

BROADMEADOW REGIONALLY SIGNIFICANT GROWTH AREA

Stage 3 – Historical (Non-Aboriginal) Heritage Study

DRAFT

April 2024

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Prepared by

Umwelt (Australia) Pty Limited

on behalf of

**Department of Planning, Housing and Infrastructure
(DPHI) (previously Department of Planning &
Environment [DPHI])**

Project Director: Tim Adams

Project Manager: Karyn Cook

Report No. 23192/R05

Date: April 2024



QMS Certification Services

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Acknowledgement of Country

Umwelt would like to acknowledge the traditional custodians of the country on which we work and pay respect to their cultural heritage, beliefs, and continuing relationship with the land. We pay our respect to the Elders – past, present, and future.

Cover image: Broadmeadow Locomotive Depot hand-operated turntable, c1948 (Source: State Rail Authority Archival Photograph, No 572/4).

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Document Status

Rev No.	Reviewer		Approved for Issue	
	Name	Date	Name	Date
V1	Tim Adams	14/12/2023	Tim Adams	14/12/2023
V2	Tim Adams	18/03/2024	Tim Adams	18/03/2024
V3	Tim Adams	26/04/2024	Tim Adams	26/04/2024

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1.0 Introduction

The DPHI Department of Planning, Housing & Infrastructure (DPHI) in partnership with City of Newcastle (CN) is preparing a Broadmeadow Place Strategy, Structure Plan and 'First Moves' State-Led Rezoning (the project) for the Broadmeadow Regionally Significant Growth Area (the Project Area), which will be informed by several technical studies, including this Stage 3 Historical (Non-Aboriginal) Technical Report.

In accordance with the project brief, this Stage 3 Technical Report includes the following key information:

- The outcomes of the Stage 1 Historical (Non-Aboriginal) Analysis Report prepared by Umwelt, which includes:
 - the results of searches undertaken of all relevant heritage registers and databases to identify sites, places and areas of established historical heritage significance within the Project Area
 - the outcomes of a review of relevant literature including CN heritage studies (integrated throughout this report)
 - an overview of the non-Aboriginal history of the Project Area
 - the identification and discussion of historical heritage themes relevant to the Project Area and
 - the identification of relevant opportunities and constraints relating to historical heritage.
- The outcomes of stakeholder consultation.
- The outcomes of a high-level visual survey.
- An overview of the historical heritage value(s) of the Project Area and any associated recommendations for conservation.
- Response to the outcomes of the Final Enquiry by Design (EbD) Workshop and the Final Structure Plan Scenario agreed upon in Stage 2.
- The identification of mitigation measures to be implemented through the Structure Plan with the intent of promoting historical heritage conservation within the Project Area.

1.1 Project Objectives

As noted above, DPHI and CN are preparing a Structure Plan for the Project Area that will be informed by a Place Strategy (to be prepared by CN in collaboration with DPHI), several technical studies, including this Technical Report, and community engagement. Collectively, the technical studies will identify any infrastructure requirements needed to activate the precinct and provide an evidence base to inform NSW Government decisions to undertake government-led infrastructure investment and catalyse high productivity economic activity in the precinct. These studies will also inform and support the First-Move State-led Rezoning (to be prepared by DPHI).

It is understood that the delivery of the Structure Plan will involve:

- Integrating the findings of a number of background studies already completed for the area by various State and local agencies and landowners.
- The parallel development of technical studies through the collaborative efforts of a multidisciplinary project team.
- Integrating and testing ideas through a collaborative and iterative process of Structure Plan development.
- Overarching co-ordination of the Structure Plan package by DPHI, with the process to be primarily led by the lead Urban Design and Planning Consultant (with input from DPHI).

It is understood that each consultant/service provider will be responsible for the following deliverables for their discipline:

- Stage 1 – Baseline Analysis.
- Stage 2 – Scenarios Testing.
- Stage 3 – Final Technical Study.
- Stages 4 and 5 of the project pertain to public exhibition of the Structure Plan and finalisation of technical studies in response to the outcomes of the exhibition process.

This Technical Report is intended to inform the Stage 3 – Final Technical Study phase of the project.

It is noted that the development of the Structure Plan and the spatial layout of land has been informed by the location of listed heritage items, with the Place Strategy seeking to avoid (e.g. retain the items completely as are) or minimise impact on the items (e.g. adaptive reuse) and provide for sensible interfaces with heritage items (e.g. lower heights closer to items).

It also reiterated that that the Place Strategy and Structure Plan do not themselves rezone land. Each future planning proposal will have to demonstrate its consistency with the Place Strategy, as well as demonstrate how impacts on any nearby heritage items are mitigated (as is conventional for all planning proposals in the vicinity of heritage items).

The risk is then further mitigated through the detailed design and development application stage. At this stage, development will be subject to a merit-based assessment approach irrespective of the presence of height and/or floor to space ratio (FSR) controls to demonstrate an appropriate level impact on heritage items.

In the instance of the First-Move State-Led Rezoning, a site-specific development control plan or concept development application will be required to further detail how development that is consistent with the proposed heights and floor space ratios will be achieved whilst also having regard for heritage impacts.

1.1.1 'First Moves' State-Led Rezoning

DPHI recognises an urgent need to provide housing close to employment and transport. Four sites within the Project Area have been identified as having potential for first move State-led rezoning. These are:

- The Showground and old Entertainment Centre site. Introduction of medium and higher density residential uses on part of this site, with direct access to open space at the Showground (subject to changes to the Plan of Management for the Showground).
- The former Basketball Stadium site would be rezoned to mixed use residential and commercial.
- The Locomotive Depot) land, which includes the State Heritage listed Locomotive Maintenance facility, would be rezoned to provide a mix of open space (protecting and reusing the locomotive facility for a range of recreational and cultural uses), and medium density housing.
- Go Karts and Stadium Forecourt site would be rezoned for commercial and special uses.

These four sites are shown in **Figure 1.2**. It is noted that LEP changes are only proposed as part of the First-Move Rezoning; no LEP changes are proposed as part of the overall Place Strategy, with any such changes to be subject to appropriate assessment and approval processes in the future.

1.2 Project Area

The Project Area is centred on the sports and entertainment precinct of Broadmeadow, approximately 3 kilometres (km) west of the Newcastle Central Business District (CBD) and within the Newcastle Local Government Area (LGA) (refer to **Figure 1.1** and **Figure 1.2**). It encompasses an area of approximately 313 hectares (h) and the major network roads of Lambton Road, Belford Street, Tudor Street, Turton Road, Griffiths Road, and Chatham Road.

As noted above, it is proposed to rezone four sites under the 'First Moves' State-Led Rezoning. This land is shown in **Figure 1.2** and is Government-owned land comprising:

- Locomotive Depot (25 and 35 Cameron Street).
- Newcastle Basketball Stadium (27 Young Road) and Newcastle Police Citizens Youth Club (PCYC) (28 Young Road).
- Newcastle Showground (Griffiths Road).
- Go Karts and Stadium Forecourt (corner of Turton and Griffiths Roads).

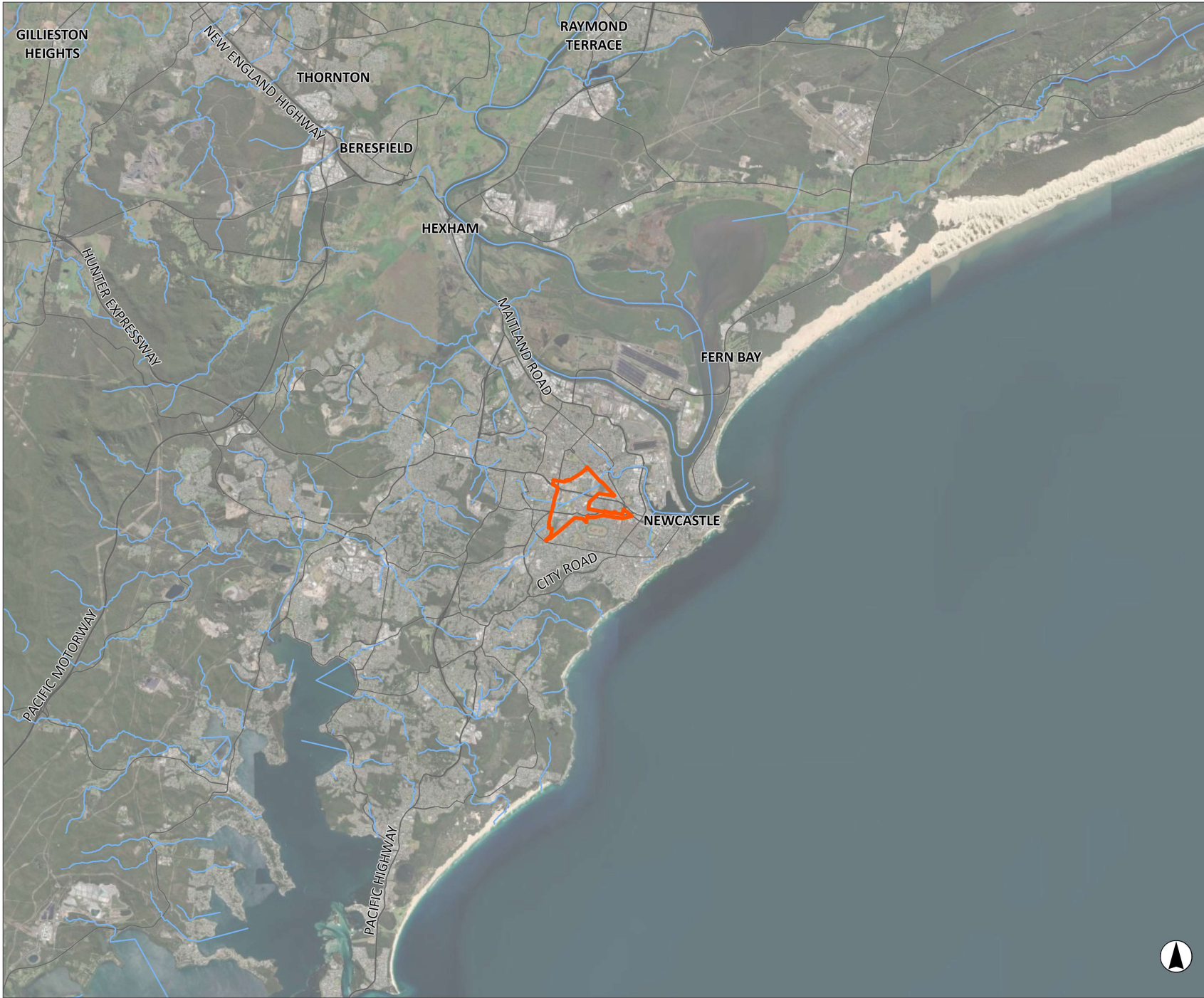
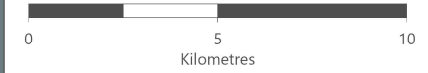


FIGURE 1.1

Regional Location of the Project Area

Legend

- Project Area
- Roads
- Watercourse



Scale 1:200,000 at A4
GDA2020 MGA Zone 56



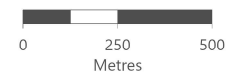
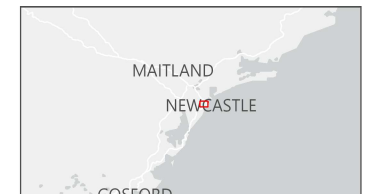
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FIGURE 1.2

Project Area

Legend

- Project Area
- Proposed Land for 'First Moves' State-Led Rezoning
- Roads
- Watercourse



Scale 1:20,000 at A4
GDA2020 MGA Zone 56

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1.3 Methodology

The intention of this report is to provide an analysis of the Project Area specific to historical (non-Aboriginal) heritage. This includes a consideration of both formal heritage listings and intangible heritage values/themes. This information is then used to identify relevant opportunities and constraints for the Project Area, specific to historical heritage, and to enable a meaningful assessment of the project.

The background information presented in this report (as drawn from the Stage 1 Analysis Report) is based upon a non-exhaustive desktop study and has considered:

- Relevant legislation, policies, and guidelines (refer to **Section 2.0**).
- Relevant reporting previously prepared for the Project Area including heritage studies and strategic documents.
- Primary and secondary sources concerning the history and historical development of the Project Area, including but not limited to:
 - The University of Newcastle, Hunter Living Histories.
 - City of Newcastle, 2020, Heritage Strategy 2020–2030.
 - National Library of Australia, Trove.
 - Keating and Wetherall, 2020, Adamstown and Broadmeadow: The Early Days of Settlement.

1.4 Limitations

The following limitations apply to the preparation of this report:

- This report excludes consideration or assessment of Aboriginal archaeology and cultural heritage. This has been assessed separately by Umwelt (in prep.) via an Aboriginal cultural heritage assessment report.
- The visual survey of the Project Area undertaken to inform this report was high-level only. It did not involve detailed inspection or assessment of all buildings/streetscapes within the Project Area and did not involve any internal inspections. Areas that are not publicly accessible were not directly accessed, and were inspected from the public domain only.

1.5 Authorship

This report has been prepared by Elise Jakeman (Senior Consultant) and Karyn Cook (Principal Consultant). It has been reviewed by Karyn Cook, Tim Adams (Principal Archaeologist), and Pam Dean-Jones (Senior Principal Consultant – Communities and Landscapes).

2.0 Legislation and Policy Framework

The following legislation and non-statutory guidelines apply to the management of historical heritage values in NSW. These controls have guided the methodology utilised in this Technical Report, noting that not all of the below described pieces of legislation/policies will ultimately apply to the Structure Plan, as the assessment and approval pathway for the Structure Plan is yet to be determined.

2.1 Relevant Legislation

2.1.1 Heritage Act 1977

The NSW *Heritage Act 1977* (the Heritage Act) affords automatic statutory protection to items of heritage significance which form part of the heritage record of NSW (except where these provisions are suspended by other prevailing legislation). Heritage Act regulates the actions allowed to be undertaken and the impact of development on places, buildings, works, relics, moveable objects, and precincts. A 'relic' is defined as:

Any deposit, artefact, object or material that relates to the settlement of the area that comprises NSW, not being Aboriginal settlement, and is of State or local heritage significance (the Heritage Act, s4[1]).

Under s140, a person must not disturb or excavate any land 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. Authorisation for activities that harm or are likely to harm relics can be granted under a s140 permit.

The State Heritage Register (SHR) is a statutory register under Part 3A of the Heritage Act. Any proposed works or alterations as detailed in s57(1) (unless exempted under s57[2]) must not be undertaken within the curtilage of a SHR item without approval under a s60 permit.

2.1.1.1 s170 Heritage and Conservation Registers

In 1998 amendments to the Heritage Act were passed that made the responsibilities of government agencies in relation to the management of their heritage assets more explicit.

The Heritage Act requires government instrumentalities that own, lease, control or manage heritage assets, including moveable heritage assets, to:

- prepare and maintain a Heritage and Conservation Register (s170 Register)
- maintain and manage items on their s170 Register in their care, control or management with due diligence in accordance with the *State-Owned Heritage Management Principles*, as issues by the Minister for Planning on the advice of the NSW Heritage Council¹; and

¹ Contained within NSW Heritage Office, 2005, *State Agency Heritage Guide: Management of Heritage Assets by NSW Government Agencies*, Parramatta, NSW: NSW Heritage Office.

- include information in its annual report regarding:
 - its Heritage and Conservation Register
 - its compliance with the Stated-Owned Heritage Management Principles
 - the condition of each item on its Heritage and Conservation Register
 - the condition of each item on the State Heritage Register under its care, control or management.

2.1.2 Environmental Planning and Assessment Act 1979

The *NSW Environmental Planning and Assessment Act 1979* (EP&A Act) requires that consideration be given to environmental impacts – including heritage – as part of the land use planning process. The provisions of the EP&A Act allow for the implementation of Local Environmental Plans (LEPs) – the standard instrument within which local governments manage impacts to the environment, including heritage. Part 5 Clause 5.10 of the relevant LEP (being the Newcastle LEP) provides the statutory framework for heritage conservation.

2.2 Policies and Best Practice Guidelines

2.2.1 NSW Heritage Manual

The *NSW Heritage Manual* (Heritage Office and Department of Urban Affairs and Planning 1996) provides a series of guidelines for undertaking heritage value identification, significance assessment, and management. The guidelines respond to the three steps of the NSW heritage management system, which are focused on the investigation of significance, assessment of significance, and appropriate management of significance.

2.2.2 Archaeological Assessment Guidelines

The *Archaeological Assessment Guidelines* (Department of Urban Affairs and Planning 1996) provides a detailed processes for undertaking archaeological assessments and managing archaeological resources in NSW. An archaeological assessment should include:

- thorough background research to identify themes and environmental conditions to determine the likelihood of archaeological remains being present
- assessment of the significance or likely significance of archaeological remains
- research questions to guide the investigation of any archaeological remains
- appropriate management procedures.

2.2.3 Assessing Significance for Historical Archaeological Sites and ‘Relics’

The *Assessing Significance for Historical Archaeological Sites and ‘Relics’* (NSW Heritage Branch, Department of Planning 2009) considers a broader approach to archaeological significance rather than a focus on the research potential of an archaeological site only. It advocates for archaeological research to contribute to the knowledge of the past in a meaningful way, rather than duplicating information that is known or could be gained from other archaeological remains, documentary records, or oral history.

2.2.4 NSW Historical Themes

The *NSW Historical Themes* (Heritage Council of NSW 2001) details the historical themes applicable to NSW and how these correlate more broadly with national and local themes. This document aims to promote cohesion and consistency in the identification of historical themes and significance across a range of sites.

2.2.5 The Burra Charter

The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 1999 (Australia ICOMOS 2013) (the Burra Charter) is a set of best practice principles and procedures for heritage conservation and investigation. The Burra Charter was developed by the Australian group of the international professional organisation for conservation; the International Council for Monuments and Sites (ICOMOS). Although not a statutory document, the Burra Charter sets out the best practice standard for heritage management in NSW and Australia. The policies and legislative guidelines of the Heritage Council and Heritage NSW are consistent with and guided by the Burra Charter.

2.2.6 City of Newcastle Heritage Strategy

A Heritage Strategy (CN, 2020) was prepared for Newcastle as a strategic framework to guide approaches to the management of heritage matters and items. Part of this strategic framework is to ensure that 'local heritage will be valued, enhanced, and celebrated' (CN, 2020: 1).

The Heritage Strategy reinforces the commitment CN has made to the Heritage Policy (25 June 2013) and outlines key objectives necessary to meet the focus statements of this Policy (refer to **Table 2.1**).

Table 2.1 The CN's Heritage Policy (after CN, 2020: 39)

Policy	Focus Statement	Objective
Knowing our heritage	Enhancing our community's knowledge of and regard for local heritage items and places	CN will review and update the citywide heritage study, add new items and places to the heritage schedule of the Newcastle LEP if warranted, and maintain the Newcastle heritage database of the SHI and the Collections Database to ensure that the diversity of the city's heritage is recognised and represented.
Protecting our heritage	Council will protect and conserve the City's heritage places for the benefit of everyone	CN develops and implements policy and guidance based on the principles of the Burra Charter and best practice to ensure there is a strong future for heritage items, heritage conservation areas, archaeological relics and sites, Aboriginal objects and Aboriginal places. CN's cultural institutions to collect and conserve objects, artworks, papers, documents, photographs and oral histories which reflect Newcastle and the Hunter Region's unique heritage.

Policy	Focus Statement	Objective
Supporting our heritage	Council will protect the integrity of heritage places by ensuring consistent and sympathetic uses, physical and aesthetic treatments, and outstanding interpretations	<p>CN will support projects which will protect and restore the integrity of heritage places.</p> <p>CN to lead by example by ensuring that heritage is given due consideration in CN projects and development assessment, with decision-making informed by community engagement and facilitated by CN staff training.</p> <p>Integrate climate change and social equality measures into CN heritage policies, strategies and planning.</p>
Promoting our heritage	<p>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</p>	<p>CN will increase promotion and awareness of the city's Indigenous and European cultural heritage with updated content on CN's electronic media, information and content provided in CN asset projects and works, community engagement, and through public exhibitions, shows and performances at CN's cultural institutions.</p> <p>Increase the local community's understanding and participation to conserve, enhance and celebrate Newcastle's heritage places and cultural heritage by CN collaborating with stakeholders in activities which promote the economic, social and environmental benefits of heritage to the city.</p>

Several measures were identified in order to assist with meeting the objectives of the Heritage Strategy (CN, 2020: 40). These include:

- Heritage studies and investigations warrant an increased number of places and items of local heritage significance identified on the heritage schedule of the Newcastle LEP.
- Decreased percentage of development approvals issued by CN related to contributory buildings in HCAs and heritage items proposing either comprehensive demolition or façade retention.

2.2.7 Newcastle Archaeological Management Plan

The original Newcastle Archaeological Management Plan (Suters, Lavelle, Doring and Turner, 1997) (Newcastle AMP) was prepared to:

provide a clear indication of the nature and extent of historical archaeological sites in central Newcastle, and then to formulate a procedural framework that ensures the city's archaeological resource is recognised and integrated into the urban planning framework (Suters, Lavelle, Doring and Turner, 1997: i).

The Newcastle AMP (1997) is currently being reviewed. At present, the AMP Review (Edward Higginbotham & Associates Pty Ltd, 2013, Draft) is a draft working document, however, the Newcastle AMP (1997) and the AMP Review (2013, Draft) are both identified as the current operative documents. Although non-statutory, the Newcastle AMP (1997) and AMP Review (2013, Draft) are planning tools that provide an overview of areas that require the consideration of archaeological issues in conjunction with any development applications.

The Project Area falls outside of the study areas of the Newcastle AMP (1997) and the AMP Review (2013) (refer to **Figure 2.1**). The Newcastle AMP (1997: 40) identified nine archaeological precincts within Newcastle that define areas 'in which a common pattern of development has occurred and may be expected to contain an archaeological resource of some cohesive characteristic'. The Project Area is immediately adjacent to the western boundary of Precinct 4 (AA Company 1824) as identified by the Newcastle AMP (1997).

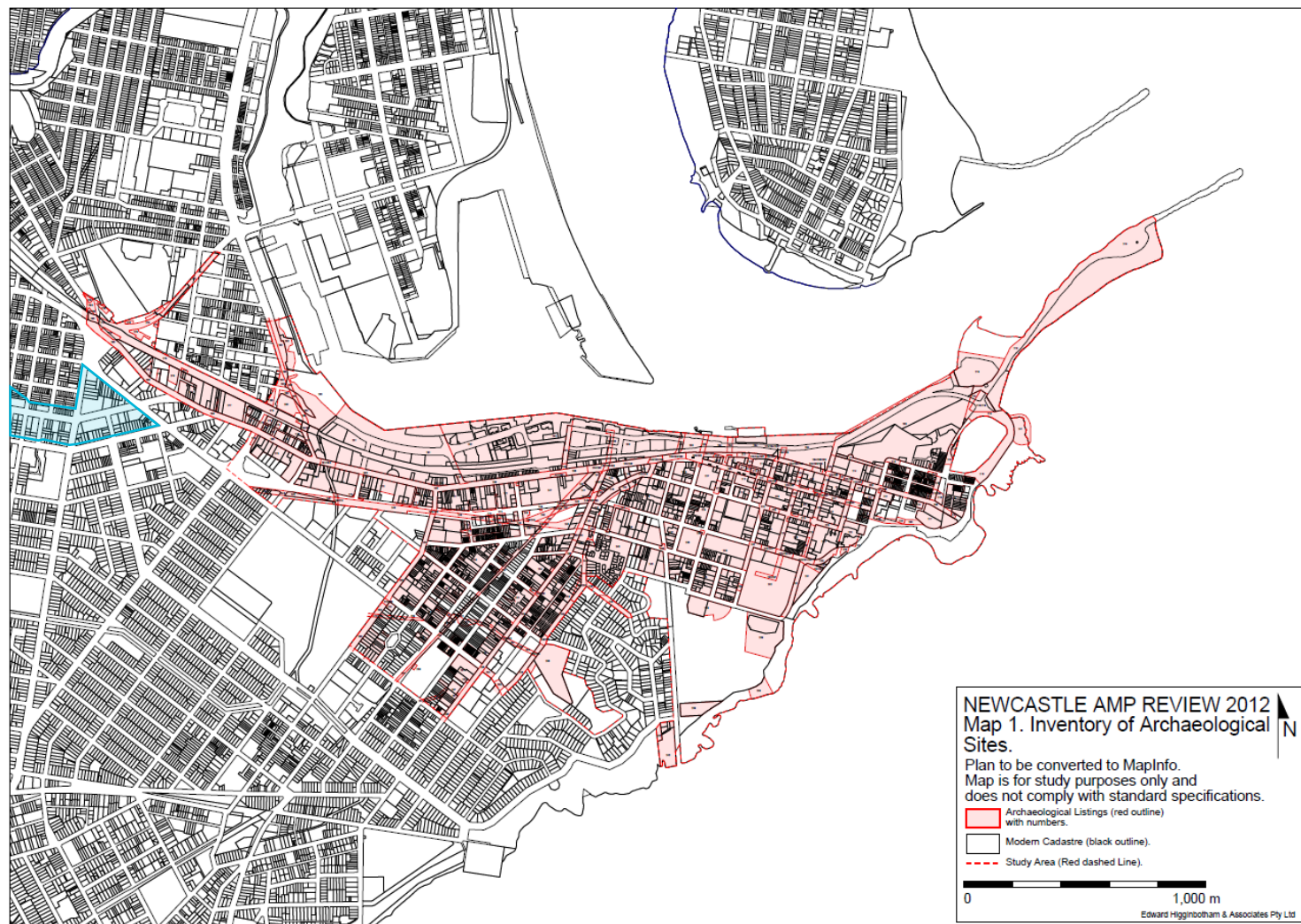


Figure 2.1 Area covered by the NAMP (1997) and Revised NAMP (2013, draft), showing the current Project Area (light blue annotation)

Source: Edward Higginbotham & Associates Pty Ltd, 2013, draft.

3.0 Relevant Heritage Listings

3.1 Listed Heritage Items and Heritage Conservation Areas

Searches of relevant heritage databases and inventories were undertaken on 24 March 2023. This included searches of:

- Newcastle LEP 2012.
- The State Heritage Inventory (SHI), which includes places and items listed on the SHR, LEPs, and s170 registers. It also includes items subject to interim heritage orders (IHOs).
- The Australian Heritage Database, which includes places and items listed on the World Heritage List, National Heritage List, Commonwealth Heritage List, the Register of the National Estate (RNE) (non-statutory archive), and List of Overseas Places of Historical Significance to Australia.

A total of 39 listed heritage items and three Heritage Conservation Areas (HCAs) are located within the Project Area. These are detailed in **Table 3.2** and shown in **Figure 3.2**. Two of the listed heritage items are listed on the SHR, with the remainder being listed within Schedule 5 of the Newcastle LEP. With regards to the HCAs, it is noted that only a very small portion of these HCAs fall within the Project Area, with the vast majority of these HCAs being located outside of the Project Area.

A significant number of listed heritage items and two HCAs are located within 200 m of the Project Area, including one item listed on the SHR. These are generally shown in **Figure 3.2**.

It is noted that at least 47 s170 assets are also present within the Project Area. These primarily consist of moveable heritage stored at the Broadmeadow Railway Locomotive Depot (SHR #01100), which are managed by Transport Asset Holding Authority (TAHE). These s170 assets are detailed in **Table 3.3**, noting that it is understood that the locomotives have been removed from the site and relocated to Chullora. As s170 listings are not generally publicly available via the State Heritage Inventory, there remains potential for a greater number of s170 items than those listed in **Table 3.3** to be present within the Project Area.

Heritage Listings Related to Land Proposed for 'First Moves' State-Led Rezoning

The listings that relate to the four areas proposed for 'First-Move' State-Led Rezoning are summarised in **Table 3.1** below.

Table 3.1 Heritage listings in relation to land proposed for 'First Moves' State-Led Rezoning

Area	Heritage Listings
Showground and Old Entertainment Site	<ul style="list-style-type: none"> • Encompassed by the 'Newcastle Showground' (I47) local heritage listing. Buildings within this item curtilage have been graded as being of high and moderate significance (Warr 2020) (Figure 3.1).
Former Basketball Stadium	<ul style="list-style-type: none"> • Not subject to any heritage listings, and not within a HCA. It is however located in the vicinity of a locally listed heritage item being the 'Broadmeadow Railway Station' (I51).

Table 3.2 Heritage items located within the Project Area

Item Name	Summary of Significance (sourced without change from listing citation)	Address	Heritage Listing	Item ID
Listed items located in the Project Area				
Remnant Plantings, District Park	Vestiges are important as the remaining physical evidence of an earlier park that has been virtually completely built over by a mixture of active sporting and industrial land uses.	Bavin Road, Broadmeadow	Newcastle LEP 2012	I37
Hamilton Fire Station	Illustrates form, scale and character of fire fighting resources associated with Hamilton in the early 20th century.	9 Belford Street, Broadmeadow	Newcastle LEP 2012	I38
Goninan's Factory	Of considerable local significance further investigation may result in State significance.	16 Broadmeadow Road, Broadmeadow	Newcastle LEP 2012	I39
English & Australian Copper Co.	This site is important in the course of the industrial history of Newcastle, because it has been used invariably as the site of a copper smelter (c 1866) owned by the English & Australian Copper Co; and as the place of manufacturer and assembly of train carriages as both Goninan's and more recently as the United Group Ltd. The broader property is also significant in the course of Newcastle's mining history as it contains the relics of the former Waratah coal line, which survives as a permanent way and iron railway at the site's northern most boundary.	16 Broadmeadow Road, Broadmeadow	Newcastle LEP 2012	I40

Item Name	Summary of Significance (sourced without change from listing citation)	Address	Heritage Listing	Item ID
	<p>The main administration building provides the evidence of the importance of the industrial enterprises carried out on the site for over 110 years, and is linked to the Goninan company who built it. The site is of high local significance for its complex and layered history which is associated with the English and Australian Copper Company. In 1919 the site was taken over Goninan's, who built the head office building. The site contains industrial artefacts and a section of Bull head reversible rail runs through here. The site is also known to contain other colliery rail artefacts. The site has local significance for the presence on the site of the Bull head reversible rail and has high association with the Scottish Australian Mining Coy Ltd who used it as the principal corridor for transporting coal to the port. The site has strong associations with the Goninan company who took over the site and erected the main administration building. Goninan's were an important generator of economic and employment activity in Newcastle throughout the 20th century. The main administration building and its garden setting including the Date Palms, exhibit a high degree of creative achievement. The main building is a fine example of Federation Queen Anne style. The site's potential to yield information of technical nature of limited to the bull head reversible rail. However, the site does have high potential to yield historic information about the evolution of industrial landscapes and add to our knowledge of local history. The "Bull Head" reversible rail line on the property is linked to the coal mining enterprises of the Scottish Australian Mining Coy, and is considered to be a very rare example of iron reversible rail. The item is representative of the early 20th century industrial complex, a class of item that was a feature in the Newcastle landscape between 1910 and 1930. Complexes of a similar scale surviving include Tubemakers at Mayfield, Stewart & Lloyds, and to a lesser extent the Australian Wire Rope Works at Mayfield East. Together these industrial complexes provide the evidence of the economic growth of Newcastle in the early 20th century and of the centrality of industry as a main employment generator for local people.</p>			
Former Lambton Colliery Railway (Relic)	<p>This section of railway is actually the Waratah Colliery railway, that served the mines in the vicinity of Braye Park and later the South Waratah at Charlestown (Gully line). Of considerable local significance in that the rails survive in-sit. National Trust - Classification due to age, condition, completeness and uniqueness within the Newcastle Council area. The track of this colliery line is original, tracks of 1870's vintage "in situ" are extremely rare. The Lambton Railway ran parallel to it.</p>	16 Broadmeadow Road, Broadmeadow	Newcastle LEP 2012	I41

Item Name	Summary of Significance (sourced without change from listing citation)	Address	Heritage Listing	Item ID
Sunnyside Hotel	The Sunnyside Hotel is a significant local heritage item. Its continued use as a licenced premises gives an insight into the importance of hotels for people employed in nearby industries in the early decades of the 20th century, including Goninans, and other industries close by. Its built form is largely intact, and it is a worthy example of hotel architecture of the Inter-War period.	20 Broadmeadow Road, Broadmeadow	Newcastle LEP 2012	I42
St Lawrence O'Toole Church	The church is an important local landmark for its dominant form and is designed in the Inter-War Romanesque style. The item is representative of an important step in the development of church facilities in the suburb Broadmeadow, and is a substantial building reflecting the prosperity of the local community. Internal fabric of note.	127–131 Broadmeadow Road, Broadmeadow	Newcastle LEP 2012	I43
Broadmeadow Locomotive Depot Offices	The Broadmeadow Locomotive Depot Offices was one of several constructed around the state to support a large maintenance locomotive depot. The complex has the potential to yield information about the configuration of railway buildings, railway engineering and support complexes. Internal fabric of note.	25 Cameron Street, Broadmeadow	Newcastle LEP 2012	I45
Broadmeadow Railway Locomotive Depot	<p>The Broadmeadow Locomotive Depot has state heritage significance. Broadmeadow Depot was the main servicing hub for steam locomotives in the northern part of NSW during this time, having replaced Hamilton Depot in this function, and was the last depot in NSW to run regular steam train services.</p> <p>The extensive site contains a range of buildings and works that demonstrate the operation of the site and the changing technology from steam to diesel over a period of 80 years. In particular the roundhouses demonstrate the shift after 1890 from the English model of using through-houses for locomotive maintenance, to the American practice of using roundhouses. Although a number of elements of the depot have been removed, the site is still able to demonstrate its significance through the grouping of the turntables, 1948 roundhouse, in and out roads and District Engineer's office. The site physically demonstrates a former age of locomotive servicing that no longer occurs.</p>	25 and 35 Cameron Street, Broadmeadow	Newcastle LEP 2012	I46

Item Name	Summary of Significance (sourced without change from listing citation)	Address	Heritage Listing	Item ID
	The Broadmeadow number 2 roundhouse is relatively rare in NSW. Although a number of roundhouses were built throughout the state, only seven roundhouses (or part roundhouses) are extant, and the Broadmeadow Number 2 roundhouse and turntable are one of the largest remaining in NSW. The rarity value of the Broadmeadow complex is increased by the fact there were two roundhouses on the same site and that both turntables survive. It is still able to demonstrate this intensive use despite the loss of the superstructure of the 1924 roundhouse and the encroachment of the Endeavour Centre on the radial roads of the 1948 roundhouse. It is the only railway complex in NSW to retain two side by side turntables and both are in working order.			
Newcastle Showground	Since the staging of the first Newcastle show in 1902, the Newcastle Showground has been a significant place of community life. The site contains a complex of buildings which date from various stages in the showground's history, the majority of which were designed and constructed by local builders and architects. The variety of building types has the potential to yield information about the architects responsible for their design, about building techniques, craftsmanship, attitudes to community buildings and local history. Despite constant financial struggles many substantial building have been built on the site. The site is associated with major public events and the history of rural shows in the city. Internal fabric of note.	1A Curley Road, Broadmeadow	Newcastle LEP 2012	I47
Former Broadmeadow Aero Club	Has potential to contribute to the understanding of local history. Associated with the early development of the local aircraft industry.	2 Denney Street, Broadmeadow	Newcastle LEP 2012	I49
Broadmeadow Railway Station	The weatherboard station buildings at the Broadmeadow Railway Station are significant remnants of early passenger and railway services and are typical of the building forms erected by the Department of Railways around the turn of the century. The station itself has been enlarged over the years and as such, it is reflective of the importance of the railway line to the evolution and shaping of Broadmeadow as a commuter suburb. The railway station is locally significant as evidence of the importance of this method of transportation to the region.	Graham Road, Broadmeadow	Newcastle LEP 2012	I51

Item Name	Summary of Significance (sourced without change from listing citation)	Address	Heritage Listing	Item ID
	The Broadmeadow Railway Station has local heritage significance. The Station has historic significance as it dates from the opening of the Short North line during the 1880s and has associations with the rail linkage of Newcastle and Sydney, which was a significant event in the history of NSW railways. The opening of the station encouraged the increasing subdivision and development of the immediate vicinity. The station group has aesthetic significance because the original building remains an attractive example of a third-class timber railway station building dating from the 1880s. The later building is an interesting 1970s railway building, with flat roofs forming wide awnings and large structural steel elements using forms and materials often used for commercial and warehouse facilities. The two buildings provide an interesting juxtaposition demonstrating changes in railway station design over 100 years.			
Fig Trees in Median Strip	This group planting of hills figs in the centre median at Dumaresq Street has substantial impact and great visual / aesthetic benefit to the area. The group planting is situated on a narrow road median, approximately 900 metres in length, running parallel to the Broadmeadow Racecourse. They have aesthetic significance and contribute to the amenity and wellbeing of the area through the provision of shade and as habitat for birds.	Dumaresq Street, Broadmeadow	Newcastle LEP 2012	I50
Bridge Over Graham Road	N/A	Graham Road, Broadmeadow	Newcastle LEP 2012	I52
Broadmeadow Primary School	The Broadmeadow Primary School is representative of the scale of nature of educational facilities in the suburb of Broadmeadow in the early 20th century. The school is now the Hunter School of Performing Arts.	115 Lambton Road, Broadmeadow	Newcastle LEP 2012	I53
Hamilton Railway Station Buildings and Signal Box	Hamilton Railway Station Group has significance at a state level as part of the wider Hamilton and Woodville Junction railway precinct, formerly one of the most important railway junctions in the State. It was established in 1873 before the construction of the Short North and as such has direct associations with operation of the Great Northern Railway, which was one of the first railway lines in Australia. While there was some limited settlement in the area prior to this date, the construction of the railway encouraged the rapid subdivision and development of the township.	Great Northern Railway, Hamilton	Newcastle LEP 2012	I113

Item Name	Summary of Significance (sourced without change from listing citation)	Address	Heritage Listing	Item ID
	Hamilton Railway Station is significant as the junction station between the Great Northern Railway and the Short North, and for its association with the former Hamilton locomotive depot between 1892 and 1924. The platform buildings are good examples of highly intact Victorian railway buildings in their original setting which form part of an excellent example of a late 19th century suburban railway junction, with a range of items still intact including signal box, level crossing, sidings, depot and surrounding hotels and shops. The signal box is considered to be historically rare as an excellent example of a historic signalling installation and retains much original fabric, including the signal lever frame, and has been in constant use for over 110 years.			
Wesley Church	Internal fabric of note.	152 Beaumont Street, Hamilton	Newcastle LEP 2012	I116
Wesley Church Gates and Fence	N/A	152 Beaumont Street, Hamilton	Newcastle LEP 2012	I117
Date Palms	A basic (and otherwise little distinguished) suburban street greatly dramatised by the median planting of majestic Date Palms. As a group the palms make a substantial contribution to the neighbourhood townscape.	Chaucer Street, Hamilton	Newcastle LEP 2012	I119
Former Hamilton Hotel	This former hotel building is significant in the history of Hamilton as it indicates the role of the hotel in Hamilton's social history. Denison Street is significant for its association with the AA Company's D Pit which was at the corner of Samdon and Denison Streets. Denison Street was originally the main street and the location of the hotel on the corner helps to illustrate that this was the main thoroughfare. The building itself represents two storey hotels of the late Victorian period that sprung up throughout Newcastle's coal fields. Although the verandah has been removed and the exterior façade modified the building is a contributory element in the streetscape.	100 Denison Street, Hamilton	Newcastle LEP 2012	I122
Hotel Bennett	Reflects the social life of the local community in the late 19 th century and early 20 th century. Internal fabric of note.	146 Denison Street, Hamilton	Newcastle LEP 2012	I124

Item Name	Summary of Significance (sourced without change from listing citation)	Address	Heritage Listing	Item ID
St Peters Anglican Church	St Peter's Anglican Church, Hamilton is historically and socially significant at a local level, having provided a place in which Anglicans can congregate and worship for over one hundred years. It is also significant due to its association with John Horbury Hunt, an influential ecclesiastical architect during the latter third of the nineteenth century, who designed a number of important ecclesiastical buildings in the Newcastle and Hunter Region. It is aesthetically significant because its unusual bell turret is a local landmark in Newcastle. Internal fabric of note.	148 Denison Street Hamilton	Newcastle LEP 2012	I125
Hamilton Public School	Representative of the scale of nature of educational facilities in the suburb of Hamilton in the late 19 th century and early 20 th century. Buildings and their setting contribute to an understanding of the development of the school since its opening in the 19 th century.	1A Dixon Street, Hamilton	Newcastle LEP 2012	I127
Hamilton Hotel	Illustrates form and style of hotel development in the early 20 th century. Located on a prominent corner site and is a good example of a hotel of the 1930s. Internal fabric of note.	71 Tudor Street, Hamilton	Newcastle LEP 2012	I147
Scots Kirk Presbyterian Church	Internal fabric of note.	94 Tudor Street, Hamilton	Newcastle LEP 2012	I148
Former Bank of NSW	Prominent Hamilton landmark for over 40 years. Good example of 1930's neo-classical bank. Internal fabric of note.	103 Tudor Street, Hamilton	Newcastle LEP 2012	I149
Former Mechanics Institute	Formerly Mechanics Institute. Reflects importance of building type to cultural development. National Trust - Facades; handsome, well-preserved examples of Victorian decoration. The remainder of the building is now altered or hidden. Internal fabric of note.	117 Tudor Street, Hamilton	Newcastle LEP 2012	I150
Gregson Park Tudor Street Gates	contributes to the understanding of building techniques, craftsmanship and local history. Has potential to contribute to the understanding of local history.	130A Tudor Street, Hamilton	Newcastle LEP 2012	I153

Item Name	Summary of Significance (sourced without change from listing citation)	Address	Heritage Listing	Item ID
Wesley Church Hall	This small and unassuming church hall was built for the settlement called "Pit Town", centred on William Street, which was the settlement built for workers of the Australian Agricultural Company's Hamilton collieries (D Pit, E, F, H Pit), who worked the borehole seam from the 1850s. Pit Town would later be named Hamilton after one of the AA Company's superintendents. The church provides historic evidence of the large numbers of workers who came from the UK and Wales to work for the AA Company, as many were of the Wesleyan faith. It is an important historical item in the Hamilton area and has associations with the activities of the AA Company. The hall is still owned by the Uniting Church and fulfills an important social function as a place for religious activities and events. (2007) Internal fabric of note.	21 William Street, Hamilton	Newcastle LEP 2012	I157
House	Federation house with characteristic features still intact, a rarity in Newcastle.	58 Denison Street, Hamilton East	Newcastle LEP 2012	I158
House	Federation house with characteristic features still intact, a rarity in Newcastle.	60 Denison Street, Hamilton East	Newcastle LEP 2012	I159
Gas Co. Site Remnant Gardens	Remnant trees are an important part of the setting to the LEP -listed buildings and fence on this property.	1 Chatham Road, Hamilton North	Newcastle LEP 2012	I162
Newcastle Gas Co. Office	The Office and Laboratory of the former gas making site of the City of Newcastle Gas and Coke Co Ltd is significant at the local level as an example of the enterprising approach to the supply of gas by City of Newcastle at the turn of the century. The building is a fine example of the work of Thomas J Pepper, who was an important architect in Newcastle at the turn of the 20th century. The gas company site is also historically important as it demonstrates the use of gas making technology from the late 19th century and is also indicative of a population boom across Newcastle in the first two decades of the 20th century. The National Trust noted in their assessment that the building is a fine example of Federation style applied to a commercial building. The internal fabric is notable as it is relatively intact.	1 Chatham Road, Hamilton North	Newcastle LEP 2012	I163
Shell Co. of Australia	Demonstrates the growth of manufacturing and industry. Internal fabric of note.	5–7 Chatham Road, Hamilton North	Newcastle LEP 2012	I165
Richardson Park	An impressive group of magnificent mature Moreton Bay Figs. The park as a whole makes a substantial contribution to the townscape.	16 Chatham Road, Hamilton North	Newcastle LEP 2012	I167

Item Name	Summary of Significance (sourced without change from listing citation)	Address	Heritage Listing	Item ID
Pipeline Clifton Bros.	Associated with the growth of manufacturing and industry. Internal fabric of note.	5-7 Chatham Road Hamilton North	Newcastle LEP 2012	I166
ELMA Factory	Demonstrates the growth of manufacturing and industry.	54 Clyde Street, Hamilton North	Newcastle LEP 2012	I168
Hamilton Station Hotel	Interesting example of an Inter-War period Hotel in an art deco style.	6 Fern Street, Islington	Newcastle LEP 2012	I197
Broadmeadow Railway Locomotive Depot	Refer above.	Main Northern Railway, Broadmeadow	State Heritage Register	01100
Hamilton Railway Station Group	Refer above.	Main Northern Railway, Hamilton	State Heritage Register	01164
Heritage Conservation Areas within the Project Area				
Hamilton Business Centre Heritage Conservation Area	See Table 3.4 below.	–	Newcastle LEP 2012	C2
Hamilton South Garden Suburb Heritage Conservation Area	See Table 3.4 below.	–	Newcastle LEP 2012	C3
Hamilton Residential Precinct Heritage Conservation Area	See Table 3.4 below.	-	Newcastle LEP 2012	C8

Table 3.3 s170 heritage assets located within the Project Area²

Item Name	Address	Heritage Listing	Item ID
1219 Steam Locomotive	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
2606 Steam Locomotive	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
3203 Steam Locomotive	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
4102 Diesel Locomotive	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
4805 Diesel Locomotive	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
5096 Steam Locomotive	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
7100 Electric Locomotive	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
L 1204 Bogie Open Merchandise Wagon	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
CME 24390 Bogie Bolster Flat Wagon	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
EAM 1297 ‘Mann’ Sleeping Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
EAM 1827 Main-line Sleeping Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
EHO 1750 Luggage Brakevan	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
HCX 868 Composite Compartment Brake Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
HFA 1032 Second-class Brake ‘American’ Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
HFA 1171 Second-class Brake ‘American’ Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
HFA 1957 Second-class Brake ‘American’ Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
HPF 952 Diesel Power Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
HS 36 Composite Brake Branch-line Sitting Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
L 1174 Travelling Water Tank	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
L 758 Freight Stock Tanker	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–

² It is understood that the locomotives have been removed from the site and relocated to Chullora.

Item Name	Address	Heritage Listing	Item ID
L 759 Freight Stock Tanker	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
LFA 1958 Second-class ‘American’ Sitting Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
LFA 942 Second-class ‘American’ Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
LFX 1776 Second-class Express Lavatory Carriage	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
LO 32 Steam Locomotive Tender	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
MBC 22959 Bogie Refrigerator Van	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
MHN 2365 ‘Southern Aurora’ Luggage Van	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
MHO 2624 Passenger Brakevan	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
NDS 2268 Coaching Stock Sitting Carriage	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
NDS 2282 Coaching Stock Sitting Carriage	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
NDS 2285 Coaching Stock Sitting Carriage	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
NDS 2286 Coaching Stock Sitting Carriage	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
NVMF 2939 Bogie Guard’s Van	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
PF 910 Diesel Power Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
PHA 2392 Power Van	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
RBI 1561 First-class ‘American’ Buffet Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
RDH 2220 Coaching Stock Unclassed/Buffer Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
RDH 2233 Buffet/Daynighter Saloon Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
S 19497 Open Wagon	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
TAM 504 ‘Main-line’ Sleeping Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
TBR 856 Diesel Trailer Car with Buffet	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
TC 753 Diesel Trailer Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–

Item Name	Address	Heritage Listing	Item ID
TRC 31299 Bogie Refrigerator Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
W 666 6-Wheel Radial Car	Broadmeadow Railway Locomotive Depot, Main Northern Railway, Broadmeadow	TAHE s170	–
Broadmeadow Railway Station Group	Graham Road, Broadmeadow	TAHE s170	4801899
Broadmeadow Railway Locomotive Depot	Main Northern Railway, Broadmeadow	TAHE s170	4801014
Broadmeadow Zone Substation	18 Broadmeadow Road, Broadmeadow	Ausgrid s170	3430040

3.1.1 Heritage Conservation Areas

The Newcastle Development Control Plan 2023 (DCP) presents detailed planning and design guidelines to support the LEP. Section E2 – Heritage Conservation Areas of the DCP concerns the identified HCAs. In this section, the DCP outlines the significance of each of the HCAs and provides a summary of the desired future character of each area.

Table 3.4 presents the statements applicable to the Hamilton Business Centre (C2), Hamilton South Garden Suburb (C3) and Hamilton Residential Precinct (C8) Heritage Conservation Areas, all three of which are partially (minimally) located within the Project Area.

Table 3.4 Information regarding HCAs within the Project Area (Newcastle DCP 2023, Section E2)

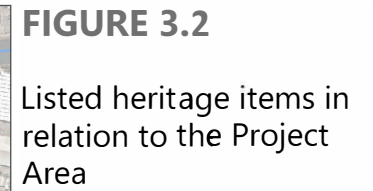
Period of Significance	Statement of Significance	Desired Future Character
Hamilton Business Centre Heritage Conservation Area (C2)		
c1870–1940	<p>Hamilton Business Centre Heritage Conservation Area is of heritage significance for its role in economic and social life of the local Hamilton community. It contains many examples of two storey shops and commercial premises that reflect various periods of economic growth and social history.</p> <p>The area represents waves of immigration during the 20th century and eastern European immigrants who established businesses in the street. The earliest examples of Italian and Greek eateries opened on Beaumont Street during the 1950s. The Newcastle Earthquake of 28</p>	<p>The character of Hamilton Business Centre Heritage Conservation Area is made up of a variety of building styles that date from the late 19th and early decades of the 20th century. The special character of Hamilton business centre is to be preserved, celebrated and maintained through retention of contributory buildings, two storey scale commercial buildings, existing subdivision pattern and elements of visual interest.</p> <p>The commercial and cosmopolitan character of Hamilton Business Centre is to continue to provide visitors, residents and commercial businesses with a unique and valued sense of place.</p>







Period of Significance	Statement of Significance	Desired Future Character
	<p>December 1989 dramatically changed Beaumont Street. There was widespread damage, loss of life and major social dislocation. The buildings that survived were revitalised and many of two storey shopfronts were saved by judicious planning and urban design.</p> <p>Beaumont Street is a thriving urban centre with cosmopolitan character. Two storey scale defines the character of the street. Unfortunately, many buildings have been compromised by unsympathetic signage.</p>	<p>Elements to be preserved and/or sensitively restored or reconstructed (based on evidence of original appearance) include:</p> <ul style="list-style-type: none"> • Contributory buildings constructed prior to the Second World War. • Two-storey scale of buildings with mix of shop top housing and commercial premises built to the boundary alignment that is an original defining feature of Beaumont Street. • Exposed face brick and stone of existing building facades and front fencing. • Active street frontages in commercial buildings at the ground floor level. • Dense rhythmic arrangement of common bay widths and first floor windows (often in the form of French doors) of building facades with vertical proportions and glass-solid on facade of less than 1:1. • Cantilevered awnings and single or two storey verandahs (often with cast iron columns, balustrades and decorative lacework) over the footpath on Beaumont Street. • Parapets concealing roofs from the street. • Masonry buildings with face brick or rendered wall surfaces. • Sandstone kerbing and guttering. • Side streets off Beaumont Street being predominantly residential in character and of single storey scale, typified by detached dwellings. • Items of heritage significance individually listed as heritage items in Schedule 5 of LEP 2012, including retention of the three-dimensional form of heritage item buildings.
Hamilton South Garden Suburb Heritage Conservation Area (C3)		
c1913–1940	<p>Hamilton South 'Garden Suburb' Heritage Conservation Area is significant to the local community with surviving evidence of an early 20th century subdivision pattern associated with the AAC, and made up of single dwellings on large 'suburban' style allotments generally over 600 square metres. The character of the area and its streetscapes is</p>	<p>The character of the Hamilton South 'Garden Suburb' Heritage Conservation Area is made up of a variety of building styles that date from the late 19th and early decades of the 20th century. The special character of Hamilton South 'Garden Suburb' is to be preserved and maintained through the retention of contributory buildings, open space, existing</p>

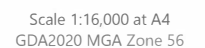
Period of Significance	Statement of Significance	Desired Future Character
	<p>representative of Federation and inter-war periods of Australian urban development. The style of housing - early 20th century Federation and Inter-war cottages and bungalows in the popular styles of the time, Italianate, Queen Anne, Edwardian, and California and Spanish Mission influences. In particular, a large number of detached houses consistently and generously setback from the street in landscaped front gardens, with side driveways and vehicle accommodation located at the side or rear of the dwelling.</p> <p>The precinct has associational significance with the eminent Australian architect and planner Sir John Sulman and as such its original form is important evidence of his work and ideas. The suburb is one of the earliest and largest examples of a planned garden suburb and as such is historically important. The evidence of Sulman's original design is reflected in the road layout, allotment shape and pattern, and form of housing – single storey detached bungalow and cottage style houses, with a consistent palette of face brick and painted weatherboard houses.</p> <p>The houses at 154 Gordon Street and 141 Gordon Avenue are significant to the suburb as they were used as "display" homes by the AAC to sell its Garden Suburb idea. Designed by notable architect F.G. Castleden, they were built to coincide with the release of the AAC's Hamilton estate, in 1914.</p>	<p>subdivision pattern and maintenance of the 'Garden Suburb' layout, street trees and elements of visual interest and heritage significance such as Parkway Avenue, Learmonth Park, small pocket parks, and the vegetated edges of Cottage Creek.</p> <p>Elements to be preserved and/or sensitively restored or reconstructed (based on evidence of original appearance) include:</p> <ul style="list-style-type: none"> • Original dwellings of the 'Garden Suburb' which were built up to 1935. • Single storey scale of housing stock that is an original defining feature of the 'Garden Suburb'. • Exposed face brick and stone of existing building facades and front fencing. • Consistent front and side setbacks including retaining the offsets to side boundaries and keeping front gardens as open space. • Side driveways with new garages located at the rear of the dwelling, and new carports located at the back or at the side of the dwelling. • Existing subdivision pattern and street layout as evidence of Sulman's 'garden suburb' layout and town plan. • Strong symmetrical and hierarchical pattern of streets including Parkway, Gordon and Stewart Avenues. • Existing appearance, form and function of Parkway Avenue, including the road verges, street trees, bridge abutments at Cottage Creek, and the central median that splits the carriageway into two single lane roads. • Mature trees in gardens and public domain. • Public open space including pocket parks at Wilson Place, Corona Street, and elsewhere. • Relationship of houses to their gardens and houses to each other. • Items of heritage significance individually listed as heritage items in Schedule 5 of LEP 2012, including retention of the three-dimensional form of heritage item buildings.

Period of Significance	Statement of Significance	Desired Future Character
Hamilton Residential Precinct Heritage Conservation Area (C8)		
Circa 1870-1940	<p>The Hamilton Residential Precinct Heritage Conservation Area is a low scale, residential area typified by small lot housing generally one or two storeys, built close to boundaries, and located towards the front of the block. The character of the area and its streetscapes is representative of late Victorian, Federation and inter-war periods of Australian urban development. The style of housing - late Victorian terraces and cottages, Federation cottages and bungalows in the popular styles of the time, Italianate, Queen Anne, Edwardian, and California and Spanish Mission influences. In particular, a large number of detached terrace houses comprising small lot housing, traditional street grid nestled adjacent to Hamilton railway station with general absence of space for vehicle accommodation.</p> <p>The Hamilton residential precinct represents a pattern of urban settlement that represents gradual urban infill of the Newcastle coal field as mining moved out to the Hunter valley from 1880s until the turn of the 20th century. Urban development in the suburb reflects the gradual release of land by the AAC, with some houses built as early as 1870. Most of the suburb was released in 1885 -1886, and 1900 -1920. Hamilton's development between 1880 and 1900 reflects a period of intensive infrastructure investment by the state government, comprising the opening of the railway and train station in 1887. This attracted people to the suburb from the city centre and the style and age of much of the housing stocks reflects this period. The Hamilton Residential Precinct Heritage Conservation Area has special associations with the AAC, being part of their 2000-acre grant of land in inner Newcastle. The township developed around the lucrative borehole pit, and was named 'Pit Town', with operations at the No 1 pit, No 2 pit, the Hamilton pit and the lucrative D pit on Cameron's Hill, all of which were opened up in the late 1840s and 1850s. The enduring legacy of the AAC is reflected in the contemporary names of streets, including Lindsay,</p>	<p>The character of the Hamilton Residential Precinct Heritage Conservation Area consists of a variety of building styles and settlement patterns that date from the late 19th and early decades of the 20th century. The special character of Hamilton residential precinct is to be preserved and maintained through the retention of contributory buildings, street trees and elements of visual interest and heritage significance. Elements to be preserved and/or sensitively restored or reconstructed (based on evidence of original appearance) include:</p> <ul style="list-style-type: none"> • Range of contributory and historic buildings, particularly intact or historically significant groupings, heritage items, iconic structures, and the appearance and layout of streets. • Single or two storey scale of housing stock that is an original defining feature of the precinct. • Exposed face brick and stone of existing building facades and front fencing. • Many houses located towards the front of the block with small and low-fenced front yards, and some others built to the street without front yards. • Traditional road layout and street furniture such as sandstone kerbing and guttering, and other features of historical interest. • Urban form which reflects a regular pattern of subdivision and development that dates from the 1890s to the 1930s and building stock from this period. • Mature trees in gardens and the public domain. • Prevailing absence of garages and on-site car parking accommodation. • Items of heritage significance individually listed as heritage items in Schedule 5 of LEP 2012, including retention of the three-dimensional form of heritage item buildings.

Period of Significance	Statement of Significance	Desired Future Character
	Denison, Cleary, Everton and Skelton Streets. The smaller lot layout of the residential area of Hamilton can be attributed to the manner in which the AAC released land for sale, the main purchasers being miners and company employees, and also an era of urban development before the widespread use of the motor car, with little space made for car parking.	



-  Project Area
-  Locally Listed Heritage Items
-  Locally Listed Conservation Area
-  SHR items
-  Roads
-  Watercourse



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3.2 Potential HCA (Cameron's Hill)

It is understood that CN is currently undertaking a detailed assessment of a potential HCA, being the 'Cameron's Hill HCA', against the NSW heritage assessment criteria. Subject to the outcomes of this assessment and community engagement (to be undertaken), the potential HCA may be nominated by CN for formalisation in whole or in part as a HCA within the LEP via a separate planning proposal process.

The potential Cameron's Hill HCA is located to the south of Tudor Street, roughly between Blackall Street in the east and Steel Street in the west. It encompasses portions of the east-west running streets of Dixon Street, Denison Street, and Everton Street. It predominately contains residential development with a mixture of one and two storey dwellings present throughout the potential HCA.

The nomination for the HCA attributes its significance to its 'distinctive architectural character and streetscapes' (aesthetic significance) and historical and social values as distinct residential area within Hamilton that housed a select number of more prosperous residents. In expression of this, a number of residential dwellings are identified in the nomination as being architecturally significant, creating a cohesive group of representative buildings that have retained integrity over time and which are relatively grand in design and scale.

Development generally dates from c. 1844 to the 1930s, with architectural styles present within the potential HCA including traditional Georgian, Simple Federation, Decorative Federation to Federation Bungalow.

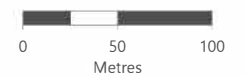
The location of the potential HCA in relation to the current Project Area is shown in **Figure 3.3**.

FIGURE 3.3

Potential Cameron's Hill HCA (under assessment)

Legend

- Project Area
- Locally Listed Heritage Items
- Locally Listed Conservation Area
- SHR items
- Potential Cameron's Hill HCA (under assessment)
- Roads
- Watercourse



Scale 1:4,000 at A4
GDA2020 MGA Zone 56

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4.0 Historical Background

The following historical background has been prepared to inform the identification of relevant historical themes for the Project Area. It is therefore presented as a thematic history, and is not necessarily presented in chronological order.

4.1 Beginnings of Broadmeadow

4.1.1 Mining

Like many of the nineteenth communities that formed modern-day Newcastle, Broadmeadow's origins began in mining.

In 1828, the Australian Agricultural Company (AA Company) was granted an almost total monopoly on coal mining in NSW. As part of this grant, the company acquired 2,000 acres of land in the Newcastle area, which included the modern suburbs of Broadmeadow, Bar Beach, Cooks Hill, Hamilton, The Hill, and parts of the Central Business District (CBD). During the AA Company's control of the area, ten mining 'pits' were sunk (refer to **Figure 4.1**). In the Broadmeadow area, this included the 'D' and 'E' pits (Steel Street and Everton Street, Hamilton) and 'H' Colliery (Beaumont Street, Hamilton). An unintended outcome of the AA Company's presence in Newcastle was the lack of available land for the development of other industries, commerce, and population growth (Higginbotham, 2013 Vol 3: 119). In 1836, the Newcastle township consisted of 40 houses and 704 people, the majority of whom were convicts housed in the barracks (Umwelt, 2019: 29). In 1847, the AA Company agreed to relinquish its monopoly on the area in return for the right to subdivide and sell its estates.

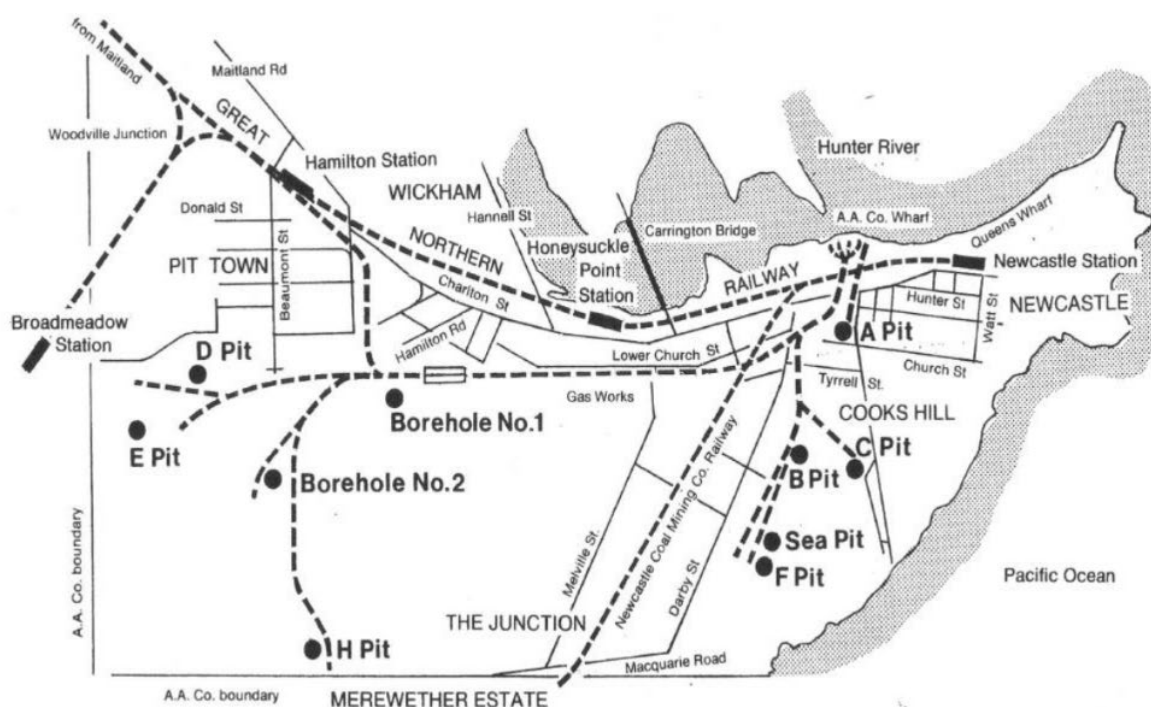


Figure 4.1 Locations of the AA Company's mining pits in the Newcastle area, c1847

Source: Newcastle Herald, 2019, <https://www.newcastleherald.com.au/story/6279247/how-the-australian-agricultural-company-went-from-merinos-to-mines/>

It is at this time that mining in the Broadmeadow area increased. One of the first private mines in the area was established by the Scottish Australian Coal Mining Company, who acquired 280 acres of the Newcastle Pasturage Reserve (discussed in further detail in **Section 4.1.2**) in c1862 to create the Lambton Colliery. As part of the Lambton Colliery, the Scottish Australian Coal Mining Company was granted the legal right to construct and operate their own private railway line. This line commenced at the colliery site and joined the Main North Railway Line (discussed in further detail in **Section 4.1.3**) (Eardley, 1950: 74).

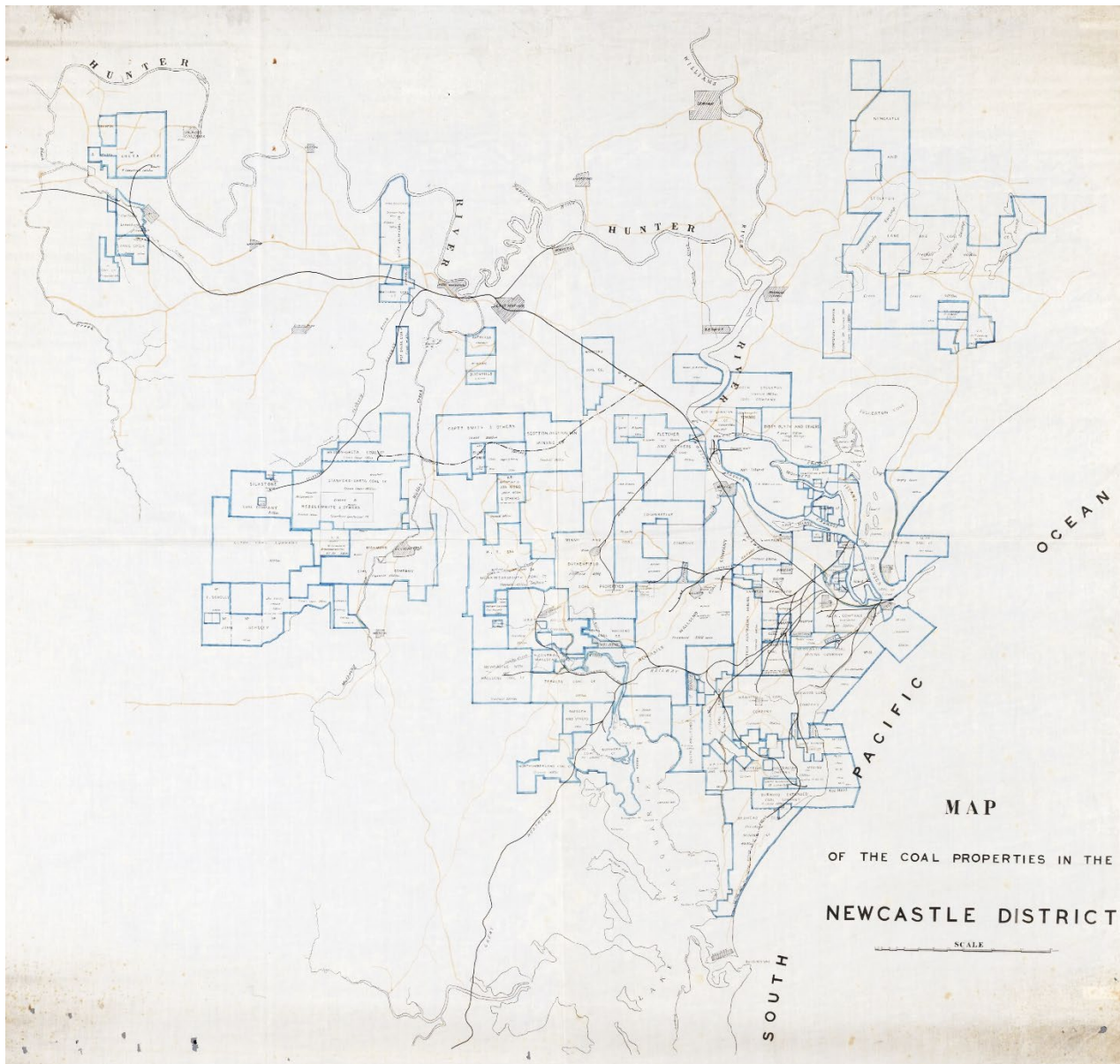


Figure 4.2 Detail from a map of the collieries and coal properties in Newcastle

Source: National Library of Australia, Trove, Map F 396.

A close competitor of the Scottish Australian Coal Mining Company was the J & A Brown firm, established by the brothers James and Alexander Brown in 1843. Initially operating west in the Maitland area, in the early 1860s the Browns shifted closer to Newcastle (Wetherall, 2021). They acquired a coal lease on a 310-acre plot of land centred on the Broadmeadow area, which they developed as the Hartley Vale Colliery (Wetherall, 2021). In a similar fashion to the Lambton Colliery, the Browns intended for their colliery to have a private railway line connected to the Main North Railway Line. However, shortly after obtaining the

legal right to build the railway line, the Hartley Vale Colliery mine was found to be unprofitable (Wetherall, 2021). The Browns moved on rapidly, and, by c1868, they had acquired a new coal lease for the New Lambton Colliery (Wetherall, 2021).

Located between the Lambton Colliery and the Hartley Vale Colliery were leases belonging to the Waratah Mining Company. The Waratah Mining Company focused efforts primarily on their Raspberry Gully Pit, in present-day Charlestown. It is unknown if any mines were established on their leases in the Broadmeadow area

4.1.2 The Newcastle Pasturage Reserve

The large-scale mining operation in the area consequently led to a high demand for accommodation for the employees. Many mine workers preferred to reside close to their mine of employment, however, there was both limited accommodation provided by the mining companies and little open land available for purchase (Keating and Wetherall, 2020: 1). At the time, the land surrounding the mines was predominantly covered in dense eucalyptus forest, with tracks cut through the thick scrub towards the various collieries (Keating and Wetherall, 2020: 1). One exception to this in the Broadmeadow area was the Newcastle Pasturage Reserve (refer to **Figure 4.3**).

The Newcastle Pasturage Reserve (colloquially known as the ‘Commonage’) was an area set aside in 1850 by the government for cattle grazing (*Sydney Morning Herald*, 10 June 1889: 4). It consisted of 1,600 acres of low-lying swampy land that was generally considered to have little value (Keating and Wetherall, 2020: 1). Due to its proximity to the collieries and the lack of any official government oversight, it was effectively regarded as ‘free real estate’ — mine workers began to claim plots, clear the land, and build small timber slab dwellings on the Commonage. The Commonage squat grew organically:

The result was very haphazard development. Streets were not laid out and no survey plans existed to guide the development. Timber was available because much of the land needed to be cleared (Gibbs, 1999, quoted in Keating and Wetherall, 2020: 1).

The quality of the houses put up was very inferior, because as they knew they had no title the men naturally did not care to spend too much. The houses and rooms are stated to be very small, and many of them overcrowded (*Sydney Morning Herald*, 10 June 1889: 4).

Many of the buildings were of slab construction with shingle roofs or were made by placing mud between saplings or split timber (Keating and Wetherall, 2020: 1).

In 1871, there were 300 residents on the Commonage. Having resided on the land for most of the last decade, they banded together and lobbied the government to obtain legal title over their squats (Keating and Wetherall, 2020: 2). It was not until 1889 that the *Newcastle Pasturage Reserve Act* was passed, which gave the residents the right to purchase their allotments. Sittings of the ‘Land Court’ commenced in July 1890. By this time, the Commonage residents numbered closer to 5,000 (Keating and Wetherall, 2020: 2).

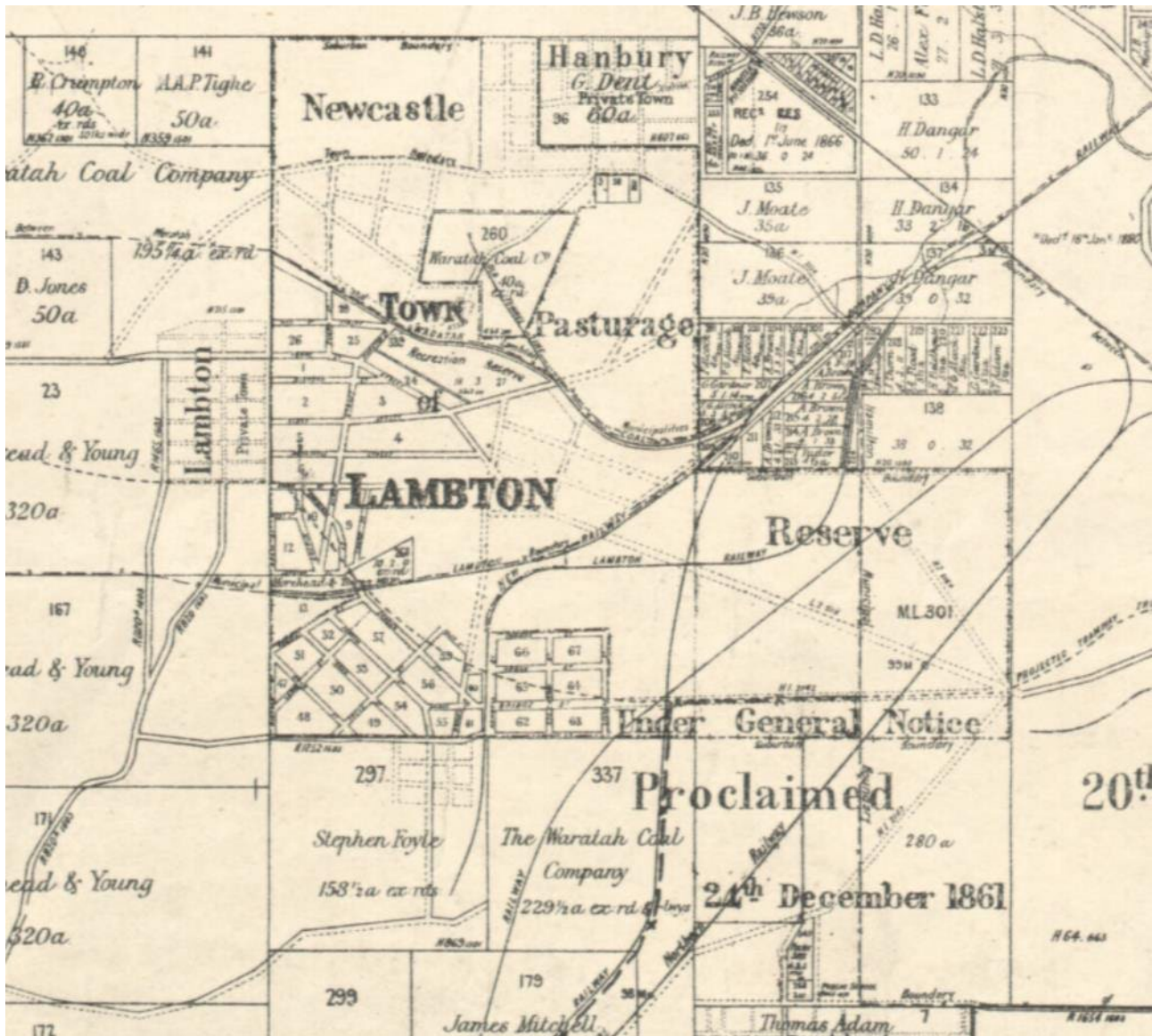


Figure 4.3 Detail from Parish of Newcastle map showing the Newcastle Pasturage Reserve

Source: National Library of Australia, Trove, Map F 48a.

4.1.3 Construction of the Railway

Demonstrating its importance to the colony, Newcastle was one of two centres for the development of the NSW railway network (Sharp, 1982 Part 4.1: 4). Up until the mid-nineteenth century, the transport of goods and people across the landscape had primarily occurred via rivers and the coast (Newcastle Industrial Heritage Association, 2009). As people continued to move further inland and away from the coast, however, it became more challenging and costly for precious goods to traverse the country.

In April 1853, a meeting was held in Newcastle to consider the proposal of constructing a local railway network. Within a few months, the Hunter River Railway Company had been established with the aim of linking Newcastle with Maitland via private railway (Newcastle Industrial Heritage Association, 2009).

The purpose of the railway was:

to supply a 'Great Highway' along the district of the River Hunter for the transit of the inexhaustible resources of its gold and coalfields, as well as immense agricultural produce of corn, wool, cattle, etc., and also timber, iron, and other articles of commerce, for which this line will extend the market (Sharp, 1982 Part 4.1: 24).

Whilst coal was a dominant industry in Newcastle and was included in the Hunter River Railway Company manifesto, the interests of the local coal companies were generally not considered in the planning of the railway route (Sharp, 1982 Part 4.1: 24). At the time, the majority of the collieries were situated in close proximity to the wharves, so they had little need to access the railway line (Sharp, 1982 Part 4.1: 24).

construction on the Main North Railway Line (then also known as the 'Great Northern Railway') commenced in 1854, however, shortly afterwards the Hunter River Railway Company ceded responsibility for the works to the government (Sharp, 1982 Part 4.1: 5). The first stage of the network — between Honeysuckle Point and East Maitland and passing along the northeastern boundary of the Project Area — was officially opened in March 1857.

As additional private coal companies began to lease land in Newcastle and collieries moved further away from the wharves, access via the Main North Railway Line became imperative. Multiple coal companies began to squabble over who should have the right to construct private railway lines (Eardley, 1950: 74), including the Waratah Coal Company, the Scottish Australian Coal Mining Company, and the J & A Brown firm (refer to **Section 4.1.1**). The Engineer-in-Chief of the NSW railway's, John Whitton, stepped in at this point and stated that:

rather than have a number of separate colliery junctions leading onto the [Main North Railway Line], he would prefer to construct a single siding branching from the [Main North Railway Line] at Waratah Junction, with connections to serve the Lambton, New Lambton, and Waratah Collieries (quoted in Eardley, 1950: 74).

Not all of the requested colliery railway lines eventuated (such as the Hartley Vale Colliery line), as shown in **Figure 4.6**. However, the Lambton Colliery Line eventuated (Newcastle LEP 2012 I41, refer to **Table 3.2**), and forms the northwestern boundary of the Project Area.

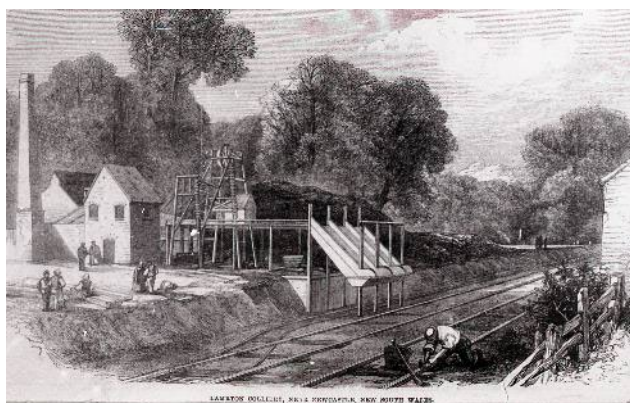


Figure 4.4 Loading area for the coal trains at Lambton Colliery, located on its private colliery railway line, 1863

Source: University of Newcastle, Living Histories, John Turner Collection, C918-0398.

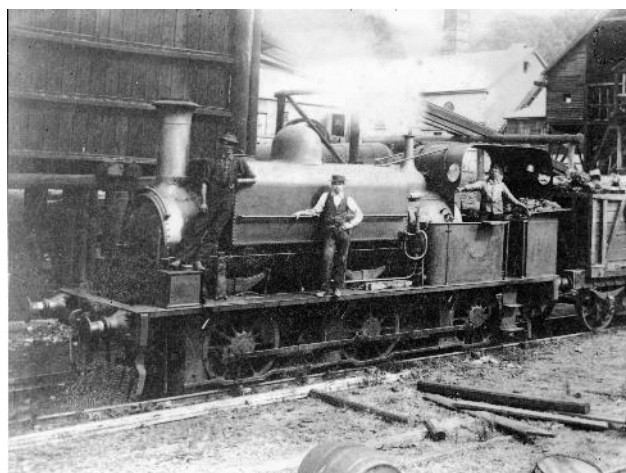


Figure 4.5 Coal train at the Waratah Colliery, travelling on its private colliery railway line, c1900

Source: University of Newcastle, Living Histories, Australian Railway Historical Society, ARHSBox061_1682.

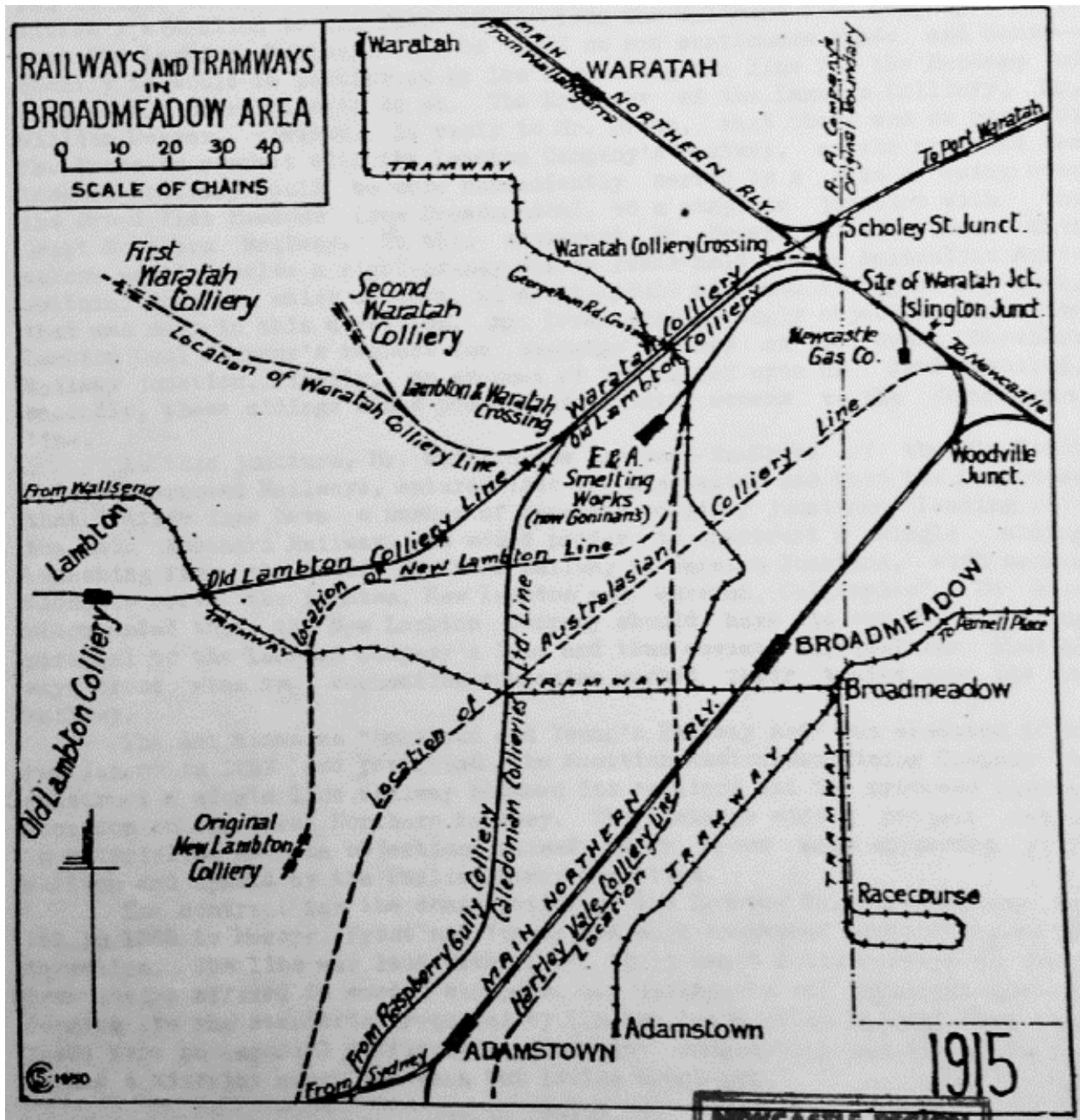


Figure 4.6 Proposed (dashed line) and actual (solid line) private colliery railway lines connected to the Waratah Colliery Siding

Source: Eardley, 1950.

In 1887, a new public railway station was opened at Broadmeadow (Newcastle LEP 2012 I51, refer to **Table 3.2**). The railway station consisted of a simple timber structure (Sharp, 1982 Part 4.1: 102). Two years later, the Main Northern Railway Line was connected to Sydney through the opening of the Hawkesbury River Railway Bridge. The connection of Newcastle to Sydney resulted in Broadmeadow becoming a major transport hub for railway commuters and tourists, which was further cemented with the construction of the Locomotive Depot (refer to **Section 4.2.1**) (SHR 01100, refer to **Table 3.2**).

4.1.4 Establishment of Industry and Community Services

The increased availability of land following the withdrawal of the AA Company (refer to **Section 4.1.1**), growing population (refer to **Section 4.1.2**), and easy access to the wharves and burgeoning Newcastle CBD (refer to **Section 4.1.3**) allowed for the establishment of other industrial and retail services in late nineteenth century Broadmeadow.

The English and Australian Copper Company struck an agreement with the New Lambton Colliery to build a smelter on a portion of land adjacent to what would later become Broadmeadow Road (Keating and Wetherall, 2020: 42) (Newcastle LEP 2012 I40, refer to **Table 3.2**). construction of the smelter commenced in 1869, but operations did not begin until mid-1872 due to difficulties in obtaining raw materials and skilled workers (Keating and Wetherall, 2020: 42). The smelter continued to have difficulties over the next two decades: being a small operation, the amount of copper produced was minimal and falling prices for copper compounded financial difficulties (Keating and Wetherall, 2020: 42).

Broadmeadow's proximity to several other major service centres (including Hamilton and Adamstown) meant that it did not need to have its own extensive retail precinct. Nonetheless, several local businesses began to establish themselves. One of the earliest retailers in the Broadmeadow area was a co-operative store on Lambton Road (Keating and Wetherall, 2020: 46). The co-operative provided a valuable service to the community, as it enabled for the local miners — who were largely employed on an irregular schedule and whose wages were subject to the fluctuating coal prices — to have guaranteed access to resources even if they did not have sufficient money (Keating and Wetherall, 2020: 46). In addition to the co-operative, by the end of the century, Broadmeadow also had the services of a blacksmith, carrier, several grocers (refer to **Figure 4.7**), and the Sunnyside Hotel (Newcastle LEP 2012 I42, refer to **Table 3.2**) and Premier Hotel (refer to **Figure 4.8**) (Keating and Wetherall, 2020: 46).



Figure 4.7 Gittins and Eastham Store, located on Brunker Street, Broadmeadow, 1897

Source: University of Newcastle, Living Histories, Ralph Snowball Collection, ASGN0440-B19.



Figure 4.8 The Premier Hotel, Broadmeadow, 1892

Source: University of Newcastle, Living Histories, Ralph Snowball Collection, ASGN0136-B6.

4.2 Turn of the Century

The twentieth century was heralded by depressed economic conditions in the Newcastle area. Low coal prices and reduced demand resulted in high levels of unemployment (Keating and Wetherall, 2020: 12).

To combat the falling prices and increase sustainability of the mines, coal companies attempted to cut wages, however, this often resulted in strikes (Keating and Wetherall, 2020: 12).

4.2.1 Locomotive Depot

The Broadmeadow station grew into a central railway hub and regional interchange, crucial for the operation of the Main North Railway Line. As a reflection of its importance, in the early 1920s, Broadmeadow was selected as a location for the modernisation program implemented by Chief Mechanical Engineer, Ernest Edward Lucy (Hunter Living Histories, 2021). As part of the modernisation works, a locomotive depot was proposed (SHR 01100, refer to **Table 3.2**). The depot would provide stabilising and refuelling facilities, infrastructure for performing routine maintenance and repairs, and storage for machinery (Hunter Living Histories, 2021). When it was finished, the Broadmeadow Locomotive Depot was the second largest depot in NSW and the only depot in the world with two conjoined turntables (Hunter Living Histories, 2021).

It is noted that the locomotives themselves have been removed from the Depot, as it is no longer in active use.

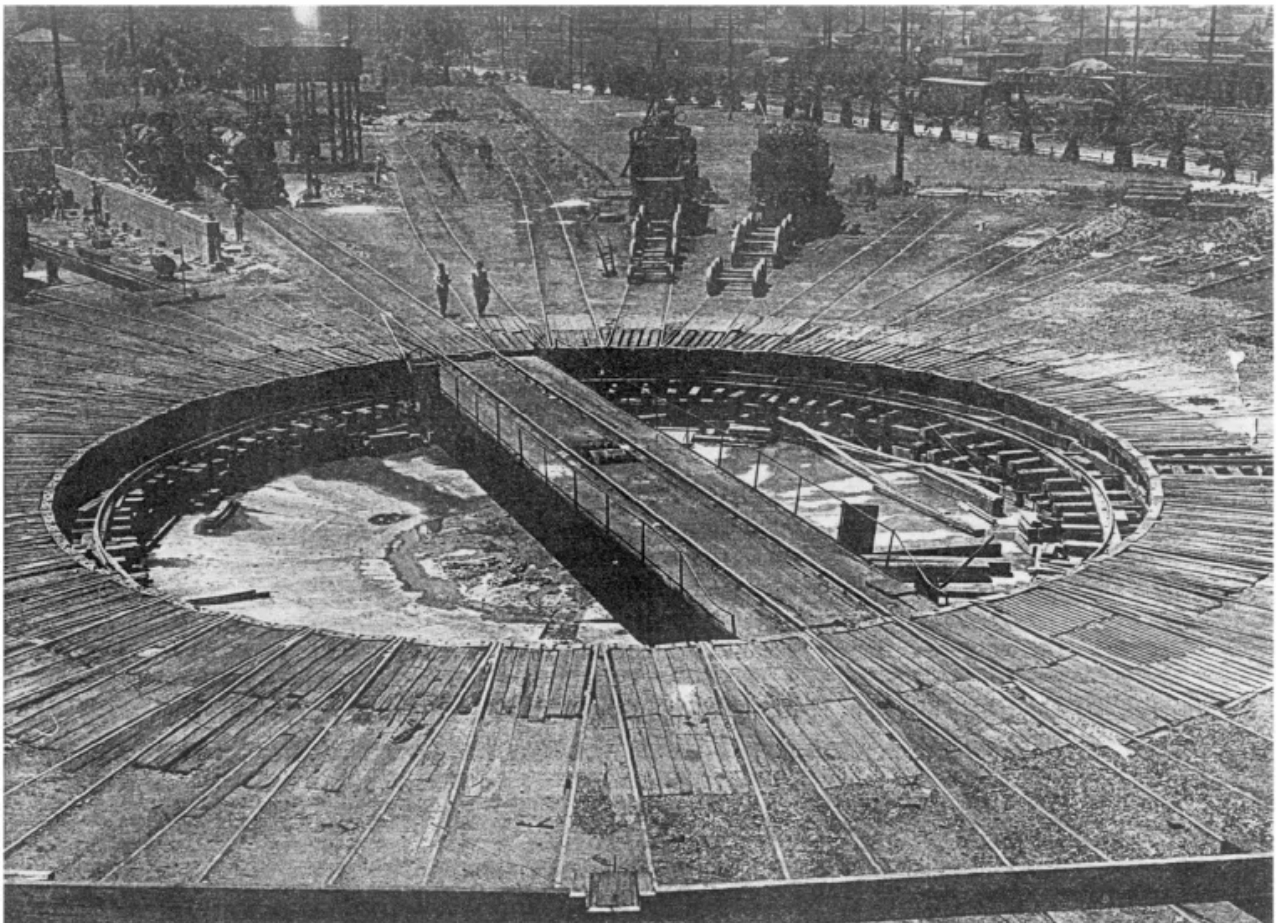


Figure 4.9 Broadmeadow Locomotive Depot hand-operated turntable, c1948

Source: State Rail Authority Archival Photograph, No 572/4.

4.2.2 Industrial Works

Following the collapse of the English and Australian Copper Company's Lambton Colliery copper smelter (refer to **Section 4.1.4**), Alfred Goninan — a coal skip and railway wagon manufacturer — took over the site (Newcastle LEP 2012 I39, refer to **Table 3.2**). To support the change in function, extensive new construction works were undertaken. By the 1920s, the site comprised:

a boiler shop, a foundry, including a brass foundry, pattern shop, store, machine shop, blacksmith's shop, and wagon shop. [Goninan]'s new head office was reputedly the second largest administrative building in the Newcastle District (quoted in Keating and Wetherall, 2020: 44).

The factory supported the continued mining operations, but also provided machinery for new cement manufacturers, sawmills, and a variety of other manufacturing industries (Keating and Wetherall, 2020: 44).



Figure 4.10 Goninan's factory, date unknown

Source: University of Newcastle, Living Histories, John Turner Collection, C919-1463.



Figure 4.11 Goninan's factory, date unknown

Source: University of Newcastle, Living Histories, John Turner Collection, C919-1461.

4.2.3 Continued Growth of the Community

In conjunction with the continued industrial nature of Broadmeadow, the increasing population resulted in calls for services beyond the basic amenities: the community desired entertainment facilities and education services.

The Newcastle Show Association was formed in 1899, and shortly afterwards the site for a new showground was selected in Broadmeadow (Keating and Wetherall, 2020: 71) (Newcastle LEP 2012 I47, refer to **Table 3.2**). No expense was spared in preparing the showground, and in May 1902 it opened for its first show with a flourish:

The ring is considerably larger than any in the northern district, and would make a splendid racecourse for ponies. It is surrounded with one row of seats capable of accommodating between 2,000 and 3,000 people ... The permanent pavilion ... will be an attractive feature of the show, with exhibits being artistic and well arranged. A large marquee has been erected for the display of poultry and pigeons, vegetables, and cut flowers ... The grounds are gaily decorated with bunting, and the whole area is now attractive in appearance (Newcastle Morning Herald and Miners' Advocate, 16 May 1902: 6).



Figure 4.12 The Enmore Prize Wines display at the Newcastle showgrounds, 1905

Source: University of Newcastle, Living Histories, Ralph Snowball Collection, ASGN0759-B35.

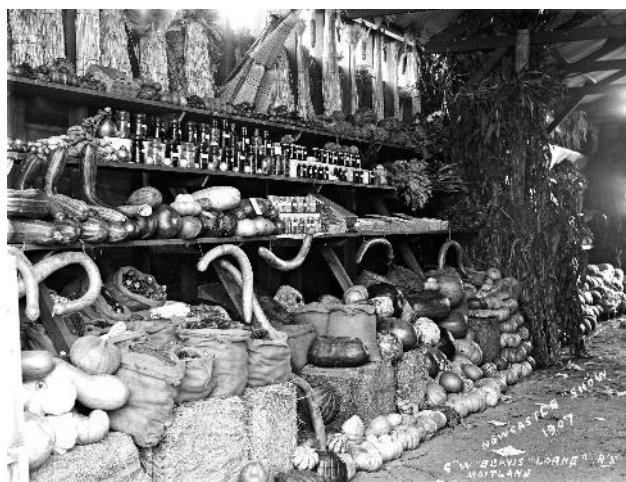


Figure 4.13 The G W Beavis from Lorne display at the Newcastle showgrounds, 1907

Source: University of Newcastle, Living Histories, Ralph Snowball Collection, ASGN0758-B35.



Figure 4.14 The Newcastle Public Schools Association display for Empire Day at the Newcastle showground, 1910

Source: University of Newcastle, Living Histories, Ralph Snowball Collection, ASGN0986-B42.

Prior to the twentieth century, an informal racecourse had been established on an area of undermined ground near the English and Australian Copper Company's Lambton Colliery copper smelter (refer to **Section 4.1.4**) (Keating and Wetherall, 2020: 69). Lacking recreational facilities, in 1901 it was decided to move the racecourse to a new (and the present-day) site and start afresh (Keating and Wetherall, 2020: 69) (Newcastle LEP 2012 I48, refer to **Table 3.2**).

Following World War I (WWI), air travel and transport became an increasingly common feature. Whilst Newcastle already had an established railway network and port, Broadmeadow also became a focus point for aviation activities (Keating and Wetherall, 2020: 62). In early 1914, an aviation display by the French pilot Guillaux drew a large crowd to view his '*daring somersaults, upside down turning, looping the loop, gliding, [and] posing*' (Newcastle Morning Herald and Miners' Advocate, 24 April 1914: 6). It was not until 1928 that a proposal for a formal aerodrome was made. When WWII broke out a decade later, the Royal Australian Air Force (RAAF) used the Broadmeadow aerodrome for training (Newcastle LEP 2012 I49, refer to **Table 3.2**).

Early attempts to gain a dedicated public school for Broadmeadow were denied, as the schools located in the surrounding suburbs were initially considered to be sufficient (Keating and Wetherall, 2020: 50). In 1922, this opinion changed, and a site was selected for a technical school (Keating and Wetherall, 2020: 50). Concerns were raised about the proximity of this site to the railway yard (refer to **Section 4.2.1**), the

aerodrome, and the generally low-lying and swampy conditions of the land (Keating and Wetherall, 2020: 50). The concerns were addressed and the Newcastle Central Junior Technical and Domestic Science School opened in 1923 with 500 students (Keating and Wetherall, 2020: 50) (Newcastle LEP 2012 I53, refer to Table 3.2).

4.2.4 ‘Nineways’

As Broadmeadow grew, it developed in a rather organic, haphazard manner. This resulted in the creation of informal road layout and pedestrian access in some locations. One of these instances included ‘Nineways’, which was the convergence of nine different roads and tramlines — including Belford Street, Lambton Road, Broadmeadow Road, Brunker Road, Denison Street, Chatham Road and Young Road. Ongoing and increasing vehicle accidents resulted in the site being reworked, with the tramlines and waiting shelters relocated and several roads diverted. A landscaped garden was created at the centre of Nineways to provide drivers with a clearer route (refer to Figure 4.15).



Figure 4.15 The landscaped garden at the centre of the Nineways intersection, date unknown

Source: University of Newcastle, Living Histories, Newcastle and Hunter District Historical Society, A8803-P1245.

4.3 Mid to Late Twentieth Century Development

Broadmeadow in the latter half of the twentieth century was primarily characterised by the subdivision of larger blocks, and the removal and replacement of earlier structures. Such examples include the aerodrome, which, in 1969, was converted into a sports ground, and a new grandstand and facilities were constructed on the site (Keating and Wetherall, 2020: 62). In 1941, an early-twentieth century theatre was demolished, and a glamorous Art Deco theatre was built (Keating and Wetherall, 2020: 68). This theatre

subsequently closed in 1973, and was used in turn as a truck repair shop and place of worship prior to being demolished in the early 1990s (Keating and Wetherall, 2020: 68).

In the 1970s, the 1887 railway station (refer to **Section 4.1.3**) at Broadmeadow was upgraded. The original station buildings were retained as a central platform between the two railway lines, whilst a new substantial structure was added on Graham Road to serve as the official entrance and to provide additional amenities to travellers.

Aerial photography from the 1950s to the present day shows that many of the defining built features of Broadmeadow such as the showground, racecourse, aerodrome/sportsground, and recreational parks, were present through this period (refer to **Figure 4.16** to **Figure 4.19**).

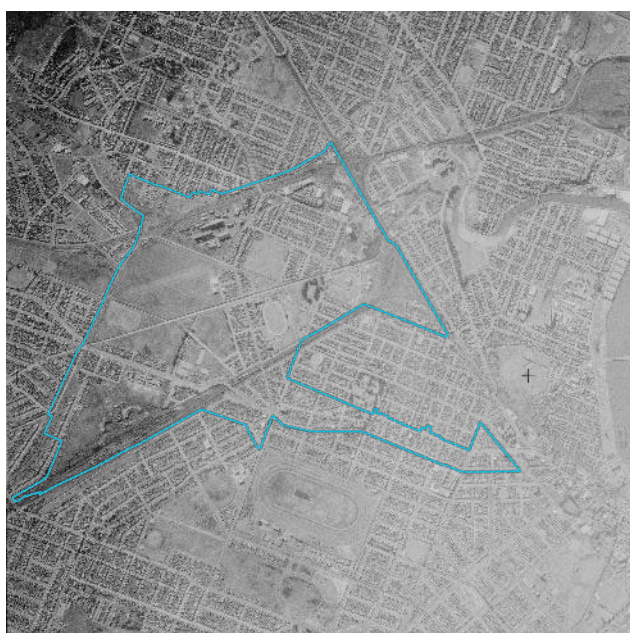


Figure 4.16 Aerial photograph of the Project Area, 1954

Source: NSW Government, Historical Imagery, Sheet No 9232 Film No 253 Run No C_KEY Frame No 5028.



Figure 4.17 Aerial photograph of the Project Area, 1966

Source: NSW Government, Historical Imagery, Sheet No 9232 Film No 1464 Run No R4N Frame No 5213.



Figure 4.18 Aerial photograph of the Project Area, 1976

Source: NSW Government, Historical Imagery, Sheet No 9232 Film No 2404 Run No 11 Frame No 080.

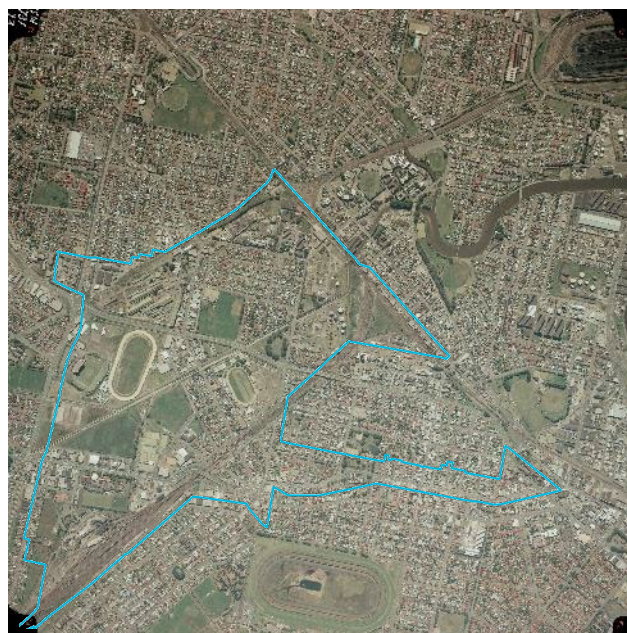


Figure 4.19 Aerial photograph of the Project Area, 1990

Source: NSW Government, Historical Imagery, Sheet No 9232 Film No 3731 Run No R3 Frame No 73.

5.0 Historical Themes

5.1 NSW Themes

Historical themes can be used to understand the context of a place, such as what influences have shaped that place over time. The Heritage Council of NSW (2001) identifies 36 historical themes relevant to the state of NSW to assist in the assessment of heritage significance. These themes correlate with national and local historical themes and are broadly consistent with those identified in the *Thematic History of the Newcastle City-Wide Heritage Study 1996/7*.

The themes applicable to the Project Area are discussed in **Table 5.1**. This includes a consideration of local themes identified in the 1996/7 *Thematic History* (refer to 'local themes' column).

The distribution of listed heritage items that correspond to the themes are displayed in **Figure 5.1**.

Table 5.1 Historical themes of the Project Area (after Heritage Council of NSW [2001])

Australian Theme	NSW Theme	Local Theme	Discussion
Developing local, regional, and national economies	Mining Activities associated with the identification, extraction, processing, and distribution of mineral ores, precious stones, and other such inorganic substances	Themes of Coal Mining and Quarrying relating to principal subject of Coal Mining	<p>Broadmeadow began as a collection of collieries situated on the western edges of the early Newcastle township (refer to Section 4.1.1).</p> <p>During the nineteenth century, mining was the primary economy in Newcastle and was the driving force behind shaping much of the growing community.</p> <p>The development of the collieries in Broadmeadow paved the way for the construction of the Main Northern Railway Line and development of the area as a major transport hub, establishment of dwellings, and growth of the community (see below).</p> <p>Broadmeadow's mining history is evidenced in the Project Area by:</p> <ul style="list-style-type: none"> Former Lambton Colliery Railway (Relic) (Newcastle LEP 2012 I41).
	Industry Activities associated with the manufacture, production, and distribution of goods	Themes of Early Manufacturing and Processing and Metal Smelting relating to principal subjects of Early Engineering and Steel	<p>The diversification of industry in Broadmeadow occurred in conjunction with the growth and decline of the collieries (refer to Section 4.1.4 and Section 4.2.2).</p> <p>As the collieries became more established, industrial companies entered into joint ventures, using the raw produce from the collieries to create export-ready materials. When the collieries began to close, their relocation from Broadmeadow allowed for the established infrastructure and available space to be repurposed for other industrial operations manufacturing a wide range of materials.</p>

Australian Theme	NSW Theme	Local Theme	Discussion
			<p>Broadmeadow's industrial history is evidenced in the Project Area by:</p> <ul style="list-style-type: none"> Goninans Factory (Newcastle LEP 2012 I39). English & Australian Copper Co. (Newcastle LEP 2012 I40). Newcastle Gas Co. Office (Newcastle LEP 2012 I163). Shell Co. of Australia (Newcastle LEP 2012 I165). ELMA Factory (Newcastle LEP 2012 I168).
	Commerce Activities relating to buying, selling, and exchanging goods and services	Themes of Suburban Centres and Inner City Revival relating to principal subjects of Origins as Isolated Villages, Growth Along Transport Corridors, and Changing Role of the City	<p>The growing nineteenth century population of Broadmeadow required additional commercial services (refer to Section 4.1.4 and Section 4.2.3) to improve community amenity.</p> <p>Such commercial services included the establishment of grocers, hotels, post offices, and banks.</p> <p>Broadmeadow's commercial history is evidenced in the Project Area by:</p> <ul style="list-style-type: none"> Sunnyside Hotel (Newcastle LEP 2012 I42). Former Hamilton Hotel (Newcastle LEP 2012 I122). Hotel Bennett (Newcastle LEP 2012 I124). Hamilton Hotel (Newcastle LEP 2012 I147). Former Bank of NSW (Newcastle LEP 2012 I149). Hamilton Business Centre Heritage Conservation Area (Newcastle LEP 2012 C2).
	Transport Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Themes of Industrial Technology relating to principal subjects of Railways, Smelting and Steelmaking Themes of Railways and Trams and Transport Corridors relating to principal subjects of Early Private Railways, the Great Northern Railway and Mining Villages	<p>The construction of several private colliery railway lines and their connection to the Main Northern Railway Line turned Broadmeadow into a major hub for the transport of goods and people in the late nineteenth century (refer to Section 4.1.3). This was further cemented with the addition of the Locomotive Depot in the early twentieth century, which enabled for the local maintenance and management of railway machinery (refer to Section 4.2.1).</p> <p>Broadmeadow's railway history is evidenced in the Project Area by:</p> <ul style="list-style-type: none"> Former Lambton Colliery Railway (Relic) (Newcastle LEP 2012 I41). Broadmeadow Locomotive Depot Offices (Newcastle LEP 2012 I45). Broadmeadow Railway Station (Newcastle LEP 2012 I51).

Australian Theme	NSW Theme	Local Theme	Discussion
			<ul style="list-style-type: none"> Broadmeadow Railway Locomotive Depot (SHR 01100). Hamilton Railway Station Group (SHR 01164).
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	Themes of Migrations, Land Tenure and Townships relating to principal subjects of Coal Mining Origins, Land Grants for Development, AA Company Land Sales, Garden Suburbs, Mining Villages, Transport Corridors and Inner City Revival	<p>The residential aspect of Broadmeadow began as a series of miner's squats on the Newcastle Pasturage Reserve (refer to Section 4.1.2).</p> <p>In the late nineteenth century, the occupants of the squats were given the right to purchase their allotments, which initiated the formal subdivision and streetscape design of Broadmeadow. This streetscape includes green spaces, commercial precincts, and public recreational facilities.</p> <p>Broadmeadow's urban history is evidenced in the Project Area by:</p> <ul style="list-style-type: none"> Remnant Plantings, District Park (Newcastle LEP 2012 I37). Gregson Park Tudor Street Gates (Newcastle LEP 2012 I153). Richardson Park (Newcastle LEP 2012 I167). Hamilton Business Centre Heritage Conservation Area (Newcastle LEP 2012 C2). Hamilton South Garden Suburb Heritage Conservation Area (Newcastle LEP 2012 C3).
Working	Labour Activities associated with work practises and organised and unorganised labour	Themes of Early Farming, Early Manufacturing and Processing, Coal Mining, Metal Smelting, and Industrial Technology as outlined elsewhere in this table	<p>Labour was a crucial component of Broadmeadow, being the focal point of mining and industry for much of the nineteenth- and twentieth centuries (refer to Section 4.1.1, Section 4.1.4, and Section 4.2.2).</p> <p>The physical spaces this labour occurred within is also represented through other themes (e.g. Mining, Industry).</p> <p>In addition to the collieries and factories detailed above, Broadmeadow's labour history is evidenced in the Project Area by:</p> <ul style="list-style-type: none"> Broadmeadow Locomotive Depot Offices (Newcastle LEP 2012 I45). Newcastle Gas Co. Office (Newcastle LEP 2012 I163).
Educating	Education Activities associated with teaching and learning by children and adults, formally and informally	Themes of Education relating to principal subjects of State Schools and Technical Education	<p>In conjunction with the establishment of commercial services, social institutions, and other public amenities, the provision of a dedicated school for the Broadmeadow children was a crucial concern (refer to Section 4.2.3). This then developed into the provision of further education for adults and industry workers.</p>

Australian Theme	NSW Theme	Local Theme	Discussion
			<p>Broadmeadow's education history is evidenced in the Project Area by:</p> <ul style="list-style-type: none"> Broadmeadow Primary School (Newcastle LEP 2012 I53). Hamilton Public School (Newcastle LEP 2012 I127). Former Mechanics Institute (Newcastle LEP 2012 I150).
Developing Australia's cultural life	Domestic life Activities associated with creating, maintaining, living in, and working around houses and institutions	Themes of Housing relating to principal subjects of Gentlemen's Residences, Workers Cottages, Garden Suburbs and Inner City Revival	<p>As discussed above, Broadmeadow's domestic residents began as mine employees residing in a series of squats on the Newcastle Pasturage Reserve (refer to Section 4.1.2).</p> <p>When the collieries withdrew from Broadmeadow, more land was subdivided and opened to residential development.</p> <p>Broadmeadow's domestic history is evidenced in the Project Area by:</p> <ul style="list-style-type: none"> House (Newcastle LEP 2012 I158). House (Newcastle LEP 2012 I159). Hamilton South Garden Suburb Heritage Conservation Area (Newcastle LEP 2012 C3).
	Religion Activities associated with particular systems of faith and worship	Themes of relating to principal subjects of Early Land Grants and Diversity of Denominations	<p>One of the cornerstones of life in nineteenth- and twentieth-century Broadmeadow was the access to religious services, provided through faith congregations. These congregations provided a crucial social service to the community, such as everyday guidance, social activities, and provision of major life events.</p> <p>Broadmeadow's religious history is evidenced in the Project Area by:</p> <ul style="list-style-type: none"> Wesley Church (Newcastle LEP 2012 I116). Wesley Church Gates and Fence (Newcastle LEP 2012 I117). Scots Kirk Presbyterian Church (Newcastle LEP 2012 I148). Wesley Church Hall (Newcastle LEP 2012 I157).

Australian Theme	NSW Theme	Local Theme	Discussion
	Sport Activities associated with organised recreational and health promotional activities	Themes of Leisure and Sport relating to principal subjects of Horse Racings, Parks and Reserves and Clubs	<p>The spectatorship and partaking in sport were a major social activity for the residents of Broadmeadow, and the provision of space for specialised events and gatherings was an important consideration for the community (refer to Section 4.2.3).</p> <p>This began as an informal racecourse in the late nineteenth century, but quickly grew to include a formal racecourse with multiple facilities, an aerodrome, and a major showground for the hosting of the annual Newcastle Show and various other events.</p> <p>Broadmeadow's sport history is evidenced in the Project Area by:</p> <ul style="list-style-type: none"> • Newcastle Showground (Newcastle LEP 2012 I47). • Former Broadmeadow Aero Club (Newcastle LEP 2012 I49).

FIGURE 5.1

Points of interest relating to historical themes in the Project Area

Legend

 Project Area

Roads

Watercourse

Historical Themes

Commercial

Domestic

Education

Industrial

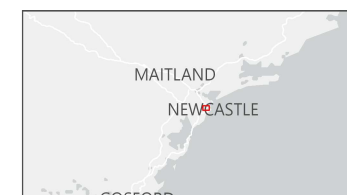
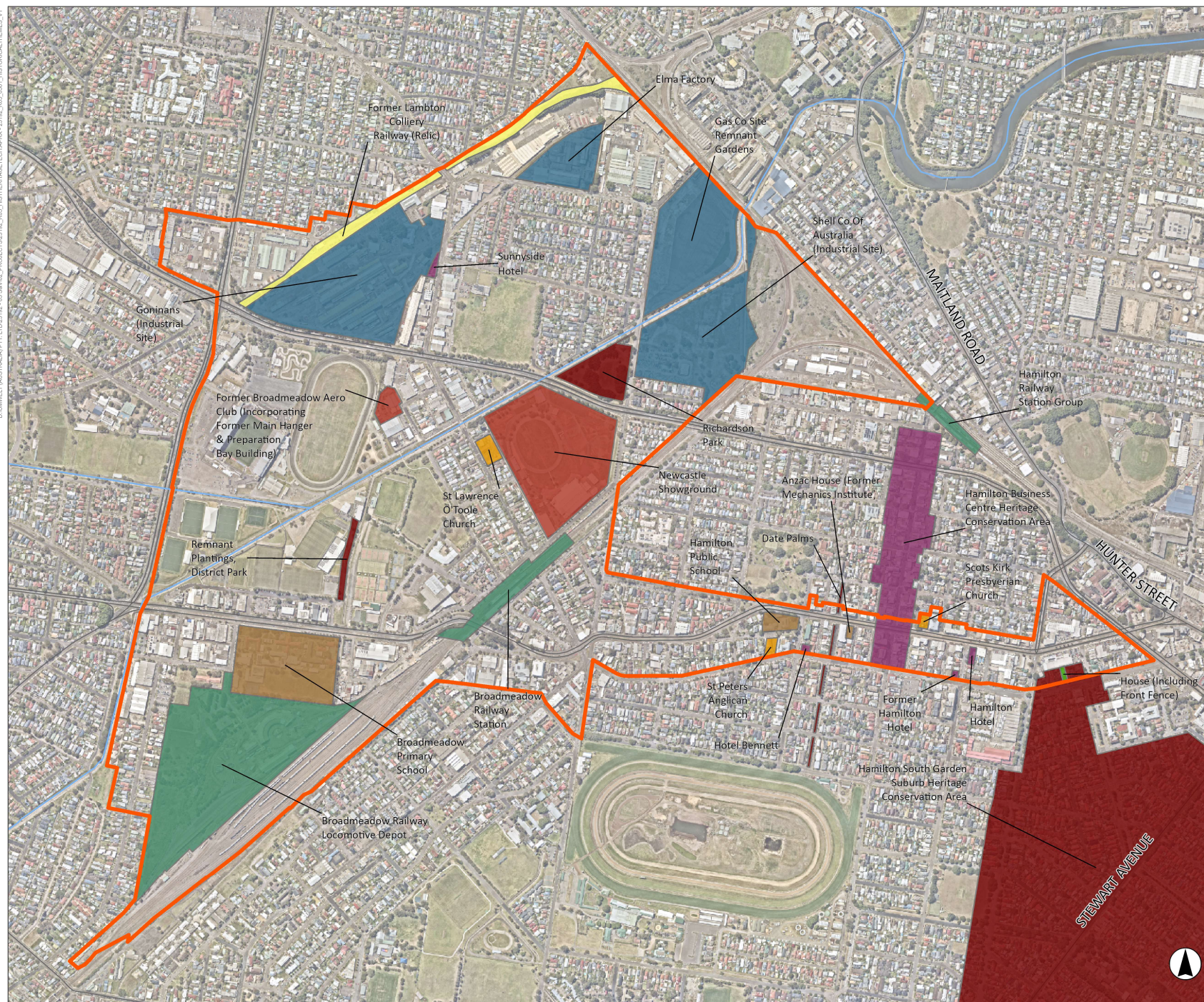
Mining

Religion

Sport Recreation

Transport

Urban Design



0 250 500
Metres

Scale 1:16,000 at A4
GDA2020 MGA Zone 56

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5.2 Assessment of Historical Archaeological Potential

Many of the more significant developments within the Project Area are already documented and protected by local heritage listings (e.g. Goninan's Factory [Newcastle LEP 2012 I39], Broadmeadow Railway Station [Newcastle LEP 2012 I51], Former Lambton Colliery Railway [Relic] [Newcastle LEP 2012 I41]). In addition, the historical record for the Project Area is robust and extensive, with many former developments being well documented via both primary and secondary sources.

However, the archaeological resource of the Project Area would, if present, form part of an ever-decreasing archaeological record within the Newcastle area, particularly given the extent of contemporary development that has occurred and will continue to occur. Archaeological material within the Project Area would very likely be of interest to the local community, and may in some specific instances provide information about the Project Area and wider Newcastle's history that is not available via other sources (e.g. in association with miner's squats which are not as well documented as other aspects of the area's history).

As no sub-surface impacts will occur in association with the Place Strategy, there is no immediate risk of harm to historical archaeology. However, for the reasons discussed above the archaeological resource of the Project Area must be considered as part of any future physical works within the Project Area and for future planning stages. Historical archaeology will need to be considered on an area by area or case by case basis, as the relative potential for intact historical archaeological material of significance will vary considerably across the Project Area on the basis of variable disturbance and the presence/absence of historical development.

6.0 Constraints and Opportunities

6.1 Key Findings of the Stage 1 Report

The above examination of the historical development of Broadmeadow, the identification of listed heritage items and HCA's within and in the vicinity of the Project Area, the identification of historical themes for the Project Area and a preliminary consideration of the Project Area's historical archaeological potential enabled an analysis of key constraints and opportunities relevant to the Project Area to be presented as part of the Stage 1 Analysis Report. This is summarised below.

6.1.1 Summary

The key findings of the Stage 1 Analysis Report, in relation to constraints and opportunities, were:

- **Opportunity:** Broadmeadow presents a rich and varied heritage landscape, with a multitude of strong historical themes that speak to the area's history and character (refer to **Section 5.0**). These themes can be used to create focal points in the landscape, centred on specific heritage items, HCAs or clusters of items, and can underpin the identification of specific 'precincts' throughout the Project Area that relate to historical uses or development patterns. 'Precincts' are discussed further at **Section 8.0** and **Section 9.0**.
- **Opportunity:** The historical archaeological potential of the Broadmeadow area is not considered within existing archaeological management plans for Newcastle; an opportunity therefore exists to undertake further research and assessment regarding the potential historical archaeological resource of the Project Area, so as to further inform an understanding of the area's heritage values and historical themes.
- **Constraint:** Future projects must take into consideration the presence of existing listed heritage items and HCAs (including the potential Cameron's Hill HCA), which form crucial parts of the heritage landscape. The CN Heritage Strategy 2020–2030 (refer to **Section 2.2.6**) discourages the comprehensive demolition or façade retention of heritage buildings.

6.1.2 Detailed Assessment

The above points are discussed in further depth in **Table 6.1**. Specific listed heritage items and groups of items have been identified as opportunities to create interpretation pathways and/or themed 'precincts'.

Table 6.1 Identified constraints and opportunities for the Project Area

Timeframe	Constraints	Opportunities
Immediate	The Newcastle AMP (1997) and Revised NAMP (2013, Draft) does not include the present Project Area. This limits understanding of the area's historical archaeological potential and therefore associated historical heritage values.	The Newcastle AMP (1997) and Revised NAMP (2013, Draft) does not include the present Project Area. Clearer understanding of the historical archaeological potential of the Project Area would enhance the current understanding of the area's historical heritage values.
Ongoing	<p>The nature of the Project Area — a built-up, urbanised landscape — means that the constraints of future development are largely associated with existing listed heritage items and HCAs (refer to Section 3.1 and Section 3.1.1).</p> <p>Due to this, all future planning proposals and physical works must have consideration for the presence of these items/areas and must follow the established heritage assessment procedures.</p> <p>Future planning for the Project Area must have regard for:</p> <ul style="list-style-type: none"> • The impact of rezoning and changes to Height of Building (HoB) controls on the established character of the area, particularly as defined by individual heritage conservation areas and identified 'precincts' that relate to heritage items and themes. Changes in land uses and other LEP controls that are inconsistent with the established character of heritage items/areas and 'precincts' within the Project Area may have an adverse heritage impact. • The impact of changes to development controls within or in the vicinity of heritage items and HCAs. Though it is understood that the Structure Plan seeks to retain all heritage items/areas within the Project Area, vicinity impacts must also be considered including impacts to character, setting, and views to, from and within heritage items/areas. Of particular consideration are changes to 	<p>The Project Area has a rich heritage landscape that incorporates numerous historical themes (refer to Section 5.0).</p> <p>This presents a significant opportunity in relation to acknowledging and celebrating this history and the associated historical themes as part of any future planning process.</p> <p>It also creates an important opportunity to enhance the character of the Project Area through the incorporation of this history and associated themes into future development, and specifically through the incorporation of interpretative material in future design treatments.</p> <p>This can be achieved through:</p> <ul style="list-style-type: none"> • The establishment of 'precincts' within the Project Area that reflect the historical themes identified within this report. This can be expressed through variations in development type, design principles and treatments, street or other public facilities naming, etc. Refer to Section 8.0 and Figure 8.1 for further information regarding identified 'precincts' within the Project Area. • The integration of interpretive material in future design treatments. This can take the form of literal interpretation (e.g. signs), public art and/or landscape treatments that thread through the Project Area but differentiate between areas/precincts. <p>In incorporating and expressing heritage values and historical themes, the following key heritage features should be considered:</p> <ul style="list-style-type: none"> • The Broadmeadow Railway Station (Newcastle LEP 2012 I51), Locomotive Depot (SHR 01100), and remnants of the private colliery railway lines (e.g. Newcastle LEP 2012 I41). • Locations and remnants of nineteenth century collieries.

Timeframe	Constraints	Opportunities
	<p>planning controls relating to height of development, with resulting bulk and scale requiring careful consideration.</p> <ul style="list-style-type: none"> Potential impacts to the historical archaeological resource of the Project Area must also be considered at the appropriate stage of the project. 	<ul style="list-style-type: none"> Features of the industrial landscape, such as the Goninan's factory (Newcastle LEP 2012 I39), English and Australian Copper Company copper smelter (Newcastle LEP 2012 I40), Newcastle Gas Company grounds (Newcastle LEP 2012 I162 and I163), and ELMA Factory (Newcastle LEP 2012 I168). Public recreation facilities, such as the Newcastle Showground (Newcastle LEP 2012 I45), Broadmeadow Aerodrome (Newcastle LEP 2012 I49). Green spaces and plantings, such as District Park (Newcastle LEP 2012 I37) and Richardson Park (Newcastle LEP 2012 I167). The streetscapes encompassed by the Hamilton Business Centre Heritage conservation Area (Newcastle LEP 2012 C2) and Hamilton South Garden Suburb Heritage conservation Area (Newcastle LEP 2012 C3).

7.0 Stakeholder Consultation

As part of the preparation of this report, consultation with key stakeholders was undertaken. Based on recent professional experience within the Newcastle LGA and in recognition of the nature and scale of the project, this was limited to:

- Heritage NSW
- City of Newcastle
- Hunter Living Histories (HLH).

Consultation with these stakeholders focussed on the final Structure Plan Scenario and the associated opportunities and constraints that this Scenario presents in relation to historical heritage within the Project Area. Each of the above-listed stakeholders was provided with an information package detailing the project particulars as well as maps showing listed heritage items in relation to Project Area boundaries. Stakeholders were invited to respond via email, phone or an in-person workshop.

The outcomes of the stakeholder consultation are detailed within the below table.

Table 7.1 Outcomes of stakeholder consultation

Stakeholder	Consultation Outcomes
Heritage NSW	<p>Consultation was undertaken with the HNSW contact provided to DPHI for the project in early December 2023 via both phone and email. A package of information regarding the project was provided by email in that same month.</p> <p>The sending of this information was followed up via email in mid-December 2023, January 2024, March 2024 and April 2024. These follow up emails were sent to both the nominated contact and the Heritage Mailbox. A telephone conversation was also had with the nominated HNSW contact in April 2024.</p> <p>To date, no formal response has been received from HNSW.</p>
City of Newcastle	<p>Consultation was undertaken via phone and email with CN's Heritage Planner with the Planning and Environment Team of CN.</p> <p>The Heritage Planner advised via email that any assessment of historical heritage for the Project Area would need to consider the potential Cameron's Hill HCA (refer to Section 3.2).</p> <p>Concerns were also raised regarding the impacts of land use changes, height of building control changes and Floor to Space Ratio (FSR) changes that could occur in association with the potential HCA.</p> <p>The significance of a 'merits-based approach' to development design in heritage listed places and HCAs that could be subverted by the introduction of land zoning and height of building changes within the Project Area where none currently exist, was stressed.</p> <p>It was noted that moving forward, the listing citations for heritage items/areas within the Project Area should be reviewed and revised to ensure they are up-to-date and adequately consider internal fabric. The intent of this would be to enable a more robust and meaningful consideration of future development impacts on individual heritage items/areas.</p>

Stakeholder	Consultation Outcomes
Hunter Living Histories	<p>Consultation was taken with HLH via both phone and email in December 2023.</p> <p>Response was received via email in March 2024. The feedback stressed the key concern of the objective of providing housing effectively overriding other relevant considerations, namely heritage.</p> <p>HLH expressed that as part of overall project, they would like to see the below in relation to heritage:</p> <ul style="list-style-type: none"> - Conservation Management Plans be prepared for heritage items that may be impacted by the project - appropriate studies be undertaken for relevant sites, such as archaeological studies - that adaptive re-use opportunities be explored in concert with appropriate buffers/curtilage for new development - that the Newcastle Museum/University of Newcastle be provided with opportunities to utilise heritage items (namely the Locomotive Depot) in the future - that access to the Depot and Railway Line be maintained for heritage related events and displays. <p>It is noted that the above relate mostly to detailed design and development application stage.</p>

Further consultation with the wider local community will be undertaken as part of later project phases, including the Public Exhibition Phase to occur in 2024.

8.0 Visual Survey Results

A high-level visual survey of the Project Area was undertaken by Umwelt Principal Consultant Karyn Cook in November 2023. The purpose of the survey was to inform an understanding of the Project Area's overall historical heritage values and to identify any unlisted buildings, sites, streetscapes or areas of potential historical heritage significance that could pose a project risk.

It is reiterated that this visual survey was high-level only, and did not include an exhaustive inspection of all buildings/streetscapes within the Project Area. It did not include any internal inspections. Where necessary to adequately convey the outcomes of the visual inspection, photographs taken by Umwelt have been supplemented by wider street views available on Google Street View.

8.1 Survey Results

The visual inspection served to confirm the following features of the Project Area:

- The majority of listed heritage items located within the Project Area were subject to visual inspection. This confirmed their ongoing presence as well as the characteristics outlined in the individual listing citations for each item/HCA.
- The presence of 'precincts' of distinct character (e.g. industrial, residential, commercial, rail, recreational/entertainment) that relate broadly to the spatial distribution of listed heritage items/HCAs as well as historical themes identified as part of the Stage 1 Analysis Report (refer to **Figure 5.1**).
- The outcomes of the visual inspection in relation to the identification of 'precincts' is shown in **Figure 8.1**. The relevance of these 'precincts' is considered further at **Section 9.0** and **Section 11.0**.

A photographic summary of these 'precincts' is provided below. These 'precincts' are closely related to the historical themes identified in **Section 5.0**, and are strongly consistent with the spatial distribution of listed heritage items and HCAs across the Project Area.

It is noted that these 'precincts' are not statutory in nature and do not represent proposed heritage listings; they are utilised in this assessment to characterise and categories discrete areas within the wider Project Area.



Photo 8.1 Federation Queen Anne bungalows (c. 1910) on Teramby Road (Residential Precinct)



Photo 8.2 Commercial development on Belford Road (Commercial Precinct)



Photo 8.3 Residential development opposite Broadmeadow Station (Residential Precinct and Rail Precinct)

Visible from left to right are inter-war (c. 1930s) and Federation (c. 1900) bungalows.



Photo 8.4 Facing south on Broadmeadow Road showing commercial development (Industrial Precinct)



Photo 8.5 **Public view of 'Goninan's Factory' (I39), 'English & Australian Copper Co.' (I40) (Industrial Precinct)**



Photo 8.6 **View north along Broadmeadow Road (Industrial Precinct)**



Photo 8.7 View of 'Richardson Park' (I67) (Recreation/Entertainment Precinct)



Photo 8.8 View of Hamilton Public School (I127) (Commercial Precinct)



Photo 8.9 Commercial development on Broadmeadow Road (Industrial Precinct)

Visible are inter-war (c. 1930s) and early 1900s shopfronts with alterations.



Photo 8.10 Residential development on Denison Street within the potential Cameron's Hill HCA (Residential Precinct)



Photo 8.11 Interface between residential development, the ‘Newcastle Showground’ (I47) and the rail (multiple ‘precincts’)



Photo 8.12 Typical residential development in Gow Street (Residential Precinct)

Visible are late Victorian worker’s cottages (late 1800s) with an inter-war verandah to the one on right.

Source: Google Street View



Photo 8.13 Typical residential development in Hamilton Street (Residential Precinct)

Visible from left to right is a variant of the inter-war California Bungalow style (c. late 1920s), Federation worker's cottage (c. 1915) and Federation bungalow (c. 1910).

Source: Google Street View

Within the areas identified as 'Residential Precincts', there was, broadly, a clear and strong degree of consistency in terms of building period (or age), architectural style and form, scale and density. Generally, residential development within these 'precincts' can be differentiated from that within the potential Cameron's Hill HCA in that development was predominately modest in style and scale, featuring relatively vernacular house design dating from the late 1800s to the inter-war period and beyond, with predominately single storey dwellings on small-scale allotments (400–500 m²). Represented architectural styles include late Victorian worker's cottages, Federation bungalows and worker's cottages and Inter-War bungalows as described in the above photographs.

Although contemporary and non-sympathetic development has occurred within these 'Residential Precincts', they are, overall, more cohesive than they are fragmented. Based on the visual survey, these 'precincts' do contribute meaningfully to the overall sense of place and local identity of the suburbs of Broadmeadow and Hamilton.

The same can be said of the 'Industrial Precincts', 'Recreation and Entertainment Precincts' and 'Railway Precinct', which similarly contribute meaningfully to the areas sense of place and local identity. The Rail Precinct, specifically, encompasses both the operational Main Northern Railway Line as well as the heritage listed 'Former Lambton Colliery Railway (Relic)' (I41), 'Broadmeadow Railway Station' (I51), 'Broadmeadow Railway Locomotive Depot' (I46 and SHR #01100) and 'Hamilton Railway Station Buildings and Signal Box' (I113 and SHR #01164).

The 'Industrial Precincts' are strongly characterised by the presence of large-scale industrial heritage items including 'Goninan's Factory' (I39), 'English & Australian Copper Co.' (I40), 'Gas Co. Site Remnant Gardens' (I162), 'Shell Co. of Australia' (I165) and the 'ELMA Factory' (I168). In addition to these listed items, these 'precincts' are dominated by industrial/commercial buildings of a relatively standard design, construction and scale that speak strongly to the industrial history of the area.

The 'Recreation and Entertainment Precincts' are characterised by the Newcastle Stadium and Newcastle International Paceway, as well as parklands and open recreational areas, a number of which are also heritage listed. This includes 'Remnant Plantings, District Park' (I37), 'Gregson Park Tudor Street Gates' (I153), and 'Richardson Park' (I67). Of particular note is the locally listed 'Newcastle Showground' (I47).

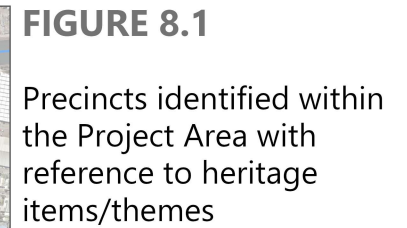
8.2 Potential Additional Heritage Items/HCAs












The visual survey was intended to also inform preliminary identification of any distinct areas, buildings, structures or landscape features that could warrant consideration for heritage listing.

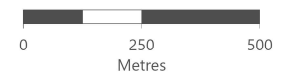
A number of heritage studies have been prepared for the Newcastle LGA that date from the 1980s onwards. This includes a Newcastle City Wide Heritage Study prepared on behalf of Council by Suters Architects in association with Dr John Turner, Meredith Walker, Gardner Browne, Dr Damaris Bairstow and Geoffrey Britton. The City Wide Heritage Study was adopted by Council in 1997 and resulted in an additional 350 heritage items being recognised by their inclusion in the Newcastle LEP heritage schedule, including six items within the suburb of Broadmeadow. In addition to this, the potential Cameron's Hill HCA was nominated as recently as 2018. No other potential heritage items or HCAs have been raised as part of consultation undertaken with CN to date.

Collectively, these studies mean that the Project Area has been subject to relatively thorough investigation and study, rendering the further identification of as yet unidentified potential heritage items/areas not immediately anticipated. However, as development pressure increases and as the definition of heritage evolves over time, it is reasonable to assume that additional potential heritage items may be identified within the Project Area in the future.

As the visual survey was high-level only, it did not result in the specific identification of any buildings, structures or landscape features that could warrant heritage listing or pose a direct constraint to the current project. However, the visual inspection did identify that the Project Area contains distinct 'precincts', as discussed above, which contribute meaningfully to the local area's sense of place, character and heritage. As such, further information regarding the treatment and consideration of these 'precincts' as part of the Structure Planning process is provided within the remainder of this report.



-  Project Area
-  Locally Listed Heritage Items
-  Locally Listed Conservation Area
-  SHR items
-  Commercial Precinct
-  Industrial Precinct
-  Rail Precinct
-  Recreation/Entertainment Precinct
-  Residential Precinct
-  Roads
-  Watercourse



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9.0 Assessment of Heritage Significance and Identification of Heritage Values

As discussed throughout this report, the heritage significance and values of the Project Area have been recognised through the formal heritage listing of both individual items and HCAs. Heritage listings relevant to the Project Area include items/elements of both local and State significance, with a handful of State heritage listings being present within the Project Area.

All listed heritage items/HCAs within the Project Area should be retained into the future as part of any Structure Planning process, so as to appropriately acknowledge and preserve the local area's history and heritage. In some instances, the Structure Plan creates opportunity to sympathetically redevelop listed heritage items (such as the 'Newcastle Showground' and 'Locomotive Depot') through adaptive re-use and vicinity development, and this is considered to have the potential to be a positive heritage outcome.

In addition to the formally listed heritage items/HCAs, this report has identified a number of distinct 'precincts' that are interrelated with the historical themes identified for the Project Area, as well as the presence and spatial distribution of listed heritage items/HCAs. Though these 'precincts' do not have statutory protection as they are not identified within the formal heritage registers/lists, they warrant recognition and consideration as part of the Place Strategy to ensure that the historical development, heritage character and sense of place of the Project Area is maintained and celebrated into the future.

The historical archaeological values of the Project Area, and of Broadmeadow more broadly, are not as well understood as the built heritage values reflected within formal heritage listings. As noted at **Section 2.2.7** the Project Area falls outside of the study areas of the Newcastle AMP (1997) and the AMP Review (2013) and therefore has not been subject to detailed assessment on a broad scale. Localised archaeological assessments triggered by individual development applications provide a relatively limited insight into the historical archaeological potential and significance of the area.

For the reasons discussed at **Section 5.2** of this report, the historical archaeological resource of the Project Area must be considered as part of any future physical works within the Project Area. Historical archaeology will need to be considered on an area by area or case by case basis, as the relative potential for intact historical archaeological material of significance will vary considerably across the Project Area on the basis of variable disturbance and the presence/absence of historical development.

The heritage values of the Project Area identified by this study are summarised in **Figure 9.1**, being presented as areas warranting conservation and/or consideration as part of the Structure Planning process.

FIGURE 9.1

Identified areas warranting conservation and/or consideration

Legend

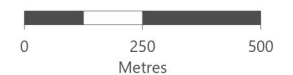
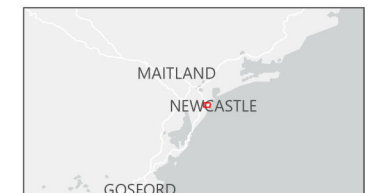
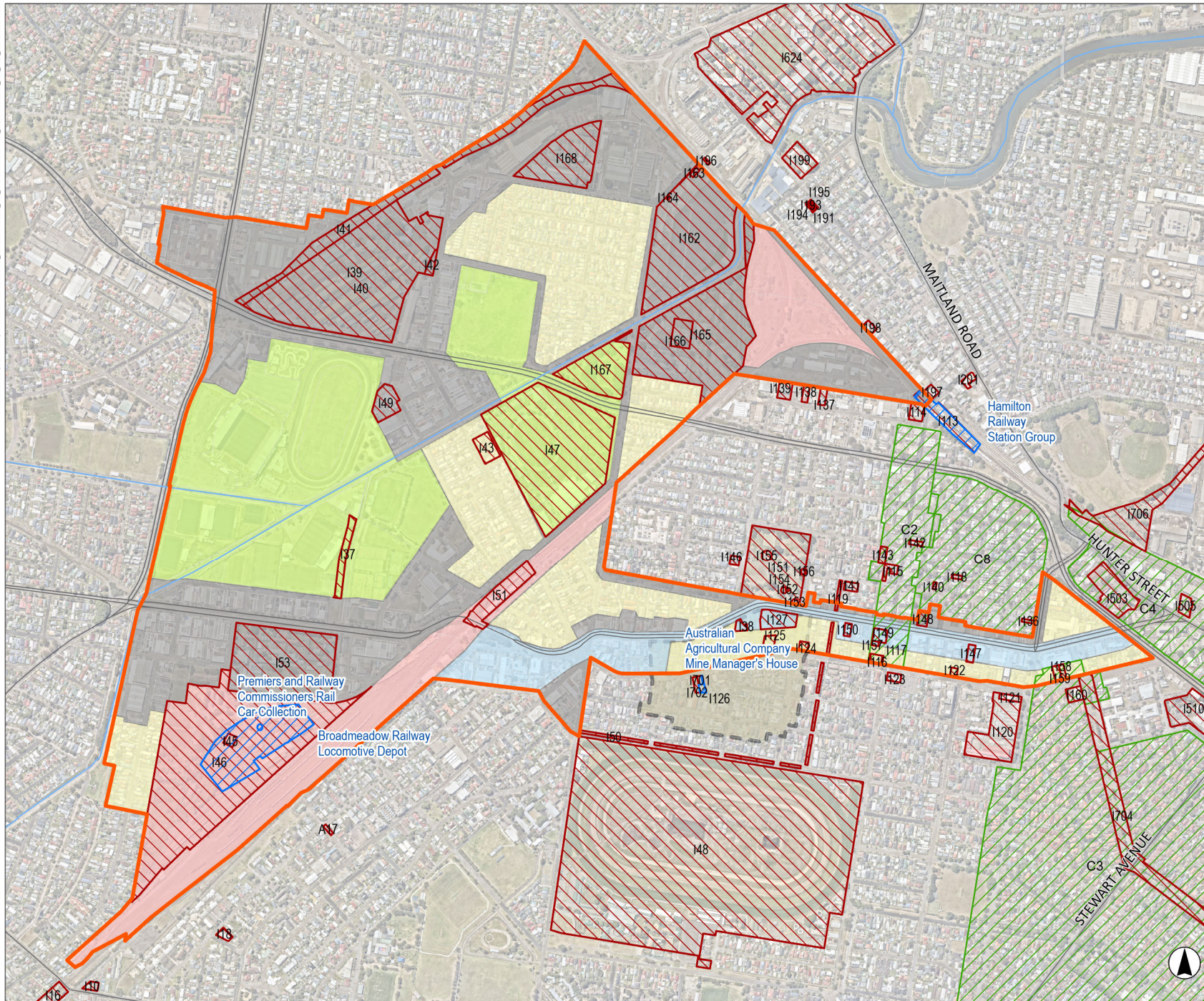
- Project Area
- Cadastre
- Roads
- Watercourse

Requiring Conservation

- Locally Listed Heritage Items
- Locally Listed Conservation Area
- SHR items

Requiring Consideration

- Commercial Precinct
- Industrial Precinct
- Rail Precinct
- Recreation/Entertainment Precinct
- Residential Precinct
- Potential Cameron's Hill HCA (under assessment)



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10.0 Assessment of the Place Strategy and Structure Plan

It is reiterated that LEP changes are only proposed as part of the First-Move Rezoning; no LEP changes are proposed as part of the overall Place Strategy, with any such changes to be subject to appropriate assessment and approval processes in the future.

10.1 Assessment of ‘First Moves’ State-Led Rezoning

The land proposed for ‘First Moves’ State-Led Rezoning is shown in **Figure 1.2**. As identified in **Section 3.1**:

- The Showground and Old Entertainment site is subject to the ‘Newcastle Showground’ (I47) local heritage listing, with the site having been assessed in a 2020 heritage assessment (Warr 2020) to contain buildings of high and moderate significance.
- The former Basketball Stadium site is not subject to any heritage listings, and is not within a HCA. It is however located in the vicinity of a locally listed heritage item being the ‘Broadmeadow Railway Station’ (I51).
- The Locomotive Depot is partially subject to a State heritage listing (‘Broadmeadow Railway Locomotive Depot’, SHR #01100), with the whole of the site subject to a local heritage listing (I46). It also contains a further, discrete local heritage listing (I45). The site has therefore been identified to be of heritage significance to the State of NSW.
- The Go Karts and Stadium Forecourt site is not subject to any heritage listings, and is not within a HCA. It is however located in the vicinity of locally listed heritage items being ‘Goninan’s Factory’ (I39), ‘English & Australian Copper Co.’ (I40) and ‘Former Lambton Colliery Railway (Relic)’ (I41). These items are all located to the north.

An assessment of the potential impacts of the ‘First Moves’ State-Led Rezoning on these four areas is provided in the below table. The risks identified in the table below can be mitigated through:

- Development of the Place Strategy and Structure Plan, which is underpinned by the outcomes of relevant technical studies including this assessment.
- Further detailed assessment of (such as a Conservation Management Plan), or a review of available assessments for, the ‘Newcastle Showground’ (I47) and the ‘Broadmeadow Railway Locomotive Depot’ (I46 and SHR #01100) which will help to clarify which elements within the items are of significance, what constraints each item presents to new development, and what the adaptive re-use opportunities within these sites are.
- The development application process, which is subject to a merit-based assessment approach irrespective of the presence of zoning, height, and/or FSR controls.

Further information regarding risk mitigation is provided in **Section 10.3**.

Table 10.1 Assessment of 'First Moves' State-Led Rezoning

Area	Identified Risks	Opportunities
Showground and Old Entertainment Site	<ul style="list-style-type: none"> The proposed changes seek to introduce residential development into the curtilage of the item, which is not consistent with its identified local heritage significance or historical use. The proposed changes have the potential to introduce development into the curtilage of the item which is of a greater scale than existing buildings/components identified to be of high or moderate significance. This could result in adverse indirect (visual) impacts to these elements. 	<ul style="list-style-type: none"> The proposed changes seek to introduce public open space in association with the Centre Ring which may encourage consistent, ongoing public use of the item, in turn resulting in greater recognition and appreciation of the heritage item's significance. The proposed changes largely seek to avoid buildings/components identified in previous assessments of the item to be of high or moderate significance, creating opportunities to introduce thoughtfully designed development that complements these elements (to be retained) New development may create an opportunity for the sensitive and positive adaptive re-use of the heritage item, which may in turn encourage revitalising, maintenance, interpretation, and ongoing use into the future.
Former Basketball Stadium	<ul style="list-style-type: none"> Increased height and density of development may have indirect (visual) impacts on heritage items located in the vicinity, noting this is a low risk that can be effectively mitigated through appropriate design. 	<ul style="list-style-type: none"> Increased use of the area may increase the exposure of nearby heritage items, thereby increasing their recognition/appreciation by the public.
Locomotive Depot	<ul style="list-style-type: none"> The Depot site is partially a State listed heritage item. This level of significance means the item has a lower tolerance for change than locally listed heritage items may have. Proposed land-use and height changes within the curtilage of the Locomotive Depot site have the potential to result in future development that will have an adverse impact on the heritage significance of the item. The proposed changes do not allow for an appropriate physical or visual curtilage around elements of high significance, such as the turntables. The proposed changes are likely to intersect with elements that have previously been assessed to be of contributory significance to the item. The proposed changes seek to introduce residential development into the curtilage of the item, which is not consistent with its identified heritage significance or historical use. Future development applications related to this land may require approval under s60 of 	<ul style="list-style-type: none"> The proposed changes seek to introduce public open space in association with the turntables which may encourage consistent, ongoing public use of the item, in turn resulting in greater recognition and appreciation of the heritage item's significance. New development may create an opportunity for the sensitive and positive adaptive re-use of the heritage item, which may in turn encourage maintenance, interpretation, and ongoing use into the future. As this item is currently not publicly accessible, is not actively used and is at risk of falling into further disrepair, redevelopment has the potential to revitalise the site. Revitalisation is a positive outcome that could reinvigorate public use and appreciation of the item. The space between the two railway turntables is currently occupied by ancillary buildings that have been identified to be of little to no significance. Removal of these buildings

Area	Identified Risks	Opportunities
	<p>the <i>Heritage Act</i> 1977 as the site is partially listed on the SHR. This imposes greater constraints on future development than local heritage listings. It is noted that future proposals may fall under the State Significant Development (SSD) pathway which would negate the need for approval under s60 but would still require consultation with HNSW.</p> <ul style="list-style-type: none"> In lieu of redevelopment, there is a real risk that the heritage item will remain unused and inaccessible. This in turn increases the risk of the item and its component elements falling into further disrepair due to a lack of maintenance and general improvement works. 	<p>and development in this area has the potential to activate the site, and contribute to the creation of an engaged and connected precinct, as well as to create a physical and visual linkage between the two turntables to result in more meaningful use and appreciation of the site into the future.</p>
Go Karts and Stadium Forecourt	<ul style="list-style-type: none"> Increased height and density of development may have indirect (visual) impacts on heritage items located in the vicinity, noting this is a low risk that can be effectively mitigated through appropriate design. 	<ul style="list-style-type: none"> Increased use of the area may increase the exposure of nearby heritage items, thereby increasing their recognition/appreciation by the public.

10.2 Identified Opportunities

Though the Place Strategy and Structure Plan has the potential to pose direct and indirect risks to heritage items/HCAs as well as their context and setting (refer to **Section 10.3** below), it also has the potential to revitalise the Project Area, and to better integrate these items/areas into cohesive and deliberate 'precincts', ultimately resulting in a positive overall impact on the heritage of the Project Area.

Conservation Opportunity

It is acknowledged that the Place Strategy and Structure Plan predominately seeks to retain all currently listed heritage items/HCAs within the Project Area, and to give consideration to how to most effectively integrate these items/HCAs into future development. This is intended to be achieved through appropriate adaptive re-use, interpretation, and general revitalisation of currently underutilised heritage items/sites.

It is noted that no changes to HoB are proposed in relation to the Residential Precinct located within the blocks bounded by Clyde Street to the north, Bates Street to the south, Chatham Road to the west and Broadmeadow Road to the east, and the Residential Precinct located between the railway line and Chatham Road. This creates a key opportunity to preserve the character and scale of residential development in these areas which contributes to the Project Area's overall sense of place and an understanding of the historical development of the area.

Opportunity for Change Where Tolerance is Highest

Whilst seeking to preserve the character of the Residential Precincts described above, the Place Strategy and Structure Plan also seeks to introduce more significant uplift and change to areas that have a greater tolerance for such change. In particular, this is concentrated around the Nineways which is a relatively major intersection of commercial and residential development within the local context. Concentrating major changes in this area recognises this higher tolerance for change, as well as the presence of active transport networks, including the rail.

Similarly, there exists ample opportunity to revitalise and improve the Industrial Precincts of the Project Area whilst preserving and enhancing their historical character. Sites like the Gas Co. Site Remnant Gardens (I162), Shell Co. of Australia (I165), Goninan's Factory (I39) and English & Australian Copper Co. (I140) may benefit greatly from revitalisation as this would improve the accessibility and appreciability of these items into the future. The curtilage of these items is generous, with the sites containing a number of varied buildings/structures that collectively have a higher tolerance for change when viewed in contrast to smaller-scale, more tightly defined heritage items (such as churches, individual residential properties or individual commercial buildings). Ample opportunity also exists to revitalise and improve the Commercial Precinct located along Tudor Road.

Creating Opportunities for the Future

As noted throughout this report, the implications of land use and zoning changes on heritage items and conservation areas will predominately not be known until the development application/design phase. The impacts of adaptive re-use or vicinity development, whether positive or negative, are entirely dependent on detailed design and will vary on a case by case (or site by site) basis.

Changes can create opportunities for sensitive and positive adaptive re-use that could re-invigorate heritage items and encourage maintenance, interpretation, and ongoing use into the future. This is particularly relevant for those heritage items/areas that are currently under-utilised and in need of restoration/maintenance works.

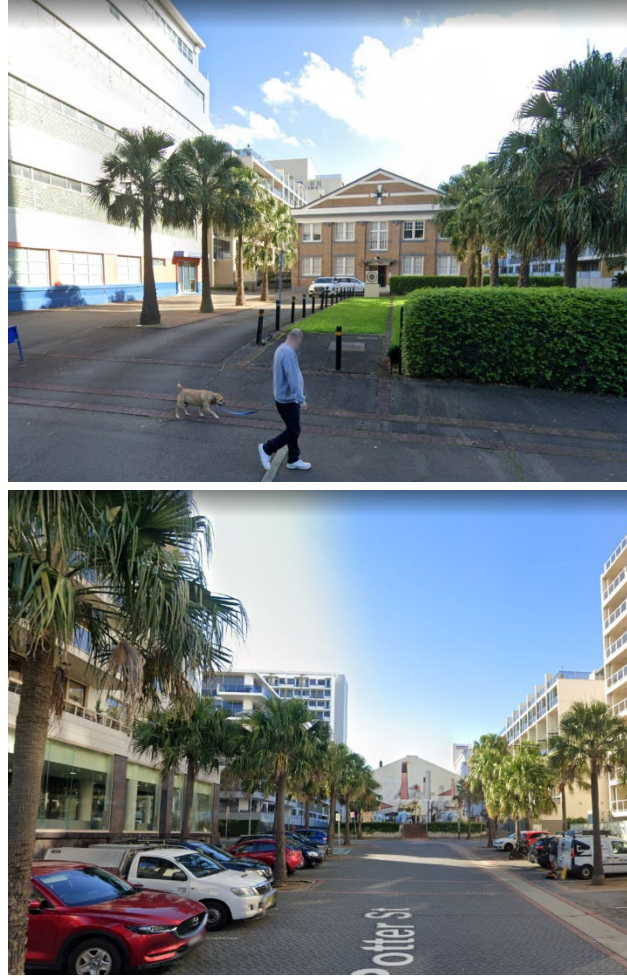

Within the Project Area, this applies more readily to industrial heritage items mentioned above and the 'Broadmeadow Railway Locomotive Depot' (I46 and SHR #01100) which are not publicly accessible and which may not be easily recognisable by the community for their heritage values. Similarly, land use changes within the Project Area that seek to increase public visitation and/or usage of heritage items could result in an increased recognition, appreciation and celebration of both individual heritage items as well as the Project Area's broader history and heritage.



This is particularly relevant to the Locomotive Depot, which is not in active use and is currently under-utilised and not accessible to the public. A key objective in increasing public access to the site through the project is to enhance a sense of place and participation in the site's physicality and historical (intangible) significance. This will lead to key opportunities for revitalisation and interpretation. Inevitably, and given the current condition of the site, this will necessitate some level of change to built fabric and spaces. It is intended that this will be guided by the policies and information within a Conservation Management Plan for the site.

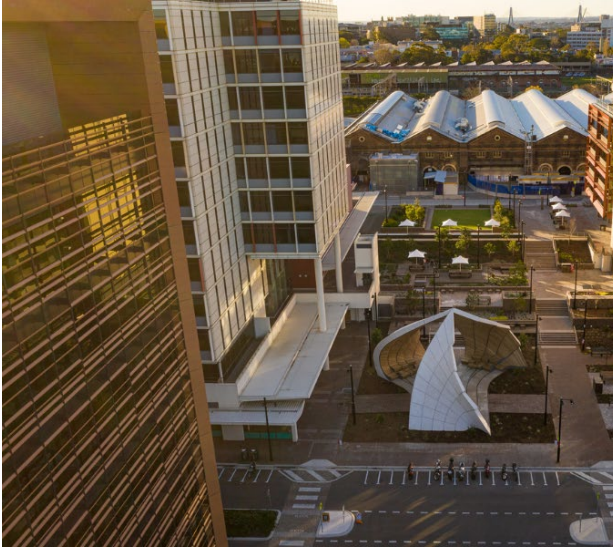


Both adaptive re-use and vicinity development, if done appropriately and sympathetically, can result in a better and more cohesive integration of heritage items into the locale, creating important opportunities for placemaking and heritage interpretation. This is entirely design dependent. Examples of adaptive re-use and precinct revitalisation seen at other locations where heritage was a key concern are presented in **Table 10.2** below for reference. Examples such as Cottage Creek, Eveleigh and Parramatta Square are particularly successful because of the strong integration between heritage and new development, and the heavy focus on meaningful interpretation.



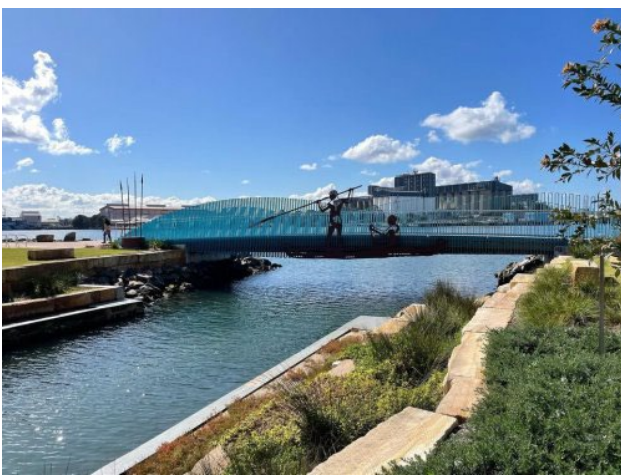
The future Structure Plan for the Project Area will introduce new and varied contemporary development over the next 30 years. The revitalisation of this area can have highly positive impacts on the accessibility and useability of the area, and can result in the enhancement of the area's heritage through the integration and celebration of individual heritage items and HCAs. Any such development would act as another layer in the historical development of Broadmeadow and surrounding suburbs, and would be demonstrative of the area's continued relevance and prominence within the wider Newcastle LGA.


Table 10.2 Adaptive re-use/revitalisation examples



Location/Site	Indicative Images	Discussion
Waterloo, Sydney		<ul style="list-style-type: none"> • Masterplan c. 1990–2000. • Urban renewal by Landcom. One of multiple interconnected urban renewal areas between Alexandria/Rosebery/Waterloo. • Former industrial area with some old terrace housing. High-density residential introduced. • Limited interpretation/meaningful building retention.
The Mill, Alexandria		<ul style="list-style-type: none"> • Industrial area development c. 2010 within mixed use area. • Includes adaptive reuse into combination of retail and hospitality venues. • Surrounding area still mixed use with former warehouses remaining however these are also being reused as showrooms, breweries and activity centres. • Limited residential areas in immediate vicinity but within 1–2 blocks of new med-high density residential development.

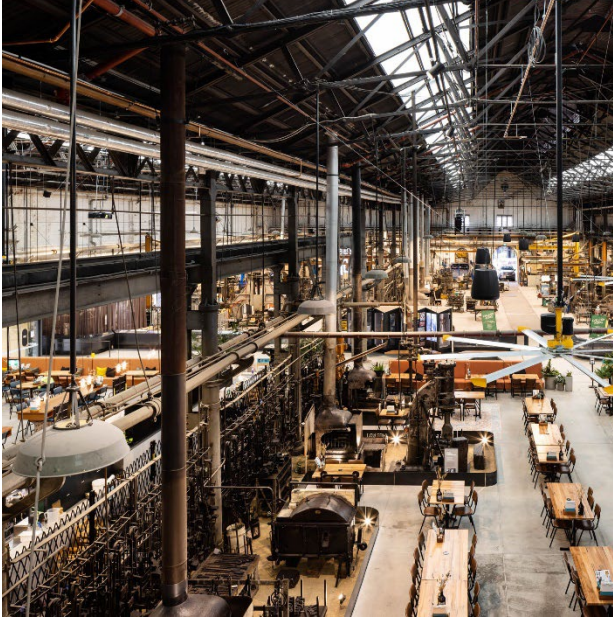
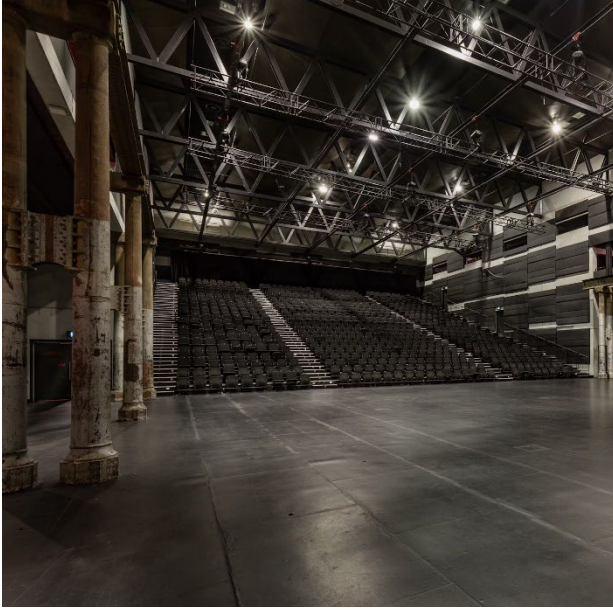
Location/Site	Indicative Images	Discussion
		
<p>Glebe Tramsheds, Sydney</p>		<ul style="list-style-type: none"> • Former Harold Park Paceway and Rozelle Tram Depot. • Developed by Mirvac in collaboration with City of Sydney. • Adaptive re-use of former tram depot into commercial space labelled as 'food destination'. • Land of the former speedway redeveloped into med-high density residential with a park separating the tram shed and nearby heritage item from new development. • Reactivation of space formerly abandoned and subject to vandalism.

Location/Site	Indicative Images	Discussion
Eveleigh Railway Workshops, Sydney	 	<ul style="list-style-type: none"> • Adjacent to Australian Technology Park and contains high density commercial spaces, (not residential). • Conservation works, significant interpretation and adaptive re-use of the former locomotive workshops. • Includes museum spaces, blacksmith, eatery and function spaces, community / public spaces. • Successful integration of historical values. • Significant effort put into development in response to significance and scale of the site.
Parramatta Square, Parramatta		<ul style="list-style-type: none"> • Urban renewal within Parramatta CBD. • Mixed use multi-story buildings and public domain re-activation around Parramatta Station. • Little remnant fabric of previous buildings. • Interpretation of Aboriginal heritage and archaeological investigations undertaken on the site. Interpretation as part of condition of consent and in response to significance of the place and scale of redevelopment.



Location/Site	Indicative Images	Discussion
		
Cottage Creek, Newcastle	 	<ul style="list-style-type: none"> • Newly opened, undertaken by HCCDC. • Incorporates interpretation and public art. Native plantings also incorporated. • Mixture of artificial and re-naturalized components. • Aboriginal community involvement.

Location/Site	Indicative Images	Discussion
Newcastle Signal Box		<ul style="list-style-type: none"> • Former railway signal box utilised for the Newcastle railway line, constructed in 1936 • Adaptive re-use of original features and fabric for public recreation and hospitality. • Retains a connection to Newcastle's industrial past. • Successful integration of historical values. • Preservation of original building structure and aesthetic.
Newcastle Railway Station		<ul style="list-style-type: none"> • Part of the ongoing revitalisation of Newcastle CBD, undertaken by HCCDC • Re-development of the former Newcastle Railway Station to mixed use retail and recreational space • Preservation of original railway track alignment and incorporation into the hardstand streetscape design • Restoration of the original Station buildings and adaptive re-use as a community hub. • Interpretation of Aboriginal cultural and historical heritage, inclusive of interpretative

Location/Site	Indicative Images	Discussion
		<p>artwork, shell middens, Hunter River shoreline and the former railway industry</p>
<p>Locomotive Workshops, South Eveleigh</p>		<ul style="list-style-type: none"> • Retention of historic industrial features and design, highlighting the industrial past of the district. • Adaptive re-use and redevelopment of the 1880s-built Locomotive Workshop. Original features are highlighted and much of the original structure remains in situ. • Reinvigoration and continuation of historic trades, such as blacksmith workshops.

Location/Site	Indicative Images	Discussion
		
Carriage works, Eveleigh		<ul style="list-style-type: none"> • Re-opening of the Eveleigh Railway Workshops, constructed between 1880-1889. • Component of the Redfern North Eveleigh Precinct Renewal Project undertaken by the NSW Government. • Interpretation of Aboriginal culture and industrial heritage. • New public amenities such as two theatre spaces, workshops, exhibition spaces, retail and hospitality. • Retention of much of the original buildings, structures and associative fabric of the former workshops.

Location/Site	Indicative Images	Discussion
		
271 Spring Street, Melbourne		<ul style="list-style-type: none"> • Construction of a contemporary commercial tower atop of heritage buildings constructed in 1894-1913. • Dual use of space. • Minimal loss of original structures or fabric, example of incorporating contemporary development whilst retaining historic landscape features and/or structures. • Primarily a commercial area, with some residential development.
Brisbane Powerhouse		<ul style="list-style-type: none"> • Adaptive re-use of former power station to art hub. • Retention of industrial façade, steel beams, gantry and cement flooring. • Incorporation of large public spaces, hospitality venues and conference spaces in addition to the arts and culture, maximising the variety of the target audience. • Ideal location setting adjacent to

Location/Site	Indicative Images	Discussion
		<p>the Brisbane River</p> <ul style="list-style-type: none"> Limited residential development in surrounds
Paddington Reservoir Gardens		<ul style="list-style-type: none"> Former Padding Reservoir built in 1866. Free public access to a sunken garden and heritage items – green space. Increased accessibility with the incorporation of elevators. Salvage and re-incorporation of original brick, timber and iron fixtures. The site also immediate interfaces with high density residential development that has limited impact on the heritage significance of the item.
Botanica, Lidcombe		<ul style="list-style-type: none"> Master Planned residential precinct. New residential suburb built within the former Lidcombe Hospital compound, listed on the NSW State Heritage Register. Focus on heritage conservation across 44 hectares, adaptive re-use for residential, commercial and community use. Retained a high proportion of heritage buildings through restoration works, ranging from Victorian to Interwar architectural designs. Preservation of original gardens and green-spaces, designed as part of the advances to early health care Historic heritage interpretation interwoven across the development area.


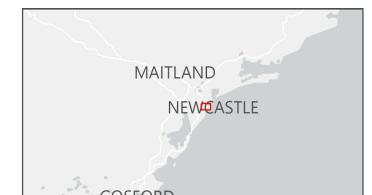
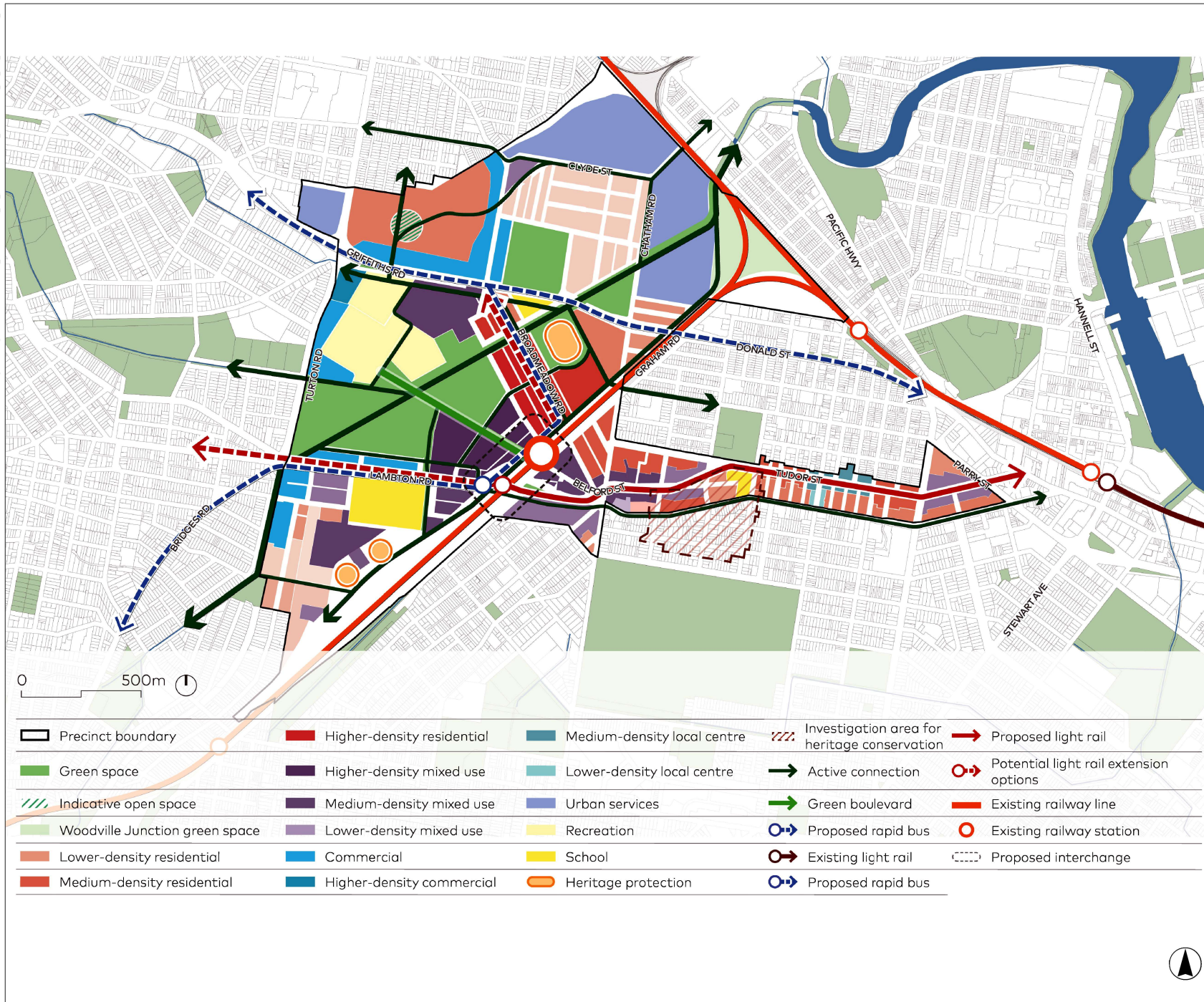
Location/Site	Indicative Images	Discussion
		

FIGURE 10.1
Proposed Structure Plan



0 250 500
Metres

Scale 1:22,500 at A4
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FIGURE 10.2
Existing land uses within the Project Area

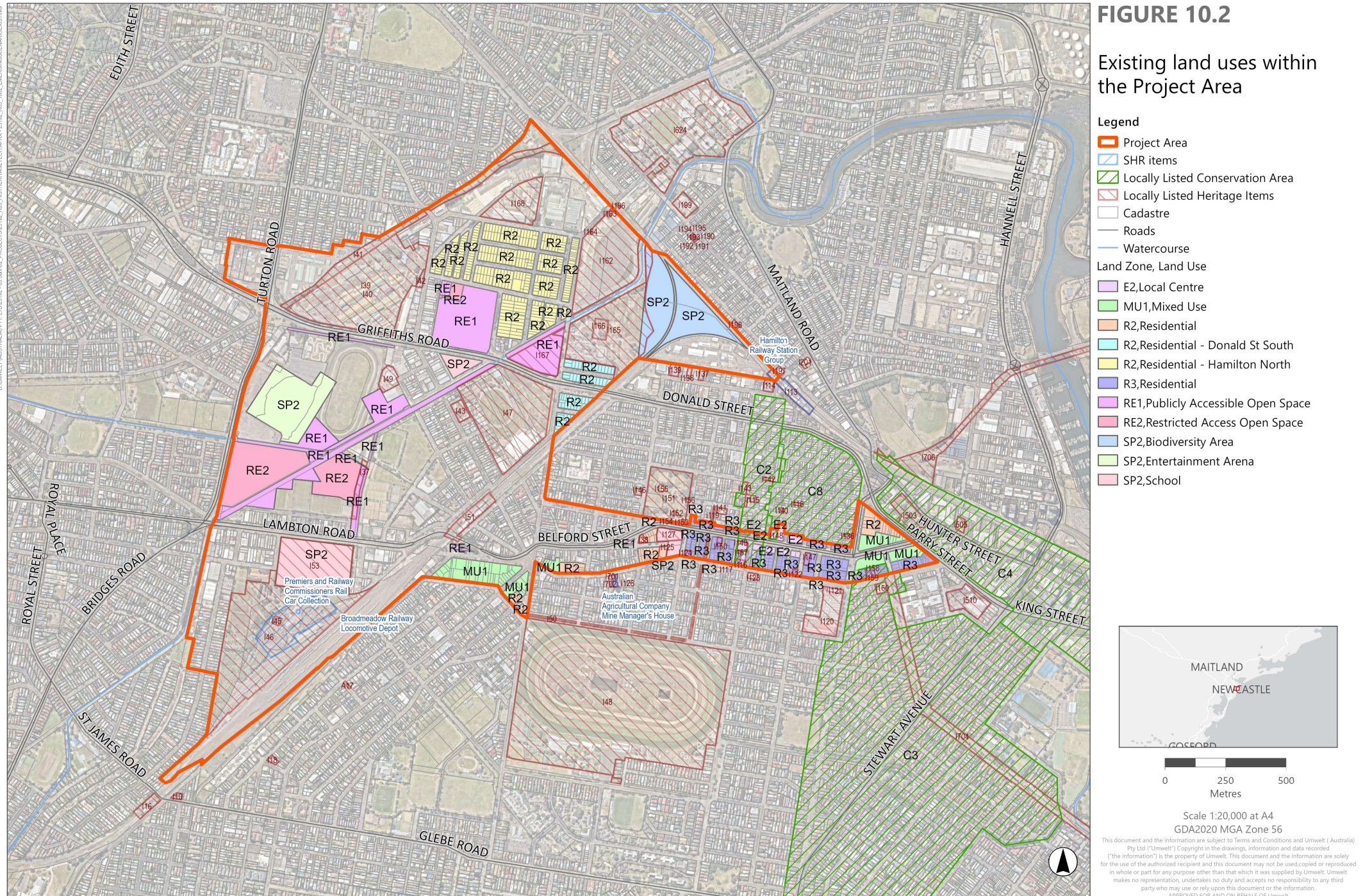
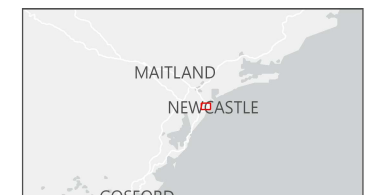
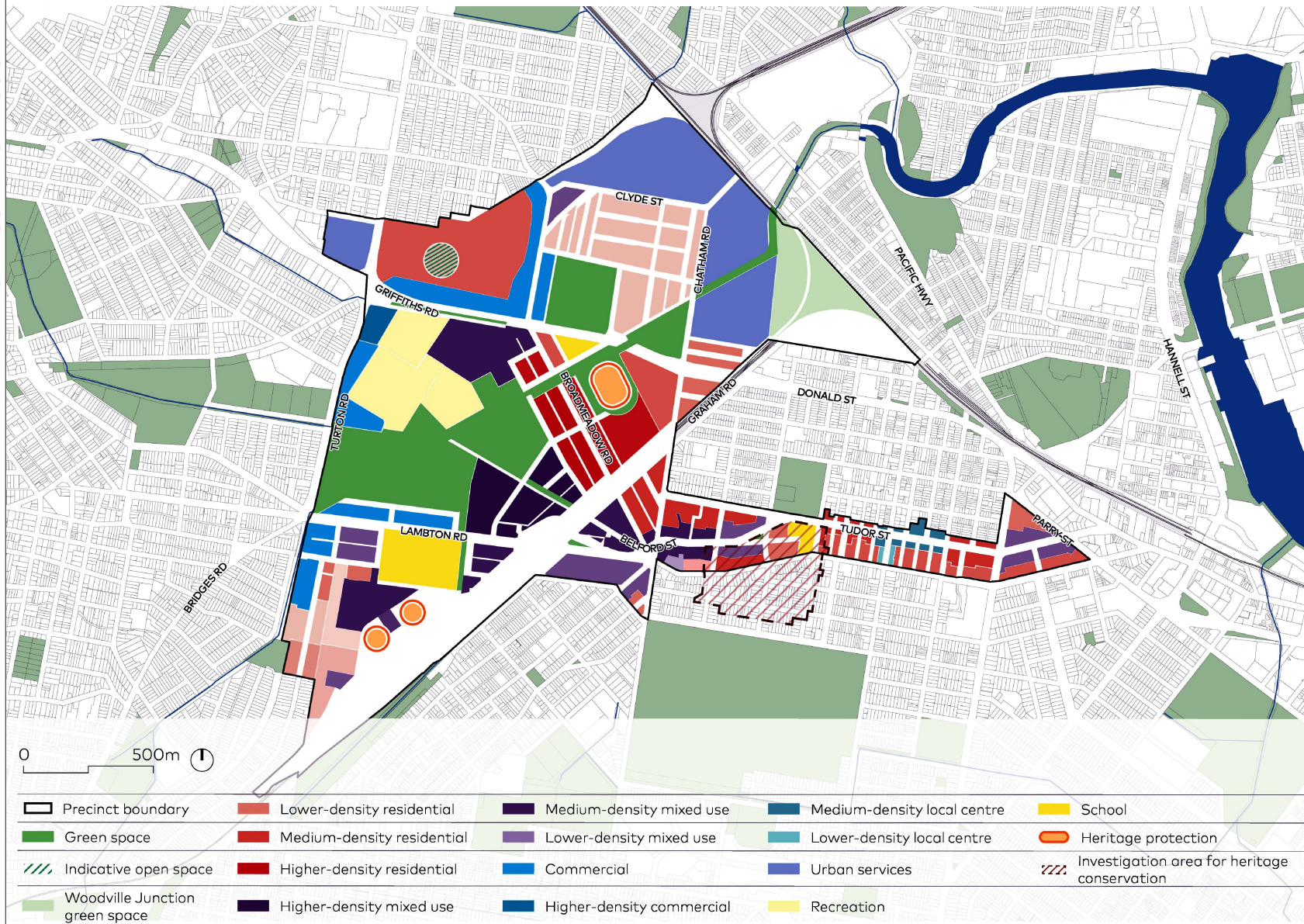


FIGURE 10.3

Proposed land uses within the Project Area



0 250 500
Metres

Scale 1:22,500 at A4
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FIGURE 10.4

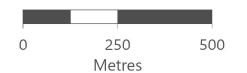
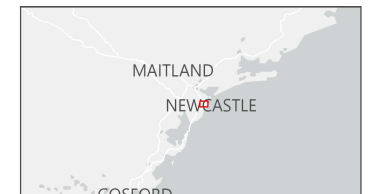
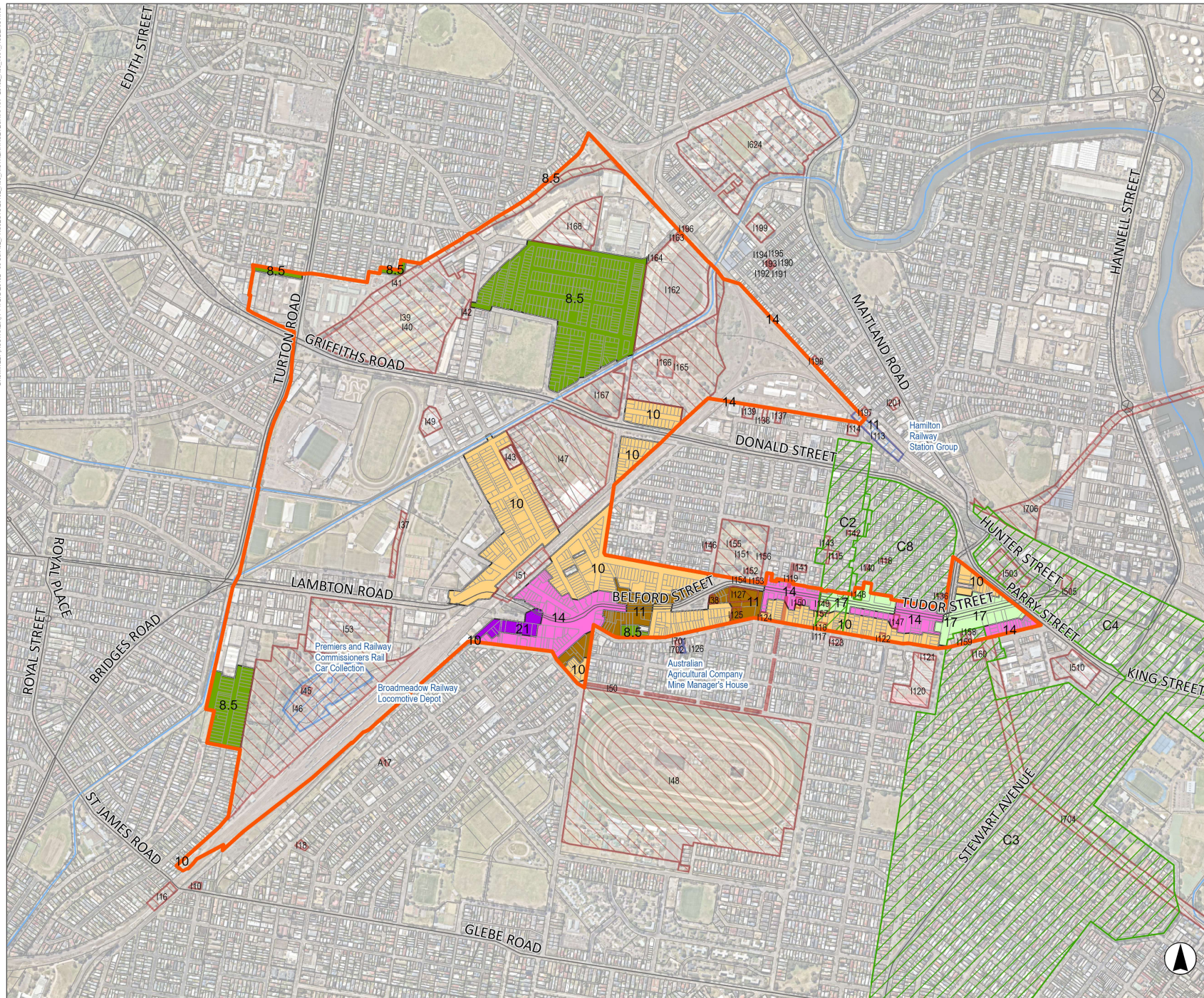
Existing height of building controls within the Project Area

Legend

- Project Area
- SHR items
- Locally Listed Conservation Area
- Locally Listed Heritage Items
- Cadastre
- Roads
- Watercourse

Height of Building (m)

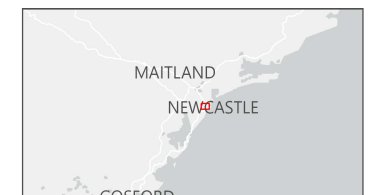
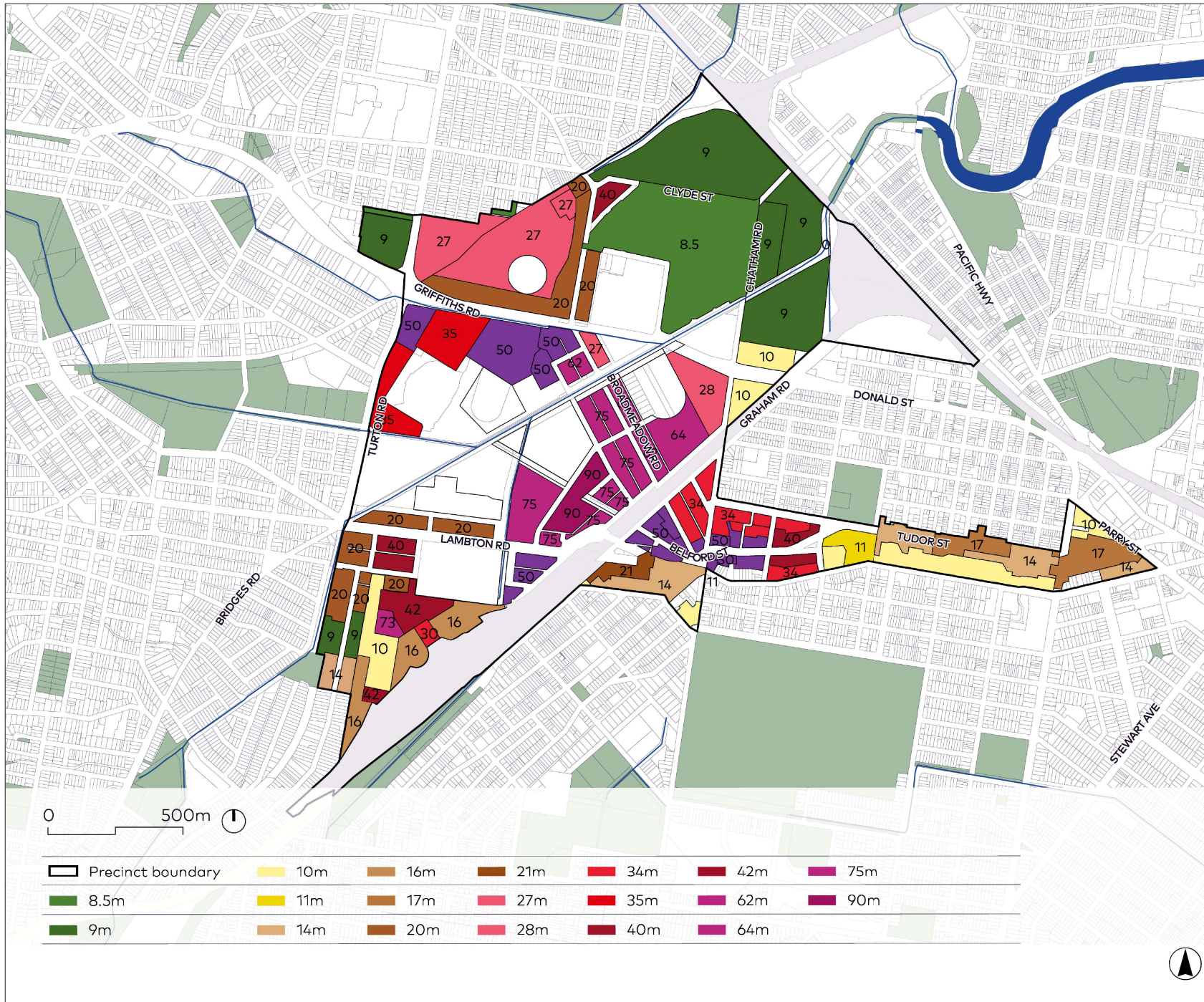
- 8.5
- 10
- 11
- 14
- 17
- 21



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FIGURE 10.5
Proposed height changes
within the Project Area



0 250 500
Metres

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10.3 Identified Risks

An overview of the Place Strategy and Structure Plan is shown in **Figure 10.1**. Further information regarding the Place Strategy and Structure Plan is included at **Appendix 1**. At present, large portions of the Project Area are devoid of floor space ratio and height of building classifications within the applicable LEP either because the land is zoned industrial or recreational use, or the land is located within a HCA and zoned residential. The intention of this in HCAs is to promote a ‘merits-based approach’ to development whereby new development is encouraged to achieve a degree of consistency with surrounding, existing development in terms of use, scale and density. With regards to heritage specifically, this approach requires a consideration and appreciation of context, rather than compliance with prescribed LEP controls.

Applying specific floor space ratio (FSR) and height of building (HoB) controls as proposed throughout the Project Area has the potential to subvert the merits-based approach to development in HCAs described above. Inherently, this poses direct and indirect risks to heritage within the Project Area by enabling changes in use and densities of development that are inconsistent with the existing character and scale of heritage items/HCAs.

As is reiterated throughout this section, these risks can be acknowledged and mitigated through the consideration of the outcomes of technical assessments, including this report, in the development of the Place Strategy and Structure Plan.

The development of the Structure Plan and the spatial layout of land has been informed by the location of listed heritage items, with the Place Strategy seeking to avoid (e.g. retain the items completely as are) or minimise impact on the items (e.g. adaptive reuse) and provide for sensible interfaces with heritage items (e.g. lower heights closer to items). It also reiterated that that the Place Strategy and Structure Plan do not themselves rezone land. Each future planning proposal will have to demonstrate its consistency with the Place Strategy, as well as demonstrate how impacts on any nearby heritage items are mitigated (as is conventional for all planning proposals in the vicinity of heritage items).

The risk is then further mitigated through the detailed design and development application stage. At this stage, development will be subject to a merit-based assessment approach irrespective of the presence of height and/or FSR controls to demonstrate an appropriate level impact on heritage items.

In the instance of the First-Move State-Led Rezoning, a site-specific development control plan or concept development application will be required to further detail how development that is consistent with the proposed heights and floor space ratios will be achieved whilst also having regard for heritage impacts.

Land-Use Changes

Broadly, the Emerging Structure Plan Scenario will result in changes to land uses (by way of FSR and zoning changes), heights of buildings, transport networks and open space across the Project Area. Existing land uses/zoning are shown in **Figure 10.2**, with proposed land uses shown in **Figure 10.3**.

As demonstrated throughout this report, the Project Area has a strong history with clear, key themes that are expressed physically through discernible ‘precincts’ with individualised character and style. Generally, these ‘precincts’ are strongly interrelated to listed heritage items both tangibly (through their presence/absence and relative spatial distribution) and intangibly (through historical associations and identified heritage significance). Changes to land uses within the Project Area may therefore disrupt,

obscure or otherwise adversely impact these 'precincts' and their tangible and intangible relationship with listed heritage items and HCAs.

Changes to land uses specifically could create opportunities for redevelopment (including direct adaptive re-use as well as vicinity development) that is not consistent with or appropriate to specific heritage items/HCAs and which could adversely impact their context/setting. Though the introduction of public open space may be beneficial in increasing the exposure and use of the sites in the long term, initial modifications to facilitate this change have the potential to result in impacts to fabric and integrity.

As above, this risk is being appropriately mitigated by the development of the Place Strategy and Structure Plan, which is underpinned by the outcomes of relevant technical studies including this assessment. In the future, this risk will be further mitigated through the development application process, which is subject to a merit-based assessment approach irrespective of the presence of zoning controls.

Height of Buildings

Similarly, an increase in HoB controls in relation to heritage items/HCAs can also result in a scale of development that is potentially unsympathetic to and inappropriate for these items/areas, whether that development occurs in direct association with an item/area or in its vicinity. Existing HoB controls are shown in **Figure 10.4**, with proposed HoB changes shown in **Figure 10.5**.

As above, this risk is being appropriately mitigated by the development of the Place Strategy and Structure Plan, which is underpinned by the outcomes of relevant technical studies including this assessment. In the future, this risk will be further mitigated through the development application process, which is subject to a merit-based assessment approach irrespective of the presence of height and/or FSR controls.

Summary

The impacts of land use and HoB changes within the Project Area in relation to heritage will not be fully understood until the development application stage, and will be entirely dependent on the specifics of proposals as they apply to individual sites.

As has been reiterated throughout this section, these risks can be acknowledged and mitigated through the consideration of the outcomes of technical assessments, including this report, in the development of the Place Strategy and Structure Plan, as well as any development application process that will be employed in the future.

11.0 Mitigation Measures and Recommendations

To most effectively mitigate the risks identified at **Section 10.1** and realise the opportunities identified at **Section 10.2**, the following mitigation measures and recommendations have been developed. This section of the report responds directly to and builds upon the opportunities and constraints identified as part of the Stage 1 Analysis Report and summarised at **Section 6.0**.

It is reiterated that LEP changes are only proposed as part of the First-Move Rezoning; no LEP changes are proposed as part of the overall Place Strategy, with any such changes to be subject to appropriate assessment and approval processes in the future, as described at **Section 10.3** above.

11.1 ‘First Move’ State-Led Rezoning

The risks identified in association with the ‘First Move’ State-Led Rezoning’ are being or can be mitigated through:

- Development of the Place Strategy and Structure Plan, which is underpinned by the outcomes of relevant technical studies including this assessment.
- Further detailed assessment of (such as a Conservation Management Plan), or a review of available assessments for, the ‘Newcastle Showground’ (I47) and the ‘Broadmeadow Railway Locomotive Depot’ (I46 and SHR #01100) which will help to clarify which elements within the items are of significance, what constraints each item presents to new development, and what the adaptive re-use opportunities within these sites are.
- The development application process, which is subject to a merit-based assessment approach irrespective of the presence of zoning, height, and/or FSR controls.

The following general risk mitigation measures and opportunity realisation avenues also apply to land identified for ‘First Moves’ State-Led Rezoning.

11.2 General Opportunity Realisation

The Project Area has a rich heritage landscape that incorporates numerous historical themes (refer to **Section 5.0**) and interrelate with ‘precincts’ identified as a result of this study (refer to **Section 8.0** and **Figure 8.1**).

This presents a significant opportunity in relation to acknowledging and celebrating this history and the associated historical themes and ‘precincts’ as part of any future planning process. It also creates an important opportunity to enhance the character of the Project Area through the incorporation of this history and associated themes into future development, and specifically through the incorporation of interpretative material in future design treatments.

It is recommended that this be achieved through:

- The establishment of ‘precincts’ within the Project Area that reflect the historical themes identified within this report. This can be expressed through variations in development type, design principles and treatments, street or other public facilities naming, etc. Refer to **Section 8.0** and **Figure 8.1** for further information regarding identified ‘precincts’ within the Project Area.
- The integration of interpretive material in future design treatments. This can take the form of literal interpretation (e.g. signs), public art and/or landscape treatments that thread through the Project Area differentiating between areas/precincts.
- Identifying site-specific opportunities to restore and/or revitalise individual heritage items in the future in a way that is cohesive with vicinity development that results from the Structure Plan. Opportunities to better integrate individual heritage items into their context should be explored and prioritised at the appropriate project phase.
- Consideration of opportunities to introduce more cohesive landscaping treatments across the Project Area and specifically in relation to heritage items/areas of distinct ‘precinct’ groupings.

11.3 General Risk Mitigation

Identified constraints, and therefore risks, that apply to the Project Area are predominately associated with the heritage items/areas that are present within the Project Area. Due to this, all future planning proposals and physical works must have consideration for the presence of these items/areas and must follow the established heritage assessment procedures.

Future planning for the Project Area must have regard for:

- The impact of rezoning and changes to HoB as part of the First-Move Rezoning on the established character of the area. Changes in land uses and other LEP controls that are inconsistent with the established character of heritage items/areas may have an adverse heritage impact and should be reconsidered in light of this as part of appropriate future planning proposal stages for the overall Project Area. It should be noted LEP changes are only proposed as part of the First-Move Rezoning.
- The impact of changes to development controls as part of the First-Move Rezoning within or in the vicinity of heritage items and HCAs. Though it is understood that the Structure Plan seeks to retain all heritage items/areas within the Project Area in some form, vicinity impacts must also be considered including impacts to character, setting, and views to, from and within heritage items/areas. Of particular consideration are changes to planning controls relating to height of development, with resulting bulk and scale requiring careful consideration.
- Opportunities to introduce development buffer zones around and/or appropriate built form transitions to heritage items/areas. Adverse impacts associated with rezoning/HoB changes can be effectively mitigated through high-quality and thoughtful design that seeks to respond appropriately to heritage.
- Design guidelines developed for the Project Area or portions of the Project Area must have regard for heritage, with particular focus on integration and celebration.
- Any proposed changes to listed heritage items/HCAs must be subject to the appropriate level of assessment and individualised consideration at the appropriate project phase.

- Cohesive heritage interpretation that responds directly to the identified heritage values will help to mitigate potential adverse impacts associated with land use changes and higher density development in the future. Heritage interpretation is critical to acknowledging, communicating and celebrating an area's history and heritage, and to maintaining an area's sense of place in the face of significant change/development.
- It is recommended that any further revision/refinement of the Place Strategy consider the 'precincts' that have been identified as a result of this study, and how they can be best maintained and celebrated as part of future redevelopment within and across the Project Area. Where direct preservation is not feasible, other options such as heritage interpretation, thoughtful design for infill development and consideration of currently dominant massing and scale should be explored.
- Potential impacts to the historical archaeological resource of the Project Area must be considered at the appropriate stage of the project.

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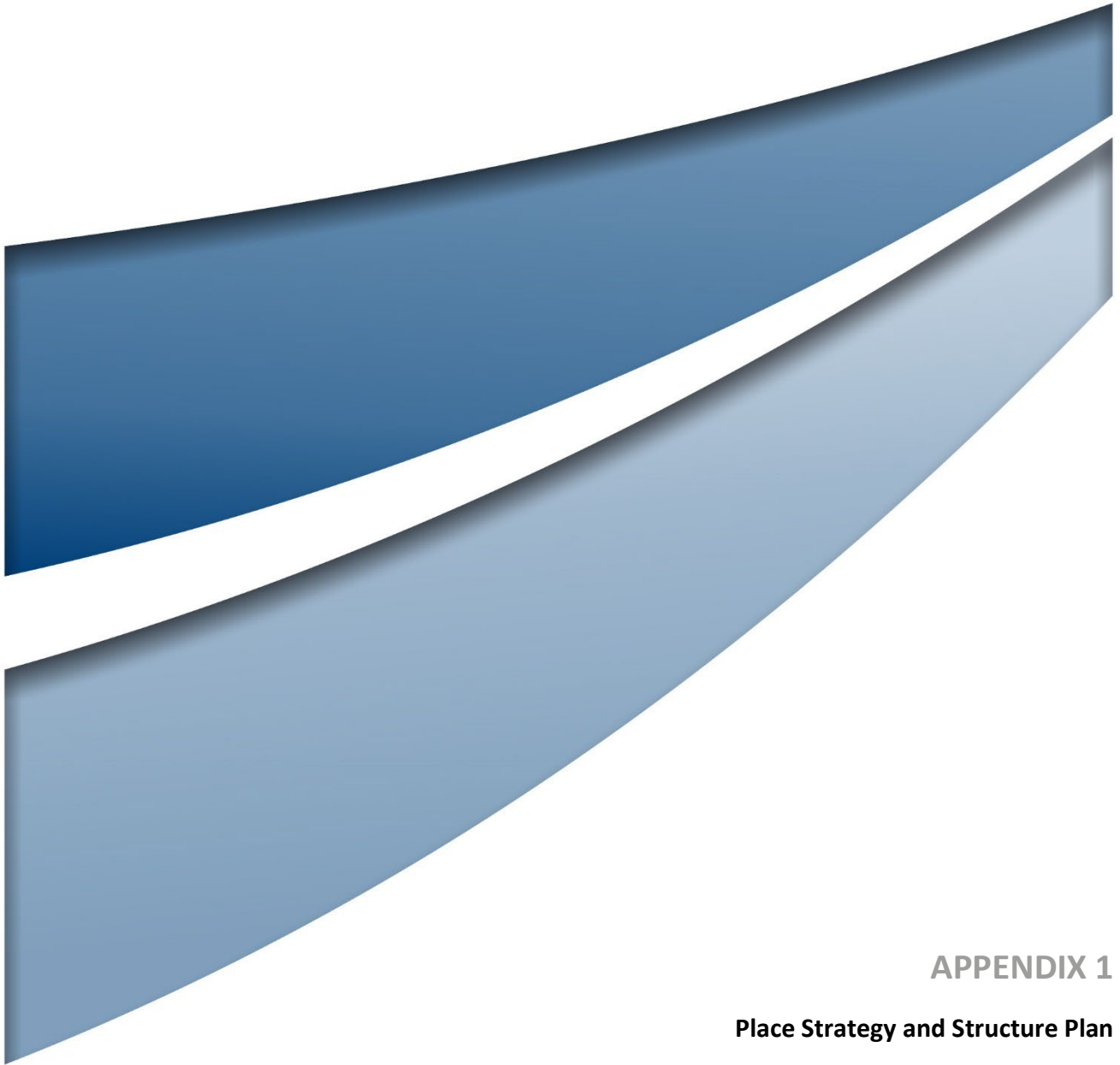
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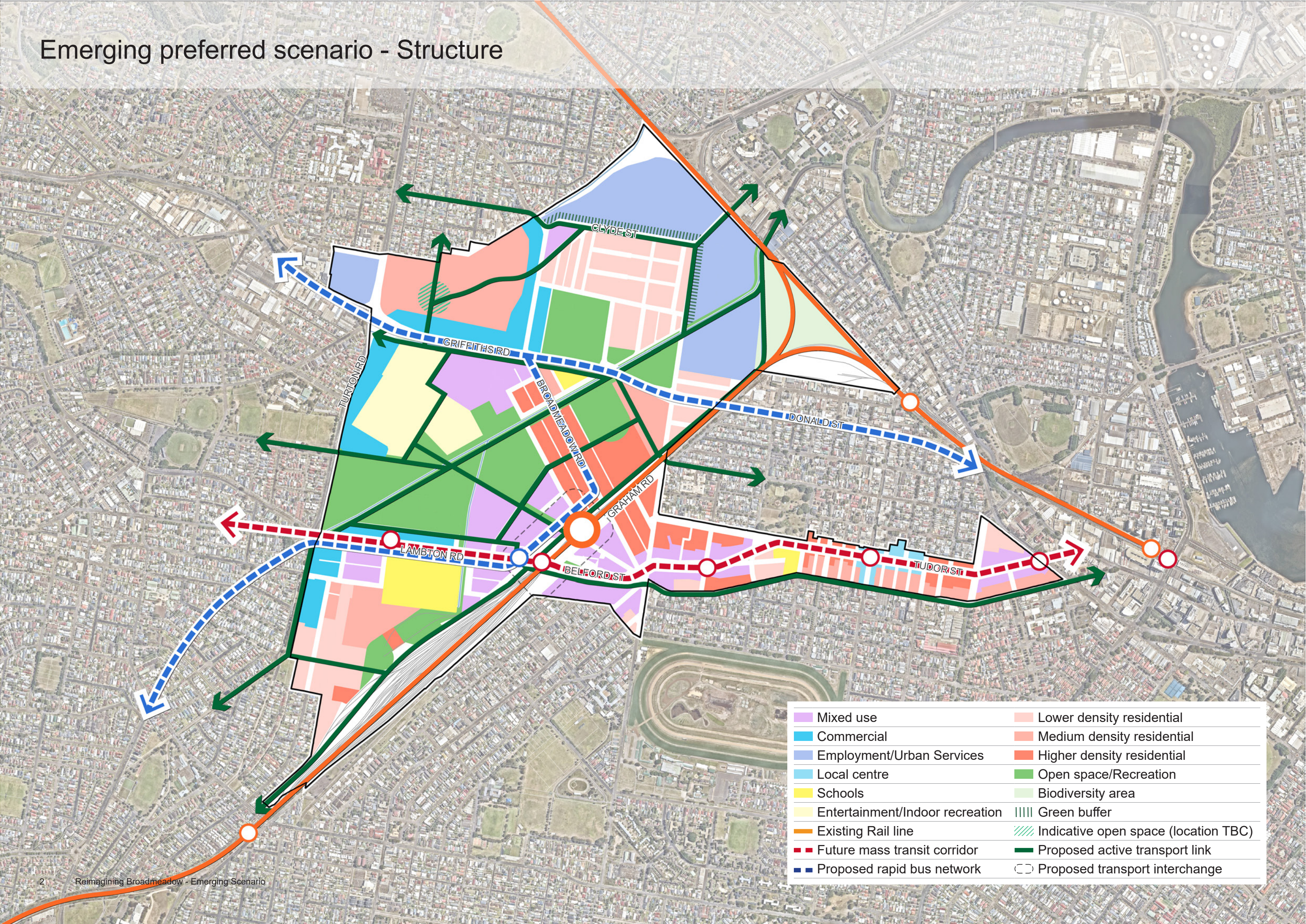


APPENDIX 1

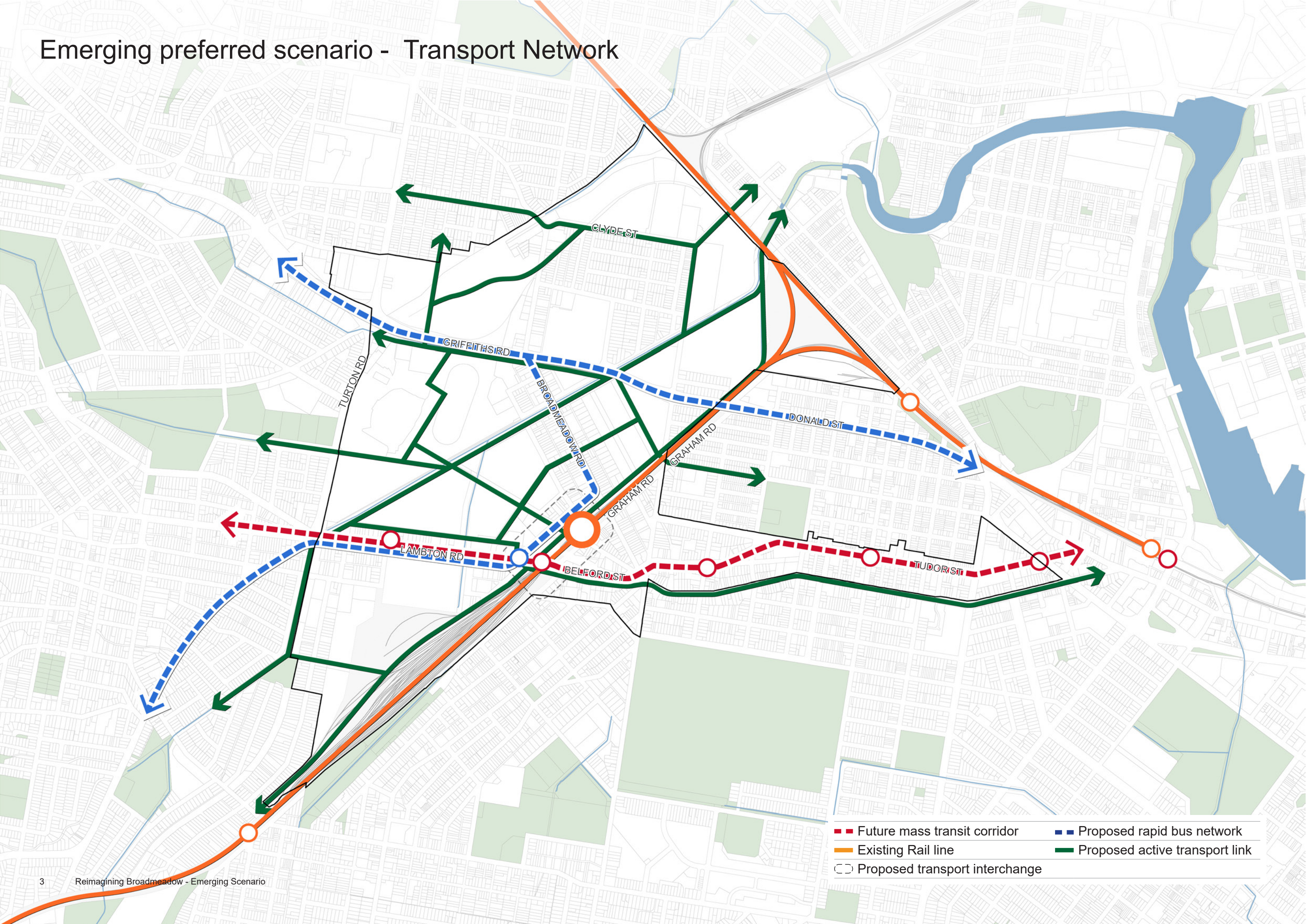
Place Strategy and Structure Plan



Emerging preferred scenario - Structure

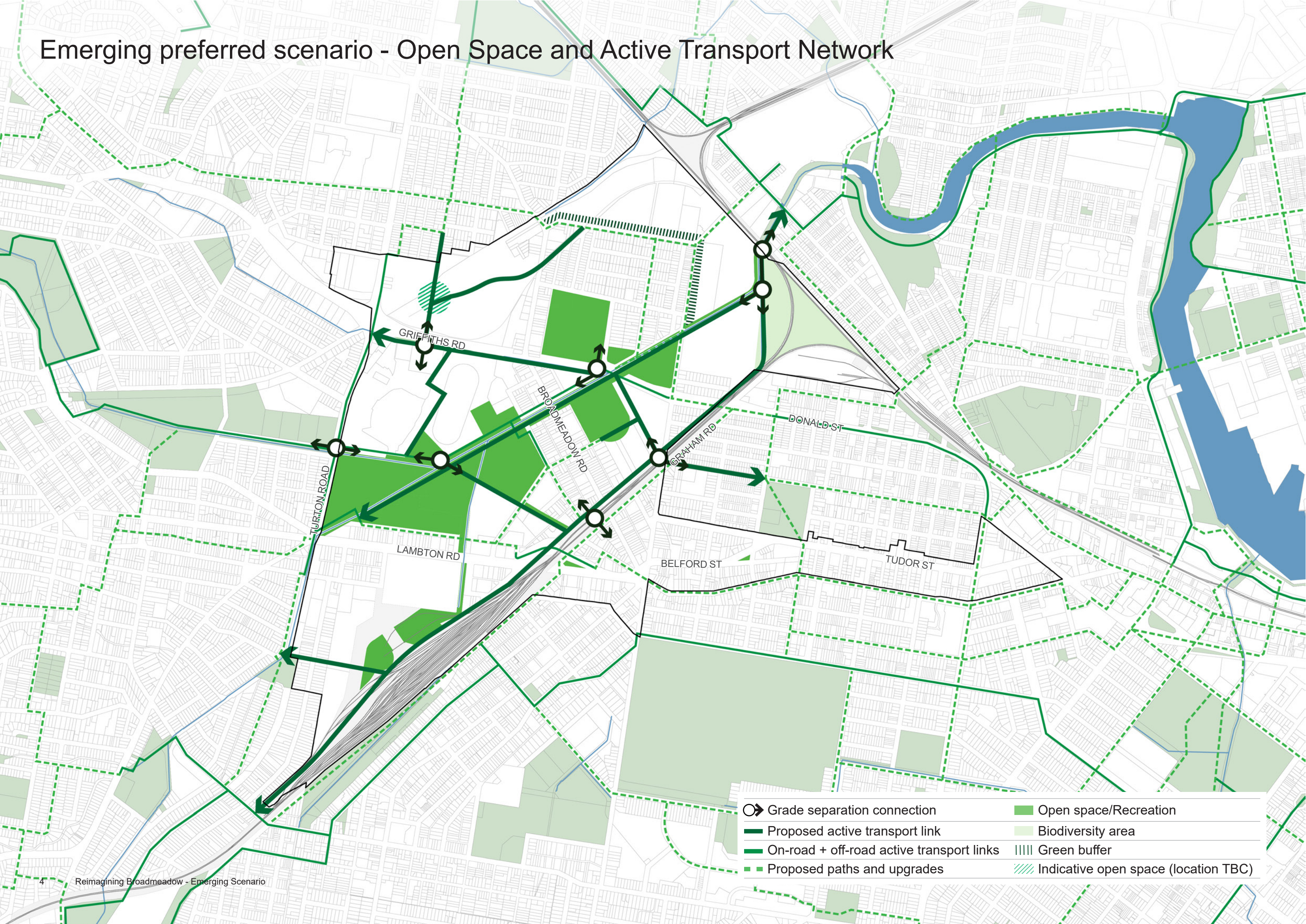


Emerging preferred scenario - Transport Network



- Future mass transit corridor
- Existing Rail line
- Proposed transport interchange
- Proposed rapid bus network
- Proposed active transport link

Emerging preferred scenario - Open Space and Active Transport Network



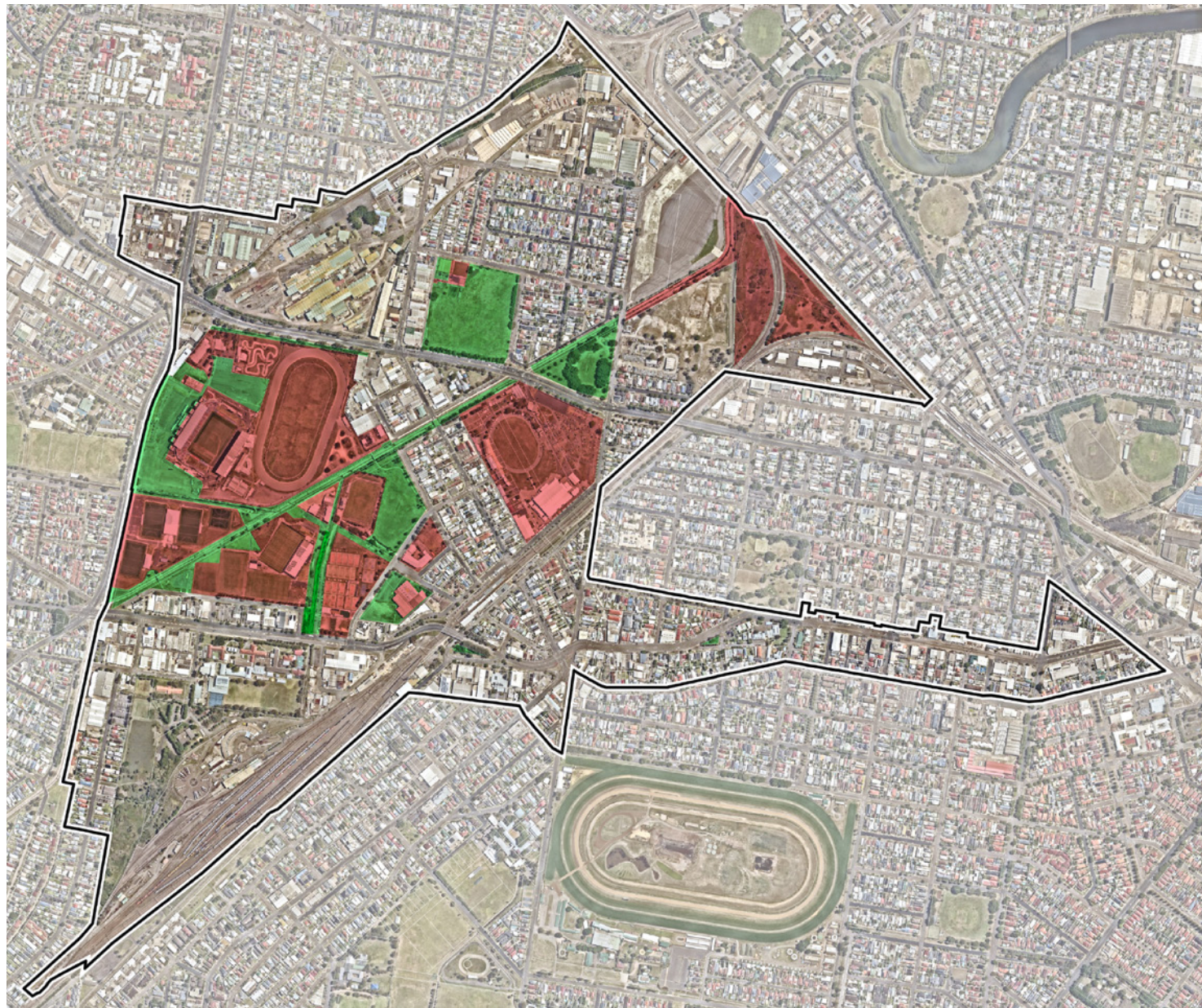
- | | |
|---|--|
| ○➔ Grade separation connection | ■ Open space/Recreation |
| — Proposed active transport link | ■ Biodiversity area |
| — On-road + off-road active transport links | Green buffer |
| - - - Proposed paths and upgrades | /// Indicative open space (location TBC) |

Emerging preferred scenario - Open Space

Existing - Open Space

Publicly Accessible Open Space: **250,055m²**
8% of site area

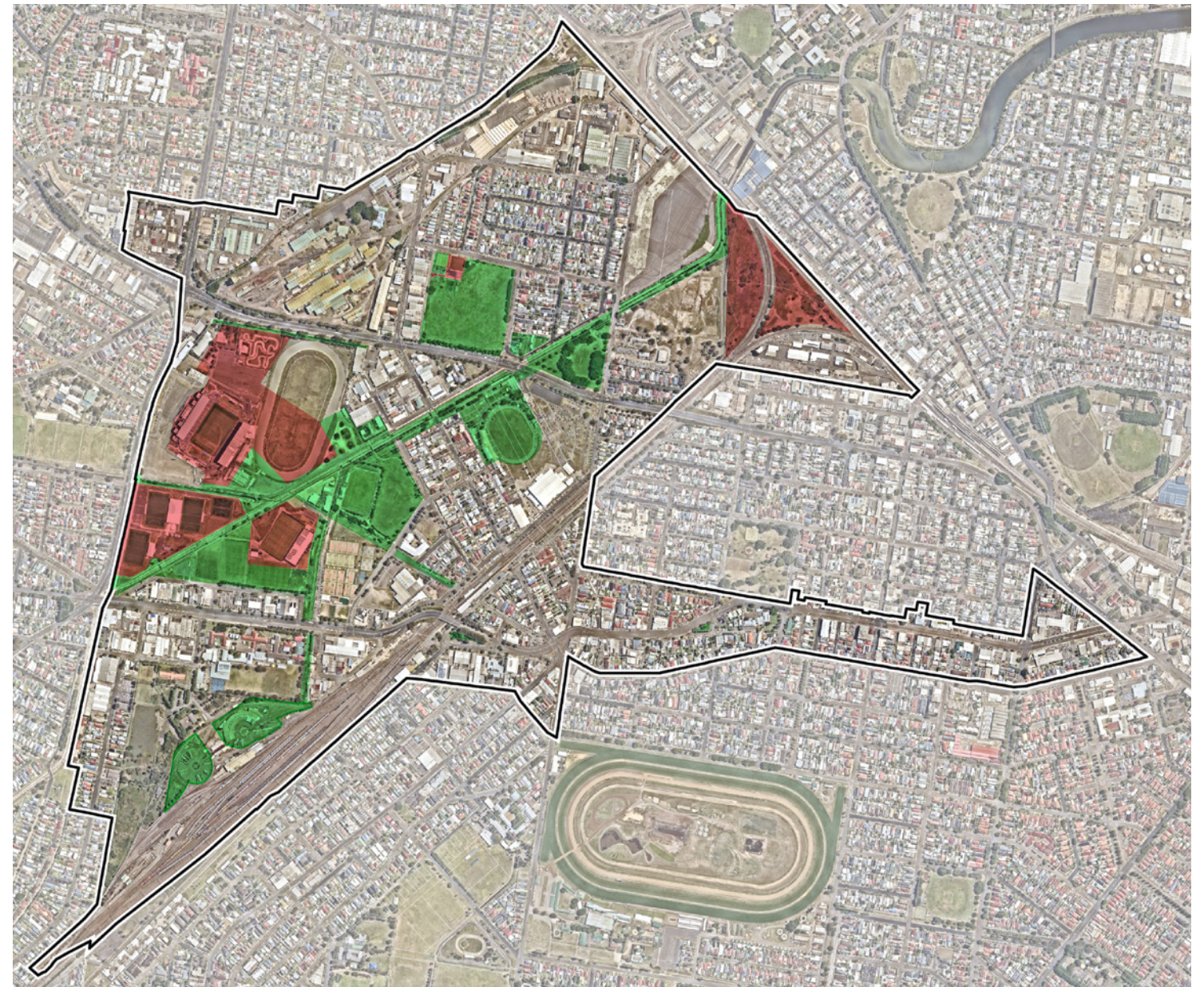
Restricted Access Open Space: **592,511m²**
19% of site area



Emerging Scenario - Open Space

Publicly Accessible Open Space: **413,940m²**
13% of site area (+65%*)

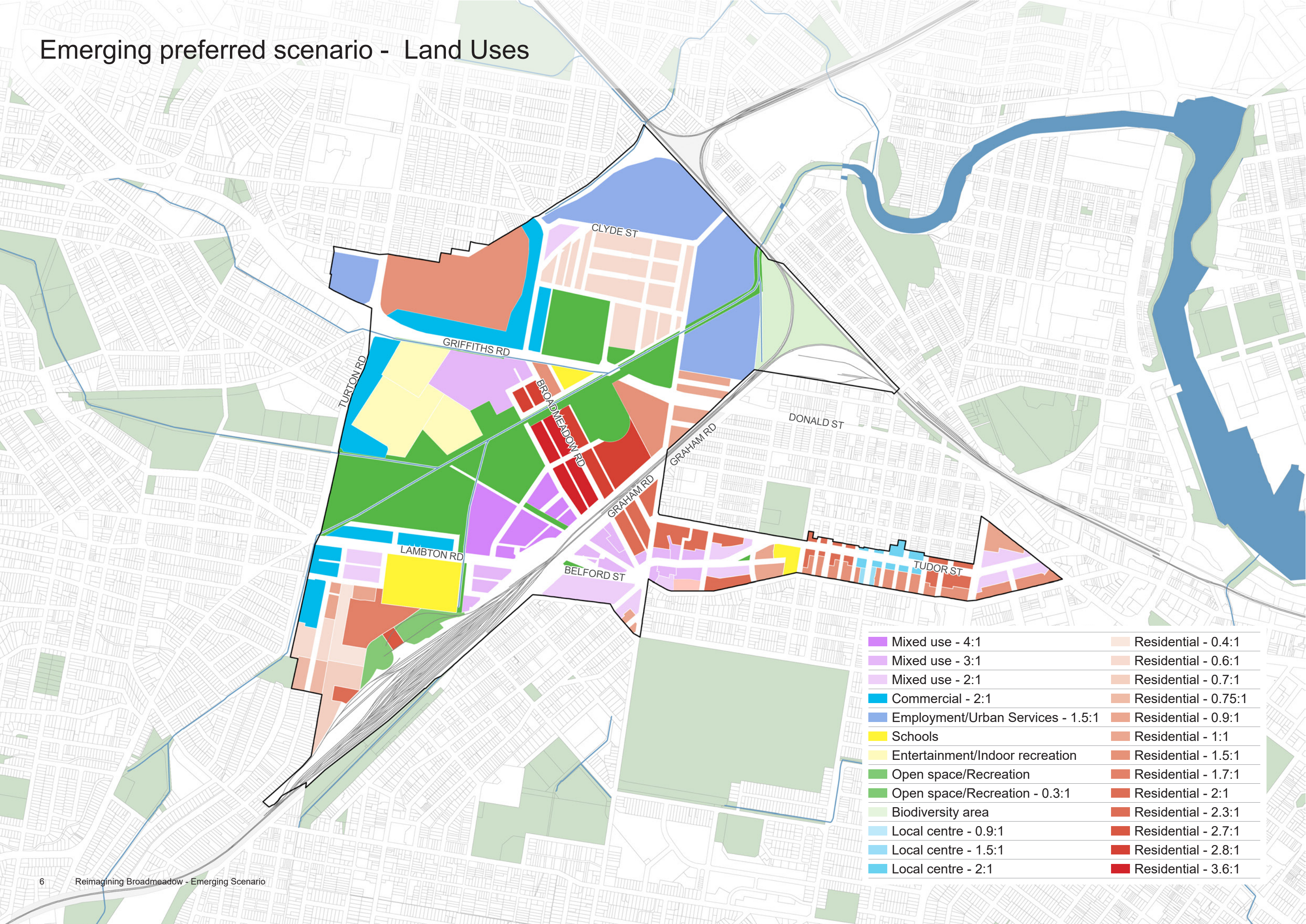
Restricted Access Open Space: **301,914m²**
10% of site area (-49%^)



* Increase in overall publicly accessible open space

^ Decrease in overall restricted access open space

Emerging preferred scenario - Land Uses



Mixed use - 4:1	Residential - 0.4:1
Mixed use - 3:1	Residential - 0.6:1
Mixed use - 2:1	Residential - 0.7:1
Commercial - 2:1	Residential - 0.75:1
Employment/Urban Services - 1.5:1	Residential - 0.9:1
Schools	Residential - 1:1
Entertainment/Indoor recreation	Residential - 1.5:1
Open space/Recreation	Residential - 1.7:1
Open space/Recreation - 0.3:1	Residential - 2:1
Biodiversity area	Residential - 2.3:1
Local centre - 0.9:1	Residential - 2.7:1
Local centre - 1.5:1	Residential - 2.8:1
Local centre - 2:1	Residential - 3.6:1

Emerging preferred scenario - First Moves

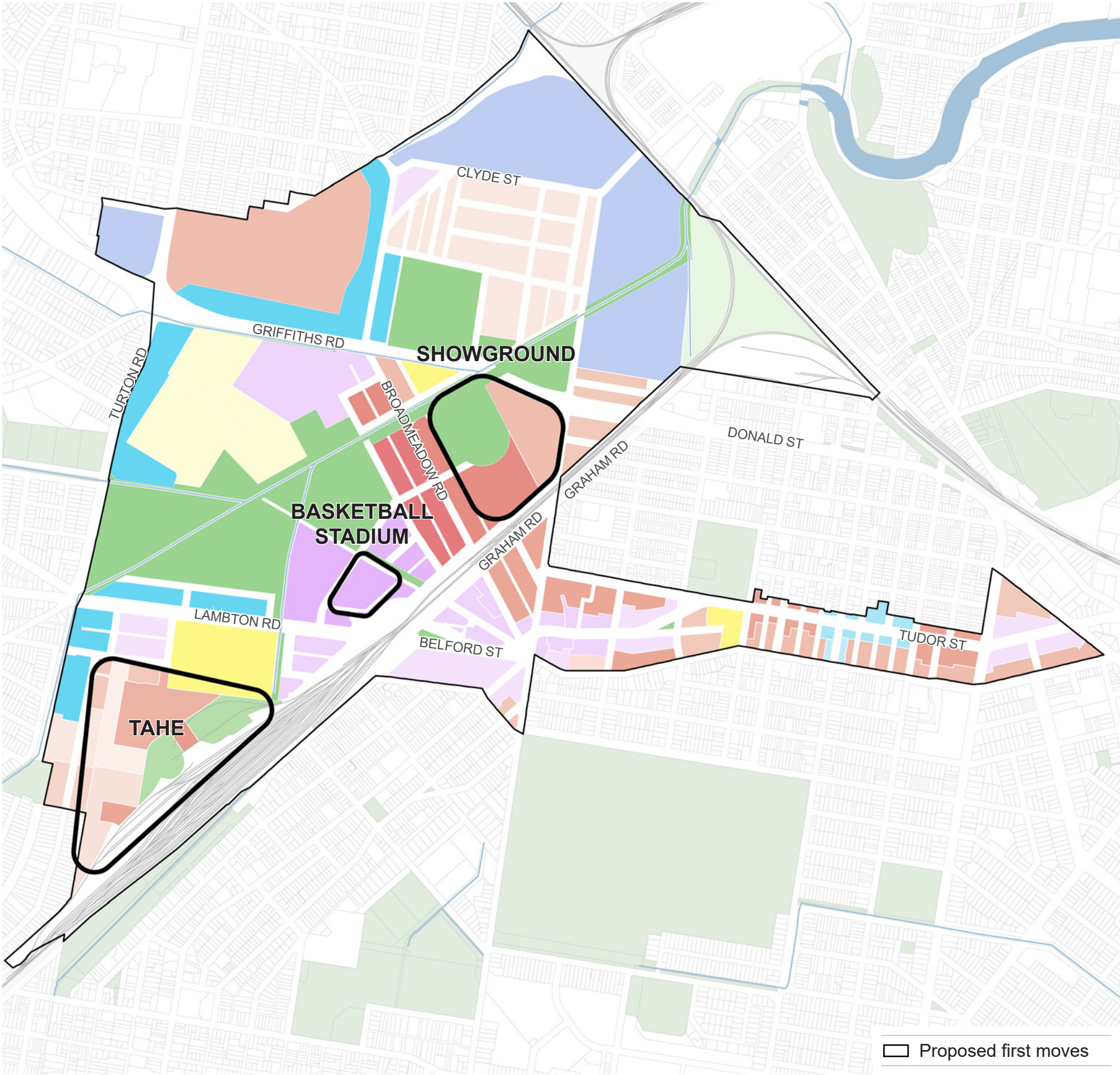
FIRST MOVES:

Showground
1,200 dwellings

Basketball
600 dwellings
80 jobs

TAHE
1,200 dwellings
490 jobs

3,000 total dwellings
570 total jobs



Emerging preferred scenario - Draft yields

CAPACITY FOR:

17,100 new dwellings

- 15,500 new market dwellings

- 1,600 new affordable dwellings

400 retained dwellings

17,500 total dwellings

14,000 total jobs

1,300 existing students

1,000 new primary school students*

2,000 new secondary school*

4,300 total students*

*Subject to needs assessment by SINSW

