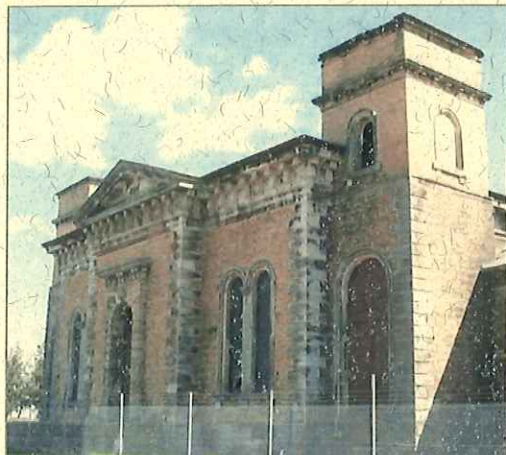


363.69 /REV

Vol. 2
Local Studies

Sue Rosen & Associates



Review of Potential Items of State Heritage Significance

for

Newcastle City Council

Volume One: Report

and

Nominations for State Heritage Inventory A -M

June 2008

Newcastle Heritage Inventory

State Heritage Inventory

SHI Number

2170185

Study Number

185

Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Address: 373 Hunter Street

DUAP Region: Hunter & Central Coast

Suburb / Nearest Town: Newcastle 2300

Historic region: Lower Hunter

Local Govt Area: Newcastle City

Parish: Newcastle

State: NSW

County: Northumberland

Other/Former Names: Newcastle Civic Theatre

Area/Group/Complex: Wheeler Place/ Civic Precinct

Group ID:

Aboriginal Area: Awabakal

Curtilage/Boundary: The recommended curtilage follows the property boundary, as shown in image 10, taking in the City Hall itself, and lamp posts; Christie Place and part of Wheeler Place, and the City Hall, sister building to the Civic Theatre.

Item Type: Built

Group: Recreation and Entert Category: Theatre

Owner: Local Government

Admin Codes: LEP

Code 2:

Code 3:

Current Use: Theatre and shops

Former Uses: Cinema

Assessed Significance: **State**

Endorsed Significance:

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

Historical Notes or Provenance: The campaign to build a Town Hall for Newcastle, which eventually led to the construction of the Civic Theatre began in 1888. It was not until 1925, however, that the present Hunter Street-Wheeler Place location was finally chosen. Plans for the new Town Hall were lodged with Council that year by architect, Henry Eli White. Additional plans for a theatre and shops were submitted shortly after, resulting in loud objections from the lessees of the Victoria Theatre. A petition was taken in March 1926 and the majority of locals supported the plans

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Newcastle Heritage Inventory

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Study Number

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

for a new Town Hall and Theatre. The land was resumed in July 1927 and construction commenced on what were to become two of the city's finest buildings. A tender amount of 71,863 pounds was accepted from Mr W Stronach builder, for the theatre's construction, along with fourteen shops. 75 weeks were allowed for construction. The Civic, subtitled, 'The Wonder Theatre of Australia', opened as a picture theatre on Thursday December 12, 1929. The advertisement for the theatre's opening proclaimed it 'the day on which Newcastle...takes its place within that select circle of metropolitan cities blessed with a Super Theatre!' (Cork & Tod, 1993, p 111)

The demand for both the theatre and the new Town Hall reflected Newcastle's growth and importance as the state's second city. Stimulated by the steel industry, the population of Newcastle (excluding Lake Macquarie Shire) grew from 54,000 in 1911, to 84,000 in 1921 and 104,000 in 1933. With such significant industrial and demographic development, the CBD responded with new commercial buildings, particularly hotels and stores, and, of course the town hall and Civic Theatre. (Suters' Architects, Newcastle City Wide Heritage Study, Thematic History Update, 2007, pp 7-8)

Henry Eli White was one of the most successful theatre architects in the country. He was one of the most prominent and famous of his time, having designed Sydney's Capitol and State Theatres. In all, he designed 183 theatres in Australia, New Zealand and North America, many in partnership with John Ebersson. (Civic Theatre website: <http://www.civictheatrenewcastle.com.au> - History) In 'Front Stalls or Back' Cork and Tod note, 'In the Civic Theatre he produced one of the most outstanding theatres ever built in New South Wales: a 1627-seat auditorium (1005 downstairs; 623 upstairs) for either live or cinematic use, decorated in a modified Empire style with Spanish / Moroccan overtones. It featured 'a traditional proscenium arch, crowned with a classical frieze, a grand ornamental dome in the ceiling, and huge, recessed arches over the Royal boxes which flanked the stage. Within these arches were Alamo-style parapets containing statues, back-lit in blue. The auditorium walls were decorated to imitate stone castle walls.' 'Building Magazine' praised the theatre's 'graceful proportions and harmonious colour scheme.' (Cork.& Tod, 1993, p111)

The theatre opened under the company, Northern Amusements, which was associated with Newcastle Theatres Pty Ltd and Greater Union. In 1941 Hoyts became a major shareholder in Newcastle Theatres, thus giving it control of the Civic. In December 1947, Hoyts instructed the lessee, Newcastle Theatres to carry out repairs, renovations and renewals totalling at least 26, 250 pounds. (Cork & Tod, 1993, p 112)

The Civic was redecorated in 1949/50 to recreate the Moroccan motif, and new ornamental window grilles in the dress circle, new seat and floor coverings were added, while the walls were retextured in multicolours to blend with the ornamental ceiling. The theatre was also recarpeted throughout. Around this time, chandeliers were installed in the auditorium. (Cork & Tod, 1993, p 112)

In 1954 CinemaScope was installed without major alterations to its proscenium. There were minor alterations to the proscenium in 1955 and 1956. With the advent of television, however, the Civic's large size made it unsuitable for use as a cinema. According to Hoyts' files, cited in 'Front Stalls or Back', between 1956 and 1965, the theatre's patronage

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

decreased by nearly 63 percent. In the early 1960s, Hoyts considered twinning the auditorium by gutting it entirely. Fortunately the proposal did not proceed. Hoyts closed the theatre on 10 October 1973. (Cork & Tod, 1993, p 112)

The lease was relinquished and the City Council was faced with the options of demolishing the theatre for Council's new administrative offices or to convert the Civic to a live theatre. The latter option won out, thanks to the need for a live theatre venue in the city since the closure of the Victoria Theatre in 1966 and the Civic's listing by the National Trust. \$120,000 was spent on converting it for live theatre use. Most of this work involved lighting improvements, flies, drapes, repairs and electrical work. (Cork & Tod, 1993, p 112)

In 1978 Suters and Busteed, architects designed the Civic Wintergarden within the theatre for adaptive reuse. It is now the small Playhouse Theatre. In 1994 Suters Architects and Snell Architects undertook further restoration. The Centre also includes street level shopfronts and a restaurant. It is Newcastle's premier venue for live theatre. The building is considered to be an exemplary model of sensitive restoration. (Maitland & Stafford, 1997, 128)

As Cork and Tod state, 'The Council's far sighted decision saved one of the last great remaining examples of picture palace architecture in the state. Outside of Sydney's State and Capitol Theatres, the Newcastle Civic is the third most important theatre/cinema building in New South Wales in terms of its history and its outstanding architecture, according to a study done for the Heritage Council of NSW. To replace it (at 1990/91) prices would cost around \$100 million, making it virtually priceless in terms of what it has to offer the citizens of Newcastle in terms of entertainment and historical and architectural heritage.' (Cork & Tod, 1993, p 112)

Themes:	National Theme	State Theme	Local Theme
	7. Governing	Government and administra	(none)
	8. Culture	Creative endeavour (Cultur	(none)
	8. Culture	Leisure	leisure

Designer: Henry Eli White, Architect

Maker / Builder: W Stronach, builder

Year Started: 1927 **Year Completed:** 1929 **Circa:** No

Physical Description: The Civic Theatre is a two storey rendered brick Georgian Revival building. Its facade exhibits features of the Georgian Revival style with Italian Renaissance elements, particularly in the elegant, repetitive semi-circular-headed windows. According to the National Trust, the facade of the shop at No 14 Wheeler is the only original. Entranceways are timber framed with glass, and leadlight above. The awning is painted in heritage colours

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

with circular motifs and pressed metal soffit.

The interior is an elaborate example of White's style in 'Spanish Baroque' featuring a traditional proscenium arch, crowned with a classical frieze, a grand ornamental dome in the ceiling, with smaller domes above the back stalls and huge, recessed arches over the Royal boxes which flank the stage. Within these arches are Alamo-style parapets containing statues. The domes are indirectly lit and a 'blue sky' surround flanks the stage. The auditorium walls were decorated to imitate stone castle walls. Renovations in the early 1970's enlarged the stage and orchestra pit.

Physical Condition: Good

Modification Dates: 1948-49 - renovations
1954 - CinemaScope installed
1955-56 - minor alterations to proscenium
1974-76 - conversion to live theatre
1978 - Playhouse theatre created within centre
Early 1990s - major refurbishment and restoration

Renovated 1970's early

**Recommended
Management:**

Management:

Further Comments:

- Criteria a)** The Civic Theatre is of state historical significance as an outstanding example of a late 1920s theatre, designed as a picture palace in the flamboyant style characteristic of that era and of which this theatre, together with the State and Capitol theatres, Sydney is one of the finest examples in Australia. Its construction, scale and style articulates Newcastle's coming of age as a major regional capital - the state's second city, due to its economic importance and consequent growth in population. The theatre itself has operated almost continuously since 1929, first as a picture theatre, then as a live theatre venue and its history reflects developments in the cinema and theatre industry in Australia and in Newcastle, reflecting both the heydays, then decline of the grand cinemas and cinema-going as a major recreational activity. It remains Newcastle's premier live theatre venue.
- Criteria b)** The theatre is highly significant for its association with architect, Henry Eli White, who was one of the most prominent and successful theatre designers in Australia in his time, having designed over 180 theatres in Australia, New Zealand and North America. With the State and Capitol theatres, the Civic is one of the most important of his designs.
- Criteria c)** The Civic Theatre is of outstanding aesthetic significance for its architectural style and interior. The building is a finely crafted example of the Georgian Revival style, employed on a large scale, with Italian Renaissance elements - an extremely elaborate yet stately theatre. Along with the Newcastle Club and the BHP Administration Building, it represents

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

the influence of this style in the Hunter Region. Occupying a large prominent site on the corner of Hunter Street and Wheeler Place, in the heart of the CBD and important civic precinct, it makes a strong statement about the importance of the theatre in the life of Newcastle and its sense of civic pride and indeed about Newcastle's place as the second largest city in NSW. With the large civic square facilitating clear vistas to the theatre, flanked by palm trees, and with the City Hall clock tower in the background, the theatre contributes to the landmark qualities of this precinct. It complements the adjacent City Hall, also designed by Henry White. The theatre exhibits outstanding design and craftsmanship, including its Georgian Revival facade and pressed metal awnings, but particularly its interior, which displays much of the original elaborate Spanish / Moroccan style detailing, particularly in the auditorium and is considered an outstanding example of this style. The theatre's interior possesses great coherence in style throughout the foyers and auditorium, enhanced by the interesting use of lighting to produce an elegant and rich theatrical setting (Thorne, Tod and Cork, 1996, p 290).

- Criteria d)** The theatre has been a focal point of Newcastle's social and cultural life for most of the twentieth century and continues as the city's premier theatrical venue. Its value to the local and wider community is evidenced by the National Trust's efforts to save the theatre and ensure its restoration and continued operation as a cultural venue.
- Criteria e)** The theatre is capable of yielding information about the design and construction of late 1920s theatres and the tastes and aesthetics of design in that era as well as changes in the social and cultural context of cinema and theatre-going throughout the twentieth century.
- Criteria f)** The theatre is rare nationally as the best and only fully intact example of a palatial Spanish style theatre remaining in Australia (Thorne, Tod & Cork, 1996, p 290). It is also extremely rare in terms of its scale, style and internal detailing and as one of only three similar theatres in NSW designed by Henry White.

Criteria g)

Integrity / Intactness: High

References:	Author	Title	Year		
		Civic Theatre website: http://www.civictheatrenewcastle.com.au - History			
	Cork.K.J.& L.R.Tod	Front Stalls or Back? The History and Heritage of the Newcastle Theatres	1993		
	Maitland, Barry & Stafford, David	Architecture Newcastle - A Guide	1997		
	Suters Architects	Newcastle City Wide Heritage Study - Thematic History Update	2007		
Studies:	Author	Title	Number	Year	
	Unknown	Newcastle Heritage Study	185	1990	
	Sue Rosen and Associates Heritage Assessment And History (HAAH)	Review of Items of Potential State Significance in the Newcastle City Area		2008	
Parcels:	Parcel Code	LotNumber	Section	Plan Code	Plan Number
	PARTLOT	1		DP	225689

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Study Number

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Latitude:

Longitude:

Location validity:

Spatial Accuracy:

Map Name:

Map Scale:

AMG Zone:

Easting:

Northing:

Listings:

Name:

Title:

Number:

Date:

Local Environmental Plan

8/08/2003

Heritage study

National Trust of Australia register

Custom Field One: 1928

Custom Field Two:

Custom Field Three:

Custom Field Four: Conservation Area - NCBD

Custom Field Five:

Custom Field Six:

Data Entry:

Date First Entered: 11/08/1998

Date Updated: 24/07/2008

Status: Completed

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Date: 24/07/2008

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SHI Number

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Study Number

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Image/s:



Caption: Civic Theatre Building 373 Hunter Street

Copyright:

Image by: Sharn Harrison

Image Date: 2/10/1997

Image Number: 1

Image Path:

Image File: 2170185b1.jpg

Thumb Nail Path:

Thumb Nail File: t_2170185b1.jpg

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Image/s:



Caption: Wheeler Place elevation

Copyright:

Image by: Rosemary Kerr

Image Date: 10/09/2007

Image Number: 2

Image Path:

Image File: 2170185b2.jpg

Thumb Nail Path:

Thumb Nail File: t2_2170185.jpg

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Image/s:



Caption: Detail - Civic Theatre, showing pressed metal awning soffit and entranceways, Wheeler Place.

Copyright:

Image by: Rosemary Kerr

Image Date: 10/09/2007

Image Number: 3

Image Path:

Image File: 2170185b3.jpg

Thumb Nail Path:

Thumb Nail File: t3_2170185.jpg

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Image/s:



Caption: Rear view of theatre from laneway off Wheeler Place

Copyright:

Image by: Rosemary Kerr

Image Date: 10/09/2007

Image Number: 4

Image Path:

Image File: 2170185b4.jpg

Thumb Nail Path:

Thumb Nail File: t4_2170185.jpg

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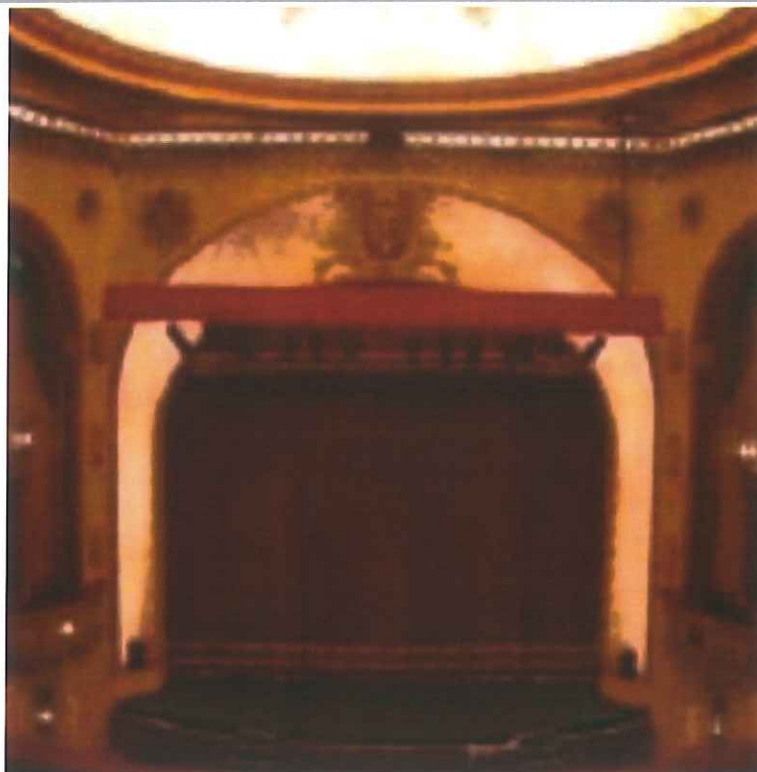
Study Number

185

Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Image/s:



Caption: Civic Theatre - stage and proscenium (Source: Civic Theatre website)

Copyright: Civic Theatre

Image by:

Image Date:

Image Number: 5

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Thumb Nail File: t5_2170185.jpg

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Image/s:



Caption: Alamo style parapet with statue, back-lit in sky blue and part of proscenium arch and stage area

Copyright:

Image by: Rosemary Kerr

Image Date: 2/11/2007

Image Number: 6

Image Path:

Image File: 2170185b6.jpg

Thumb Nail Path:

Thumb Nail File:

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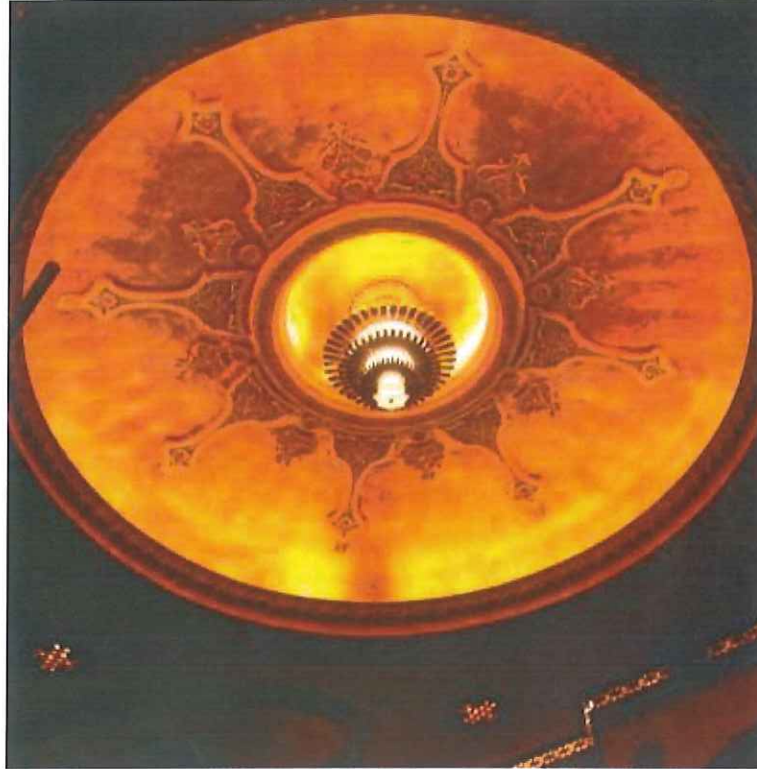
State Heritage Inventory

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Image/s:



Caption: Main dome in auditorium. Chandelier was replaced during 1990s restoration

Copyright:

Image by: Rosemary Kerr

Image Date: 2/11/2007

Image Number: 7

Image Path:

Image File: 2170185b7.jpg

Thumb Nail Path:

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State Heritage Inventory

SHI Number

2170185

Study Number

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Image/s:



Caption: Stone castle walls of main auditorium

Copyright:

Image by: Rosemary Kerr

Image Date: 2/11/2007

Image Number: 8

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Image File: 2170185b8.jpg

Thumb Nail Path:

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SHI Number

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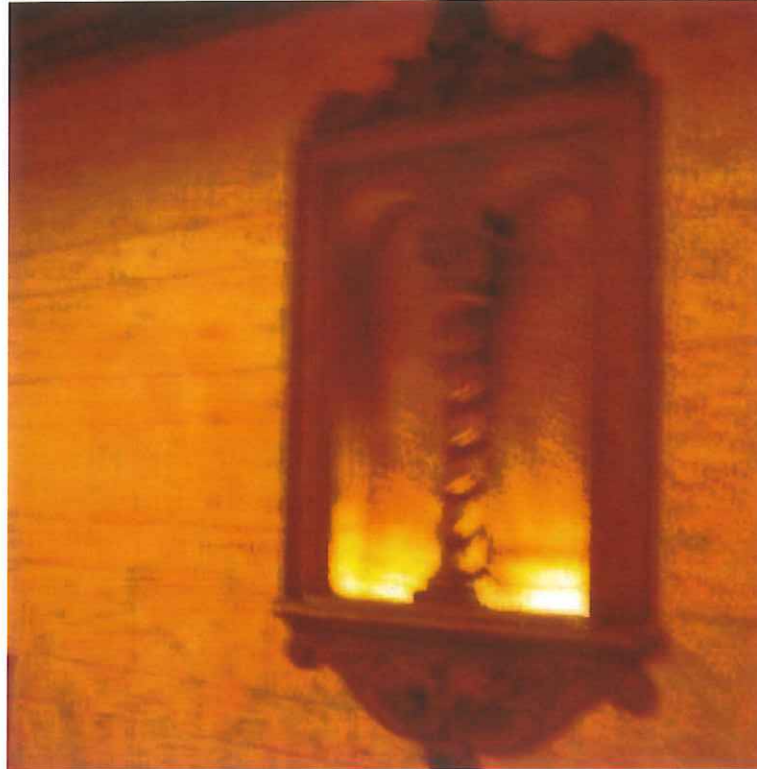
Study Number

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Image/s:



Caption: Detail of wall decoration in Spanish / Moroccan style, individually lit.

Copyright:

Image by: Rosemary Kerr

Image Date: 2/11/2007

Image Number: 9

Image Path:

Image File: 2170185b9.jpg

Thumb Nail Path:

Thumb Nail File: t9_2170185.jpg

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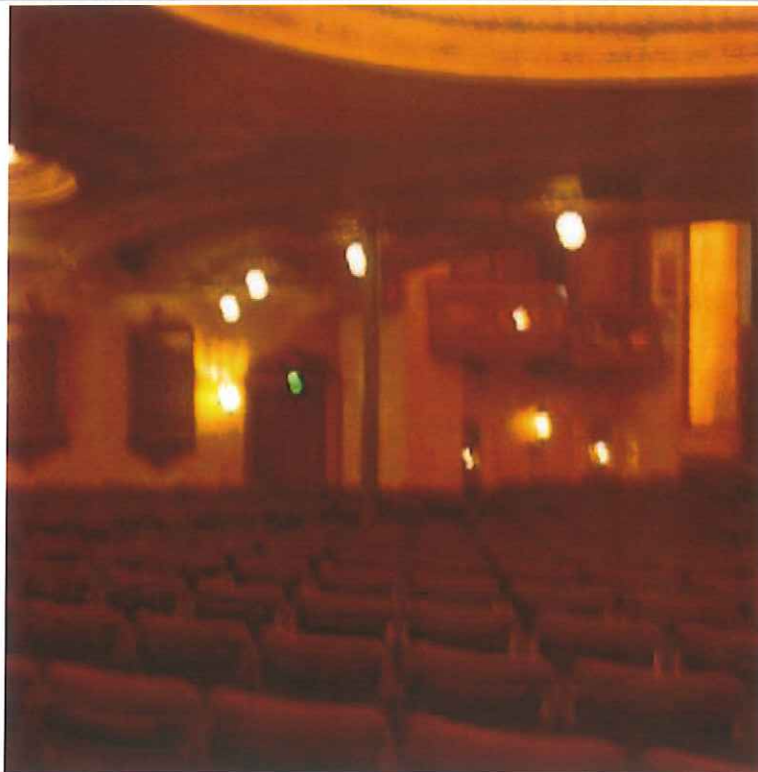
Study Number

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Image/s:



Caption: Interior of auditorium - smaller domes in ceiling over stalls

Copyright:

Image by: Rosemary Kerr

Image Date: 2/11/2007

Image Number: 10

Image Path:

Image File: 2170185b10.jpg

Thumb Nail Path:

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Image/s:



Caption: Foyer area (from Civic Theatre website)

Copyright: Civic Theatre

Image by: Civic Theatre website

Image Date:

Image Number: 11

Image Path:

Image File: 2170185b11.jpg

Thumb Nail Path:

Thumb Nail File: t11_2170185.jpg

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State Heritage Inventory

SHI Number

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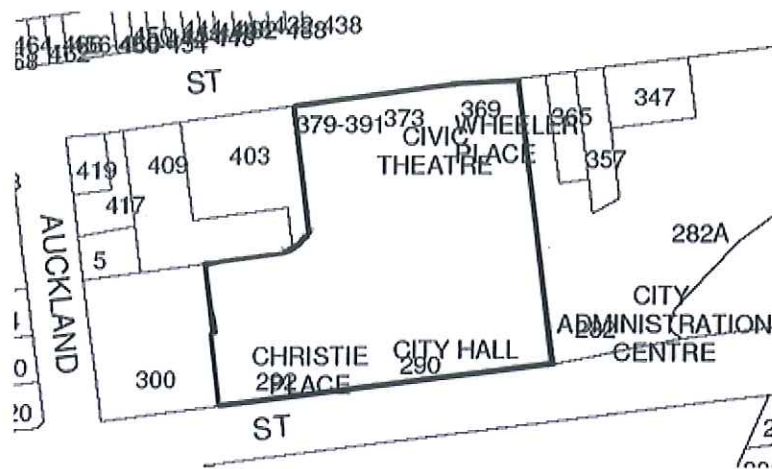
Study Number

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Item Name: **Civic Theatre Building**

Location: **373 Hunter Street , Newcastle [Newcastle City]**

Image/s:



Caption: Recommended curtilage for the Civic Theatre, using Newcastle City Council Cadastral Map.

Copyright:

Image by:

Image Date:

Image Number: 12

Image Path:

Image File: 2170185b12.jpg

Thumb Nail Path:

Thumb Nail File: 2170185t12.jpg

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Newcastle Heritage Inventory

State Heritage Inventory

SHI Number

2170153

Study Number

153

Item Name: **Coutts Sailor Home (Former)**

Location: **88 Scott Street (Rear), Newcastle [Newcastle City]**

Address: Bond Street (facing) **DUAP Region:** Hunter & Central Coast
Suburb / Nearest Town: Newcastle 2300 **Historic region:** Lower Hunter
Local Govt Area: Newcastle City **Parish:** Newcastle
State: NSW **County:** Northumberland

Address: 88 Scott Street (Rear) **DUAP Region:** Hunter & Central Coast
Suburb / Nearest Town: Newcastle 2300 **Historic region:** Lower Hunter
Local Govt Area: Newcastle City **Parish:**
State: NSW **County:**

Other/Former Names: Dept of Education Offices

Area/Group/Complex: **Group ID:**

Aboriginal Area: Awabakal

Curtilage/Boundary: Follows property boundary

Item Type: Built **Group:** Residential buildings **Category:** Other - Residential Bui

Owner:

Admin Codes: LEP **Code 2:** **Code 3:**

Current Use: Department of Health

Former Uses: Sailors' Home; Medical Clinic; NSW Government Department Offices; Community groups

Assessed Significance: **State** **Endorsed Significance:**

Statement of Significance: The former Coutts Sailors' Home site is historically significant at a state and possibly national level as it is associated with several important phases of human activity and occupation in Newcastle's, NSW's and Australia's history, including the convict era, maritime activities, health care, government administration and community welfare. The site is chiefly significant for its role as a Sailors' Home, reflecting the importance of Newcastle's maritime history and representing an international benevolent movement concerned with the welfare of seamen in British ports throughout the world that developed in the 1860s. Established in 1882 through private and public philanthropic efforts, Coutts Sailors' Home was the only other such institution established outside Sydney, making it rare in NSW and possibly Australia and reflecting Newcastle's status as a major national and international port and also the esteem with which sailors and seamen were held by the community at a time when shipping was crucial to international trade and communication. Newcastle's development as a port has shaped much of its economic and social history. The Sailors' Home is one of several buildings in the Newcastle East precinct, including the Customs House, which reflect the historic links that the area has with maritime activities. The site has been associated with a number of individuals of significance to Newcastle, NSW and Australia including founder, Reverend James Coutts; architects George Brown and Frederick Menkens; and Sister

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Item Name: **Coutts Sailor Home (Former)**

Location: **88 Scott Street (Rear), Newcastle [Newcastle City]**

Elizabeth Kenny. Part of the site once formed part of the convict lumber yard, a site of key importance to the local economy and representative of Newcastle's early history as a penal settlement. The possibility of archaeological evidence existing from this period of occupation as well as the buildings' ability to demonstrate something of the design layout and construction methods associated with the buildings' functions over time also contributes to its high degree of research significance. At a local level, the buildings are aesthetically significant as one of the largest and most intact examples of the Victorian Italianate architectural style in this part of Newcastle.

Historical Notes or Provenance: Newcastle East, where Coutts Sailor Home is located, is a historically significant area, with several sites associated with the early penal settlement and maritime history, including: Australia's first mine, together with the Hunter Region's first hospital, original fort; first signal station, first primitive lighthouse, first gaol; and the convict lumber yard, situated very close to the study site and extending across its north western corner. Convicts lived and worked within the lumber yard between 1814 and c. 1850 and it was the centre of the skilled and semi-skilled trades carried on in the settlement. At the northern end of this area, in George Street (now Watt Street) was Newcastle's first wharf, the first stage of the substantial port improvement program that has been progressively implemented. From 1818 until 1846 a massive breakwater was constructed between Nobby's Island and the mainland in order to improve the entrance to the port. (Architectural Projects Pty Ltd, 2002, pp 14-15).

In Newcastle, the gradual development of the shipping industry, particularly from the 1820s, was important to the East End, where ships have been serviced since the earliest days of settlement. From the mid-nineteenth century Newcastle's importance as a sea port grew, stimulated by the activities of the Australian Agricultural Company and the steadily growing coal trade; with the Hunter River rail line transporting general cargo to and from the port. Piloting, lighthouse keeping, life boat services, tug boat services, customs administration - with the Customs House built in 1876 - wharf labouring and ship chandlery have flourished in the eastern section of Newcastle, establishing strong links with the sea and maritime activities, with which Coutts Sailors' Home is also associated. (Architectural Projects Pty Ltd, 2002, pp 2, 16)

During the latter half of the nineteenth century, most of the sailors who came to Newcastle were forced to spend a long time in port while their ships took on cargo. These sailors often roamed the streets for periods of up to three months, and, with no refuge, were prey to grog sellers and other dangers. It therefore became a matter of urgency to provide them with a safe place to sleep and for recreation while in port. The 'Newcastle Morning Herald' noted on 24 February 1881, that, 'it has long been a most disgraceful fact that Newcastle, the second shipping port in the colony (and whose annual tonnage has occasionally even exceeded that of Port Jackson) is without a Sailors' Home. References were made to sailors' homes that had been built in Britain, from the 1860s, such as 'a fine building designed for the port of Liverpool and the late Prince Albert, who took so much interest in matters affecting the social well-being of the people.' (Adcock, Hilliard, Hoffman & Suters, 1958, p 1; Architectural Projects Pty Ltd, 2002, p 19)

A Sailors' Home had been established at Circular Quay in Sydney in 1864. The Home had its origins in the worldwide benevolent movement dedicated to the elevation of the Sailor's condition and character. By the 1860s such institutions were considered essential to any

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Location: **88 Scott Street (Rear), Newcastle [Newcastle City]**

sizeable British port, providing clean, comfortable, inexpensive board and lodging for sailors and other persons of all nationalities employed in sea-going ships and vessels. The Sydney Sailor's Home was modelled on the Brunswick Maritime Establishment in London's Docklands. The Home, with additions and modifications, served in its original function until the 1970s when seamen's wages and conditions improved to the extent that the standard of accommodation provided by the Home was no longer adequate and use declined. (State Heritage Register - 'Sailor's Home (former)', Heritage Office Website: www.heritage.nsw.gov.au - Item 5053192)

In 1880, Reverend James Coutts M.A., who had come to St Andrews in 1861 as Minister of the Presbyterian Church, began to agitate for a sailors' home to be established in Newcastle. Coutts' deceased wife was the daughter of a sailor and he sympathised with their hardships. Coutts offered to give 1,000 pounds and endeavour to raise another 1,000 pounds if the NSW Government would provide a suitable site for the home. Sir Henry Parkes agreed to grant a site for the Home and as a result, on 29 June 1880 an area of 1 rood 24 perches, with a frontage of 66 feet was dedicated in Scott Street, where the home was subsequently erected, close to the harbour and Customs House. The land, east of Newcastle station, was regarded as railway land, but the Government proceeded with its dedication for a 'Sailors' Home' and the area was placed under the control of trustees - David Tait Allan, Alexander Brown and Thomas Innes - to whom a Crown grant was issued on 30 October 1880. (Adcock, Hilliard, Hoffman & Suters, 1958, p 1; Dowd, 1946, p 143; Australian Heritage Database www.environment.gov.au: 'Coutts Sailors Home (former)')

The Sailors' Home was erected partly by contributions from the public and partly by Government endowments. At a public meeting on 5 April 1881 a building committee was elected consisting of C. H. Hannell, Joseph Wood, Richard Hall and Lieut. Commander F. Gardner. The 'Newcastle Morning Herald and Miners' Advocate' ran editorials encouraging readers to donate to the building fund. One such appeal stressed the regard and esteem accorded seamen and their importance to Newcastle: 'It may be urged what are sailors more than other men that citizens should trouble about them more than any other class. To this it may be replied that were it not for sailors, this port and many others would never risen (sic) to the political and social importance which they now possess. Our magnificent coal fields would be comparatively valueless were it not for the readiness of our sailors to take our staple commodity away in all weathers, Jack has to be at his post and at every risk must use his best endeavours to bring his ship to port.' (Adcock, Hilliard, Hoffman & Suters, 1958, p 1; Australian Heritage Database www.environment.gov.au: 'Coutts Sailors Home (former)')

The public's response to the appeal for funds was not as great as anticipated, however, and so a modified plan for the building was agreed upon. The formal ceremony for the laying of the foundation stone took place on 17 March 1882. The event was so important for Newcastle that the Government proclaimed a public holiday. Shipping in the port and all buildings were decorated with flags and bunting and large numbers of people came from all the outlying areas to witness the ceremony. The laying of the stone was preceded by a march to the site by Naval and Military volunteers headed by a brass band. At the ceremony, a bottle was placed in the cavity beneath the foundation stone containing Newcastle and Sydney newspapers of the day, coins and other details of those associated with the building. Subsequent attempts to locate the foundation stone and capsule have failed and it appears that it has been removed or completely obscured during subsequent

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alterations. (Adcock, Hilliard, Hoffman & Suters, 1958, pp 1-2; Australian Heritage Database www.environment.gov.au: 'Coutts Sailors Home (former)').

The building was designed by Sydney architect, George Brown, who had offices in Sydney and Maitland. The builder was Robert Muirhead. The building work progressed rapidly and public interest was maintained by continual reports in the 'Newcastle Morning Herald'. On 18 December 1882 the building was completed and it was handed over to the Committee on 24 February 1883. A marble plaque just inside the rear entrance states that it was erected in 1881 but this is incorrect. The plaque is apparently a later addition which possibly took the place of the missing foundation stone. On 19 December 1882, the Sailors' Home was described by the Herald as consisting of 'a brick and concrete structure with an external measurement of 54 feet depth by 55 feet frontage to the harbour, double winged.' The basement 'comprised ten large and airy rooms including Secretary's office, reception rooms, reading and sitting rooms, dining rooms, scullery, laundry etc., storeroom, serving room and kitchen with large colonnade and passages; also a 9 foot hall right through. A broad and ornate staircase with a continuous cedar hand rail leads to the upper section, which consists of 6 bedrooms capable of accommodating, without overcrowding, about 70 persons. The Keeper's room and Smokers' rooms are also upon this floor whilst the various departments are separated by a lofty passage 9 feet wide which commanded a splendid view of the harbour through a large bay window at its northern extremity.' (Adcock, Hilliard, Hoffman & Suters, 1958, pp 2-3)

In June 1883 a tea party was held to introduce Sailors to the home and was attended by about 500 people, including women representing each church in Newcastle. A Ball was held in September to commemorate the opening and 100 ladies and gentlemen attended. In the same year the Coutts Sailors' Home women's auxiliary was formed. In 1884 Reverend Coutts died, however the building served as a constant reminder of his social improvement programs. (Architectural Projects Pty Ltd, 2002, p 21)

Between the original home's completion in 1882 and 1897 two wings were added onto the south side, forming a three-sided rear court. These additions were possibly part of the original design that had to be modified due to lack of funds. In 1897 Frederick Menkens, well known Newcastle architect was commissioned to build the Superintendent's residence. This formed an elongation of the west wing to the south of the home and faced onto Scott Street (Adcock, Hilliard, Hoffman & Suters, 1958, p 3).

By the turn of the century, however, owing to competition from other boarding houses in Newcastle, the home was not as well supported as expected. It is not known whether a Superintendent ever occupied the residence constructed for same. In 1910 it was suggested that a school of navigation be established there, where intending mariners could be taught their profession. It is unknown whether this was ever implemented. By 1910 the Home had declined in condition. The accommodation charges were noted as 18 shillings a week for seamen and 1 pound for officers. The house was furnished poorly, and 'absolutely insufficient even for a sailors' home.' (Australian Heritage Database www.environment.gov.au: 'Coutts Sailors Home (former)').

The Sailor's Home received Government assistance for maintenance, however, in 1933, the Trustees declared that they were unable to continue to manage the Home. By the 1930s

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fewer ships were calling at Newcastle and the Home was becoming unviable. The Railway Authorities then negotiated for the land, but the Treasury department decided to vest the site as an addition to the Newcastle Hospital. In December 1834, the site dedicated for the Sailor's Home was revoked and the reduced area - 1 rood 13 perches - which by then excluded Bond Street, was re-dedicated on 27 December 1935 for addition to the Hospital site. In addition, a further area of about 10 1/2 perches adjoining this land on the north-west, with about a 40-foot frontage to Bond Street, by a depth of about 80 feet, was surrendered by the Railway Department and dedicated as an addition to the Hospital site on 2 September 1938 (Adcock, Hilliard, Hoffman & Suters, 1958, p 3; Dowd, 1946, p 144; Architectural Projects Pty Ltd, 2002, p 22).

In 1936, Jeater, Rodd and Hay, honorary architects for Newcastle Hospital, were instructed to prepare plans for converting the Home into a clinic for Sister Kenny. While this firm prepared the necessary plans for the work, at the last minute the job was transferred to the NSW Government Architect. In 1938 it became the Sister Kenny Poliomyelitis Clinic. Elizabeth Kenny was an Australian bush nurse who discovered a revolutionary treatment for infantile paralysis and devoted her life to the dissemination of this treatment throughout Australia and abroad. She went against traditional treatments for polio and urged that the stricken limbs be exercised. Between 1935 and 1940 she traveled extensively throughout Australia helping to set up clinics. In 1940 the Government of New South Wales sent Kenny to America to present her clinical method for treating polio victims to American doctors. Several clinics were also established across the US. (http://en.wikipedia.org/wiki/Sister_Elizabeth_Kenny; Minnesota Historical Society website: www.mnhs.org/library)

Sister Kenny's clinic was shortlived, being transferred from the Home in 1941 when the Infectious Diseases Hospital, Western Suburbs was opened. Between 1938 and 1941 Dr Ethel Burn had a chest clinic in the building. Following the transfer of the poliomyelitis clinic, it was decided that the Home should be re-modelled as a maternity hospital. When the alterations were almost complete, however, the Chief Gynaecologist at the Hospital declared the building unfit for that purpose because of all the dirt and dust from the railway station and the Zara Street Power House, so that project was abandoned. (Adcock, Hilliard, Hoffman & Suters, 1958, p 4)

For the next ten years the building was left almost entirely vacant. However, during the latter part of World War 2 it became a store for air raid precautions gear. Soon after the War the Chief Radiographer at the Hospital occupied part of the ground floor, whilst the Hospital Social Club held their meetings in another part of the building. In 1949 sketch plans were drawn up by the Hospital's architects, for the site's conversion to a Nurses' Home, but plans for this fell through. (Adcock, Hilliard, Hoffman & Suters, 1958, p 4)

According to the terms of the re-dedication in 1935, the land was given as a 'deed of gift' to the Hospital until the Hospital no longer wanted it. In 1952 the Hospital returned the land to the State Government. The Government then used it to house its various offices, including the Departments of Education, Health, Mines, Weights and Measures and Labour and Industry. (Adcock, Hilliard, Hoffman & Suters, 1958, p 4; Newcastle Regional Library, Local Studies: Newspaper Cuttings File - 'Newcastle - Buildings - Coutts Sailors' Home')

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During the alterations required to convert the building to the Headquarters of NSW State Government Departments in Newcastle, the Superintendent's verandah was demolished. The columns from this verandah were used to form the supports for a new verandah along the eastern side of the west wing. (Adcock, Hilliard, Hoffman & Suters, 1958, p 4)

When the building was originally constructed, the main approach was from the north (harbour side); today it has switched to the southern side, giving direct access to the commercial centre of Newcastle. This change was extremely detrimental to the original conception. The results of the buildings' adaptations to different functions over the years has resulted in the gradual desecration of the original home. It has been added to, altered and mutilated in many directions so that today it is very hard to appreciate the former beauty it once possessed. (Adcock, Hilliard, Hoffman & Suters, 1958, pp 4-5; Australian Heritage Database www.environment.gov.au: 'Coutts Sailors Home (former)'; Newcastle Regional Library, Local Studies, Newspaper Cuttings file - 'Newcastle - Buildings - Coutts Sailors' Home').

During the 1980s controversy erupted when it was discovered that a former chapel in the grounds of the site was being used as men's lavatory. It is believed that the chapel dates from the time of the construction of the Sailors' Home in 1882. Chapels were an important part of seamen's missions and could be used by the sailors of all denominations. There is also the possibility that it was Reverend Coutts' private chapel. The former chapel had been converted to a lavatory in the 1950s when various State Government departments' offices occupied the site. When the property was acquired by the Department of Youth and Community Services in 1984 it was planned to restore the former chapel and possibly use it as a meeting room. However there was a strong movement within the local community for its re-instatement as a chapel. (Newcastle Regional Library, Local Studies, Newspaper Cuttings file - 'Newcastle - Buildings - Coutts Sailors' Home').

In recent times the former Sailors' Home has been used by the Department of Youth and Community Services and as a centre for volunteer groups and a crisis centre for drug dependents. (Newcastle Regional Library, Local Studies, Newspaper Cuttings file - 'Newcastle - Buildings - Coutts Sailors' Home').

In 1990 a Permanent Conservation Order was placed on the adjacent convict lumber yard and in 1992 the former Coutts Sailors' Home was listed on Schedule 2 of the Hunter Regional Environment Plan. In the same year a Public Works Department report on the building condition estimated repair costs of \$1,000,000. The building was classified by the National Trust in 1995 and 1997. Newcastle City Council considered using the building as a Maritime Museum, however this did not eventuate. In 1996 a Plan of Management for a Community Resource Centre was prepared for a joint venture between Newcastle City Council and the State Government. Repair work was estimated at \$500,000 and restoration at \$1,000,000. In 1996 the Council and Hunter Area Health committed funds of \$50,000 per organisation towards the \$500,000 urgent maintenance work. (Architectural Projects Pty Ltd, 2002, p 23)

For several years the State Government has tried to transfer the building to Newcastle City Council under a Land Acquisition at nil compensation. Council has so far declined the offer due to the enormous repair costs involved. In 2001 the State Government transferred title to

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the former Sailors' Home and the land on which it stands to the Awabakal Aboriginal Land Council following a land claim lodged with the Department of Land and Water Conservation by that group. The Land Council was considering developing the property as an Aboriginal art gallery and bush tucker restaurant. It appears, however, that these plans have also failed to materialise and the property has remained vacant and neglected, since at least 2002. (Architectural Projects Pty Ltd, 2002, p 23; Newcastle Regional Library, Local Studies, Newspaper Cuttings file - 'Newcastle - Buildings - Coutts Sailors' Home')

Themes:	National Theme	State Theme	Local Theme
	3. Economy	Health	(none)
	4. Settlement	Accommodation (Housing)	Housing
	4. Settlement	Towns, suburbs and village	(none)
	4. Settlement	Utilities	(none)
	7. Governing	Welfare	(none)
	8. Culture	Leisure	(none)
	8. Culture	Social institutions	social institutions

Designer: George Brown

Maker / Builder: Robert Muirhead

Year Started: 1882 **Year Completed:** 1882 **Circa:** No

Physical Description: Exterior:

The 1882 Sailors' Home is a two-storey symmetrical building erected in the Victorian Italianate style. Walls are of brick construction with set plaster and cement rendering. The hipped roof is clad with corrugated asbestos, replacing the original galvanised iron. Eaves are close and feature ornate stone bracketing at the cornice level of the main wing. Paired moulded chimney stacks are located on the western wing. (Australian Heritage Database: www.environment.gov.au: 'Coutts Sailors Home (former)'; Architectural Projects Pty Ltd, 2002, p 27)

The north (Bond Street) facade comprises three bays with the main entrance through the central bay. The central bay is adorned by a modest parapet and is flanked by engaged piers. A verandah was added to the first floor facade in 1897 by the architect, Frederick Menkens. The verandah extends the full length of the north facade and is divided in five divisions by decorative cast iron columns and infilled at either end with light weight construction. The cast iron columns of this verandah, including those of the ground floor, remain intact, providing tangible evidence of the classical detailing afforded this residence. The two side bays of this verandah have been enclosed. The front door including a semi-circular fanlight is original. The windows are generally double-hung sash but have been covered over by boards. On either side of the original main wing new masonry rooms have

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been added at a lower height than the main entablature of the building. (Australian Heritage Database: www.environment.gov.au: 'Coutts Sailors Home (former)'; Architectural Projects Pty Ltd, 2002, p 27)

The east and west facade are similar. The original volume of the building has been enveloped in the 1897 verandah, room extension and wrap around verandah. The windows in this infill are smaller than the original. To the rear, the two storey wing shows evidence of the line of the original single storey. Where this wing has been extended at the first floor a new facade has been added which forms an awkward junction. (Architectural Projects Pty Ltd, 2002, p 27).

At the rear of the building (Scott Street) the site is dominated by the former Superintendent's Residence a two-storey rendered and painted brick building in Victorian Italianate style, designed by Menkens in 1897, extending southerly to Scott Street on the western side of the main building. This residence features a central projecting bay flanked by two symmetrical bays. Elongated windows with decorative masonry heads and sills adorn each facade surface on both storeys. The first floor balcony / verandah of this residence was removed in the 1950s during the site's conversion to Government offices. The columns from this verandah were used to form the supports for a new verandah along the eastern side of the west wing. (Adcock, Hilliard, Hoffman & Suters, 1958, p 4). The roof is clad with corrugated asbestos sheets and two corbelled chimneys exist.

To the east of the Superintendent's residence part of the rear of the Sailor's Home is visible, with various unsympathetic additions such as infilled balcony and a car port.

Interior:

(NB: The following description is based on the Heritage Study undertaken by Architectural Projects Pty Ltd in October 2002. No access to the interior of the buildings was possible during the present (2007) review).

The interior layout of the 1882 Sailors' Home is symmetrical with a central loaded corridor which provides access to a sequence of three rooms on each side. The first, a square room, was extended in 1897 to match the size of the adjacent two rooms. The corridor leads to a verandah which has been modified in the 1920s. The corridor provides access, via the enclosed verandah to two wings which were originally one storey. The upper level repeats a similar plan to the ground floor. The stairs are located at the end of the original corridor. (Architectural Projects Pty Ltd, 2002, p 27)

The interior plan of the Superintendent's Residence is asymmetrical with a corridor on the [west] at both floors providing access to a sequence of three rooms at both levels. The interior features a sequence of well proportioned spaces which are lit by high double hung windows. (Architectural Projects Pty Ltd, 2002, p 28)

Interior Finishes:

The interior of the former Sailors' Home retains much of the original planning, including the vestibule entrance, two former dining rooms and library. Many of the original partitioning walls remain. The skirting boards and internal doors are all original. The stair, originally providing access to the dormitories located on the first floor, is original. Many of the

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dormitory rooms remain intact. However, the buildings have been vandalised and much of the internal detail has been removed. (Architectural Projects Pty Ltd, 2002, p 28).

Physical Condition: The exterior of the building appears to be in poor condition, having been vacant and neglected for many years. Paintwork is peeling; timber deteriorating and the buildings have been subjected to graffiti and vandalism. The building's location in a high salt affected area adjacent to Newcastle Beach means that it is subject to constant weathering from windblown seaspray. This exposure combined with the lack of maintenance has led to its present deteriorated condition. (Architectural Projects Pty Ltd, 2002, p 28).

The last major work carried out on the building was in the late 1960s and early 1970s when the Department of Education occupied it. During this time the original set plaster walls were rendered in hard cement, other walls were veneer clad, verandahs were infilled and large areas of the building's original character were hidden by alterations. Maintenance work in recent years appears to have been limited to internal painting, with external painting confined to the Scott Street wing occupied by the Department of Family and Community Services. (Architectural Projects Pty Ltd, 2002, p 28)

The Draft Plan of Management 1996 identified signs of water damage and subsidence in some areas. The building suffers from falling and lateral damp due to roof deterioration and re-rendering of walls. Infilled verandahs suffer from dry rot and lack of maintenance. (Architectural Projects Pty Ltd, 2002, pp 28-29).

However, the Plan of Management concluded that 'despite the construction of unsympathetic accretions, the exterior of the houses are in reasonable condition and the buildings are significantly intact...basically sound and habitable. Most finishes are however in poor condition, and much of the repair work has used inappropriate finishes which should ideally be replaced. Basic facilities such as toilets and kitchens are functional although intrusive in appearance.' (Architectural Projects Pty Ltd, 2002, p 28)

In the years that the building was left vacant, it had been occupied by squatters, which led to further damage and deterioration.

Modification Dates: 1883 - 1897 - two wings added onto the south side, forming a three-sided rear court. This extension was originally a single storey. At a later stage another storey was added to these wings (date unknown).

1897 - Superintendent's Residence built.

1936-1938 - Sailors' Home converted to Sister Kenny Poliomyelitis Clinic.

1950 - Former Chapel converted to toilet block.

1950s - Adaptation of building for use as NSW Government offices

1960s-1970s - Modifications relating to use by Education Department. Original float and plaster walls rendered in hard cement; other walls veneer clad; verandahs infilled etc. Resulting in much of the original building's features being hidden.

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Recommended Management:

Management: Recommended Management Review a Conservation Management Plan (CMP)

Further Comments:

Criteria a) The former Coutts Sailors' Home is historically significant at a local, state and possibly national level primarily because it is associated with an important phase in Newcastle's and NSW's maritime history and reflects Newcastle's emergence in the late nineteenth century as a major national and international sea port. Together with other buildings nearby, including the adjacent residence at 90 Scott Street, former Berthing Master's residence, former Water Police cottages opposite, the Customs House and the C.H. & Earp Gillam Bond Store, it is part of a precinct in East Newcastle that has a long association with Newcastle's maritime past. The Sailors' Home also represents a broader international benevolent movement that developed in Britain from the 1860s that was concerned with sailors' welfare in British ports around the globe. The Sailors' Home is one of only two such institutions in NSW, the other established in Sydney in 1864. These institutions reflect the philosophies of a period in which shipping was the chief means of international trade and demonstrate the high regard in which seamen were held by society generally, as well as Newcastle's status as an international port. The Sailors' Home also reflects a combination of both private and state philanthropic efforts that made possible its establishment.

Part of the north western corner of the site on which the former Sailors' Home stands was part of the convict lumber yard that was a key convict work site from c. 1814 to 1850, reflecting another important phase in Newcastle's history - that of a penal settlement. Thus, the site as a whole is highly significant for its ability to demonstrate a number of historical phases and layers of use and occupation.

Criteria b) The site is chiefly significant for its association with Reverend James Coutts, Minister of St Andrews Presbyterian Church, whose philanthropy and concern for the condition of sailors visiting the port of Newcastle was instrumental in establishing the Sailors' Home, for whom it was named.

The Superintendent's residence built in 1897 is associated with renowned Newcastle architect, Frederick Menkens, who was responsible for several notable buildings in the region.

The site also has some association with Sister Elizabeth Kenny, functioning for a few years from the late 1930s as the Sister Kenny Poliomyelitis Clinic. Sister Kenny achieved international recognition for her revolutionary treatment of polio in the late 1930s and 1940s. Several such clinics were established across Australia and America, however, it is not clear to what extent Sister Kenny was directly involved in this clinic.

Criteria c) The former Sailors' Home and Superintendent's residence are architecturally significant as substantially intact examples of the Victorian Italianate style of the late nineteenth century. The building is one of the largest and most intact examples of this style in the east end of Newcastle. The building is particularly noted for its use of classical proportion. Despite ostensibly being in poor repair and having been unsympathetically modified, the building has

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the potential to reflect much of its original design and fabric if restoration were to be undertaken.

Criteria d) While no investigation of this aspect of the site's significance was possible within this review, it is unlikely that any identifiable 'community' of sailors now exists for which the former Sailors' Home would still hold particular significance, given that its use as a Sailors' Home had declined by the early twentieth century. However, the buildings have been utilised by various sections of the Newcastle community over the years and it is likely that the former Sailors' Home is valued by those who have had some association with it - including health care workers and patients, government employees and various community groups. The outrage expressed in the 1980s at the discovery that the former chapel had been converted to a lavatory, and demands for its re-instatement provides some indication that the site and its history are valued by the local community.

Criteria e) The site may have archaeological potential as the convict lumber yard, which operated from 1814 to c. 1850 extended beneath the north-west corner of the site. It therefore has the potential to reveal something of the area's penal history. The lumber yard is commemorated in an interpretive park on the adjoining allotment.

The buildings themselves have the potential to yield information relating to the original design philosophies, layout, construction methods and materials associated with the various phases of the building's history.

Criteria f) The former Sailors' Home is extremely rare as the only institution of its kind established outside Sydney and one of only two such institutions existing in NSW and possibly Australia.

Criteria g) The buildings are representative of the Victorian Italianate style of architecture and the Sailors' Home is one of the largest and most intact examples in this area of Newcastle.

Integrity / Intactness: In need of much repair and restoration

References:	Author	Title	Year
		Newcastle Regional Library, Local Studies: Newspaper Cuttings File - 'Newcastle - Buildings - Coutts Sailors' Home	
		Wikipedia entry: Sister_Elizabeth_Kenny	
		Australian Heritage Database: 'Coutts Sailors Home (former)'	1980
		State Heritage Register - 'Sailor's Home (former)' - Item 5053192	
	Adcock, Hilliard, Hoffman & Suters	Coutts Sailors Home (Stage IV Newcastle College)	1958
	Architectural Projects Pty Ltd	Heritage Assessment Conservation Plan for Newcastle Former Coutts Sailor's Home	1998
	Architectural Projects Pty Ltd	Conservation Management Plan for Newcastle Former Coutts Sailor's Home	2002
	Dowd, B. T.	'The Sailors' Home, Newcastle' in Royal Australian Historical Society Journal, Vol. 32.	1946
	Minnesota Historical Society	Sister Elizabeth Kenny	

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Studies:	Author	Title	Number	Year
	Unknown	Newcastle Heritage Study	153	1990
	Sue Rosen and Associates Heritage Assessment And History (HAAH)	Review of Items of Potential State Significance in the Newcastle City Area		2008

Parcels:	Parcel Code	LotNumber	Section	Plan Code	Plan Number
	LOT	3211		DP	722246

Latitude:

Longitude:

Location validity:

Spatial Accuracy:

Map Name:

Map Scale:

AMG Zone:

Easting:

Northing:

Listings:	Name:	Title:	Number:	Date:
	Heritage Act - Permanent Conservation Order - former		153	
	Local Environmental Plan			8/08/2003
	Public Works Department - Former register		000651	
	Heritage study			
	National Trust of Australia register			
	Register of the National Estate			

Custom Field One: 1883/97

Custom Field Two: 30/09/88

Custom Field Three:

Custom Field Four:

Custom Field Five:

Custom Field Six:

Data Entry: Date First Entered: 11/08/1998 Date Updated: 21/05/2008 Status: Completed

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Image/s:



Caption: Bond Street facade

Copyright:

Image by: Rosemary Kerr

Image Date: 18/12/2007

Image Number:

Image Path:

Image File: 2170153b3.jpg

Thumb Nail Path:

Thumb Nail File: t3_2170153.jpg

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Image/s:



Caption: Looking south-east showing part of western elevation

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Image Number:

Image Path:

Image File: 2170153b4.jpg

Thumb Nail Path:

Thumb Nail File: t4_2170153.jpg

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Newcastle Heritage Inventory

State Heritage Inventory

SHI Number
2170153
Study Number
153

Item Name: **Coutts Sailor Home (Former)**

Location: **88 Scott Street (Rear), Newcastle [Newcastle City]**

Image/s:



Caption: Western elevation including extended wing - pre 1897. This extension was originally single-storey.

Copyright:

Image by: Rosemary Kerr

Image Date: 18/12/2007

Image Number:

Image Path:

Image File: 2170153b5.jpg

Thumb Nail Path:

Thumb Nail File: t5_2170153.jpg

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Newcastle Heritage Inventory

State Heritage Inventory

SHI Number
2170153
Study Number
153

Item Name: **Coutts Sailor Home (Former)**

Location: **88 Scott Street (Rear), Newcastle [Newcastle City]**

Image/s:



Caption: Scott Street (southern) elevation - rear of main building with Superintendent's residence to west.

Copyright:

Image by: Rosemary Kerr

Image Date: 18/12/2007

Image Number:

Image Path:

Image File: 2170153b6.jpg

Thumb Nail Path:

Thumb Nail File: t6_2170153.jpg

Newcastle Heritage Inventory

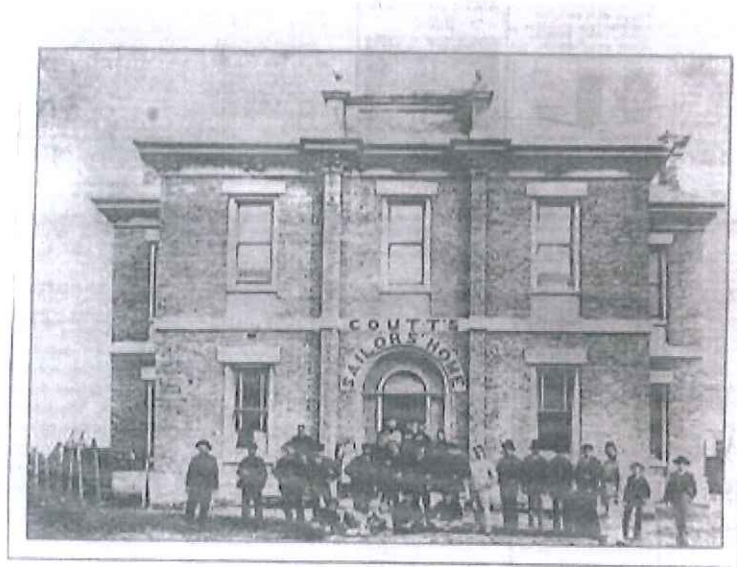
State Heritage Inventory

SHI Number
2170153
Study Number
153

Item Name: **Coutts Sailor Home (Former)**

Location: **88 Scott Street (Rear), Newcastle [Newcastle City]**

Image/s:



Caption: Coutts Sailors' Home shortly after its opening in 1883. [Source: Newcastle Regional Library Local Studies Collection - Newspaper Cuttings File: 'Newcastle - Buildings - Coutts Sailors Home']

Copyright:

Image by:

Image Date: 31/12/1883

Image Number:

Image Path:

Image File: 2170153b8.jpg

Thumb Nail Path:

Thumb Nail File: t8_2170153.jpg

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Newcastle Heritage Inventory

State Heritage Inventory

SHI Number
2170153
Study Number
153

Item Name: **Coutts Sailor Home (Former)**

Location: **88 Scott Street (Rear), Newcastle [Newcastle City]**

Image/s:



Caption: Superintendent's residence, designed by Frederick Menkens 1897

Copyright:

Image by: Rosemary Kerr

Image Date: 18/12/2007

Image Number:

Image Path:

Image File: 2170153b7.jpg

Thumb Nail Path:

Thumb Nail File: t7_2170153.jpg

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Newcastle Heritage Inventory

State Heritage Inventory

SHI Number

2171845

Study Number

74

Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Address: 430 Hunter Street

Suburb / Nearest Town: Newcastle 2300

Local Govt Area: Newcastle City

State: NSW

DUAP Region: Hunter & Central Coast

Historic region: Lower Hunter

Parish:

County:

Address: Auckland St / Worth Place

Suburb / Nearest Town: Newcastle 2300

Local Govt Area: Newcastle City

State: NSW

DUAP Region: Hunter & Central Coast

Historic region: Lower Hunter

Parish:

County:

Address: Great Northern Railway

Suburb / Nearest Town: Newcastle 2300

Local Govt Area: Newcastle City

State: NSW

DUAP Region: Hunter & Central Coast

Historic region: Lower Hunter

Parish: Newcastle

County: Northumberland

Other/Former Names:

Area/Group/Complex: (includes adjacent railway land)

Group ID:

Aboriginal Area: Awabakal

Curtilage/Boundary: A minimum curtilage of 5 metres around the outside of the circle formed by the exterior of the turntable (see excavation diagram 1994) is suggested.

Item Type: Archaeological-Terrest **Group:** Transport - Rail **Category:** Railway Turntable

Owner: Railway Services Authority

Admin Codes:

Code 2:

Code 3: Archaeological

Current Use:

Former Uses: Railway turntable

Assessed Significance: State

Endorsed Significance:

Statement of Significance: The Honeysuckle Point railway turntable is of state significance for its rarity as one of the oldest known railway relics in the state, and possibly Australia. It is of high historical significance as an element of the Great Northern Railway and its history is related to the operation of that railway between Newcastle and Maitland and to the rail network that developed in Newcastle from the 1850s to the late nineteenth century, associated with coal transport. It is thus associated with a highly significant phase in the economic and transport history of Newcastle, NSW and Australia - the Great Northern Railway being the first major extension of the railways into regional NSW due to the economic importance of the Hunter region. The turntable is also historically and spatially related to the nearby state heritage

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Newcastle Heritage Inventory

State Heritage Inventory

SHI Number

2170153

Study Number

153

Item Name: **Coutts Sailor Home (Former)**

Location: **88 Scott Street (Rear), Newcastle [Newcastle City]**

Image/s:



SAILORS' HOME.

Caption: Coutts Sailors' Home c. 1895 showing original single storey extension to the south of the western wing. [Source: Newcastle Regional Library Local Studies Collection - Newspaper Cuttings File: 'Newcastle - Buildings - Coutts Sailors Home']

Copyright:

Image by:

Image Date: 31/12/1895

Image Number:

Image Path:

Image File: 2170153b9.jpg

Thumb Nail Path:

Thumb Nail File: t9_2170153.jpg

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Newcastle Heritage Inventory

State Heritage Inventory

SHI Number

2171845

Study Number

74

Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

listed Honeysuckle Railway Workshops, established from 1856 and which, for a time were the second largest railway workshops in the state. The site is of high research potential as, in conjunction with the Honeysuckle Railway Workshops, it has the capacity to yield information about the operation of the early railways, particularly as regards manoeuvring rolling stock between the main railway line, yards and workshops in this area.

Historical Notes or Provenance: The Honeysuckle Point railway turntable is a component of the Great Northern Railway line which extends from Sydney to Wallangarra, north of Tenterfield, NSW. Honeysuckle Point was first alienated around 1840 when trustees on behalf of Anglican Bishop Broughton purchased 38 acres for the erection of a church and school. 'The Bishop's Settlement' was subdivided between 1848 and 1852 and the area occupied by residential and commercial premises, including shipbuilding yards and industrial plants (SHR: Civic Railway Workshops: Item 5044977).

The 1850s heralded the beginnings of the railway age in Australia and in October 1853, a group of businessmen led by W. C. Wentworth and others involved in the Sydney Railway Company (founded in 1852) formed the Hunter Valley Railway Company to build a line from the port of Newcastle, inland to Maitland. Even at that time, they recognised that the Hunter Valley district was one of the most productive and important in the colony by virtue of its agricultural, pastoral and mineral wealth. With its growing agricultural and mining population, extensive coalfields and the potential for industrial development, the founders of the Company anticipated that a railway line with a terminus in Maitland and Newcastle would command 'the whole trade of the northern districts and would soon supersede the small coasting vessels' (Gunn, 1989, 32-33). Honeysuckle Point was chosen as the eastern terminus for the railway.

The first stage of the Great Northern Railway, between Newcastle and East Maitland, was begun in 1854, though the Hunter Valley Railway Company was taken over by the government by 1855 due to its poor financial situation. Two 36 foot diameter turntables and ten 14 foot turntables were ordered, along with rolling stock, from Glower (or Glover) & Co. in England on 17 August 1855, mainly for use on the Great Northern Railway. In 1857 a 32 foot turntable was one of the first items of equipment installed at Honeysuckle Point so that locomotives arriving from Maitland could be reversed to face the right way for the return journey. The turntable operated as follows: a locomotive would be driven onto the turntable rails and stopped there. The table would be slowly rotated to align with another set of yard rails or turned 180 degrees to realign with the same set of rails but with the loco facing in the opposite direction. The table would be locked to keep the rails aligned and the locomotive driven off. This turntable was probably rotated manually, though some later turntables elsewhere were steam or electric powered. (Doring Pty Ltd., 1990, 476, 478).

The railway line was opened by Governor Sir William Denison on 30 March 1857. That afternoon at the terminus at East Maitland 1,500 people gathered to try to take advantage of the free rides on the new train and to see His Excellency set off for Honeysuckle Point Station at Newcastle. Their interest and excitement was indication of the importance of the occasion. As the railway was gradually extended through the Hunter Valley and into northern New South Wales, taking 25 years to reach Tamworth, Newcastle served as the port of an expanding region. Simultaneously, private railways, linked to the Great Northern Railway, facilitated the transport of coal to the port, permitting the opening of new mines at Minmi,

State Heritage Inventory

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Newcastle Heritage Inventory

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SHI Number

2171845

Study Number

74

Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Wallsend, Lambton, and Waratah within a decade, thereby laying the foundations of Newcastle's key role in the Australian economy. By 1891 Newcastle had assumed pre-eminence as a maritime port and regional capital (Suters Architects, 2007, 5; Marsden, 1999, 20).

The Great Northern Railway operated as a separate system until the opening of the Sydney-Newcastle line in the 1880s, hence it required its own maintenance facilities. Between 1856 and 1895 railway workshops opened at Honeysuckle Point and included a loco shed, carriage repair shed, carriage painting shop, machine shop and blacksmith's shop. The workshops' construction was associated with separation of the Great Northern railway lines from the main system from 1857 to 1889 and in recognition of the exclusive facilities and rolling stock required to handle coal traffic. As Honeysuckle was the first terminus on the line, it also provided goods yard facilities. Honeysuckle was developed as the central workshop for the Great Northern Railway and became the second-largest railway workshops in NSW (after Eveleigh) - a position held for over forty years. Honeysuckle functioned as a terminal railway servicing centre until 1891 when the Hamilton Locomotive Workshops opened and took on some of that work; however the Honeysuckle shops continued to function as locomotive, wagon and permanent way workshops. When the Cardiff railway workshops opened in 1928 the Honeysuckle workshops were used as storage and motor vehicle servicing centre. The workshop site continued to expand, with further facilities constructed until 1952 when operations were gradually transferred to the Chullora Railway Workshops in Sydney. The Honeysuckle workshops (later known as Civic Railway Workshops) closed c. 1990, having been an integral part of the operations of the GNR for almost 140 years. (SHR: Civic Railway Workshops: Item 5044977; Newcastle City Wide Heritage Study, Vol. 1, April 1997, 2/21; Suters Architects, Newcastle Archaeological Management Plan Vol. 2, 1997, Item 1033; Turner, Hunter History Consultants, 1994, 68-69).

It is not known how long the Honeysuckle Point turntable remained in use. While it would have been suitable for the size of locomotive engines used in the 1850s, the later engines would have soon outgrown it. If the turntable remained in use until 1895, when it is still shown on a Newcastle City Survey plan, it is possible that the radius of the pit had been enlarged and a larger table installed. However, it is more likely that the turntable went out of service long before 1895 but remained in situ until the land was required for other purposes. Sometime between 1895 and 1905 the table of the turntable was removed, the pit filled over and a Per Way shed built over it (Doring Pty Ltd, 1990, 476, 479).

The turntable is associated with the earliest history and operation of the Great Northern Railway and the Honeysuckle Point Railway Workshops, both of which contributed to and reflected the development of Newcastle as a regional capital, major port and centre of industrial activity. The pit still exists and is regarded by railway heritage experts such as David Sheedy as the oldest surviving railway relic of its kind in NSW. Railway turntables existed at loco depots, of which few remain today. While it is possible that a turntable exists at Maitland it is at least a few years younger than that at Honeysuckle and has been buried under a carpark. While other turntables survive - for example, Hamilton (1875) and Broadmeadow, there are few remaining in NSW and all were built after the Honeysuckle turntable. (Personal communication, David Sheedy, 2 October 2007)

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Newcastle Heritage Inventory

State Heritage Inventory

SHI Number

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Study Number

74

Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Themes:	National Theme	State Theme	Local Theme
	3. Economy	Technology	(none)
	3. Economy	Transport	railways
	4. Settlement	Utilities	(none)
	5. Working	Labour	(none)

Designer:

Maker / Builder: Glover & Co. (England)

Year Started: 1857 **Year Completed:** 1857 **Circa:** No

Physical Description: The physical remains of the railway turntable are under the present ground surface and comprise a shallow circular pit of 10-12m in diameter, surrounded by a low stone ring wall. At the centre of the turntable, excavation in 1994 revealed a circular solid surface with six 25mm bolts set into a concrete base on a pitch circle diameter of 1220mm.

At present, the area under which the turntable is located is enclosed in a rectangular fenced area near the carpark within the Honeysuckle and wharf precinct, near the railway line, just east of Worth Place. Evidence of excavation of the turntable is present within the fenced area.

The turntable originally would have comprised an iron beam (like a bridge span) pivoted to turn 360 degrees within a circular brick lined pit about 10 metres in diameter. Rails on top of the rotating beam could be lined up with other sets of rails radiating into the yard. A loco would run onto the turntable from one set of yard rails, then the turntable would be swung manually to direct the loco into another set of yard rails, or turned 180 degrees to send the loco back onto the first set of rails but facing the opposite direction (Suters Architects, Newcastle Archaeological Management Plan Vol. 2, 1997, Item 1034)

Physical Condition: Moderate Disturbance. Brick lined circular pit survives in good condition.

Some old nineteenth century double-head rails have also been found elsewhere in Honeysuckle railway yards. (Suters Architects, Newcastle Archaeological Management Plan Vol. 2, 1997, Item 1034)

Modification Dates: Iron turntable beam was removed long ago. Circular masonry pit filled and buried c. 1905. It was partly excavated pre 1997 by P. Fenwick then reburied.

Recommended Management: Conservation Plan. Any developmentwork near the site would require supervision by an archaeologist.

Management:

State Heritage Inventory

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Full Report with Images

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Newcastle Heritage Inventory

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SHI Number

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Study Number

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Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Further Comments: Conserve and eventually expose pit. Monitor yard for rails and conserve old rails.

Criteria a) The turntable is historically significant at a state level as possibly the most substantial, if not the only, surviving element of the original 1857 Great Northern Railway. As one of the first items of equipment installed at Honeysuckle Point, and possibly remaining in use until the 1890s, it formed a significant component of the infrastructure associated with the history and operation of both the Great North Railway itself and other coal industry related rail transport as well as the nearby Honeysuckle Point (Civic) railway workshops, which are themselves of State significance (SHR No. 5044977).

The site is significant for its association with the Great Northern Railway and with the coal industry from the mid to late nineteenth century, both of which are closely connected with Newcastle's development and significance as a regional capital and represent highly significant phases in the transport and economic history of NSW.

Criteria b) The turntable is historically and specially associated with the Honeysuckle Railway workshop group, at one time the second largest railway workshops in the state and listed as a group item on the State Heritage Register (No. 5044977).

Criteria c) Within the limited research carried out for this review, the turntable was not found to be of significance under this criterion.

Criteria d) Within the limited research carried out for this review, the turntable was not found to be of significance under this criterion.

Criteria e) The surviving remains of the turntable, if excavated, have the potential to yield information relating to the early railways of NSW. In particular, in conjunction with the Honeysuckle Railway workshops, it has the capacity to yield information about the process of manoeuvring of rolling stock between the main railway line, yards and workshops in this area.

Criteria f) The turntable is rare at a state and possibly national level as potentially the earliest known surviving railway relic in Australia.

Criteria g) Within the limited research carried out for this review, the turntable was not found to be of significance under this criterion.

Integrity / Intactness: Moderate

References:	Author	Title	Year
	Brown, Murray	State Heritage Icons Project - Nomination Form - Railway Turntable, Honeysuckle Point	2004
	Fenwick, Peter	Honeysuckle Point Locomotive Turntable Excavation Report	1994
	Gunn, John	Along Parallel Lines: A History of the Railways of New South Wales	1989
	Marsden, Susan	"Newcastle's Waterfront", Historic Environment Vol. 14, No. 3	1999
	Suters Architects	Newcastle City Wide Heritage Study Thematic History Update	2007

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SHI Number

2171845

Study Number

74

Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Turner, Dr J W & Hunter History Consultants Honeysuckle Historical Study 1994

Turner, John A Pictorial History of Newcastle 1997

Studies:	Author	Title	Number	Year
	C & M J Doring Pty Ltd	Honeysuckle Point Heritage Study Volume 2	74	1990
	Suters, Lavelle, Doring, Turner	Newcastle Archaeological Management Plan	1034	1997
	Sue Rosen and Associates Heritage Assessment And History (HAAH)	Review of Items of Potential State Significance in the Newcastle City Area		2008
	Suters Architects Snell	Newcastle City Wide Heritage Study		1996

Parcels:	Parcel Code	LotNumber	Section	Plan Code	Plan Number
	LOT	2		DP	856783

Latitude:

Longitude:

Location validity:

Spatial Accuracy:

Map Name:

Map Scale:

AMG Zone:

Easting:

Northing:

Listings:	Name:	Title:	Number:	Date:
	Heritage study			

Custom Field One: 1857

Custom Field Two:

Custom Field Three:

Custom Field Four: Under threat from proposed rearrangement of the Honeysuckle/Civic railway station.

Custom Field Five:

Custom Field Six:

Data Entry: Date First Entered: 17/05/1999 Date Updated: 24/07/2008 Status: Completed

State Heritage Inventory

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2171845

Study Number

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Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Image/s:



Caption: Site of Honeysuckle Point Railway Turntable below ground within fenced area.

Copyright:

Image by: Emma Dortins

Image Date: 19/10/2007

Image Number: 1

Image Path:

Image File: 2171845b1.jpg

Thumb Nail Path:

Thumb Nail File: t_2171845b1.jpg

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Study Number

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Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Image/s:



Caption: Site of Honeysuckle Point Railway Turntable below ground within fenced area. Some disturbance from previous excavation is visible. Lee Wharf building C visible in distance.

Copyright:

Image by: Emma Dortins

Image Date: 10/09/2007

Image Number: 2

Image Path:

Image File: 2171845b2.jpg

Thumb Nail Path:

Thumb Nail File: t_2171845b2.jpg

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Study Number

74

Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Image/s:



Caption: Site of Honeysuckle Point Railway Turntable below ground within fenced area. - looking south-east.

Copyright:

Image by: Rosemary Kerr

Image Date: 10/09/2007

Image Number: 3

Image Path:

Image File: 2171845b3.jpg

Thumb Nail Path:

Thumb Nail File: t_2171845b3.jpg

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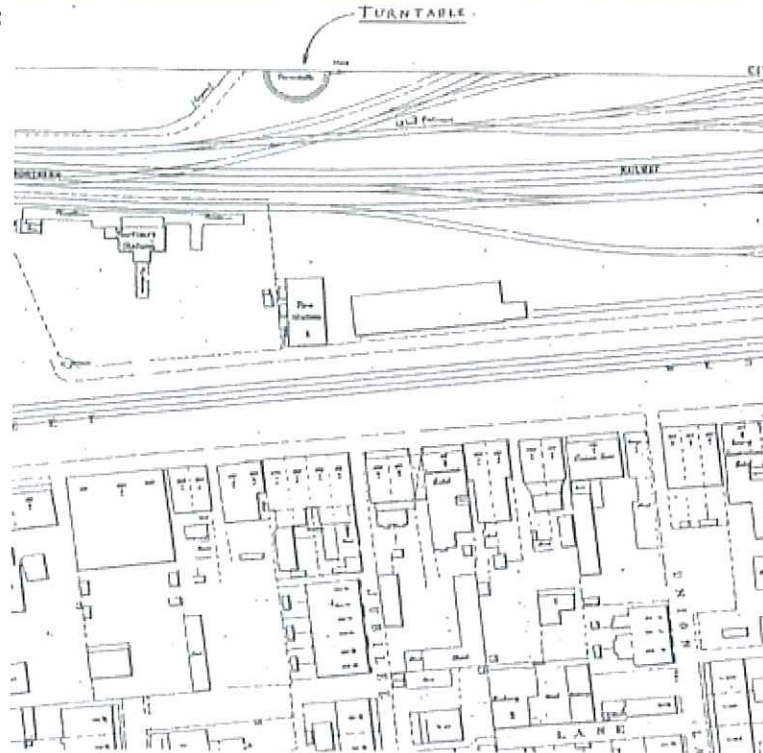
Study Number

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Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Image/s:



Caption: Part of City of Newcastle Survey Plan 1895 showing location of the turntable.
(Reproduced in C & MJ Doring, Honeysuckle Pt. Heritage Study, 1990, p 482)

Copyright:

Image by:

Image Date: 5/05/1895

Image Number: 4

Image Path:

Image File: 2171845b4.jpg

Thumb Nail Path:

Thumb Nail File: t_2171845b4.jpg

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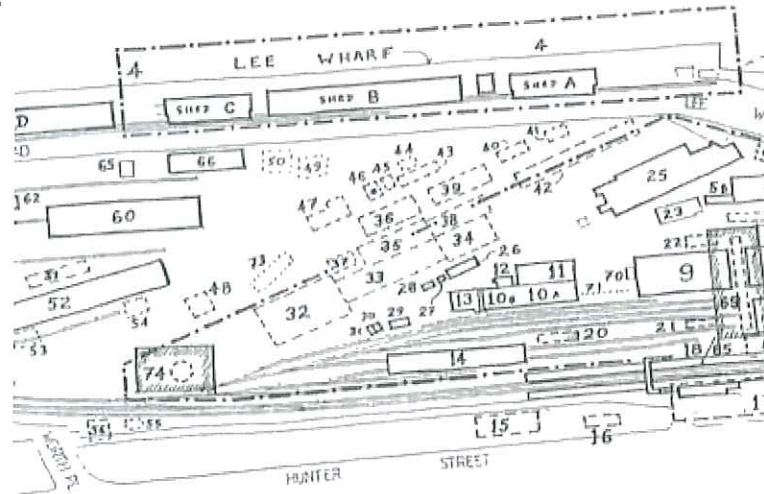
Study Number

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Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Image/s:



HONEYSUCKLE POINT HERITAGE STUDY - KEY SITE PLAN

EXISTING BUILDING



REMOVED BUILDING



PROPOSED CURTILAGE



I.A. Item No. 74 & 69

A MJ Doring Pty Ltd (Adapted from Suters Site Plan)

Caption: Site Plan showing location of turntable (Item 74) - C & MJ Doring, Honeysuckle Point Heritage Study, 1990, p 481.

Copyright:

Image by: C & MJ Doring

Image Date:

Image Number: 5

Image Path:

Image File: 2171845b5.jpg

Thumb Nail Path:

Thumb Nail File: t_2171845b5.jpg

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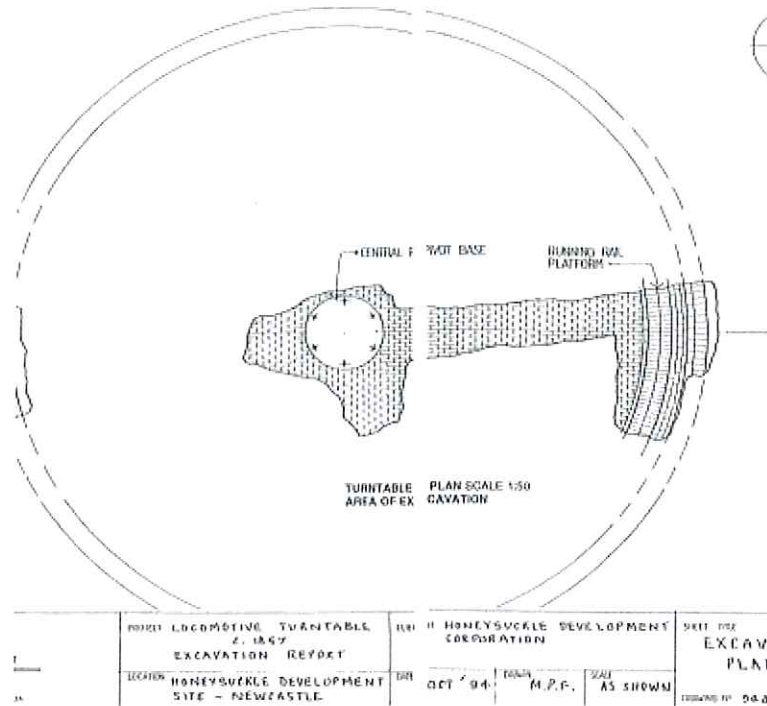
Study Number

74

Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Image/s:



Caption: Excavation diagram - 1994

Copyright:

Image by: Peter Fenwick

Image Date: 31/10/1994

Image Number: 6

Image Path:

Image File: 2171845b6.jpg

Thumb Nail Path:

Thumb Nail File: t_2171845b6.jpg

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2171845

Study Number

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Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Image/s:



Caption: Northern wall of turntable pit exposed during excavation by Peter Fenwick, 1994.

Copyright:

Image by: Peter Fenwick

Image Date: 16/11/1994

Image Number: 7

Image Path:

Image File: 2171845b7.jpg

Thumb Nail Path:

Thumb Nail File: t_2171845b7.jpg

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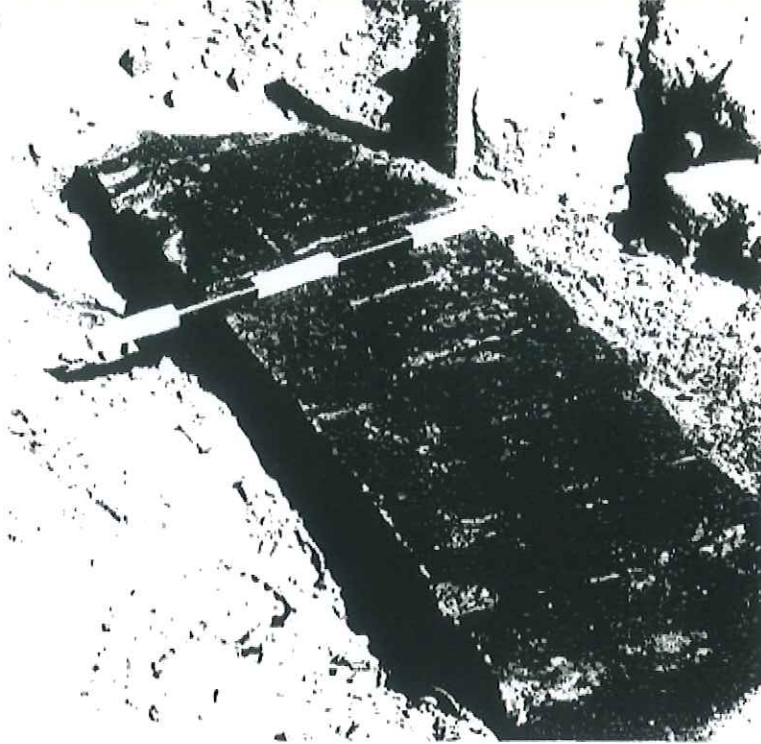
Study Number

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Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Image/s:



Caption: Top of northern side wall exposed during excavation by Peter Fenwick, 1994.

Copyright:

Image by: Peter Fenwick

Image Date: 16/11/1994

Image Number: 8

Image Path:

Image File: 2171845b8.jpg

Thumb Nail Path:

Thumb Nail File: t_2171845b8.jpg

Newcastle Heritage Inventory

State Heritage Inventory

SHI Number

2171845

Study Number

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Item Name: **Honeysuckle Point Railway Turntable**

Location: **430 Hunter Street, Newcastle [Newcastle City]**

Image/s:



Caption: Excavation backfilled with washed dry sand. Note proximity of Northern Railway Line.

Copyright:

Image by: Peter Fenwick

Image Date: 16/11/1994

Image Number: 9

Image Path:

Image File: 2171845b9.jpg

Thumb Nail Path:

Thumb Nail File: t_2171845b9.jpg

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Newcastle Heritage Inventory

State Heritage Inventory

SHI Number

2170005

Study Number

5

Item Name: **Hydraulic Power Station**

Location: **106 Bourke Street, Carrington [Newcastle City]**

Address: 106 Bourke Street

DUAP Region: Hunter & Central Coast

Suburb / Nearest Town: Carrington 2294

Historic region: Lower Hunter

Local Govt Area: Newcastle City

Parish:

State: NSW

County:

Other/Former Names: Carrington Hydraulic Engine House

Area/Group/Complex:

Group ID:

Aboriginal Area:

Curtilage/Boundary: An extended curtilage following the suggestion made in the Dept Commerce CMP, 2005 is recommended. Please see image No. 10

Item Type: Area/Complex/Group Group: Utilities - Electricity Category: Electricity Generator/P

Owner: State Government

Admin Codes: LEP

Code 2:

Code 3:

Current Use: Used for storage

Former Uses: Hydraulic Power House

Assessed Significance: **State**

Endorsed Significance:

Statement of Significance: The Power Station is of great historic, associative and aesthetic significance for the State of NSW, as a standing structure of great architectural quality, which was constructed to house machinery for the State's first large scale hydraulic power system. The Power Station represents an important landmark in energy technology in NSW, and demonstrates the employment of state of the art technology at Newcastle port, the State's largest coal loading facility for much of the last 150 years. The Power Station has a strong association with E O Moriarty, eminent Australian Engineer, as an integral component in the world class port facility he designed and implemented at Newcastle from 1855, his first major project in the colony. The Power Station is also significant through its association with England's Sir William George Armstrong, the father of modern hydraulic power, whose company supplied the hydraulic machinery for the Carrington system. Despite its utilitarian function, the building was designed with an imposing classical facade, which forms a local architectural landmark. Its architecture represented the excellence and permanence of the Bullock Island scheme as a port facility with economic importance to the State. Although the machinery has been removed from the inside of the Power House, its exterior design, the interior spaces and remaining features, the archaeological remnants of the hydraulic system on the site, as well as its relationship with the with the crane base relics, located on the nearby Dyke (SHI 2171247), provide rare evidence of this phase of energy technology in NSW.

Historical Notes or Provenance: The Carrington Hydraulic Power Station was the first large scale hydraulic power system to be established in Australia. This cutting edge late nineteenth century technology was introduced to operate a crane system for loading coal onto ships in Newcastle Harbour. The northern coal fields, of which Newcastle was the port, accounted for about 70 per cent of all

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coal production in New South Wales between 1880 and 1930. (Docherty, 1983, p. 8) That this highly expensive technology first appeared in Australia at Newcastle in the shape of the Carrington Hydraulic Power Station and its system of cranes demonstrates the acknowledged importance of Newcastle harbour in the State's economy at that time.

Newcastle harbour consists of the estuarine mouth of the Hunter River and is naturally shallow, vulnerable to silting and originally had an entrance that could be dangerous to shipping. The harbour has undergone constant improvements, and expensive dredging and deepening works since the mid nineteenth century, but the value of the coal exports and subsequent heavy industry has ensured that these expensive works have been financed and have remained viable into the twenty-first century. (Docherty, 1983, p. 2) Coal loading at Newcastle has been through a number of phases. The earliest method of loading coal at Newcastle, using convict labour, was 'from baskets to bullock carts, from bullock carts to the wharf, from wharf to the pier, from pier to lighter and from lighter to ship.' This was inefficient, and the intensive handling involved often reduced the coal to dust by the time it reached Sydney. The Australian Agricultural Company, entering the mining industry in 1831 introduced an inclined plane carrying coal wagons from the Company's mine on the hill above the town to a wharf on the harbour front. By the 1850s coal was transported by rail to loading staithes on the foreshore to the west of the town. Smaller vessels, however, continued to be loaded by wheelbarrow, and in the late 1850s, larger vessels needed to be moored in deeper water, with coal again transferred via lighters. Queens Wharf (later Kings Wharf) was constructed in 1858-1860 along the southern foreshore at the eastern end of the harbour, in the area west of Watt Street. Steam cranes came into use at this wharf. The first cranes were owned and run by the Newcastle Wallsend Coal Company, and could be used by other companies when they were free. But they performed badly, and disputes over their use created disharmony on the waterfront. They were replaced by eight Government steam cranes, supplemented by additional staithes in 1869. But the loading and wharf facilities continued to be inadequate for the thriving coal and shipping trade at Newcastle. Additionally, the location of the loading facilities on the foreshore adjacent to the town impeded other mercantile activities requiring access to port, and spread coal dust over the town when the wind blew from a certain direction. Plans were already afoot, however, for improvement of the northern side of the harbour. (Department of Commerce, 2005: 3.2, 3.5)

In 1854 civil engineer J Woolston Ellis proposed the creation of a large stretch of wharfage on the northern side of the harbour. The plan was developed and implemented by E O Moriarty, of the NSW Steam Navigation Board appointed as engineer in charge of Hunter River Improvements in 1855. Bullock Island, the present Carrington, was selected by as a site for a modern railway and shipping facility to service this growing export coal trade. The ambitious conversion of this marshy island into a loading facility suitable for modern shipping was begun in 1861 under Moriarty's supervision, with the construction of a long stone dyke, using ship's ballast, along a sandbank extending south from Bullock Island. Work proceeded slowly, but by the early 1970s The Dyke was in place, and the shipping channel, as Moriarty had predicted, began to be widened and deepened by the force of the river's ebb current as channelled by the dyke. Now it remained to provide The Dyke with suitable loading facilities. (Hunter Design, n/d, p. 7; Department of Commerce, 2005: 3.4 - 3.5)

The world famous Armstrong Hydraulic Machinery Factory at Elswick, UK, was commissioned in 1874 to design a hydraulic crane system for the site. Modern hydraulic

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power was pioneered in the 1850s by Sir William Armstrong at a railway ferry station in England. He invented the accumulator, a cast iron cylinder fitted with a loaded plunger, which gave pressure to water injected by the engine without the need for an elevated reservoir, and gave much greater pressure than this previous system. The power produced was particularly well adapted for cranes, hoists and lifts, the turning of capstans and opening and shutting dock gates. In selecting hydraulic power for the Bullock Island facility, Moriarty was choosing the state of the art technology of the period. (Hunter Design, n/d, p. 8) The documents detailing the decision making process which lead to the selection of a hydraulically powered loading system for Newcastle have not been located, and may have been lost in the Garden Palace fire of 1882. At the same time that the Newcastle facilities were being planned, Norman Selfe, a Sydney engineer, was undertaking an enquiry into the improvement of Sydney's Circular Quay facilities. He recommended the adoption of hydraulic cranes, which had not previously been used in NSW, and had obtained a number of fee proposals from eminent British firms. The Government did not take up his suggestions for Circular Quay, but Selfe later claimed that it was his research that led to the adoption of a hydraulic system at Newcastle. (Department of Commerce, 2005: 3.6)

The Carrington hydraulic system was the first large scale application of hydraulic power in Australia. P. Johns and Co manufactured its first hydraulic lift in Melbourne in 1877, and proceeded to construct a smaller-scale hydraulic power engine for the lifts and presses in the Goldsbrough wool store soon afterwards. In Sydney, the adoption of hydraulic power was set back more than a decade after Selfe's proposal. The Sydney and Suburban Hydraulic Power Company was established in 1889, and by means of a pressurised mains system it supplied most of the city's power needs from 1890 until the coming of electricity, powering hydraulic engines, lifts (including passenger lifts in multi storey buildings), wool presses, cranes and bank doors in the city and inner suburbs, from a power house at Ultimo. The power house survives as the Pumphouse Tavern, with the building substantially intact, and some of the equipment surviving in situ. (Balint, Howells and Smyth, 1982, pp. 125-32; Pumphouse website, Department of Commerce, 2005: 3.6) That this highly expensive technology first appeared in Australia at Newcastle in the shape of the Carrington Hydraulic Power Station and its system of cranes demonstrates the acknowledged importance of Newcastle harbour in the State's economy at that time.

In preparation for the arrival of the hydraulic cranes ordered from England, eighteen sections of timber wharf were constructed, each 300 feet apart along the mile and a half long frontage of The Dyke. The contract for building foundations for the cranes was awarded to Mort's Dock and Engineering Company, Sydney. A branch line was under construction linking the Great Northern Line to Bullock Island, to facilitate transport of coal to the wharf facilities, as well as a bridge linking the island to the mainland. (Department of Commerce, 2005: 3.7) The main series of records pertaining to the construction of the Hydraulic Power Station appear to have been destroyed in the Garden Palace fire of 1882, but some documentation and plans for the cranes and for later extensions to the building survive. It appears that both the Harbours and Rivers Branch of the Public Works Department, and the office of the Government Architect were involved in the construction of the Carrington Power Station. The design of the building was governed by the nature of the machinery which it was to house. The building comprised an engine room, housing two engines; boiler room; two accumulator towers of 17 metres in height; and a 22 metre chimney stack. The New South Wales Parliamentary Papers of 1877 refer to the expenditure of 20,000 pounds for

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'Newcastle wharf, cranes, hydraulic engine house &c.' (Department of Commerce, 2005: 3.6 - 3.7) Despite its utilitarian function, however, the aesthetic aspect of its design was by no means neglected. The exterior design was probably supplied by the Government Architect, James Barnett and his staff, but may have been designed in England, bearing a strong resemblance to the Glasgow (1877) and Swansea (1901) hydraulic engine houses. The tender for construction of the Power Station was awarded to Jennings and Company of Sydney, who were also building the Newcastle Customs House at the time. The materials and craftsmen employed on the Power Station are believed to be the same as those employed in the construction of Customs House. White sandstone (although it now appears grey) was imported from Sydney, and the yellow bricks were supplied by a local manufacturer, Bowtell's Merewether Brickworks. The operation of the hydraulic engines required a continuous supply of fresh, clean water, and a reservoir was constructed at Hamilton junction, drawing water from a nearby swamp and filtering it, before pumping it through a pipe to the hydraulic engine house. The hydraulic circuit was a closed system conveying pressurised water to each crane in pipes suspended beneath the timber wharf, and then returning it to the engine house. (Hunter Design, n/d, p. 10; Department of Commerce, 2005: 3.8 - 3.10)

The Newcastle Morning Herald (7 November 1877) reported on the project when the Power Station was almost completed, and waxed lyrical about the appearance of the Power Station, 'It is a magnificent structure of solid sandstone masonry, being built of white glistening sandstone blocks, beautifully dressed...' The Herald also showed great pride in the standard of the facility, feeling that 'As a specimen of Hydraulic Engineering, there are probably no harbour works in the world that will excel these for completeness, extent and power'. (Hunter Design, n/d, pp.8-9)

The Power House was designed to provide power to four static cranes located on the Dyke wharves. The cranes were tested in February 1878, each lifting 18 tons of coal. The first hydraulically loaded cargo left the port on 19th March 1878. The Town and Country Journal in March 1879 described the cranes as 'the chief glory of Newcastle', and emphasised the ease and silence accompanying their awesome feats of strength: 'These beautiful pieces of mechanism...represent the last achievements of mechanical science in hydraulic machinery. They are all worked by hydraulic pressure produced by one pair of engines, and they could be manipulated by a child'. The article also admired the safety devices which would release the pressure of the water if not needed by the cranes. (Department of Commerce, 2005: 3.12)

From its construction into the early decades of the twentieth century, the Power House drove an ever increasing number of cranes and other mechanical equipment at the thriving port facility. The building had been designed to allow for future expansion, and this indeed occurred. In 1879, two more boilers and another engine were installed inside the power house, and a second accumulator was under construction. As the wharf area was progressively extended, additional cranes, some of which were capable of lifting 25 tons, were installed. By 1890 the two original engines were driving twelve cranes night and day in peak periods, and were severely overtaxed. There was provision in the existing engine room for more machinery, and a compound steam pumping engine was added. On foundations provided in 1877, an additional boiler room was also constructed on the eastern side of the building (symmetrical with the western boiler room), and supplied with four tubular Babcock

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and Wilson boilers. The contractor for this work, E J King also constructed a condensing room in yellow brick to the rear of the building, with a similar but less elaborate appearance than the main building. This room accommodated electric engines which provided lighting to the whole site, replacing the original gas lighting. The further growth of the coal trade in the first decade of the twentieth century led to the installation of seven moveable hydraulic cranes, and in 1914 hydraulic capstans were introduced to replace the horses used to move coal wagons to and from the cranes. Operations at this time saw the Carrington hydraulic system at its peak capacity. (Hunter Design, n/d, p. 14)

From this time, electricity began gradually to replace hydraulic power on the harbour. In 1916-1917, six large electric cranes were installed, supplied with power from the Zara Street Power Station. A sub-station was erected at the rear of the Hydraulic power house in the early 1920s, where current received from the city power plant was transformed. The Zara Street power station and BHP purchased and sold power from each other through this sub-station. The hydraulic cranes continued in use for some time, however. It was not until the early 1930s that two hydraulic cranes were demolished, and six more fell into disuse. The moveable cranes were still hydraulically powered, but the steam engines and boilers which had supplied the power previously were supplanted by electric motors. The two original hydraulic engines were removed from the Power House after WW2, and a new pumping engine was installed in their place, necessitating extensive alterations to the foundations of the eastern side of the engine room. (Hunter Design, n/d, p. 17; Department of Commerce, 2005: 3.17 - 3.18)

Although the hydraulic age was definitely over, the Power Station continued to produce hydraulic power until the 1960s. The authors of the Conservation Plan feel that the continued use of obsolete crane loading technology at Newcastle harbour in the post-war decades reflects the protected state of the coal industry at this time following from the loss of the export trade after WW1 and consequent reduced need for competitiveness. This antiquated and dilapidated loading system came under attack in the 1950s and 1960s, with the editor of the journal 'Australian Coal, Shipping, Steel and the Harbour' writing 'There is not a port in Australia or elsewhere in the world, which could possibly present such an example of ineptitude and neglect'. The Basin Coal Loader, a belt loader which brought to an end the use of cranes for coal loading at Newcastle, was completed in 1967, supported by Federal Government funding. Five of the older hydraulic cranes had been demolished in 1956, and the last of the movable cranes was removed in 1964. The Power House machinery was dismantled and removed, including the accumulators, which needed to be cut into pieces in order to be removed from the towers. The last two electric cranes were demolished in 1988, leaving the hydraulic power house and a large number of the bases of the fixed hydraulic cranes, as the last physical evidence of the former coal loading system. The power house building itself has subsequently been used for storage, and has been vulnerable to vandalism despite security measures. A handful of remnants remain inside the building, including sections of pipework, early light fittings and a measuring device for the accumulators. (Hunter Design, n/d, pp. 4, 17; Department of Commerce, 2005: 3.1, 3.19)

The Power Station can be compared with the only other known power house for a large scale hydraulic system in NSW, which survives as the Pumphouse Tavern at Ultimo, Sydney. The two systems, however, were quite different, with the Ultimo station driving a great diversity of warehouse and commercial equipment across the CBD, while that at

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Carrington was constructed exclusively to drive the largest coal loading facility in the State. The Hydraulic Power Station at Carrington preceeded the Sydney system by over a decade. It is understood that the Pumphouse retains some original equipment in situ. It is considered that both are highly significant in demonstrating the use of hydraulic power in NSW.

Themes:	National Theme	State Theme	Local Theme
	3. Economy	Commerce	(none)
	3. Economy	Industry	Industrial technology
	3. Economy	Mining	coal mining
	3. Economy	Technology	(none)
	3. Economy	Transport	transportation
	4. Settlement	Utilities	(none)
	5. Working	Labour	(none)
	7. Governing	Government and administra	(none)

Designer: Probably Government Architect, James Barnett. Machinery by Armstrong, UK

Maker / Builder: Jennings and Company, Sydney

Year Started: **Year Completed:** 1877 **Circa:** No

Physical Description: The Hydraulic Engine House is a face brick and stone building, effectively two to three stories in height, but constructed as a single storey space. The exterior features decorative quoins, mouldings and plinth in grey stone. The upper roof is in slate, with the lower roofs in corrugated asbestos. There are timber roof ventilators to the boiler room. The main, south facing, facade is monumental, in a Victorian Free Classical, or slightly Mannerist style. It is symmetrical around a central projecting pedimented portico, reflecting an ancient temple front, which features an elongated arched entrance way. A heavily carved lions head stands over main door. The central bay is flanked by side bays each featuring a pair of elongated arched windows, and then the sturdy square accumulator towers which project above the main roof. The windows and doors to the building are in timber, originally Australian red cedar.

Located at the rear end of each side of the building were two chimney stacks, square rather than conical shape, but these were demolished during the late 1960s. These stacks were separate from the building, and evidence of their footprint and archaeology would probably remain in the ground.

The existing building incorporates a number of later additions, subsequent to the completion of the eastern boiler room. The first was a small lean-to style structure between the two boiler rooms. The second was a further lean to addition in light cream brickwork, known as

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the battery room, behind the boiler room No. 1. A further small addition was made in yellow brick with decorations in render, and fourth was constructed in brown/grey coloured brickwork to the east of the central lean-to structure.

To the rear of the main engine house, linked by a covered walkway, is the electrical substation building and workshop. The sub-station has a face brick facade facing the rear of the power house, and corrugated iron walls to the east and west, considered to have been intended to be temporary. The roof is in asbestos cement shingles with decorative terra cotta ridge capping. The abutting electrical workshop has face brick walls etc, the eastern wall was relocated and reconstructed to allow the new port entrance to be constructed, resulting in a reduced floor area.

The building is located on a flat site, created from the tidal mud flats of Bullock Island by filling, from 1861. The building is located at the apex of The Basin, with the main, southern, facade facing the Lee Wharf and Honeysuckle area across the harbour. The Dyke, along which a number of hydraulic crane bases remain, runs beside it to the east at some distance. The siting of the building at the head of The Basin assists in defining it as an imposing and substantial structure in the central Newcastle landscape, clearly visible from the southern side of the Harbour. It is surrounded by industrial development in the form of railway infrastructure and port related structures, physically separated from Carrington the suburb.

Physical Condition: The building is in poor condition and is vacant. The roof was re-slatted in the mid 1990s using imported Penryhn slates and is now in sound condition over the main section of the building.

Modification Dates: 1879 - addition of machinery to the boiler house.

1890 - construction of eastern boilerhouse on foundations that had been supplied 1877, and brick condensing room constructed at rear of main building.

1915 - electric substation constructed to the rear of main building.

1930s - steam engines and boilers replaced by electric motors.

post WW2 - hydraulic engines removed and new pumping engine installed necessitating extensive modifications to the foundations of the eastern side of the engine room.

1950s - 60s - all associated hydraulic cranes ceased service and were progressively dismantled, the last in 1964.

During the late 1960s all internal fitting, machinery was removed.

The two chimneys at each end of the building were demolished in the 1960s.

1995 - doors and windows reconstructed in oregon using photographic evidence, original cedar retained where possible

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1990s - roof timbers reconstructed following a fire, and roof re-slatted

Small additions including awnings, lean to structures, and alterations to window and door openings have also occurred at different times.

**Recommended
Management:**

Management:

Further Comments:

- Criteria a)** The Power Station has historical significance for NSW as an integral component of Newcastle's nineteenth and twentieth century port system. The Power House was constructed as part of a State planned and implemented project to improve the economically significant Newcastle port, the main coal-loading facility in the State. The Newcastle project warranted the employment of the best heavy lifting technology available at the time: hydraulic power. As the engine house for the first large scale hydraulic system established in the country, the Power House represents a significant landmark in the history of technology in Australia, and illustrates the uptake of world class technology in NSW through commission of the father of modern hydraulic power, W G Armstrong to provide the plant. The Carrington installation remained in use into the post-war period when it was finally completely superseded by electric power on the waterfront.
- Criteria b)** The Power Station has a strong association with E O Moriarty, Engineer in Chief, Harbours Rivers and Ports for the Public Works Department, as an integral component in the world class port facility he designed and implemented at Newcastle from 1855, his first major project in the colony. The Power Station is also significant through its association with England's Sir William George Armstrong, inventor of the accumulator, and thus the father of modern hydraulic power, whose company produced the hydraulic machinery for the Carrington system, housed in the Power House, and may have advised on the design of the building.
- Criteria c)** The power station has aesthetic and technical significance for the State. Despite its utilitarian function, the building was designed with an imposing classical facade, which forms a significant landmark in Carrington, and in views from across the harbour. Its architecture represented the excellence and permanence of the Bullock Island scheme as a port facility with economic importance to the State. Its architecture also referenced the design of hydraulic power houses in Britain, the home of this nineteenth century technology. The building has technical significance for the State through its role in housing the state of the art hydraulic machinery of its day. Although the machinery has been removed from the inside of the Power House, its exterior design, the interior spaces and remaining features, and the archaeological remnants of the hydraulic system in the vicinity, provide rare evidence of this phase of energy technology in NSW.
- Criteria d)** The social significance of the Power Station has not been investigated as part of this review. With further investigation, the Power House may be found to have social significance locally, for the Carrington Port and Railways staff from 1877 to the present, and may have social significance for Novocastrians generally due to its distinctive appearance and landmark qualities.

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Criteria e) The site has archaeological potential to demonstrate how the site operated. The foundations of the two demolished chimneys and remnant hydraulic water lines for example, are likely to survive in the vicinity, along with the surviving crane bases along The Dyke, providing rare evidence of a large scale hydraulic system in NSW.

Criteria f) Along with the crane bases fronting The Dyke (SHI 2171247), the Power House has rarity value for the State as an articulate remnant of a large scale hydraulic power system. The only other known power house for a large scale hydraulic system in NSW survives as the Pumphouse Tavern at Ultimo, Sydney. The two facilities complement each other in demonstrating different aspects of the use of hydraulic power in NSW.

Criteria g) The Power House has not been found to be significant under this criterion within this review.

Integrity / Intactness: The Power House is currently in poor condition, requiring some further maintenance and repair works. However, the robust nature of its materials and design ensure that the structure has remained intact overall. A number of alterations and additions have occurred through the life of the structure, which are articulate about its growth and use to varying degrees. The 2005 Conservation Management Plan defines the original fabric c1877 and additions to 1900, along with the chimney foundations and remnant hydraulic lines on the site as the most significant parts of the site. Although the chimneys have been demolished to ground level, and the machinery has been removed from the main Power House, these elements retain sufficient integrity to demonstrate the use of hydraulic power on the site, and play a significant part in demonstrating the importance of the Bullock Island scheme.

References:	Author	Title	Year
		The Pumphouse website, viewed 23rd August 2007	
	Balint, Howells and Smyth	Warehouses and Woolstores of Victorian Sydney	1982
	NSW Department of Commerce	Carrington Hydraulic Engine House Conservation Management Plan Final Draft	2005

Studies:	Author	Title	Number	Year
	Unknown	Newcastle Heritage Study	5	1990
	Sue Rosen and Associates Heritage Assessment And History (HAAH)	Review of Items of Potential State Significance in the Newcastle City Area		2008

Parcels:	Parcel Code	LotNumber	Section	Plan Code	Plan Number
	LOT	3		DP	834572

Latitude:

Longitude:

Location validity:

Spatial Accuracy:

Map Name:

Map Scale:

AMG Zone:

Easting:

Northing:

Listings:	Name:	Title:	Number:	Date:
	Local Environmental Plan			8/08/2003
	Public Works Department - Former register		000956	

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Heritage study

National Trust of Australia register

Register of the National Estate

Custom Field One: 1877

Custom Field Two:

Custom Field Three:

Custom Field Four: Ceased to operate as a power station in 1967.

Custom Field Five:

Custom Field Six:

Data Entry: Date First Entered: 11/08/1998

Date Updated: 24/07/2008

Status: Basic

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Image/s:



Caption: Oblique view of the southern facade of the power house from the south east.

Copyright: Newcastle City Council

Image by: Emma Dortins

Image Date: 11/09/2007

Image Number: 2

Image Path:

Image File: 2170005b3.jpg

Thumb Nail Path:

Thumb Nail File: 2170005t3.jpg

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Image/s:



Caption: Hydraulic Power Station 106 Bourke Street

Copyright:

Image by: Sharn Harrison

Image Date: 1/01/1996

Image Number: 1

Image Path:

Image File: 2170005b1.jpg

Thumb Nail Path:

Thumb Nail File: t_2170005.jpg

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Image/s:



Caption: Rear view of the main power house building with lean-to additions, showing boiler room 1 in the foreground

Copyright: Newcastle City Council

Image by: Emma Dortins

Image Date: 11/09/2007

Image Number: 3

Image Path:

Image File: 2170005b4.jpg

Thumb Nail Path:

Thumb Nail File: 2170005t4.jpg

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Image/s:



Caption: Western wall of electrical substation added to the rear of the Power House in the 1920s

Copyright:

Image by: Emma Dortins

Image Date: 11/09/2007

Image Number: 4

Image Path:

Image File: 2170005b9.jpg

Thumb Nail Path:

Thumb Nail File: 2170005t9.jpg

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Image/s:



Caption: Close view of stone detailing on facade and lions head above central entrance way

Copyright:

Image by: Emma Dortins

Image Date: 11/09/2007

Image Number: 5

Image Path:

Image File: 2170005b5.jpg

Thumb Nail Path:

Thumb Nail File: 2170005t5.jpg

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Image/s:



Caption: Hydraulic Power Station - aerial photo showing proximity of Power Station (at left) to crane bases at far right in water

Copyright:

Image by: Newcastle City Council

Image Date: 1/01/2004

Image Number: 6

Image Path:

Image File: 2170005b2.jpg

Thumb Nail Path:

Thumb Nail File: t2_2170005.jpg

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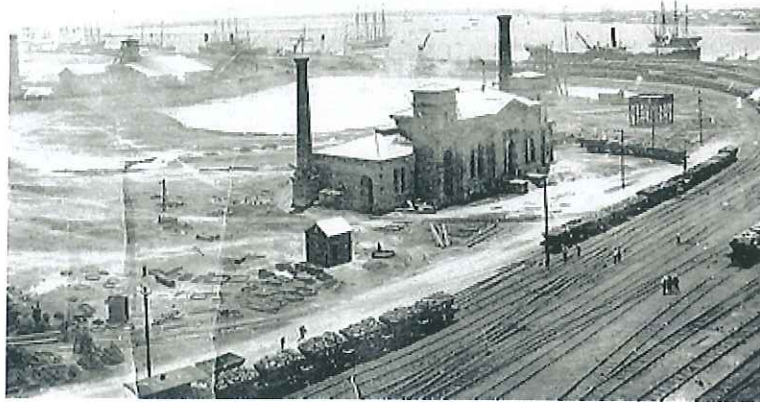
Study Number

5

Item Name: **Hydraulic Power Station**

Location: **106 Bourke Street, Carrington [Newcastle City]**

Image/s:



Caption: Panorama taken late 1908 from the top of the Clyde Hotel, corner Cowper & Lott Steets, Carrington. The power house is in operation, coal wagons rest along the tracks in front, and ships wait at The Dyke's cranes behind. (Hunter Photobank, 168 000008)

Copyright:

Image by: Anon

Image Date: 31/12/1908

Image Number: 7

Image Path:

Image File: 2170005b6.jpg

Thumb Nail Path:

Thumb Nail File: 2170005t6.jpg

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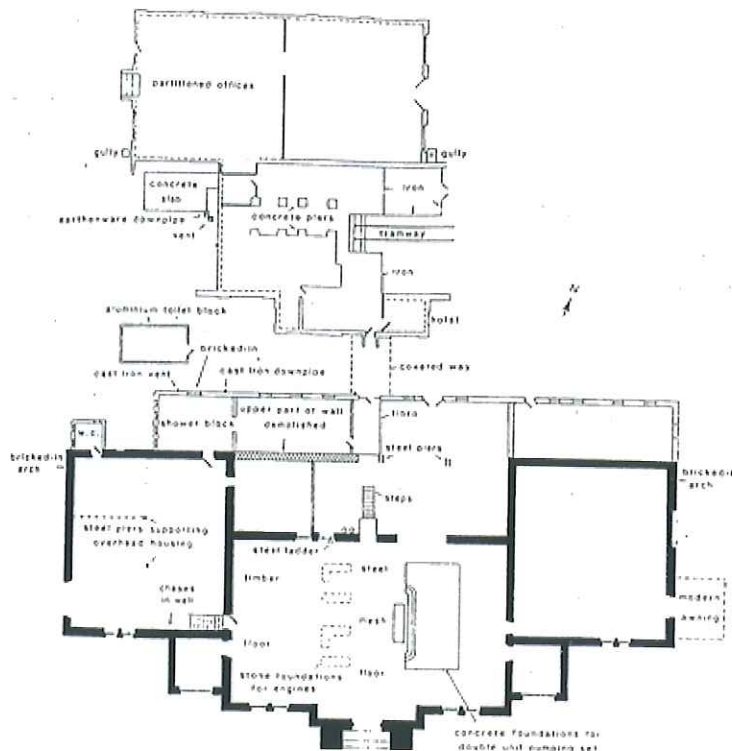
Study Number

5

Item Name: **Hydraulic Power Station**

Location: **106 Bourke Street, Carrington [Newcastle City]**

Image/s:



Caption: Plan of Power Station showing the 1877 - 1890 section in bold. (Carrington Hydraulic Power House Conservation Plan, Hunter Design, Fig. 10)

Copyright:

Image by: D Bairstow

Image Date: 31/12/1979

Image Number: 8

Image Path:

Image File: 2170005b10.jpg

Thumb Nail Path:

Thumb Nail File: 2170005t10.jpg

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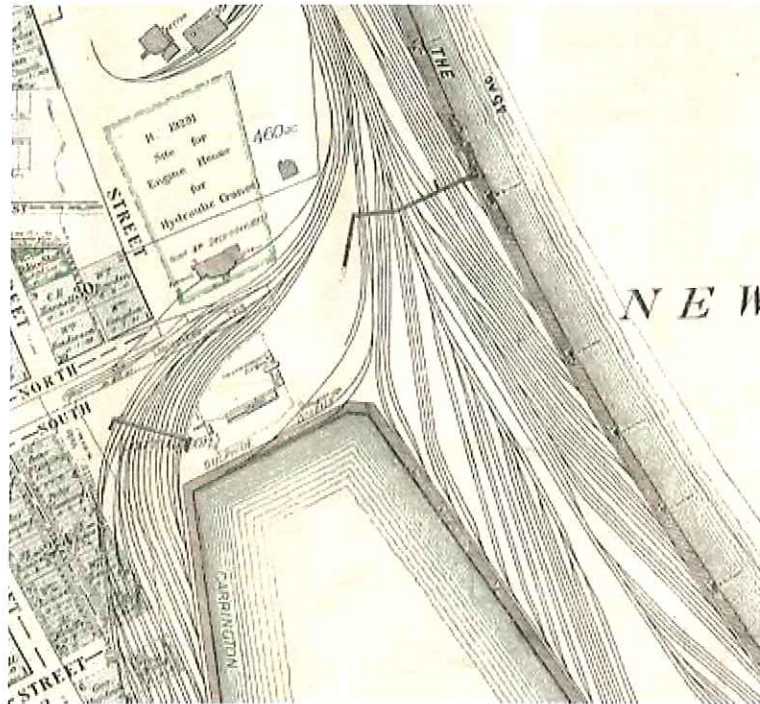
Study Number

5

Item Name: **Hydraulic Power Station**

Location: **106 Bourke Street, Carrington [Newcastle City]**

Image/s:



Caption: 1916 Town map of Newcastle showing the Power Station at the head of The Basin at the centre of a web of rail lines leading to the hydraulic cranes along the waterfront (Lands Department website, image 10855601)

Copyright:

Image by:

Image Date: 31/12/1916

Image Number: 9

Image Path:

Image File: 2170005b8.jpg

Thumb Nail Path:

Thumb Nail File: 2170005t8.jpg

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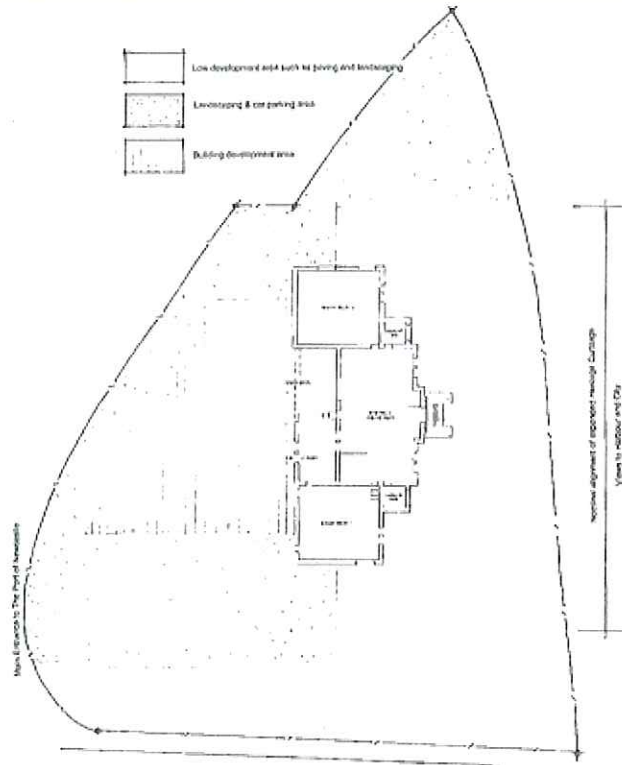
Study Number

5

Item Name: **Hydraulic Power Station**

Location: **106 Bourke Street, Carrington [Newcastle City]**

Image/s:



Caption: Curtilage plan, from NSW Department of Commerce, Conservation Management Plan, 2005: 6.7

Copyright:

Image by:

Image Date: 31/12/2007

Image Number: 10

Image Path:

Image File: 2170005b7.jpg

Thumb Nail Path:

Thumb Nail File: 2170005t7.jpg

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Study Number

302

Item Name: **King Edward Park Group**

Location: **3 Ordnance Street, The Hill [Newcastle City]**

Address: 3 Ordnance Street

DUAP Region: Hunter & Central Coast

Suburb / Nearest Town: The Hill 2300

Historic region: Lower Hunter

Local Govt Area: Newcastle City

Parish:

State: NSW

County:

Other/Former Names:

Area/Group/Complex:

Group ID:

Aboriginal Area: Awabakal

Curtilage/Boundary: Follows property boundary.

Item Type: Landscape

Group: Parks, Gardens and Category: Other - Parks, Garden

Owner:

Admin Codes: LEP

Code 2:

Code 3:

Current Use:

Former Uses:

Assessed Significance: **State**

Endorsed Significance:

Statement of Significance: King Edward Park is historically significant at a state level as it contains items of historical importance to the State, such as the Bogey hole and the remains of military fortifications. The park has archaeological research potential at a State level because it encompasses the site of one of the earliest coal mines in Newcastle. King Edward Park demonstrates key state historical themes of defence, mining and leisure. The park also has local significance because it is associated with prominent landscape architect and artist Alfred Sharp, who brought to the region ideas and experience gained in New Zealand, regarding the layout of public spaces, and these ideas influenced the design of King Edward Park. It is aesthetically and socially significant at a local level and has been a sanctuary for Novocastrians since becoming a recreation reserve in 1856.

Historical Notes or Provenance: During the early years of the penal settlement in Newcastle, the land south of Church Street, part of which was later to become King Edward Park, was used as paddocks for the purpose of grazing government owned cattle. In the 1830s, the AA Company was granted the land west of Brown St, with the boundary extending south along what later became The Terrace. This road now forms the western border of King Edward Park. In 1851, in the interests of the future extension of Newcastle, the land south of Church Street and west to the AA Company boundary was designated as a pasturage reserve. This land was to become part of King Edward Park (Ecotecture, 2004, p.115). Newcastle was declared a municipality in 1859 and just a few years later on 2 July 1863, a Recreation Reserve was declared, which encompassed what is now King Edward Park as well as Fletcher Park and the coastal land around Newcastle Beach (Ecotecture, 2004, p.115).

The park has various layers of historical significance. Its significance to the Awabakal

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Item Name: **King Edward Park Group**

Location: **3 Ordnance Street, The Hill [Newcastle City]**

people of the area, who occupied the area before European settlement, is derived from the headland which is known as Yi ran na li which means 'place of falling rocks'. The road beneath the cliff has at times been closed off, due to the danger of falling rocks (King Edward Headland Reserve, Plan of Management, p. 8). Newcastle City Council has recognised the significance of this place by using dual naming on signs nearby. The site is registered with the NSW National Parks and Wildlife Service.

The site contains evidence of a time when Newcastle was becoming a flourishing coal producing centre. There are the remains of a convict era coal mine, popularly known as the 'Bowling Green Shaft' which is believed to be situated on the headland reserve. Some writers assert that the mine was established under Surgeon Mason in the failed settlement of 1801, others assert that it was a later development and was in use by 1817. The mine necessitated the transportation of coal down to the wharf, in the process creating a well worn track. The track is believed to be the genesis for Watt Street, which is the most historical and original main street in Newcastle (King Edward Headland Reserve Plan of Management, p. 8).

The state heritage listed bathing pool, the Bogey Hole is also located in King Edward Park. It was constructed by convicts in 1819-22 under the direction of Major James Morisset and was opened for public use in 1863 (Newcastle City Council, 2007, p. 75). Along with the Soldiers' Baths, which were constructed in 1883, it is a rare survivor of a public amenity constructed during the Victorian era (National Trust of Australia, p. 85).

Given its coastal location, it is not surprising that the park's history is intertwined with defence and navigational history, which are reflected in the physical features of the park. One such item is the Obelisk, which was erected in 1850 as a navigation marker for ships entering Newcastle. It still stands on one of the hills and is visible from many points in Newcastle. There are remains of the Shepherd's Hill fortifications, which were constructed in 1890 and were a key defence post during World War II. There are also remnants of a WWII searchlight battery and a bunker and tunnel complex, all located at King Edward park.

During the 1880s, the park was divided into three parts as a result of the construction of Reserve Road and the south end of Wolfe Street. The area to the west of Wolfe Street became known as Arcadia Park and the area between Reserve Road, Wolfe Street and Ordnance Street was called Obelisk Reserve. The remaining area was known as Upper Reserve. The following year, a competition held for the design of the emerging park was won by Alfred Sharp, who had been responsible for designing parks in Islington, Wickham, Lake Macquarie and Hamilton. Sharp was a well-known artist in New Zealand, where he spent most of his life and soon after moving to Newcastle, he became a prominent figure in the Hunter region (Newcastle's forgotten artist, Newcastle City Library). In New Zealand, he had been a proponent for conservation, deploring deforestation by fire and axe as well as writing about the dangers of imported animals and parasitical plants (John M Thomson, Sunday Times, 1993). Sharp expressed similar sentiments in letters he wrote to the Newcastle Morning Herald in regards to various issues, such as the excessive pruning of trees in King Edward Park (Alfred Sharp, 1893).

Alfred Sharp strongly objected to the chosen location of the rotunda. The rotunda is a fine example of late Victorian architecture, with a delicately moulded iron roof and cast iron lace.

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Item Name: **King Edward Park Group**

Location: **3 Ordnance Street, The Hill [Newcastle City]**

He felt that the position chosen by the council for it, which would require filling in the gully, was unsuitable for its purpose as a music venue. He suggested that the rotunda instead be erected on the lawn (Alfred Sharp, 1892, p.7). However, the gully was filled and the rotunda was placed there in 1898; it had originally been located at Centennial Park in Sydney (King Edward Headland Reserve Plan of Management, p. 8). Although Sharp's plans did not fully come to fruition, he was nevertheless able to take advantage of natural formation of the gully which flowed from the upper reserve to the ocean by forming small pools and groups of trees within the gully. The park is illustrative of Sharp's technique of creating recreational spaces in urban locations (Newcastle Herald 15/6/88).

Over the years, King Edward Park has provided a space for people to meet, listen to music and engage in social and cultural activities. In 1889, a bowling club was established within the boundaries of the park. This site was used for over 115 years for the purposes of lawn bowling (King Edward Headland Reserve, Plan of Management, p. 8). Other recreational facilities at the park have included a cricket oval, tennis courts, ornamental gardens and trees, seating and the rotunda which was used as a bandstand as well as a popular venue for wedding receptions (King Edward Headland Reserve, Plan of Management p. 7).

In 1894 the land was vested in the control of Newcastle City Council, and the park encompassed a total of 38 ha of land. Some areas of the park were owned by other bodies. The reservoir at Obelisk reserve was under the control of the Hunter District Water Board and Shepherd's Hill was controlled by the NSW government (B. Beale, 1984). In the late nineteenth century there was an international move towards the preservation of public parkways in cities, as a result of the pressures of industrialisation. This led to the Newcastle Council being appointed as trustee in 1910.

The park was given its present name in 1910, as a sign of respect following the death of King Edward VII. During the 1920s, extensive work was carried out by the city gardener, J.V. Coleman which included planting Norfolk Island pines and the establishment of the Garside Gardens. Planting more trees pines was in harmony with Sharp's vision for the park, which emphasised embracing the natural beauty of the landscape.

In 1907 Joseph Wood, who owned a local brewery, donated a set of stone gateposts and elaborate metal entrance gates at the Watt Street entrance. Wood was a prominent Novocastrian who was one of the contributors to the establishment of the Sailors' Home in Scott Street, and who, with his brother opened Wood's Brewery in Newcastle. The gates were from nearby Jesmond House, which his brother had recently vacated and which was a well known local landmark in Newcastle. A crowd of several thousand people gathered to watch the official opening of the elaborate wrought iron gates (EJE Architecture, p. 6 7).

Since the 1860s, King Edward Park has provided recreational grounds for Newcastle's citizens and tourists and has been an important centre for defence and navigation. The park also has links with the early development of the coal industry in Newcastle.

Themes:	National Theme	State Theme	Local Theme
	1. Environment	Environment - naturally evo	(none)
	2. Peopling	Aboriginal cultures and inte	(none)

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Item Name: **King Edward Park Group**

Location: **3 Ordnance Street, The Hill [Newcastle City]**

2. Peopling	Convict	(none)
3. Economy	Communication	(none)
3. Economy	Mining	(none)
7. Governing	Defence	(none)
8. Culture	Creative endeavour (Cultur	(none)
8. Culture	Leisure	(none)
8. Culture	Sport	(none)

Designer:

Maker / Builder:

Year Started:

Year Completed:

Circa: No

Physical Description: King Edward Park is located along the coastline to the south of the CBD. It is to the south of Ordnance St, and to the east of The Terrace. Its eastern border is the ocean. The park is 38ha and its central feature is a rotunda, which was constructed in 1898. The park also has formal gardens, the remains of a coastal heath and a playground. Shepherd's Hill Cottage, Observation Post and gun pit are located on one of the hills of the park. There is an ornate Victorian drinking fountain, which is located to the north of Scott St. Also located within the boundaries of the park are a bowling green and the Obelisk, a navigational marker which was built in 1850. The park's topography is dominated by a partly filled gully, which leads down eastwards from The Terrace towards the ocean.

Physical Condition: The grounds of the park are in good condition. The rotunda, drinking fountain and gardens have been well maintained.

Modification Dates: During the 1880s, the park was divided into three parts as a result of the construction of Reserve Road and the south end of Wolfe Street. In 1879 a water fountain was constructed and in 1888 it was reconstructed. In the same year, there were new tree plantations. The Shepherds Hill Fort was constructed in 1890 within the boundaries of the park. In 1889, the oval was converted into a small cricket ground. In 1891, the gully was filled and the City Bowling Club occupied this site. In 1894 the land was vested in the control of Newcastle City Council, and the park encompassed a total of 38 ha of land. 1898 the Rotunda was constructed, and in 1907 Joseph Wood donated money in order to build a set of stone gateposts and elaborate metal entrance gates at the Watt Street entrance. During WWII, gun emplacements and bomb shelters were built in the park and were not demolished until 1978.

Recommended Management:

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Item Name: **King Edward Park Group**

Location: **3 Ordnance Street, The Hill [Newcastle City]**

Management:

Further Comments:

- Criteria a)** The park has historical significance at a State level because the site of one of the earliest coal mines in NSW is located in the park. It is also significant to the State of NSW because the state heritage listed Bogey Hole is located within King Edward Park. The important theme of defence in NSW is demonstrated through the remnants of military fortifications at King Edward Park as well as the fortifications which survive on Shepherd's Hill. The park has local historical significance because it has been a reserve since Newcastle was first declared a municipality and no doubt embodies the civic pride of these mid 19th Century Novocastrians.
- Criteria b)** King Edward Park is locally significant for its association with landscape architect and artist Alfred Sharp, who designed gardens in Islington, Wickham, Lake Macquarie and Hamilton. He emphasised the importance of creating attractive natural spaces within urban areas, and King Edward Park owes much to his vision of an open area embracing natural beauty and encouraging recreational activities.
- Criteria c)** The park has aesthetic significance at a local level, because not only is it a vast, open green space, it has extensive views of the ocean, especially from the hills. The contrast of the steep hills with the gully gives it a dramatic appearance. It is also aesthetically significant at a local level because its Rotunda, drinking fountain and formal garden are fine examples of Victorian style garden.
- Criteria d)** It has local social significance because it has been used as a public space since the 1860s, where people have gathered for various events, ranging from barbecues to wedding receptions. The park has had a continuous role in the recreational life of the city. It also has local Aboriginal cultural significance as illustrated by the naming of the rocky headland.
- Criteria e)** King Edward Park has research potential for the State of NSW because of the location of an early coal mine in the park. This has the potential to reveal information regarding the development of coal mining in Newcastle. The park also has research potential due to the remains of military fortifications on the site.
- Criteria f)** Within the limits of this research it was not found to have any significance under this criterion.
- Criteria g)** Within the limits of this research it was not found to have any significance under this criterion.

Integrity / Intactness: King Edward Park has a high level of integrity.

References:	Author	Title	Year
		Newcastle City Wide Heritage Study: Thematic History	2007
	Alfred Sharp	Correspondence: 'Our Hill Reserve'	1892
	Alfred Sharp	Correspondence 'The Reserve'	1893
	Bob Beale	King Edward Park	1984
	Ecotecture	King Edward Park Cliff Stabilisation Works: Heritage Impact Assessment	2004

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Item Name: **King Edward Park Group**

Location: **3 Ordnance Street, The Hill [Newcastle City]**

Integrated Site Design	Plan of Management for the King Edward Headland Reserve, Newcastle	2007
John. M. Thomson	The achievements of a pioneer artist	1993
National Trust of Australia, proposal number NTN.05	Accessed at local studies section of Newcastle Library	1979
Neil Jameson	The King of City Parks	1988
Unknown	Newcastle's Forgotten Artist (accessed at Newcastle City Library, Local Studies Collection: Alfred Sharp, Photographs and Newspaper Cuttings)	

Studies:	Author	Title	Number	Year
	Unknown	Newcastle Heritage Study	302	1990
	Sue Rosen and Associates Heritage Assessment And History (HAAH)	Review of Items of Potential State Significance in the Newcastle City Area		2008

Parcels:	Parcel Code	LotNumber	Section	Plan Code	Plan Number
	LOT	7004		DP	1077043

Latitude:

Longitude:

Location validity:

Spatial Accuracy:

Map Name:

Map Scale:

AMG Zone:

Easting:

Northing:

Listings:	Name:	Title:	Number:	Date:
	Heritage Act - s.170 NSW State agency heritage register			
	Public Works Department - Former register		000985	
	Heritage study			
	National Trust of Australia register			
	Register of the National Estate			

Custom Field One: 1898

Custom Field Two:

Custom Field Three:

Custom Field Four: Conservation Area - TH

Custom Field Five:

Custom Field Six:

Data Entry: Date First Entered: 11/08/1998 Date Updated: 24/07/2008 Status: Basic

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Item Name: **King Edward Park Group**

Location: **3 Ordnance Street, The Hill [Newcastle City]**

Image/s:



Caption: Rotunda

Copyright:

Image by: unknown

Image Date:

Image Number:

Image Path:

Image File: 2170302b1.jpg

Thumb Nail Path:

Thumb Nail File: 2170302t1.jpg

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Item Name: **King Edward Park Group**

Location: **3 Ordnance Street, The Hill [Newcastle City]**

Image/s:



Caption: Water Fountain

Copyright:

Image by: Julia Kensy

Image Date: 17/12/2007

Image Number:

Image Path:

Image File: 2170302b3.jpg

Thumb Nail Path:

Thumb Nail File: 2170302t3.jpg

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Item Name: **King Edward Park Group**

Location: **3 Ordnance Street, The Hill [Newcastle City]**

Image/s:



Caption: King Edward Park

Copyright:

Image by: Julia Kensy

Image Date: 17/12/2007

Image Number:

Image Path:

Image File: 2170302b4.jpg

Thumb Nail Path:

Thumb Nail File: 2170302t4.jpg

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Item Name: **King Edward Park Group**

Location: **3 Ordnance Street, The Hill [Newcastle City]**

Image/s:



Caption: Garside Gardens

Copyright:

Image by: Julia Kensy

Image Date: 17/12/2007

Image Number:

Image Path:

Image File: 2170302b2.jpg

Thumb Nail Path:

Thumb Nail File: 2170302t2.jpg

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Newcastle Heritage Inventory

State Heritage Inventory

SHI Number

2170043

Study Number

43

Item Name: **Leslieville (Former Residence)**

Location: **63 Union Street, Cooks Hill [Newcastle City]**

Address: 63 Union Street
Suburb / Nearest Town: Cooks Hill 2300
Local Govt Area: Newcastle City
State: NSW

DUAP Region: Hunter & Central Coast
Historic region: Lower Hunter
Parish: Newcastle
County: Northumberland

Other/Former Names: WEA

Area/Group/Complex:

Group ID:

Aboriginal Area: Awabakal

Curtilage/Boundary: Follows property boundary of Lot 801 DP 535282

Item Type: Built **Group:** Residential buildings **Category:** House

Owner: Private - Corporate

Admin Codes: LEP

Code 2:

Code 3:

Current Use: WEA Centre.

Former Uses: Residence, Offices

Assessed Significance: State

Endorsed Significance:

Statement of Significance: Leslieville is historically significant at a state level for its association with William Arnott and the Arnott's Biscuit empire, one of Australia's most successful and iconic enterprises. Built for Arnott's founder, William Arnott in 1875 and occupied by the Arnott family as a residence until 1900 then as offices until 1968, the residence was closely associated with the development of the Arnott's Biscuit enterprise and has strong links, still evident in its physical form, to the Arnotts' period of occupation. The former residence is one of few sites remaining in NSW and possibly Australia associated with both the personal and business life of the Arnotts. Aesthetically, the building has local significance as one of the finest examples of the Victorian Filigree style of architecture in Newcastle, exhibiting some of the key features of the style, particularly the cast-iron lace balcony, in a highly intact form. As headquarters of the Workers' Educational Association since 1968, the site also has a local historical and social significance for its strong association with the development of adult education in the Newcastle region and has played a role in the social life and education of Novocastrians for nearly forty years.

Historical Notes or Provenance: Cooks Hill developed around coal mining activities, with the A. A. Company opening its 'B' Pit in 1835 and subsequently the 'C', 'F' and 'Sea Pit' in this inner area of Newcastle. Residential development began with housing for the miners from the 1850s, although substantial building did not commence until the 1870s when rental accommodation, retail outlets, hotels and factories catered to the growing population. Industrial development comprised mainly small scale concerns such as blacksmiths, carpenters, clothing and toy factories. The first major heavy industry was Rodgers Brothers foundry, established in 1854, followed by George Varley's coppersmiths business in King then Darley Streets. While heavy industry continued to develop, large scale manufacture of food in Newcastle in the

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Item Name: **Leslieville (Former Residence)**

Location: **63 Union Street, Cooks Hill [Newcastle City]**

nineteenth century was almost non-existent until Arnott's Steam Biscuit Factory was established by William Arnott in Melville Street (now Union Street), Cooks Hill in 1877. William Arnott Pty. Ltd. became one of Australia's best known companies and the Arnott's Biscuit brand remains a national icon despite its sale to overseas interests. (Hunter History Consultants Pty. Ltd. in EJE Heritage, 2008, n.p.)

William Arnott was born in Scotland in 1827, where he trained as a baker and pastry cook. He emigrated to New South Wales with his family in 1848 and after a brief stint on the goldfields, settled in West Maitland in 1853, where he opened his first bakery. The bakery flourished. Arnott, however, was almost bankrupted after suffering four major floods in the district. Following the death of his first wife, he re-married and, with borrowed funds, established a new bakery Hunter Street, near Wolfe Street in Newcastle in 1865. With the aid of his large family, Arnott built a highly successful business and gained a reputation for his breads, cakes and particularly, his sweet and plain biscuits. Arnott's Scotch pies were also very popular and baking was continued for 18 hours just before the miners' fortnightly pay day. With more and more vessels were visiting the port each year, their requirements for ships' biscuits added to the demand for Arnott's products. (Hunter History Consultants Pty. Ltd. in EJE Heritage, 2008, n.p.; Maitland & Stafford, 1997, p 41; Turner, 1997, pp 27-28)

William was joined in the business by his brother, David and, with a view to expansion, began to lease and then purchase parcels of land along the eastern side of Melville (Union) Street (Lots 80 to 83 in Section J of the A. A. Company's Newcastle Estate) and in Corlette Street (Lots 70 and 71). He also leased land on the western side of Melville Street from the A. A. Company which became known as 'Arnott's Paddock' and was used for the miners' mass meetings for many years. By 1874 Arnott had constructed thirteen small wooden houses, which he let to various tenants, including members of the Arnott family. (Hunter History Consultants Pty. Ltd. in EJE Heritage, 2008, n.p.)

Arnott was operating a small bakehouse and store on his Melville Street property in 1875. That same year, 'Leslieville' was built, and the family relocated from a residence above the Hunter Street shop to the much grander house at Cooks Hill. 'Leslieville' was named after Arnott's first son, Leslie, however, no details of the home's design and construction have been discovered. The grand home would have been a landmark in an area predominantly occupied by more modest workers' housing. The small bakehouse and store continued to operate until 1877 when a new two-storey brick factory for making biscuits, bread and confectionery, with a flour store was built on a site immediately to the south of 'Leslieville'. (Hunter History Consultants Pty. Ltd. in EJE Heritage, 2008, n.p.; Maitland & Stafford, 1997, p 41; Turner, 1997, pp 27-28)

'William Arnott's Steam Biscuit Factory', known locally as 'Cocky College' because of the rosella trademark, contained two floors and a large loft, with state of the art machinery. The works were extended and by 1880 employed between 40 and 50 people. In 1882 Arnott began to ship biscuits to Sydney and by the end of the 1880s the factory had 300 employees and made over 80 varieties of biscuits. In its heyday, until the early twentieth century, Arnott's biscuit factory was the largest factory in Newcastle and, together with the dressmaking sections of three of Newcastle's large retailers, employed three-quarters of the Newcastle district's female factory workers. It was regarded as a privileged place of employment in the years before other major industries became established in Newcastle.

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Item Name: **Leslieville (Former Residence)**

Location: **63 Union Street, Cooks Hill [Newcastle City]**

(Hunter History Consultants Pty. Ltd. in EJE Heritage, 2008, n.p.; Docherty, 1983, p 51, 105)

In 1888 William Arnott purchased a villa at Mayfield, a semi-rural area on the outskirts of Newcastle that was becoming popular with the middle class elite. Arnott enjoyed semi-retirement in the house he named 'Arnott Holme'. By the early 1890s William's sons were overseeing the biscuit factory operations and in 1894 Arnott's first factory outside Newcastle was opened at Forest Lodge, in Sydney. During the 1890s 'Leslieville' was occupied by family members, including William Jr and his wife, who lived there from 1891 to 1895. Their son, Henry Dixon Arnott was born there in 1892. 'Leslieville' ceased to be a family residence in 1900, however it continued to be used as offices for Arnott's. (Hunter History Consultants Pty. Ltd. in EJE Heritage, 2008, n.p.; Maitland & Stafford, 1997, p 41; Turner, 1997, pp 27-28)

William Arnott Snr died in 1901, but the company continued to grow and in 1908 a new, much larger factory was built on a six and a half acre site at Homebush in Sydney. The shift in operations to Sydney initiated the gradual closing of the company's Newcastle works, however, the Cooks Hill factory remained open until the Second World War. Demolition of the old factory began in 1940, but 'Leslieville' continued to operate as a Newcastle depot for Arnotts for a number of years. They retained ownership of the property until it was sold to the Workers' Educational Association (WEA) in 1968 and this organisation has occupied it ever since. (Hunter History Consultants Pty. Ltd. in EJE Heritage, 2008, n.p.)

The WEA was founded in England in 1903 to 'promote the higher education of working men.' The Association was established in Australia in 1913 and the Northern Branch of WEA NSW was formed in Newcastle in March 1917. Following reorganisation in 1954 a separate Hunter Region was established. For many years classes were held in a building in Bolton Street, Newcastle, but the purchase of 'Leslieville' in 1968 from William Arnott Pty. Ltd. enabled the Association to create a 'fully operative adult education centre'. Renovations and alterations were undertaken immediately and further extensions proposed. In August 1970, local architects, Wilson and Suters were engaged to design an annex to provide an auditorium and amenities block. The WEA expanded the property, acquiring a site adjoining the rear boundary of 'Leslieville' with access to Corlette Street, but development was delayed for some time as protected tenants occupied the cottages on the site. In 1983 a \$50,000 restoration and renovation program was planned for the premises. The work was to include restoration of the lace-work balcony and water damage repairs. (Hunter History Consultants Pty. Ltd. in EJE Heritage, 2008, n.p.)

By mid-1984 the growing demand for WEA courses meant that conditions in the building had become increasingly cramped. A largely vacant property adjoining the northern boundary of 'Leslieville' was purchased and extensions to the site were approved in 1986 and a \$1 million major redevelopment was announced in June 1987, with approximately \$175,000 allocated to restoration of 'Leslieville'. The former Temple Bookshop at the rear of the property was converted into art and craft workshops and the bookshop relocated to a site on the newly acquired property. It was planned to increase the number of classrooms from 5 to 15 and allow for a theatre, foyer, common room and on-site parking for 45 cars. The extended WEA centre was opened on 23 September 1988, however the earthquake of 1989 caused considerable damage to the premises, requiring further restoration work. A new cedar door was donated by Arnott's Biscuit Ltd. in 1990 to commemorate its 125th

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SHI Number

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Study Number

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Item Name: **Leslieville (Former Residence)**

Location: **63 Union Street, Cooks Hill [Newcastle City]**

Anniversary and the 115th anniversary of 'Leslieville'. (Hunter History Consultants Pty. Ltd. in EJE Heritage, 2008, n.p.)

While the interior of the 'Leslieville' has been considerably altered from its original condition, some features remain. The former residence retains one of the finest examples of a Victorian two-storey cast iron lace balcony in Newcastle. 'Leslieville' is the only surviving structure in Newcastle with a strong association to the Arnott's Biscuit business, which was founded in the city and became one of Australia's most successful and best known enterprises. (Maitland & Stafford, 1997, p 4; Docherty, 1983, p 4; EJE Heritage, 2008, n.p.) Other residences associated with the Arnott family include 'Winncourt' at Mayfield, which was William Arnott's home from for approximately ten years; and 'Glen Airlie', also at Mayfield, which was home to William's son, Wally Arnott (State Heritage Inventory). However, it is 'Leslieville' that was closely associated with the business, being located next to the biscuit factory which was the catalyst for the growth of the Arnott's Biscuit company in Australia. While the former Arnott's Biscuit factory remains extant at Homebush in Sydney, 'Leslieville' is rare as a surviving residence associated with the business's founder and with the business in its developmental stages and beyond. The house's continued use as a residence by the Arnott family from 1875 to 1900, then as offices and depot for the Arnott's company until its sale to the WEA in 1968, attests to its highly significant role in the life of the Arnott family and administration of the business for almost a century.

As a centre for adult education, 'Leslieville' has been associated with the pursuit of knowledge through the various educational and vocational courses offered there for nearly forty years. (Hunter History Consultants Pty. Ltd. in EJE Heritage, 2008, n.p.)

Themes:	National Theme	State Theme	Local Theme
	3. Economy	Commerce	(none)
	3. Economy	Industry	(none)
	4. Settlement	Accommodation (Housing)	Housing
	6. Educating	Education	Education
	8. Culture	Creative endeavour (Cultur	(none)
	8. Culture	Domestic life (new theme)	(none)
	9. Phases of Life	Persons	prominent individuals

Designer:

Maker / Builder:

Year Started: 1875 Year Completed: 1875 Circa: No

Physical Description: 'Leslieville' is a two storey residence in the Victorian Filigree architectural style with a cantilevered two storey front verandah. It retains much of its original external character,

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Item Name: **Leslieville (Former Residence)**

Location: **63 Union Street, Cooks Hill [Newcastle City]**

including intricately detailed cast-iron screening to the veranda, flat grille veranda columns, quoining on the street facade, mid-Victorian windows with rectangular label moulds and double terracotta chimney pots on each of the five chimneys (EJE Heritage, 2008, p 3). The front fence, comprising iron pickets between stone pillars with chamfered heads, appears to be original. The interior has been considerably altered but cedar joinery, doors, staircase, windows and marble fireplaces remain.

The former residence retains one of the finest examples of a Victorian two-storey cast iron lace balcony in Newcastle. (Maitland & Stafford, 1997, p 41)

Physical Condition: The building appears to be in good condition, generally, despite a few disfigurements such as extensive visible plumbing along the southern wall. (EJE Heritage, 2008, n.p.)

Modification Dates: An inspection by EJE Heritage indicated that there have been several alterations to the building probably during its period of use as a family residence, however nothing is known of the timing or details. (EJE Heritage, 2008, n.p.)

1980s - restoration and renovations associated with WEA ownership

1990 - new cedar door donated by Arnott's Biscuit Company

Recommended Management:

Management:

Further Comments:

Criteria a) Leslieville is historically significant at a local level as it reflects the residential expansion associated with development of the Cooks Hill area in the late nineteenth century. The residence also reflects the style and taste of its former owner, William Arnott and the grander residences associated with the emerging industrial class in the late nineteenth century, although it is distinctive in this area, predominantly characterised by more modest workers' style housing. Its use as the WEA centre for nearly forty years reflects the development of adult education in the region and demonstrates the changing social and urban landscape of Newcastle in the late twentieth century as industrial activity declined.

Criteria b) Leslieville is significant at a state level as the former residence of William Arnott, founder of the Arnott's Biscuit empire. Built for Arnott in 1875 and occupied as the Arnott family home until 1900; then as offices for the business until 1968, the residence was closely associated with the development of the Arnott's Biscuit enterprise, being located adjacent to the factory from which the business expanded to an Australia-wide and internationally recognised iconic brand. The integrity of much of its external form and fabric with some original internal features, including staircase and joinery, also remaining, the building retains a strong connection with its original construction period and with the Arnott family and business.

Criteria c) The building is aesthetically significant at a local level as a fine example of the Victorian Filigree style of architecture in Newcastle. Its intricately detailed cast iron lace balcony is possibly one of the best examples in the Newcastle area.

Criteria d)

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Criteria d) While this aspect of significance has not been investigated within the limited scope of this review, Leslieville is likely to have social significance among local residents as a distinctive feature of the Cooks Hill area, regarded for its historical and aesthetic qualities in an otherwise undistinguished urban landscape. It is also likely to have considerable social significance locally for those associated with the WEA as students, teachers and staff.

Criteria e) The former residence, 'Leslieville' has the capacity to demonstrate building techniques, attitudes and tastes of the late nineteenth century. The site on which Leslieville is located (Lot 80 Section J of the A. A. Company's Newcastle Estate) is likely to have the potential to yield archaeological evidence of earlier structures on the site.

Criteria f) Leslieville is rare locally and at a state level as the only site in Newcastle and one of few remaining sites in the state associated with William Arnott and the Arnott's Biscuit enterprise. It is extremely rare as a site associated with both the personal and corporate life of Arnott's.

Criteria g) Leslieville is representative at a local level as an excellent and highly intact example of the Victorian Filigree style of architecture.

Integrity / Intactness: High

References:	Author	Title	Year
	Docherty, J. C.	Newcastle, the Making of an Australian City	1983
	EJE Heritage	Archival Photographic Record 'Leslieville' 63 Union Street, Cooks Hill, NSW	2008
	Hunter History Consultants Pty. Ltd, in EJE Heritage	Historical Context in Archival Photographic Record 'Leslieville' 63 Union Street, Cooks Hill, NSW	2008
	Maitland, Barry & Stafford, David	Architecture Newcastle - A Guide	1997
	Turner, John	A Pictorial History of Newcastle	1997

Studies:	Author	Title	Number	Year
	Unknown	Newcastle Heritage Study	43	1990
	Sue Rosen and Associates Heritage Assessment And History (HAAH)	Review of Items of Potential State Significance in the Newcastle City Area		2008

Parcels:	Parcel Code	LotNumber	Section	Plan Code	Plan Number
	LOT	801		DP	535282

Latitude:

Longitude:

Location validity:

Spatial Accuracy:

Map Name:

Map Scale:

AMG Zone:

Easting:

Northing:

Listings:	Name:	Title:	Number:	Date:
	Local Environmental Plan			8/08/2003
	Heritage study			
	National Trust of Australia register			

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Item Name: **Leslieville (Former Residence)**

Location: **63 Union Street, Cooks Hill [Newcastle City]**

Custom Field One: 1875

Custom Field Two:

Custom Field Three:

Custom Field Four:

Custom Field Five:

Custom Field Six:

Data Entry: Date First Entered: 11/08/1998

Date Updated: 21/05/2008

Status: Completed

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Item Name: **Leslieville (Former Residence)**

Location: **63 Union Street, Cooks Hill [Newcastle City]**

Image/s:



Caption: "Leslieville" (W.E.A) 63 Union Street

Copyright:

Image by: Sharn Harrison

Image Date: 30/09/1997

Image Number:

Image Path:

Image File: 2170043b1.jpg

Thumb Nail Path:

Thumb Nail File: t_2170043b1.jpg

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Item Name: **Leslieville (Former Residence)**

Location: **63 Union Street, Cooks Hill [Newcastle City]**

Image/s:



Caption: "Leslieville" Union Street frontage

Copyright:

Image by: Rosemary Kerr

Image Date: 19/12/2007

Image Number:

Image Path:

Image File: 2170043b2.jpg

Thumb Nail Path:

Thumb Nail File: 2170043t2.jpg

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Item Name: **Leslieville (Former Residence)**

Location: **63 Union Street, Cooks Hill [Newcastle City]**

Image/s:



Caption: "Leslieville: facade detail of lace cast-iron work

Copyright:

Image by: Rosemary Kerr

Image Date: 19/12/2007

Image Number:

Image Path:

Image File: 2170043b4.jpg

Thumb Nail Path:

Thumb Nail File: 2170043t4.jpg

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Item Name: **Leslieville (Former Residence)**

Location: **63 Union Street, Cooks Hill [Newcastle City]**

Image/s:



Caption: Southern elevation with detail of lace cast-iron work on balcony and verandah.

Copyright:

Image by: Rosemary Kerr

Image Date: 19/12/2007

Image Number:

Image Path:

Image File: 2170043b3.jpg

Thumb Nail Path:

Thumb Nail File: 2170043t3.jpg

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Item Name: **Leslieville (Former Residence)**

Location: **63 Union Street, Cooks Hill [Newcastle City]**

Image/s:



Caption: "Leslieville" - detail front fence, pillars and entrance gate, which appear to be original.

Copyright:

Image by: Rosemary Kerr

Image Date: 19/12/2007

Image Number:

Image Path:

Image File: 2170043b6.jpg

Thumb Nail Path:

Thumb Nail File: 2170043t6.jpg

Newcastle Heritage Inventory

State Heritage Inventory

SHI Number

2170762

Study Number

MERE.040

Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Address: 27 Henderson Parade

DUAP Region: Hunter & Central Coast

Suburb / Nearest Town: Merewether 2291

Historic region: Lower Hunter

Local Govt Area: Newcastle City

Parish: Newcastle

State: NSW

County: Northumberland

Other/Former Names:

Area/Group/Complex:

Group ID:

Aboriginal Area: Awabakal

Curtilage/Boundary: See Image 11 for recommended curtilage. Earlier study included reference to: MERE.040 Field Survey No. 0410 Includes Ladies Baths.

Item Type: Built

Group: Recreation and Entert Category: Swimming Pool - tidal

Owner: Local Government

Admin Codes:

Code 2: Draft LEP

Code 3:

Current Use: Swimming baths

Former Uses: Swimming baths

Assessed Significance: **State**

Endorsed Significance:

Statement of Significance: The Merewether baths are considered to be of State significance, chiefly for their aesthetic importance as the largest seawater baths of their kind in the state and possibly Australia. The scale of the baths signifies the importance of swimming and the beach in the social and cultural history of the locality, state and nation. The continuity of this cultural practice is evidenced as the site has been a popular swimming place since the late nineteenth century and the baths continue to be an important place of leisure and recreation for the people of Newcastle, while the impressive visual aesthetic of the baths, particularly their scale and clean modern streamlined symmetry, continues to inspire photographers and artists. The baths are evocative of the Inter-war era and are also historically significant as an example of a public work built largely as a depression relief scheme. The site, including the former Ladies' Baths, together with the nearby Surf House, is articulate about the evolution of Merewether's development from an industrial colliery township to a residential beachside suburb, with construction of the original baths prompted by concerns over sewage pollution at the beach, related to closer residential development and associated utilities. The site may also have the potential to yield information about other phases in Merewether's history, including the former Burwood colliery rail line and tunnel located near the pavilion.

Historical Notes or Provenance: The health-giving and therapeutic benefits of bathing in cold salt water had been extolled in England since the late eighteenth century. However, seaside bathing was an intimidating prospect for the early European inhabitants of New South Wales, who faced the unfamiliar threats of waves, currents and sharks. The development of public bathing places in NSW arose partly in response to the need to protect bathers from the physical dangers of the

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Item Name: **Leslieville (Former Residence)**

Location: **63 Union Street, Cooks Hill [Newcastle City]**

Image/s:



Caption: "Leslieville" interior - staircase. Much of the joinery and features date from the era of Arnotts' occupation.

Copyright:

Image by: Rosemary Kerr

Image Date: 19/12/2007

Image Number:

Image Path:

Image File: 2170043b5.jpg

Thumb Nail Path:

Thumb Nail File: 2170043t5.jpg

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Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

ocean as well as the perceived need to restrict the public display of bathing bodies on the grounds of nineteenth century standards of decency and morality. While men swam naked in the early days of the Colony, in 1810 Governor Macquarie described such bathing as 'an indecent and improper custom'. (Suters Architects, 'Ocean Baths CMP', 2002, p 3)

In Newcastle, for the early European inhabitants of the penal outpost, activity revolved around the harbour rather than the beachfront, though communications between Governor Macquarie and Commandant Major James Morisset in 1818 indicate that some bathers had ventured into the ocean and drowned in dangerous surf. Instructions sent by Macquarie to Morisset advised him to warn bathers to avoid the surf and keep to the harbour. The Bogey Hole, a rock pool at the foot of Shepherd's Hill is one of the landmarks of Newcastle's convict era, and is believed to have been excavated by convict workers around 1820 for Morisset's personal use. (Suters Architects, 'Ocean Baths CMP', 2002, pp 3-4)

In Newcastle's post-convict era, the area's sandy beaches and convenient bathing were used to promote the town, which was hailed by the author of one article in the Sydney Gazette in 1828 as 'the future Brighton of New South Wales'. The town's leaders, keen to foster Newcastle's tourism potential, bemoaned the lack of 'a suitable bathing place for the city.' From the late 1850s, several schemes to erect public sea baths at Newcastle were proposed by private syndicates. Between 1850 and 1880 male and female bathers were obliged to use separate areas of Newcastle's beaches or bathe at separate times and agitation for public sea baths grew. By 1880, bathing in the ocean behind the Newcastle Hospital was permitted at any hour, provided bathers wore 'suitable bathing dress.' (Suters Architects, 'Ocean Baths CMP', 2002, p 5; Australian Heritage Database: Soldiers Baths - www.environment.gov.au)

In the late nineteenth century the beach was becoming more popular and Newcastle's citizens called for the establishment of better bathing facilities. The 'Soldiers' Baths' beneath Fort Scratchley were dedicated on 12 January 1883 and are reputedly the first ocean baths (as distinct from pools excavated from rock, and harbour pools) built in New South Wales. A rock pool to the south of Soldiers' Baths was also a popular swimming spot in the latter half of the nineteenth century. Known as the Square Hole or Cowrie Hole, it is believed that this cavity was originally cut into the rock platform as a footing for a bathing house. It was located to the east of the present Ocean Baths, on the same rock platform. Construction of the Newcastle Ocean Baths, began in 1911 and they first opened in 1913, the largest of their kind in NSW at the time. (Suters Architects, 'Ocean Baths CMP', 2002, p 5 - 7; Australian Heritage Database: Soldiers Baths - www.environment.gov.au; McDermott, 2006, www.nswoceanbaths.info/pools/b006.htm , Newcastle - 'Soldiers Baths')

The suburb of Merewether takes its name from the Merewether Estate, originally the property of A W Scott and James Mitchell then E C Merewether. Mitchell had established a copper smelter on Burwood Beach in the 1840s and coal mines, potteries and a railway followed, creating the need for a town in the area. However, Mitchell and his heirs refused to sell portions of their estate until 1910, so that Merewether, like Minmi, began as a leasehold town. (Suters Architects, Newcastle City Wide Heritage Study, 1997, p 3/17)

The southern end of Merewether Beach has been a popular swimming area since at least the turn of the twentieth century, with a tram terminus located near the present baths. A

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Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

natural rock platform, known as the Gulf was a popular feature until it was affected by a sewage outfall project in 1908. As compensation for the effects of pollution, the NSW Government promised to provide funds to build a public swimming baths. The first concrete ocean baths at Merewether were built in 1926, measuring 140 x 60 feet (43 x 18 metres) on the shelf below Henderson Parade. A promenade and steps were constructed in 1932. The remains of the first small baths are still used slightly to the north of the existing baths and became known as the Ladies Pool. (Merewether Baths Precinct, Plan of Management, 2004, Appendix F)

In 1934 construction began on the newer larger baths, which were built by unemployed labourers as a depression relief scheme at a cost of 2,600 pounds. They were designed and supervised by HG Skott, Engineer and located a little to the south of the older Merewether baths on the same rock platform. Officially opened by W. Henderson JP (Mayor), on 9th November, 1935 as part of the Merewether Golden Jubilee celebrations, the present Adult and Children's Pools were the largest of their kind in the state at the time, measuring 110 x 55 yards (100 x 50m) and 110 x 30 yards (100 x 27m) respectively. Stone from excavation of the baths was used for road construction. (McDermott, 2006, www.nswoceanbaths.info/pools/b012.htm - Merewether Ocean Baths)

In 1936 excavation began for new dressing sheds and recreational equipment was added to the baths, including diving board, pontoons, slippery dip, large wheel and horizontal cylinder. The size of the pool and the range of equipment evoked comparisons with the 'Wonder Pool' on Manly's harbour beach. However, the equipment at Merewether was gradually withdrawn due to storm damage. In 1937 parts of the floor of the Children's Pool and the main pool were concreted and the baths integrated into the beach promenade. A high diving tower and pump were added and the pool deepened under the diving tower. Further improvements to depth and pump facilities to allow the baths to be filled and emptied daily, followed in 1939. (McDermott, 2006, www.nswoceanbaths.info/pools/b012.htm - Merewether Ocean Baths)

By the 1930s, Merewether had a well-established surf club and women's swimming club, who held a combined annual dance and trophy presentation at the baths. In the 1940s the surf club's Rescue and Resuscitation team trained at the baths. In 1972 the Merewether Mackerels winter swimming club formed, initially swimming at the old baths, then later the main baths. In 1976 the Mackerels conducted the first Australian Winter Swimming Championship held outside Sydney, attracting around 500 visitors from all over Australia to Merewether Ocean Baths. The baths continued to be popular and well-patronised by school groups, children and the elderly into the twenty-first century. (McDermott, 2006, www.nswoceanbaths.info/pools/b012.htm - Merewether Ocean Baths)

The Merewether Baths have been acclaimed since the 1930s as 'the largest of their kind in the state.' The immense complex is significant on size alone and, according to Marie Louise McDermott's survey of ocean baths along the east coast, they may be the largest seawater baths in Australia. The baths have been important for the development of Merewether as a residential area as well as providing recreational, sporting and social venue for locals and visitors, together with the original Ladies' Baths and Surf House, all in close proximity. The baths are a popular subject for artists and photographers and images have been created by Paul Foley, Glenn Cook, Loui Seselja, Neale Duckworth, Patrick van Daele and Tony Moffit.

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Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

(McDermott, 2006, www.nswoceanbaths.info/pools/b012.htm - Merewether Ocean Baths)

The site and surrounds is instructive about the early history of Merewether. The old Burwood colliery railway line ran along the shore at this point and remained alongside the baths until it was removed in 1956. A colliery railway truck behind the public dressing pavilion above the Children's Pool marks the location of the mouth of the tunnel through which the rail line continued beneath the headland to the pit at Burwood. (Merewether Baths Precinct, Plan of Management, 2004, Appendix F)

Themes:	National Theme	State Theme	Local Theme
	1. Environment	Environment - naturally evo	(none)
	3. Economy	Environment - cultural land	(none)
	3. Economy	Mining	(none)
	3. Economy	Transport	(none)
	4. Settlement	Towns, suburbs and village	(none)
	4. Settlement	Utilities	(none)
	8. Culture	Creative endeavour (Cultur	(none)
	8. Culture	Leisure	(none)
	8. Culture	Sport	(none)

Designer: H G Skott Eng

Maker / Builder: NSW Department of Local Government - Emergency Relief Scheme

Year Started: 1934 **Year Completed:** 1935 **Circa:** No

Physical Description: The Merewether Ocean Baths comprise a huge pool complex a little to the south of the old Merewether Baths (Ladies Baths) on the same rock platform. The Baths consist of two large pools - the Children's Pool closest to the shore (110 x 35 yards, gradually deepening to 42 feet); and the Adults' Pool (main pool) (110 x 55 yards and 6 to 7 feet deep) separated by a wide promenade. A 50-metre racing area with diving blocks occupies the southern end of the main pool. The Baths were formed by concrete walls within the rock shelf. A distinctive pump house is located at the northern seaward corner of the main pool. The pavilion, housing associated change rooms and facilities is a simple brown and red-brick structure located above the promenade and steps behind the Children's Pool, with a flat roof and roof-top balcony.

Physical Condition: The swimming baths are in excellent physical condition and are regularly maintained by Newcastle Council. The change rooms have been modified and were last upgraded in the 1970s. They are currently closed for renovations.

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Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Modification Dates: 1936 - Dressing shed pavilion constructed
1937 - Pools concreted; main pool deepened; diving tower added
1938-39 - Recreational equipment added, including diving board, pontoons, slippery dip, large wheel and horizontal cylinder. Equipment gradually withdrawn due to storm damage.
1939 - Further deepening of pools; new pumphouse erected
1974 - Baths damaged by cyclone
2001 - Storm damage at baths, including diving block washed into baths.

**Recommended
Management:**

Management:

Further Comments:

- Criteria a)** The Merewether Baths are historically significant as possibly the largest of their kind at least in the state, possibly Australia, representing the importance of swimming and the beachside in the cultural life of Newcastle, NSW and Australia. The site has been a popular location for swimming and surfing since the late nineteenth century. The site as a whole, including the old Ladies Baths, which shares the rock platform and the area behind the pavilion, where the former Burwood Colliery railway ran through a tunnel, demonstrates the evolution of Merewether from mining township to beachside suburb. The construction of baths on the site was originally inspired because of sewage pollution at the beach, associated with expansion of the residential population in the area.
- Criteria b)** The Baths' construction is associated with the Depression era in NSW and with the State Government's efforts at unemployment relief, being constructed as part of an Emergency Relief Scheme.
- Criteria c)** The baths are aesthetically significant as the largest of their kind in the state and possibly the largest seawater baths in Australia. Visually, the baths make a huge and impressive vista, particularly when viewed from the roadway above, looking seaward, giving full effect to their expansive nature. The pumphouse at the northern seaward corner is also visually distinctive and evocative of its construction era of the 1930s. The baths streamlined, symmetrical style with clean lines reflects their modernity and adds to their impressive visual impact.
- Criteria d)** The baths are significant locally as a popular location for sport and recreation, particularly among school children. They have inspired creative works by local artists and photographers.
- Criteria e)** The site may have the potential to yield information about the early history of Merewether, particularly relating to the former colliery rail line and tunnel located near the baths.
- Criteria f)** The baths are rare at a local and state level because of their size.
- Criteria g)** The baths complex is a particularly fine example of ocean baths due to its scale and symmetry.

Integrity / Intactness: High

References:	Author	Title	Year
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Date: 24/07/2008

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State Heritage Inventory

SHI Number
2170762
Study Number
MERE.040

Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Studies:	Author	Title	Number	Year
	McDermott, Marie-Louise	Merewether Baths Precinct - Plan of Management		2004
	Suters Architects Pty Limited	New South Wales Ocean Baths - Website - 'Merewether Ocean Baths' & 'Merewether Old Baths'		2006
	Suters Architects Pty Limited	Ocean Baths, Newcastle NSW, Conservation Management Plan		2002
	Suters Architects Snell	Newcastle City Wide Heritage Study	MERE.040	1996
	Sue Rosen and Associates Heritage Assessment And History (HAAH)	Review of Items of Potential State Significance in the Newcastle City Area		2008

Parcels: Parcel Code LotNumber Section Plan Code Plan Number

Latitude: 32d 57m 07s

Longitude: 151d 45m 23s

Location validity:

Spatial Accuracy:

Map Name:

Map Scale:

AMG Zone:

Easting:

Northing:

Listings:	Name:	Title:	Number:	Date:
	Local Environmental Plan			8/08/2003
	Heritage study			

Custom Field One:

Custom Field Two:

Custom Field Three:

Custom Field Four:

Custom Field Five: No

Custom Field Six: Field Survey

Data Entry: Date First Entered: 14/08/1998 Date Updated: 24/07/2008 Status: Completed

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MERE.040

Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Image/s:



Caption: View of Baths complex from roadway above

Copyright:

Image by: Emma Dortins

Image Date: 10/09/2007

Image Number: 1

Image Path:

Image File: 2170762b5.jpg

Thumb Nail Path:

Thumb Nail File: t5_2170762.jpg

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Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Image/s:



Caption: Pavilion - Change Rooms etc.

Copyright:

Image by: unknown

Image Date:

Image Number: 2

Image Path:

Image File: 2170762b3.jpg

Thumb Nail Path:

Thumb Nail File: t3_2170762.jpg

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MERE.040

Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Image/s:



Caption: Diving blocks - Adults' Pool

Copyright:

Image by: Emma Dortins

Image Date: 10/09/2007

Image Number: 3

Image Path:

Image File: 2170762b8.jpg

Thumb Nail Path:

Thumb Nail File: t8_2170762.jpg

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MERE.040

Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Image/s:



Caption: Pump house at northern seaward end of baths

Copyright:

Image by: Emma Dortins

Image Date: 10/09/2007

Image Number: 4

Image Path:

Image File: 2170762b7.jpg

Thumb Nail Path:

Thumb Nail File: t7_2170762.jpg

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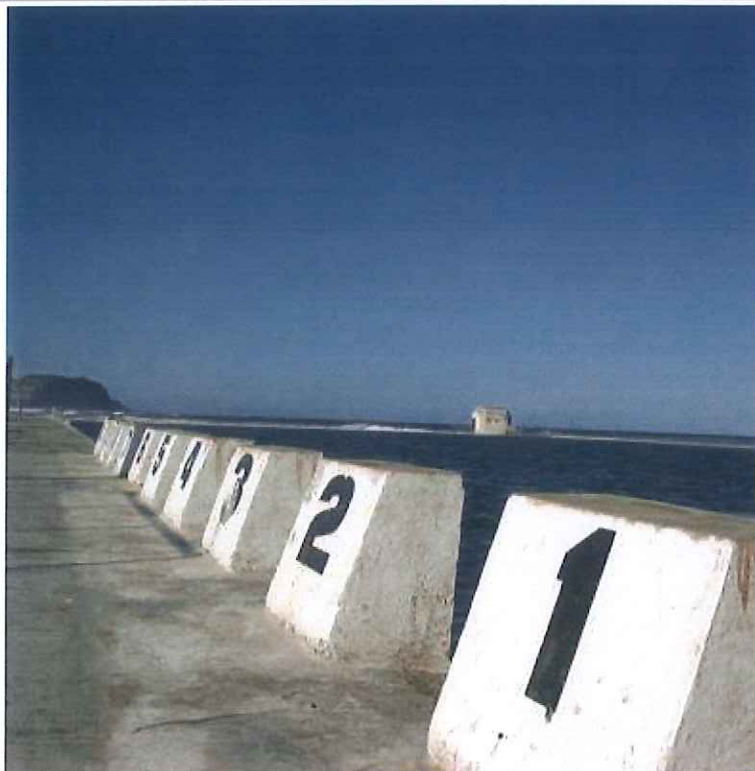
Study Number

MERE.040

Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Image/s:



Caption: Close up of diving blocks - looking north

Copyright:

Image by: Emma Dortins

Image Date: 10/09/2007

Image Number: 5

Image Path:

Image File: 2170762b9.jpg

Thumb Nail Path:

Thumb Nail File: t9_2170762.jpg

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State Heritage Inventory

SHI Number

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Study Number

MERE.040

Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Image/s:



Caption: View of Ladies' Baths (old baths) from road above

Copyright:

Image by: Emma Durlins

Image Date: 10/09/2007

Image Number: 7

Image Path:

Image File: 2170762b6.jpg

Thumb Nail Path:

Thumb Nail File: t6_2170762.jpg

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Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Image/s:



Caption: View of pavilion building and Children's Pool

Copyright:

Image by: Emma Dortins

Image Date: 10/09/2007

Image Number: 6

Image Path:

Image File: 2170762b10.jpg

Thumb Nail Path:

Thumb Nail File: t10_2170762.jpg

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Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Image/s:



Caption: Merewether Baths - view towards the Ladies Baths

Copyright:

Image by: S Cameron

Image Date: 28/11/2006

Image Number: 8

Image Path:

Image File: 2170762b4.jpg

Thumb Nail Path:

Thumb Nail File: t4_2170762.jpg

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Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Image/s:



Caption: Merewether Baths

Copyright:

Image by: unknown

Image Date:

Image Number: 9

Image Path:

Image File: 2170762b2.jpg

Thumb Nail Path:

Thumb Nail File: t2_2170762.jpg

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Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Image/s:



Caption: Merewether Baths Memorial Drive

Copyright:

Image by: unknown

Image Date:

Image Number: 10

Image Path:

Image File: 2170762b1.jpg

Thumb Nail Path:

Thumb Nail File: t_2170762.jpg

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Item Name: **Merewether Baths**

Location: **27 Henderson Parade, Merewether [Newcastle City]**

Image/s:



Caption: Aerial Photograph (Google Earth) with suggested curtilage traced in yellow, including Ladies Baths.

Copyright: Map Data Sciences P/L

Image by:

Image Date:

Image Number: 11

Image Path:

Image File: 2170762b11.jpg

Thumb Nail Path:

Thumb Nail File: 2170762t11.jpg

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Newcastle Heritage Inventory

State Heritage Inventory

SHI Number

2171574

Study Number

MAYW.010

Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Address: 609 Maitland Road

DUAP Region: Hunter & Central Coast

Suburb / Nearest Town: Mayfield West 2304

Historic region: Lower Hunter

Local Govt Area: Newcastle City

Parish:

State: NSW

County:

Other/Former Names:

Area/Group/Complex:

Group ID:

Aboriginal Area:

Curtilage/Boundary: See image no. 11 for suggested curtilage boundary, following fence and internal road lines, and taking in all known buildings and landscape features related to use of the site as a migrant hostel. Previous study also refers to: MAYW.010 Field survey number 1222

Item Type: Built

Group: Transient Accommod Category: Migrant Hostel

Owner: Private - Corporate

Admin Codes:

Code 2:

Code 3: Additional

Current Use: Telstra depot

Former Uses:

Assessed Significance: **State**

Endorsed Significance:

Statement of Significance: The Mayfield Migrant Hostel has historical and social significance for the State, and provides rare physical evidence of the arrival experience of post war migrants to NSW. The former Mayfield Migrant Hostel is of historical significance for the State of NSW for its association with the post-war migration program that radically altered the nature and composition of Australian society. The remaining site layout, buildings and landscape elements provide rare physical evidence of the first phase of the migration experience, accommodation in camps and the compulsory work obligation for men. The Migrant Hostel is of social significance for the State as a part of the network of camps which provided the first home for post-war migrants to Australia, and the place where they were introduced to Australian language, culture, food and people. As one of the few camps retaining significant original fabric, the camp may have the potential to preserve and evoke aspects of the experiences of migrants who came to other camps in the State, that have since been demolished. The former hostel is one of the few migrant hostel sites in the State which retains built and landscape elements articulate about the migration experience and its administration. With the remaining fabric of the Villawood, Scheyville and Balgownie hostels in particular, the surviving complex at Mayfield makes a significant and unique contribution to the story of post war migration in NSW.

Historical Notes or Provenance: Mayfield Migrant Hostel is part of Australia's post war migration story. The site was originally part of Platt's estate, granted in 1821. Platt's house was built about where the Murray Dwyer Orphanage stood, and the hostel site appears to have been left undeveloped. After Platts

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MAYW.010

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Location: **609 Maitland Road, Mayfield West [Newcastle City]**

death the land was sold to the AA Company c.1836, though again the hostel site appears to have been undeveloped. The company started to sell off parts of the land in 1913. Then, in 1920, 107 acres including the hostel site were acquired by the Commonwealth for War Services Homes. There is no evidence that this use was ever implemented by the government. The site was then selected by the government when they were looking to build a hostel for migrants who were to work at the BHP steelworks in the 1940s.

For 150 years following European settlement, government policies ensured that the majority of Australia's immigrants were of European origin and preferably British. After World War Two, however, feeling vulnerable after the near invasion by Japan, Australia looked to the rest of Europe desperate to 'populate or perish'. In 1945 Arthur Calwell was appointed the first Federal Government Immigration Minister and set about putting policies in place that would attract over 70,000 migrants a year. Migrants from Britain alone could not meet this number, and in 1947 the Australian Government reluctantly agreed to accept 'Displaced Persons', or refugees, from the war in Europe. Over the next five years nearly 171,000 migrants - mainly from Poland, Yugoslavia and the Baltic States - arrived. When this source of migrants was exhausted, the Government signed formal agreements to sponsor migrants from a number of European countries including Germany, Italy, Greece and Malta.

Between 1945 and 1975, Australia's population almost doubled. Almost three million migrants arrived, half from Britain and half from other European countries. However it was not until the election of Gough Whitlam's Federal Government in 1972 that the 'White Australia' policy was finally abandoned. The Immigration Minister, Al Grassby, declared in 1973 that 'every relic of past ethnic or racial discrimination' was to be abandoned and migrants welcomed from all countries. By the 1996 Census, the Australian population had reached 18 million including 5.6 million people who had immigrated from over 150 countries. (Migration Heritage Centre website; National Archives of Australia website)

Under these 'assisted passage' schemes, migrants were given temporary accommodation in exchange for their agreement to provide two years labour on government projects such as the Snowy Mountains Scheme. Almost 40 accommodation centres were established in New South Wales, often in old army barracks. Families were separated with husbands living in barracks close to their work and women and children staying behind in the migrant accommodation. (Migration Heritage Centre website; National Archives of Australia website) There were approximately thirty migrant camps in NSW, and Mayfield is notable as one of the six sizeable purpose built camps in the State. The Mayfield Migrant Hostel was purpose built as accommodation for men who were to fulfill their work obligation at the adjacent BHP steelworks. Their families were accommodated at Greta, the largest migrant accommodation facility in the Hunter Valley, or at other camps further afield. The Mayfield Hostel was under construction by June 1949, and was originally intended to house men from the Baltic States. (Ecotecture, 2000)

The trade unions did not welcome the migrants, as they provided a new pool of non-unionised labour that had the potential to be used to erode the union's achievements during the period of Post War social and economic reform. The men accommodated at Mayfield were promised employment at BHP whether they spoke any English or not, and often found their first period of employment there both tedious and somewhat terrifying. Although their accommodation was provided as part of an agreement that the men would work in

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Australian industries important in post-war economic reconstruction, the accommodation still came at a cost at least in some periods. In the late 1960s, men at Mayfield paid \$11.60 per week for accommodation and meals, including a cut lunch to take to the steel works, and paid for their families to stay at other camps. Later in the 1960s, families were also accommodated at Mayfield. (Memories of Mayfield, 1997, n/p) The Mayfield hostel manager, Mr B.W. Rawlinson, himself a migrant, described the hostels in 1966 as 'stepping stones from boat to abode', saying that they provided 'temporary accommodation for migrants for whom housing was not immediately available. More than this, they helped with the inevitable heartburn of transplantation'. He felt that Australia's migration and settling-in service was excellent. (Ecotecture, 2000) The experiences of the migrants themselves at the Mayfield hostel were often mixed, their time at the hostel being associated with separation from their families; with being transferred repeatedly between camps; and with the hard work of getting used to Australian culture mores, language, and not least, food. As Graham Brooks and Associates pointed out in their study of the former Villawood/Westbridge migrant hostel:

"For many of the early residents, who arrived before 1969, the hostel represented the indignity of migration. Many European residents had been dislocated by war, and had left comfortable homes, careers or professional employment in their flight to refugee camps. To arrive in Australia and live in a corrugated iron hut without plumbing or a kitchen, was a terrible blow, especially for women. For men the hostel was not the greatest blow, but the lack of skilled employment and recognition of qualifications. These great disappointments and the feeling of having to begin one's life over again, speak a new language, and eat different foods, contributed to the intensity of the hostel experience for everyone. In very many cases, the articulation of value was expressed as an emotional attachment to a place where a very intense and important period of one's life had been spent." (Graham Brooks and Associates, 2001, p. 58)

The wishing well, probably constructed by Fred Tanschuk and Stefan Kowt using bricks from the BHP dump, and still remaining on the site, was no doubt an effort to enhance the optimism of residents about their futures in Australia. (Memories of Mayfield, 1997, n/p) In 1966 the hostel had the capacity to accommodate 500 people, but there were only 270 in residence. Ninety per cent of the men residing there worked at the adjacent steelworks. (Ecotecture, 2000)

Post-war immigration changed the face of Newcastle adding a diversity to the mix of cultures living in Newcastle and the region. The suburbs of Hamilton and Mayfield, very close the hostel, came to be settled by Italians and many of these had come from the Abruzzi area prior to the war. Italians and other Europeans have had a lasting historical, social and economic impact on Newcastle in areas like Beaumont Street, which is still populated by Italian businesses and cafes. Bruce Hatherly, who was officer of the Commonwealth Bank's migrant information service in the Memories of Mayfield registered his appreciation of the diversification of the Australian cuisine and social and cultural life brought about by migrants to Newcastle. (Memories of Mayfield, 1997, n/p)

The closure of the hostel was announced in September 1972, in line with the new policy of migrant accommodation in apartments and houses as part of the general community. By this time there were only a few residents remaining. The nine timber accommodation huts, that stood in ranks to either side of the long metal igloo/kitchen building, were demolished at this

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time. The site was taken over by the PMG as a line yard c.1976, and since then continued in this role under Telecom/Telstra and now the NDC. (Ecotecture, 2000) The kitchen/dining hut appears to have been removed since 2000.

Migration is a highly important theme in the history of NSW, and post-war migration radically altered the nature and composition of Australian society. Yet, the comparative analysis provided by Graham Brooks and Associates, in their assessment of the Villawood/Westbridge Migrant Hostel, indicates that physical evidence of this early part of the migrant experience is rare, especially evidence of 'that moment of arrival and the first stages of the transition to becoming Australian':

'Physical sites which demonstrate migration history are rare. Most sites which are nominated for conservation as migrant heritage sites demonstrate settlement, rather than the act of migration. Many migrant heritage sites are illustrations of migration success. The oral history of the hostel residents, illustrates that migration was a fraught and difficult process. The fact that so many migrants had to live for years in a government hostel, in itself indicates the difficult beginnings of so many of Australia's migrants.' (Graham Brooks and Associates, 2001, p. 61)

In this sense any and all physical evidence which demonstrates the accommodation of migrants in hostels on their arrival, and while they fulfilled their work obligation, has a level of rarity value.

Of the thirty hostels which have been identified in NSW, only a handful are known to retain physical fabric associated with their hostel function, especially fabric associated with the late 1940s-1950s phase of migration. It would appear that no hostel established in the late 1940s-1950s survives in its entirety. A number of nissen huts and post-war fibro buildings survive at the Villawood/Westbridge hostel, amongst the brick and tile motel-style buildings which accommodated migrants on the site from the 1960s, and more recent buildings associated with the migrant detention function. The majority of the buildings associated with the late 1940s-1950s phase were demolished during the 1960s to make way for the new style of accommodation. Other examples include: Balgownie Hostel (Fairy Meadow, Wollongong) at which three huts, one Nissen and two Quonset, survive but have been relocated on the site to avoid further flood damage; Parkes Hostel, which retains a house and administration building only; Greta Hostel where all buildings have been demolished and only footings, roads and kerbs remain. The Scheyville Hostel, established in 1910 as a training farm and hostel for English child migrants, and then used as a general migrant hostel 1949-1964, retains a number of Nissen huts and other accommodation buildings, and mess and kitchen building, making it one of the more complete examples along with Villawood.

The former Mayfield Hostel, then, is one of a small group of migrant hostels which retain part of their physical fabric. The physical fabric of the former Mayfield Hostel: the workshop, gate house, caretakers cottage, and landscape elements including roadways, the wishing well, and plantings, makes an important contribution to the surviving fabric of post-war migration in NSW. Specifically, the Mayfield Hostel is an example of a medium sized facility, purpose built as a migrant hostel immediately following the war (pre-1950), which remained in use through several decades but closed down without redeveloping the site to reflect the new

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standards of the 1970s. It is located in a regional centre and was initially intended to house working men away from their families. Many other sites demonstrating similar characteristics have been lost. For example, the Adamstown Hostel, also housing men working at the Newcastle steel works has been completely demolished, as has the Karingal Hostel at Wollongong, which housed men working at the local steel works. The purpose built Unanderra and Berkeley Hostels at Wollongong have been demolished, and the hostels at Cabramatta and East Hills were redeveloped in the 1970s and are thought to have lost their earlier buildings. Although the sleeping huts and kitchen/dining hut at Mayfield no longer remain, the remaining buildings and landscape elements form a cohesive group on the northern part of the site, which is articulate about the atmosphere of the hostel and how it functioned. The austerity of the remaining buildings, and the nature of the site, perched on an isolated piece of land beyond the industrial part of Newcastle hugging the highway and looking out over the Hunter River flats, illustrate both the straitened circumstances of NSW as the State welcomed the new migrants amidst a severe post-war housing and materials shortage, and also evoke the indignity and loneliness of the migration experience. The wishing well and European plantings on the site provide rare physical evidence of the migrants' efforts to feel at home in their new country, and hopeful about their prospects in Australia.

The Quonset hut on the site also has rarity value in its own right, with only a few of these structures surviving in NSW, including the hut adapted to form the Crest Theatre at Granville, and the two surviving Quonset huts at the former Balgownie Hostel site.

Themes:	National Theme	State Theme	Local Theme
	2. Peopling	Migration	(none)
	4. Settlement	Accommodation (Housing)	(none)
	5. Working	Labour	(none)
	8. Culture	Domestic life (new theme)	(none)

Designer:

Maker / Builder: Commonwealth of Australia

Year Started: 1948 **Year Completed:** 1949 **Circa:** Yes

Physical Description: The buildings surviving on the site comprise:

- The main workshop building, being a Quonset hut with a small gable roof extension to the west, the last part of which may have been a gatehouse
- The caretakers cottage, immediately adjacent to Maitland Road at the main entrance gates, being a simple timber cottage typical of the 1950s.

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These buildings are situated to the north of the compact site beside the main entrance gates. The original access road runs up the southern side of the main workshop. Kerbing and associated improvements survive, as do garden beds and edging and plantings, in particular cyprus-style pines, planted during the operation of the hostel. A 'wishing well' is located amongst some mature trees on a grassed area overlooking Maitland Road. Its is constructed of odd shaped concrete blocks, probably a recycled industrial material, complete with corrugated iron roof and timber pulley (currently detached), now planted with succulents.

All of the features described are situated within the northern one third-one half of the site, to the north of the short internal roadway which bisects the site.

The site runs lengthways along Maitland Road, slightly raised above road level. To the north-east of the site the land slopes away to the Hunter River, giving extended views of the river flats from the former hostel site.

Physical Condition: The buildings on the site appear to be in fair condition. However, the wishing well requires maintenance, its roof having blown off is currently lying beside the well.

Modification Dates: The sleeping huts and kitchen/dining hut, and possibly other structures have been removed from the site.

Recommended Management: All surviving features, to the north and north-east of the wishing well (and including the wishing well), both building and landscape items, should be retained in their current configuration. The caretakers cottage, workshop and gate house buildings should be found a new use which requires minimal adaptation. The grassed area around the wishing well should be retained and used as open space.

Management:

Further Comments:

Criteria a) The former Mayfield Migrant Hostel is of historical significance for the State of NSW for its association with the post-war migration program that radically altered the nature and composition of Australian society. The remaining site layout, buildings and landscape elements provide rare physical evidence of the first phase of the migration experience, accommodation in camps from several months to two years, and the compulsory work obligation for men. The austerity of the remaining buildings, and the nature of the site, perched on an isolated piece of land beyond the industrial part of Newcastle hugging the highway and looking out over the Hunter River flats, illustrate both the straitened circumstances of NSW as the State welcomed the new migrants amidst a severe post-war housing and materials shortage, and also evoke the indignity and loneliness of the migration experience. The wishing well and European plantings on the site provide rare physical evidence of the migrants' efforts to feel at home in their new country, and hopeful about their prospects in Australia.

Criteria b) Within the limited research carried out for this review, the Hostel was not found to be of significance under this criterion.

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Item Name: **Migrant Camp (Former)**

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- Criteria c)** Within the limited research carried out for this review, the Hostel was not found to be of significance under this criterion.
- Criteria d)** The Migrant Hostel is of social significance for the State as a part of the network of camps which provided the first home for post-war migrants to Australia, and the place where they were introduced to Australian language, culture, food and people. As one of the few camps retaining significant original fabric, the camp may have the potential to preserve and evoke aspects of the experiences of migrants who came to other camps in the State, that have since been demolished. The ongoing interest in the Hostel, and the wish of former residents to preserve their links with this part of their migration history is evidenced by the booklet, 'Memories of Mayfield, Mayfield Migrant Hostel 1949-1972', published 1997.
- Criteria e)** Within the limited research carried out for this review, the Hostel was not found to be of significance under this criterion.
- Criteria f)** The Mayfield Migrant Hostel provides rare physical evidence of the arrival experience of post war migrants to NSW. The former hostel is one of the few migrant hostel sites in the State which retains built and landscape elements articulate about the migration experience and its administration. With the remaining fabric of the Villawood, Scheyville and Balgownie hostels in particular, the surviving complex, comprising workshop, caretakers cottage, gate house, and landscape features makes a significant and unique contribution to the story of post war migration in NSW.
- Criteria g)** Within the limited research carried out for this review, the Hostel was not found to be of significance under this criterion.

Integrity / Intactness: The majority of the sleeping huts were removed when the camp closed. The remaining built elements include a large Quonset Hut, with pitched roof extension, caretaker's cottage and gate house. These elements have a high level of integrity as built structures. Their arrangement on the site around the main entrance and roadways provides evidence about the function of the camp. There are many landscape features remaining which are evidence of the former layout of roads and garden beds and the choice of trees is emblematic of the cultural mix in the camp (Pines from southern Europe).

References:	Author	Title	Year
		Memories of Mayfield	1997
	Ecotecture	Newcastle Draft LEP 2000. Review of Nominations	2001
	Graham Brooks and Associates Pty Ltd	Former Villawood/Westbridge Migrant Hostel Draft Conservation Management Plan	2001
	Migration Heritage Centre	Migration Heritage Centre Website, online exhibition: 'Belongings: Post WW2 Memories of Migration', viewed 15th August 2007	2007
	National Archives of Australia	Fact Sheet 66, Migrant Selection Documents Held in Canberra, 'Post-war Migration Policies' and 'Displaced persons program', viewed 15th August 2007	2003

Studies:	Author	Title	Number	Year
	Suters Architects Snell	Newcastle City Wide Heritage Study	MAYW.010	1996

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SHI Number

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Study Number

MAYW.010

Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Sue Rosen and Associates Heritage
Assessment And History (HAAH)

Review of Items of Potential State Significance
in the Newcastle City Area

2008

Parcels:	Parcel Code	LotNumber	Section	Plan Code	Plan Number
	LOT	1		DP	369641

Latitude:

Longitude:

Location validity:

Spatial Accuracy:

Map Name:

Map Scale:

AMG Zone:

Easting:

Northing:

Listings:

Name:

Title:

Number:

Date:

Local Environmental Plan

8/08/2003

Heritage study

Custom Field One:

Custom Field Two:

Custom Field Three:

Custom Field Four:

Custom Field Five: No

Custom Field Six:

Data Entry: Date First Entered: 14/08/1998

Date Updated: 24/07/2008

Status: Basic

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Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Image/s:



Caption: Main Group of buildings - in the foreground the small gate house, with a view along the Quonset hut and its pitched roofed addition.

Copyright: Newcastle City Council

Image by: Sarah Cameron

Image Date: 31/12/2004

Image Number:

Image Path:

Image File: 2171574b1.jpg

Thumb Nail Path:

Thumb Nail File: 2171574t1.jpg

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Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Image/s:



Caption: View along south-western elevation of the Quonset hut.

Copyright: Newcastle City Council

Image by: Emma Dortins

Image Date: 11/09/2007

Image Number:

Image Path:

Image File: 2171574b2.jpg

Thumb Nail Path:

Thumb Nail File: 2171574t2.jpg

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Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Image/s:



Caption: North-eastern elevation of the caretakers cottage from eastern viewpoint

Copyright: Newcastle City Council

Image by: Sarah Cameron

Image Date: 31/12/1004

Image Number:

Image Path:

Image File: 2171574b3.jpg

Thumb Nail Path:

Thumb Nail File: 2171574t3.jpg

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Study Number

MAYW.010

Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Image/s:



Caption: Close view of the 'wishing well' in 2007, showing its construction from recycled bricks. Its roof has blown off, but can be seen behind the well. The caretaker's cottage can be seen in the background.

Copyright: Newcastle City Council

Image by: Emma Dortins

Image Date: 11/09/2007

Image Number:

Image Path:

Image File: 2171574b8.jpg

Thumb Nail Path:

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Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Image/s:



Caption: Landscape elements - view of the 'wishing well' in 2004, close to the south-western boundary of the site, with mature pine in the background.

Copyright: Newcastle City Council

Image by: Sarah Cameron

Image Date: 31/12/2004

Image Number:

Image Path:

Image File: 2171574b7.jpg

Thumb Nail Path:

Thumb Nail File: 2171574t7.jpg

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Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Image/s:



Caption: View from the site to the north-east, looking down across the flat land beside the Hunter River. The building at the right hand side of the picture is the gate house.

Copyright: Newcastle City Council

Image by: Emma Dortins

Image Date: 11/09/2007

Image Number:

Image Path:

Image File: 2171574b10.jpg

Thumb Nail Path:

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Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Image/s:



Caption: Landscape element - brick pathway edging leading to the front entrance of the caretaker's cottage

Copyright: Newcastle City Council

Image by: Sarah Cameron

Image Date: 31/12/2004

Image Number:

Image Path:

Image File: 2171574b9.jpg

Thumb Nail Path:

Thumb Nail File: 2171574t9.jpg

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Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Image/s:



Caption: View of the main entrance way to the site, looking out onto Maitland Road.

Copyright: Newcastle City Council

Image by: Sarah Cameron

Image Date: 31/12/2004

Image Number:

Image Path:

Image File: 2171574b6.jpg

Thumb Nail Path:

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Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Image/s:



Caption: View from the northern corner of the site showing the relationship of the main group of buildings with the caretaker's cottage, and main entrance to the site, at the far right hand side of the photograph.

Copyright: Newcastle City Council

Image by: Sarah Cameron

Image Date: 31/12/2004

Image Number:

Image Path:

Image File: 2171574b5.jpg

Thumb Nail Path:

Thumb Nail File: 2171574t5.jpg

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Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Image/s:



Caption: North-eastern elevation of the caretakers cottage from western viewpoint

Copyright: Newcastle City Council

Image by: Sarah Cameron

Image Date: 31/12/2004

Image Number:

Image Path:

Image File: 2171574b4.jpg

Thumb Nail Path:

Thumb Nail File: 2171574t4.jpg

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Newcastle Heritage Inventory

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Study Number

Item Name: **Military Hospital and Barracks (Former)**

Location: **72 Watt Street, Newcastle [Newcastle City]**

Address: 72 Watt Street
Suburb / Nearest Town: Newcastle 2300
Local Govt Area: Newcastle City
State: NSW

DUAP Region: Hunter & Central Coast

Historic region: Lower Hunter

Parish:

County:

Other/Former Names:

Area/Group/Complex:

Group ID:

Aboriginal Area: Awabakal

Curtilage/Boundary: Lot 72 and Lot 15, Map 607 Newcastle Basin. See also plan of site layout, image no. 6.

Item Type: Built

Group: Health Services

Category: Hospital

Owner:

Admin Codes: LEP

Code 2:

Code 3:

Current Use:

Former Uses:

Assessed Significance: **State**

Endorsed Significance:

Statement of Significance: The former military hospital has historical significance at a state level because it demonstrates the themes of health and welfare as well as the theme of defence in NSW history. It is highly significant as the site of the first Industrial School for Girls in NSW and later, the first hospital for imbeciles and idiots. It was a key institution in the system of incarceration of young girls and later in the system of mental health care in NSW. The former military hospital is also of state significance in its association with Frederic Manning, who had a profound influence in the field of mental health in NSW, implementing fundamental reforms and seeking to change entrenched beliefs regarding mentally ill people. The former military hospital has significance to the State of NSW because it retains physical evidence of its time as a military compound. The construction of this during the late 1830s and early 1840s links the site with the growth and development of Newcastle.

Historical Notes or Provenance: Newcastle became a permanent penal settlement in 1804, accommodating prisoners from New South Wales and Tasmania. It had a small population until about 1814, with approximately 100 convicts and guards, but over the next few years it became the principal penal settlement of the Australian colonies, accommodating up to one thousand prisoners at a time. Newcastle's association with the army dates back to the units of the NSW Corps, which were stationed in the convict settlement from 1804 (Newcastle Thematic History, p. 45). The first military barracks in Newcastle were built under the instruction of Commandant Charles Throsby in 1805 and were located close to the waterfront (NSW Department of Commerce, 2004, p. 9 10).

During the 1820s, Newcastle entered the coal industry and in order to protect Newcastle's

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Item Name: **Migrant Camp (Former)**

Location: **609 Maitland Road, Mayfield West [Newcastle City]**

Image/s:



Caption: Aerial photograph showing suggested curtilage boundary.

Copyright:

Image by:

Image Date:

Image Number: 11

Image Path:

Image File: 2171574b11.jpg

Thumb Nail Path:

Thumb Nail File: 2171574t11.jpg

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Item Name: **Military Hospital and Barracks (Former)**

Location: **72 Watt Street, Newcastle [Newcastle City]**

precious coal resources, which were important for NSW's economy, as well as to control the growing convict population, there was an increase in military protection at Newcastle from the 1830s. There was soon a need to accommodate more officers and in 1836, approval was granted for new army barracks to be built on Watt Street under direction of Captain George Barney of the Royal Engineers. It is these barracks with which this study is concerned. Barney had recently arrived from England and was appointed Colonial Engineer in 1836. One of Barney's first tasks was to report on steps that needed to be taken in order to protect the colony from attacks by foreign vessels and he recommended that batteries and blockhouses be constructed in Sydney, Newcastle, Wollongong, Port Macquarie and Port Phillip (Australian Dictionary of Biography, Online Edition).

The first projects undertaken by Barney were for the construction of new barracks at Sydney (Victoria Barracks) and Newcastle. Some of the plans for the Victoria Barracks survive, however the original 1836 plans for barracks at Newcastle have not survived. It is believed that the designs for Newcastle, as for Sydney, were based upon a standard design that had been developed by the Royal Engineers Corps. (NSW Department of Commerce, Conservation Management Plan for James Fletcher Hospital Site, p.12). Barney also designed several of the buildings in the Prison Barracks Precinct on Cockatoo Island, the fortification of Fort Denison and the layout of Circular Quay. (Commonwealth Heritage Places in NSW, <http://www.environment.gov.au/heritage/commonwealth/nsw>).

Work was started on the barracks in 1838 but not completed until 1843. Between 1843 and 1851 the barracks were occupied by the 99th Regiment. In June 1844, the Newcastle Barracks housed 2 field officers, 10 officers, 200 non-commissioned officers and privates as well as 16 horses. At this stage, the complex included the barracks, officers' quarters, the hospital, the guard house as well cooking and bathroom facilities.

In a letter to Lord Stanley in London, Governor Gipps stated his intention to start reducing troop numbers at the barracks. This was part of an overall policy in NSW aimed towards redistributing troops as a result of the cessation of convict transportation to the Colony of NSW (Department of Commerce, 2004, p. 16). Further reducing the need for a strong military presence in Newcastle was the relocation of prisoners in 1848. Only 1000 troops were to remain in NSW to protect the colony. It was advised that the present barracks be kept in good condition otherwise the British Government would order them to be removed. The NSW government was required to pay rent to the British government in recognition of their ownership of the complex. Over the next 15 years, various government and civil bodies occupied the Newcastle Barracks at different times. The A.A. Company, for example, rented the soldiers' barrack for miners' accommodation between 1851 and 1853. The military hospital was used as a police barracks in 1851 and then used to house the Police Magistrate in 1853.

On 12th November 1866, the Colonial Secretary's Office wrote to the Bench of Magistrates in Newcastle announcing its intention to transform the Soldiers' Barracks into an asylum that could accommodate 100 patients. This was in response to the severe accommodation shortage at Tarban Creek and Parramatta Lunatic Asylums that had been escalating for several years and which, by 1865, could no longer be ignored by the NSW Government. However, this plan was abandoned due to local opposition. The following year another plan for the Newcastle Barracks was proposed. This was in light of two Government Bills which

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Item Name: **Military Hospital and Barracks (Former)**

Location: **72 Watt Street, Newcastle [Newcastle City]**

were passed in 1866 promoting improved care of disadvantaged children and the establishment of industrial schools for children under 16 years of age. These bills were The Industrial Schools Act (Act for the Relief of Destitute Children) and the Reformatories Schools Act. Newcastle was the first city in NSW to implement these policy reforms. In May 1867 an industrial school for boys was set up on board the ship the 'Vernon', which was moored in Sydney Harbour between the Government Domain and Garden Island. Three months later, the former Newcastle Military Barracks was established as an Industrial School for Girls. These were the first Industrial Schools to be established in NSW ('Parragirls', Parramatta Girls website).

In January 1869, a section of the barracks was proclaimed a reformatory for girls who had broken the law. Despite the fact that the chosen premises were not suitable for a school and reformatory, nothing was done to convert the buildings into something more suitable for this purpose. The dormitories were too large, with up to sixteen girls in each room. There was no system of classification in the dormitories and the buildings were dilapidated. The girls who were sent to the school were from many different parts of NSW, with the majority of them from the streets of Sydney. Many of these girls, some of whom were only 12 or 13, had been working as prostitutes and most required treatment for venereal diseases. Minimal education was provided, with the school focussing on training girls in domestic duties. Some girls were later eligible to be hired as domestic servants in the local community. Aside from this minimal training there were no activities provided for the girls and at a later inquiry, many girls stated that they there was nothing with which they could occupy their time (NSW Government, Department of Commerce, 1984, website).

It was not long before the managers of the school became worried about the location of the institution, because it was in the centre of the city and could be overlooked by residents. To counter this concern, a new fence was constructed in December 1868 in an attempt to stop the girls from having any contact with people outside the school (NSW Department of Commerce, 2004, p.21). The new wall did not deter girls from attempts to escape; approximately 80 of the 187 girls ever sent to the school escaped. They were recaptured and were punished with solitary confinement in what had previously been Guard House Cells. They were also humiliated with practices such as cutting off all their hair. The years of the Industrial School for Girls in Newcastle were marked by staff incompetence, riotous behaviour by the girls, most likely resulting from mistreatment and boredom, and community outrage at using the site for such purposes. There were several protests by the girls at the Industrial School, two of these protests occurring in 1871 and resulting in arrests. Public anger regarding these riots led to the closure of the Industrial School for Girls and Reformatory at Newcastle in 1871. The girls were moved to Cockatoo Island, where Biloela Industrial School for Girls was opened (NSW Department of Commerce, p. 22).

Following the closure of the Newcastle Industrial School and Reformatory for Girls, it was announced that the former barracks would be used as an asylum. On September 13, 1871 the NSW Government established a 'Lunatic Asylum for Imbeciles and Idiots' at this site. It was the first asylum especially for imbeciles and idiots to be established in NSW (NSW Department of Health, p.39). During its first 27 years, the asylum was run by Frederick Norton Manning, an influential figure in improving patient care and accommodation. He believed it crucial that those patients classified as being young, imbecilic and idiotic were

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Item Name: **Military Hospital and Barracks (Former)**

Location: **72 Watt Street, Newcastle [Newcastle City]**

separated from those classified as insane because the former annoyed other patients and were too impressionable (NSW Department of Commerce, 2004, p.24). During the 19th Century, the terms 'imbecile' and 'idiot' referred to people whose mental retardation was seen to be congenital or hereditary. People believed to have a mental age of less than 3 years and who were entirely dependent on others were classified as idiots. Those with a mental age of between 3 and 7 years, who could perform only basic tasks, were classified as imbeciles (Stephen Garton, *Medicine and Madness*, p. 58).

During the 1870s, increased government funding was directed towards improving facilities in asylums; a change which was driven by Manning (Stephen Garton, *Medicine and Madness*, p.22-23). The decision to open an asylum in Newcastle was a result of overcrowding at the Parramatta and Gladesville asylums. Newcastle was the fourth main government run asylum to be opened in NSW, the others located at Tarban Creek, Parramatta and Callan Park (Stephen Garton, *Medicine and Madness*, p. 38).

In contrast to the practices he had witnessed at Tarban Creek in 1868, Manning was intent upon minimising the use of restraint and at providing activities for patients at the Newcastle asylum. Manning's ideas of how an asylum should be run reflected the influence of the 'moral therapy' movement of the early 19th Century, which advocated that the physical, material and moral aspects of the asylum were essential components in the treatment of patients. By the mid 19th century, a large focus of the asylum was architecture, and the proper organisation of space to aid the classification and distribution of patients was seen as crucial. Manning believed that the biggest problem with the asylum in Newcastle was its proximity to the city and the fact that its grounds were too small for proper physical exercise and manual labour. He also advocated that classrooms be built in order to allow for elementary education to be provided. (NSW Department of Commerce, 2004, p.25).

In 1876, work was started on the construction of new bathroom facilities and conditions in the existing bathroom facilities were improved. Between 1876 and 1889 several other buildings were constructed along the western boundary of the asylum and a new kitchen block was built. In 1889, a morgue was established behind the women's division (NSW Department of Commerce, 2004, p. 27).

In the late 19th Century, prevailing theories about mental illness highlighted the importance of providing patients with attractive surroundings. As such, male patients were encouraged to participate in physical activities and to help maintain the buildings and the grounds. Work upon the grounds began under the supervision of Superintendent M. Prior. Frederick Cane, Prior's successor greatly increased the work of transforming the grounds and he asked the residents of Newcastle to donate trees, shrubs and vines. A fountain was constructed in 1877 between Cane's residence and the male dormitories (NSW Department of Commerce, 2004, p.29).

During the 1880s and 1890s, the Department of Lunacy (established 1878) under the leadership of Manning, reached a decision that young patients should be placed under the supervision of the matron, and away from the older patients. In order to enact this change, extra space was needed in both the male and female quarters. This decision coincided with an increase in patient numbers, due in part to the effects of the 1890s depression. Manning had intended to have the younger patients housed on a separate site, but the NSW

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Government's funding was limited due to the depression and instead additional wards were constructed. The first of these was constructed for girls in 1892 and was located on the northern end of the asylum grounds, behind the Court House. It could accommodate 24 patients. (NSW Department of Commerce, 2004, p.30).

In 1897, a single storey ward was established for boys and was located on the southern side of the driveway in front of the old barracks and was linked to the main male block by a covered walkway. It was opposite the amusement hall, which had been built in 1891. The ward was used for church services, concerts and plays by local drama groups. Another wing was added to the male division. These additions meant that by the late 1890s, the male division, which was the original barracks, was in a T shape.

During the first decade of the twentieth century, the level of admissions continued to rise, not only at the asylum in Newcastle but across asylums in NSW. This was closely linked to the continuing psychological effects of the 1890s depression as well as stricter enforcement of the lunacy laws by police. By 1907, there were 434 patients at Newcastle asylum, although it only had adequate accommodation for 322 people. At this time, the Newcastle asylum was the most crowded asylum in NSW. It was only in 1910 that this problem was eased, with patients being transferred to a new hospital in Morisset as well as to temporary wards in Stockton. In 1911, in response to complaints about the standards of their accommodation, a two storey nurses' quarters was built with much improved accommodation for the nurses (NSW Department of Commerce, 2004, p. 34).

In 1916, the name was changed to Newcastle Mental Hospital. A visit from the Deputy Inspector General of Mental Hospitals in 1918 found the newer wards of a high standard but determined that the older buildings were in poor condition. Such problems were addressed during the mid to late 1920s, and included improvements in bathroom facilities, the removal of single rooms in the women's section to create a spacious dining and day room and the creation of a larger space in the men's division by removing two of the single rooms.

A common theme throughout the life of the asylum was community dissatisfaction with having such an institution located in the centre of the city. When an asylum was first suggested, Novocastrians were so opposed to the plan that they held a public meeting which consisted of 400 Newcastle residents at the Newcastle Court House (NSW Department of Commerce, 2004, p. 1). On 4th December 1866 the Colonial Secretary's Office notified the Bench of Magistrates in Newcastle that the proposed plan would not go ahead (NSW Department of Commerce, 2004, p.19 20). When it was suggested for a second time, a Newcastle newspaper, the Chronicle stated that it was dangerous to have insane people living in such close proximity to residents. It claimed that the use of the former barracks for this purpose was wasting valuable real estate (NSW Department of Commerce, 2004, p.22 23).

The relationship between the asylum and the city's residents was cordial during the 1870s and early but this changed in the mid 1880s. One reason was Manning's opposition to the decision of local council to deposit night soil in an unused mine in a reserve near the asylum grounds as he was concerned that this would result in contamination of the asylum's water supply, which was already scant. Then in 1889, Council decided to build a new courthouse on Church St, opposite Bolton St. This meant that the long hoped for extension of Bolton St

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Item Name: **Military Hospital and Barracks (Former)**

Location: **72 Watt Street, Newcastle [Newcastle City]**

to Ordinance St, would not take place. The Herald advocated that the choice of location for the courthouse was largely due to the fact that the Department of Lunacy controlled the old Barracks ground behind it. The paper asserted that the asylum was a hindrance to the development of the city of Newcastle (NSW Department of Commerce, 2004, p. 30 31).

Tensions were increased with the widening and raising of Newcomen St during the early 1890s, which led to a concern about the public visibility of the asylum. In 1893, the Department of Lunacy stabilised the wall and erected a galvanised iron screen within the asylum's boundaries in order to stop it being visible to the public (NSW Department of Commerce, 2004, p. 31). During the 1920s, the Newcastle City Council campaigned to have the asylum relocated, but the request was denied by the Minister for Health. The campaign gained new strength in 1935 when the Newcastle Rotary Club decided to support the removal of the asylum, but again this was to no avail.

The tensions continued into the mid 20th Century, when in 1960, the State Government announced a plan to construct a new mental hospital on same site as the existing hospital. The Newcastle City Council was opposed to this plan and many of the objections to the hospital that had been articulated previously were raised again. The Council, Chamber of Commerce and various business groups wanted to use the grounds for a park and residential development. These protests did not prevent the plan from being put into action, and in 1960, a decade of building activity began on this site. The developments included the construction of new buildings and the remodeling of older buildings. The aim of the work was to aid the transition of the hospital from an institution for mentally handicapped children to a hospital for psychiatric patients (NSW Department of Commerce, 2004, p. 38).

In 1962, the hospital was renamed Newcastle Psychiatric Centre. In 1965, work commenced on a new building for outpatients which was called Shortland Clinic, on which other hospital buildings have been modeled such as at the Royal North Shore. In 1983 the name of the hospital changed to Hunter Hospital and in 1989 the name was again changed to be named after James Fletcher, an important figure in Newcastle during the late 19th Century. Fletcher was responsible for improving the conditions of miners', an example of this was his establishment of the Australian Agricultural Co.'s sick and accident fund (ADB Online). The hospital closed in 2006, with services transferred to the Mater Hospital in Waratah (Newcastle Herald, 11/10/2006)

Themes:	National Theme	State Theme	Local Theme
	3. Economy	Health	(none)
	7. Governing	Defence	(none)
	7. Governing	Government and administra	(none)
	7. Governing	Law and order	(none)
	7. Governing	Welfare	(none)

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Study Number

Item Name: **Military Hospital and Barracks (Former)**

Location: **72 Watt Street, Newcastle [Newcastle City]**

Designer:

Maker / Builder:

Year Started:

Year Completed:

Circa: No

Physical Description: There are a number of buildings on the site, these being the former:

military hospital
military barracks and outbuildings
officers quarters
guard house (now Fletcher House)
kitchen block
laundry block
morgue.
Parsonage (now Kirkwood House)
Occupation School,
Boronia West Wing
Nurses Home
Shortland Clinic and the
Thwaites Building.

It is a rectangular site, with the buildings laid out around the recreation ground. It is bisected by the main east west running thoroughfare, entering the site from Watt Street. The hospital, the barracks and the officers quarters are located to the east of the site. All three buildings have brick walls with sandstone footing as well as doorways framed in stone architraves. The steeply pitched roof of the barracks has been covered in timber shingles. The roof of the hospital is corrugated metal, but was originally timber shingle. The officers quarters have verandahs on the eastern side of the building.

At the south eastern end of the site is Kirkwood House. It retains the steeply pitched roofs that date back to its original construction as the Church of England Parsonage, constructed prior to the construction of the barracks.

Near the Watt St entrance to the site is Wisteria House (former nurses home) and the matron's cottage, both constructed in 1911. They both demonstrate the Arts and Crafts style. Fletcher House, originally a Nurses Home built in 1928 is in a simplified Inter-War Mediterranean style.

The Shortland Clinic is located on the Ordnance Street side of the complex and was constructed in 1964. Its unique design was later used at other NSW hospital sites, such as Royal North Shore. It has a flat roof and is many sided. The Thwaites building was constructed during the 1990s to accommodate acute patients. It is located near the internal road of the complex, which runs parallel to Church Street. It has a pitched roof and large verandahs. It was constructed on land where the early Asylum gardens, Recreation Hall and ward area once stood.

The site is located at the east of Newcastle, in close proximity to the Newcastle CBD. It is bounded by domestic and commercial development on its western and northern sides and by natural landscaped reserves on its eastern and southern sides. Its boundary to the east is Watt street, to the south is Ordnance Street, the west is Newcomen street and to the north is

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Church Street. (NSW Department of Commerce, 2004, p. 2).

Physical Condition: The buildings are mostly in good condition, however the exterior of Shortland Clinic is in poor condition, with rusted slabs and beams.

Modification Dates: A fence was constructed around the girls home in 1868. In 1876, extensions were completed, which included a new wing at the southern end of the old barracks as well as an extension to the former officers' quarters to the north. There was also work undertaken in order to improve the conditions of the existing bathrooms and to construct more for both the male and female divisions.

Between 1876 and 1889 several other buildings were constructed along the western boundary of the asylum and a new kitchen block was built. In 1889, a morgue was established behind the women's division.

In 1897, a single storey ward was established for boys which was located on the southern side of the driveway in front of the old barracks. It was linked to the main male block by a covered walkway. An amusement hall was built in 1891. It was used for church services, concerts and plays by local drama groups. During the 1890s an additional wing was added to the male division. By the late 1890s, the male division was in a T-shape, due to the various additions made to the block.

In 1911, a two-storey nurses' quarters was constructed. In the late 1920s, improvements were made in bathroom facilities, and single rooms in the women's division were removed, in order to create a spacious dining and day room. A larger space was also created in the men's division by removing two of the single rooms.

During the 1930s, a psychiatric outpatients clinic was added to the hospital.

In 1960, a decade of building activity began on this site. New buildings were constructed and older buildings were remodeled. It was renamed Newcastle Psychiatric Centre in 1962.

The James Fletcher Hospital closed in 2006.

**Recommended
Management:**

Management:

Further Comments:

Criteria a) The former military hospital is significant at a state level because it is closely associated with changes in NSW health policies over the course of the nineteenth and twentieth centuries. It demonstrates an important aspect of law and order enforcement through its history as the site of the first Industrial school for girls. The association with Newcastle's defence history is another component which lends it state significance.

The former military hospital is historically important as one of the key institutions in the state wide system of juvenile correction and later as a significant institution for mental health care.

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The former hospital is representative of the practice of placing girls who were thought to be in moral danger, and later, people classified as insane, in institutions. It is therefore closely linked with other places of incarceration in NSW, including the former Biloela Industrial School for Girls and Parramatta Industrial School for Females (later called Parramatta Girls' Training Home).

Changes in NSW government policy regarding mental health are reflected in the development of the site from an asylum for imbeciles and idiots to a centre that offered treatment for psychiatric patients. The physical changes at the site are illustrative of the development of medical attitudes towards people with mental illnesses. Together with asylums such as Cumberland District Hospital, Lidcombe Hospital Precinct, Silverwater Prison Complex and Silverwater Prison, it provides an insight into the treatment of mentally ill people during the 19th and 20th centuries.

The former military hospital is closely associated with military history in the colony during the 1830s and 1840s. Along with Sydney, Wollongong, Port Macquarie and Port Phillip, the protection of Newcastle was seen to be vital to the military strength of NSW. Its use as a Military Barracks associates it with the beginnings and development of Newcastle.

Criteria b) The former military hospital has significance at a state level, due to its association with Frederick Manning, who had responsibility for all mental institutions in NSW aside from the Parramatta asylum for criminals. He was an important figure in establishing new mental hospitals and encouraging greater understanding of mental illnesses and how patients should be treated. His belief that people classified as lunatics or insane should be separated from those classified as lunatics is reflected in the establishment of the asylum. Manning embraced ideas of the moral therapy movement which is illustrated in the gardening project that he organised for the Newcastle Asylum.

The site is also significant at a state level due to its association with Captain George Barney, who was one of Australia's most important Colonial Engineers during the mid 19th Century. His works included the Commonwealth listed Victoria Barracks in Paddington and the design of Circular Quay.

Criteria c) Within the limits of this review, it has not been found to have significance under this criterion.

Criteria d) Within the limits of this review, this criteria was not able to be investigated.

Criteria e) The former military hospital has potential to yield information on the design of early military sites in NSW. The design, construction and materials used to construct the military compound may provide an insight into building techniques used in the 1840s. The fabric and history of the site has the potential to yield information significant for an understanding about the mental health system in NSW and its development throughout the 19th and 20th Centuries.

Criteria f) Within the limits of this review, it has not been found to have significance under this criterion.

Criteria g) Within the limits of this review, it has not been found to have significance under this criterion.

Integrity / Intactness: The site currently reflects a long period of evolution, as it has been adapted for a series of significant uses. Several of the main features of the military establishment remain

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Item Name: Military Hospital and Barracks (Former)

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recognisable and the overall layout reflects the original 1840s military compound. Significant buildings and landscape features from a number of different phases of its use are intact.

References:	Author	Title	Year
		Parragirls website : www.parragirls.org.au	
		Newcastle City Wide Heritage Study: Thematic History	2007
	Australian National University and University of Melbourne	Australian Dictionary of Biography Online Edition	
	Commonwealth Government of Australia	Commonwealth Heritage Places in NSW, http://www.environment.gov.au/heritage/commonwealth/nsw)	
	NSW Department of Commerce	Newcastle Reformatory School for Females (1869-1871) / Biloela Reformatory School For Females (1871-1880) / Shaftesbury Reformatory (1880-1904)	1984
	Stephon Garton	Medicine and Madness: A Social History of Insanity in New South Wales 1880-1940	1988
	Unknown	The Closure of the James Fletcher Hospital	2006
	Unkown	Though this be madness, yet there be method in it	

Studies:	Author	Title	Number	Year
	Sue Rosen and Associates Heritage Assessment And History (HAAH)	Review of Items of Potential State Significance in the Newcastle City Area		2008
	NSW Department of Commerce	Conservation Management Plan for the James Fletcher Hospital Site		2004

Parcels:	Parcel Code	LotNumber	Section	Plan Code	Plan Number
	PART LOT			DP	755247

Latitude:

Longitude:

Location validity:

Spatial Accuracy:

Map Name:

Map Scale:

AMG Zone:

Easting:

Northing:

Listings:	Name:	Title:	Number:	Date:
	Local Environmental Plan			8/08/2003
	Heritage study			
	National Trust of Australia register			
	Register of the National Estate			

Custom Field One: 1849

Custom Field Two:

Custom Field Three:

Custom Field Four:

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Location: **72 Watt Street, Newcastle [Newcastle City]**

Custom Field Four:

Conservation Area - TH

Custom Field Five:

Custom Field Six:

Data Entry:

Date First Entered: 11/08/1998

Date Updated: 11/06/2008

Status: Basic

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Location: **72 Watt Street, Newcastle [Newcastle City]**

Image/s:



Caption: The Barracks Building

Copyright:

Image by: Julia Kensy

Image Date: 8/04/2008

Image Number: 1

Image Path:

Image File: 2170234b8.jpg

Thumb Nail Path:

Thumb Nail File: 2170234t8.jpg

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Location: **72 Watt Street, Newcastle [Newcastle City]**

Image/s:



Caption: The Officers Quarters

Copyright:

Image by: Julia Kensy

Image Date: 8/04/2008

Image Number: 2

Image Path:

Image File: 2170234b10.jpg

Thumb Nail Path:

Thumb Nail File: 2170234t10.jpg

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Image/s:



Caption: Recreation Ground (former Military Parade Ground) with a view of Tara Lodge and Gardener's Store

Copyright:

Image by: Julia Kensy

Image Date: 8/04/2008

Image Number: 3

Image Path:

Image File: 2170234b7.jpg

Thumb Nail Path:

Thumb Nail File: 2170234t7.jpg

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Item Name: **Military Hospital and Barracks (Former)**

Location: **72 Watt Street, Newcastle [Newcastle City]**

Image/s:



Caption: Wisteria House (former Nurses Home)

Copyright:

Image by: Julia Kensy

Image Date: 8/04/2008

Image Number: 4

Image Path:

Image File: 2170234b6.jpg

Thumb Nail Path:

Thumb Nail File: 2170234t6.jpg

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Image/s:



Caption: Shortland Clinic

Copyright:

Image by: Julia Kensy

Image Date: 8/04/2008

Image Number: 5

Image Path:

Image File: 2170234b5.jpg

Thumb Nail Path:

Thumb Nail File: 2170234t5.jpg

Newcastle Heritage Inventory

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SHI Number

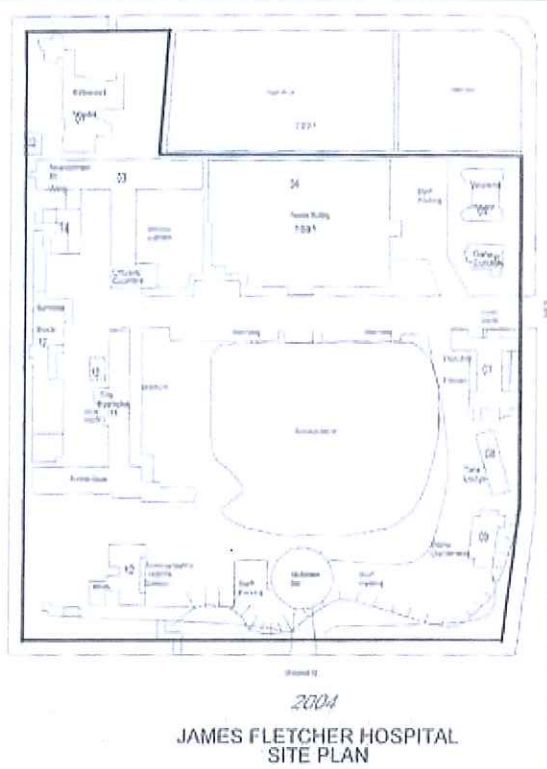
2170234

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Location: **72 Watt Street, Newcastle [Newcastle City]**

Image/s:



Caption: Layout of former military hospital, showing curtilage

Copyright:

Image by: NSW Department of Commerce

Image Date:

Image Number: 6

Image Path:

Image File: 2170234b11.jpg

Thumb Nail Path:

Thumb Nail File: 2170234t11.jpg

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Study Number

Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Address: **DUAP Region:** Hunter & Central Coast
Suburb / Nearest Town: Minmi 2287 **Historic region:** Lower Hunter
Local Govt Area: Newcastle City **Parish:** Hexham
State: NSW **County:** Northumberland

Other/Former Names:

Area/Group/Complex: **Group ID:**

Aboriginal Area: Awabakal

Curtilage/Boundary: Refer to curtilage diagram in Image 10

Item Type: Built **Group:** Transport - Rail **Category:** Railway

Owner: Multiple Owners

Admin Codes: **Code 2:** **Code 3:**

Current Use:

Former Uses: Colliery Railway; Passenger & Goods Railway

Assessed Significance: State **Endorsed Significance:**

Statement of Significance: The Minmi to Hexham Railway is of state historical significance as a rare example of a mid-nineteenth century private colliery railway whose route remains highly visible in the landscape today. Constructed by John Eales to transport coal from his Minmi Colliery to coal loading facilities at Hexham, the railway is associated with an important phase in Newcastle's and the state's economic history, particularly the growth of private satellite mining towns around Newcastle from the mid-nineteenth century, which made a significant contribution to the local, state and national economy via coal production and export. The Railway and mining operations were run from the late 1850s by James and Alexander Brown, founders of an empire - J & A Brown & Abermain Seaham Collieries Ltd - that became the state's largest coal producer and which continues, as Coal and Allied Industries Ltd, to be one of Australia's major mining and industrial enterprises. The Railway was an integral part of the Browns' Minmi Colliery and associated operations from the mid-nineteenth to early twentieth century, facilitating the transport and export of coal and other products nationally and internationally via the port of Newcastle. The Railway, together with its immediate surrounds have research significance at a state level for their potential to yield information regarding the construction and operation of the railway and associated mining, industrial and coal loading activities in one of NSW's most important coal producing regions.

Historical Notes or Provenance: The Minmi-Hexham railway line was a private railway line constructed at the instigation of John Eales in 1853 to transport coal from mines in the Minmi area to Hexham, where it was shipped in small vessels to Sydney and elsewhere.

Coal mining in Newcastle was first carried out by the government using convict labour, until the Australian Agricultural Company took over this enterprise in 1828 on a grant of 2,000

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acres west of Newcastle. The A.A. Company's monopoly on coal mining continued until the 1840s, when this began to be challenged by enterprising miners, including Scottish immigrant, James Brown. From the 1840s onwards, mining in the Hunter region was opened up to private enterprise. (Hunter, 1997, p 2)

Land grants in the lower Hunter Valley began in the 1820s and the extensive Hexham Swamp area was first used for agricultural and pastoral activities. Minmi began as a cattle station in the 1830s, when John Eales took up large grants in the area. Eales was also a director of Hunter River Steam Navigation Company, established in 1839. While coal was not produced there on a large scale until the 1850s, a Mr William Coombes, an old resident of the Wallsend district, worked an outcrop there from the early 1830s, carting the coal from his small mine to Maitland to supply the blacksmiths operating there. During the late 1840s, Coombes met three miners - Jackson, Nixon and Tulip, who had been engaged with the Australian Agricultural Company for seven years. After leaving the Company, they had been working on tribute for about a year at a mine near Morpeth. Looking for a more lucrative opportunity, they collaborated with Coombes, sinking a shaft near the spot where he got his coal. However, desperately in need of capital to develop the mine to its full potential, the three decided to offer their mine to John Eales, who had been operating mines at Four Mile Creek during the 1840s. Eales purchased the parcel of Crown land on which Messrs Tulip, Jackson and Nixon's mine was located on 1 June 1853 and also bought them out. The shaft was situated on the western side of the ridge separating the Minmi and Back Creeks. (Suters Architects, 2007, p 28; Andrews, 2007, pp 16-17; Hunter, 1997, p 2).

Initially, the coal was carted from the mine to Maitland by bullock teams via Woodford, and to Hexham around the foothills of Blackhill where these joined the swamps. Where possible, short cuts were taken over the swamps, and a road of saplings and brush was formed over sections of the swamps to allow the teams to take the shortest route to Hexham. Carting coal by teams, however, was expensive, and too slow, and so shortly after the temporary road was built, Eales conceived the idea of constructing a railway line between Minmi and Hexham. (Andrews, 2007, p 17)

A route for the Minmi to Hexham railway was surveyed and construction of the line had begun by September 1853. The route ran across land owned by William Dougal Christie, William Charles Wentworth, John Malcolm, James Mitchell and a parcel of Crown land. The landowners conceded to the construction of the railway across their lands as they believed that it would generally enhance the value of their properties. Construction of the line started from Hexham as agreements to cross the lands were granted towards Minmi; however, once all approvals were obtained, construction took place from both ends, working towards the middle. In order to effect the route over John Malcolm's land it was necessary to implement an act of Parliament as the railway was beneficial to the Colony of NSW. A private bill entitled Minmi and Hexham Railway Bill (1854) requesting authorisation for continuation of the Minmi to Hexham Railway was presented to the Government for enactment. On 5 September 1854 the Bill was referred to a Select Committee. Petitioners to the Committee, included John Malcolm, James and Alexander Brown, who argued for sufficient compensation and that the whole Railway should be thrown open to public use upon payment of a reasonable toll. The Browns had 640 acres of coal land at Minmi and, together with Eales' land, Andrew Brown estimated that more than 9 million tons of coal was available. Mining 400 tons per day, he anticipated 70 years of coal production at Minmi.

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These estimates were not soundly based however. (Andrews, 2007, p 19)

A representative of the Hunter River Railway Company, whose planned line, which became the Great Northern Railway, was to be crossed by the Minmi-Hexham Railway, gave evidence that the Company would not oppose formation of the new line, on certain conditions. Those conditions included the requirement that promoters of the new railway should erect a station house upon their land for a signalman, who was to be kept permanently at that place. The Report of the Select Committee was presented to the Government on 6 October 1854, subject to a number of conditions. One of these conditions was that the land required for the railway was not to exceed 66 feet in width and was to be limited to surface alone. The Minmi and Hexham Railway Act (1854) was passed on 7 November 1854. (Andrews, 2007, pp 19-20)

The route of the Minmi to Hexham Railway left Eales' mine at Minmi, travelled northwards, paralleling the Woodford Road for about half a mile, where it turned northeast and crossed Woodford Road. It then travelled in a straight line for some four miles, mainly across swamplands to Hexham. About half a mile from the Hunter River, the line turned to the east, ending at the banks of the Hunter River at Hexham, approximately six miles and five chains from Minmi. John Eales stated that it was impossible to construct a railway to the Hunter River in any other direction than the one proposed, due to the cost of circumnavigating swamplands, and that a railway crossing the swamps had to be in a straight line. During construction of the line, large amounts of fill material were needed to make the embankments to take the railway across the swamp and low level ground on the outskirts of Minmi. Fill was obtained from the side of the hill about two miles from Minmi, at the location that became known later as the 'Sand Cutting'. The route of the railway was altered slightly in subsequent years at both the Hexham and Minmi ends. Originally, when the railway reached Minmi after crossing the swamp in a straight line, it turned southwards, climbed the small ridge separating Minmi and Back Creeks and followed the natural contours of the ground to reach Eales' Mine. Sometime after the introduction of steam locomotives, it was found that the grade to the ridge was too steep for locomotive haulage and the line was diverted around the side of the hill to the mine, providing a uniform grade into Minmi from the level section across the swamp (Andrews, 2007, pp 18-20).

John Higham, Surveyor and Civil Engineer, who had been involved with railway construction in England, and was also engaged in surveying the Hunter River Railway route, was responsible for constructing the Minmi to Hexham rail line. Due to the greater cost involved in moving minerals and coal compared to passenger traffic, the railway was constructed with iron, rather than the usual wooden rails. The rails were 65 lb per yard and double headed, while on inclined sections of the line, the rails were steel-faced. The sleepers were spaced two feet six inches apart. As the major part of the railway was on swamp lands, the foundations were provided using the same method as the road for teams - i.e. by laying bushes and logs on the swamp and covering with suitable material for formation of the railway. (Andrews, 2007, p 18)

Construction of the Minmi to Hexham Railway preceded the Hunter River Railway. The first stage of the great Northern Railway (Hunter River Railway) between Newcastle and East Maitland, was begun in 1854, however the contract for the section between Honeysuckle Point and Hexham was not awarded until October 1854. After the Hunter River Railway

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Company went bankrupt, the Government stepped in to complete the railway to Maitland. The railway was officially opened by Governor Sir William Denison on 30 March 1857 and as the line was gradually extended through the Hunter Valley and into northern New South Wales, taking 25 years to reach Tamworth, Newcastle served as the Port of an expanding region. Simultaneously, private railways facilitated the transport of coal to the port, permitting the opening of new mines. As well as Minmi, other collieries with private rail lines were established at Wallsend, Lambton, and Waratah within a decade, thereby laying the foundations of Newcastle's key role in the Australian economy. The network of private colliery steam railways and the Great Northern Railway permitted the rapid development of the Borehole mines and their associated townships in the following decade. Minmi (1856), Waratah (1856), Wallsend (1859), Plattsburg (1861), Lambton (1863) and New Lambton (1867) joined the older centres of Merewether (1849) and Hamilton (1849) to create Newcastle's first ring of colliery towns. (Suters Architects, 2007, pp 5, 28; Andrews, 2007, p 18).

By late December 1856, although the safe working facilities at the crossing of the Great Northern Railway had not been constructed, the 'Maitland Mercury' reported that 'Mr Eales' coal railway, which comes on the river close by the Hexham Hotel, is so nearly finished that the coal trucks are being placed on it, ready for use. Two fine wharves are in course of construction, and will, with the railway, afford great facilities for the loading of vessels from Minmi coal works.' Eales had been moving his coal from Minmi to Hexham along the railway formation after completion of the line across Malcolm's land during early 1855. Coal wagons were assembled in workshops, consisting of a carpenter's shop and engineer's shop, which Eales had constructed at Hexham adjacent to the two coal staithes. Eales' wagon fleet consisted of ten Chaldron (fixed hopper) type wagons. In the early years of the railway's operation, bullocks moved the wagons to and from Hexham until two steam locomotives built by R. W. Hawthorn were placed in service. Following the arrival of the steam locomotives, Eales built a loco shed at the western side of the Minmi line proper, serviced by a short siding facing trains to Hexham. Once the railway line was completed, shoots were erected at the wharves and the mine put into thorough working order. (Andrews, 2007, pp 20-21).

Coke was more valuable than coal, and so Eales established a coke works adjacent to his mine at Minmi, comprising seven 'beehive' type coke ovens, serviced by a short siding from the main line proper to Hexham. Coal was loaded at the screens and transported to the coke ovens, where it was fed into the ovens for baking into coke. The coke ovens were located on the western side of the railway line below the loco shed. (Andrews, 2007, p 21)

Eales' operations were going smoothly until miners demanded an advance of 6 pence per ton above the old hewing price of 3 shillings per ton. Miners began a strike, but Eales gave in to their demands. However, at the expiration of a large contract, Eales notified miners that the rate would return to 3 shillings per ton after a certain date. A strike ensued, and Eales, who had built 25 houses for miners, gave them notice to leave their homes. Many left willingly, but some refused. The mine was closed and remained so for over twelve months. Grass grew over the railway line and Minmi appeared dissolute. (Andrews, 2007, p 21)

On 3 March 1859, James and Alexander Brown purchased Eales colliery and coal lands at Minmi, together with the Minmi Railway, engines and all plant and wharves; as well as 50

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acres of adjoining land at Hexham, for 41,000 pounds. The Browns had purchased two parcels of Crown land at Minmi adjacent to and north-west of Eales' Mine in October 1853, with a view to exploiting the Minmi coal seams in that area. They intended to use Eales' Minmi to Hexham Railway to transport their coal, but when Eales demanded 6 pence per ton per mile to move their production, the Browns considered this unreasonable and were prevented from developing their Minmi lands and so they continued operations on their Burwood Estate. During May 1857 James Brown purchased another area of land at Minmi and intended to open a new pit, close to Eales' Minmi works. No major development of this land occurred, however, apart from sinking a shaft, until the 1870s. By purchasing Eales' operations, the Browns obtained an established coal mine which allowed them immediate access to coal. When the Browns took possession of Eales' Mine, it consisted of three shafts, located on the Minmi Creek side of the ridge separating Minmi and Back Creeks. The Browns further developed the mines that Eales had begun, including construction of additional rail sidings. (Andrews, 2007, pp 22-23).

Following their purchase of the Minmi Coal Works, the Browns applied for the necessary wharfrage accommodation at Newcastle to enable them to load their coal there. Upon securing this accommodation, they applied for and were granted permission to connect their Minmi to Hexham Railway with the Great Northern Railway at Hexham. This connection was completed during early June 1859 and the first coal was despatched to Newcastle on 10 June 1859. The connection joined the Great Northern Railway about 300 yards on the Newcastle side of their right-angle crossing of the Great Northern Railway. To enable the exchange of traffic between the two systems, it was necessary to construct 'Exchange Sidings' at this location, on the Upside of the Minmi to Hexham Railway. Initially two sidings were constructed, consisting of a main line and run-around loop. By the turn of the century, there were seven sidings and one loop had been constructed off the Minmi line proper on the northern side. The Exchange Sidings were known as the Colliery Sidings. The Browns subsequently lobbied for improvements to coal loading facilities and to the condition of the Great Northern Railway, which, was considerably out of gauge and causing damage to their rolling stock. (Andrews, 2007, pp 24-25, 111)

J. & A. Brown opened another pit, known as 'C' Pit west of the existing 'A' and 'B' pits and the railway was extended by about 300 yards from 'B' Pit, to the new facilities, which were operating by July 1861. Increased production at the collieries meant higher demand for coke and so the Browns expanded the Coke Works at Minmi, which eventually consisted of 32 ovens, with a capacity of approximately 5,000 tons of coke per year. The ovens were serviced by rail sidings on each side of the ovens; the sidings joined into the main line to Hexham and faced trains destined for Minmi. As demand for coke increased, other companies built and operated coke works in the Wallsend area from the mid-1870s. By the mid-1890s, the Minmi Coke Works were ageing and in need of repair, however, with competition from other coke companies, rebuilding the ovens was not warranted and the works closed in June 1898. The ovens were demolished at the beginning of World War 1. (Andrews, 2007, pp 25-28)

As well as their mining operations, the Browns decided to branch out into the heavy engineering field to take advantage of the work required for the developing coal and shipping industries. A large workshop was established at Minmi adjacent to the C Pit facilities, commencing operations in May 1861 (Andrews, 2007, p 28). The Minmi to Hexham

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Railway was used for transporting machinery to and from the workshops.

By the early 1860s, the Minmi coal works were considered equal to any in New South Wales at that time Messrs Brown were capable of supplying one half of the demand for the whole colony with the best coal and coke available. They were hampered, however, from delivering their products because of restrictions placed on steam cranes which were under construction at the Government wharves at Newcastle, which gave the Newcastle Wallsend Coal Company sole operating rights for six months. For the Browns to be able to ship their increased production, they had to construct extra loading facilities at Hexham. They envisaged construction of another five shoots at Hexham, to the south of the existing facilities. This necessitated an act of parliament to obtain land on which to build the facilities adjacent to the loading staithe at Hexham. A Private Bill - the 'Minmi and Hexham Railway Act Amendment Act' - was passed in May 1861, allowing the Browns access to additional parcels of land at Hexham to construct the additional loading facilities on the northern side of those existing. After one staithe was completed, the Browns decided that it was more expedient to purchase a dropship in Newcastle Harbour and transport their coal by barge down the Hunter River from Hexham. (Andrews, 2007, pp 28-30).

The Browns increased the output of the Minmi Colliery from 44,000 tons in 1860 to 111,000 tons in 1862. This increase in sales was achieved by reducing prices and by shipping coal on their own account to New Zealand, China and North America as well as to colonial ports. (J. W. Turner, 'Brown, James (1816 - 1894)', Australian Dictionary of Biography, Online Edition, Australian National University, 2006, <http://www.adb.online.anu.edu.au/biogs/A030240b.htm>) By the latter months of 1862, the Browns decided to form a company to take over the Minmi Colliery to broaden the scope of the undertaking. The newly formed Melbourne and Newcastle Minmi Coal Company took over the colliery, plant, rolling stock and stock in trade from James and Alexander Brown. The Company prospered until disaster struck in June 1864 when, during a heavy storm, the workings below Minmi Creek gave way and were inundated with water. All operations were suspended and workers moved onto the Australian Agricultural Company, the Waratah Coal Company and Newcastle Wallsend Coal Company. Financial difficulties resulted in the Melbourne & Newcastle Minmi Coal Company being wound up and the Colliery and associated works reverted to the Browns. By September 1869 many of the Minmi miners had transferred to J & A Brown's New Lambton Colliery and no coal was produced at Minmi after this year. While coal mining ceased at Minmi until the 1870s, the workshops remained in operation, as did the railway, moving the equipment manufactured or repaired in the workshops between Minmi and Hexham. (Andrews, 2007, pp 32-35)

James Brown returned to Minmi in 1873, reaching an agreement with John Eales Junior, who was pressing the Browns for settlement of debts owed to his father, following his death in 1871. For 10,000 pounds Eales cancelled the mortgage and transferred the Minmi properties to the Browns. They named their Minmi properties Duckenfield after John Eales' Senior's estate, Duckenfield Park, near Raymond Terrace. Following the Browns' return, an extra loading staithe was constructed adjacent to and north of the existing facilities on land obtained under the 'Minmi and Hexham Railway Act Amendment Act' in 1861. In the 1870s the Browns expanded the Hexham Workshops, to carry out repair works to ships which couldn't be handled by the Minmi Workshops. By 1895 the workshops at Hexham consisted of an Engineer's shop, Carpenter's shop and a timber storage shed. The rail sidings serving

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Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

the workshop area consisted of a single track across the Main Northern Road forming two sidings on the wharf where a stationary crane was fitted. The workshops were further expanded throughout the early twentieth century, stimulating the growth of Hexham as a town. (Andrews, 2007, pp 35, 135, 136)

Messrs J & A Brown regularly provided excursions for the employees at the Duckenfield Colliery and their families and friends, transporting people between Minmi and Hexham on their own trains. By the early 1890s the people of Minmi had requested the New South Wales Railways to operate a goods and passenger service between Minmi and Newcastle. Their request was finally granted, and passenger trains began running between Minmi and Newcastle from 12 September 1892. These services were operated by the NSW Railways until 1897 when they were taken over and operated by J & A Brown. The Browns operated the services between Minmi and Hexham hiring carriages from the NSW Railways. The service terminated at Hexham and passengers had to complete their journey to Newcastle operated by the Government Railways. In November 1911 the Browns purchased five obsolete carriages for use on the service, eliminating the need to hire them. Sometime after this, however, the passenger service was terminated. By the early 1920s goods traffic was still being consigned to Minmi and in late 1920 the passenger service between Hexham and Minmi resumed on Pay Saturdays and public holidays only. J & A Brown provided the locomotive and guard, while the carriages were supplied by the Government. The service continued to operate until the closure of Brown's Colliery at Minmi in February 1924. Goods traffic to Minmi would also have ceased around this time (Andrews, 2007, pp 383-384).

In 1910, quadruplication of the main lines to Maitland meant further changes to the rail lines at Hexham. By this time, three extra loop sidings had been constructed along the northern side of the Minmi to Hexham Railway to store traffic destined for the Staithees. The facilities at Hexham serviced the Browns' other collieries in the area, including Abermain Seaham, Pelaw Main and Richmond Vale Collieries. The workshops also carried out repairs to locomotives belonging to other companies operating in the Newcastle area. (Andrews, 2007, pp 111-113, 139).

The last Minmi mine closed in 1925, and the workshop facilities also closed and transferred to Hexham, while the locomotive depot closed in 1934. A locomotive shed was built near Hexham adjacent to the Minmi to Hexham main line near where it crossed the Department of Railways tracks to house the locomotives required for the loading staithees, workshops and exchange sidings. Rails between the loco shed and sidings were completed in June 1944. In 1949, the Minmi Open Cut operations were established. To coincide with this, the laying of another siding (number 9) commenced in 1949. (Andrews, 2007, pp 113-114, 139)

Coal mining, the railway and associated operations had a strong impact on the development of the townships of Minmi and Hexham. After flourishing in the early 1860s, Minmi town had virtually closed between 1865 and 1870, then grew to about 5000 in 1895 before a rapid decline after 1913. According to the census of 1911 there were 1708 people living in Minmi and this figure was reduced to 832 at the next census in 1921. A decade later the police estimated that there were 472 residents in the district, a total very similar in 1950. The sharp decline between 1921 and 1931 may be attributed to the closure in 1925 of the last Minmi mine. (Suters Architects, 2007, p 29)

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Location: **Minmi [Newcastle City]**

Between 1843 and 1886 James and Alexander Brown produced more than three million tons of coal and so well established their firm that by 1914 its total output exceeded sixteen million tons, about 8 per cent of the total production of New South Wales for the period. Following the death of James Brown in 1894, his son John managed J. & A. Brown until his death in 1930. After John's death, the J & A Brown firm merged with Abermain Seaham Collieries Ltd, and the company, J & A Brown & Abermain Seaham Collieries Ltd became the largest single producer of coal in New South Wales. In 1960 this company merged with Caledonian Collieries Ltd. to form Coal & Allied Industries Ltd. J & A Brown & Abermain Seaham Collieries Ltd continued as a subsidiary company of Coal & Allied Industries, operating as its mining division until 1980 when the name was changed to Coal & Allied Operations Pty. Ltd. The latter is now managed by Rio Tinto Coal Australia. (Turner, ADB Online, 2006; Andrews, 2007, p 12) Coal & Allied website: http://www.coalandallied.com.au/index_whoare.asp

The workshops at Hexham continued to expand in the mid-1970s. However, with the downturn in underground coal mining from the mid-1980s, the workshops' business declined and they closed in November 1989. (Andrews, 2007, p 143)

The line of the Minmi to Hexham Railway remains readable in the landscape today. Parts of its raised embankments are visible from ground level on the outskirts of Minmi; the line is marked on some road maps; and aerial shots of the area, available on Google Earth show clearly the line running across the Hexham Swamp area from Minmi to Hexham. While remains of other colliery railways exist in the Newcastle region - for example, the Waratah Railway at Lambton; the Scottish Australian Co. Railway at Broadmeadow; and Duckenfield Colliery Railway relics - the Minmi to Hexham Railway is rare in that much of its route is so intact and visible. Further physical and archaeological investigations are recommended for this site, which potentially, could yield rich material relating to the operations of the railway and associated mining and industrial activities.

Themes:	National Theme	State Theme	Local Theme
	1. Environment	Environment - naturally evo	(none)
	3. Economy	Commerce	(none)
	3. Economy	Environment - cultural land	(none)
	3. Economy	Industry	(none)
	3. Economy	Mining	(none)
	3. Economy	Transport	(none)
	4. Settlement	Towns, suburbs and village	(none)
	8. Culture	Leisure	(none)
	9. Phases of Life	Persons	(none)

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Study Number

Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Designer: John Eales, John Higham

Maker / Builder: John Higham

Year Started: 1854 Year Completed: 1857 Circa: Yes

Physical Description: The line of the Minmi to Hexham Railway is marked on current maps (see images) and the raised embankment, tracing the line is visible (at least in part) on the outskirts of Minmi township, and when viewed from the air (Google Earth). It seems that much of the line is overgrown with grass, and that the embankments are the only physical remains of the railway, however it is possible that parts of the rail lines remain, or may be uncovered by archaeological examination. It appears that some of the railway cuttings also remain visible in Minmi township and are listed on the SHI as a separate item (2170139). A detailed physical inspection of the site was not possible within the current study.

The original railway route left Eales' mine at Minmi, travelled northwards, paralleling the Woodford Road for about half a mile, where it turned northeast and crossed Woodford Road. It then travelled in a straight line for some four miles, mainly across swamplands to Hexham. About half a mile from the Hunter River, the line turned to the east, ending at the banks of the Hunter River at Hexham, approximately six miles and five chains from Minmi. As most of the rail line travelled across low and swampy ground, embankments had to be built up with sand fill to elevate the railway. The rails were 65 lb per yard and double headed, while on inclined sections of the line, the rails were steel-faced. The sleepers were spaced two feet six inches apart. As the major part of the railway was on swamp lands, the foundations were provided using the same method as the road for teams - i.e. by laying bushes and logs on the swamp and covering with suitable material for formation of the railway. (Andrews, 2007, pp 18-20).

Physical Condition: The embankments of the Railway are visible, and the line is distinguishable across the landscape, however no rail lines were present at the area examined in this study. However, further detailed investigation is required to determine the nature and condition of surviving relics.

Modification Dates: The route of the railway was altered slightly in subsequent years at both the Hexham and Minmi ends. Originally, when the railway reached Minmi after crossing the swamp in a straight line, it turned southwards, climbed the small ridge separating Minmi and Back Creeks and followed the natural contours of the ground to reach Eales' Mine. Sometime after the introduction of steam locomotives, it was found that the grade to the ridge was too steep for locomotive haulage and the line was diverted around the side of the hill to the mine, providing a uniform grade into Minmi from the level section across the swamp (Andrews, 2007, pp 18-20).

1859 - Minmi to Hexham Railway connected to the Great Northern Railway about 300 yards on the Newcastle side of the right-angle crossing of the Great Northern Railway. 'Exchange Sidings' constructed at this location, on the Upside of the Minmi to Hexham Railway. Initially two sidings were constructed, consisting of a main line and run-around loop.

1860s, 1870s & 1890s - additional sidings constructed in association with expansion and development of colliery and coke works at Minmi; and workshops and coal loading facilities

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at Hexham. By 1900, there were seven sidings and one loop had been constructed off the Minmi line proper on the northern side.

1944 - locomotive shed to house the locomotives required for the loading staithes, workshops and exchange sidings built near Hexham adjacent to the Minmi to Hexham main line near where it crossed the Department of Railways tracks. Rails between the loco shed and sidings were completed in June 1944.

1949 - Minmi Open Cut operations established. To coincide with this, the laying of another siding (number 9) commenced. (Andrews, 2007, pp 113-114, 139)

Recommended Management:

A detailed physical inspection of the site and, ideally, an archaeological investigation of the site and surrounds should be carried out in order to determine precisely the extent of any surviving physical evidence of the railway and associated works.

The Railway should be considered with other relics associated with mining activities at Minmi, including the former railway cuttings in Woodford Street, Minmi (SHI Item 2170139) and the Duckenfield colliery relics, also listed on the Newcastle LEP.

Management: Recommended Management Carry out an Archaeological Assessment

Further Comments: Detailed physical inspection & archaeological investigation required.

Criteria a) The Minmi to Hexham Railway is historically significant at a state level for its association with a key phase in Newcastle's and New South Wales' economic history. As an item of transport infrastructure the railway contributed to the development of the townships of Minmi and Hexham, which, with other satellite coal producing and industrial regions around Newcastle, had an enormous impact on the region's contribution to the state and national economy. In the mid and late nineteenth century, and early twentieth century, Minmi mines produced a substantial proportion of the state's coal and coke output and the railway facilitated the transport of these products for export in NSW, Australia and overseas. The Railway was also instrumental in the operations of associated industrial activities, particularly the Minmi and Hexham workshops, servicing rail and shipping infrastructure. The Railway thus represents the historic themes of mining, industry and transport at a state level.

The Railway is also historically significant at a local level having functioned as a passenger and goods railway from the late nineteenth to early twentieth centuries. It played an important role in the social and leisure activities of local residents of Minmi, connecting them with transport links to Newcastle and beyond.

Criteria b) The Minmi to Hexham Railway has associative significance at a state level for its association with prominent individuals, including John Eales, who founded the railway and was instrumental in establishing the Minmi coal fields and the resulting settlement. John Higham, who was responsible for the railway's design and construction, was an accomplished railway engineer, who was also involved with the design of the Great Northern Railway. The Minmi to Hexham Railway was owned and operated from the late 1850s by James and Alexander Brown, whose coal mining and associated operations at Minmi made a substantial contribution to the local, state and national economy. The Browns were highly significant

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Item Name: **Minmi To Hexham Railway**

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figures in the coal industry, founding an empire which evolved to become J & A Brown & Abermain Seaham Collieries Ltd, which became the largest single producer of coal in New South Wales. A more recent incarnation of this empire, Coal & Allied Industries Ltd., remains one of Australia's major mining and industrial enterprises, now managed by Rio Tinto Coal Australia.

- Criteria c)** The Minmi to Hexham Railway is of aesthetic and technical significance at a local level, with its route and construction demonstrating adaptation to the natural environment in which it is set. Its construction on raised embankments due to the swampy and low-lying terrain it traversed, has contributed to the continued survival of the line's route from the mid-nineteenth century as a visible part of the landscape and hence, its rarity.
- Criteria d)** While this aspect of significance has not been investigated within the limited scope of this study, it is likely that the Minmi to Hexham Railway has social significance among locals as a distinctive feature of the landscape and history of the Minmi and Hexham area; for those with knowledge and interest in railway history; and for descendants of those who lived and worked in the locality during the heyday of the mining era when the railway was in operation.
- Criteria e)** The Minmi to Hexham Railway site and its immediate surrounds are of research significance at a state level due to their archaeological potential. There is a high probability that remains of the railway and the associated mining and industrial structures that existed close to the line exist and would be capable of yielding information regarding nineteenth and early twentieth century coal mining and industrial technology and processes, as well as transportation networks.
- Criteria f)** The Minmi to Hexham Railway is rare as one of few remnants of a private colliery rail line in NSW associated with one of the earliest coal mining operations that established one of a number of satellite mining towns around Newcastle from the 1850s, and which contributed significantly to the local, state and national economy. It is extremely rare in the state as much of its route is still capable of being read in the landscape today.
- Criteria g)** The Minmi to Hexham Railway is representative of private colliery railways established in mining regions across the state from the mid nineteenth century.

Integrity / Intactness: High

References:	Author	Title	Year
		Coal & Allied website	
	Andrews, Brian Robert	Coal, Railways and Mines: The Story of the Railways and Collieries of J & A Brown	2007
	Hunter, Cynthia	Minmi Cemetery History Context Report	1997
	Suters Architects	Newcastle City Wide Heritage Study Thematic History	2007
	Turner, J. W.	'Brown, James (1816 - 1894)', Australian Dictionary of Biography, Online Edition	2006

Studies:	Author	Title	Number	Year
	Sue Rosen and Associates Heritage Assessment And History (HAAH)	Review of Items of Potential State Significance in the Newcastle City Area		2008

Parcels: Parcel Code LotNumber Section Plan Code Plan Number

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Study Number

Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Latitude:

Longitude:

Location validity:

Spatial Accuracy:

Map Name:

Map Scale:

AMG Zone:

Easting:

Northing:

Listings: Name:

Title:

Number:

Date:

Local Environmental Plan

8/08/2003

Heritage study

Custom Field One:

Custom Field Two:

Custom Field Three:

Custom Field Four:

Custom Field Five:

Custom Field Six:

Data Entry:

Date First Entered: 11/09/2003

Date Updated: 24/07/2008

Status: Completed

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Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Minmi To Hexham Railway - Aerial photograph of railway corridor

Copyright:

Image by:

Image Date: 4/12/2006

Image Number:

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Thumb Nail File: t1_2173887.jpg

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Study Number

Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Aerial view from Google Earth. Railway corridor is visible to north-east of Minmi township travelling diagonally towards Hexham (just above compass diagram).
[Source: Google Earth - Minmi]

Copyright: Sinclair Knight Mertz / Map Data Sciences P/L

Image by: Sinclair Knight Mertz (2008)

Image Date:

Image Number:

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Image File: 2173887b6.jpg

Thumb Nail Path:

Thumb Nail File: 2173887t6.jpg

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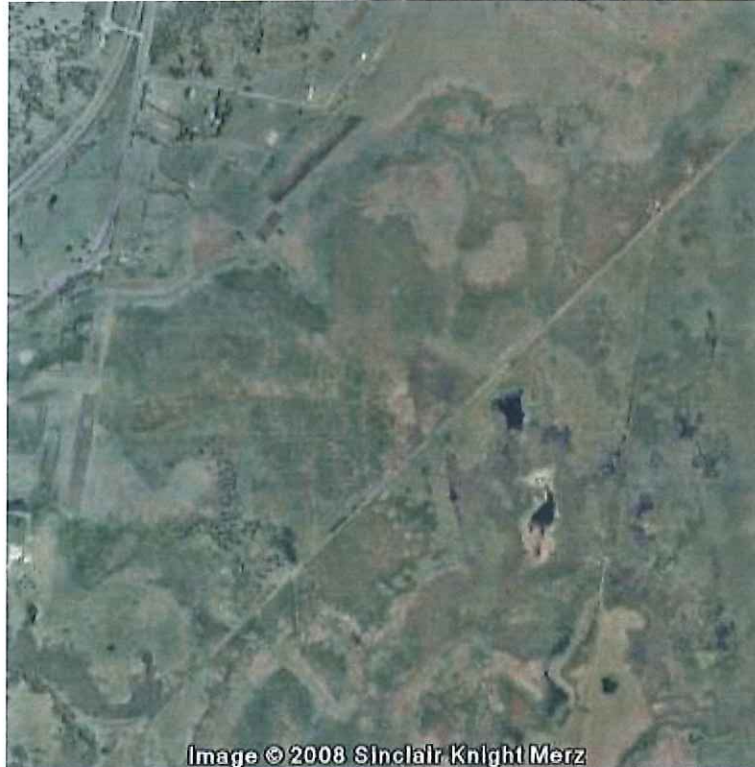
2173887

Study Number

Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Aerial view of Minmi-Hexham Rail from Google Earth (cont.). Line can be seen continuing diagonally across Hexham Swamps (bisecting compass diagram). [Source: Google Earth]

Copyright: Sinclair Knight Mertz / Map Data Sciences P/L

Image by: Sinclair Knight Mertz (2008)

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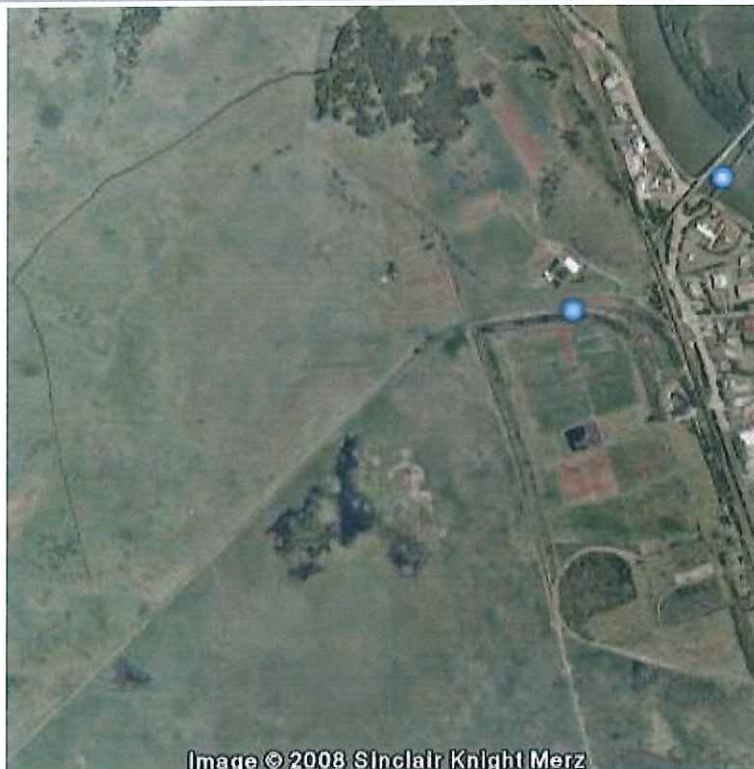
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Study Number

Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Aerial view of Minmi-Hexham Rail from Google Earth (cont.). Shows line terminating at Hexham. [Source: Google Earth]

Copyright: Sinclair Knight Mertz / Map Data Sciences P/L

Image by: Sinclair Knight Mertz (2008)

Image Date:

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Thumb Nail File: 2173887t8.jpg

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Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Minmi To Hexham Railway

Copyright:

Image by: S Cameron

Image Date: 1/12/2006

Image Number: 1

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Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Part of Minmi to Hexham Railway embankment just outside Minmi township

Copyright:

Image by: Rosemary Kerr

Image Date: 2/04/2008

Image Number: 2

Image Path:

Image File: 2173887b3.jpg

Thumb Nail Path:

Thumb Nail File: 2173887t3.jpg

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Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Section of raised embankment - Minmi to Hexham Railway on property just outside Minmi (off Woodford Road).

Copyright:

Image by: Rosemary Kerr

Image Date: 2/04/2008

Image Number: 3

Image Path:

Image File: 2173887b4.jpg

Thumb Nail Path:

Thumb Nail File: 2173887t4.jpg

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Study Number

Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Close up of section of raised embankment - Minmi to Hexham Railway on property just outside Minmi

Copyright:

Image by: Rosemary Kerr

Image Date: 2/04/2008

Image Number: 4

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Image File: 2173887b5.jpg

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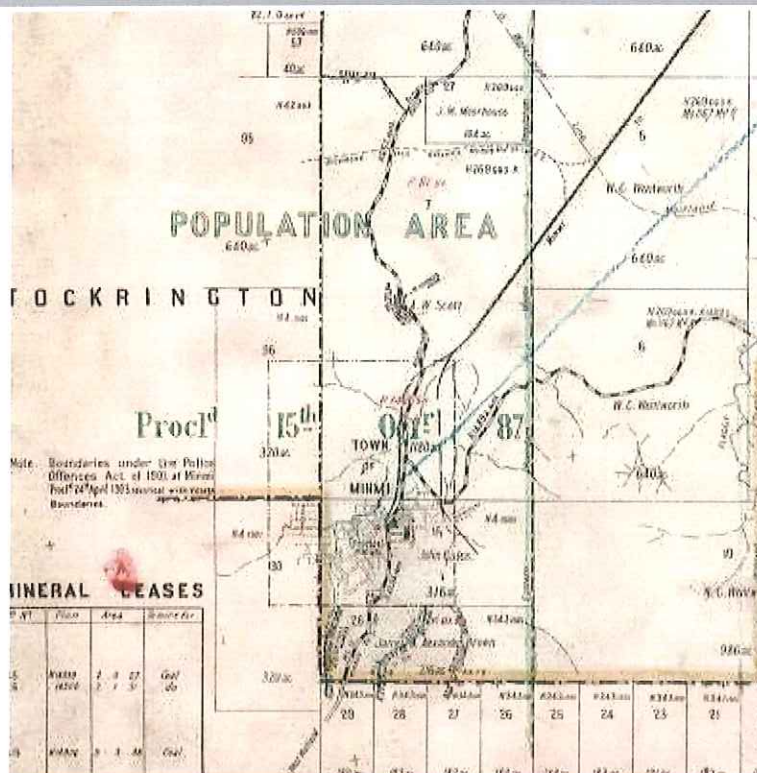
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Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Parish Map - Hexham, 1917 - section showing Minmi to Hexham Railway line from Minmi. [Source: Lands Department website - Historic Parish Maps: Image ID 1088801]

Copyright:

Image by:

Image Date:

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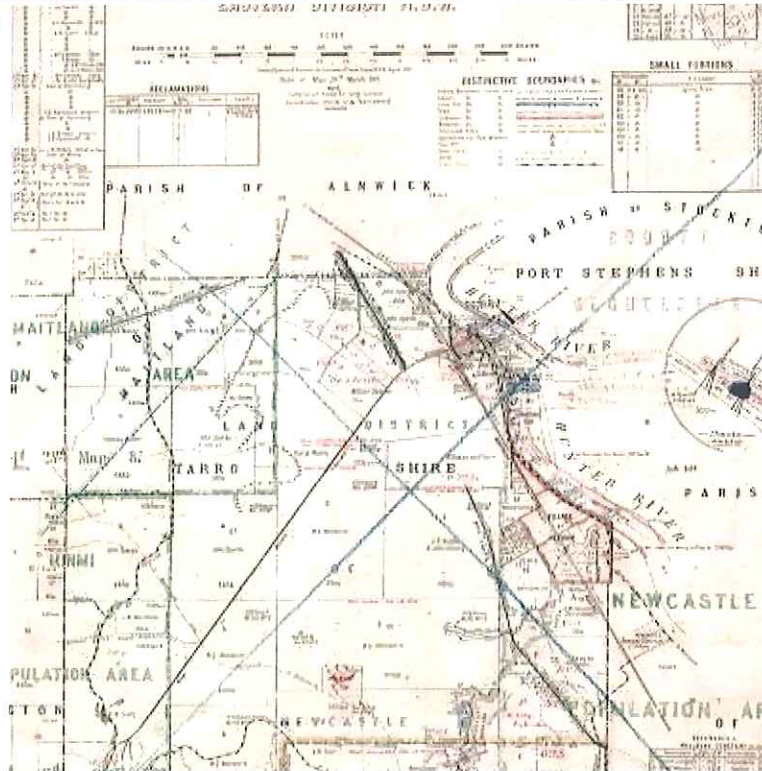
2173887

Study Number

Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Parish Map - Hexham, 1917 - section showing Minmi to Hexham Railway line across Hexham Swamps to Hexham. [Source: Lands Department website - Historic Parish Maps: Image ID 1088801]

Copyright:

Image by:

Image Date:

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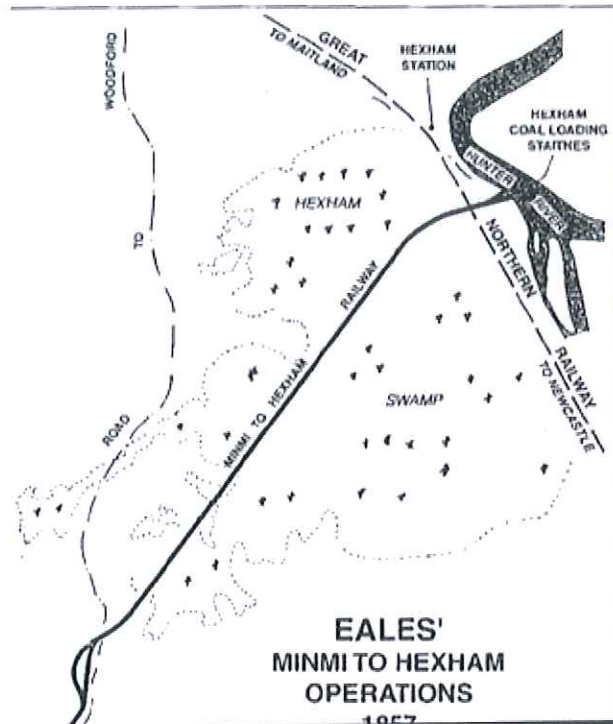
2173887

Study Number

Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Diagram of Minmi Hexham Railway Route c. 1857 [Source: Andrews, 2007, p 18]

Copyright: Brian Robert Andrews

Image by:

Image Date:

Image Number: 7

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Thumb Nail Path:

Thumb Nail File: 2173887t11.jpg

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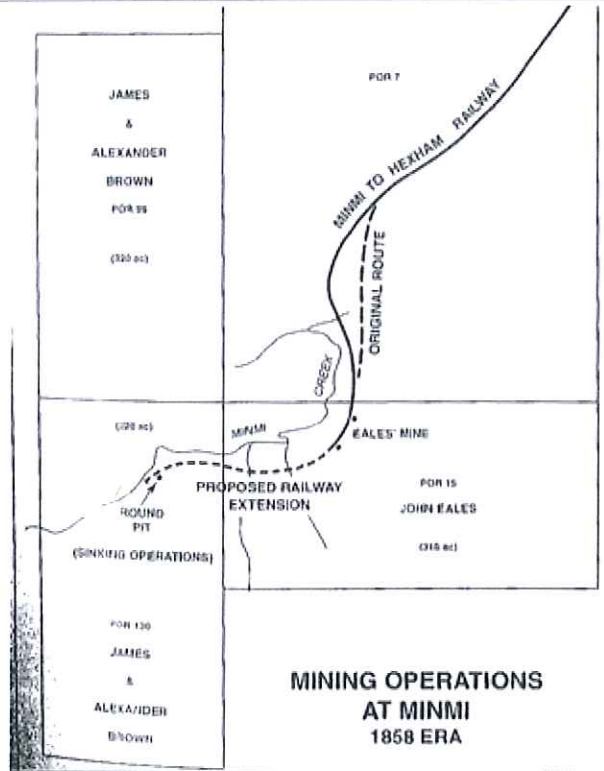
2173887

Study Number

Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Diagram showing proposed extension to Railway at Minmi associated with expansion of mine by J & A Brown. [Source: Andrews, 2007, p 23]

Copyright: Brian Robert Andrews

Image by:

Image Date:

Image Number: 8

Image Path:

Image File: 2173887b12.jpg

Thumb Nail Path:

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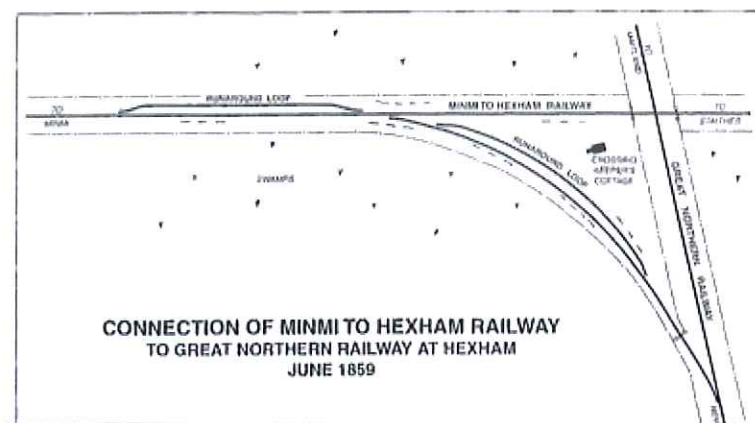
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Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Diagram showing Minmi to Hexham Railway - intersection with Great Northern Railway near Hexham, June 1859. [Source: Andrews, 2007, p 25]

Copyright: Brian Robert Andrews

Image by:

Image Date:

Image Number: 9

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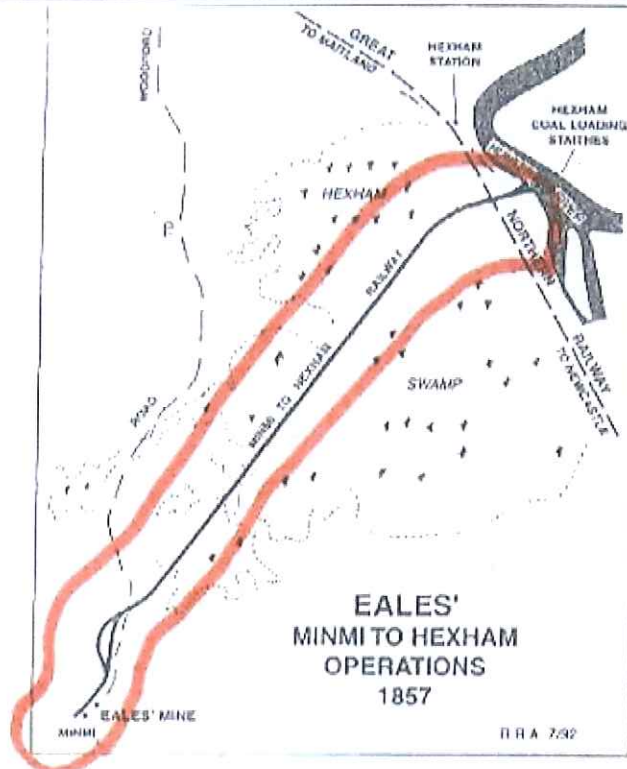
State Heritage Inventory

SHI Number
2173887
Study Number

Item Name: **Minmi To Hexham Railway**

Location: **Minmi [Newcastle City]**

Image/s:



Caption: Curtilage diagram for Minmi - Hexham Railway. The curtilage should follow the route of the line and include an area of approximately 100 metres either side to allow for possibility of archaeological remains of associated structures.

Copyright:

Image by:

Image Date:

Image Number: 10

Image Path:

Image File: 2173887b14.jpg

Thumb Nail Path:

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