 Materials & contracts	45	5	(6,856)	(6,831)	1,304	1,360	7,725	7,822	5,783	5,879	8,001	8,235	234	3%
10 Depreciation & amortisation	5	5	3,696	3,696	17,465	17,465	24	24	783	874	21,973	22,064	91	0%
11 Other operating expenses	2		790	751	4,018	4,054	71	57	998	954	5,879	5,816	(63)	-1%
12 Net Loss from disposal of assets			(470)	(470)	4,500	3,308					4,030	2,838	(1,192)	-30%
Total Operating Expenses	430	408	(196)	(342)	33,675	31,707	15,612	15,443	15,243	15,371	64,764	62,587	(985)	-2%
Total Operating Revenue Less Operating Expenditure	(430)	(408)	678	778	(23,439)	(20,919)	(10,360)	(10,107)	(8,928)	(8,916)	(42,479)	(39,572)	2,907	7%

City Wide Services

For the month ending 30 April, 2019

	Director		Art Gallery		Museum		Civic Services		Libraries & Learning		Customer Service		Waste Services		Parks & Recreation		Infrastructure				
	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	YTD Budget	YTD Actual	Var (\$)	Var(%)	
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000			
Operating Revenue																					
1 Rates & charges					127	151	1,697	1,717	1,054	999	266	252	18,239	18,239			18,239	18,239	4,195	0%	
2 User charges & fees			39	62									29,616	33,734	1,214	1,293	34,013	38,208		12%	
3 Interest																				0%	
4 Other operating revenues			78	112	40	37	1,642	1,589	321	283	2	3	395	432	142	164	2,620	2,620		0%	
5 Grants & contributions - Operating			120	123	10	10	50	64	392	406			176	186	21	49	769	838	69	9%	
6 Net Gain from disposal of assets																					
Total Operating Revenue			237	297	177	198	3,389	3,370	1,767	1,688	268	255	48,426	52,591	1,377	1,506	55,641	59,905	4,264	8%	
Operating Expenses																					
7 Employee costs	314	311	977	976	731	791	2,746	2,795	5,154	4,846	2,515	2,101	5,240	5,301	7,314	7,240	24,991	24,361	(630)	-3%	
8 Borrowing costs																					0%
9 Materials & contracts	10	8	351	324	253	211	1,612	1,473	1,174	964	414	374	9,676	9,489	3,616	3,772	17,106	16,615	(491)	-3%	
10 Depreciation & amortisation			302	302	366	366	1,590	1,590	1,406	1,406	5	5	2,735	2,667	3,884	3,884	10,288	10,220	(68)	-1%	
11 Other operating expenses			248	244	104	97	624	548	232	246	24	15	22,334	26,439	960	936	24,526	28,525	3,999	16%	
12 Net Loss from disposal of assets																					0%
Total Operating Expenses	324	319	1,878	1,846	1,454	1,465	6,572	6,406	7,966	7,462	2,958	2,495	39,985	43,896	15,774	15,832	76,911	79,721	2,810	4%	
Total Operating Revenue Less Operating Expenditure	(324)	(319)	(1,641)	(1,549)	(1,277)	(1,267)	(3,183)	(3,036)	(6,199)	(5,774)	(2,690)	(2,240)	8,441	8,695	(14,397)	(14,326)	(21,270)	(19,816)	1,454	7%	

Debtors Report as at 30 April, 2019

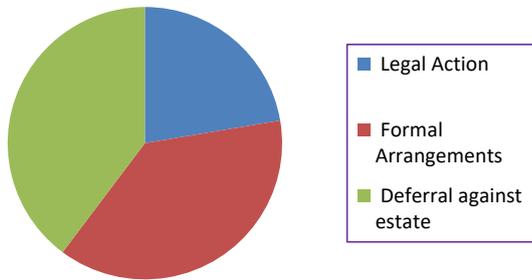
Outstanding Rates

Debt Recovery Action	No. of Properties	\$ Amount
Legal Action	72	386,424
Formal Arrangements	596	655,441
Deferral against estate	42	687,959
Total	710	1,729,824

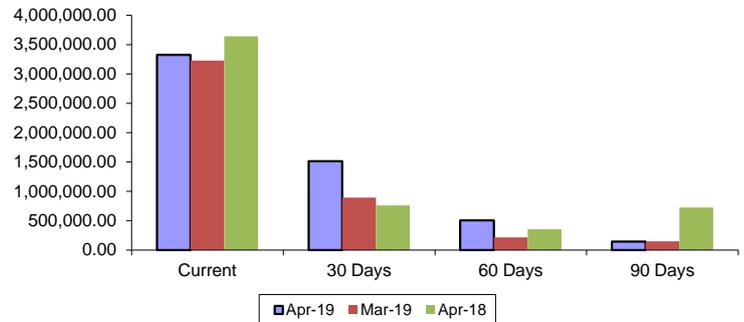
Aged Debtors Report (Major Debtors Report)

Period	Apr-19 \$	Mar-19 \$	Apr-18 \$
Current	3,324,012	3,225,884	3,639,760
30 Days	1,514,683	893,518	759,506
60 Days	507,703	217,010	353,028
90 Days	145,850	148,482	724,740
Total	5,492,248	4,484,894	5,477,034

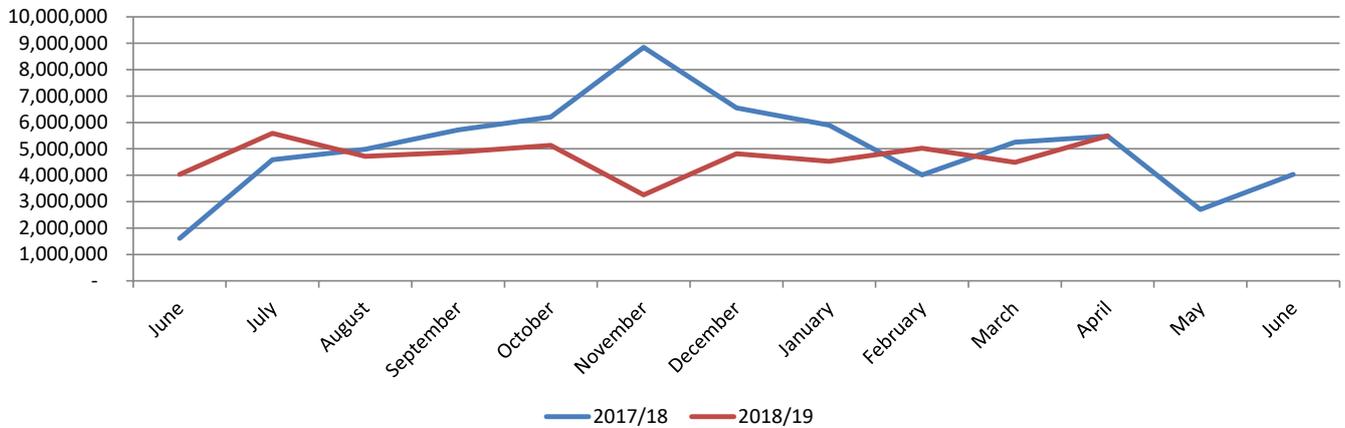
Outstanding Rates (\$)



Debtors balances



Trend of Debtors Balance (\$)



Breakdown of Material Debtors greater than \$100,000

Debtor	Business Unit	Total \$	Current \$	30 Days \$	60 Days \$	90 Days \$
NSW Land & Housing	Waste Management	\$ 167,900	167,900	-	-	-
Cleanaway	Waste Management	\$ 688,018	329,876	358,142	-	-
Veolia Environmental	Waste Management	\$ 716,606	454,735	261,872	-	-
Enviroacific	Waste Management	\$ 813,901	161,042	246,055	406,804	-
LMCC	Waste Management	\$ 183,591	183,591	-	-	-
Benedict Recycling	Waste Management	\$ 153,675	153,675	-	-	-
Gleeson Civil Engineering	Waste Management	\$ 142,353	47,959	94,394	-	-
Cleanaway	Waste Management	\$ 595,072	595,072	-	-	-
Australasian Civil	Waste Management	\$ 261,448	10,886	250,395	168	-
RTC Services	Waste Management	\$ 687,785	687,785	-	-	-
GAG Kingsley Property	Infrastructure & Property	\$ 126,307	-	126,307	-	-

Commentary on Material Debtors greater than 90 days

--

Works Program Summary

For the month ending 30 April, 2019

Full Year Revised Budget \$,000	Portfolio/Program	YTD Revised Budget \$,000	YTD Actual Result \$,000	Variance to YTD budget (%)	% of FY Budget Spent
22,415	Buildings, Structures and Places	15,215	12,685	-17%	57%
7	Aquatic Centres	7	54	671%	771%
568	Blackbutt Reserve	450	442	-2%	78%
5,791	Buildings - Council Support Services	3,406	1,805	-47%	31%
603	Caravan Parks and Commercial Properties	604	598	-1%	99%
95	Cemeteries	84	22	-74%	23%
730	City Centre Revitalisation	679	468	-31%	64%
929	Coastal Revitalisation	844	1,016	20%	109%
726	Community Buildings	502	311	-38%	43%
4,829	Cultural Facilities	3,108	2,365	-24%	49%
1,065	Libraries	739	546	-26%	51%
6,669	Recreation Parks and Sporting Facilities	4,621	4,933	7%	74%
300	Public Toilets	84	12	-86%	4%
103	Retaining Walls	87	113	30%	110%
19,537	Roads	15,692	14,596	-7%	75%
2,744	Bridges	1,796	347	-81%	13%
2,535	Footpaths	2,330	2,549	9%	101%
1,463	Road Furniture	1,231	2,888	135%	197%
9,795	Road Rehabilitation	7,924	6,161	-22%	63%
3,000	Road Resurfacing	2,411	2,651	10%	88%
5,533	Transport	4,584	2,881	-37%	52%
1,668	Cycleways	1,362	337	-75%	20%
1,350	Local Area Traffic Management	1,115	920	-17%	68%
277	Parking Infrastructure	170	131	-23%	47%
2,238	Pedestrian Access and Mobility Plan	1,937	1,493	-23%	67%
7,854	Stormwater	6,175	3,522	-43%	45%
250	Flood Planning	176	431	145%	172%
7,604	Stormwater System	5,999	3,091	-48%	41%
17,586	Environment	11,835	11,423	-3%	65%
1,206	Bushland and Watercourses	533	401	-25%	33%
1,235	Coast, Estuary and Wetlands	904	492	-46%	40%
1,060	Street and Park Trees	744	643	-14%	61%
14,085	Waste Management	9,654	9,887	2%	70%
4,265	Information Technology	2,591	2,430	-6%	57%
2,132	Implementation and Upgrade of Applications	1,403	1,277	-9%	60%
1,475	Infrastructure Improvements	659	710	8%	48%
658	Strategic and Systems Analysis	529	443	-16%	67%
16,199	Strategic	14,899	9,575	-36%	59%
15,785	Smart City	14,579	9,319	-36%	59%
414	Strategic Plans	320	256	-20%	62%
7,304	Fleet Replacement	6,636	2,917	-56%	40%
7,304	Fleet Replacement	6,636	2,917	-56%	40%
100,693	Total Works Program	77,627	60,029	-23%	60%

Note: The Budget above is inclusive of operational and capital works

Ward 4 Capital Works at 30 April, 2019

Item	Due Date	Actual Date	Reason for delay
(i) Wallsend bridge replacement/upgrade			
Tyrell St bridge concept design	Completed	Jul-17	n/a
Tyrell St detail design under contract	Oct-17	Oct-17	n/a
Tyrell st bridge anticipated construction 2018	2018	Expected 2020	early Public Utility Services and private property interaction. The "For Construction" tender will be issued to the market in February 2019 with an anticipated tender period 2 months and construction duration of approximately 9 months.
Boscawan Bridge and Cowper st Bridge	Jun-19		Concept designs have been completed. Currently preparing tender documents for detail design.
Nelson St Bridge Concept Design		Completed	Completed
Channel Widening Concept Design		Completed	Completed
(ii) Wallsend and Beresfield Local Centre Public Domain Plans			
Wallsend Public Domain Plan Draft Concept Plan	Late March 2017	Late March 2017	n/a
Report to Council for adoption of PDP	Jul-17	Council adopted 22 May 2018	n/a
The Plan was broken in stages for preliminary costing and budgeted for in Council's forward program	2018	2018	n/a
Stage 1 - Bunn St Bus stop relocation (outside childcare centre) accelerated.	Design March 2019. Construction Q1 2019/20 FY		Detailed design currently underway, construction yet to be scheduled, but either late this financial year or early next financial year dependent on funding allocations.
Stage 2 - Kokera St/Cowper St intersection. Detailed design and implementation. Nelson/Cowper St Intersection. Newcastle/Cowper St Intersection	Jun-19		Tenders for detailed design of the three intersections to be called early Q4. Kokera St/Cowper St intersection is planned for construction next financial year.
Beresfield Local Centre Public Domain Plan Draft Concept Plan	Completion of construction early April	n/a	Lawson Avenue from the Rail bridge to Newton Street complete. Beresford Ave Kerb and Gutter in place. Retaining walls for garden beds commenced. Placemaking community event held 6 April 2019 on site. Southern kerb on Newton Street laid. Project Approximately 80% complete. Facade Improvement Scheme - 8 offers for funding sent in December 2018. 4 applicants have returned signed Letters of Agreement.

Councillors' Expense Register 2018/2019 - YTD April 2019

	OFFICIAL BUSINESS - AUSTRALIA (incl travel, accommodation, attendance at official events)	ACCOMPANYING PERSON- OFFICIAL BUSINESS	OVERSEAS TRAVEL (incl travel, accommodation, attendance at official events)	PROFESSIONAL DEVELOPMENT (including registration, accommodation and materials)	AICD COURSE FEES (including registration, membership, accommodation and materials)	ANNUAL CONFERENCE	COMMUNICATION DEVICES	COMMUNICATION EXPENSES	CARER EXPENSES	OTHER OFFICE SUPPLIES AND FACILITIES	TOTAL 2018/2019 EXPENDITURE
Lord Mayor Policy Provision	\$4,000 per Year	\$1,000 per year	In accordance with resolution	\$5,000 per Year (\$8,000 if attending AICD during year)	\$3,000 per term, can be combined with yearly Professional Development allowance	\$3,000 per Year	\$4,000 per Term	\$3,000 per year	\$6,000 per Year	\$500 per Year	
NELMES Nuatali	2,167.17			687.72			3,921.53	1,442.46		524.23	8,743.11
Councillor Policy Provision	\$2,000 per Year	\$500 per Year	In accordance with resolution	\$5,000 per Year (\$8,000 if attending AICD during year)	\$3,000 per term, can be combined with yearly Professional Development	\$3,000 per Year	\$4,000 per Term	\$3,000 per Year	\$6,000 per Year	\$500 per Year	
BYRNE Matthew	150.00						3,586.53	731.78		177.13	4,645.44
CHURCH JOHN	272.74				7,699.00		3,586.53	360.00		449.09	12,367.36
CLAUSEN Declan	787.74		890.15	214.03			3,821.53	731.78		294.40	6,739.63
DUNCAN Carol	740.94					1,126.36	3,586.53	731.78		-	6,185.61
DUNN Jason	-						3,586.53	731.78		177.13	4,495.44
ELLIOT Kath	1,139.65				7,595.00		3,586.53	731.78		-	13,052.96
LUKE Brad	453.03						3,586.53	731.78		176.61	4,947.95
MACKENZIE John	-						3,586.53	731.78		449.09	4,767.40
ROBINSON Allan	-						3,586.53	731.78		-	4,318.31
RUFO Andrea	37.58						3,586.53	731.78		-	4,355.89
WHITE Emma						1,798.52	3,586.53	731.78		177.13	6,293.96
WINNEY-BAARTZ Peta	904.50					1,126.36	3,586.53	731.78		-	6,349.17
TOTAL (exc LM)	4,486.18	-	890.15	214.03	15,294.00	4,051.24	43,273.35	8,409.58	-	1,900.58	78,519.11
TOTAL (inc LM)	6,653.35	-	890.15	901.75	15,294.00	4,051.24	47,194.88	9,852.04	-	2,424.81	87,262.22

Investment Policy compliance report

April 2019

Executive summary:

1 City of Newcastle's (CN) temporary surplus funds are invested consistent with its adopted Investment Policy and The Local Government Act and Regulations.

2 **Socially Responsible Investment:**

Application of the investment function has remained consistent with requirements outlined within Part E of CN's Investment Policy, "*Environmentally and Socially Responsible Investments (SRI)*".

3 **Investment Portfolio Holdings:**

CN's overall investment portfolio holdings are \$351.3million comprising \$340.2million of invested funds, and \$11.1million Cash At Call.

CN's total Cash and Investment Holdings have increased by \$29.7million for the 2018/19 financial year to April 2019. The December revised budget forecasts a \$4.0million reduction of funds resulting from the 2018/19 operations (exclusive of CAC sale proceeds). Accordingly, total portfolio holdings are forecast to trend downward between now and July 2019 as works program expenditure accelerates.

4 **Investment monthly movements:**

New investments placed during April 2019 were minimal due to the drawdown on the investment portfolio. Those investments that were placed focused on ensuring short-term liquidity.

Further disclosure of investment portfolio composition and details of investment placements performed during the reporting period are detailed later in this report.

5 **Performance:**

CN achieved a Net Yield on the investment portfolio for the 12 months to 30 April of 3.14%, against the benchmark of 2.02% 90d Bloomberg AusBond Bank Bill Index.

CN's Investment Policy mandates a KPI Active Return (Net Return less benchmark) of 0.50%. The Active Return for the 12months to April was 1.12%.

6 **Interest Income Budget:**

The 2018/19 budget from CN's cash and investments was revised upward at the September 2018 review to \$9.03million (excluding Newcastle Airport and non-investment portfolio sources of interest). The upward revision was a result of the combined impacts from a temporary spike in short term interest and greater than anticipated cash and investment holdings due to the year to date works program expenditure being behind budget.

A further increase to the budget will be brought in at the March 2019 quarterly review. This is in response to the cumulative impacts of the aforementioned, combined with additional yield to be generated on the sale proceeds from 282 King Street.

7 **Interest Income Actual:**

Cumulative 2018/19 interest income from CN's cash and investments was \$8.60million (excluding Newcastle Airport and non-investment portfolio sources of interest). Year to date this result exceeds the revised budget of \$7.57million.

The budget to actual interest report as at 30 April 2019 is submitted to Council later in this report.

Investment Policy compliance report

April 2019

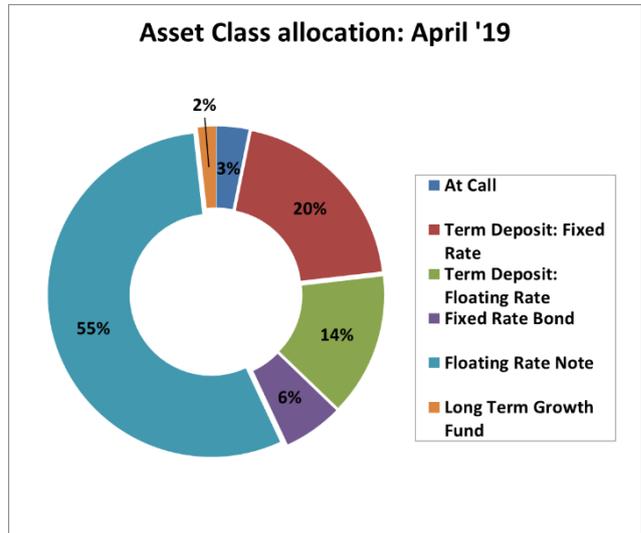
- 8 In accordance with Council's resolution of 30 May 1995, the schedules of investments (new placements and maturities) from the two previous meetings of Council are provided in detail at the conclusion of this report.

Investment Policy compliance report

April 2019

Portfolio Summary:

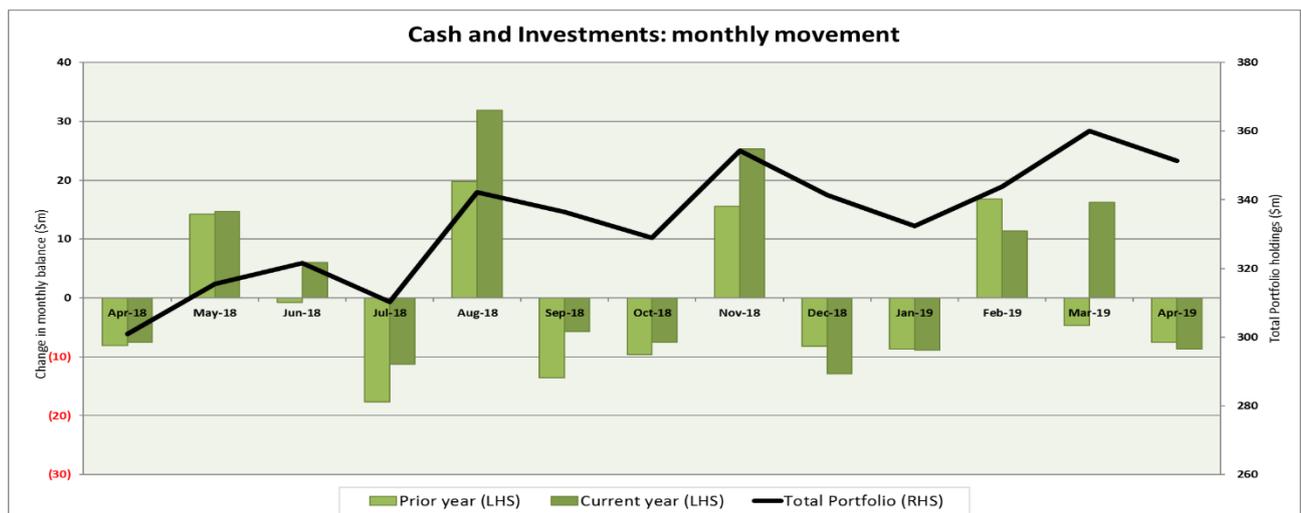
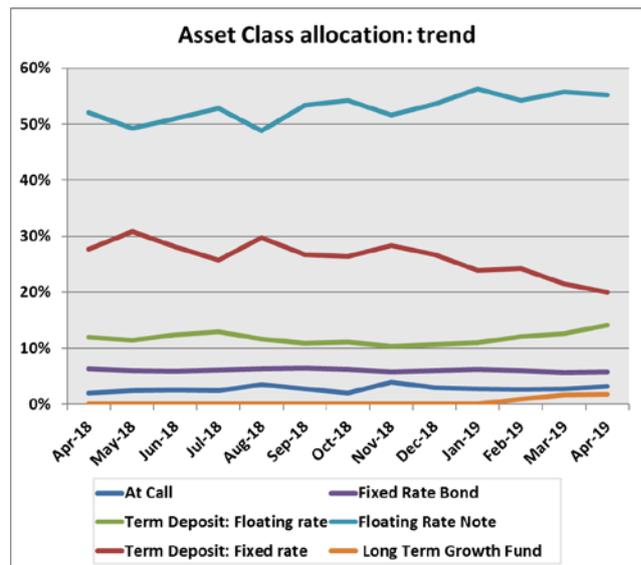
Asset Class allocation	
Investment type	Current month April '19
Cash At Call	11,074,898
Term Deposit: Fixed rate	70,278,847
Term Deposit: Floating rate	49,500,000
Floating Rate Note	193,794,7360
Fixed Rate Bond	20,491,621
Long Term Growth Fund	6,186,914
Total	351,326,640



Commentary:

During the month of April 2019 new investments were minimal and focused on ensuring short-term liquidity.

During the month of April there was a net usage of cash and investments totalling \$8.7m. The net increase in cash and investments Financial Year to Date is now \$29.7m. Based on CN's revised budget portfolio holdings are forecast to decline between now and July.



Investment Policy compliance report

April 2019

New and matured Investments:

Matured Investments:

Date matured	Institution	Asset Class	Principal value	Rate of Return	Original Term	Original date invested
24 Apr 2019	Commonwealth Bank of Australia	Floating Rate Note	\$2,000,000	90d bbsw + 0.88%	5 years	24 Apr 2014
23 Apr 2019	Suncorp Metway Limited	Floating Rate Note	\$3,000,000	90d bbsw + 1.03%	5 years	6 May 2014
23 Apr 2019	Suncorp Metway	Floating Rate Note	\$2,000,000	90d bbsw + 0.97%	4.75 years	4 Jul 2014
28 Apr 2019	Greater Building Society	Term Deposit: Fixed rate	\$3,000,000	3.20%	2 years	28 Apr 2017
5 Apr 2019	National Australia Bank	Term Deposit: Fixed rate	\$4,000,000	2.72%	127 days	29 Nov 2018
12 Apr 2019	National Australia Bank	Term Deposit: Fixed rate	\$4,000,000	2.72%	134 days	29 Nov 2018
18 Apr 2019	Bank of Queensland	Term Deposit: Fixed rate	\$5,000,000	2.70%	140 days	29 Nov 2018

New Investments:

Contract date	Settlement date	Institution	Asset Class	Principal value	Rate of Return	Term	Maturity date
5 Apr 2019	5 Apr 2019	Westpac	Term Deposit: Floating rate	\$4,000,000	90d bbsw + 0.90%	4 years	5 Apr 2023
12 Apr 2019	12 Apr 2019	National Australia Bank	Term Deposit: Fixed Rate	\$4,000,000	2.43%	91 days	12 Jul 2019
24 Apr 2019	24 Apr 2019	National Australia Bank	Term Deposit: Fixed Rate	\$5,000,000	2.44%	135 days	6 Sep 2019

I certify that the new investments detailed above have been made in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005, and Council's adopted Investment Policy.



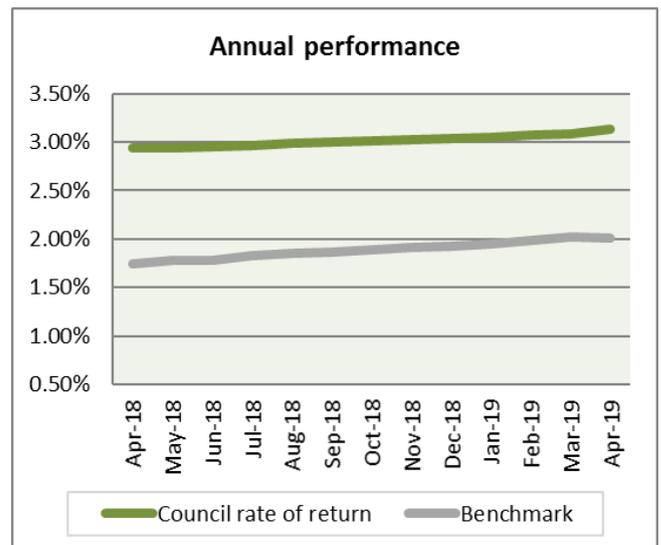
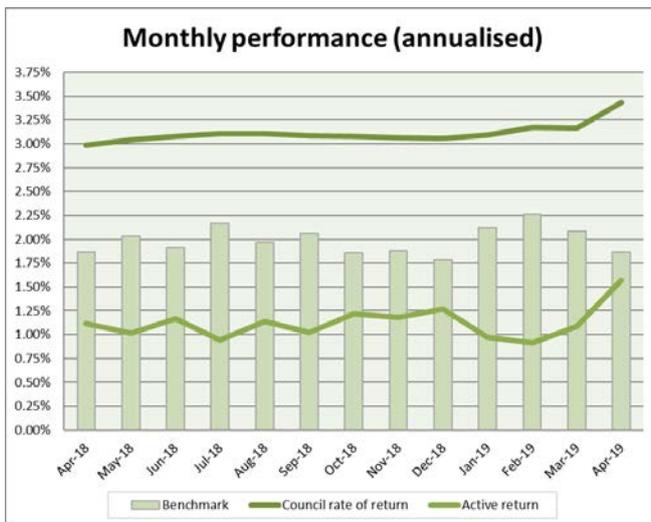
Alissa Jones
Responsible Accounting Officer

Investment Policy compliance report

April 2019

Performance measurement:

	Monthly return (annualised)	12month return (p.a.)
Council return	3.43%	3.14%
Benchmark	1.87%	2.02%



Commentary:

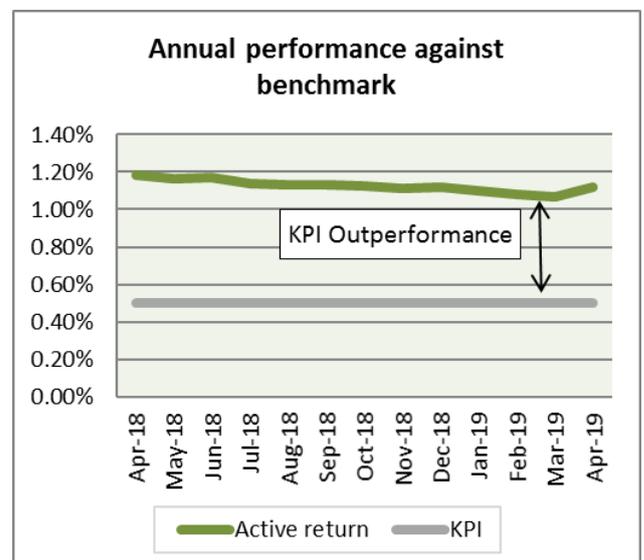
The above table provides a snapshot of the weighted average return (running yield) for CN's Investment portfolio for both the month of April 2019 as well as the 12months to April 2019.

CN is generating a running yield of 1.12% over the 12month rolling Bloomberg Ausbond Index rate. This equates to KPI outperformance of 0.62% (CN's KPI is 0.50% above the 12month benchmark).

This performance is deemed as excellent both on an absolute basis (relative to risk) and relative to Local Government peers.

Active return for the portfolio is visibly trending downward over the last twelve months, the cause of which is twofold. As mentioned in last month's report, as short-term bank bill interest rates decline it has a short-term inverse impact upon the benchmark (causing it to increase). Secondly, there has been a significant tightening trend in ADI credit margins over this period. As lending growth has slowed this has diminished ADI's needs to raise additional monies to fund their growth. Simplistically, this has meant that fixed income supply has not maintained pace with pent up demand, leading to the laws of demand and supply tightening margins.

Active return for the portfolio has increased in the last two months, due to positive returns from the TCorp Long Term Growth Fund.



Investment Policy compliance report

April 2019

Credit Risk compliance:

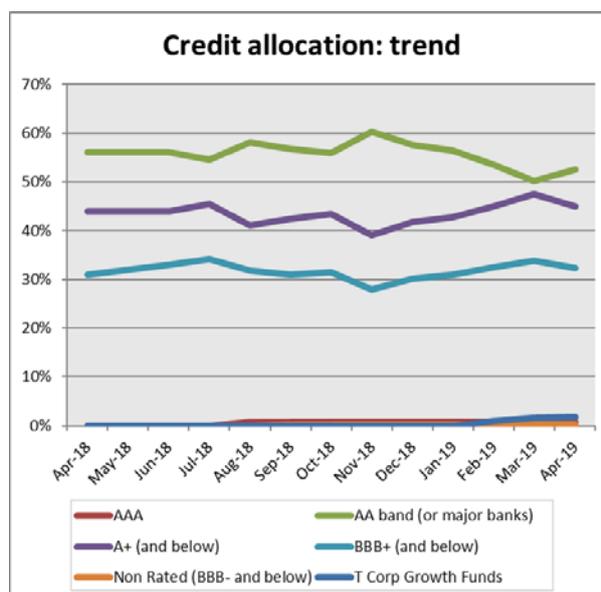
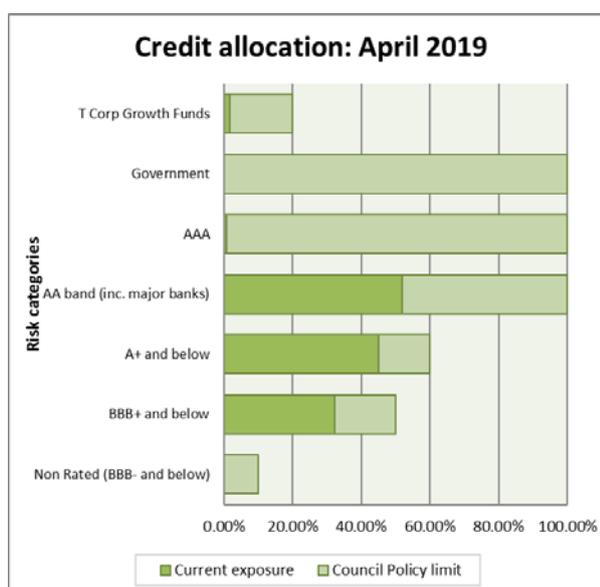
Investment credit rating	Current month		Exposure limits
	\$	%	%
Government	-	-	100%
AAA	2,495,571	1%	100%
AA band (inc. major banks)	184,577,232	52%	100%
A+ and below	158,066,923	45%	60%
BBB+ and below	113,548,321	32%	50%
Non Rated (BBB- and below)	639,424	0%	10%
T Corp Growth Funds	6,186,914	2%	20%

Commentary:

Allocations remain conservative from a credit risk perspective and remain well within CN's Policy limits.

As at 30 April 2019 all investments managed by CN are in Investment Grade Authorised Deposit Taking Institutions (regulated by ASIC) except for those funds which are invested in the "Long Term Growth Fund". The Long-Term Growth Fund is a growth focused managed fund, administered by NSW Treasury Corporation, that maintains an average underlying asset class mix of approximately 80% to Growth investments and 20% to Defensive investments.

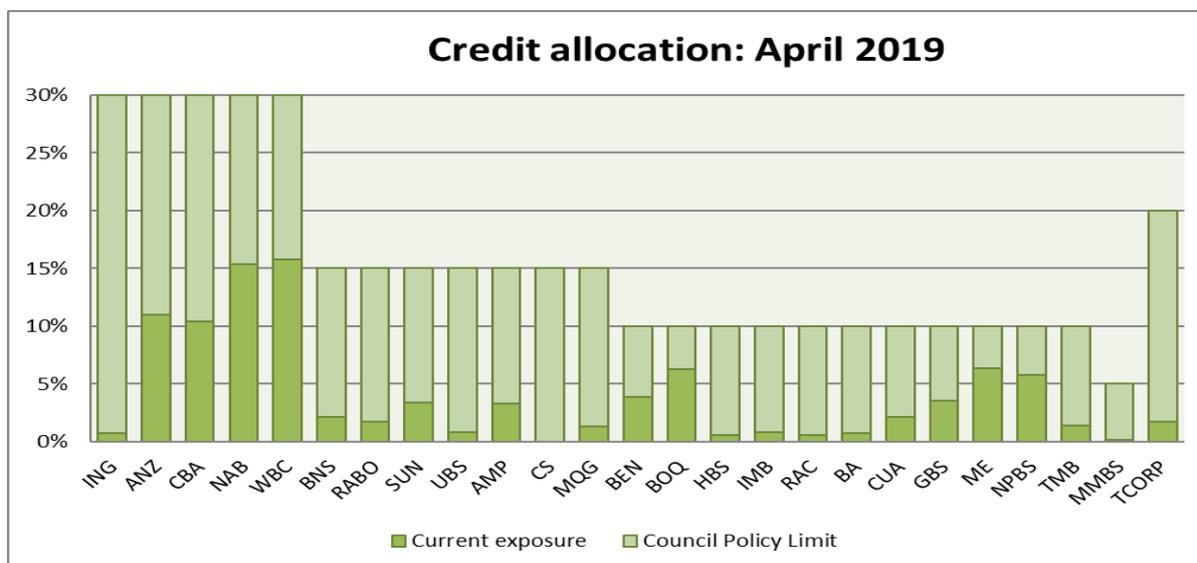
Additional Policy measures are in place to limit credit risk exposure via individual ADI exposure limits and term to maturity limits.



Investment Policy compliance report

April 2019

Credit risk compliance cont:



Institution	Institution abbreviation	Credit rating (S&P)	Current month Apr '19		Prior month Mar '19		Prior year Apr '18	
ING Bank (Australia)	ING	AAA*	2,495,571	1%	2,495,571	1%	-	0%
ANZ	ANZ	AA-	38,492,922	11%	38,492,922	11%	23,985,666	10%
Commonwealth Bank	CBA	AA-	36,616,400	10%	37,452,346	10%	43,147,907	14%
National Australia Bank	NAB	AA-	53,967,727	15%	52,967,727	15%	50,597,312	17%
Westpac	WBC	AA-	55,500,183	16%	51,500,183	14%	45,500,768	15%
Bank of Nova Scotia	BNS	A+	7,501,680	2%	7,501,680	2%	-	0%
Rabobank	RABO	A+	6,000,000	2%	6,000,000	2%	5,000,731	2%
Suncorp Metway	SUN	A+	12,012,265	5%	17,013,054	5%	17,004,260	6%
UBS Australia	UBS	A+	3,000,000	1%	3,000,000	1%	3,000,000	1%
Credit Suisse AG	CS	A	-	0%	-	0%	3,000,000	1%
Macquarie Bank	MQG	A	4,500,000	1%	4,500,000	1%	7,500,000	2%
AMP Bank	AMP	A-	11,504,657	3%	11,504,657	3%	8,506,565	3%
Bendigo Bank	BEN	BBB+	13,500,000	4%	13,500,000	4%	18,507,811	6%
Bank of Queensland	BOQ	BBB+	22,160,087	6%	27,160,087	8%	20,141,027	7%
Heritage Bank	HBS	BBB+	2,050,000	1%	2,050,000	1%	4,050,000	1%
IMB Bank	IMB	BBB+	3,000,000	1%	3,000,000	1%	-	0%
RACQ Bank	RAC	BBB+	2,000,000	1%	2,000,000	1%	-	0%
Bank Australia	BA	BBB	2,500,000	1%	2,500,000	1%	-	0%
Credit Union Australia	CUA	BBB	7,501,193	2%	7,501,193	2%	2,000,000	1%
Greater Bank	GBS	BBB	12,500,000	4%	15,500,000	4%	15,500,000	5%
ME Bank	ME	BBB	22,457,125	6%	22,461,266	6%	18,475,130	6%
Newcastle Permanent	NPBS	BBB	20,240,241	6%	20,237,772	6%	13,980,490	5%
Teachers Mutual	TMB	BBB	5,000,251	1%	5,000,371	1%	1,000,731	0%
Maitland Mutual	MMBS	Non Rated	639,424	0%	639,424	0%	-	0%
NSW Treasury Corp (TCorp)	TCORP	Non Rated	6,186,914	2%	6,047,122	2%	-	0%
Total			351,326,640		360,025,374		300,898,398	

Commentary:

* = ING Bank (Australia) maintains a long term credit rating with S&P of "A". However the sole investment CN maintains with ING is assigned a "AAA" rating due to additional credit support assigned to it.

Investment Policy compliance report

April 2019

Maturity risk compliance:

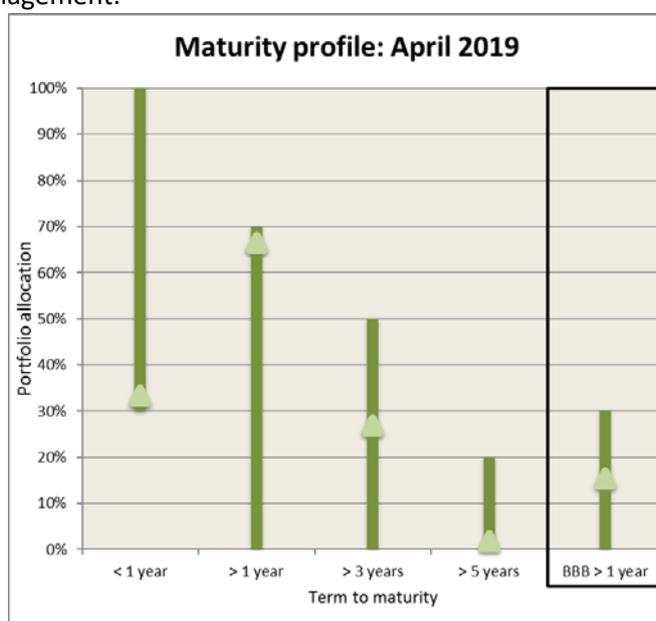
Term to Maturity	Actual allocations		Policy Framework		
	March		Minimum	Maximum	Minimum rating of Investment at purchase
	\$	%	%	%	
0 - 1 Year	117,344,881	33%	30%	100%	
> 1 Year	233,981,758	67%		70% (maximum of 30% to BBB)	BBB
> 3 Years	94,687,456	27%		50%	BBB
> 5 Years	6,186,914	2%		20%	AA- (or major bank) and TCorp IM Growth Funds

Commentary:

CN's Investment Policy mandates that it holds a minimum of 30% of cash and investments with a maximum term to maturity of less than 12months. This limit is established to ensure CN always retains a comfortable liquidity buffer whilst also ensuring sufficient additional capacity to maintain a long-term maturity profile to enable improved yields and efficient capital management.

On 28 August 2018 a Revised Investment Policy was adopted by the Elected Council that will facilitate an improved ability to match investment duration with underlying long-term liabilities. Specific amendments to The Policy were increased maximum allocations limits to longer duration investments as well as permitting investment into T Corp Individually Managed Growth Funds.

As at 30 April 2019 CN's portfolio was conservatively positioned to focus on future short-term funding requirements as well as providing scope to assess and determine allocations to new long-term investments as and when opportunities arise.



Investment Policy compliance report

April 2019

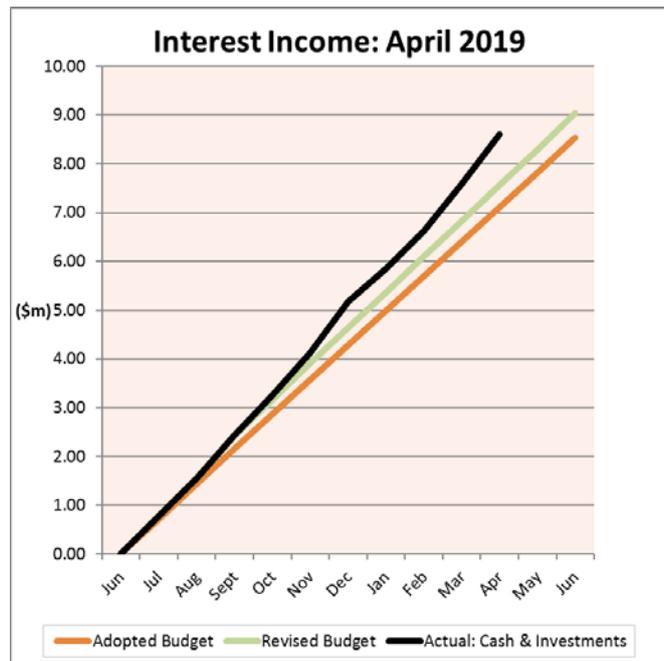
Interest Income Variance analysis:

Commentary:

The revised budget for 2018/19 investment income is \$9.03m which includes an upward revision to the originally adopted budget. The upward revision is a result of combined impacts from higher than forecast short term interest rates and increased cash and investments holdings due to the year to date works program expenditure being behind budget.

The cumulative impacts of the above-mentioned factors, as well as the receipt of 282 King Street sale proceeds, will result in an additional budget reassessment at the March quarterly review.

Total interest income generated in the year to April '19 was \$8.60m, exceeding the revised budget of \$7.59m.



Investment Policy compliance report

March 2019

New and matured Investments:

Matured Investments:

Date matured	Institution	Asset Class	Principal value	Rate of Return	Original Term	Original date invested
8 Mar 2019	NAB	Term Deposit: Fixed Rate	\$4,000,000	2.69%	147 days	12 Oct 2018
15 Mar 2019	NAB	Term Deposit: Fixed Rate	\$4,000,000	2.67%	133 days	2 Nov 2018
15 Mar 2019	NAB	Term Deposit: Fixed rate	\$3,000,000	2.68%	116 days	19 Nov 2018
22 Mar 2019	Newcastle Permanent	Floating Rate Note	\$5,000,000	90d bbsw + 1.60%	3 years	22 Mar 2016
26 Mar 2019	Bendigo Bank	Term Deposit: Fixed rate	\$4,000,000	2.68%	109 days	7 Dec 2018

New Investments:

Contract date	Settlement date	Institution	Asset Class	Principal value	Rate of Return	Term	Maturity date
19 Feb 2019	4 Mar 2019	CUA	Floating Rate Note	\$2,500,000	90d bbsw + 1.23%	3 years	4 Mar 2022
6 Mar 2019	8 Mar 2019	Bank of Nova Scotia	Floating Rate Note	\$4,000,000	90d bbsw + 0.97%	4.5 years	7 Sept 2023
8 Mar 2019	8 Mar 2019	Newcastle Permanent	Term Deposit: Fixed Rate	\$4,000,000	2.95%	3 years	8 Mar 2022
6 Mar 2019	11 Mar 2019	BoQ	Floating Rate Note	\$5,000,000	90d bbsw + 1.06%	4 years	3 Feb 2023
15 Mar 2019	22 Mar 2019	Rabobank	Floating Rate Note	\$3,000,000	90d bbsw + 0.79%	3.5 years	22 Sept 2022
22 Mar 2019	22 Mar 2019	BoQ	Term Deposit: Fixed Rate	\$5,000,000	2.70%	175 days	13 Sept 2019
26 Mar 2019	26 Mar 2019	ANZ	Term Deposit: Fixed Rate	\$4,000,000	90d bbsw + 1.00%	5 years	26 Mar 2024

I certify that the new investments detailed above have been made in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005, and Council's adopted Investment Policy.



Alissa Jones
Responsible Accounting Officer

Investment Policy compliance report

February 2019

New and matured Investments:

Matured Investments:

Date matured	Institution	Asset Class	Principal value	Rate of Return	Original Term	Original date invested
1 Feb 2019	NAB	Term Deposit: Fixed Rate	\$3,000,000	2.66%	119 days	5 Oct 2018
4 Feb 2019	Rabobank	Floating Rate Note	\$2,000,000	90d bbsw + 1.00%	5yrs	14 Feb 2014
6 Feb 2019	Bank of QLD	Term Deposit: Fixed rate	\$639,424	2.75%	184 days	7 Aug 2018
8 Feb 2019	Bankwest	Term Deposit: Fixed rate	\$3,000,000	2.65%	122 days	9 Oct 2018
25 Feb 2019	Westpac	Floating Rate Note	\$1,000,000	90d bbsw + 0.89%	5yrs	10 Mar 2014

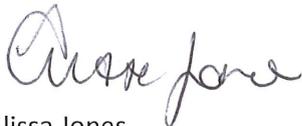
New Investments:

Contract date	Settlement date	Institution	Asset Class	Principal value	Rate of Return	Term	Maturity date
30 Jan 2019	8 Feb 2019	ANZ	Floating Rate Note	\$5,000,000	90d bbsw + 1.10%	5 years	8 Feb 2024
1 Feb 2019	1 Feb 2019	NAB	Term Deposit: Fixed Rate	\$3,000,000	2.71%	126 days	7 Jun 2019
6 Feb 2019	6 Feb 2019	Bank of QLD	Term Deposit: Fixed Rate	\$639,424	2.75%	180 days	6 Aug 2019
12 Feb 2019	12 Feb 2019	NAB	Term Deposit: Fixed Rate	\$3,000,000	2.65%	129 days	21 Jun 2019
13 Feb 2019	1 Mar 2019	Newcastle Permanent	Floating Rate Note	\$2,250,000	90d bbsw + 1.10%	2 years	26 Feb 2021
19 Feb 2019	4 Mar 2019	CUA	Floating Rate Note	\$2,500,000	90d bbsw + 1.23%	3 years	4 Mar 2022
19 Feb 2019	20 Feb 2019	TCorp NSW	Long Term Growth Fund	\$3,000,000	N/A*	N/A**	N/A**
22 Feb 2019	22 Feb 2019	Newcastle Permanent	Term Deposit: Floating Rate	\$5,000,000	90d bbsw + 1.20%	3 years	22 Feb 2022
27 Feb 2019	27 Feb 2019	ME Bank	Term Deposit: Fixed Rate	\$4,000,000	2.65%	121 days	28 Jun 2019

* TCorp Growth Funds do not have a contracted rate of return. However, TCorp provides guidance on Long-Term Return Expectation over a 10year period of CPI + 3.50% with a greater than 50% probability.

**TCorp Growth Funds do not have a contracted maturity date. However, CN's Internal Strategy specifies that the minimum time horizon for the Long-Term Growth Fund is 5years from the date of initial deposit.

I certify that the new investments detailed above have been made in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005, and Council's adopted Investment Policy.



Alissa Jones
Responsible Accounting Officer

MAJOR EVENTS & CORPORATE AFFAIRS



City of Newcastle (CN) provided event sponsorships to three major ANZAC Day commemorative events: the Dawn Service at Camp Shortland, March through the city centre; and the United Commemoration Service in Civic Park. CN staff worked with a range of stakeholders to assist with the delivery of ANZAC Day events including The City of Newcastle RSL Sub Branch and suburban RSL sub branches, Department of Premier and Cabinet, NSW Police, Transport for NSW and Fort Scratchley Historical Society.

CN sponsored a free Park and Ride service between McDonald Jones Stadium and the Queens Wharf Precinct complementing additional light rail and bus services provided by Transport for NSW.

Two CN videos published in the lead up to the event were well received, with a combined reach on CN social media channels of over 68,000.

We undertook our Quarterly Community Survey in March/April with a total of 815 people taking part. The theme for this survey round was communication and engagement. The full survey report is available on our website.

New tourism collateral was launched this month as the Destination Marketing team work to improve visitor information services in the city. This includes a new A3 sized tearoff map which has become a key tool at the Newcastle Visitor Information Centre. Featuring transport routes, key tourism attractions, beaches and major shopping/dining areas, more than 11,000 maps have already been distributed to industry stakeholders including hotels, attractions and information centres.

MEDIA, COMMUNICATIONS & ENGAGEMENT



685

Media items relating to City of Newcastle

13

Media Releases

32

Media Inquiries

MEDIA HOT TOPICS

Draft budget

Defibrillators at sportsgrounds

Park and Ride continuation

Move to 12 Stewart Avenue

ANZAC Day

Business Improvement Associations (BIA's)

South Stockton Active Hub



We provided marketing and communications to promote:

South Stockton Active Hub: The grand opening of Stockton Active Hub was held in April, with the Lord Mayor meeting some local skateboarders and children who were able to test out the new facilities.

April School Holidays: A What's On guide and videos featuring the range of activities available over the school break at our Libraries, Newcastle Museum, the Art Gallery and Blackbutt Reserve were distributed across digital and print channels and advertised on popular digital sites

We updated our community on these infrastructure projects:

Swan Street, Cooks Hill renewal: Flyer notification to update residents on renewal works.

Glebe Road Adamstown traffic improvements: Frequently Asked Questions developed and webpage updated to address community queries about the installation of traffic control signals.

Sanctuary Estate swales: Flyers, signage and web updates to notify residents of the next stage of the swale rehabilitation project in Fletcher. Additional resident notification letter distributed to request resident feedback on proposed parking changes.

Beresfield Local Centre renewal: Notification letter, web and social media promotion of upcoming road closures as part of the local centre renewal works.

Stockton exercise equipment: Onsite signage to inform the community of the upcoming installation of six new outdoor fitness stations along Stockton foreshore.

Maud Street, Waratah road safety improvements: Flyers, signage and web promotion of the first stage of construction for this project.

Merewether Street, Newcastle road works: Notification letter, web and social media promotion of the removal of the existing rail hump in Merewether Street, Newcastle.

Joslin Street Local Centre: Flyers, signage, web and social media promotion of the public exhibition of the Draft Joslin Street Kotara Public Domain and Traffic Plan.

Gross Street Reserve, Tighes Hill stormwater improvements: Flyers, signage and web promotion to inform the community of upcoming works to install a gross pollutant trap in William Street, Tighes Hill to improve stormwater quality.

Our community were involved and provided feedback on:

Pin the City's Art: This mapping project encourages people to photograph their favourite public art and pin the locations to an interactive map.

West End Stage 2 – Streetscape Plan: Dedicated engagement webpage for submissions and survey to gain feedback on the West End Stage 2 – Streetscape Plan on public exhibition.

Library Strategy: Dedicated engagement webpage for submissions and interactive map to gain feedback for the Library Strategy on public exhibition.

Quarterly Community survey: Survey to obtain feedback on CN's facilities, services and initiatives.

Our Budget 2019/20: Dedicated engagement webpage for submissions to gain feedback for Our Budget 2019/20 on public exhibition.

Beresfield Local Centre renewal: As part of this project, CN is creating a new community space on the corner of Beresford Ave and Lawson Ave. To gain community input into the design for the space, a place-based idea generation exercise was undertaken, other engagement included an online ideas wall, school brain storming workshops and feedback postcards in local businesses and the library.

Park and Ride survey: A survey of users of the Park and Ride service was undertaken online and face-to-face onsite at McDonald Jones Stadium to understand usage patterns and willingness to pay for the service to continue.

Junction Traders survey: CN developed a survey to assist traders in The Junction area to understand the level of support business operators and commercial property owners would be willing to financially contribute annually to ensure the operation of a Business Improvement Association (BIA) in the area.

PROMOTING OUR CITY

BUSINESS EVENTS AND DESTINATION MARKETING

Newcastle is set to be the star of the 2019 Monopoly Board. Announced by Hasbro in April, our city has been chosen to have our very own Newcastle edition of the world's most popular board game. Stocked by retailers including Target, Big W, Myer and David Jones, this is a unique opportunity to put Newcastle on the map (or the board, we should say). It is anticipated that the local version of the game will be in-stores in October 2019.



As the Visit Newcastle website project progresses, CN has committed to the Australian Tourism Data Warehouse (ATDW). The online database offers the most comprehensive, quality assured digital database and multi-channel distribution network for tourism data, industry products and destination information. The Tourism Team has begun communication with industry to encourage businesses to list on ATDW. Moving forward, the Visit Newcastle website will draw listings from ATDW to showcase business offerings in the city.

The Business Event Team has been out and about this month doing site visits and meet and greets with industry partners to develop a new marketing prospectus for the Tourism Convention

SUPPORTING EVENTS IN OUR CITY

17 NEW EVENT BOOKINGS & ENQUIRIES

31 EVENT AUTHORISATIONS (not including wedding & private bookings)

2 FILMING PERMITS ISSUED

VIBRANT AND ACTIVE PUBLIC SPACES

EVENT SPONSORSHIP

THE CITY SPONSORED THREE EVENTS THIS MONTH:

COMBINED SCHOOLS ANZAC SERVICE

For sixty-four years the Combined Schools ANZAC Service has provided students in the Newcastle Region with a greater understanding of the meaning of ANZAC Day and the sacrifices made by Australian men and women in defending our nation. The event held at the Civic Theatre is highly regarded by the Department of Veterans' Affairs and the ex-service community and was attended by over 1,400 school children.



DINOSAUR DIG - HUNTER WETLANDS

In an Australian first, a to-scale dig site, complete with a full dinosaur skeleton was recreated on the grounds at the wetlands. Local palaeontology expert Michael Dawson provided specially chosen dinosaur casts for display. Dino Dioramas with information about these historical inhabitants were also placed around the wetlands.

CLUBS NSW ACADEMY GAMES

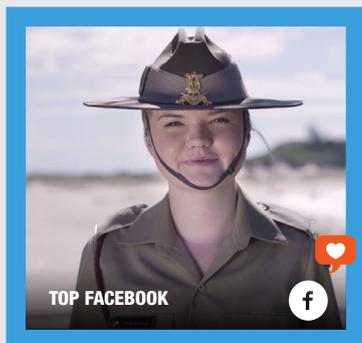
The NSW Clubs Regional Academy Games are a showcase multi-sport games event for the talented youth of regional NSW. It involves ten regional sports academies playing ten different sports over a three day period. The event attracts 1,000 athletes, 300 coaches and managers and 1,500 spectators each staying in the region for three nights (total of 8,400 nights).



SOCIAL MEDIA



There has been a change to our social media accounts. We now have City of Newcastle Facebook, Twitter, and LinkedIn accounts; Visit Newcastle Facebook account, and a combined Instagram account. This is to reduce duplicated content and reach a broader audience.



39,000
PEOPLE REACHED
(510 REACTIONS
14,000 VIDEO VIEWS)

Join us in commemorating Anzac Day.



3,257
PEOPLE REACHED
(15 ENGAGEMENTS)

City Hall clock tower will shine blue from sunset to sunrise for World Autism Day.



6,200
IMPRESSIONS
(310 ENGAGEMENTS)

We are looking for a new bin positioner, a fantastic role that not only supports social connections in our communities but also helps the City reach our UN Sustainable Development Goals.



211,100
PEOPLE REACHED
(21,600 REACTIONS)

Lest we forget.



17,600
PEOPLE REACHED
(1,300 LIKES)

Newcastle at its best
 Bogey Hole
 @shannonhartiganimages

TOTAL COMBINED FOLLOWERS
120,582

3,950 NEW FOLLOWERS