

NEWCASTLE ARCHAEOLOGICAL MANAGEMENT PLAN REVIEW

NEWCASTLE, NSW.

Volume 2. Inventory.



Claremont, c. 1840s, Newcomen Street, Newcastle (Edward Higginbotham).

EDWARD HIGGINBOTHAM & ASSOCIATES PTY LTD.

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For
Newcastle City Council.

Draft	July 2012
Final	April 2013

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1 REPORT LAYOUT.

The Newcastle Archaeological Management Plan Review 2013 is presented in the following format.

Volume	Chapter	Heading
Volume 1	1	Report Layout
	2	Introduction
	3	Historical Overview - Summary.
	4	Assessing the Archaeological Resource.
	5	Site Survey.
	6	Cultural Significance.
	7	Research Framework.
	8	Legislative Framework
	9	Conservation and Management
	Appendix 1	State Heritage Register listings for Newcastle LGA.
	Appendix 2	List of Heritage and Archaeological Reports for Newcastle.
	Appendix 3	Extracts from the Newcastle Archaeological Management Plan 1997.
	Appendix 4	Brief for Newcastle Archaeological Management Plan Review.
Volume 2	1	Report Layout
	2	Introduction (copy of Volume 1, Chapter 2)
	3	Site Survey (copy of Volume 1, Chapter 5).
	4	Inventory of Archaeological Sites.
	Appendix 1	Concordance of Newcastle Archaeological Management Plan 1997 Inventory Numbers with SHI Inventory
	Appendix 2	Historical plan overlays.
Volume 3	1	Report Layout
	2	Introduction (copy of Volume 1, Chapter 2)
	3	Historical Overview - Summary (copy of Volume 1, Chapter 3).
	4	Penal Settlement, 1801-1821.
	5	The Town Plan, 1822-1826.
	6	Town Development 1823-1853.
	7	The Australian Agricultural Company, 1830 to 1853.
	8	Railway and Port Infrastructure.
	9	Urban Development 1853 onwards.
	Appendix 1	Public works in the Town of Newcastle from 1828 to 1857.
	Appendix 2	Mines Mills & Manufactories Newcastle 1831-1841.
	Appendix 3	Newcastle CBD. Road and Street Alignments. Parks and Reserves.

2 INTRODUCTION.

2.1 Background.

This report was commissioned by Ms. Jill Gaynor, Newcastle City Council, on 7 February 2012.

The project was jointly funded by Newcastle City Council, the NSW Heritage Branch and AusGrid.

2.2 Brief.

See Volume 1, Appendix 3 for the Brief for the Newcastle Archaeological Management Plan Review.¹

The Brief identifies the four main tasks of the Newcastle Archaeological Management Plan Review, namely:

1. Review and update of the Newcastle Archaeological Management Plan 1997, including heritage planning and procedural framework, management strategy and inventory.
2. Identify and assess the surviving condition and significance of sites not included within the previous study, particularly the roads, streets, parks and reserves (public domain).
3. Provide MapInfo datasets for all archaeological sites within the study area of Inner Newcastle in sufficient detail to enable infrastructure and development planning.
4. Provide the inventory of archaeological sites in SHI format, with statements of significance, and make recommendations concerning heritage listing.

In addition, Newcastle City Council and Ausgrid have indicated the need to streamline the management and conservation of archaeological sites within the public domain, to enable the timely provision, maintenance and upgrading of roads, drainage/stormwater and other services and utilities.

2.3 Location of site.

The Study Area for the Newcastle Archaeological Management Plan Review comprises part of Newcastle, Newcastle East, Newcastle West, The Hill, Bar Beach, Cooks Hill, Wickham, Hamilton and Hamilton East (Figure 2.1).

¹ Appendix 1. Brief for the Newcastle Archaeological Management Plan Review.

2.4 Heritage Listings.

Heritage listings (under current heritage legislation) for the Study Area include:

1. State Heritage Register.²
2. State Heritage Inventory.³
3. Newcastle LEP 2011.⁴
4. Newcastle Archaeological Management Plan 1997.⁵

2.5 Study methodology and limitations.

This report is prepared in accordance with the Guidelines for the Preparation of Archaeological Management Plans, 2009.⁶

While every effort has been made to identify archaeological sites, it is possible that some sites have been overlooked or missed. The users of this archaeological management plan should satisfy themselves that sufficient research has been undertaken to locate, identify and assess the significance of each site within the study area. The inadvertent discovery of relics should be reported to the Heritage Council in accordance with Section 146 of the *NSW Heritage Act*.

This study does not include the assessment of historical paving, kerb and guttering and walling within the street (for example, Brown Street, between Tyrrell and Church Streets; Church Street at Perkins Street; both Wolfe and Newcomen Streets, between Church and King Streets; King Street between Wolfe and Newcomen Streets; Wolfe Street, between King and Hunter Streets). These items should be listed as heritage items.

This study does not include the assessment of tramlines within the street, nor the majority of drains and culverts. There are considered to be 'works', not 'relics' under the *Heritage Act, 1977*, as amended.

² See Appendix 2. State Heritage Register listings for Newcastle LGA.

³ See Appendix 3. State Heritage Inventory listings for Newcastle LGA.

⁴ Newcastle LEP 2011. The report may be downloaded from the Newcastle City Council Website at:

http://www.newcastle.nsw.gov.au/building_and_planning/draft_newcastle_lep_2011/council_report_21_june_2011

⁵ Suters Architects (in association with Siobhan Lavelle, C. & M. J. Doring Pty Ltd and Dr. John Turner). Newcastle Archaeological Management Plan. Newcastle City Council, (Volumes 1-3) 1997.

The report may be downloaded from the Newcastle City Council Website at:

http://www.newcastle.nsw.gov.au/about_newcastle/history_and_heritage/heritage_publications

⁶ NSW Heritage Branch, Department of Planning. Guidelines for the Preparation of Archaeological Management Plans, 2009.

While every effort has been made to correctly identify historical cadastre from a number of historical sources, the user of this archaeological management plan should independently verify the names of lessees or grantees.

At a meeting with Ms. Sarah Cameron and Dr. Siobhan Lavelle, on Wednesday, 13 March 2013, Ms. Sarah Cameron requested that the Inventory should be provided in MS Word format and not entered into the SHI database. Dr. Edward Higginbotham acceded to this request.

2.6 Author identification.

This report was prepared by Dr. Edward Higginbotham in association with Dr. Terry Kass and Ms. Catherine Colville.

Mr. Peter Laybutt and Ms. Katie Allchurch, Whelans Insites, prepared the MapInfo plans and datasets from documentation provided by Dr. Edward Higginbotham and Newcastle City Council.

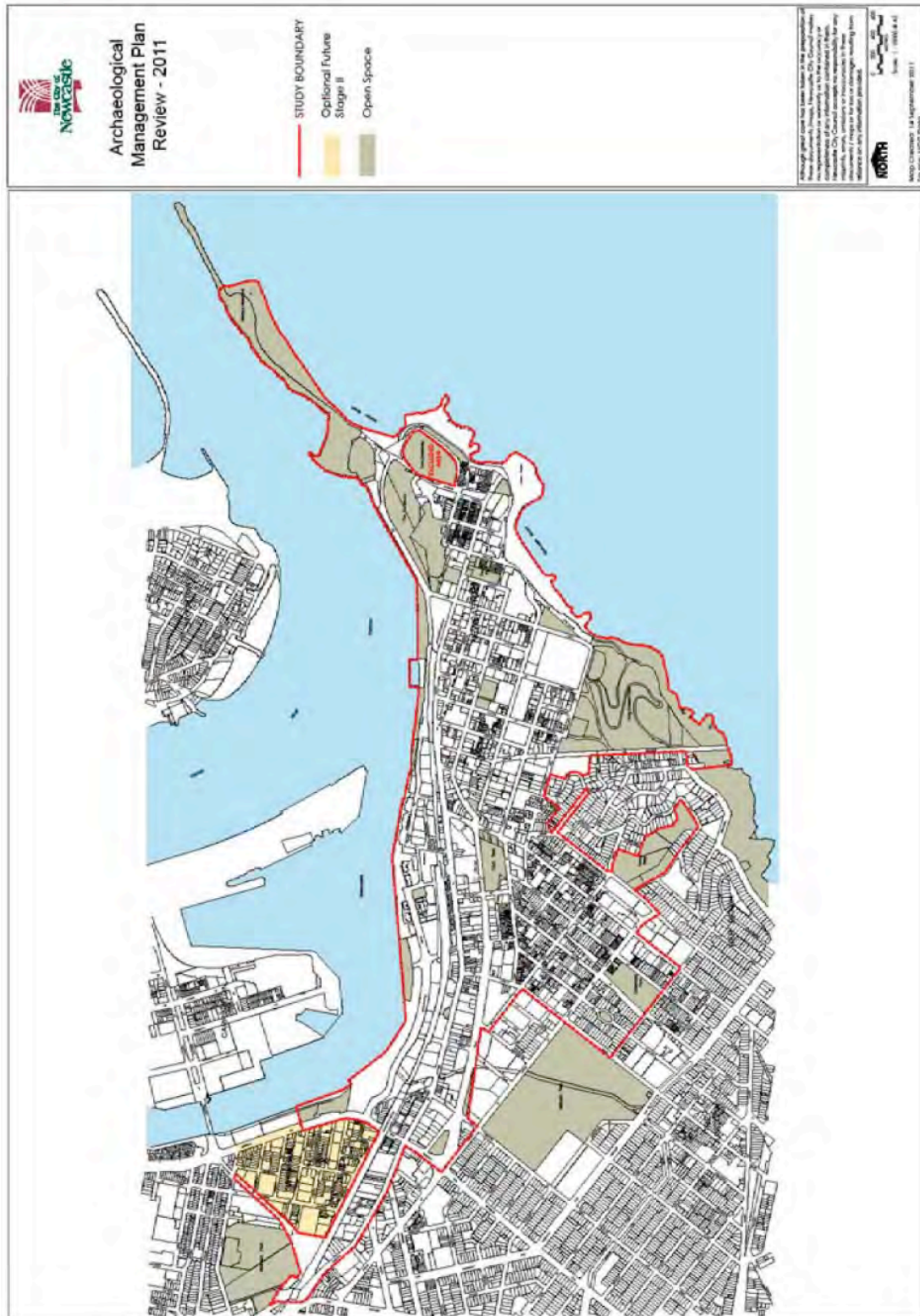


Figure 2.1. Plan of the Study Area for the Review of the Newcastle Archaeological Management Plan, 1997.
Source. Newcastle City Council.

3 SITE SURVEY.

3.1 Introduction.

The Inventory of Archaeological Sites includes the following historical and archaeological documentation.

1. SHI Inventory Number.
2. Item Name.
3. Statement of Significance.
4. Historical Cadastre.
5. Newcastle AMP 1997 Inventory Numbers.
6. Historical sequence of development.
7. Physical Condition and Archaeological Potential.
8. Heritage and Archaeology.
9. References.

The Inventory of Archaeological Sites was produced by desktop analysis and confirmed on the ground by site survey. Site survey of the study area was completed on 15 to 19 June 2012.

The purpose of site survey was to:

1. Confirm the identification of all inventory items.
2. Assess the archaeological potential (surviving condition) of the archaeological sites identified in the Inventory.
3. Add any additional sites to the Inventory that were recorded during site survey.

With the completion of site survey, the Inventory of Sites was completed and a series of maps produced, namely:

- Map 1. Inventory of Archaeological Sites.
- Map 2. Significance of Archaeological Sites.
- Map 3. Archaeological Potential (Surviving Condition).
- Map 4. Management of Archaeological Sites.

The Inventory was produced with the State Heritage Inventory programme. Mapping has been produced using MapInfo with associated datasets for each lot and DP number.

3.2 State Heritage Inventory (SHI) Database.

The archaeological sites identified by historical research and site survey have been grouped into a total of 92 inventory items within the State Heritage Inventory (SHI) Database, commencing at SHI 2176201. The total inventory of archaeological sites includes Inventory Numbers 2176201 to 2176292 (see Volume 2. Inventory).

3.3 Block-by-block listings.

The listing of archaeological sites on a block-by-block basis has a number of advantages. It allows:

1. Both historical and modern cadastre to be compared in a graphic format
2. The sequence of development on each site to be placed in the context of each block and the city as a whole.

There is also a need to access this same information for each lot and DP number. This is achieved by using MapInfo plans and datasets, where the archaeological resources, archaeological potential (surviving condition), significance and management recommendations can all be accessed on a lot-by-lot basis.

3.4 Item Names.

Because of the block-by-block historical and contextual analysis, the inventory item names are frequently the description of the streets or boundaries surrounding each block. In a small number of cases, railways and drains have been given individual inventory listings.

3.5 Statement of Significance.

Detailed statements of significance have been prepared for each of the major historical themes used in the Newcastle Archaeological Management Plan Review 2013. (see Volume 1, Chapter 6). For each inventory item a summary statement of significance is included, again under the heading of each individual historical theme, as follows:

1. Penal Settlement, 1801-1821 (State).
2. Town Development, 1820s-1853 (State).
3. The Australian Agricultural Company, 1830 onwards (State).
4. Railway and Port Infrastructure (State).
5. Harbour Defences (State).
6. Urban Development, 1853 onwards (Local).

In addition the summary statement of significance includes a series of archaeological research themes to which sites on each block may contribute (see Volume 1, Chapter 7).

In a few cases, the level of significance for the major historical theme may not be the same for the items in the individual inventory item. In the few instances where this occurs, an explanation is given in the individual SHI listing.

3.6 Modern Cadastre.

The cadastral information is already available to Newcastle City Council on its own databases and can be integrated with the inventory of the Newcastle Archaeological Management Plan Review through the MapInfo datasets produced as part of this study.

Modern cadastral boundaries are easily viewed in the mapping produced for the inventory.

3.7 Historical Cadastre.

Historical Cadastre has been collated for all inventory listings. It comprises both original town leases and later town grants, as well as portion numbers.

The names of all persons holding leases or orders for town allotments are reproduced in each SHI listing. They are also included in Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

The names of grantees were recorded and confirmed from a number of sources, including the Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. Any changes in names of grantees can be checked and confirmed using Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. A second source for cross checking the names of grantees was the Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Nonetheless in some cases the allotment number or the name of the grantee was unclear on these maps.

3.8 Newcastle AMP 1997 Inventory Numbers.

Each new inventory item may include one or more inventory items from the Newcastle Archaeological Management Plan 1997. A list of each item included within the new listings is provided. The 1997 inventory numbers are derived from the plan, entitled 'Archaeological Management Plan 1996/1997, showing location of Indicative Archaeological Sites', prepared by Newcastle City Council in February 2008 (Figure 3.1). This plan may not show all the inventory items of the original Newcastle Archaeological Management Plan 1997.

See Volume 2, Appendix 1 for concordance of NAMP 1997 inventory numbers and SHI database numbers.

3.9 Historical sequence of development.

Each inventory item includes a description of the sequence of development on each block, ordered by historical theme, but also on a chronological basis by map dates.

The historical sequence of development draws upon the information used in the Newcastle Archaeological Management Plan 1997, as well as the research completed for the Newcastle Archaeological Management Plan Review 2013 and particularly the series of historical map overlays.

A list of the plans used in this survey is included below. Only a selection of maps and plans were used for this purpose. Several maps were not used, where they simply duplicated information already available on other maps

3.10 Physical Condition and Archaeological Potential

During site survey the level of disturbance was assessed for each site in accordance with modern cadastral boundaries. The following table describes the categories used:

Level of Disturbance	Description
Standing Building or ruin.	Standing Building or Ruin.
Little disturbance.	An archaeological site may be considered to have little disturbance when the only visible evidence of disturbance is: <ul style="list-style-type: none">• Domestic or other building with narrow footings and service trenches.• Small scale buildings.
Partly disturbed.	An archaeological site may be considered to be partly disturbed when the only visible evidence of disturbance is: <ul style="list-style-type: none">• A site or building terraced into a hill slope.• Large building with deep footings and service trenches.
Mostly disturbed or destroyed.	An archaeological site may be considered to be mostly disturbed when the visible evidence of disturbance includes: <ul style="list-style-type: none">• A site or building terraced into a hill slope by more than one storey in depth.• Basements or semi-basements.• Basement excavation in excess of one storey over most or all of the site.

Where sites are mostly disturbed or destroyed, it is understood that the likelihood of finding relics is minimal or non-existent.

3.11 Standing Buildings and Ruins.

During site survey only one site was identified as a ruin, namely the surviving wall of the former Parsonage, on the corner of Church and Newcomen Streets (Inventory Number 2176232).

Standing buildings with archaeological significance were identified during site survey, based on buildings shown on the Newcastle Detail Series of plans, dating to 1895-1896.⁷ Copies of these plans were used for recording purposes during site survey, each map having the modern cadastre superimposed.

A large number of buildings shown on the Newcastle Detail Series survive in the study area, particularly in those areas, which have not experienced extensive redevelopment in the twentieth century, for example, The Hill, Cooks Hill and Newcastle East.

In the Newcastle CBD and along Hunter and King Streets towards Newcastle West the level of redevelopment in the twentieth century has been much higher, so that fewer nineteenth century buildings survive.

Most of the surviving building stock belongs to the latter half of the nineteenth century (after 1853), with very few buildings surviving from an earlier date. The Parsonage, already mentioned, survives only as a ruin or palimpsest. Claremont, 40 Newcomen Street, is considered to be the earliest surviving house, dating from the 1840s (Inventory Number 2176224). However Toll Cottage (formerly Rose Cottage), 51 Bolton Street, is recorded as having been constructed between 1828 and 1830.⁸ This building is depicted as 'Govt Cottage out of repair' on Armstrong's map of 1830 (Inventory Number 2176206). Various buildings in the former Military Barracks, as well as the Church Street Drain are likely to date from the mid 1830s (Inventory Numbers 2176232 and 2176287).

A number of buildings and structures with archaeological significance postdate the 1895-1896 Detail Series of plans. These include:

1. Wickham Station and Signal Box.
2. Civic Station.
3. Signal Box east of Market Street Overhead Footbridge.
4. Navigational Beacon, 108B Church Street.⁹
5. Underground Reservoir, 51 Brown Street, constructed in 1918.
6. Former Tramway Powerhouse, 342 Hunter Street.

All of the above are existing heritage items, except for the navigational beacon.

⁷ Newcastle Detail Series, 1895-1896. Newcastle City Council.

⁸ State Heritage Inventory, researched on 3 July 2012.

⁹ The position of this navigational beacon is shown on the 1895-96 Detail plan, but has been penciled in at a later date. See Inventory Number 2176243.

3.12 Heritage and Archaeology.

Within the context of each block or listing, the relevant heritage or archaeological reports are briefly described and the specific sites to which they relate are identified. The reports are listed in the references section.

3.13 References.

A list of heritage and archaeological reports was included in Volume 1, Appendix 2. List of Heritage and Archaeological Reports for Newcastle.

In the Inventory of Sites, each heritage and archaeological report is listed in the references for the appropriate items.

3.14 Historical Drainage.

Evidence relating to historical drains was available from two sources:

1. Historical Maps and plans, and
2. Newcastle City Council databases.

Only those drains considered to be of greater significance have been included in the inventory, even though they would normally be described as works, rather than relics.

3.15 The possible distribution of convict huts and associated relics.

Two historical maps have been used to plot the possible distribution of convict huts, tents or campsites in the penal settlement (Figure 3.2). These are James Meehan's plan of 1818 and H Dangar's plan of 1822.¹⁰ Together with these plans, a number of historical pictures of Newcastle provide additional information on the layout of the town (see Volume 3, Chapter 4.7 for additional discussion).

Only one or two cross streets may have been present at an early date, one from the wharf through the Lumber Yard, the other in front of Government House (Elizabeth Street), approximately on the alignment of Church Street. With the building of the church in 1816, additional cross streets (Wellington and Wallis Streets) may have been constructed on the alignments of Hunter and King Streets. For this reason the alignments of Wellington and Wallis Streets may have been the sites of earlier convict huts, tents or camps.

¹⁰ Newcastle - Plan of Newcastle, James Meehan, 7 August 1818, SR Map 83. Draft of the Town of Newcastle, H Dangar, 10 Aug 1822, SR Map 80.

Relics associated with convict accommodation may have a wider distribution. They may not be confined to the convict huts, tents or camps themselves, but may also be found on the convict allotments or in the streets. This type of distribution of relics has already been observed on convict sites in Parramatta.¹¹

The plan of the distribution of convict huts also shows the possible distribution of convict relics to the east of the Lumber Yard (Figure 3.2). It is noted on the 1818 plan that the Lumber Yard and Sawpits lie in this location.

The evidence for convict huts along the Hunter River foreshore, west of George Street (Watt Street) includes both the 1818 and the 1822 plans, but also the Armstrong plan of 1830, a surveyor's sketch of 1833 and a more accurate Crown plan of 1834.¹² The 1833 sketch describes some of the buildings as 'Huts on Sufferance', indicating they were built unofficially on Crown land, not on town allotments. While a number of interpretations are possible, from a conservative viewpoint, these buildings cannot be ruled out as convict huts.

3.16 Concordance of SHI Inventory Numbers with Historical Plan Overlay Numbers.

The following SHI Inventory listings have been used in the study area. The table below provides a concordance of SHI Inventory numbers with historical plan overlays, Block 001 to Block 044.

See the Historical overlay Plan Series, in Volume 2, Appendix 2.

Inventory Number	Description	Historical Plan Overlays
2176201	Block bounded by Scott, Pacific, Hunter and Watt Streets.	Block 001
2176202	Block bounded by Hunter, Pacific, King and Watt Streets, including parts of adjacent streets (Hunter Street).	Block 001

¹¹ Edward Higginbotham & Associates Pty Ltd. Report on the archaeological excavations, 134-140 Marsden Street and 45-47 Macquarie Street, Parramatta, NSW. Estate Constructions of Australia Pty Ltd. March 2007.

¹² Armstrong, John, Plan of the Town of Newcastle in New South Wales, 1830, 817.95 gbbe/1830/Acc 3580. Alexander Turnbull Library, National Library of New Zealand.

Surveyors Books Vol. 2 Fol. 32. State Records, NSW.

Crown Plan. N13.844. Crown Plans – Land and Property Information.

Inventory Number	Description	Historical Plan Overlays
2176203	Block bounded by King, (Pacific), Church and Watt Streets and Shortland Esplanade, including parts of adjacent streets (King, Church and Watt Streets).	Block 002
2176204	Block bounded by Scott, Watt, Hunter and Bolton Streets, including parts of adjacent streets (Scott, Watt, Hunter and Bolton Streets).	Block 003
2176205	Block bounded by Hunter, Watt, King and Bolton Streets.	Block 003
2176206	Block bounded by King, Watt, Church and Bolton Streets.	Block 004
2176207	Block bounded by Scott, Bolton, Hunter and Newcomen Streets, including parts of adjacent streets (Newcomen and Hunter Streets).	Block 005
2176208	Block bounded by Hunter, Bolton, King and Newcomen Streets, including parts of adjacent streets (Bolton and King Streets).	Block 005
2176209	Block bounded by King, Bolton, Church and Newcomen Streets.	Block 006
2176210	Block bounded by Scott, Newcomen, Hunter and Market Streets, including parts of adjacent streets (Market Street).	Block 007
2176211	Block bounded by Scott, Market, Hunter and Wolfe Streets, including parts of adjacent streets (Scott and Wolfe Streets Street).	Block 007
2176212	Block bounded by Hunter, Newcomen, King, Morgan, Laing and Thorn Streets, including parts of adjacent streets (Hunter and Morgan Streets).	Block 007
2176213	Block bounded by Hunter, Thorn, Laing, Morgan, King and Wolfe Streets.	Block 007
2176214	Block bounded by Bond, Telford, Scott and Watt Streets, including parts of adjacent streets (Bond Street).	Block 008
2176215	Blocks bounded by Stevenson and Parnell Place, Scott and Telford Streets, including parts of adjacent streets (Stevenson Place and Alfred Street).	Block 009
2176216	Block bounded by Fort Drive, Shortland Esplanade, Scott Street and Parnell Place, including parts of adjacent streets (Scott Street and Parnell Place).	Block 010
2176217	Block bounded by Scott Street, Shortland Esplanade and Moroney Avenue.	Block 010

Inventory Number	Description	Historical Plan Overlays
2176218	Block bounded by Nobbys Road, Wharf Road, Shortland Esplanade and Fort Drive, including parts of adjacent streets (Nobbys Road, Wharf Road, Shortland Esplanade and Fort Drive) (excluding Fort Scratchley).	Block 011
2176219	Block bounded by Nobbys Road, including Nobbys Head and the Southern Breakwater.	Block 012
2176220	Block bounded by Scott Street, Moroney Avenue, Shortland Esplanade and Zaara Street, including parts of adjacent streets (Zaara Street and Shortland Esplanade).	Block 013
2176221	Block bounded by Scott and Zaara Streets, Shortland Esplanade and Telford Streets.	Block 014
2176222	Block bounded by Scott and Telford, Ocean and Pacific Streets, including parts of adjacent streets (Scott and Pacific Streets).	Block 014
2176223	Block bounded by Ocean Street, Shortland Esplanade, Church Street and former alignment of Pacific Street, including parts of adjacent streets (Ocean Street and Shortland Esplanade).	Block 014
2176224	Block bounded by King, Newcomen, Church and Wolfe Streets.	Block 015
2176225	Extent of Convict Huts within the Newcastle Penal Settlement. Streets including parts of Bond, Scott, Hunter, King, Church, Pacific, Watt, Bolton, Newcomen, Morgan, Market, Thorn and Keightley Streets.	Figure 3.2 in Chapter 3 and Figure 1 on the Inventory Sheet.
2176226	Block bounded by Scott, Wolfe, Hunter and Perkins Streets, including parts of adjacent streets (Scott Street).	Block 016
2176227	Block bounded by Hunter, Wolfe, King and Perkins Streets	Block 016
2176228	Block bounded by Hunter, Perkins, King and Brown Streets.	Block 016
2176229	Block bounded by King, Wolfe, Church and Perkins Streets.	Block 016
2176230	Block bounded by King, Perkins, Church and Brown Streets.	Block 016
2176231	Block bounded by Church, Shortland Esplanade and Watt Street, including parts of adjacent streets (Church and Watt Streets).	Block 017

Inventory Number	Description	Historical Plan Overlays
2176232	Block bounded by Church, Watt, Ordnance and Newcomen Streets, including parts of adjacent streets (Scott and Newcomen Streets).	Block 017
2176233	Block bounded by Church, Newcomen, Tyrrell and Wolfe Streets.	Block 018
2176234	Block bounded by Tyrrell, Newcomen, Ordnance and Barker Streets.	Block 018
2176235	Block bounded by Tyrrell, Barker, Ordnance and Wolfe Streets.	Block 018
2176236	Block bounded by Church, Wolfe, Tyrrell, and Perkins Streets.	Block 019
2176237	Block bounded by Church, Perkins, Tyrrell and Brown Streets.	Block 019
2176238	Block bounded by Tyrrell, Wolfe, Pit and Brown Streets.	Block 019
2176239	Block bounded by Pit and Ordnance Streets and The Terrace (King Edward Park), together with adjacent coastline.	Block 020
2176240	Block bounded by Cliff Street, The Terrace and High Street, together with adjacent coastline, including parts of adjacent streets (High Street).	Block 020
2176241	Land bounded by Shortland Esplanade and the adjacent coastline, including parts of adjacent streets (Shortland Esplanade).	Block 021
2176242	Block bounded by Hunter, Brown, King and Crown Streets.	Block 022
2176243	Block bounded by King, Brown, Church and King Streets.	Block 022
2176244	Block bounded by Hunter, Crown, King and Darby Streets, including parts of adjacent streets (Crown and King Streets).	Block 022
2176245	Block bounded by Church, Brown, Tyrrell and Darby Streets, including parts of adjacent streets (Brown and Tyrrell Streets).	Block 023
2176246	Block bounded by Tyrrell and Brown Streets, The Terrace, Mosbri Crescent, Kitchener Parade, Swan, Queen and Darby Streets, including parts of adjacent streets (Swan Street).	Block 023
2176247	Block bounded by Hunter, Darby, King and Auckland Streets, including parts of adjacent streets (Hunter, Darby, King and Auckland Streets).	Block 024

Inventory Number	Description	Historical Plan Overlays
2176248	Australian Agricultural Company mine tramways and railways. Hunter, Crown, King, Darby, King, Laman, Swan and Brooks Streets, including parts of adjacent allotments.	Blocks 022, 023, 024 and 025.
2176249	Block bounded by King, Darby, Laman and Auckland Streets.	Block 024
2176250	Burwood mine railway. Hunter Street, former Burwood Street, Glovers Lane and Bruce Streets.	Blocks 024, 027 and
2176251	Block bounded by Laman, Darby, Queen and Dawson Streets.	Block 025
2176252	Block bounded by Queen, Swan, Railway, Bull and Darby Streets.	Block 025
2176253	Block bounded by Swan, Brooks, Bull and Railway Streets.	Block 025
2176254	Block bounded by Queen, Darby, Council and Dawson Streets, including parts of adjacent streets (Darby Street).	Block 025
2176255	Block bounded by Council, Darby, Bull and Dawson Streets, including parts of adjacent streets (Darby Street).	Block 025
2176256	Block bounded by Laman, Dawson, Council and Bruce Streets.	Block 025
2176257	Block bounded by Council, Dawson, Bull and Bruce Streets.	Block 026
2176258	Block bounded by Laman, Bruce, Bull and Corlette Streets.	Block 026
2176259	Block bounded by Laman, Corlette, Bull and Union Streets.	Block 026
2176260	Block bounded by Bull, Corlette, Parry and Union Streets.	Block 027
2176261	Block bounded by Bull, Bruce, Parry and Corlette Streets, including parts of adjacent streets (Bruce Street).	Block 027
2176262	Block bounded by Bull, Dawson, Parry and Bruce Streets, including parts of adjacent streets (Dawson Street).	Block 027
2176263	Block bounded by Bull, Darby, Parry and Dawson Streets, including parts of adjacent streets (Bull and Darby Streets).	Block 028
2176264	Block bounded by Bull, Railway, Parry and Darby Streets, including parts of adjacent streets (Railway and Parry Streets).	Block 028

Inventory Number	Description	Historical Plan Overlays
2176265	Block bounded by Bull, Brooks, Parry and Railway Streets, including parts of adjacent streets (Brooks and Parry Streets).	Block 028
2176266	Block bounded by Nesca Parade, Greenslope Street and Brooks Street.	Block 029
2176267	Block bounded by Parry, Darby, Tooke and Dawson Streets, including parts of adjacent streets (Dawson and Darby Streets).	Block 030
2176268	Block bounded by Parry, Dawson, Tooke and Bruce Streets.	Block 030
2176269	Block bounded by Parry, Bruce, Tooke and Corlette Streets, including park in Corlette Street and parts of adjacent streets (Parry and Corlette Streets).	Block 031
2176270	Block bounded by Parry, Corlette, Tooke and Corlette Streets, including parts of adjacent streets (Union Street).	Block 031
2176271	Block bounded by Hunter, Auckland, King and Union Streets, including parts of adjacent streets (King Street).	Block 032
2176272	Blocks bounded by King, Auckland, Laman and Union Streets, including parts of adjacent streets (King, Gibson and John Streets).	Block 032
2176273	Blocks bounded by Hunter, Union, Bull, King and Steel Streets, including parts of adjacent streets (King Street).	Block 033
2176274	Block bounded by Hunter, Steel, King and National Park Streets, including parts of adjacent streets (Steel and King Streets).	Block 034
2176275	Block bounded by Hunter, National Park and King Streets and Stewart Avenue, including parts of adjacent streets (Stewart Avenue).	Block 035
2176276	Blocks bounded by Beresford, Bellevue, Hunter and Cooper Streets, including parts of adjacent streets (Beresford and Cooper Streets).	Block 035
2176277	Blocks bounded by the Railway Line, Stewart Avenue, Hunter and Railway Streets, including parts of adjacent Railway.	Block 036
2176278	Blocks bounded by the Railway Street, Hunter Street, Maitland Road and Railway Line, including parts of adjacent Railway Line.	Block 037

Inventory Number	Description	Historical Plan Overlays
2176279	Railway Line, between Cottage Creek and Maitland Road bridge, including former branch line to Bullock Island (Carrington Dockyard).	Blocks 035 to 039.
2176280	Blocks bounded by Hannell Street, Stewart Avenue, the Hunter River, Cottage Creek and the Railway Line.	Block 039
2176281	Blocks bounded by the Hunter River, Worth, Hunter and Bellevue Streets, Railway Line and Cottage Creek, including parts of adjacent streets (Honeysuckle Drive, Hunter and Worth Streets).	Block 040
2176282	Blocks bounded by the Hunter River, Merewether, Worth and Hunter Streets, including parts of adjacent streets (Honeysuckle Drive, Merewether and Hunter Streets).	Block 041
2176283	Blocks bounded by the Hunter River, an extension of the alignment of Brown Street, then Hunter Street, including parts of adjacent streets (Wharf Road, Centenary Road and Argyle Street).	Block 042
2176284	Blocks bounded by the Hunter River, Scott Street, Hunter Street and an extension of the alignment of Brown Street, including parts of adjacent streets (Wharf Road, Scott and Hunter Streets).	Block 043
2176285	Blocks bounded by the Hunter River, Nobbys Road, Stevenson Place, Telford and Bond Streets, including parts of adjacent streets (Wharf Road).	Block 044
2176286	Former Tramlines, including parts of Scott Street, Shortland Esplanade, Telford Street, Hunter Street, Darby Street, Union Street, (Tudor Street), Bellevue Street, (crossing Honeysuckle Drive) and Hannell Street, including some adjacent land.	Blocks 001, 003, 005, 007, 008, 009, 010, 014, 015, 016, 022, 023, 024, 025, 026, 027, 028, 030, 031, 032, 033, 034, 035, 036, 037, 039, 040, 041, 042, 043.
2176287	Church Street Drain, part of Church and Watt Streets, including adjacent land.	Block 017
2176288	Darby Street Drain, part of Darby Street, Wharf Road and Centenary Road, including adjacent land.	Blocks 022, 023, 024, 025 and 042
2176289	Scott Street Drain, part of Scott Street and Wharf Road, including adjacent land.	Block 043
2176290	Block bounded by Hunter, Morgan, Laing and Thorn Streets.	Block 007

Inventory Number	Description	Historical Plan Overlays
2176291	Block bounded by Thorn, Laing, Morgan and King Streets.	Block 007
2176292	Drain from the Australian Agricultural Company's Dam at Nesca Park.	Blocks 027, 028, 029, 031.

3.17 Historical Map References.

The following historical maps have been used to identify the location of archaeological sites. Only a selection of maps and plans were used for this purpose. Several maps were not used, where they simply duplicated information already available on other maps

Abbreviated Reference	Reference
1818 - Convict	Volume 2. Figure 3.2 and Figure 1 in the Inventory Sheet. Edward Higginbotham & Associates Pty Ltd.
1818 - SR Map 83	Newcastle - Plan of Newcastle, James Meehan, 7 August 1818, SR Map 83
1822 - SR Map 80	Draft of the Town of Newcastle, H Dangar, 10 Aug 1822, SR Map 80
1826 - SR Map 4399	Newcastle - Sent from Colonial Secretary's Office with letter 44/413, (N.8.652) SR Map 4399
1830 - Armstrong	Armstrong, John, Plan of the Town of Newcastle in New South Wales, 1830, 817.95 gbbe/1830/Acc 3580. Alexander Turnbull Library, National Library of new Zealand.
1833 - SB 2. 32	Surveyors Books Vol. 2 Fol. 32. State Records, NSW.
1834 - N 13. 844	Crown Plan. N13.844. Crown Plans - Land and Property Information.
1839-40 N 71.844	N.71.844 Lots on east side of Newcastle, G B White, 1840. Crown Plans - Land and Property Information.
1839-40 N 8.1090.	N.8.1090, Parish Newcastle, Portions, 23, 24, 25, 26, 1839, G B White. Crown Plans - Land and Property Information.
1843 - SB 4. 110.	Surveyors Books Vol. 4 Fol. 110. State Records, NSW.
1843 - Breakwater, SR Plan 2426	Barney, George, Plan of the Breakwater of Newcastle, 5 August 1843, SR Plan 2426.
1844 - Town	'The Town of Newcastle and its harbour', 1844. National Library of Australia. http://nla.gov.au/nla.map-f72-e
1844 - SB 4. 183.	Surveyors Books Vol. 4 Fol. 183. State Records, NSW.

Abbreviated Reference	Reference
1845 - Barracks. SR 4692.	Ordnance Lands, (Newcastle), Sketch showing the land appropriated as the site for Military Barracks, Newcastle, (O.17.1208), G B White, Sep 1845, SR Map 4692
1846 - City	City of Newcastle, 1846. Newcastle Cultural Collections
1848 - Customs SB 5. 35.	Surveyors Books Vol. 5 Fol. 35. State Records, NSW.
1848 - City	Newcastle - Newcastle City boundaries - important public buildings, lighthouse, breakwater to Nobby Island windmill shown, (N.1316) H Charlton, 3 Oct 1848, SR Map 4596
1852 - SB 6. 12	Surveyors Books Vol. 6 Fol. 12. State Records, NSW.
1853 - Street Alignment	N.13.652 Street alignment of part of Newcastle, 1853. Crown Plans - Land and Property Information.
1850-7 - AAC	Newcastle, the AA Company subdivisions, 1850-1857. National Library of Australia. http://nla.gov.au/nla.map-f51-e
1853 - Darby	'Plan of Part of the Australian Agricultural Company's Estate, Newcastle', G. E. Darby, AA Company surveyor. 1853. State Library of NSW. Map Z/M3 811.251/1853/1
1854 - SB 7. 29.	Surveyors Books Vol. 7 Fol. 29. State Records, NSW.
1856 - Flagstaff Hill	Newcastle - Newcastle Flagstaff Hill, with details of buildings and Tramway, (N.3.1553) P F Adams, 2 Apr 1856, SR Map 4604
1857 - AAC Proposed Improvements.	'Plan of Proposed Improvements to the AA Company's Railway Approaches', 1857. State Records NSW SR Plan 1313.
1857 - N 19. 652.	Newcastle - Plan of the City of Newcastle, County of Northumberland, (N.19.652) Kirkby, Jul 1857, SR Map 4405
1857 - Rail SR Map 6236	Hunter River Railway Plan of Extension into Newcastle, April 1857, SR Map 6236
1858 - King Edward Park	N.98.844 King Edward Park survey. Crown Plans - Land and Property Information.
1860 - SR Map 10188	Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188
1860 - N 20. 652	Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406

Abbreviated Reference	Reference
1860 - Parsonage	C.866.730 Parsonage 1861. Crown Plans - Land and Property Information.
1864 - N 103. 844	N 103. 844. Crown Plans - Land and Property Information.
1866 - R 651. 1603	R 651. 1603. Crown Plans - Land and Property Information.
1866 - N 634. 1501	N 634. 1501. Crown Plans - Land and Property Information.
1866 - N 8A. 1090	N 8A.1090, Plan of Honeysuckle Point, 1867. Crown Plans - Land and Property Information.
1867 - SB 9. 174.	Surveyors Books Vol. 9 Fol. 174. State Records, NSW.
1873 - Merewether St N 1. 2137.	N.1.2137 Street alignment Merewether St, 1873. Crown Plans - Land and Property Information.
1874 - SR Plans 1415-1315	Keele, Thomas W, Plan of the Port of Newcastle, 1874, SR Plans 1314-1317
1880 - N 5.2137	N.5.2137, Alignment Plan of Streets in the Municipality of Newcastle, Nov 1880, Robert Handcock Crown Plans - Land and Property Information.
1881 - Port of Newcastle	Hydrographic Chart of Newcastle Harbour. 1881-1891. National Library of Australia. http://nla.gov.au/nla.map-rm2989-e .
1882 - Port of Newcastle	Plan of the Port of Newcastle, 1882. National Library of Australia. http://nla.gov.au/nla.map-rm1525-e
1883 - Port of Newcastle	Plan of the Port of Newcastle, 1882. National Library of Australia. http://nla.gov.au/nla.map-rm3261-e
1886 - M&G	Mahlstedt & Gee, Newcastle, New South Wales, [fire insurance plans], 3 maps, Mitchell Library. MT 4 811.253/1886/1
1887 - Port of Newcastle	Plan of the Port of Newcastle, 1882. National Library of Australia. http://nla.gov.au/nla.map-rm1588-e
1893 - Fort Scratchley	R.4627.1603 Road past Fort Scratchley, 1893. Crown Plans - Land and Property Information.
1893 - Jones, Fire Insurance	Jones, F Oliver, Structural fire insurance plans of part of the town and city of Newcastle, 1893, Mitchell Library. ZM4 811.251/1983/1
1893 - Reserves	Ms.538.3070, Public baths 1893. Crown Plans - Land and Property Information.
1895-6 - Detail	Newcastle Detail Series, 1895-1896. Newcastle City Council.
1898 - Parsonage	Ms.715.3070, Deanery [parsonage] 1898. Crown Plans - Land and Property Information.

Abbreviated Reference	Reference
1905 - Reserves	Ms.1133.3070 Ocean beach foreshore 1905. Crown Plans - Land and Property Information.
1915 - City	Map of the City of Newcastle, Details, 1915. Parish Map Preservation Project.
1944 - Aerials	Aerial Photographs 1944 Run 6 1501, 1502 and 1504 details. Newcastle City Council

3.18 Figures.



Figure 3.1 'Archaeological Management Plan 1996/1997, showing location of Indicative Archaeological Sites', prepared by Newcastle City Council in February 2008

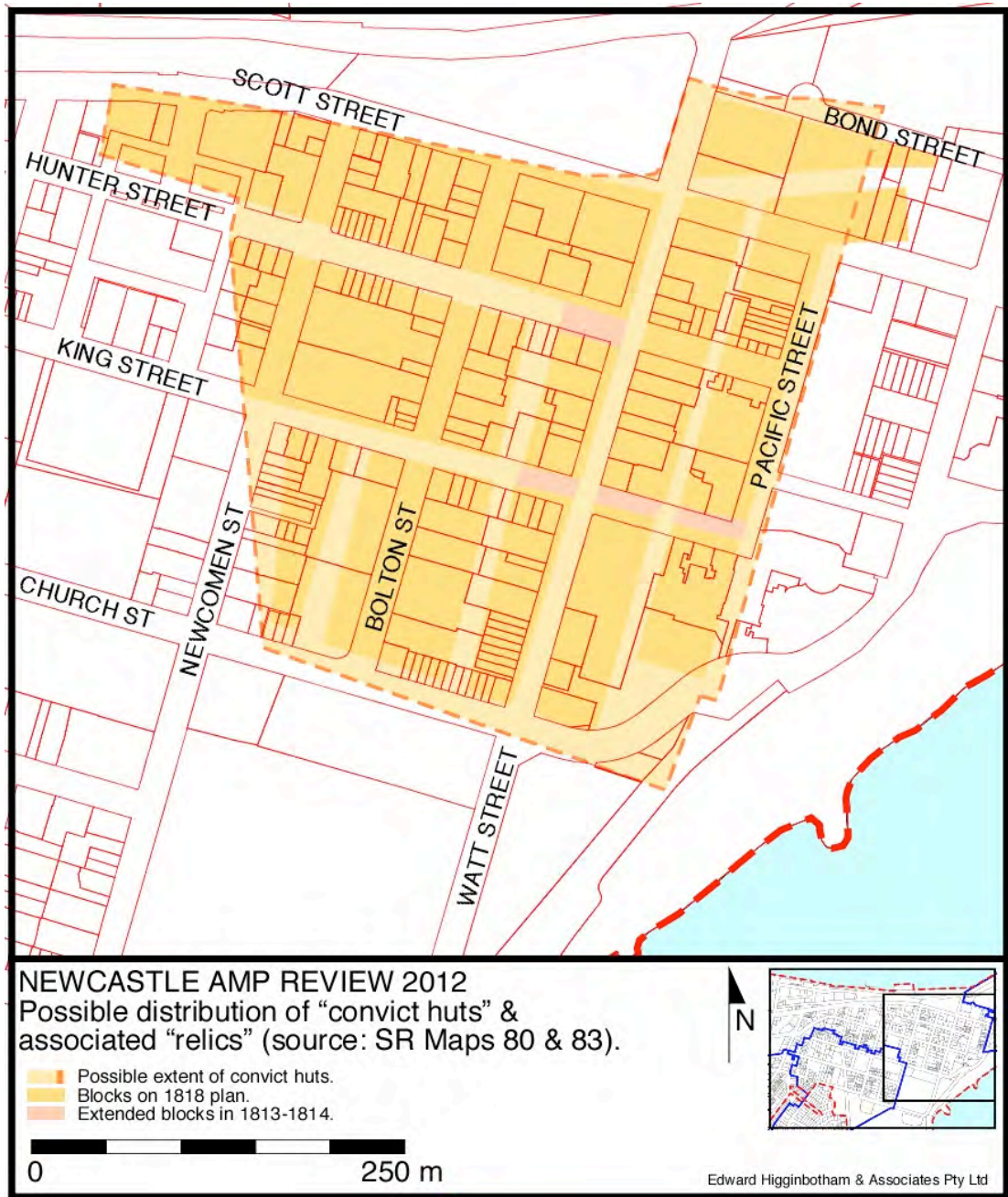


Figure 3.2. The possible distribution of convict huts and associated relics.
Source. Edward Higginbotham & Associates Pty Ltd.

4 INVENTORY OF ARCHAEOLOGICAL SITES.

4.1 Inventory Number 2176201. Block bounded by Scott, Pacific, Hunter and Watt Streets.

4.1.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. This block is likely to include the sites of a number of convict huts, but also some government buildings.

Town Development, 1820s-1853 (State).

This block is of state significance because it was in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

The numbering system began at this block and also initially ended at it, before Allotment 194 and higher numbered allotments were added.

It is interesting to note that historical continuity from the Penal Settlement is shown by some of the buildings in the middle of this block still respected the former alignment of Macquarie Street, which ran between but parallel to George and Cowper, renamed Watt and Pacific Streets (1830 - Armstrong).

Urban Development, 1853 onwards (Local).

This block is of local significance because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in the central business area of the city. is of local significance because it is representative of the development of Newcastle and other regional urban centres in New South Wales.

By the 1870s the development of the allotments on this block had gathered pace with buildings concentrated on the Watt and Scott Street alignments. The Pacific Street frontage lagged behind, possibly because of the effects of wind blown sand. It was

not until the 1890s that terraced housing began to infill the eastern half of the block (1893 - Jones, Fire Insurance; 1895-97 - Detail).

Prominent buildings included the Great Northern Hotel, opposite the railway station and the Bank of New South Wales adjacent to it on Watt Street (1874 - SR Plans 1415-1315).

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Environmental Modification and Disturbance.

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.1.2 Historical Cadastre.

Lot	Lessee ¹⁴	Grantee ¹⁵
1	Isaac Elliott	Alexander Scott
2	Messrs Bingle & Dillin [sic]	James Reid
3		Edward Davies
4	David Maziere	William Goasdill
191	Alexander Livingstone	Henry Carmichael
192	Henry Dangar	Henry Dangar
193		Susanna Nash
194	Reserved for Government	John Smith

4.1.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0014
0015
0033
0034
0035
0036
0037
1077

¹⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.1.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2. Block 001.

Penal Settlement, 1801-1821 (State).

This block was located in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. This block is likely to include the sites of a number of convict huts, but also some government buildings, including the house for the Superintendent of Convicts and the Blacksmith's Shop by 1818 (1818 - SR Map 83). Neither building is shown on the 1822 map (1822 - SR Map 80), but it is likely that the Store still included the residence of the Superintendent, because the two buildings are listed together in other inventories of public buildings. The 1822 map also shows one of the earliest town allotments, promised to R C Dillin and John Bingle (later Allotment 2), measured out for them by surveyor Henry Dangar in August 1822. (See also SHI 2176225 for more details on Convict Huts).

Town Development, 1820s-1853 (State).

This block was in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Macquarie Street, between these two street alignments, was removed. All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block. The numbering system began at this block and also initially ended at it, before Allotment 194 and higher numbered allotments were added. The numbered allotments excluded the two retained for government, shown in green on the 1826 plan (later allotment 194: 1826 - SR Map 4399).

It is interesting to note that some of the buildings in the middle of this block still respected the former alignment of Macquarie Street, which ran between but parallel to George and Cowper, renamed Watt and Pacific Streets (1830 - Armstrong).

The former Superintendent's Residence and Store became the residence of the Tide Waiter. The Ship Inn was located on the corner of Watt and Scott Streets by 1830 (1830 - Armstrong). The Ship Inn was built in c. 1823 (NAMP 1997. Inventory No. 1077). Between 1830 and 1853 the building stock on this block showed little sign of town expansion.

Urban Development, 1853 onwards (Local).

This block was located in the central business area of the city.

By the 1870s the development of the allotments on this block had gathered pace with buildings concentrated on the Watt and Scott Street alignments. The Pacific Street frontage lagged behind, possibly because of the effects of wind blown sand. It was not until the 1890s that terraced housing began to infill the eastern half of the block (1893 - Jones, Fire Insurance; 1895-97 - Detail).

Prominent buildings included the Great Northern Hotel, opposite the railway station and the Bank of New South Wales adjacent to it on Watt Street (1874 - SR Plans 1415-1315). The original Great Northern Hotel was built in c.1863 after the extension of the railway into the city. The original hotel was demolished and replaced by the present Great Northern Hotel in 1937 (NAMP 1997. Inventory No. 1077).

Other businesses included shipping agents and a sailmaker and the former site of the Newcastle Club (1886 - M&G).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2. Block 001.

1818 - SR Map 83.

On Allotment 194, two government buildings, the Superintendent's House (7) and the Blacksmith's Shop (13).

Convict huts are likely to be located on these allotments.

1822 - SR Map 80.

Store house located in same position as former Superintendent's House.

R. G. Dillin allotment marked.

Convict huts are likely to be located on these allotments.

(See also SHI 2176225 for more details on Convict Huts).

1826 - SR Map 4399.

Allotment numbers and reserve for government, later Allotment 194.

1830 - Armstrong.

Various buildings, including Ship Inn and Residence of the Tide Waiter. The Ship Inn was built in c. 1823 (NAMP 1997. Inventory No. 1077). It was not shown on the 1853 plan (1853 - Street Alignment).

1843 - Breakwater, SR Plan 2426.

Various buildings on Watt Street allotments.

1846 - City.

Buildings on Allotments 191 and 194.

Allotment numbers and grantees.

1853 - Street Alignment

Buildings on Allotments 194, 2 and 4.

1857 - N 19. 652.

Buildings on Watt Street frontage, including Allotments 191, 194, 2 and 4.

1860 - SR Map 10188

Allotment numbers and grantee names.

1874 - SR Plans 1415-1315

Great Northern Hotel on Allotments 191 and 192.

Bank of NSW on Allotment 194.

The original Great Northern Hotel was built in c.1863 after the extension of the railway into the city. The original hotel was demolished and replaced by the present Great Northern Hotel in 1937 (NAMP 1997. Inventory No. 1077).

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names. The plan shows that Hunter Street was extended through this block and resumed for tramway purposes on 9 November 1923.

4.1.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

There is potential for the survival of archaeological remains on all the portions on this block.

Above ground archaeological sites.

A group of terraced houses, shown on the 1895-1896 map, still survives at 6-14 Pacific Street (1895-97 - Detail). They are likely to retain archaeological evidence relating to their own occupation as well as for previous sites.

4.1.6 Heritage and Archaeology.

A number of heritage and archaeological reports have been prepared for sites on this block. The earlier reports related to the former Surf City Club at 9 Watt Street, directly to the south of the Great Western Hotel (Lot 2012, DP 748898). The report by Heritas Architecture in 2003 includes a thorough site history (Heritas Architecture. 2003). Subsequent reports by Umwelt include two volumes, one an archaeological assessment report and research design, the other supplementary data or documentation (Umwelt (Australia) Pty Limited, 2004, two reports). No report giving the results of any excavation has been located. The site is at present vacant.

Another series of reports relates to 11-15 Watt Street and 68 Hunter Street (Lot 202, DP 748898; Lot 1, DP 655319; Lot 1, DP 66499). They include an assessment report with research design, excavation methodology and heritage impact statement (Archaeological Management & Consulting Group, 2008) and another heritage impact statement (EJE Heritage, 2008). Again no archaeological excavation report is available. The former buildings are extant.

4.1.7 References.

Heritas Architecture. Surf City, Newcastle NSW. Heritage Impact Statement. 2003.

Umwelt (Australia) Pty Limited. Surf City site, Watt Street, Newcastle: historical archaeological assessment and research design. prepared for Chrysalis Holdings. 2004.

Umwelt (Australia) Pty Limited. Surf City site, Watt Street, Newcastle: Data supplementary to the historical archaeological assessment and research design. prepared for Chrysalis Holdings. 2004.

Archaeological Management & Consulting Group. 11-15 Watt Street and 68 Hunter Street Newcastle NSW: permit application. archaeological assessment, research design, excavation methodology and heritage impact statement. Prepared for Aleksandar Design Group. 2008

EJE Heritage. Statement of Heritage Impact. Proposed Development. 11, 13-15 Watt Street & 68 Hunter Street, Newcastle, NSW. 2008

4.2 Inventory Number 2176202. Block bounded by Hunter, Pacific, King and Watt Streets, including parts of adjacent streets (Hunter Street).

4.2.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. This block is likely to include the sites of a number of convict huts, but also a government building, namely the Prisoners' Barracks on the George Street frontage, now Watt Street (1822 - SR Map 80).

Town Development, 1820s-1853 (State).

This block is of state significance because it was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

In 1830 some of the buildings in the middle of this block still respected the former alignment of Macquarie Street, which ran between George and Cowper, renamed Watt and Pacific Streets (1830 - Armstrong).

Urban Development, 1853 onwards (Local).

This block is of local significance because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Environmental Modification and Disturbance.

- Penal Settlements.

- Town development in New South Wales up to the early 1850s.

- Urbanisation and the Nineteenth Century City.

- Social and Economic Status, Gender and Ethnicity. Note the historical presence of Chinese people on this block by the 1880s and 1890s.

4.2.2 Historical Cadastre.

Lot	Lessee ¹⁷	Grantee ¹⁸
3		Edward Davies
4	David Maziere	William Goasdill
5	James Cobb	Thomas Holmes
6	Messrs Bingle & Dillin [sic]	William Goasdill
7		James Reid
8	James P Webber, J P	James Reid
9	[Henry Rae]	James Reid
10		James Reid
11	[Alexander Phillips]	A W Scott
12	[T H James]	Martin Richardson
13	Gilbert Smith	John Smith
14	Alexander McLeod J P	Charles Thomas
15	John Field	Martin Richardson

4.2.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0017
0018
0019
0020
0021
0028
0029
0030
0031
0032
1079
1081
1082

¹⁷ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁸ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.2.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 001

Penal Settlement, 1801-1821 (State).

This block was located in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. This block is likely to include the sites of a number of convict huts, but also a government building, namely the Prisoners' Barracks on the George Street frontage, now Watt Street (1822 - SR Map 80). The Prisoners' Barracks was commenced in 1819 and completed in 1820, and reflected the change in government policy from convict accommodation in huts to purpose built barracks. (See also SHI 2176225 for more details on Convict Huts).

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Macquarie Street, between these two street alignments, was removed. All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block. The numbered allotments on this occasion included the two retained for government, shown in green on the 1826 plan, formerly the site of the Prisoners' Barracks (Allotments 12 and 14: 1826 - SR Map 4399).

In 1830 some of the buildings in the middle of this block clearly respected the former alignment of Macquarie Street, which ran between and parallel with George and Cowper Streets, renamed Watt and Pacific Streets (1830 - Armstrong).

The Prisoners' Barracks was demolished by 1830 and left a gap in the otherwise developed nature of the block (1830 - Armstrong). By the 1840s this gap had been redeveloped.

The extent of development on this block increased by the 1850s (1853 - Street Alignment). Wrong

Urban Development, 1853 onwards (Local).

This block was located in the central business area of the city.

By the 1870s the development of the allotments on this block had gathered pace with buildings concentrated on the Watt Street frontage. The Pacific Street frontage lagged behind, possibly because of the effects of wind blown sand. It was not until the 1890s that terraced housing began to infill the eastern half of the block. Only one

building on the Pacific Street frontage is described as 'very old' by the 1890s (1895-97 - Detail).

Buildings included the Royal Standard (now under Hunter Street), Caledonian and Albion Hotels and other businesses (1886 - M&G).

In 1886 Hap War and Co were located directly to the south of the Caledonian Hotel (1886 - M&G). By 1895-6, the rear of these premises was described as a 'Chinese Den' (1895-97 - Detail).

Hunter Street was extended through this block and resumed for tramway purposes on 9 November 1923 (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 001

1818 - SR Map 83.

Convict huts are likely to be located on these allotments.

1822 - SR Map 80.

Prisoners Barracks.

Convict huts are likely to be located on these allotments.

1826 - SR Map 4399.

Allotment numbers and reserve for government, Allotments 10 and 12.

(See also SHI 2176225 for more details on Convict Huts).

1830 - Armstrong.

Various unnamed buildings.

1843 - Breakwater, SR Plan 2426.

Various buildings.

1846 - City.

Buildings on Allotments 6 and 13.

Allotment numbers and grantees.

1853 - Street Alignment

Buildings on various allotments.

1857 - N 19. 652.

Buildings on various allotments.

1860 - SR Map 10188

Allotment numbers and grantee names.

1864 - N 103. 844

Buildings on various allotments. This plan only shows the buildings on Pacific Street frontage.

1886 - M&G

Various buildings with business names and names of owners or occupiers, including the Caledonian and Albion Hotels and other businesses.

Hap War and Co were located directly to the south of the Caledonian Hotel (1886 - M&G). By 1895-6, the rear of these premises was described as a 'Chinese Den' (1895-97 - Detail).

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

Hap War and Co were located directly to the south of the Caledonian Hotel (1886 - M&G). By 1895-6, the rear of these premises was described as a 'Chinese Den'.

1915 - City

Allotment numbers and grantee names. The plan shows that Hunter Street was extended through this block and resumed for tramway purposes on 9 November 1923.

4.2.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

There is potential for the survival of archaeological remains on most of the portions on this block. Three lots are assessed as mostly disturbed or destroyed.

Above ground archaeological sites.

No buildings predating 1895-1896 survive on this block (1895-97 - Detail).

4.2.6 Heritage and Archaeology.

No heritage and archaeological reports have been prepared for sites on this block.

4.2.7 References.

None available.

4.3 Inventory Number 2176203. Block bounded by King, (Pacific), Church and Watt Streets and Shortland Esplanade, including parts of adjacent streets (King, Church and Watt Streets).

4.3.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. This block is likely to include the sites of a number of convict huts, but also a series of government buildings.

Town Development, 1820s-1853 (State).

This block is of state significance because it was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Urban Development, 1853 onwards (Local).

This block is of local significance because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located on the edge of the central business area of the city.

The archaeological sites on this block are mostly destroyed, except for 59 Watt Street, Lot 2, DP 609103, and Lot 11, DP 635003. Nonetheless these surviving sites are likely to make a substantial contribution to several archaeological themes, including:

- Penal Settlements.

- Town development in New South Wales up to the early 1850s.

- Urbanisation and the Nineteenth Century City.

- Social and Economic Status, Gender and Ethnicity.

- Coal Mining in New South Wales, 1801 onwards

- The Australian Agricultural Company.

4.3.2 Historical Cadastre.

Lot	Lessee ²⁰	Grantee ²¹
16	John Field	John Smith
17	William Smith	John Smith
18	John Smith	John Smith
19	William Dangar	William Dangar
20	Reserved for Government	John Smith
21		J B Hudson
22	Reserved for Government	J R Bingle
23		A A Company
24	Reserved for Government	
25		Reserve for access to the Sawyers Quarters.
26		George Devine
27	Reserved for Government	Municipal Council Chambers
28	Vicars Jacob	George Jacob
29	James Reid	James Reid
255		James Reid

4.3.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0022
0023
0026
0027
0186
0188
1084
1090
1213

4.3.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 002

Penal Settlement, 1801-1821 (State).

²⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

²¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

This block was located in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. This block is likely to include the sites of a number of convict huts, but also a series of government buildings. The earliest of these was the Officer's Barrack (3), now located under Church Street, where it curves north to meet Shortland Esplanade (1818 - SR Map 83). By 1822 this had become the Medical Officer's Residence (1822 - SR Map 80).

On the east side of George, now Watt Street, another group of government buildings were present by 1822. These included the Bakehouse, Military Hospital and Officers Quarters on what became Allotments 20, 22, 24 and 27 (1822 - SR Map 80). (See also SHI 2176225 for more details on Convict Huts).

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Macquarie Street, between these two street alignments, was removed. All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block. The numbered allotments on this occasion included the four retained for government, shown in green on the 1826 plan, formerly the Bakehouse, Military Hospital and Officers Quarters (Allotments 20, 22, 24 and 27: 1826 - SR Map 4399). The Surgeon's House is also named, but on an unnumbered allotment.

Most of these government buildings are still present in the 1830s, including the Military Hospital, the Military Barracks and the Commissariat Office, together with the Surgeon's Residence. The Chief Constable's Cottage, is on the back of an allotment facing Pacific Street (Allotment 19), as if it may have fronted the former Macquarie Street, now removed. A series of buildings in the middle of this block appear to respect the former alignment of Macquarie Street, which ran between George and Cowper, renamed Watt and Pacific Streets (1830 - Armstrong).

The development of the town is indicated not only by the civil government officials, like the Chief Constable, but also by the public house and 'Smith's Store' on the King Street frontage (Allotments 16-18), partly encroaching onto King Street itself (1830 - Armstrong).

By 1832, all of the government buildings have disappeared except for the former Commissariat Office. The building remained until at least 1852, when it was described as the former Commissariat Officers Quarters and in 1852 as offices occupied by Major Russell (1852 - SB 6. 12).

By 1853, there was little new development on this block, although the buildings on King Street had been replaced by structures completely within the allotment boundaries (1853 - Street Alignment).

Old coal workings were broken into on the King Street frontage (Allotment 18, 45 Watt Street, Lot 11, DP 1112367) in c.1981 (NAMP 1997. Inventory No. 0186). Other workings were located on the site of the David Maddison Clinical Services Building (45 Watt Street, Lot 11, DP 1112367) in the 1970s-1980s (NAMP 1997. Inventory No. 1213) (Newcastle City Council. Convict Era Coal Workings in Newcastle CBD, undated). Other coal workings included a 111 feet shaft sunk in 1817 on what is now 1 King Street (Lot 2, DP 1145847) (NAMP 1997. Inventory No. 0188). These workings may belong to the penal period or possibly the Australian Agricultural Company (AAC) workings prior to 1830.

Urban Development, 1853 onwards (Local).

This block was located on the edge of the central business area of the city.

Between the 1860s and the 1880s, the development of the allotments on this block had gathered pace. The majority of brick buildings were located on the western half of the block, with timber buildings on the Pacific Street frontage (1886 - M&G).

Mr. J. Smith was the owner of the buildings on King Street, probably a descendant of the store owner shown on the Armstrong map (1886 - M&G; 1830 - Armstrong). P. H. Fisher, builder and contractor, fronted Watt Street, also the Council Chambers and on the corner of Watt and Church Street the offices of the Inspector of Coalfields and Mining Record office (1886 - M&G).

The Newcastle Borough Council occupied the Council Chambers from 1876 to 1929. More recently the building has been occupied by the United Services Club.

On the extended former site of the Surgeon's Residence, which blocked the east end of Church Street and was bounded by a narrow lane to Pacific Street, was a concentrated group of timber built terraces, houses and cottages. A number of residences also infilled the remainder of the block (1886 - M&G). Minor additions to this building stock occurred by the 1890s (1895-97 - Detail).

Also on the block at the east end of Church Street, later development included 'Chartel', the residence of the Hospital's Medical Superintendent, a remarkable reinstatement of use from the 1820s. By c.1978, these buildings had been demolished and Church Street extended through to Shortland Esplanade (NAMP 1997. Inventory No. 0190).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 002

1818 - SR Map 83.

Officers' Barracks (3), now in Church Street.

Convict huts are likely to be located on these allotments.

1822 - SR Map 80.

Bake House, Military Hospital and Officers' Quarters fronting Watt Street.

Medical Officer's residence, now in Church Street.

Convict huts are likely to be located on these allotments.

(See also SHI 2176225 for more details on Convict Huts).

1826 - SR Map 4399.

Surgeon's House, now in Church Street.

Allotment numbers and reserve for government, Allotments 20, 22, 24, 27.

1830 - Armstrong.

Public House and Smith's Store on Allotments 17 to 19, and in King Street.

Military Hospital, Military Barracks, Commissariat Office on Watt Street.

Chief Constable's Cottage facing Pacific Street.

Surgeon's Residence and Garden, now in Church Street.

Various unnamed buildings.

1846 - City.

Building on Allotments 24 (27).

Allotment numbers and grantees.

1852 - SB 6. 12

Building (Smith) shown on Allotment 18.

Government Allotments 20, 22, 24 and 27.

House on Allotment 24 and 27 formerly Commissariat Officers Quarters and Officers, now occupied by Major Russell.

Jacob and Reid on Allotments 28 and 29 respectively.

Note. This plan shows areas and valuations of government allotments; the condition, use and occupancy of buildings.

1853 - Street Alignment

Buildings on various allotments.

1857 - N 19. 652.

Buildings on various allotments.

1860 - SR Map 10188

Allotment numbers and grantee names.

1864 - N 103. 844

Buildings on various allotments. This plan only shows the buildings on Pacific Street frontage.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

Minor additions to this building stock had occurred between the 1880s and 1890s.

1915 - City

Allotment numbers and grantee names.

4.3.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The redevelopment of this block has largely destroyed any previously existing archaeological remains. The only surviving evidence may be found on 59 Watt Street, Lot 2, DP 609103, and Lot 11, DP 635003, including remains of the Officers Quarters (1822 - SR Map 80), later the Commissariat Office with another building (1830 - Armstrong).

Above ground archaeological sites.

None of the historical hospital buildings now survive on this block. The former Newcastle Borough Council Chambers from 1876 to 1929 stands at 59 Watt Street, Lot 2, DP 609103.

4.3.6 Heritage and Archaeology.

A number of available heritage and archaeological reports have been located for sites on this block, or rather for the Royal Newcastle Hospital.

The report by Dominic Steele (1998) refers to the Hydrotherapy Wing of the former Royal Newcastle Hospital (1 King Street, Lot 2, DP 1145847), located to the east of the former alignment of Pacific Street. See discussion in the listing for SHI 2176223.

The historical archaeological assessment prepared by ERM Australia (2004) refers to the whole of the site, including this listing and SHI 2176223.

The ERM report refers to a number of earlier reports, including:

Thorp, W. Archaeological Assessment Royal Newcastle Hospital. Hunter Area Health Service. 1991 (not available).

McDonald McPhee Pty Ltd. Conservation Plan Royal Newcastle Hospital. Hunter Area Health Service. 199 (not available).

Suters Architects. Indicative Heritage Assessment. RNH Redevelopment. United Services Club. Watt Street, Newcastle NSW. 2004.

The ERM report included figure 4.13 from Thorp 1991, which indicates that the hospital grounds within SHI 2176203 have 'negligible archaeological potential'. This accords with the findings of this study. Only two lots have any surviving archaeological potential, namely the United Services Club (59 Watt Street, Lot 2, DP 609103) and another lot to the south (59 Watt Street, Lot 11, DP 635003).

The United Services Club occupies the building formerly used as the Newcastle Borough Council Chambers from 1876 to 1929.

Old coal workings were broken into on the King Street frontage (Allotment 18, 45 Watt Street, Lot 11, DP 1112367) in c.1981 (NAMP 1997. Inventory No. 0186). Other workings were located on the site of the David Maddison Clinical Services Building (45 Watt Street, Lot 11, DP 1112367) in the 1970s-1980s (NAMP 1997. Inventory No. 1213) (Newcastle City Council. Convict Era Coal Workings in Newcastle CBD, undated). These workings may belong to the penal period or possibly the Australian Agricultural Company (AAC) workings prior to 1830.

The former Royal Newcastle Hospital site is in the process of being redeveloped as apartment buildings. The development has been approved under the former Part 3A provisions of the Environmental Planning and Assessment Act, 1979. The Environmental Assessment documentation, of which the ERM report (2004) and Suters (2004) appear to be part, is no longer available on line.

No further heritage or archaeological reporting is available for SHI 2176203.

4.3.7 References.

Dominic Steele. The Royal Newcastle Hospital hydrotherapy pool: archaeological monitoring report. 1998.

ERM Australia. Background Historical Archaeological Assessment for the Royal Newcastle Hospital, Newcastle. Landcom. 2004

4.4 Inventory Number 2176204. Block bounded by Scott, Watt, Hunter and Bolton Streets, including parts of adjacent streets (Scott, Watt, Hunter and Bolton Streets).

4.4.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. This block is likely to include the sites of a number of convict huts, but also a government building, namely the Watch House (8) by 1818 (1818 - SR Map 83: 1822 - SR Map 80).

A series of three coal pits was located on this block in 1828 (Newcastle City Council. Convict Era Coal Workings in Newcastle CBD, undated).

Town Development, 1820s-1853 (State).

This block is of state significance because it was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. It also includes one of the earliest buildings in Newcastle associated with civil government, namely the Court House erected in 1844.

Urban Development, 1853 onwards (Local).

This block is of local significance because it was located in the heart of the commercial and government centre of the city. It is representative of the development of the larger coastal cities and other regional urban centres in New South Wales.

The block included the Court House, Police Office and Lockup and Time Ball on Hunter Street frontage, a temporary location for the Custom House in the 1870s on Scott Street, as well as the Chamber of Commerce (1874 - SR Plans 1415-1315). The Post Office and Telegraph Office opened in 1873 on the corner of Hunter and Watt Streets (Allotment 274). A smithy was located in a rear yard in the 1890s,

providing an example of the juxtaposition of industry and other commercial uses (1893 - Jones, Fire Insurance; 1895-97 - Detail).

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Maintenance of Law and Order.

Social and Economic Status, Gender and Ethnicity.

Coal Mining in New South Wales, 1801 onwards.

The Australian Agricultural Company

Industry and Manufacturing.

The latter theme is associated with the smithy that was located in a rear yard on this block in the 1890s (1893 - Jones, Fire Insurance; 1895-97 - Detail).

4.4.2 Historical Cadastre.

Lot	Lessee ²³	Grantee ²⁴
195	Reserved for Government	Simon Kemp
196	Reserved for Government	Edward Davies
197	Reserved for Government	Henry Usher
198	Reserved for Government	Edward Flood
- (103)	Reserved for Government	Court House & Watch House
274	Reserved for Government	Post Office & Exchange
275	Reserved for Government	Post Office & Exchange

4.4.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0039
0040
0041
0069
0070
0071
0072
0073

²³ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

²⁴ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

1086
1088
1130

4.4.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 003

Penal Settlement, 1801-1821 (State).

This block was located in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. This block is likely to include the sites of a number of convict huts, but also a government building, namely the Watch House (8) by 1818 (1818 - SR Map 83: 1822 - SR Map 80). (See also SHI 2176225 for more details on Convict Huts).

A series of three coal pits was located on this block in 1828 (Newcastle City Council. Convict Era Coal Workings in Newcastle CBD, undated).

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. It also includes the site of one of the earliest buildings in Newcastle associated with civil government, namely the Court House erected in 1844.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out Hunter Street at rightangles to Watt Street, approximately on the former alignment of Wellington Street.

All of the land north of Hunter Street and west of Watt Street was reserved for government purposes and was excluded from the allotments laid out and numbered by Dangar elsewhere in the town. The Watch House is still shown on maps dating to 1826 (1826 - SR Map 4399).

By 1830 the true extent of development north of Hunter Street and along the Hunter River foreshore is revealed (1830 - Armstrong). The improvements now included a pound to the west of the Watch House, the cottage occupied by the Overseer of Works and three unnamed buildings, some of which encroached onto the new streets.

The Watch House remained until 1843 and is replaced by the Court House in 1844. The nature of two of other buildings as 'Huts on Sufferance' is revealed by 1833.

From 1834, the block is regularised as allotments, part of the process of creating city blocks to the north of Hunter Street on a regular grid layout. The allotments facing Hunter Street were retained for government purposes, with the Watch House still in place; the allotments on the foreshore (now Scott Street) were available for private use. The 'Huts on Sufferance' disappeared after 1834 (Allotments 197 and 198), with new development on the corner of Watt and Scott Streets present by 1843 (Allotment 195). The plans of 1833 and 1834 shows a watercourse to the west of Watt Street, which may have been later diverted into the Scott Street drain (SHI 2176289) (1833 - SB 2. 32; 1834 - N 13. 844; 1843 - Breakwater, SR Plan 2426; 1844 - SB 4. 183).

By 1846, a new building was erected on Allotment 198 and the lot on the corner of Hunter and Watt Streets (Allotment 274) was reserved for the District Council Chambers (1846 - City). An additional small building was located on Allotment 198 by 1853. Between 1830 and 1853, the progress of development on this block was very slow: Scott Street west of Watt Street still remained unformed (1853 - Street Alignment).

Urban Development, 1853 onwards (Local).

This block was located in the heart of the commercial and government centre of the city.

By the 1870s, the development of the allotments on this block had gathered pace. The Custom House, Lane & Hacking, Terminus Hotel, Chamber of Commerce and Metropolitan Hotel were on Scott Street frontage, while the Court House, Police Office and Lockup and Time Ball were on Hunter Street frontage (1874 - SR Plans 1415-1315). The Post Office and Telegraph Office opened in 1873 on the corner of Hunter and Watt Streets (Allotment 274), but is off the edge of the 1874 plan.

By the 1890s the frontages of the allotments facing Scott Street were almost completely built out with commercial buildings or hotels (1886 - M&G). A smithy was located in a rear yard in the 1890s (1893 - Jones, Fire Insurance; 1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 003

1818 - SR Map 83.

Watch House (8).

Convict huts are likely to be located on these allotments.

1822 - SR Map 80.

Watch House.

Convict huts are likely to be located on these allotments.

(See also SHI 2176225 for more details on Convict Huts).

1826 - SR Map 4399.
Watch House
Reserved for Government.

A series of three coal pits was located on this block in 1828 (Newcastle City Council. Convict Era Coal Workings in Newcastle CBD, undated).

1830 - Armstrong.
Cottage occupied by the Overseer of Works.
Watch House and Pound.
Various unnamed buildings. Several of the buildings encroach onto the surrounding streets.

1833 - SB 2. 32
Watch House (2).
Two other buildings - 'Huts on Sufferance.'

1834 - N 13. 844
Watch House.
Two other buildings on Allotments 197 and 198 respectively.
Note - watercourse shown.

1843 - Breakwater, SR Plan 2426
Building, Watch House
Buildings on Allotment 195.

1844 - SB 4. 183.
Court House.

1844 - Town
Court House.

1846 - City
Court House.
District Council Chamber on Allotment 274.
Allotment numbers and grantees.

1853 - Street Alignment
Court House.
Buildings on various allotments fronting Scott Street.

1857 - N 19. 652.
Court House.
Buildings on various allotments fronting Scott Street.

1860 - SR Map 10188

Allotment numbers and grantee names.

Court House and Watch House. Reserve for Post Office and Exchange.

1874 - SR Plans 1415-1315

Custom House (Hotel?), Lane & Hacking, Terminus Hotel, Chamber of Commerce and Metropolitan Hotel on Scott Street frontage.

Court House, Police Office and Lockup and Time Ball on Hunter Street frontage.

The Post Office and Telegraph Office opened in 1873 on the corner of Hunter and Watt Streets (Allotment 274), but is off the edge of the 1874 plan.

1886 - M&G

Court House, Police Station and Post Office on Hunter Street frontage.

By the 1880s the frontages of the allotments facing Scott Street were almost completely built out with commercial buildings or hotels.

1893 - Jones, Fire Insurance

Court House, Police Court, Telegraph Office and Post office on Hunter Street frontage.

Commercial buildings and hotels on the Scott Street frontage. A smithy was located in a rear yard.

1895-97 - Detail

Court House, Police Station, Telegraph Office and Post office on Hunter Street frontage.

Commercial buildings and hotels on the Scott Street frontage. A smithy was located in a rear yard.

A new Post Office was built on the corner of Hunter and Bolton Streets in 1902-1903, replacing the Court House. The new building has a basement. A column from the former Court House has been erected in the park at Parnell Place.

1915 - City

Former site of Court House now labelled Allotment 103, Post and Telegraph Office: Police Station on Allotment 275 and Reserve for Public Building on Allotment 274.

Allotment numbers and grantee names.

The Terminus Hotel was demolished in c.1925 and replaced with a new building with the same name (NAMP 1997. Inventory No. 1030). This building was demolished in 2010.

4.4.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on the western half of this block have mostly been destroyed by previous development, with one exception. Other archaeological sites may survive on the eastern half of the block.

Above ground archaeological sites.

The Post Office (1873), the Telegraph Office (1873) and Police Station still stand on the Hunter Street frontage. The Court House, erected in 1844, was demolished to make way for a new Post Office in 1902-1903.

4.4.6 Heritage and Archaeology.

A number of available heritage and archaeological reports have been located for sites on this block.

A research design for the former Electric Telegraph Office was completed by P Rheinberger in 1998, but there is no report for any archaeological finds (74 Hunter Street, Lot 3224, DP 729951).

The report by Wendy Thorp (1999) provides the results of an archaeological monitoring programme on the site of the Metropolitan Hotel (6 Watt Street, no lot number, DP 61212).

A number of conservation and heritage impact documents have been prepared for the Post Office and adjacent government buildings (Ecotecture, 2000: Godden Mackay Logan, 2000; EJE Town Planning, 2002: Linda Babic, 2010). None relates to any archaeological investigation.

An archaeological assessment, research design and heritage impact statement was completed by Archaeological Management & Consulting Group in 2010 for 111 Scott Street and 1-3 Bolton Street (now numbered 111 Scott Street, no lot number, DP 85863). Archaeological excavation took place in August 2010, but no report is yet available.

4.4.7 References.

P A Rheinberger. Research design relating to the development of part of Lot 3224 DP 729951, 74-90 Hunter Street, Newcastle; the Electric Telegraph Office. For Umwelt (Australia) Pty Ltd. 1998.

Wendy Thorp. Report of archaeological evidence: 'The Metro', Scott and Watt Streets, Newcastle. 1999.

Ecotecture. Post Office Annex, 5 Bolton Street, Newcastle, NSW. Conservation Management Plan, 2000

Godden Mackay Logan. Post Offices study: State heritage inventory forms for Newcastle Post Office, Hay Post Office, Pyrmont Post Office, Redfern Post Office. [Electronic resource] 2000.

EJE Town Planning. Newcastle Post Office Hunter Street: conservation management plan. 2002.

Archaeological Management & Consulting Group. 111 Scott St and 1-3 Bolton St Newcastle, NSW: Archaeological assessment, research design, & heritage impact statement. for Pacific Lifestyle Resorts. 2010

Linda Babic. New Link between 74 and 78 Hunter Street. Statement of Heritage Impact. Newcastle Historic Reserve Trust. 2010.

4.5 Inventory Number 2176205. Block bounded by Hunter, Watt, King and Bolton Streets, including parts of adjacent streets (Hunter and King Streets).

4.5.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. This block is likely to include the sites of a number of convict huts, but also a government building, namely the Commissariat Store (14) by 1818 (1818 - SR Map 83: 1822 - SR Map 80).

Town Development, 1820s-1853 (State).

This block is of state significance because it was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Urban Development, 1853 onwards (Local).

This block is of local significance because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Of particular relevance to Ethnicity is the former Star and Garter Hotel on Allotments 47 and 48, which became 'Chinese Quarters' (1895-97 - Detail).

4.5.2 Historical Cadastre.

Lot	Lessee ²⁶	Grantee ²⁷
47	Reserved for Government	William Henry Whyte
48	Reserved for Government	William Henry Whyte
49	William Eckford	Mary Eckford
50	Reserved for Government	-
51	John Thomas Maughan	Henry Usher
52	Reserved for Government	A A Company
53	William Hicks	Henry Usher
54	William Evans	Mary Ann Brunker
55	Patrick Rilley [sic]	George Furber
56	William Pouditch	Simon Kemp
57	Patrick Rilley [sic]	Patrick Rilley
58	John Tucker	George Furber

4.5.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0042
0043
0044
0045
0046
0047
0065
0066
0067
0068
1132

4.5.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013 Volume 2, Appendix 2, Block 003

Penal Settlement, 1801-1821 (State).

This block was located in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government

²⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

²⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

wharf up to the Commandant's residence. This block is likely to include the sites of a number of convict huts, but also a government building, namely the Commissariat Store (14) by 1818 (1818 - SR Map 83: 1822 - SR Map 80). The Commissariat Store was one of the earliest buildings at Newcastle. A new or expanded Store was built on this site in 1816 and remained standing until at least 1852. (See also SHI 2176225 for more details on Convict Huts).

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. All the other streets were aligned on a rectangular grid from these fixed points.

Dangar laid out Hunter Street at rightangles to Watt Street, approximately on the former alignment of Wellington Street. Wellington and Wallis Streets became Hunter and King Street, while Bolton Street was on a new north-south alignment, while Patrick Street was removed (between Bolton and Watt Streets).

All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block. The numbered allotments on this occasion included the four retained for government, shown in green on the 1826 plan, namely the Commissariat Store and adjacent land (Allotments 47, 48, 50 and 52: 1826 - SR Map 4399).

By 1830 development included the Commissariat Store on Allotment 47, a public house on Allotment 56 and unnamed buildings on each frontage. The buildings still respected the former alignment of Patrick Street at this date (1830 - Armstrong).

By 1852, the government had granted Allotment 52 to the Australian Agricultural Company (AAC). In that year the Commissariat Store, for some time used as barracks, was valued at £90 (Allotments 47 and 50), before being sold (1852 - SB 6. 12).

No other map clearly shows the full extent of development on the block until 1853. Buildings have been extended or replaced on Allotments 49 and 54 to 58. A building was also erected on Allotment 53, first shown in 1844 (1844 - SB 4. 183; 1853 - Street Alignment). There was clearly little development pressure in the town.

Urban Development, 1853 onwards (Local).

This block was located in the central business area of the city.

By the 1880s, the development of the allotments on this block had gathered pace. Most buildings were of a commercial nature, banking, hotels, restaurants, professional rooms, shops and stores, but some buildings, particularly on King Street appear to have been residential (1886 - M&G).

By the mid 1890s the extent of development had not greatly changed. The premises on Allotment 54 were now clearly identified as the City Horse and Carriage Bazaar and the former Star and Garter Hotel at the back of Allotment 50 (on 1826 - SR Map 4399; later Allotments 47 and 48 on 1860 - SR Map 10188) was turned over to 'Chinese Quarters' (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013 Volume 2, Appendix 2, Block 003

1818 - SR Map 83.

Store (14)

Convict huts are likely to be located on these allotments.

1822 - SR Map 80.

Commissariat Store

Convict huts are likely to be located on these allotments.

(See also SHI 2176225 for more details on Convict Huts).

1826 - SR Map 4399.

Allotments 47, 48, 50 and 52 reserved for Government.

1830 - Armstrong.

Commissariat Store.

Public House

Various unnamed buildings.

1843 - Breakwater, SR Plan 2426

Buildings on Allotment 54, 56-58.

1844 - SB 4. 183.

'Old Commissariat Store' on Allotments 47 and 50.

Two buildings on Allotment 49, encroaching on Allotment 51. This allotment encroaches on King Street, but no buildings are located on the street.

Buildings and wall (Usher) on Allotment 53.

1846 - City.

Building on Allotment 47 (Commissariat Store).

Building on Allotment 56.

Allotment numbers and grantees.

1852 - SB 6. 12

Building shown on Allotments 47 and 50 (Commissariat Store).

Government Allotments 47, 48 and 50.

A A Company on Allotment 52.

Note. This plan shows areas and valuations of government allotments; the condition, use and occupancy of buildings.

1853 - Street Alignment

Buildings on various allotments.

1857 - N 19. 652.

Buildings on various allotments.

1860 - SR Map 10188

Allotment numbers and grantee names.

1886 - M&G

Various buildings with business names and names of owners or occupiers. Most buildings were of a commercial nature, banking, hotels, restaurants, professional rooms, shops and stores, but some buildings, particularly on King Street appear to have been residential.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names.

4.5.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

There is potential for the survival of archaeological remains on all the portions on this block.

Above ground archaeological sites.

On three lots there are buildings shown on the 1895-1896 map, which still survive (1895-97 - Detail). They are likely to retain archaeological evidence relating to their own occupation as well as for previous sites.

4.5.6 Heritage and Archaeology.

A number of available heritage and archaeological reports have been located for sites on this block.

An archaeological assessment report, research design and permit application was prepared by Archaeological Management & Consulting Group in 2004 for 37 Bolton Street (Lot 1, DP 743148). The Art Deco fronted building on this site is still standing (at least the facade). No excavation report is available.

A heritage impact statement was prepared for Athcourt Lane by Insite Heritage Pty Ltd for Energy Australia in 2010. Again no excavation report is available.

4.5.7 References.

Archaeological Management & Consulting Group. Pepperina, formerly The Bowery, 37 Bolton Street, Newcastle N.S.W.: archaeological assessment, research design and excavation methodology. Prepared for Sinole Pty Ltd and Stephen. 2004.

Insite Heritage Pty Ltd. Heritage Impact Assessment. Energy Australia Substation Upgrade & Associated Feeder Works, Athcourt Lane and King Streets, Newcastle, NSW. Energy Australia. 2010.

4.6 Inventory Number 2176206. Block bounded by King, Watt, Church and Bolton Streets.

4.6.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. This block is likely to include the sites of a number of convict huts, but by 1818 included government buildings, namely the Barracks (15) fronting George, now Watt Street and Government Office (16) on the corner of George and Elizabeth Streets, now Watt and Church Streets (1818 - SR Map 83).

Town Development, 1820s-1853 (State).

This block is of state significance because it was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. This block includes Toll or Rose Cottage, which is believed to be the oldest standing building in Newcastle, possibly erected between 1828 and 1830 (rear of 51 Bolton Street, Lot 394, DP 747410).

Urban Development, 1853 onwards (Local).

This block is of local significance because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located on the edge of the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Environmental Modification and Disturbance.

- Penal Settlements.

- Town development in New South Wales up to the early 1850s.

- Urbanisation and the Nineteenth Century City.

- Maintenance of Law and Order.

- Social and Economic Status, Gender and Ethnicity.

Religion and Burial Customs.

Defence and Military Establishments.

For Religion and Burial Customs, see the Presbyterian Manse and Church (Allotments 30, 34, 36) (1846 - City; 1852 - SB 6. 12). For Defence and Military Establishments, see the Orderly Room for the 4th Regiment Infantry, King Street (1886 - M&G; 1895-97 - Detail).

4.6.2 Historical Cadastre.

Lot	Lessee ²⁹	Grantee ³⁰
30	Reserved for Government	Presbyterian Manse
31	Reserved for Government	Presbyterian Manse
32	Reserved for Government	Presbyterian School
34	Reserved for Government	Presbyterian Church
35		Edward Flood
36	Reserved for Government	Presbyterian Church
37		Simon Kemp
38	Reserved for Government	James Reid
39	John Pugh	David Maziere
40	[Captain Allman J P]	William Cloasdill
41	George Stone	Campbell Hosking & Ashmore
42	[George Forbes J P]	George Forbes
43	George Lilly	Campbell Hosking & Ashmore
44	[Peter McIntyre]	Peter McIntyre
45	James McGillivray	James McGillivray
46	A B Spark	A B Sparke

4.6.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0048
0049
0050
0051
0052
0053
0054
0055

²⁹ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

³⁰ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

0056
0058
0059
0062
0063
0064
1159

4.6.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013 Volume 2, Appendix 2, Block 004

Penal Settlement, 1801-1821 (State).

This block was located in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. This block is likely to include the sites of a number of convict huts, but by 1818 included government buildings, namely the Barracks (15) fronting George, now Watt Street and Government Office (16) on the corner of George and Elizabeth Streets, now Watt and Church Streets (1818 - SR Map 83).

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. All the other streets were aligned on a rectangular grid from these fixed points.

Dangar laid out King and Church Streets at rightangles to Watt Street, approximately on the former alignments of Wallis and Elizabeth Streets. Bolton Street was on a new north-south alignment, while Patrick Street was removed (between Bolton and Watt Streets).

All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block. The numbered allotments on this occasion included the six retained for government, shown in green on the 1826 plan, namely the Military Barracks and Court House (Allotments 30-32, 34, 36 and 38: 1826 - SR Map 4399).

By 1830 the Military Barracks had moved to the opposite side of Watt Street, the site of the former barracks 'lying waste'. To the south, the former parade ground was now the Military Officers Garden, while the Court House had become the Police Office

and Military Officer's Quarters. No other development was located on the Watt Street frontage. On Bolton Street frontage, there were unnamed buildings on the corner of King Street (Allotment 46), a cottage occupied by Mr Henderson (Allotment 41), Government Cottage out of repair (Allotment 37), Government Cottage occupied by Married Soldiers (Allotment 35) and an unnamed cottage (Allotment 31 or 32). A number of these latter buildings respected the former alignment of Patrick Street (1830 - Armstrong).

The 'Government Cottage out of repair' is believed to be Toll or Rose Cottage, which still stands today (rear of 51 Bolton Street, Lot 394, DP 747410). This would mean the cottage was erected c.1828 to 1830 (NAMP 1997. Inventory No. 0058). The cottage faces north, but does respect the former street frontage of Patrick Street (removed by Dangar). Toll Cottage is not shown on later maps until 1886, even though some maps are accepted as showing a complete indication of building stock in the city (for example, 1853 - Street Alignment and 1857 - N 19. 652).

The 1846 map shows a new building on Allotment 43, but the loss of other buildings on the Bolton Street half of the block, except for the School on Allotment 31 or 32. The Police Office and Military Officer's Quarters has now become the Presbyterian Manse with the Church to the north (Allotments 30, 34, 36) (1846 - City; 1852 - SB 6. 12).

By 1853, the Presbyterian Church and Manse are still present, but the only other building on the block is a new building on Allotment 41. There was clearly little development pressure in this part of the town (1853 - Street Alignment).

Urban Development, 1853 onwards (Local).

This block was located on the edge of the central business area of the city.

By the 1880s, the development of the allotments on this block had gathered pace. Most buildings appear to be residential, except on the King Street frontage with a number of commercial premises. The Orderly Room for the 4th Regiment Infantry is located on this street. The Presbyterian (St Andrew's) Church and Manse are still present on the corner of Watt and Church Street (1886 - M&G).

By the mid 1890s several major changes had taken place. The Presbyterian (St Andrew's) Church and Manse had been demolished and replaced by a row of terraced houses. All the buildings on the Church Street frontage had been swept away and replaced by another row of terraced houses, ending with the Grand Hotel on the corner of Church and Bolton Streets, opposite the Court House On Bolton Street, new buildings included the 'Olympic' and the Office of the Hunter River Water Supply. A new building has been erected on the corner of King and Bolton Streets and the Orderly Room of the 4th Regiment has changed premises and is adjacent to the Newcastle Club on the Watt Street corner (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013 Volume 2, Appendix 2, Block 004

1818 - SR Map 83.

Barracks (15) fronting Watt Street and Government Office (16) on the corner of Watt and Church Streets.

Convict huts are likely to be located on these allotments.

1822 - SR Map 80.

Fronting Watt Street, Government Paddock, Military Barracks, Parade Ground and Court House.

Convict huts are likely to be located on these allotments.

(See also SHI 2176225 for more details on Convict Huts).

1826 - SR Map 4399.

Allotments 30-32, 34, 36 and 38 reserved for Government.

1830 - Armstrong.

On Watt Street frontage, Old Military Barrack Yard, now lying waste, Military Officers' Garden, Police Office and Military Officers Quarters.

On Bolton Street frontage, Cottage occupied by Mr Henderson, Government Cottage out of repair, Government Cottage occupied by Married Soldiers.

Various unnamed buildings and enclosures.

The 'Government Cottage out of repair' (1830 - Armstrong) is believed to be Toll or Rose Cottage, which still stands today (rear of 51 Bolton Street, Lot 394, DP 747410). This would mean the cottage was erected c.1828 to 1830 (NAMP 1997. Inventory No. 0058). The cottage faces north, but does respect the former street frontage of Patrick Street (removed by Dangar). Toll Cottage is not shown on later maps until 1886, even though some maps are accepted as showing a complete indication of building stock in the city (for example, 1853 - Street Alignment and 1857 - N 19. 652).

1846 - City.

Presbyterian Manse, School and Church on Allotments 30-31, 34-36.

Building on Allotment 43.

Allotment numbers and grantees.

1852 - SB 6. 12

Building shown on Allotments 30 and 34 to 36 (Presbyterian).

1853 - Street Alignment

Presbyterian Church and Manse on Allotments 30, 34 and 36.

Buildings on Allotment 41.

1857 - N 19. 652.

Buildings on same allotments as 1853 - Street Alignment.

1860 - SR Map 10188

Buildings shown are Presbyterian Church and Manse on Allotments 30, 34 and 36.
Allotment numbers and grantee names.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

Toll or Rose Cottage is shown at the rear of 51 Bolton Street (Lot 394, DP 747410).

1893 - Jones, Fire Insurance

Various buildings with some business and other names.
Map shows only King Street frontage.

1895-97 - Detail

Various buildings with some business and other names.
The Newcastle Club is shown on the corner of King and Watt Streets.

4.6.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to have survived, with one exception on King Street.

Above ground archaeological sites.

Several lots include buildings shown on the 1895-1896 map, which still survive. They are likely to retain archaeological evidence relating to their own occupation as well as for previous sites.

The 'Government Cottage out of repair' (1830 - Armstrong) is believed to be Toll or Rose Cottage, which still stands today (rear of 51 Bolton Street, Lot 394, DP 747410). This would mean the cottage was erected c.1828 to 1830 (NAMP 1997. Inventory No. 0058). The cottage faces north, but does respect the former street frontage of Patrick Street (removed by Dangar). Toll Cottage is not shown on later maps until 1886, even though some maps are accepted as showing a complete indication of building stock in the city (for example, 1853 - Street Alignment and 1857 - N 19. 652).

Prominent rows of terraced houses are located at 50-62 Watt Street, Lots 12-18, DP 24188 (without basements) and at 8-30 Church Street, Lots 1-10 , DP 24188, Lots A-B, DP 420090, with a similarly fronted hotel at 32 Church Street, Lot 1, DP 343633, on the corner of Bolton Street (all with basements).

The topography and street levels at the southern part of this block fronting Church Street may have been affected by the quarrying and levelling for the Military Barracks in the late 1830s. The rear yards of the terraced houses fronting Church Street may more accurately represent the original topography.

4.6.6 Heritage and Archaeology.

Only one heritage and archaeological report has been located for sites on this block.

An archaeological assessment, research design and excavation methodology was prepared by Archaeological Management & Consulting Group in 2003 for 45 Bolton Street (Lot 1, DP 64646). The site is now vacant. No excavation report is available.

4.6.7 References.

Archaeological Management & Consulting Group. Legacy House, formerly Dangar Chambers 45 Bolton Street Newcastle N.S.W: Archaeological assessment, research design & excavation methodology. Prepared for Stephen Edwards Constructions Pty Ltd. 2003.

4.7 Inventory Number 2176207. Block bounded by Scott, Bolton, Hunter and Newcomen Streets, including parts of adjacent streets (Newcomen and Hunter Streets).

4.7.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was within the boundaries of the penal settlement and is likely to include the sites of a number of convict huts.

Town Development, 1820s-1853 (State).

This block is of state significance because it was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. The block was also the location of the major fresh water supply for the town of Newcastle, with several public wells. There is some evidence for coal mining or exploration activities, which probably relates to Australian Agricultural Company (AAC) mine exploration (1830 - Armstrong).

Urban Development, 1853 onwards (Local).

This block is of local significance because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in the central business area of the city.

The Water Reserve was the location of the Fire Station House in the 1880s (1886 - M&G). The Municipal Building and the Corporation Swimming Baths, built in 1888, took over the Water Reserve and the western part of the Hunter Street frontage (NAMP 1997. Inventory No. 1108, 1200).

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Public Utilities and Services - Water Supply.

4.7.2 Historical Cadastre.

Lot	Lessee³²	Grantee³³
-	Reserve for Government	Reserve for Water
199	Reserve for Government	John Smith
200	Reserve for Government	J T Hughes
201	Reserve for Government	T Winder
202	Reserve for Government	B C Rodd
216	Reserve for Government	Thomas Buxton
217	Reserve for Government	Thomas Buxton & Henry Usher 34
218	Reserve for Government	Thomas Buxton & Henry Usher 35
219	Reserve for Government	Samuel Lyons

4.7.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0074
0075
0099
0100
0101
0102
0103
0104
0105
0112
1108
1109
1110
1200

³² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

³³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

³⁴ 1846 – City Map shows Joseph Cox as grantee.

³⁵ 1846 – City Map shows Joseph Cox as grantee.

4.7.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013 Volume 2, Appendix 2, Block 005.

Penal Settlement, 1801-1821 (State).

This block is located within the boundaries of the penal settlement and is likely to include the sites of a number of convict huts. The block was bounded on the north by Regents Beach (Hunter River) and on the south by Wellington, now Hunter Street (1818 - SR Map 83; 1822 - SR Map 80). (See also SHI 2176225 for more details on Convict Huts).

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out Hunter Street at rightangles to Watt Street, approximately on the former alignment of Wellington Street.

All of the land north of Hunter Street and west of Watt Street was reserved for government purposes and was excluded from the allotments laid out and numbered by Dangar elsewhere in the town. The only exception was an allotment on the foreshore, occupied by Winder (later Allotment 201) (1826 - SR Map 4399).

By 1830 the true extent of development north of Hunter Street and along the Hunter River foreshore is revealed. The improvements included a public house and another two buildings on the Hunter Street frontage. On the northern part of the block, two large and four small buildings were located. None of the allotment boundaries respected Dangar's new allotments and represent earlier development (1830 - Armstrong).

Also shown on this block are the three 'Wells of beautiful water', providing a fresh water supply for the town. Within Newcomen Street there is the 'Old Water Pit now bored'. 'No. 1 Borehole', also in Newcomen Street, probably relates to Australian Agricultural Company (AAC) mine exploration (1830 - Armstrong).

In 1833, 'Public Wells' (3 and 4) are still shown, along with the previous public house, now 'Land enclosed & built on by Mr. Binder: and applied for by Mr. Cox, Cont[ainin]g 31 rods' (5). The other building on the Hunter Street frontage is 'Land applied for by Mr. Buxton.' (6). On the northern part of the block only one building survives, labelled among others as 'Huts on sufferance', while another is possibly located partly on Newcomen Street (1833 - SB 2. 32).

By 1834, the whole block has been regularly laid out as allotments showing the same buildings as the 1833 plan. T Winder's allotment is clearly shown (Allotment 201) but also the third well under Newcomen Street (1834 - N 13. 844). The 1846 plan shows Buxton's building (Allotment 216), but only one building of the former public house on Joseph Cox's allotments (Allotments 217 and 218). The three wells are shown, but no other buildings (1846 - City).

The 1853 plan faintly shows one building on the riverside (Scott Street, Allotment 200 or 201) frontage, another on the Newcomen Street frontage (Allotment 202), the former wells 'Reserved for Water', the previous building on Allotment 216 and new premises on Allotments 217-219 (1853 - Street Alignment).

Urban Development, 1853 onwards (Local).

This block was located in the central business area of the city.

By the 1870s, the development of the allotments on this block had gathered pace. The 1874 plan shows only the development on the Scott Street frontage, with a hotel on the corner of Newcomen Street and offices on the corner with Bolton Street (1874 - SR Plans 1415-1315).

By the mid 1880s the block has a number of boarding houses, restaurants and coffee houses, maritime oriented businesses, coal company offices, legal offices, a bank and a hotel. Various retail premises are located on Hunter Street, possibly some residences as well; the Fire Station House is located on the Water Reserve (1886 - M&G).

The Corporation Swimming Baths were built in 1888 on the Water Reserve, dedicated in 1866, but reserved for water from an earlier date. A number of wells are shown on the site from 1833 onwards. The Baths were probably supplied from one of the former wells. The building has been converted to shops, but the baths may still survive under the floors (NAMP 1997. Inventory No. 1108, 1200).

By the mid 1890s several major changes had taken place. Three banks occupied premises on Bolton Street, another on the corner of Hunter and Newcomen Street. The Harbour View and the Centennial Hotel had frontages on Scott Street. The Municipal Building and the Corporation Swimming Baths take over the Water Reserve and the western part of the Hunter Street frontage. There are a number of company offices and on Hunter Street, new terraced houses or commercial premises (1895-97 - Detail).

The façade of the Centennial Hotel still stands on Scott Street, incorporated into new apartment buildings. The hotel buildings still stands on Hunter Street (see NAMP 1997. Inventory No. 1110).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013 Volume 2, Appendix 2, Block 005.

1818 - SR Map 83.

Convict huts are likely to be located on these allotments.

1822 - SR Map 80.

Convict huts are likely to be located on these allotments and in adjacent streets.

(See also SHI 2176225 for more details on Convict Huts).

1826 - SR Map 4399.

Allotments reserved for Government, except for allotment marked 'Winder' (Allotment 201).

1830 - Armstrong.

Public House fronting Hunter Street

'Wells of beautiful water', three wells shown.

'Old Water Pit now bored', now in Newcomen Street.

'No. 1 Borehole', now in Newcomen Street, probably relating to Australian Agricultural Company (AAC) mine exploration.

Various unnamed buildings and enclosures.

1833 - SB 2. 32

'Public Wells' (3 and 4).

'Land enclosed & built on by Mr. Binder: and applied for by Mr. Cox, Cont[ainin]g 31 rods' (5).

'Land applied for by Mr. Buxton.' (6).

'Huts on sufferance', one on Newcomen Street.

1834 - N 13. 844

Buildings shown on Allotments 200, 216, 217 and 218.

Building on Allotment 217 and 218 (8) owned by J Cox.

Allotment 201, 'T Winder'.

1846 - City.

Allotment numbers and grantees.

The 1846 plan shows Buxton's building (Allotment 216), but only one building of the former public house on Joseph Cox's allotments (Allotments 217 and 218). The three wells are shown, but no other buildings.

1853 - Street Alignment

'Reserved for Water.'

Buildings on Allotments 200, 202, 216, 217-219.

1857 - N 19. 652.

Buildings on same allotments as 1853 - Street Alignment.

1860 - SR Map 10188

Allotment numbers and grantee names.

1874 - SR Plans 1415-1315

Map only shows buildings on Scott Street frontage, including offices and hotel.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names.

4.7.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to have survived, with one exception on the Scott Street frontage.

The Corporation Swimming Baths were built in 1888 on the Water Reserve, dedicated in 1866, but reserved for water from an earlier date. A number of wells are shown on the site from 1833 onwards. The Baths were probably supplied from one of the former wells. The building has been converted to shops, but the baths may still survive under the floors (NAMP 1997. Inventory No. 1108, 1200).

Above ground archaeological sites.

Several buildings shown on the 1895-1896 map still survive. They are likely to retain archaeological evidence relating to their own occupation as well as for previous sites.

The façade of the Centennial Hotel still stands on 129 Scott Street, incorporated into new apartment buildings. The hotel building still stands on 114 Hunter Street (see NAMP 1997. Inventory No. 1110). A group of terraced shops survives at 122 Hunter Street.

4.7.6 Heritage and Archaeology.

Only two heritage and archaeological report has been located for sites on this block.

They relate to the Harbour View Apartments at 133-135 Scott Street, DP 73439. The first is an archaeological assessment report prepared in 2002, the second a report on the archaeological findings in 2004, both reports by Umwelt (Australia) Pty Limited.

No assessment or other report has been located for 123 Scott Street, the other recent major apartment development on Scott Street (DP 80234).

4.7.7 References.

Umwelt (Australia) Pty Limited. Study and analysis of the historical archaeology of the harbour view apartments project, 133-135 Scott Street. Newcastle, New South Wales. prepared for Shaddock Smith & (Mrs) Alice Sinn March 2002

Umwelt (Australia) Pty Limited. Recording the historical archaeology of the Harbourview apartments, Scott Street, Newcastle. Prepared for S R Shafren Pty Ltd. 2004.

4.8 Inventory Number 2176208. Block bounded by Hunter, Bolton, King and Newcomen Streets, including parts of adjacent streets (Bolton and King Streets).

4.8.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was within the boundaries of the penal settlement and is likely to include the sites of a number of convict huts.

Town Development, 1820s-1853 (State).

This block is of state significance because it was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Urban Development, 1853 onwards (Local).

This block is of local significance because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Public Utilities and Services - Water Supply.

4.8.2 Historical Cadastre.

Lot	Lessee³⁶	Grantee³⁷
59	J G Frankland	J G Frankland

³⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

³⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Lot	Lessee ³⁶	Grantee ³⁷
60	Joseph Thew	Bridget Harris
61	John Brown	Denis Thomas
62	Edward Priest	Edward Priest
63	Henry D Owen	38
64	John Pike T P [sic - J P]	John Pike
65	Edward Gostwick Cory	E G Corry
66	Beresford Hudson	B Hudson
67	William Hickey	William Hickey
68	Alexander Shand	Leslie Duguid
69	Duncan Sinclear [sic - Sinclair on SR Map 4398]	Campbell Hosking and Ashmore
70	Joseph Pennington	Parry Long

4.8.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0076
0077
0078
0091
0092
0093
0094
0095
0096
0097
0098
0189

4.8.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 005

Penal Settlement, 1801-1821 (State).

This block was located within the boundaries of the penal settlement and is likely to include the sites of a number of convict huts. The block was bounded on the north by Wellington, now Hunter Street, and on the south by Wallis, now King Street (1818 - SR Map 83; 1822 - SR Map 80). (See also SHI 2176225 for more details on Convict Huts).

³⁸ John O'Grady shown as grantee on 1915 City of Newcastle Map.

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out Hunter and King Streets at rightangles to Watt Street, approximately on the former alignments of Wellington and Wallis Streets. Both Bolton and Newcomen Streets were laid out by Dangar on the new street grid.

All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block (1826 - SR Map 4399).

By 1830 only limited development was present on this block. A house and outbuilding lay mostly in Bolton Street. Another two conjoined buildings lay in King Street (1830 - Armstrong).

The 1853 plan shows an improved impetus towards development with buildings on Allotments 60, 61, 62, 65 and 66. (1853 - Street Alignment).

Urban Development, 1853 onwards (Local).

This block was located in the central business area of the city.

By the mid 1880s, the development of the allotments on this block had gathered pace. Most of the Bolton Street frontage was developed, though there were substantial gaps on the Hunter and Newcomen Street frontages. The Criterion Hotel occupied the corner of Hunter and Bolton Street, with a bank, building society and solicitors nearby. Retail premises were located on Hunter and the northern part of Newcomen Streets. A seamen's home was located on Newcomen Street and a boarding house on Bolton Street. The Newcastle Morning Herald and Advocate had its offices on Bolton Street, but the King Street frontage was largely residential (1886 - M&G).

By the mid 1890s some changes had taken place. The rest of the Hunter Street frontage had been built out with terraced housing. There was a new Masonic Hall on Newcomen Street and a previous building now identified as a dance hall. The boarding house on Bolton Street was now the Central Coffee Palace. The Newcastle Herald now had its Printing Works labelled at the rear of its premises (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 005

1818 - SR Map 83.

Convict huts are likely to be located on these allotments.

1822 - SR Map 80.

Convict huts are likely to be located on these allotments.

(See also SHI 2176225 for more details on Convict Huts).

1826 - SR Map 4399.

Allotment numbers.

1830 - Armstrong.

Two Buildings on Bolton Street frontage, partly located in street.

Two conjoined buildings on King Street frontage, partly located in street.

1844 - Town

Allotment numbers.

1846 - City.

Allotment numbers and grantees.

1853 - Street Alignment

Buildings on Allotments 60, 61, 62, 65 and 66.

1857 - N 19. 652.

Buildings on same allotments as 1853 - Street Alignment.

1860 - SR Map 10188

Allotment numbers and grantee names.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

Newcastle Herald office on Bolton Street.

1915 - City

Allotment numbers and grantee names.

4.8.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to have survived, with the exception of the large development on 24 Bolton and 21 Newcomen Streets, DP 74206.

Above ground archaeological sites.

Several buildings shown on the 1895-1896 map still survive. They are likely to retain archaeological evidence relating to their own occupation as well as for previous sites. They include 81-101 Hunter Street, 18 and 26 Bolton Street.

4.8.6 Heritage and Archaeology.

Only two heritage and archaeological report has been located for sites on this block.

Both relate to the single development on 22-24 Bolton Street and 21 Newcomen Street (DP 72403 and 72406). EJE Architecture produced a heritage impact statement in 2000, while Umwelt (Australia) Pty Limited reported on the monitoring of the bulk excavation in 2006. The investigation revealed some building footings, paved areas and privies.

4.8.7 References.

EJE Architecture. Statement of Heritage Impact. 24 Bolton Street, Development, Newcastle. 2000. (Appendix A. Reduced Architectural Plans and Appendix B. Archaeological Survey Report not included in report).

Umwelt (Australia) Pty Limited. Report on monitoring bulk excavation: the archaeology of 22 Bolton Street, Newcastle. prepared for Bolton Developments Pty Ltd. 2006.

4.9 Inventory Number 2176209. Block bounded by King, Bolton, Church and Newcomen Streets.

4.9.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was within the boundaries of the penal settlement and is likely to include the sites of a number of convict huts.

Town Development, 1820s-1853 (State).

This block is of state significance because it was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in the edge of the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Religion and Burial Customs.

Education - Schools, Colleges and Universities.

4.9.2 Historical Cadastre.

Lot	Lessee³⁹	Grantee⁴⁰
71	John Herring Boughton	James Steele

³⁹ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁴⁰ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Lot	Lessee³⁹	Grantee⁴⁰
72	Nathaniel Goldingham	N Goldingham
73	James Mudie	George Tully
74	Reserve for Government	William Romney
75	Elizabeth Dillin [sic]	E A Boyce
76	T C Thomson	J C Thomson
77	T V Bloomfield	Wesleyan Ministers Residence
78	George Galway Mills JP	Henry Usher
79	Thomas Coulson	Wesleyan School
80	William Ogilvie J P	Alexander Dick & James Browne
81	Edward C Close	William Ogilvie
82	Major Jackson	Edward Close
83	Joseph Pennington	John S Jackson
84	Reserve for Government	Church of England School
85	Reserve for Government	Peter Jackson
86	Reserve for Government	Peter Jackson

4.9.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0079
0080
0081
0082
0083
0084
0085
0086
0087
0088
0089
0090

4.9.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 006

Penal Settlement, 1801-1821 (State).

This block was located within the boundaries of the penal settlement and is likely to include the sites of a number of convict huts. The block was bounded on the north by Wallis, now King Street, and on the south by Elizabeth, now Church Street (1818 -

SR Map 83; 1822 - SR Map 80). One north-south street, namely York Street, ran through the centre of the block and was removed under Dangar's plan. (See also SHI 2176225 for more details on Convict Huts).

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out King and Church Streets at rightangles to Watt Street, approximately on the former alignments of Wallis and Elizabeth Streets. Both Bolton and Newcomen Streets were laid out by Dangar on the new street grid, with York Street being removed.

All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block. Allotments 84-86 and 77, shown in green, were retained for government use (1826 - SR Map 4399).

By 1830 only limited development was present on the Bolton Street allotments. Larger buildings were located on the corner of King and Bolton Streets, while a 'Gov[ernment]t Cottage occ[upie]d by Commissariat Clerk.' was located on the corner of Church and Bolton Streets (1830 - Armstrong).

The 1853 plan shows some additional development with the Wesleyan Chapel on Allotment 79, and buildings on Allotments 71, 73, 74, 76, 83, 84, 85 and 86 (1853 - Street Alignment). A year later, an additional building was erected on Allotment 78.

Urban Development, 1853 onwards (Local).

This block was located in the edge of the central business area of the city.

By 1854, an additional building was erected on Allotment 78 (1854 - SB 7. 29.), but this was not shown on the 1857 plan (1857 - N 19. 652).

On the 1860 town plan, Allotment 77 is identified as the Wesleyan Minister's Residence and Allotment 84 as the Church of England School (now public school) (1860 - SR Map 10188).

By the mid 1880s, the pace of development had accelerated. Two doctors are named on King Street, with other trades or retail premises. The only other trade is a cabinet maker, behind the Lyceum Hall, formerly the Wesleyan Church Allotment on Newcomen Street. The remaining development was residential (1886 - M&G).

By the mid 1890s there were only minor changes, with some terraced housing infill but demolition elsewhere. The Coroner's Office was located on Church Street and

the School had expanded to take up Allotments 80, 82 and 84. The Lyceum continued, but the remaining development was now residential (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 006

1818 - SR Map 83.

Convict huts are likely to be located on these allotments.

1822 - SR Map 80.

Convict huts are likely to be located on these allotments.

(See also SHI 2176225 for more details on Convict Huts).

1826 - SR Map 4399.

Allotment numbers.

1830 - Armstrong.

Buildings shown on allotments facing Bolton Street.

'Gov[ernmen]t Cottage occupie[d] by Commissariat Clerk.'

1846 - City.

Allotment numbers and grantees.

1853 - Street Alignment

Wesleyan Chapel on Allotment 79.

Buildings shown on various allotments.

1854 - SB 7. 29.

Buildings on same allotments as 1853 - Street Alignment.

Additional building shown on Allotment 78.

1857 - N 19. 652.

Buildings on same allotments as 1853 - Street Alignment.

1860 - SR Map 10188

Allotment numbers and grantee names.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

Map includes only the King Street frontage.

1895-97 - Detail

Various buildings with some business and other names.
Lyceum on Allotment 79.

1915 - City

Allotment numbers and grantee names.

4.9.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to have survived, with some exceptions on the King and Newcomen Street frontages.

Above ground archaeological sites.

Several buildings shown on the 1895-1896 map still survive. They are likely to retain archaeological evidence relating to their own occupation as well as for previous sites.

4.9.6 Heritage and Archaeology.

Only three heritage and archaeological report has been located for sites on this block.

Damaris Bairstow completed an archaeological report for 53-55 Newcomen Street in 1993 and followed that up in 1998 with a further report on the remains of the Guardhouse and later buildings on this site (Lot 183, DP 532687). Further research should be undertaken to verify the source of information about an 1818 guardhouse on this site.

Archaeological Management & Consulting Group completed an archaeological assessment report for 73-77 King Street in 2003 (now redeveloped as units and renumbered 75 King Street, DP 78736). No archaeological excavation report is available.

4.9.7 References.

Damaris Bairstow. Historical archaeology report: 53 Newcomen Street, Newcastle. for Baybarga Pty Limited. 1993.

Damaris Bairstow. Historical archaeology report: 53-5 Newcomen Street, Newcastle. for EJE Architecture and Mr and Mrs James Colbert. 1998.

Archaeological Management & Consulting Group. Portions of Dillin Goldingham Allotments, 73-77 King Street, Newcastle N.S.W.: Archaeological assessment, research design and excavation methodology. Prepared for Noel Investments Pty Ltd 2003.

4.10 Inventory Number 2176210. Block bounded by Scott, Newcomen, Hunter and Market Streets, including parts of adjacent streets (Market Street).

4.10.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was at the western edge of the penal settlement and is likely to include the sites of a number of convict huts.

Town Development, 1820s-1853 (State).

This block is of state significance because it was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Public Utilities and Services - Water Supply.

Industry and Manufacturing.

4.10.2 Historical Cadastre.

Lot	Lessee⁴¹	Grantee⁴²
-	Reserve for Government	Market

⁴¹ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁴² For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Lot	Lessee⁴¹	Grantee⁴²
203	Reserve for Government	John Smith
204	Reserve for Government	John Smith
205	Reserve for Government	Samuel Lyons
206	Reserve for Government	Samuel Lyons
207	Reserve for Government	Samuel Lyons
214	Reserve for Government	Thomas Buxton
215	Reserve for Government	Thomas Buxton

4.10.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0106
0107
0108
0109
0110
0111
0141
1105

4.10.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 007

Penal Settlement, 1801-1821 (State).

This block was located at the western edge of the penal settlement and is likely to include the sites of a number of convict huts. The block was bounded on the north by the Hunter River foreshore (Regents Beach), now Scott Street and on the south by Wellington, now Hunter Street (1818 - SR Map 83; 1822 - SR Map 80). There were no north-south streets at this time. (See also SHI 2176225 for more details on Convict Huts).

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out Hunter Street at rightangles to Watt Street, approximately on the former alignments of Wellington Street. Both Market and Newcomen Streets were laid out by Dangar on the new street grid.

All the allotments within this block were reserved for government purposes and for north-east corner of the Market Place (1826 - SR Map 4399).

However by 1830 the extent of development on this government reserve is revealed. Apart from the 'Present Water Pit', there were six other buildings on this block, but also one under Market Street (1830 - Armstrong). By 1833 these buildings were revealed as 'Huts on sufferance' (1833 - SB 2. 32). A year later the owners of each building are revealed. In 1834 the allotments were finally laid out and numbered, but the buildings within the Market Place had to be given up (1834 - N 13. 844).

The 1853 plan shows some redevelopment on Allotments 206, 214 and 215, while those buildings in the Market Place have been removed (1853 - Street Alignment). The extent of building indicates that the town had little impetus for growth at this stage in its development. The 1853 map shows resumption of part of the Scott Street frontage, in advance of the railway.

Urban Development, 1853 onwards (Local).

This block was located in the central business area of the city.

The 1857 Railway Plan shows two buildings on the resumed Scott Street frontage (1857 - Rail SR Map 6236). Neither of these buildings is shown on the 1853 or other 1857 maps (1853 - Street Alignment; 1857 - N 19. 652).

By the 1870s, the pace of development had accelerated, leading to the almost complete development of this block. The 1874 plan only shows development on the Scott Street frontage, but includes Hotels on each corner and Laing & Wylies Timber Yard on the frontage (1874 - SR Plans 1415-1315). By 1886, a hotel was located on each corner of the block. There were ships chandlers, produce stores, a blacksmith and 'shipsmith', boarding houses and cafes or restaurants. Most of the retail premises were located on Hunter Street, but also on Bolton and Market Streets (1886 - M&G). By the mid 1890s there was only minor infill of the block, since it was already nearly fully developed (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 007

1818 - SR Map 83.

Convict huts are likely to be located on these allotments.

1822 - SR Map 80.

Convict huts are likely to be located on these allotments.

(See also SHI 2176225 for more details on Convict Huts).

1826 - SR Map 4399.

Allotment numbers. Reserve for Government.

1830 - Armstrong.

'Present Water Pit.'

Buildings and enclosures shown on various allotments

1833 - SB 2. 32

'Huts on sufferance.'

1834 - N 13. 844

Buildings shown on Allotments 206, Market Place, 214 and 215.

Building in Market Street (3) owned by W. Napier.

Building on Allotment 206 (4) owned by W. Salisbury.

Buildings on Market Place (5) owned by Mrs. Vickers - to be given up.

Building on Allotment 214 (6) owned by J Turvey.

Building on Allotment 215 (7) owned by J Jackson.

1844 - Town

Allotment numbers and Market Place.

1846 - City.

Allotment numbers and grantees.

Building on Allotment 206.

Two buildings on Allotment 214.

Two buildings in Market Place.

1853 - Street Alignment

Buildings shown on various allotments.

1857 - Rail SR Map 6236

Buildings shown fronting Scott Street. Neither of these buildings is shown on the 1853 or other 1857 plans in this series.

1857 - N 19. 652.

Buildings on same allotments as 1853 - Street Alignment.

1860 - SR Map 10188

Allotment numbers and grantee names.

1860 - N 20. 652

Allotment numbers and grantee names.

1874 - SR Plans 1415-1315

Buildings only shown on Scott Street frontage, including Hotel, Laing and Wylies Timber Yard and Commercial Hotel.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

Map includes only the King Street frontage.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names.

4.10.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to have survived, except at 6 Newcomen Street and the northern part of 136-140 Hunter Street.

Above ground archaeological sites.

One lot includes a building shown on the 1895-1896 map, which still survives at 146 Hunter Street, DP 62138. It is likely to retain archaeological evidence relating to their own occupation as well as for previous sites.

4.10.6 Heritage and Archaeology.

No heritage and archaeological report has been located for sites on this block.

4.10.7 References.

None available.

4.11 Inventory Number 2176211. Block bounded by Scott, Market, Hunter and Wolfe Streets, including parts of adjacent streets (Scott and Wolfe Streets).

4.11.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was at the western edge of the penal settlement and is likely to include the sites of a number of convict huts.

Town Development, 1820s-1853 (State).

This block is of state significance because it was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. All the allotments within this block were reserved for government purposes and for north-west corner of the Market Place (1826 - SR Map 4399). The Pound was located on the western part of the block in 1834 (1834 - N 13. 844).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Religion and Burial Customs.

Education - Schools, Colleges and Universities.

Industry and Manufacturing.

4.11.2 Historical Cadastre.

Lot	Lessee ⁴³	Grantee ⁴⁴
-	Reserve for Government	Market
208	Reserve for Government	Samuel Lyons
208	Reserve for Government	Samuel Lyons
210	Reserve for Government	Reserve for Pound
211	Reserve for Government	Reserve for Pound
212	Reserve for Government	Reserve for Pound
213	Reserve for Government	Reserve for Pound

4.11.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0142
0143
0144
0145
1099

4.11.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 007

Penal Settlement, 1801-1821 (State).

This block was located at the western edge of the penal settlement and is likely to include the sites of a number of convict huts. The block was bounded on the north by the Hunter River foreshore (Regents Beach), now Scott Street and on the south by Wellington, now Hunter Street (1818 - SR Map 83; 1822 - SR Map 80). There were no north-south streets at this time. (See also SHI 2176225 for more details on Convict Huts).

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

⁴³ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁴⁴ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out Hunter Street at rightangles to Watt Street, approximately on the former alignments of Wellington Street. Both Market and Newcomen Streets were laid out by Dangar on the new street grid.

All the allotments within this block were reserved for government purposes and for north-west corner of the Market Place (1826 - SR Map 4399).

However by 1830 there was one building shown on this government reserve (1830 - Armstrong). By 1833 this and one other building were revealed as 'Huts on sufferance' (1833 - SB 2. 32). A year later the owners of each building are revealed, and also the location of the 'Pound'. In 1834 the allotments were finally laid out and numbered, with the Market Place retaining its previous dimensions (1834 - N 13. 844). The 'Pound' is also shown in 1846 (1846 - City).

The 1853 plan shows the 'Pound' and one other building on Market Street, revealing the low impetus for development in the town (1853 - Street Alignment). The 1853 map shows resumption of part of the Scott Street frontage, in advance of the railway.

Urban Development, 1853 onwards (Local).

This block was located in the central business area of the city.

The 1857 Railway Plan shows two buildings on Allotment 209, one in Scott Street (resumed), the other with an unidentified feature on its northern side (1857 - Rail SR Map 6236). Only the larger building is shown on the 1853 or other 1857 maps (1853 - Street Alignment; 1857 - N 19. 652).

By the 1870s, the pace of development had accelerated. The Market Street frontage was built out and the 'School of Arts' was located on the corner of Hunter and Wolfe Streets (1874 - SR Plans 1415-1315). By 1886, a more complete picture of development is seen. A Presbyterian Church and a carpenter's shop are located on Scott Street; the School of Arts is now accompanied by auctioneers, furniture bazaar, and other retailers on the Wolfe and Hunter Street frontages, with the Market Wharf Inn on Market Street (1886 - M&G). By the mid 1890s there were few additions (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 007

1818 - SR Map 83.

Although beyond the western end of Wellington Street, the presence of 'Huts on Sufferance' even in 1833 may suggest that some convict huts may have been built in this area.⁴⁵

1822 - SR Map 80.

Although beyond the western end of Wellington Street, the presence of 'Huts on Sufferance' even in 1833 may suggest that some convict huts may have been built in this area.⁴⁶

(See also SHI 2176225 for more details on Convict Huts).

1826 - SR Map 4399.

Allotment numbers. Reserve for Government.

1830 - Armstrong.

Building and enclosure shown on allotments.

1833 - SB 2. 32

'Huts on sufferance.'

1834 - N 13. 844

Buildings shown on Allotment 208.

Buildings shown on Allotment 209.

Pound on Allotments 210, 211, 212, 213.

Building on Allotment 208 (1) owned by J Morley.

1844 - Town

Allotment numbers and Market Place.

1846 - City.

Allotment numbers and grantees.

Pound on Allotments 210, 211, 212, 213.

1853 - Street Alignment

Building shown on Allotment 208.

Pound on Allotments 210, 211, 212, 213.

1857 - Rail SR Map 6236

Building shown on Allotment 208, with unidentified feature on its northern side.

Another building shown on Allotment 208, but in Scott Street.

1857 - N 19. 652.

⁴⁵ Surveyors Books Vol. 2 Fol. 32. State Records, NSW.

⁴⁶ Surveyors Books Vol. 2 Fol. 32. State Records, NSW.

Buildings on same allotments as 1853 - Street Alignment, but Pound no longer shown.

1860 - SR Map 10188

Allotment numbers and grantee names.

1860 - N 20. 652

Allotment numbers and grantee names.

School of Arts on Allotments 211 and 212.

Presbyterian Church on Allotments 210 and 213.

1874 - SR Plans 1415-1315

School of Arts on Hunter Street frontage of Allotment 212.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names.

4.11.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All of the archaeological sites on this block are likely to have survived.

Above ground archaeological sites.

One lot includes a building shown on the 1895-1896 map, which still survives at 3 Wolfe Street, Lot 212, DP 660080. It is likely to retain archaeological evidence relating to their own occupation as well as for previous sites.

4.11.6 Heritage and Archaeology.

No heritage and archaeological report has been located for sites on this block.

4.11.7 References.

None available.

4.12 Inventory Number 2176212. Block bounded by Hunter, Newcomen, King, and Morgan Streets, including parts of adjacent streets (Hunter and Morgan Streets).

4.12.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

The block is of state significance, because it was at the western edge of the penal settlement and may include the sites of a number of convict huts.

Town Development, 1820s-1853 (State).

The block is of state significance, because it was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. The 'Present Gov[ernmen]t Coal Pit' was located on the northern end of this block indicating either mining by government or by the Australian Agricultural Company (1830 - Armstrong).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

The Australian Agricultural Company

Coal Mining in New South Wales, 1801 onwards.

4.12.2 Historical Cadastre.

Lot	Lessee ⁴⁷	Grantee ⁴⁸
96	Leslie Duguid	J Duguid (Charles Bolton)
97		Susanna Nash
98	Henry Tubbit [sic]	William Wilton
99	John Taylor	- (Charles Bolton)
100	William Dun	William Page
101	Henry Gillman J P	Simon Kemp
102	John Earl	John Earl (Simon Kemp)

4.12.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0113
0114
0115
0116
0117
0132
0133
0134
1138
1139

4.12.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 007

Penal Settlement, 1801-1821 (State).

The block was located at the western edge of the penal settlement and may include the sites of a number of convict huts. The block was bounded on the north by Wellington, now Hunter Street, and on the south by Wallis Street, now King Street (1818 - SR Map 83; 1822 - SR Map 80). St Patrick Street, now Newcomen Street, formed the eastern frontage of the block. (See also SHI 2176225 for more details on Convict Huts).

⁴⁷ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁴⁸ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Town Development, 1820s-1853 (State).

The block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out Hunter and King Streets at rightangles to Watt Street, approximately on the former alignments of Wellington and Wallis Streets. The Reserve for the Market Place formed the western frontage of the block.

All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block. (1826 - SR Map 4399).

By 1830 there were two buildings shown on Allotment 98 and the 'Present Gov[ernmen]t Coal Pit' was located on the northern end of this block. Its enclosing fence encroached onto Hunter and Morgan Streets (1830 - Armstrong).

The 1853 plan reveals four buildings on the block. One building is in the same position as the one shown on Allotment 98 in 1830, but the others represent new development (Allotment 100). Nonetheless the total number of buildings on this block reveals a slow pace of growth in the town (1853 - Street Alignment).

Urban Development, 1853 onwards (Local).

This block was located in the central business area of the city.

By the 1880s, the pace of development had accelerated. The Hunter Street frontage of the block was completely built out. The Hunt Club Hotel occupied the Hunter and Newcomen Street corner, while other retailers filled the Hunter Street frontage. Further south on this block was the London Tavern Hotel (Morgan Street), a boarding house and other residential buildings (1886 - M&G). By the mid 1890s there were few additions (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 007

1818 - SR Map 83.

Convict huts are likely to be located on these allotments.

1822 - SR Map 80.

Convict huts are likely to be located on these allotments.

(See also SHI 2176225 for more details on Convict Huts).

1826 - SR Map 4399.

Allotment numbers.

1830 - Armstrong.

'Present Govt Coal Pit' on northern part of block.

Building and enclosure shown on Allotment 98.

1844 - Town

Allotment numbers.

1846 - City.

Allotment numbers and grantees.

1853 - Street Alignment

Buildings shown on Allotments 96, 98, 100, the latter extending onto Morgan Street.

1857 - N 19. 652.

Buildings on same allotments as 1853 - Street Alignment, but one outbuilding not shown on Allotment 100.

1860 - SR Map 10188

Allotment numbers and grantee names.

1860 - N 20. 652

Allotment numbers and grantee names.

Note changes to names of Grantees.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names.

4.12.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to have survived, except at 6 Newcomen Street and the northern part of 136-140 Hunter Street.

Above ground archaeological sites.

One lot includes a building shown on the 1895-1896 map, which still survives at 146 Hunter Street, DP 62138. It is likely to retain archaeological evidence relating to their own occupation as well as for previous sites.

4.12.6 Heritage and Archaeology.

No heritage and archaeological report has been located for sites on this block.

4.12.7 References.

None available.

4.13 Inventory Number 2176213. Block bounded by Hunter, Thorn, King and Wolfe Streets.

4.13.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821.

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821.

Burials of the Penal Settlement were originally in the vicinity of Thorn Street, but once the church was built in 1818, they probably shifted to the church, but records only date from 1825 onwards (Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 58; NAMP 1997. Inventory No. 1146).

Should any burials be located in the vicinity, they would be of state significance, as the area in which burials were made for the Penal Settlement up to c.1818.

Town Development, 1820s-1853 (State).

Only the southern part of the block is of state significance. The block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. Only Allotments 130 and 131 were developed by the 1850s (1853 - Street Alignment).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Penal Settlements.

- Town development in New South Wales up to the early 1850s.

- Urbanisation and the Nineteenth Century City.

- Social and Economic Status, Gender and Ethnicity.

- Religion and Burial Customs.

- Industry and Manufacturing.

4.13.2 Historical Cadastre.

Lot	Lessee ⁴⁹	Grantee ⁵⁰
128		J Buxton & E Davies
129		William Dwyer
130	George Williams	Samuel Wright
131	James Phillips	James Phillips
132	John L Platt	John L Platt (William Croasdill)
133	Robert Scott J P	Robert Scott (James Mitchell)
134	Helenus Scott	H Scott (James Mitchell)

4.13.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0136
0137
0138
0139
0140
1144

4.13.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 007

Penal Settlement, 1801-1821.

Burials of the Penal Settlement were originally in the vicinity of Thorn Street, but once the church was built in 1818, they probably shifted to the church, but records only date from 1825 onwards (Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 58; NAMP 1997. Inventory No. 1146).

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826, and developed by 1853.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out Hunter and King

⁴⁹ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁵⁰ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Streets at rightangles to Watt Street, approximately on the former alignments of Wellington and Wallis Streets. The Reserve for the Market Place formed the eastern frontage of the block.

All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block (1826 - SR Map 4399).

There was no development on this block by 1830 (1830 - Armstrong).

The 1850-1857 plan reveals two buildings on Allotments 130 and 131. By 1853, these two buildings and three others are shown on Allotments 128, 129 and 130 (1853 - Street Alignment).

Urban Development, 1853 onwards (Local).

This block was located in the central business area of the city.

The 1853 and 1857 plans show no change in the development of the block (1857 - N 19. 652.).

However between the late 1850s and the 1880s the pace of development had rapidly accelerated. The Hunter Street frontage of the block was completely built out, with the Royal Exchange Hotel on the Wolfe Street corner and other retailers along the frontage. On Wolfe Street there was a series of commercial premises and further south a boarding house. The Globe Hotel was located on Thorn Street, next to a blacksmith's shop and then a boarding house and residences. The City Loan Office was on King Street, with other residences (1886 - M&G). By the mid 1890s there were few additions (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 007

1826 - SR Map 4399.
Allotment numbers.

1844 - Town
Allotment numbers.

1846 - City.
Allotment numbers and grantees.

1850-7 - AAC
Two buildings shown on Allotments 130 and 131.

1853 - Street Alignment
Buildings shown on Allotments 128, 129 and 130.

1857 - N 19. 652.

Buildings on same allotments as 1853 - Street Alignment.

1860 - SR Map 10188

Allotment numbers and grantee names.

1860 - N 20. 652

Allotment numbers and grantee names.

Note changers to names of Grantees.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names.

4.13.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All of the archaeological sites on this block are likely to have survived.

Above ground archaeological sites.

The block includes a number of buildings shown on the 1895-1896 map, which still survive. They are likely to retain archaeological evidence relating to their own occupation as well as for previous sites. They are 98-110 Kind Street, Lot 500, DP 879162, Lot 1, DP 718456, Lot 1, DP 998359, Lot 100, DP 810457 and Lot 1, DP 735255.

4.13.6 Heritage and Archaeology.

No heritage and archaeological report has been located for sites on this block.

4.13.7 References.

None available.

4.14 Inventory Number 2176214. Block bounded by Bond, Telford, Scott and Watt Streets, including parts of adjacent streets (Bond Street).

4.14.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Railway and Port Infrastructure (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

The western part of the block is of state significance because it was in the centre of the penal settlement. It includes the site of the Lumber Yard (23), the Boathouse (10), next to the government wharf and the Sawpits (11). Both the Sawpits and the Lumber Yard extend east of the later boundaries of the Lumber Yard. (1818 - SR Map 83; 1822 - SR Map 80).

Town Development, 1820s-1853 (State).

The western part of the block is of state significance because it was in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. The institutions of the Penal Settlement continued in order to manage the convict establishment.

Railway and Port Infrastructure (State).

The western part of the block is of state significance because of the institutions associated with the Port of Newcastle, or the Department of Railways, including the Customs House, the government boatshed, the Harbours and Rivers Office on Bond Street and the Offices of the Railway Department and the Sailors' Home on Scott Street. The block also includes part of the plank (or corduroy?) pathway to the Pilots Residences, the road being constructed in response to the extent of wind blown sand in this area of Newcastle.

Urban Development, 1853 onwards (Local).

The eastern end of the block is of local significance because it is representative of the larger coastal cities and other regional urban centres in New South Wales. The block was located to the east of the central business area of the city, but included warehousing for merchants and a cordial factory.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Environmental Modification and Disturbance.

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

The development of port infrastructure in New South Wales.

The development of rail infrastructure in New South Wales.

Industry and Manufacturing.

4.14.2 Historical Cadastre.

Lot	Lessee ⁵¹	Grantee ⁵²
	Reserve for Government	Crown
220		Hugh Hill
221		Hugh Hill
222		Hugh Hill
223		Hugh Hill
347		Sailors Home

4.14.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0009
0013
0038
1071
1072

4.14.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 008.

Penal Settlement, 1801-1821 (State).

The block was located in the centre of the penal settlement. Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. This block includes the site of the Lumber Yard (23), the Boathouse (10), next to the government wharf and the Sawpits (11). Both the Sawpits and the Lumber Yard extend east of the later boundaries of the

⁵¹ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁵² For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Lumber Yard. Although it separates the Lumber Yard from the Sawpits, by 1822 the road or track to Nobbys Head was on the south side of the Lumber Yard and Gaol Yard (1818 - SR Map 83; 1822 - SR Map 80). Relics associated with convict occupation may also be distributed in this area. (See also SHI 2176225 for more details on Convict Huts).

Town Development, 1820s-1853 (State).

The block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located.

All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block. However the whole of this block was reserved for government purposes and coloured green on the 1826 map, labelled as 'Lumber Yard Stores etc' (1826 - SR Map 4399).

The improvements within the Lumber Yard and Prisoners' Barracks are clearly shown in 1830, with the 'Lodge' and 'Store' both named in the Lumber Yard (1830 - Armstrong). There were a number of changes shown within the 'Stockade' on the 1839-1840 plan. The later town allotments were also superimposed on this plan (1839-40 N 71.844). By 1844, there was little change in the buildings of the Lumber Yard, but the former Prisoners' Barracks is now labelled as 'Hospital Yard' (1844 - Town).

By 1846, a 'Shed', is located on the western end of the block in a fenced enclosure marked 'Reserve for Customs House' (1846 - City).

The 1853 plan shows the 'Reserve for Customs House', but no shed, even though this is shown on later plans. The buildings within the former Lumber Yard have changed and it is now labelled 'Mitchell and Tully' (1853 - Street Alignment).

Railway and Port Infrastructure (State).

The block possesses a number of the institutions associated with the Port of Newcastle, or the Department of Railways.

A more exact delineation of the buildings on this block is available in 1857. It shows the buildings in the former Lumber Yard and Prisoners' Barracks or Hospital Yard. It again shows the shed in the Customs House reserve and the government boatshed lies partly under Bond Street (1857 - Rail SR Map 6236). By 1860 there is little change (1860 - N 20. 652).

By 1874 the old Lumber Yard had disappeared, the new Customs House was built, together with the new Harbours and Rivers Office on Bond Street and the Offices of the Railway Department on Scott Street. The plan also shows the plank (or corduroy?) pathway to the Pilots Residences (1874 - SR Plans 1415-1315). The plank road was a response to the extent of wind blown sand in this area of Newcastle.

The site for the Sailors Home was dedicated on 29 June 1880 (1860 - N 20. 652).

The 1896 plan shows the Sailors' Home and the various government buildings at the western end of the block (1895-97 - Detail).

Urban Development, 1853 onwards (Local).

The block was located to the east of the central business area of the city.

By the 1890s the development of the allotments at the east end of the block was well underway, with warehousing for merchants, R Hall & Sons, on the corner of Scott and Telford Streets and Rowland's Cordial Factory on the corner of Bond and Telford Streets (1893 - Jones, Fire Insurance). The 1896 plans show these buildings (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 008.

1818 - SR Map 83.

This block includes the site of the Lumber Yard (23), the Boathouse (10), next to the government wharf and the Sawpits (11). Note that both the Sawpits and the Lumber Yard extend east of the later boundaries of the Lumber Yard; also that the road or track to Nobbys Head separates the Lumber Yard from the Sawpits.

1822 - SR Map 80.

By 1822 the road to Nobbys Head is on the south side of the Lumber Yard and Gaol Yard.

1826 - SR Map 4399.

Area reserved for 'Lumber Yard Stores &c'.

1830 - Armstrong.

The Lumber Yard and Prisoners Barracks, enclosed, together with a Store and Lodge in the Lumber Yard.

1839-40 N 71.844

The Stockade and five town allotments, including the Sailors Home (added at a later date?).

1843 - Breakwater, SR Plan 2426

The plan does not show the Lumber Yard or Stockade, but the Government Boatshed is to the north and the Customs House is to the south of the land.

1844 - Town

The Lumber Yard and Hospital Yard, together with four town allotments.

1846 - City.

Allotment numbers and grantees.

The Stockade and its buildings, a Reserve for Customs House and a shed within a fenced enclosure on that reserve. Otherwise the area is 'Reserve for Public Recreation.'

1848 - City

Four town allotments at the east end of the block, together with the Stockade and buildings and four allotments in the area reserved for the Customs House. To the north the land is reserved for public recreation.

1848 - Customs SB 5. 35.

Detail plan of the Reserve for the Customs House and the Shed standing upon it. The reserve is divided up into four allotments, numbered 204-207.

1853 - Street Alignment

Reserve for Customs House and Lumber Yard, now labelled 'Mitchell and Tully.' No town allotments shown.

1857 - Rail SR Map 6236

Area reserved for railway purposes. Former Lumber Yard and various buildings. Reserve for Customs House with shed.

1857 - N 19. 652.

The buildings are those already shown on SR Map 6236, but are not accurately located. Note that the shed on the reserve for the Customs House is not shown.

1860 - SR Map 10188

Reserve for Customs House and shed. Stockade and buildings, now 'Mitchell & Tully' and boundary of Railway Reserve. Allotment numbers and grantee names.

1860 - N 20. 652

Same as SR Map 10188, but also shows Allotment 347 for Sailors Home, dedicated 29 June 1880 (obviously added to plan).

1874 - SR Plans 1415-1315

Buildings including 'New Customs House and Public Offices', 'Offices Railway Dept' and 'Harbrs Rivers Office' (Harbours and Rivers Branch, Public Works). Also shows part of plank road crossing block.

1893 - Jones, Fire Insurance

Selectively shows various buildings with some business and other names. Does not show government buildings.

1895-97 - Detail

Various buildings with some business and other names. Rowlands Cordial Factory and R Hall and Sons. Sailors Home, Customs House and other government buildings.

1915 - City

Allotment numbers and grantee names.

Customs House and Hunter River WS & D Board Site. Traffic Manager and Stationmaster allotments.

4.14.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to have survived, with the exception of 8-14 Telford Street, DP 63274.

Above ground archaeological sites.

The block includes a number of buildings shown on the 1895-1896 map, which still survive. It is likely to retain archaeological evidence relating to their own occupation as well as for previous sites. They include the Customs House, Paymaster's Office, Stationmaster's House and Sailors' Home. The archaeological site of the Convict Lumber Yard was subject to interpretation and display in 1999.

4.14.6 Heritage and Archaeology.

A number of heritage and archaeological reports have been prepared for sites on this block.

The archaeological investigation of the Newcastle Lumber Yard by Dr. Damaris Bairstow marks the beginning of historical archaeological investigation in Newcastle in 1987 (92 and 104 Scott Street, Lots 1 and 2, DP 706760). John Turner was the historian and Meredith Walker the heritage consultant in a project collaboration,

which lasted from 1987 to 1990 (Bairstow and Turner, 1987; Bairstow, 1989; Walker et al, 1990).

The 1987 excavation revealed the brick and rubble-paved floor of a forge, a brick path leading to it, an associated brick drain and a well. Up to 600 mm of loam and sand covered these remains (Dig A).

Further excavation in 1989 revealed brick walling of the building in the south-west corner of the Lumber Yard (barracks) (Dig B, Area 2), evidence for long term aboriginal occupation (Dig C, Area 1) and the likely survival of the building identified as the 'Hospital' on the 1844 plan (1844 - Town) (Dig D, Area 3). All of these sites were buried under varying depths of sand. For example the barracks wall survived at a depth of 400 mm, but elsewhere the convict period features were covered by up to 1 metre of sand. The depth of sand protection leads to the question of the survival of other convict period deposits in the penal settlement.

The monitoring programme completed in 1992 (S. Lavelle and D Mider, 1992) revealed the presence of further archaeological remains and also aboriginal occupation as a result of remedial and landscaping works on the site.

The conservation advice provided by Godden Mackay Pty Ltd in 1992 recommended the re-excavation of Dig A and its protection with geotextile, the concurrent investigation of the condition of other archaeological features and a radar survey of the site.

The conservation and restoration of the former Paymaster's Office was the subject of a report by Newcastle City Council in 1993.

A remote sensing survey was completed on the Lumber Yard in 1993 by R. Yelf. It confirmed the presence of archaeological features relating to the barracks building, the guardhouse, the well, privies and a ditch outside the paling fence of the Lumber yard. The survey also suggested the presence of features under Bond Street, interpreted wither as stormwater drainage or even the convict saw-pits.

Prior to the landscaping and interpretation of the Convict Lumber Yard site by Paul Knox and Partners, Edward Higginbotham & Associates Pty Ltd completed an archaeological assessment report in 1997 and an archaeological test excavation in 1998 (1998 a). A report was prepared in 1998 on the aboriginal relics found during the test-excavation (1998 b). The test-excavation results cast doubt over the dating of the forge and well, discovered in Dig A by Damaris Bairstow in 1987. It was suggested the remains might be dated to the occupation of the sail loft between the 1870s and 1890s. Furthermore the aboriginal artifacts found in 1989 may have been in a much older deposit than those found in 1992 and 1998. The report on the latter aboriginal artifacts suggested that they had been imported onto the site with stone rubble or railway ballast, derived from a late Pleistocene or early Holocene stone

extraction and primary reduction site, probably in the vicinity of Nobbys Head (1998 b).

The results of the test-excavation caused some minor changes to the scheme for interpretation and display. The scheme was finalised in 1999 and the works subject to an archaeological monitoring programme (1999). The final report on the monitoring resolved several interpretation and dating issues. The well was clearly dated to the 1850s or earlier, but the forge was simply stone and rubble paving around the well. The aboriginal remains were clearly divided into two phases, an in situ campsite and then much more recent, the importation of aboriginal artifacts onto site in railway ballast.

More recent heritage and archaeological work on this block has focussed on the Sailors Home and its restoration (16-18 Bond Street and 88 and 88a Scott Street, Lots 1-4, DP 1156117). Architectural Projects Pty Ltd completed a conservation plan in 2002 and EJE Heritage prepared a second conservation plan in 2008. The conservation works were still underway in 2012.

Archaeological Heritage Management Solutions prepared an archaeological assessment report for the Sailors Home, Superintendent's Residence and Stationmaster's Residence in 2007 (including 90 Scott Street, Lot 1, DP 123946). The report recommended test-excavation. No further archaeological reports are available.

4.14.7 References.

Damaris Bairstow and John Turner. Newcastle Lumber Yard. Historical archaeological report. Heritage and Conservation Branch, Department of Environment and Planning. 1987.

Damaris Bairstow. Newcastle Lumber Yard: 1989 excavation report. for Meredith Walker, the Heritage Council of New South Wales and Newcastle City Council. 1989.

Walker, M., D. Bairstow, J. W. Turner and Eckford Johnson & Partners. The convict lumber yard, the stationmaster's residence, and the paymaster's office, Scott Street and Bond Street, Newcastle, NSW: a conservation policy. prepared for the Council of the City of Newcastle. Not dated, but c.1990.

Godden Mackay Pty Ltd, *Convict Lumber Yard Site. Archaeological Assessment and Heritage Conservation Advice*. Planning Workshop, Rankine and Hill, and The Council of the City of Newcastle, 1992 (not available).

Lavelle, S. and D. Mider, *Report on Archaeological Monitoring of Works at the Convict Lumber Yard Stockade Site, Newcastle, NSW*. The Council of the City of Newcastle and The Heritage Council of NSW, 1993 (not available).

Newcastle City Council. Paymaster's cottage, Newcastle. heritage properties restoration program. 92 Scott Street, Newcastle. 1993.

Georadar Research Pty Ltd. (Yelf. R) Newcastle lumberyard remote sensing and stabilisation report. 1993.

Edward Higginbotham & Associates Pty Ltd. Historical and archaeological assessment of the Convict Lumber Yard and Stockade, Newcastle, N.S.W. Knox & Partners and Newcastle City Council. 1997.

Edward Higginbotham & Associates Pty Ltd. Report on the archaeological test excavation of the Convict Lumber Yard and Stockade, Newcastle, N.S.W. Newcastle City Council. 1998 a.

Edward Higginbotham & Associates Pty Ltd. Report on the Aboriginal relics located during the archaeological test excavation of the Convict Lumber Yard and Stockade, Newcastle, N.S.W. Newcastle City Council. 1998 b.

Edward Higginbotham & Associates Pty Ltd. Report on the archaeological monitoring programme during landscaping of the Convict Lumber Yard and Stockade, Newcastle, N.S.W. Newcastle City Council. 1999.

Architectural Projects Pty Ltd. Conservation management plan for Newcastle Former Coutts Sailor's Home. 2002.

Archaeological Heritage Management Solutions. 88-90 Scott Street, Newcastle, NSW : historical archaeological assessment and research design. prepared for SNL Constructions . 2007.

EJE Heritage. Former Coutts sailors home 88 Scott Street Newcastle NSW 2300: conservation management plan. prepared for Westone Developments. 2008.

EJE Heritage. SHI Listing - Coutts Sailors Home. 2008.

4.15 Inventory Number 2176215. Blocks bounded by Stevenson and Parnell Place, Scott and Telford Streets, including parts of adjacent streets (Stevenson Place and Alfred Street).

4.15.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Town Development, 1820s-1853 (State).

Railway and Port Infrastructure (State).

Urban Development, 1853 onwards (Local).

Town Development, 1820s-1853 (State).

Parts of these blocks are of state significance because of the evidence they may reveal relating to environmental changes brought about by the development of the town and its exploitation of the local ecosystems. This evidence may be recovered from the lagoon and watercourses shown on historical maps.

Railway and Port Infrastructure (State).

Parts of these blocks are of state significance because of a 'Buried Road' between the Lumber Yard and the Flagstaff or Nobbys Head. (1839-40 N 71.844; 1844 - Town; 1846 - City). The plank road was a response to the extent of wind blown sand in this area of Newcastle.

Urban Development, 1853 onwards (Local).

The block is of local significance because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The extent of wind blown sand clearly retarded the growth of this part of Newcastle. The earliest development of the blocks is shown in 1886, with a number of produce stores in the vicinity of Telford Street. The remainder of these blocks was residential.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Environmental Modification and Disturbance.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

The development of port infrastructure in New South Wales.

4.15.2 Historical Cadastre.

Lot	Lessee ⁵³	Grantee ⁵⁴
245		Robert Fisher
246		Robert Fisher
247		Robert Fisher
248		Robert Fisher
249		Robert Fisher
250		Robert Fisher
251		Robert Fisher
252		Robert Fisher
253		Robert Fisher
254		Robert Fisher
255		Robert Fisher
256		Robert Fisher
257		A W Scott
258		A W Scott
259		Robert Fisher
260		Robert Fisher
261		A W Scott
262		A W Scott
263		Robert Fisher
264		Robert Fisher
265		Robert Fisher
266		Robert Fisher

4.15.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.15.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 009.

Town Development, 1820s-1853 (State).

⁵³ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁵⁴ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

These blocks were largely outside the development area of the early town. They were in an area known as the Sandhills, because of the extent of wind blown sand dunes.

The 1839 plan reveals a watercourse or water storage ponds and a dam at the east end of Stevenson Place (1839-40 N 71.844). By 1848, a large lagoon is shown (1848 - City). These water storage areas may reveal evidence relating to environmental changes brought about by the development of the town and its exploitation of the local ecosystems.

Railway and Port Infrastructure (State).

These blocks includes a section of the 'Buried Road' between the Lumber Yard and the Flagstaff or Nobbys Head. This road was later recorded as a plank road (1839-40 N 71.844; 1844 - Town; 1846 - City).

The plank (or corduroy?) pathway to the Pilots Residences is shown as late as 1874 (1874 - SR Plans 1415-1315). The plank road was a response to the extent of wind blown sand in this area of Newcastle.

Urban Development, 1853 onwards (Local).

The extent of wind blown sand clearly retarded the growth of this part of Newcastle. The earliest development of the blocks is shown in 1886, with a number of produce stores in the vicinity of Telford Street. Elsewhere on the blocks the development was residential, except for a grocer and fruiterer on the Scott Street and Parnell Places frontages (1886 - M&G).

By the 1890s a number of additional bond and other stores were present near Telford Street (1893 - Jones, Fire Insurance). The 1896 plans show additional development of terraced housing (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 009.

1839-40 N 71.844

Allotment numbers and names of grantees.

Note also part of the 'Buried Road' under Stevenson Place. This is called a plank road on other maps. There is a watercourse on the eastern part of the block with a pond or dam.

1844 - Town

Allotments and numbers.

'Road covered with sand' on Stevenson Place.

1846 - City.

Allotments and numbers.

'Buried Road' on Stevenson Place. Watercourse and dam or pond.

1848 - City

Allotments and 'Lagoon'. Boundaries of 'Reserve for Public Recreation'.

1860 - SR Map 10188

Allotment numbers and grantee names.

1874 - SR Plans 1415-1315

'Plank Pathway' on Stevenson Place.

1886 - M&G

Various buildings with some business and other names.

1893 - Jones, Fire Insurance

Selectively shows various buildings with some business and other names. Does not show buildings on eastern half of block.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names.

4.15.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All of the archaeological sites on these blocks are likely to have survived.

Above ground archaeological sites.

These blocks include a large number of buildings shown on the 1895-1896 map, which still stand. They are likely to retain archaeological evidence relating to their own occupation as well as for previous sites.

4.15.6 Heritage and Archaeology.

No heritage and archaeological reports have been prepared for sites on this block.

4.15.7 References.

None available.

4.16 Inventory Number 2176216. Block bounded by Fort Drive, Shortland Esplanade, Scott Street and Parnell Place, including parts of adjacent streets (Scott Street and Parnell Place).

4.16.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Town Development, 1820s-1853 (State).

Railway and Port Infrastructure (State).

Urban Development, 1853 onwards (Local).

Town Development, 1820s-1853 (State).

The part of the block bounded by Beach Street, Shortland Esplanade, Scott Street and Parnell Place is of state significance because it includes items relating to the development of the town, including the early industrial enterprise of George Blaxland's Salt Works, commenced in 1826. The presence of a watercourse or water storage dam in Parnell Place by 1839 may reveal evidence relating to environmental changes brought about by the development of the town and its exploitation of the local ecosystems.

Railway and Port Infrastructure (State).

Part of the block fronting Fort Drive is of state significance because it was part of the government reserve for the Flagstaff, used from at least the 1840s to 1850s as a quarry, then for small buildings used for government accommodation.

Urban Development, 1853 onwards (Local).

Portions of the blocks are of local significance because they are representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The extent of wind blown sand may have retarded development in this area. By the mid 1890s, terraced housing fronted parts of Fort Drive, Beach Street and Parnell Place. An Engine House, possibly for tramway purposes, was present by the 1890s.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Environmental Modification and Disturbance.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Industry and Manufacturing.

The development of tramway infrastructure in New South Wales.

4.16.2 Historical Cadastre.

Lot	Lessee ⁵⁵	Grantee ⁵⁶
		Susanna Ranclaud (2 acres)
		Thomas Woolley (1 acre)
		Newcastle & Hexham Benevolent Asylum (1 acre).

4.16.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0004
1055

4.16.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 010

Town Development, 1820s-1853 (State).

Only part of this block includes items relating to the development of the town.

The 1826 plan shows 1 acre held by George Blaxland for 'Salt Pans' (1826 - SR Map 4399). The salt works was commenced in 1826 at a claimed cost of £1,500, but was soon abandoned. A house is shown on the Parnell Place frontage by 1830, but on later maps this or another building is shown further east in the vicinity of Murray Avenue (1830 - Armstrong; 1839-40 N 71.844; 1846 - City).

The 1839 plan also reveals a watercourse or water storage dam in Parnell Place (1839-40 N 71.844). This feature is again shown in 1846 (1846 - City.). This water storage area may reveal evidence relating to environmental changes brought about by the development of the town and its exploitation of the local ecosystems.

Railway and Port Infrastructure (State).

A portion of this block was part of the government reserve for the Flagstaff, used from at least the 1840s to 1850s as a quarry (1843 - Breakwater, SR Plan 2426; 1856 - Flagstaff Hill).

⁵⁵ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁵⁶ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Later plans also show the presence of small buildings, possibly associated with the Flagstaff or Pilots Residences (1860 - N 20. 652).

Urban Development, 1853 onwards (Local).

The former 'Salt Works' is still shown on later plans, dated to 1857 and 1860, now granted to Thomas Woolley (1857 - N 19. 652; 1860 - SR Map 10188; 1860 - N 20. 652).

To the south of this allotment in 1860 is shown a block held by the Newcastle & Hexham Benevolent Society, but in the same year it is also labelled as land for public recreation (1860 - SR Map 10188; 1860 - N 20. 652).

The extent of wind blown sand may have retarded development in this area. By the mid 1890s, terraced housing fronted parts of Fort Drive, Beach Street and Parnell Place. An Engine House and a drain were shown on the north side of Scott Street at Shortland Esplanade (1895-97 - Detail). The Engine House may have been associated with the nearby Tram Depot, which serviced steam trams from 1893-1923 and electric trams from 1923 to c.1950 (NAMP 1997. Inventory No. 1055).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 010

1826 - SR Map 4399.

'George Blaxland's Salt Pans. 1 Acre' on allotment granted to Woolley.

Gregory Blaxland commenced a salt works on one acre on the coast near Signal Hill in 1826. It was claimed to have cost £1,500, but was soon abandoned.⁵⁷

1830 - Armstrong.

G Blaxland's 1 acre allotment with building fronting Parnell Place.

1839-40 N 71.844

Building shown on former Blaxland allotment, but further back from frontage. Pond or dam in Parnell Place.

1843 - Breakwater, SR Plan 2426

The plan is not accurate, but shows part of the Flagstaff Reserve. A quarry may partly encroach on Ranclaud's grant.

1844 - Town

Two lots (granted to Ranclaud and Woolley).

⁵⁷ J W Turner, *Manufacturing in Newcastle, 1801-1900*, p 26.

For biographies, refer to the Australian Dictionary of Biography.

Gregory Blaxland (1778-1853).

<http://adb.anu.edu.au/biography/blaxland-gregory-1795>

1846 - City.

Lots and grantee names. Also building on lot grated to Thomas Woolley, as on previous plans. Watercourse in Parnell Place.

1848 - City

Lots excluded from Reserve for Public Recreation.

1856 - Flagstaff Hill

The quarry from the Flagstaff reserve is shown on part of Ranclaud's grant.

1857 - N 19. 652.

Building shown on Woolley's lot, same position as on 1848 plan.

1860 - SR Map 10188

Allotments and grantee names.

Now also shows Newcastle & Hexham Benevolent Asylum on 1 acres to south of Woolley's grant.

Building, identified as 'Salt Works', in same position as previous, shown on Woolley's grant. This building may date back to Blaxland's salt pans on the 1826 plan.

Pond or dam in Parnell Place.

1860 - N 20. 652

Allotments and grantee names.

Reserve for Public Recreation.

Building, identified as 'Salt Works', in same position as previous, shown on Woolley's grant. This building may date back to Blaxland's salt pans on the 1826 plan.

Building encroaching on Ranclaud's grant from Flagstaff Hill Reserve.

Pond or dam in Parnell Place.

1895-97 - Detail

Various buildings fronting Fort Drive, Beach Street and Parnell Place. Tramlines shown on Scott Street and Parnell Place. Note also Engine House and drain at east end of Scott Street on reserve.

The Engine House may have been associated with the nearby Tram Depot, which services steam trams from 1893-1923 and electric trams from 1923 to c.1950 (NAMP 1997. Inventory No. 1055).

1915 - City

Allotment numbers and grantee names.

Enlarged Tram Depot and extended tramlines.

4.16.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All of the archaeological sites on this block are likely to have survived.

Above ground archaeological sites.

The block includes a number of buildings shown on the 1895-1896 map, which still stand. They are likely to retain archaeological evidence relating to their own occupation as well as for previous sites. They include the terraced houses at 1, 3-19 Beach Street, excluding 1A Beach Street.

4.16.6 Heritage and Archaeology.

No heritage and archaeological reports have been prepared for sites on this block.

4.16.7 References.

None available.

4.17 Inventory Number 2176217. Block bounded by Scott Street, Shortland Esplanade and Moroney Avenue.

4.17.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

The western part of the block is of state significance because it was formerly the site of the gaol for the Penal Settlement.

Town Development, 1820s-1853 (State).

The western part of the block is of state significance because it was formerly the site of the gaol for the town.

Urban Development, 1853 onwards (Local).

For this theme the block is of local significance because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block includes the site of the Parnell Place Tram Depot in use from 1893 to 1950s (NAMP 1997. Inventory No. 1055) (1895-97 - Detail; 1915 - City).

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Environmental Modification and Disturbance.

- Town development in New South Wales up to the early 1850s.

- Urbanisation and the Nineteenth Century City.

- Social and Economic Status, Gender and Ethnicity.

- The development of prisons in New South Wales.

- The development of tramway infrastructure in New South Wales.

4.17.2 Historical Cadastre.

Lot	Lessee ⁵⁸	Grantee ⁵⁹
		Crown

4.17.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0005

4.17.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 010

Penal Settlement, 1801-1821 (State).

The western part of the block was formerly the site of the gaol for the Penal Settlement.

The Gaol is shown on the earliest plan, dating to 1818, and continues to be shown on maps up until the 1860s (1818 - SR Map 83; 1822 - SR Map 80; 1826 - SR Map 4399; 1830 - Armstrong; 1839-40 N 71.844; 1843 - Breakwater, SR Plan 2426; 1844 - Town; 1846 - City; 1848 - City; 1853 - Street Alignment; 1856 - Flagstaff Hill; 1857 - N 19. 652; 1860 - SR Map 10188; 1860 - N 20. 652).

Town Development, 1820s-1853 (State).

The western part of the block was formerly the site of the gaol for the town.

Urban Development, 1853 onwards (Local).

The block includes the site of the Parnell Place Tram Depot in use from 1893 to 1950s (NAMP 1997. Inventory No. 1055) (1895-97 - Detail; 1915 - City).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 010

1818 - SR Map 83.

Building identified as Gaol (2).

⁵⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁵⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

The Gaol was built between 1816 and 1818. It served as a gaol until the 1850s. It was demolished to make way for the Tram Depot.

1822 - SR Map 80.

Gaol building.

1826 - SR Map 4399.

Gaol Building.

1830 - Armstrong.

Gaol, with Gaol Yard, Garden and Gaolers House. Latrine probably indicated in Gaol Yard.

1839-40 N 71.844

Gaol building and enclosure now shown within Reserve for Military Purposes.

1843 - Breakwater, SR Plan 2426

The plan is not accurate, but shows the 'Jail'.

1844 - Town

Gaol building and walled enclosure.

1846 - City.

Gaol, two buildings and enclosure.

1848 - City

Gaol building and enclosure.

1853 - Street Alignment

Gaol buildings and enclosure.

1856 - Flagstaff Hill

Gaol Wall.

1857 - N 19. 652.

'Jail' building.

1860 - SR Map 10188

Gaol, comprising two buildings and wall.

1860 - N 20. 652

Gaol, comprising two buildings and wall, shown on Reserve for Military Purposes.

1895-97 - Detail

Tram Depot on former gaol site.

1915 - City

Enlarged Tram Depot and extended tramlines.

4.17.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Only the archaeological sites on the eastern part of this block are likely to have survived. The former gaol site has been destroyed.

Above ground archaeological sites.

None of the buildings shown on the 1895-1896 map survive.

4.17.6 Heritage and Archaeology.

There is one heritage and archaeological report available for sites on this block.

The inventory mapping for the Newcastle Archaeological Management Plan 1997 includes the site of the Gaol, on the western part of this block. This area is not included on the map prepared by Newcastle City Council in February 2008.

John Turner provided a very useful history of gaol and tram depot (Turner, 1994).

4.17.7 References.

Dr. J. W. Turner. Esplanade Hotel site - Newcastle : historical study. 1994.

4.18 Inventory Number 2176218. Block bounded by Nobbys Road, Wharf Road, Shortland Esplanade and Fort Drive, including parts of adjacent streets (Nobbys Road, Wharf Road, Shortland Esplanade and Fort Drive) (excluding Fort Scratchley).

4.18.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Railway and Port Infrastructure (State).

Harbour Defences (State).

Railway and Port Infrastructure (State).

This block is of state significance because it included improvements associated with the development of port infrastructure, namely Engineers Workshops and Pilots' accommodation, as well as quarries for Macquarie Pier (Southern Breakwater). Fort Scratchley is excluded from the study area.

Harbour Defences (State).

Fort Scratchley is excluded from the study area.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Environmental Modification and Disturbance.

The development of port infrastructure in New South Wales.

Coal Mining in New South Wales, 1801 onwards.

Industry and Manufacturing (quarrying).

Social and Economic Status, Gender and Ethnicity.

4.18.2 Historical Cadastre.

Lot	Lessee⁶⁰	Grantee⁶¹
		Crown

⁶⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁶¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.18.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0003
0006
1003
1004

4.18.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 011

Railway and Port Infrastructure (State).

This block includes improvements associated with the development of port infrastructure. Fort Scratchley is excluded from the study area.

A 'Road under the Cliff', partly on line of Nobbys Road. is shown by 1830 and on later maps (1830 - Armstrong). It may have been used for the construction of Macquarie Pier (the Southern Breakwater).

As early as 1839 there is a government building shown on the west side of Nobbys Road (see Inventory Number 2176285). It is probably a building associated with the Engineers Workshops and later for Pilots accommodation (1839-40 N 71.844). It is again shown in 1843, 1844, 1846 and 1856, although in the latest map, it is shown in Nobbys Road (1843 - Breakwater, SR Plan 2426; 1844 - Town; 1846 - City; 1848 - City; 1856 - Flagstaff Hill; 1857 - N 19. 652). The 1843 plan also shows old quarries on the south-east side of Flagstaff Hill. The quarries may have been used for the construction of Macquarie Pier (the Southern Breakwater) (1843 - Breakwater, SR Plan 2426).

By 1844, a 'Road covered with sand' ended at the Engineering Workshops, with another track shown, possibly from the quarries to Macquarie Pier (the Southern Breakwater) (1844 - Town).

The 1856 plan again shows the extent of the quarries around Flagstaff Hill, together with three 'drifts' or adits under Flagstaff Hill. The plan also shows the government tramway for moving stone for the extension of Macquarie Pier (the Southern Breakwater), a proposal for a new tramway, a water storage pond on the north side of Flagstaff Hill and other quarry features (1856 - Flagstaff Hill).

The 1860 plan shows a number of buildings and names of occupiers to the west of Nobbys Road, probably associated with houses of those employed on harbour or pilot duties (NAMP 1997. Inventory No. 1004) (see Inventory Number 2176285). One of two buildings are also shown in the vicinity of Fort Drive to the south-east of

Flagstaff Hill, others on the north side (1860 - N 20. 652). By 1867, the buildings on the west side of Nobbys Road have extended north, partly falling within the boundaries of Nobbys Road (1867 - SB 9. 174).

Later maps show buildings on either side of Nobbys Road and on the north and east sides of Flagstaff Hill (1874 - SR Plans 1415-1315; 1887 - Port of Newcastle; 1893 - Fort Scratchley; 1895-6 - Detail).

Harbour Defences (State).

Fort Scratchley is excluded from the study area.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 011

1818 - SR Map 83.

Plan shows Flagstaff (18) (outside study area).

1830 - Armstrong

'The Signal Staff' (outside study area).

'Road under the Cliff', partly on line of Nobbys Road.

1839-40 N 71.844

'Look Out' and building (outside study area).

'Eng[inee]r Works', shown with two buildings to east of Nobbys Road (outside study area). and one building to west side of this road.

Road to breakwater from Engineers Works.

1843 - Breakwater, SR Plan 2426

'Battery, Beacon, Flag Staff and Signal Station' (outside study area).

'Old Quarry' on east side of Flagstaff Hill.

Engineers 'Shops and Huts' on east side of Nobbys Road (outside study area). Also one building on west side of Nobbys Road.

Road formation shown near Engineering Shops, possibly from quarry.

1844 - Town

'Look Out House, Flag Staff, Light' (outside study area).

'Road covered with sand'.

Three buildings in location of Engineers Shops.

Road shown to breakwater, and track around south of Flagstaff Hill, possibly from quarry.

1846 - City

'Look Out' and building (outside study area).

'Engr Works' Engineers Workshops, with three buildings.

Road towards breakwater from area of reclamation on Hunter River, via Engineering Works.

1848 - City

'Lighthouse, Cliff' (outside study area).

Road to breakwater from vicinity of Engineering Works.

1856 - Flagstaff Hill

'Tower, Flag Staff, Beacon Fire' (outside study area).

Three 'Drifts' into the base of the cliffs, indicating coal mining or quarrying.

'Government Tramway' from 'Quarry' (two quarries) around east side of Flagstaff Hill and along breakwater. Building or fenced yard in quarry area.

Proposals for new tramway.

Pond on north side of Flagstaff Hill.

'Government Stores, Cottages, etc' on west side of Flagstaff Hill and another building, probably the one previously shown on west side of Nobbys Road.

Road to breakwater branched to Government Stores, the other branch towards the Hunter River foreshore.

1857 - Rail SR Map 6236

Line showing the land reserved for railway purposes (pink line).

1857 - N 19. 652.

This plan shows the Look Out (outside study area) and the four buildings (Government Stores), as shown on the 1856 plan above.

Road from breakwater veers towards the Hunter River foreshore.

1860 - SR Map 10188

'Look Out' and building (outside study area).

Two buildings at Engineers Works (outside study area).

Road on approximate alignment of Nobbys Road.

1860 - N 20. 652

'Harbour Master' and 'Beacon' on Flagstaff Hill (outside study area).

'Engr Works', houses and enclosures on north, south and west flanks of Flagstaff Hill, some with names of occupiers (most outside study area).

Houses and enclosures also on west side of Nobbys Road in adjacent listing (Inventory Number 2176285).

The ownership and occupation of these building has not been researched. They may belong to Government and house staff associated with the Harbour Master or pilot duties (NAMP 1997. Inventory No. 1004).

1867 - SB 9. 174.

This plan shows similar improvements to the 1860 (N 20. 652) plan above.

1874 - SR Plans 1415-1315

This plan shows a greater extent of development around Flagstaff Hill than evident from earlier plans.

The Battery, Harbour Masters Residence and Flagstaff shown on Flagstaff Hill (outside study area).

Smaller buildings shown on the south side of Flagstaff Hill in what appear to be previous quarries.

The vicinity of the previous Engineering Workshops now occupied by Pilot's Houses, also extending north on the east side of Nobbys Road. Other small buildings shown on the north side of the Hill adjacent to a pond. Most of these buildings now clearly occupied by government employees.

1887 - Port of Newcastle

Fortifications (Fort Scratchley) and Signal Station (outside study area).

This navigation chart shows many of the buildings shown on the 1874 map above.

1893 - Fort Scratchley

This plan shows an increase in the number of buildings on the north side of Flagstaff Hill (Fort Scratchley).

Fort Scratchley is not shown.

1895-6 - Detail

This plan shows minor variation in the number of buildings on the north side of Flagstaff Hill (Fort Scratchley).

Fort Scratchley is not shown.

1915 - City

No buildings are shown on this plan.

4.18.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All of the archaeological sites on these blocks are likely to have survived.

Above ground archaeological sites.

No buildings shown on the 1895-1896 or earlier maps survive. Fort Scratchley is outside the study area.

4.18.6 Heritage and Archaeology.

No heritage and archaeological reports have been prepared for sites on this block, except for Fort Scratchley itself (outside study area).

4.18.7 References.

None available.

4.19 Inventory Number 2176219. Block bounded by Nobbys Road, including Nobbys Head and the Southern Breakwater.

4.19.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Railway and Port Infrastructure (State).

Harbour Defences (State).

Penal Settlement, 1801-1821 (State).

This precinct is of state significance because of its strong associations with the Penal Settlement, including government coal mining, quarrying and the construction of Macquarie Pier from 1818 onwards.

Railway and Port Infrastructure (State).

This precinct is of state significance because it included many improvements associated with the development of port infrastructure, not only Macquarie Pier (the Southern Breakwater), but also the Lighthouse, cottages and signal station (1858).

Substantial rebuilding of the Macquarie Pier (the Southern Breakwater) was required from the 1860s, with rail lines constructed to deliver stone as far as Big Ben Reef by the 1880s. A spur line was built to construct the breakwater along Horseshoe Beach in the early twentieth century.

Harbour Defences (State).

This precinct is of state significance because of its strong associations with World War II defences at Nobbys Head and Horseshoe Beach. Fort Scratchley is outside the study area.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Environmental Modification and Disturbance.

- Penal Settlements.

- The development of port infrastructure in New South Wales.

- Coal Mining in New South Wales, 1801 onwards.

- Industry and Manufacturing (quarrying).

- Defence and Military Establishments.

- Social and Economic Status, Gender and Ethnicity.

4.19.2 Historical Cadastre.

Lot	Lessee ⁶²	Grantee ⁶³
		Crown

4.19.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0001
0002
0006
1001
1002
1113

4.19.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 012

Penal Settlement, 1801-1821 (State).

This precinct has strong associations with the Penal Settlement.

Coal Island or Nobbys Head was initially mined for its low quality coal. The island was also used as a place of punishment, then as a quarry for the construction of the pier (NAMP 1997. Inventory No. 0001).

Macquarie Pier (the Southern Breakwater) was commenced using convict labour from 1818, with Under Secretary Goulburn approving construction in 1820.

Railway and Port Infrastructure (State).

This precinct included many improvements associated with the development of port infrastructure.

The initial construction of the Macquarie Pier (the Southern Breakwater) was completed using convict labour in 1846, joining what was known at the time as Coal Island with Colliers Point at Flagstaff Hill (1830 - Armstrong; 1843 - Breakwater, SR Plan 2426; 1844 - Town; 1848 - City). Work continued on the pier into the 1850s, when its maintenance was absorbed into general harbour works.

⁶² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁶³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

During the 1850s proposals to remove the island by blasting were halted due to a strong public outcry, although a tunnel was dug for explosives (NAMP 1997. Inventory No. 0001). Instead the Lighthouse, cottages and signal station were built in 1858 (NAMP 1997. Inventory No. 0001). The Lighthouse was the third constructed in New South Wales, the first being Macquarie Light at Dover Heights, constructed in 1818, followed by the Hornby Light at South Head, also in 1858.

Substantial rebuilding of the Macquarie Pier (the Southern Breakwater) was required from the 1860s. A railway line was constructed from the railway yards along the pier and used from c.1869 to c.1883 to bring stone from Waratah Quarry to strengthen the pier and extend it out to Big Ben Reef. The rail line continued in use into the twentieth century to carry sand for railway use. Some rails may survive under the road bitumen on the breakwater. A spur line was built to construct the breakwater along Horseshoe Beach. (NAMP 1997. Inventory No. 1002) (1874 - SR Plans 1415-1315). The completion of the pier to Big Ben Reef is shown in 1882 (1882 - Port of Newcastle).

In the early twentieth century reclamation began on the west side of the Pier in the vicinity of Horseshoe Beach (1915 - City).

Nobbys Lighthouse was made automatic in 1935 and the lighthouse keepers' cottages demolished. New cottages for defence staff were built in 1942 (SHR Database number 3930007). A concrete bunker and observation post was also constructed (SHR Database number 3930010).

The earlier weatherboard signal station was replaced with a brick and concrete building in 1953 (SHR database number 3930006).

Harbour Defences (State).

This precinct has strong associations with World War II defences.

During World War II a concrete gun emplacement and observation post were built on the north side of Nobbys Head (SHR Database number 3930009), new quarters provided adjacent to the Lighthouse, together with a concrete bunker.

Shortland Camp, possibly a World War II encampment or barracks is shown on aerial photographs at Horseshoe Beach (1944 - Aerials).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 012

1830 - Armstrong

Macquarie Pier (the Southern Breakwater) is shown partially constructed. The plan shows the commencement point for the stonework on both the east and west sides of the pier.

1843 - Breakwater, SR Plan 2426

This plan shows the extent of the breakwater constructed up to 30 June 1843, namely 1920 feet on the south end and 570 feet on the north end. 827 feet remain to be constructed.

1844 - Town

This plan shows the extent of the breakwater constructed by October 1844. The extent that had been constructed by March 1834 is also shown.

1848 - City

The Breakwater is shown completed.

1856 - Flagstaff Hill

The plan shows the southern part of the Breakwater with tramlines. The tramline shown in red was proposed for construction.

1857 - N 19. 652.

The Breakwater is shown completed.

1860 - SR Map 10188

The Breakwater is shown completed.
Nobbys Head Light House.

1874 - SR Plans 1415-1315

The plan shows the southern part of the Breakwater with a rail line from the Newcastle Railway Yards. A small building is shown at the southern end of the Breakwater.

One of the Bull Beacons is shown.

1882 - Port of Newcastle

The Breakwater is now constructed to its full extent beyond Nobbys Head.

Lighthouse and associated buildings.

Navigation Post shown on northern end of Breakwater, south of Nobbys Head.

Bull Beacon.

1915 - City

Lighthouse and associated buildings.

Bull Beacon.

Reclamation now in progress on the west side of the Breakwater.

1944 - Aerials

Shortland Camp, possible World War II barracks.
Southern Breakwater.

4.19.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All of the archaeological sites in this precinct are likely to have survived.

Above ground archaeological sites.

Standing structures include the Southern Breakwater (Macquarie Pier). The older parts of the structure are built in dressed stonework. The later extension and strengthening works are constructed using massive unshaped quarried stone blocks, with a sealed roadway running the length of the structure.

Rail lines may survive under the bitumen surface of the Southern Breakwater (NAMP 1997. Inventory No. 1002). A short section of rail line survives in the dunes to the east of the Southern Breakwater to south of Nobbys Head.

At Nobbys Head itself, various structures survive, including the Lighthouse, 1858, cottages for defence staff, 1942, concrete bunkers and observation post, also WWII and the Signal Station, 1953.

On the north side of Nobbys Head there is a concrete gun emplacement and observation post, WWII.

Fort Scratchley is outside the study area.

4.19.6 Heritage and Archaeology.

A number heritage and archaeological reports have been prepared for sites in this precinct.

They comprise conservation management plans prepared by Suters Architects for the Lighthouse, Macquarie Pier and the Southern Breakwater (Suters, 1999, 2000 and 2000).

During site survey a short length of railway line with timber sleepers was located in the sand dunes to the east of Macquarie Pier. These sections of track may be associated with sand extraction for railway purposes. The Lighthouse was not open for inspection.

4.19.7 References.

Suters Architects. Nobbys Head lighthouse, Newcastle, NSW: conservation analysis. 2nd Draft. 1999.

Suters Architects. Nobbys Head lighthouse, Newcastle, NSW: conservation management plan, facility maintenance plan. 2000.

Suters Architects. Macquarie pier, Nobbys head and southern breakwater: conservation management plan / prepared for Newcastle Port Corporation. 2000.

4.20 Inventory Number 2176220. Block bounded by Scott Street, Moroney Avenue, Shortland Esplanade and Zaara Street, including parts of adjacent streets (Zaara Street and Shortland Esplanade).

4.20.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Town Development, 1820s-1853.

Urban Development, 1853 onwards (Local).

Town Development, 1820s-1853.

By the mid 1890s, a residence is shown on Zaara Street (1895-97 - Detail). This building would be of state significance if it can be confirmed as the residence of Father Dowling, the first Catholic priest in Newcastle (NAMP 1997. Inventory No. 1068). No evidence is available to this study to suggest this early date, but the matter should be further researched.

Urban Development, 1853 onwards (Local).

Parts of this block are of local significance, because they are representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located to the east of the central business area of the city. Because of the problem of wind blown sand in this area, known as the Sandhills, urban development was retarded until the late nineteenth century, apart from the government buildings that occupied the higher ground.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Environmental Modification and Disturbance.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.20.2 Historical Cadastre.

Lot	Lessee⁶⁴	Grantee⁶⁵
267		A W Scott

⁶⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁶⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Lot	Lessee ⁶⁴	Grantee ⁶⁵
268		Robert Fisher
269		Bowker & Tully
270		A W Scott
271		A W Scott
272		A W Scott
273		-

4.20.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1068

4.20.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 013

Town Development, 1820s-1853.

The detail plan of 1895-6 shows a building fronting Zaara Street, with a fence that encroaches onto the street (1895-97 - Detail). John Turner believed that this might have been the cottage occupied by Father Dowling, the first Catholic priest in Newcastle in the 1830s. (NAMP 1997. Inventory No. 1068). No evidence is available to this study to suggest this early date, but the matter should be further researched.

The building was located on Allotment 273, laid out by the late 1830s, but was in the middle of an area known as the Sandhills (1839-40 N 71.844). Any building in this area would have been severely affected by wind blown sand until the area was remediated in the late nineteenth century, allowing for urban development. There is no grantee shown on this allotment on any parish map, which suggests no title was given to any individual landholder or organisation, like the Catholic Church. Allotment 273 was enlarged to 1 acre as a reserve for public recreation, dedicated 11 June 1889 (1860 - N 20. 652). The land was partly resumed for tramway purposes on 9 November 1923 (1895-97 - Detail).

Urban Development, 1853 onwards (Local).

The block is located to the east of the central business area of the city.

Because of the problem of wind blown sand in this area, known as the Sandhills, urban development was retarded until the late nineteenth century, apart from the government buildings that occupied the higher ground.

By the mid 1890s, a small number of houses fronted Scott and Zaara Streets (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 013

1839-40 N 71.844

Allotments and grantees.

Reserve for tramway shown on Shortland Esplanade and obviously added at a later date.

1844 - Town

Allotments and numbers.

1846 - City

Allotments and numbers.

1860 - SR Map 10188

Allotments, with numbers and names of grantees.

1860 - N 20. 652

Allotments, with numbers and names of grantees.

Allotment 273 is enlarged to 1 acres as a reserve for public recreation, dedicated 11 June 1889 and therefore added to the plan at a later date.

1895-97 - Detail

Buildings only on Scott Street frontage.

Another building on Zaara Street frontage and in Shortland Esplanade, but originally on Allotment 273.

1915 - City

Allotments with numbers, names of grantees. Reserve for tramway purposes on Shortland Esplanade.

4.20.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All of the archaeological sites on this block are likely to have survived.

Above ground archaeological sites.

The block includes some buildings shown on the 1895-1896 map, which still stand. The buildings are located at 7-9 Scott Street, Lots A, and B DP 365937.

4.20.6 Heritage and Archaeology.

No heritage and archaeological reports have been prepared for sites in this block.

4.20.7 References.

None available.

4.21 Inventory Number 2176221. Block bounded by Scott and Zaara Streets, Shortland Esplanade and Telford Streets.

4.21.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

Parts of this block are of local significance, because they are representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located to the east of the central business area of the city.

Because of the problem of wind blown sand in this area, known as the Sandhills, urban development was retarded until the late nineteenth century.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Environmental Modification and Disturbance.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.21.2 Historical Cadastre.

Lot	Lessee⁶⁶	Grantee⁶⁷
		Reserve for Public Recreation
231		-
232		Bowker & Tully
233		-
234		Bowker & Tully
235		A W Scott
236		J H Humphries
237		A W Scott
238		Robert Fisher
239		J H Humphries
240		Bowker & Tully

⁶⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁶⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Lot	Lessee ⁶⁶	Grantee ⁶⁷
241		Bowker & Tully
242		Robert Fisher
243		Robert Fisher
244		Robert Fisher

4.21.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.21.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 014

Urban Development, 1853 onwards (Local).

This block was located to the east of the central business area of the city.

Because of the problem of wind blown sand in this area, known as the Sandhills, urban development was retarded until the late nineteenth century, apart from the government buildings that occupied the higher ground.

Town allotments in this area were laid out in the late 1830s, but no development took place at this time (1839-40 N 71.844).

By the mid 1850s, the area was beset by problems caused by wind blown sand (1853 - Street Alignment).

By the mid 1880s, a small number of houses fronted Scott Street (1886 - M&G). Houses had extended along part of the Scott Street frontage by the mid 1890s, with the Imperial Hotel on the corner of Telford Street. There was no development further south on this block by this date (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 014

1839-40 N 71.844

Allotments, numbers and names of grantees. Reserve for tramways added later.

1844 - Town

Allotments with numbers.

1846 - City.

Allotments with numbers.

1848 - City

Town allotments. On the south the land is reserved for public recreation.

1860 - SR Map 10188

Allotments with numbers and names of grantees.

1860 - N 20. 652

Allotments with numbers and names of grantees. Allotments 231 and 233 are part of a reserve for public recreation, dedicated 11 June 1889 and added to the plan after this date.

1886 - M&G

Buildings shown. Only part of the block, fronting Scott Street, is shown on this insurance plan.

1893 - Jones, Fire Insurance

Buildings shown. Only part of the block, fronting Scott Street, is shown on this insurance plan.

1895-97 - Detail

Various buildings with some business and other names. Buildings only on Scott Street frontage. Imperial Hotel.

1915 - City

Allotment numbers and grantee names.

Reserve for tramway purposes along Shortland Esplanade.

4.21.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All of the archaeological sites on this block are likely to have survived.

Above ground archaeological sites.

The block includes a building shown on the 1895-1896 map, which still stands. The building is located at 33 Scott Street, Lot 1, DP 735604.

4.21.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.21.7 References.

None.

4.22 Inventory Number 2176222. Block bounded by Scott and Zaara Streets, Shortland Esplanade and Telford Streets, including parts of adjacent streets (Scott and Telford Streets).

4.22.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

The lot on the north-west corner of the block and adjacent streets are of state significance because they form the site of the Guard House by 1818 (63 Scott Street, Lot 7307, DP 1144466).

Town Development, 1820s-1853 (State).

The lot on the north-west corner of the block and adjacent streets are of state significance because they were located on the eastern edge of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826 (63 Scott Street, Lot 7307, DP 1144466). The former Guard House became the 'Residence of the Superintendent of Works & Post Office' and continued the presence of convict administration on this block. The buildings became the Customs House in the 1830s.

Urban Development, 1853 onwards (Local).

Parts of the block are of local significance because they were located on the eastern edge of the commercial and government centre of the city. The block is representative of the development of the larger coastal cities and other regional urban centres in New South Wales.

The site of the former guardhouse was reserved for the Water Police on 14 June 1893 (63 Scott Street, Lot 7307, DP 1144466) with the 'City Fire Station', thus continuing the role of government and port administration within the block.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Environmental Modification and Disturbance.

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Maintenance of Law and Order.

Social and Economic Status, Gender and Ethnicity.

The development of port infrastructure in New South Wales.

4.22.2 Historical Cadastre.

Lot	Lessee ⁶⁸	Grantee ⁶⁹
		Reserve for Public Recreation
224		Hugh Hill
225		Hugh Hill
226		Hugh Hill
227		Hugh Hill
228		Robert Fisher
229		Robert Fisher
230		Robert Fisher

4.22.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:⁷⁰

0010
0011
0012
0016
1072
1074
1197

4.22.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 014

Penal Settlement, 1801-1821 (State).

The block was on the eastern edge of the main area of convict huts in the Penal Settlement.

Number 63 Scott Street, Lot 7307, DP 1144466, and the adjacent streets (Scott and Pacific Streets) were shown as the Guard House (6) on both the 1818 and 1822

⁶⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁶⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

⁷⁰ Inventory Number 1072 is shown on the 1997 Inventory Map in its correct position on the corner of Watt and Scott Streets, to the south of the Customs House. On the Inventory Map produced in February 2008 it is not shown in the correct position.

maps. However on the 1822 plan it was located only within Pacific Street (1818 - SR Map 83; 1822 - SR Map 80).

A Guard House is first mentioned in 1804, but it is not known whether it refers to the building on this site. A guardhouse erected by Commandant Wallis is listed in 1818 and is now clearly the one on this site. It continued to be mentioned until 1827.

Town Development, 1820s-1853 (State).

The block was located on the eastern edge of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Pacific Street marks the eastern boundary of the town allotments laid out by Dangar (1826 - SR Map 4399). Dangar does not show any buildings on the site of the guardhouse, possibly because they were in the street, but in 1830 one large building, with a smaller building behind, and three other small outbuildings are shown in a fenced enclosure on the same site and marked, 'Residence of the Superintendent of Works & Post Office' (1830 - Armstrong).

By 1839-1840, the buildings are identified as the 'Custom House'. The remainder of the block was laid out as allotments, but the eastern half fronting Pacific Street was marked as a reserve for recreation (1839-40 N 71.844). Plans continue to show the 'Customs House' on the street corner and in the street until 1846, after which time it is again shown as a reserve for public recreation (1844 - Town; 1846 - City; 1848 - City). The whole block was still vacant in 1853 (1853 - Street Alignment). The latest plan to show the 'Customs House' is dated to 1860, but the buildings had been clearly demolished by that time (1860 - SR Map 10188; 1860 - N 20. 652).

Urban Development, 1853 onwards (Local).

The block was located the eastern edge of the commercial and government centre of the city.

The site of the former guardhouse was reserved for the Water Police on 14 June 1893 (63 Scott Street, Lot 7307, DP 1144466) (1860 - N 20. 652). The two cottages and outbuildings, shown on the 1895-1896 detail plans, survive today (1895-6 - Detail). The 'City Fire Station' is also shown on the Scott Street frontage, on part of the Recreation Reserve.

Some stables, three small cottages and some sheds were shown on the town allotments on the eastern half of the block in the 1890s (1895-6 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 014

1818 - SR Map 83.
Guard House (6).

1822 - SR Map 80
'Guard House' at the junction of Scott and Pacific Streets within the street alignment.

1826 - SR Map 4399
No buildings shown.

1830 - Armstrong
'Residence of the Superintendent of Works & Post Office' (former Guard House) with several buildings and enclosures.

1839-40 N 71.844
'Customs House' (former Guard House), reserve and allotments with numbers and names of grantees,

1844 - Town
Buildings on the corner of Scott and Pacific Streets, former Guard House, now Customs House. Allotments with numbers only on those facing Telford Street.

1846 - City
Customs House on the corner of Scott and Pacific Streets. Allotments with numbers only on those facing Telford Street. Reserve for Public Recreation fronting Pacific Street.

1848 - City
Reserve for Public Recreation on Pacific Street with allotments fronting Telford Street.

1853 - Street Alignment
No buildings are shown.

1857 - N 19. 652.
No buildings are shown.

1860 - SR Map 10188
The former Customs House is shown on the corner of Scott and Pacific Street, but had been demolished by this time, as it is not shown on the 1853 or 1857 plans.
Reserve for public recreation and allotments with numbers and names of grantees.

1860 - N 20. 652

Reserve for public recreation and allotments with numbers and names of grantees. The site of the former Customs House is shown as a reserve for the Water Police (added to plan).

1893 - Jones, Fire Insurance

Only part of the Scott Street is shown on this plan, with buildings (Water Police) and another building (stables?) shown.

1895-6 - Detail

Various buildings, some identified. Water Police Buildings, City Fire Station, housing, sheds, stables. Reserve for Public Recreation.

1915 - City

Reserve for public recreation and allotments with numbers and names of grantees. Reserve for the Water Police.

4.22.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All of the archaeological sites on this block are likely to have survived, though there was extensive landscaping for the park (pers. comm. Sarah Cameron).

Above ground archaeological sites.

The Water Police buildings, shown on the 1895-1896 map, still stand. The buildings are located at 63 Scott Street, Lot 7307, DP 1144466.

4.22.6 Heritage and Archaeology.

No heritage and archaeological reports have been located for sites on this block.

4.22.7 References.

None available.

4.23 Inventory Number 2176223. Block bounded by Ocean Street, Shortland Esplanade, Church Street and former alignment of Pacific Street, including parts of adjacent streets (Ocean Street and Shortland Esplanade).

4.23.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was the site of the Hospital for the Penal Settlement. Evidence has also been uncovered for early coal mining.

Town Development, 1820s-1853 (State).

This block is of state significance because it was the site of the General Hospital, which continued to serve the developing town. The Hospital was located on the eastern edge of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Urban Development, 1853 onwards (State).

This theme is generally of local significance because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. However at least the first and second stages of Hospital construction should be regarded as state significant (from 1816-1818 until the 1875) (see ERM 2004:28). The block continued to be used as the General Hospital. There is also historical and archaeological for environmental change through wind blown sand dunes,, leading to the construction of a 'High Bush Fence' to stop encroachment of sand onto the grounds.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Environmental Modification and Disturbance.

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

The development of hospitals and health infrastructure in New South Wales.

Coal Mining in New South Wales, 1801 onwards.

4.23.2 Historical Cadastre.

Lot	Lessee ⁷¹	Grantee ⁷²
		Crown

4.23.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0188
1091

4.23.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 014

Penal Settlement, 1801-1821 (State).

This block was the site of the Hospital for the Penal Settlement.

The Surgeons House (4) and Hospital (5) are first shown on the 1818 plan (1818 - SR Map 83). By 1822 the surgeon occupied the 'Medical Officer's Residence' further south on the present alignment of Church Street (SHI 2176203). The present site was now wholly occupied by the 'General Hospital' (1822 - SR Map 80). A new Hospital had been built in masonry between 1816 and 1818.

Extensive coal workings are recorded for the adjacent Hospital site, west of Pacific Street (SHI 2176203). Other coal workings included a 111 feet shaft sunk in 1817 on what is now 1 King Street (Lot 2, DP 1145847) (NAMP 1997. Inventory No. 0188).

Town Development, 1820s-1853 (State).

This block was the site of the General Hospital, which continued to serve the developing town.

The Hospital was now located on the eastern edge of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

By 1830 the 'Colonial Hospital' was flanked on either side by two smaller buildings. Further south was a building labelled 'Small detached colonial hospital in bad repair' This building was in the same location as the 'Surgeon's House', as depicted in 1818

⁷¹ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁷² For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

(1830 - Armstrong). The latter building does not appear on later maps, but the three buildings of the Colonial Hospital appear on historical maps until the 1860s (1839-40 N 71.844; 1844 - Town; 1846 - City; 1848 - City; 1853 - Street Alignment; 1857 - N 19. 652; 1860 - SR Map 10188; 1860 - N 20. 652; 1864 - N 103. 844).

Urban Development, 1853 onwards (State).

The block continued to be used as the General Hospital.

Both the 1853 and the 1860 plans show the 'High Bush Fence' to stop encroachment of sand onto the grounds, but the problem continued and lent the name Sandhills to the adjacent area of East Newcastle.

The Hospital was demolished and replaced in 1865. There is clear evidence that the sandstone footings of the previous buildings survived in the grounds. Several buildings were added in the 1880s including an infectious diseases ward, mortuary and drying shed (ERM, 2004:7-8). The new Hospital buildings are clearly shown on plans of the 1880s and 1890s (for example 1895-97 - Detail).

Minor changes occurred in 1901, but the third major phase of hospital building began in 1914, with the construction of the North Wing (completed in 1917). A series of new buildings were constructed from the 1920s onwards. Several buildings were deemed unsafe after the 1989 earthquake. The only subsequent hospital development was the construction of the Hydrotherapy Wing (ERM, 2004:7-8).

A small building was located under the extension of Church Street to Shortland Esplanade in the vicinity of Fletcher Park. The Newcastle AMP 1997 suggested this could be a very old building, since it did not respect the street alignments (NAMP 1997. Inventory No. 1091). The building was located within a 'Reserve for Public Recreation' and not on a town allotment. It may have been aligned to get the best view of the ocean or beach and may have served a recreation related purpose. This building is not shown on any earlier maps and could date from the 1850s onwards, though a later date is suggested. The wind blown sand of this area remained a problem for many years and did not encourage development of the Sandhills area of East Newcastle until the 1880s and 1890s.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 014

1818 - SR Map 83.

Surgeons House (4) and Hospital (5).

1822 - SR Map 80

'General Hospital'.

1826 - SR Map 4399

Hospital.

1830 - Armstrong

'Colonial Hospital' with three buildings. To the south of the main hospital buildings, another building, marked 'Small detached colonial hospital in bad repair' (former Surgeons House).

1839-40 N 71.844

Hospital with three buildings.

1844 - Town

Hospital with three buildings.

1846 - City

Hospital with three buildings.

1848 - City

Hospital with three buildings. Reserve for Public Recreation to south and east.

1853 - Street Alignment

Hospital with three buildings. Note also 'High Bush Fence' to stop encroachment of sand onto the grounds.

1857 - N 19. 652.

Hospital with three buildings.

1860 - SR Map 10188

Hospital with three buildings. Note also 'High Bush Fence' to stop encroachment of sand onto the grounds. The coastal land to the east of the Hospital is identified as a 'Reserve for Public Recreation'. This is not an additional notation on the plan, but an original item on the plan.

1860 - N 20. 652

Hospital with three buildings. Note also 'High Bush Fence' to stop encroachment of sand onto the grounds. The coastal land to the east of the Hospital is identified as a 'Reserve for Public Recreation'. It gained ministerial approval for this dedication in 1884 and was gazetted on 11 June 1889.

1864 - N 103. 844

Hospital with three buildings. Reserve for Public Recreation on coastal land.

1895-6 - Detail

Old hospital replaced by new hospital and group of buildings.

1915 - City

Hospital Reserve.

4.23.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All of the archaeological sites on this block are likely to have been destroyed, except under the building at 2 Ocean Street, DP 71894

Above ground archaeological sites.

Buildings, shown on the 1895-1896 map, have not survived.

4.23.6 Heritage and Archaeology.

A number of available heritage and archaeological reports have been located for sites on this block, or rather for the Royal Newcastle Hospital.

The historical archaeological assessment prepared by ERM Australia (2004) refers to the whole of the site, including this listing and SHI 2176203.

The ERM report refers to a number of earlier reports, including:

Thorp, W. Archaeological Assessment Royal Newcastle Hospital. Hunter Area Health Service. 1991 (not available).

McDonald McPhee Pty Ltd. Conservation Plan Royal Newcastle Hospital. Hunter Area Health Service. 199 (not available).

The ERM report summarises the findings of Thorp 1991, which assigned a high level of significance to the first two development stages of the Hospital and recommended a series of geotechnical bores and test-trenches to determine the archaeological potential (surviving condition) of the former hospital buildings (ERM, 2004: 28-29).

The results of excavation for the Hydrotherapy Wing in 1998 failed to expose any significant archaeological remains (Steele 1998) (1 King Street, Lot 2, DP 1145847). The Hydrotherapy Wing was located on an extension of the alignment of King Street. Underneath the hydrotherapy pool excavation continued to a depth of 1.5 metres and 3 metres under the plant room. Removal of the concrete slab of the demolished York Wing revealed clean sand with no demolition materials. Dominic Steele nonetheless stated that archaeological evidence could still survive beneath the sand layer, as had occurred at the Newcastle Lumber Yard (ERM, 2004:29-30).

No further heritage or archaeological reporting is available for this block.

The former Royal Newcastle Hospital site is in the process of being redeveloped as apartment buildings. The development has been approved under the former Part 3A provisions of the Environmental Planning and Assessment Act, 1979. The Environmental Assessment documentation, of which the ERM report (2004) and Suters (2004) appear to be part, is no longer available on line.

4.23.7 References.

Dominic Steele. The Royal Newcastle Hospital hydrotherapy pool: archaeological monitoring report. 1998.

ERM Australia. Background Historical Archaeological Assessment for the Royal Newcastle Hospital, Newcastle. Landcom. 2004

4.24 Inventory Number 2176224. Block bounded by King, Newcomen, Church and Wolfe Streets.

4.24.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was the site of Christ Church, the church for the Penal Settlement.

Town Development, 1820s-1853 (State).

This block is of state significance because Christ Church formed the centrepiece of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Apart from 'Rose Cottage' / 'Toll Cottage', and the ruin of the Parsonage, 'Claremont', built in 1843 or slightly later, is the earliest surviving house in Newcastle.

'Mulimbah', 'Claremont' and 'Beresford' may all be viewed as large villas or houses, suitable for more wealthy landowners.

Urban Development, 1853 onwards (Local).

With the exception of the Church or Cathedral and grounds (state significance), this block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located outside the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Penal Settlements.

- Town development in New South Wales up to the early 1850s.

- Urbanisation and the Nineteenth Century City.

- Social and Economic Status, Gender and Ethnicity.

- Education - Schools, Colleges and Universities.

- Religion and Burial Customs.

4.24.2 Historical Cadastre.

Lot	Lessee ⁷³	Grantee ⁷⁴
		Church of England Cathedral
		Church of England Burial Ground.
87		Samuel Langham
88		Merion Moriarty.
89		George W Jackson
90		Thomas Arnold
91		Richard Read
92		Thomas Arnold
93		Beresford Hudson
94		Robert G Moffatt
95		Robert G Moffatt
119		E Davies & J Spears
120		William Dwyer
121		J Hinchcliffe
122		Site of Parsonage
123		Site of Parsonage
124		James Glennie
125		T H Baylis
126		John Kingsmill
127		John Kingsmill

4.24.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0118
0119
0120
0121
0126
0127
0128
0129
0130
0131
1119

⁷³ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁷⁴ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

1120

4.24.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 015.

Penal Settlement, 1801-1821 (State).

This block was the site of Christ Church, the church for the Penal Settlement. It was built in 1818 and new road access was provided from the settlement along Wallis Street, now the approximate alignment of King Street (1818 - SR Map 83). The 1818 plan shows the church, aligned east-west, and Yard (burial ground), but the 1822 plan incorrectly shows the alignment (1822 - SR Map 80).

The walls and footings of the original Church were unsound. Nonetheless the building survived until 1880, when it was demolished and replaced by the existing Cathedral (J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 16. NAMP 1997. Inventory No. 1119).

Burials were originally in the vicinity of Thorn Street, but once the church was built in 1818, they probably shifted to the church, but records only date from 1825 onwards (Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 58; NAMP 1997. Inventory No. 1146).

Town Development, 1820s-1853 (State).

Christ Church formed the centrepiece of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out King and Church Streets at rightangles to Watt Street, approximately on the former alignments of Wallis and Elizabeth Streets. Both Wolfe and Newcomen Streets were laid out by Dangar on the new street grid.

Under Dangar's plan, the Church and Burial Ground were central to this block, with town allotments fronting Wolfe and Newcomen Streets on the east and west sides of the block (1826 - SR Map 4399).

Although the 1826 plan does not accurately show the position of the church, it is shown in its correct position on Armstrong's 1830 plan with the 'Burying Ground' on its north side (1830 - Armstrong).

A plan of 1843 is the first to show a small building at the south-west corner of the Church property, together with Allotments 122 and 123 for the proposed replacement

parsonage, in exchange for the parsonage building and land on the corner of Newcomen and Church Streets, resumed for the Military Barracks (1843 - SB 4. 110). The small building is again shown in 1846, then not until the 1880s (1846 - City).

In 1846, Royal assent was given to create a new Church of England Bishopric based on Newcastle (J Turner, *A Pictorial History of Newcastle*, Kingsclear, Crows Nest, 1997, p 16).

The earliest cartographic evidence for development of the town allotments is dated to 1844. An outline of a possible building (Mulimbah) is shown on Allotment 127, on the corner of King and Wolfe Streets (1844 - Town). By the 1850s this building is more clearly shown, together with a building on the corner of Church and Wolfe Streets (Allotment 120). The Newcomen Street frontage is not shown on this map (1850-7 - AAC).

By 1853, only a small building has been added on the Wolfe Street frontage (Allotment 125), but the Newcomen Street frontage is shown with a number of houses on Allotments 87, 89, 91 and 93 (1853 - Street Alignment). The building on Allotment 91, granted to Richard Read, is 'Claremont'. 'Beresford' is located on Allotment 93, granted to Beresford Hudson.

'Mulimbah', 'Claremont' and 'Beresford' may all be viewed as large villas or houses, suitable for more wealthy landowners.

There is no development shown on Allotments 122 and 123, granted to the church for a new parsonage.

Urban Development, 1853 onwards (Local).

The block is located outside the central business area of the city.

The 1857 plan has copied the buildings shown on the 1853 plan (1857 - N 19. 652).

By the mid 1880s, there are only a small number of changes. There are additional houses built on Allotments 119 and 121, but no other major changes on the Wolfe Street frontage. On the Newcomen Street frontage, the existing buildings appear to have been extended and outbuildings erected. The exception is a new house on Allotment 88. Most of these buildings appear to be houses, with the exception of a school on Allotments 93-95. Christ Church is shown as demolished and the Cathedral has not yet been erected; three small buildings are shown on the church property with the burial ground on the north side (1886 - M&G).

By the mid 1890s the new Cathedral had been completed. Apart from a shed, two other structures had been demolished. Another small building was constructed on the west side of the Cathedral (1895-97 - Detail).

Nineteenth century photographs reveal the cemetery was crowded with monuments. It ceased to be used as a cemetery in the 1960s or earlier. It was converted to a public park in the 1980s and many of the burial monuments were removed or relocated to the eastern boundary. Few if any of the burials have been removed (NAMP 1997. Inventory No. 0131 and 1120).

Few changes had been made to the development on the town allotments between the 1880s and 1890s. A new house and stables had been erected on Allotments 122 and 123 (1895-97 - Detail).

Between 1916 and 1921, the Newcastle Club moved from Pacific Street to Claremont and the neighbouring allotments to the north (40 Newcomen Street, Lots 1 and 2, DP 997519) (EJE Group, 1993: 7).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 015.

1818 - SR Map 83.
Church Yard and Church building.

1822 - SR Map 80.
Church on incorrect alignment.

1826 - SR Map 4399.
Burial Ground and Church. Allotments with numbers.

1830 - Armstrong.
Church building and 'Burying Ground'.

1843 - SB 4. 110.
Church building and another building at south west corner of the church property.
Burial Ground.
Allotments, only numbers 122 and 123 marked for site of proposed new parsonage.

1844 - Town
'Episcopalian Burial Ground' and 'Church'. Allotments with numbers. Building ? on Allotment 127.

1846 - City
'Church & Burial Ground'. Main church building with another building at south-west corner of this lot.
Allotment numbers and grantees.

1848 - City

Reserve for Church and Burial Ground. Allotments.

1850-7 - AAC

Shows only western part of block. Church building. Buildings on Allotments 120 and 126-127.

1853 - Street Alignment

Cathedral and 'Episcopalian Burying Ground'.
Buildings shown on various allotments.

1857 - N 19. 652.

Buildings as shown on 1853 plan, but positions slightly distorted.

1860 - SR Map 10188

Cathedral and 'Episcopalian Burying Ground'. Church building shown.
Allotments with numbers and names of grantees.

1860 - N 20. 652

Cathedral and 'Episcopalian Burying Ground'. Church building shown.
Allotments with numbers and names of grantees.

1886 - M&G

Various buildings with business names and names of owners or occupiers.
'Church of England Cathedral' (to be erected), 'Ch. of Eng. Burial Ground'.

1895-97 - Detail

Various buildings with some business and other names.
Church of England Cathedral, Church of England Cemetery.

1915 - City

Allotment numbers and grantee names.
Church of England Cathedral, Church of England Burial Ground.

4.24.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Some of the footings of the 1818 Church may survive under the floor of or outside the north wall of the present Cathedral. Examination of the footings may reveal the poor quality of the footings of the original building (NAMP 1997. Inventory No. 1119).

All of the archaeological sites on the lots facing Newcomen and Wolfe Streets are likely to have survived.

Above ground archaeological sites.

The Cathedral grounds include the Cathedral and adjacent cemetery. Nineteenth century photographs reveal the cemetery was crowded with monuments. It ceased to be used as a cemetery in the 1960s or earlier. It was converted to a public park in the 1980s and many of the burial monuments were removed or relocated to the eastern boundary. Few if any of the burials have been removed (NAMP 1997. Inventory No. 0131 and 1120).

Several buildings still stand, that are shown on the 1895-1896 map or earlier. They include 'Claremont', described below, but also 44 Newcomen Street, Lot 41, DP 1060945, and several buildings on the corner of Church and Wolfe Streets, namely 45-49 Wolfe Street, DP 13562; 54-56 Church Street, Lots 21 and 22, DP 594007; 58 Church Street, Lot 1, DP 779013; 60-62 Church Street, DP 87773; 64 Church Street, Lot 1, DP 57843.

'Claremont' is first shown on the 1853 map of Newcastle (1853 - Street Alignment). Several studies were completed in 1993 for the conservation of Claremont House, 40 Newcomen Street (Lot 2, DP 997519). The Conservation Plan indicates that the house was built by Alexander Brown in 1843 or later (EJE Group, 1993: 2-7). Apart from 'Rose Cottage' / 'Toll Cottage', and the ruin of the Parsonage, 'Claremont' is the earliest surviving house in Newcastle.

4.24.6 Heritage and Archaeology.

Several heritage and archaeological report has been located for sites on this block.

A report was prepared in 1990 by Eckford Johnson Partners Pty Ltd to facilitate the extension of the Cathedral Park and site of Mulimbah (Eckford Johnson Partners Pty Ltd 1990) (93 King Street, Lot 1, DP 36886, Lot 1, DP 76185; 52A Church Street, Lot 2, DP 36886).

Several studies were completed in 1993 for the conservation of Claremont House, 40 Newcomen Street (Lot 2, DP 997519). The Conservation Plan indicates that the house was built by Alexander Brown in 1843 or later (EJE Group, 1993: 2-7).

A Conservation Plan was prepared for the Cathedral in 1996 (EJE Architecture, 1996), with conservation works requiring the archaeological monitoring of test-bores (Peter Fenwick, 1998).

Wendy Thorp completed an assessment of the Bishop's Registry Office in c. 1998 (43 Wolfe Street, Lot 13, DP 598398). The site is now vacant. No archaeological report has been located.

Austral Archaeology Pty Ltd prepared a conservation policy, archaeological management plan and a separate archaeological assessment and research design for the Cathedral Rest Park in 2004 (93 King Street, Lot 1, DP 36886, Lot 1, DP 76185; 52A Church Street, Lot 2, DP 36886).

4.24.7 References.

Eckford Johnson Partners Pty Ltd. Extension to Cathedral Park and Mulimbah Cottage Heritage Study. Newcastle City Council. 1990.

Hughes Trueman Ludlow and EJE Architecture. Claremont House, Newcastle. heritage properties restoration program. 1993.

Hughes Trueman Ludlow and EJE Architecture. Claremont House, Newcastle - History and other documents. 1993.

EJE Group. Claremont, Newcomen Street, Newcastle. Conservation Plan. 1993 (?)

EJE Architecture Newcastle Christ Church Cathedral: conservation plan. 1996.

Peter Fenwick. Newcastle Christ Church Cathedral test bores: archaeological watching brief report. 1996.

Wendy Thorp. Archaeological assessment Bishop's registry site, 43 Wolfe Street, Newcastle. prepared for EJE Town Planning. c.1998.

Austral Archaeology Pty Ltd. Cathedral rest park King Street, Newcastle: Archaeological assessment and research design / Prepared for Newcastle City Council. 2004.

Austral Archaeology Pty Ltd. Cathedral rest park King Street, Newcastle: Conservation policy and archaeological management plan. Prepared for Newcastle City Council. 2004.

4.25 Inventory Number 2176225. Extent of Convict Huts within the Newcastle Penal Settlement. Streets including parts of Bond, Scott, Hunter, King, Church, Pacific, Watt, Bolton, Newcomen, Morgan, Market, Thorn and Keightley Streets.

4.25.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Penal Settlement, 1801-1821 (State).

Penal Settlement, 1801-1821 (State).

The distribution of convict huts, tents or campsites and associated relics in the penal settlement is of State significance. Archaeological will make a substantial contribution to our understanding of the living conditions of the convict population of Newcastle.

Newcastle was founded as a penal settlement for the extraction of coal in 1801 and briefly occupied until 1803. The convict settlement was re-established in 1804, with convict performing public works and labour, including coal mining, lime burning, timber getting and later brickmaking. The convict camp and later settlement centred on the main street (Watt Street), leading from the government wharf to the Commandant's house. Several of the institutions of the penal settlement were located on higher ground, including the Commandant's House, the Hospital, the Gaol, the Guard House and Flagstaff. Other public buildings were located within the settlement, including the Lumber Yard, the Commissariat Stores and the Military Barracks.

As a penal settlement Newcastle may be compared with the first settlements at Sydney, Parramatta and Norfolk Island, all of which were commenced in 1788. Newcastle shares many institutions and public buildings in common with these first settlements.

Newcastle (1801-1803, then 1804-1823) forms one of a group of penal establishments for secondary punishment, including Bathurst (1815 - 1832), Port Macquarie (1821-1830) in New South Wales, and Moreton Bay in Queensland. At Moreton Bay, the settlement commenced at Brisbane Town in 1824, while the agricultural establishment at Eagle Farm opened in 1829. It had a relatively short life and was closed in 1838. A progression can be seen from Newcastle and Bathurst to Port Macquarie and finally Moreton Bay, in order to maintain the isolation of the penal settlements from the expanding free population.

Elsewhere, Norfolk Island was re-opened in 1825 for secondary offenders, while a whole series of institutions were operated in Tasmania, including Macquarie Harbour (1821 - 1833), Maria Island (1825 - 1832), and Port Arthur (1830 - 1877).

The archaeological sites on this Inventory are likely to make a substantial contribution to several archaeological themes, including:

Penal Settlements.

Social and Economic Status, Gender and Ethnicity.

4.25.2 Historical Cadastre.

Lot	Lessee ⁷⁵	Grantee ⁷⁶
		Crown (streets only)

4.25.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing (only sites within streets):

0017
0048
0068
0071
0110
0112
0135
0141
0142
0186
0189
1079
1080
1146

⁷⁵ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁷⁶ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.25.4 Historical sequence of development.

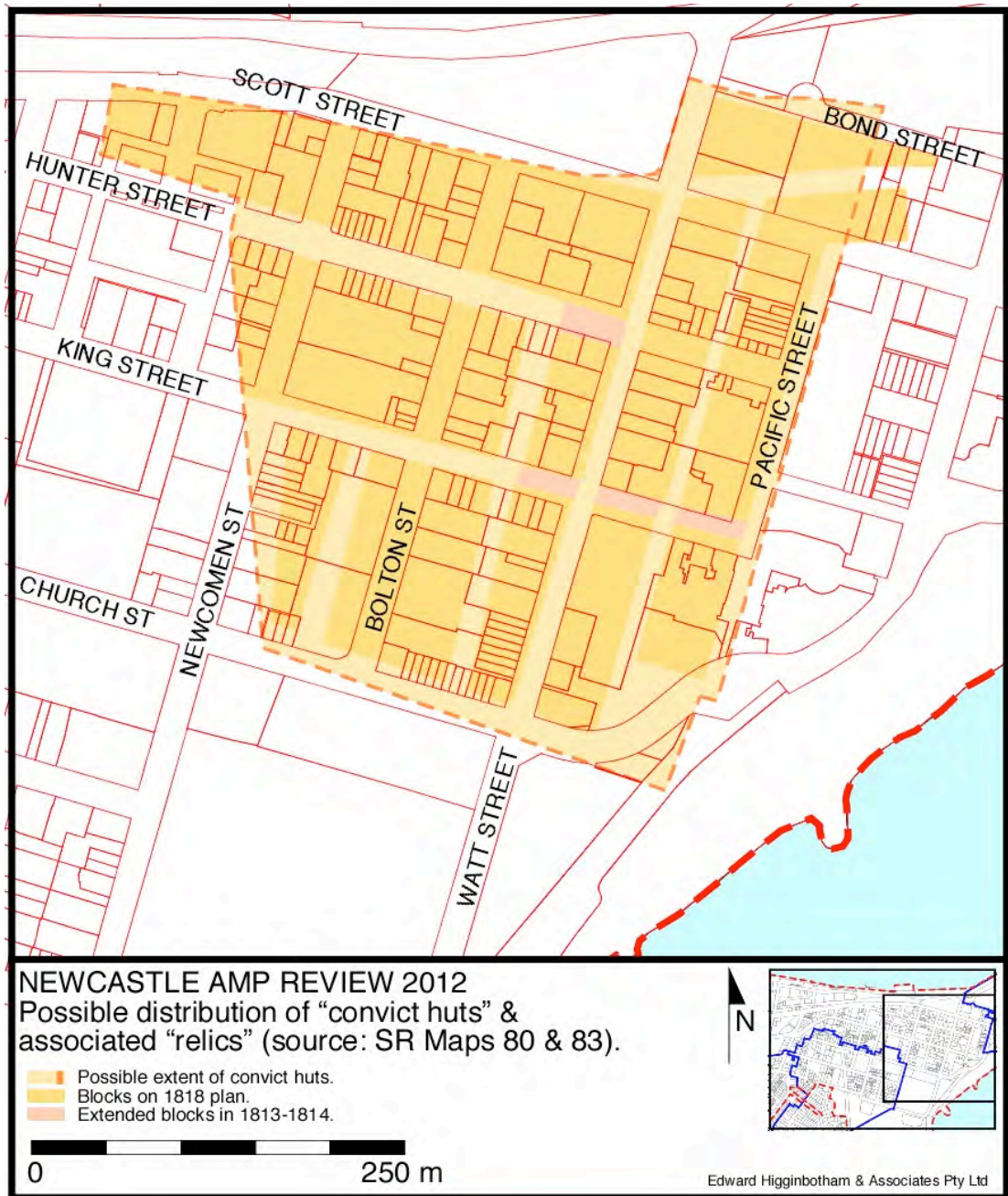


Figure 1. The possible distribution of convict huts and associated relics.

The distribution of convict huts, tents or campsites and associated relics is confined to a part of the Newcastle City Centre. For the distribution of these sites within city blocks, refer to the inventory sheets for each block. This Inventory Item describes their distribution within the street alignments.

Two historical maps have been used to plot the possible distribution of convict huts, tents or campsites in the penal settlement (Figure 1). These are James Meehan's plan of 1818 and H Dangar's plan of 1822 (1818 - SR Map 83; 1822 - SR Map 80). Together with these plans, a number of historical pictures of Newcastle provide

additional information on the layout of the town (see Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 4.7 for additional discussion).

Only one or two cross streets may have been present at an early date, one from the wharf through the Lumber Yard, the other in front of Government House (Elizabeth Street), approximately on the alignment of Church Street. With the building of the church in 1816, additional cross streets (Wellington and Wallis Streets) may have been constructed on the alignments of Hunter and King Streets. For this reason the alignments of Wellington and Wallis Streets may have been the sites of earlier convict huts, tents or camps.

Relics associated with convict accommodation may have a wider distribution. They may not be confined to the convict huts, tents or camps themselves, but may also be found on the convict allotments or in the streets. This type of distribution of relics has already been observed on convict sites in Parramatta.⁷⁷

The plan showing the distribution of convict huts also shows the possible distribution of convict relics to the east of the Lumber Yard (Figure 1). It is noted on the 1818 plan that the Lumber Yard and Sawpits lie in this location.

The evidence for convict huts along the Hunter River foreshore, west of George Street (Watt Street) includes both the 1818 and the 1822 plans, but also the Armstrong plan of 1830, a surveyor's sketch of 1833 and a more accurate Crown plan of 1834 (1830 - Armstrong; 1833 - SB 2. 32; 1834 - N 13. 844). The 1833 sketch describes some of the buildings as 'Huts on Sufferance', indicating they were built unofficially on Crown land, not on town allotments. While a number of interpretations are possible, from a conservative viewpoint, these buildings cannot be ruled out as convict huts.

4.25.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites in this listing are all located under streets and will have been disturbed, but not necessarily destroyed by road and pavement metalling, kerbing and service trenches.

Above ground archaeological sites.

There are no surviving convict huts.

⁷⁷ Edward Higginbotham & Associates Pty Ltd. Report on the archaeological excavations, 134-140 Marsden Street and 45-47 Macquarie Street, Parramatta, NSW. Estate Constructions of Australia Pty Ltd. March 2007.

4.25.6 Heritage and Archaeology.

One heritage and archaeological report has been located for sites in this listing (Insite Heritage Pty Ltd, 2010).

No report is available for the findings of any monitoring programme for this development on King Street and Athcourt Lane.. It is not known whether any convict huts or associated sites and relics were recovered.

4.25.7 References.

Insite Heritage Pty Ltd. Heritage Impact Assessment. Energy Australia Substation Upgrade & Associated Feeder Works, Athcourt Lane and King Streets, Newcastle, NSW. Energy Australia. 2010.

4.26 Inventory Number 2176226. Block bounded by Scott, Wolfe, Hunter and Perkins Streets, including parts of adjacent streets (Scott Street).

4.26.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Town Development, 1820s-1853 (State).

This block is of state significance because it formed part of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. The block developed as a Roman Catholic church and school, with the Presbyterian church and school to the west.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Education - Schools, Colleges and Universities.

Religion and Burial Customs.

4.26.2 Historical Cadastre.

Lot	Lessee ⁷⁸	Grantee ⁷⁹
276 (incorrect number assigned)	Reserved for government purposes	Roman Catholic Church & School
277	Reserved for government purposes	Roman Catholic Church & School
278	Reserved for government purposes	Presbytery
279	Reserved for government purposes	C B Ranclaud and P Flemming
280	Reserved for government purposes	Wesleyan School and Residence.
281		
282		
283		
284		

4.26.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0146
0147
0148
1102
1103

4.26.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 016.

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

⁷⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁷⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out Hunter Street at rightangles to Watt Street, approximately on the former alignment of Wellington Street.

All of the land north of Hunter Street and west of Watt Street was reserved for government purposes and was excluded from the allotments laid out and numbered by Dangar elsewhere in the town (1826 - SR Map 4399).

During the 1830s the land to the east of this block was laid out for allotments. However there was no improvement of this block until the 1840s, when it was laid out as allotments. Allotment 266 and 267 were reserved for the Roman Catholic Chapel and School. The allotments on the north side of the block (Allotments 280-282) were partly located on the Hunter River foreshore, now under Scott Street and the railway (1844 - Town).

By 1846, other allotments had been granted or reserved. They now included Roman Catholic Church, R C School (276), R C Presbytery (277) Presbyterian School and Manse (279) (1846 - City).

By the 1850s, plans show reclamation of the river foreshore and the potential formation of a sea wall or wharfage to the north of the block (1850-7 - AAC; 1853 - Street Alignment). However by this time the block had also been cut through on its northern side by the proposed alignment of Scott Street and the railway. It is likely that the footings of the Roman Catholic and Presbyterian buildings survive under Scott Street (NAMP 1997. Inventory No. 1102, 1103).

Urban Development, 1853 onwards (Local).

The Roman Catholic Church now occupied a truncated property on the eastern half of the block, the Wesleyan School and Manse an even smaller area on the west (1860 - SR Map 10188).

However by the 1870s the whole of the Hunter Street frontage is shown as completely built out and the railway is located both within and north of the current alignment of Scott Street. A small building is shown at the west end of the block on Perkins Street (1874 - SR Plans 1415-1315).

The nature of these buildings is clearly shown by the 1880s. The Roman Catholic and Presbyterian properties have disappeared and have been replaced by the Australian Hotel on the corner of Hunter and Wolfe Street, with a broad variety of retailers and others on the Hunter Street frontage including jewellers, watchmakers, a temporary post office and an oyster shop on the Perkins Street corner. Most of the buildings appear to back onto Scott Street and the railway, with their fronts to Hunter Street (1886 - M&G). Little changed into the 1890s. The Australian Hotel may have

had a cellar, since the 1895-6 maps shows a possible cellar entry (NAMP 1997. Inventory No. 1103).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 016.

1826 - SR Map 4399.
Reserve for Government.

1844 - Town
Allotment numbers. Roman Catholic Chapel, School. Additional allotments shown with numbers.

1846 - City.
Allotment numbers. Roman Catholic Church, R C School, R C Presbytery. Presbyterian School and Manse. Additional allotments shown with numbers.

1848 - City
Earlier allotments rearranged, but not identified.

1850-7 - AAC
Part of a single portion of land on Hunter River foreshore.

1853 - Street Alignment
Roman Catholic allotment and one other allotment, now curtailed for future alignment of Scott Street.

1857 - N 19. 652.
No allotments shown.

1860 - SR Map 10188
Allotment numbers and grantee names. Roman Catholic Church, R C School, Presbytery. Wesleyan School and Manse.

1860 - N 20. 652
Allotment numbers and grantee names. Roman Catholic Church, R C School, Presbytery. Wesleyan School and Manse.

1874 - SR Plans 1415-1315
Shaded to indicate building line and one small building.

1886 - M&G
Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names.

4.26.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive, with the exception of 200-212 Hunter Street, DP 77846.

Above ground archaeological sites.

Buildings, shown on the 1895-1896 map, have not survived.

4.26.6 Heritage and Archaeology.

A number of available heritage and archaeological reports have been located for sites on this block, namely 200-212 Hunter Street, DP 77846.

They include an excavation permit application, a test excavation report and a second test excavation report (Insite Heritage Pty Ltd, 2004 (two reports) and 2005).

4.26.7 References.

Insite Heritage Pty Ltd. 200 Hunter Street Newcastle: section 140 permit application. prepared for Wam Projects Pty Ltd. 2004

Insite Heritage Pty Ltd. 200 - 212 Hunter Street Newcastle: test excavation report / prepared on behalf of Regence Pty Ltd and Legman Pty Ltd. 2004.

Insite Heritage Pty Ltd. Test excavation report 200 Hunter Street Newcastle: section 140 permit application. prepared for Regence Pty Ltd and Legman Pty Ltd. 2005.

4.27 Inventory Number 2176227. Block bounded by Hunter, Wolfe, King and Perkins Streets.

4.27.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Town Development, 1820s-1853 (State).

This block is of state significance, because it was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. The first development on this block took place by the 1840s. Several of the allotments were developed by the 1850s (1853 - Street Alignment).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.27.2 Historical Cadastre.

Lot	Lessee⁸⁰	Grantee⁸¹
135	John Bingle	J L Deane
136	James McClymant [sic - McClymont on SR Map 4398]	J McClymont
137	John Stronack	William Croasdill
138	W B Carlyle	G J Rogers
139		William Rouse

⁸⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁸¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Lot	Lessee⁸⁰	Grantee⁸¹
140	Lawrence Standish Harris [sic]	William Pendray
141		Job Hudson
142		Samuel Lyons
143		Thomas Buxton
144		Henry Usher
145		Simon Kemp
146		R C Rodd

4.27.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0149
0150
0151

4.27.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 016

Town Development, 1820s-1853 (State).

This block was located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out Hunter and King Streets at rightangles to Watt Street, approximately on the former alignments of Wellington and Wallis Streets. Perkins and Wolfe Streets were new streets laid out by Dangar to form the grid patten on the town.

All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block (1826 - SR Map 4399).

This block was slow to develop, with the first building shown in 1844 on Allotment 136 (1844 - Town). By the early 1850s, there were four buildings on the Hunter Street frontage and four buildings on the remainder of the block (Allotments 135 - 137, 141, 142 and 146) (1850-7 - AAC).

Urban Development, 1853 onwards (Local).

Further development took place on this block in the 1850s, with new buildings appearing on Allotments 138, 141, 143 and 146 (1853 - Street Alignment).

By the mid 1880s the block had been substantially infilled with addition development and now formed part of the central business area of the city. Hunter Street was completely developed with retailers, including ironmongers, drapers, mercers, fancy goods and the Rouse Hotel. Behind the Wolfe Street frontage was a photographer, further south several houses and then a timberyard on the corner of King Street. Some houses were located on the King Street frontage and also at the south end of Perkins Street. Further north on Perkins Street were various trades and retailers, including a plate worker and plumber (1886 - M&G). Only minor changes had been made to the building stock by the 1890s (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 016

1826 - SR Map 4399.
Allotment numbers.

1844 - Town
Allotment numbers. Building on Allotment 136.

1846 - City.
Allotment numbers and names of grantees.

1848 - City
Allotments.

1850-7 - AAC
Buildings on allotments 135 - 137, 141, 142 and 146.

1853 - Street Alignment
Buildings on allotments as on 1850-1857 plan. New buildings on Allotments 138, 141, 143 and 146.

1857 - N 19. 652.
Buildings on allotments as on 1853 plan.

1860 - SR Map 10188
Allotment numbers and grantee names.

1860 - N 20. 652
Allotment numbers and grantee names.

1874 - SR Plans 1415-1315
Shaded to indicate building line.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names.

4.27.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All the archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Buildings, shown on the 1895-1896 map, have not survived.

4.27.6 Heritage and Archaeology.

No heritage and archaeological reports have been located for sites on this block.

4.27.7 References.

None available.

4.28 Inventory Number 2176228. Block bounded by Hunter, Perkins, King and Brown Streets.

4.28.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Town Development, 1820s-1853 (State).

No buildings are shown on this block until after 1853.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in the central business area of the city. The Victoria Theatre and the adjacent building to the north, both survive from the 1886. The Victoria Theatre is an important example of a late nineteenth century theatre.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Industry and Manufacturing.

Theatres, Entertainment and Public Recreation.

4.28.2 Historical Cadastre.

Lot	Lessee⁸²	Grantee⁸³
179		Simon Kemp
180		Simon Kemp
181		Simon Kemp
182		Simon Kemp
183		J T Hughes
184		Simon Kemp
185		J T Hughes

⁸² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁸³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Lot	Lessee⁸²	Grantee⁸³
186		Simon Kemp
187		William Croasdill
188	Alexander Warren	Alexander Warren
189		Davies
190	J B Wilkinson [T B Wilkinson on SR Map 4398]	Croasdill

4.28.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0166
0167
0168
0169
0170
0171
0172
1155

4.28.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 016

Town Development, 1820s-1853 (State).

This block was located in the western part of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. Brown Street formed the boundary of the town, adjoining the land grant to the Australian Agricultural Company (AAC) on the west.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out Hunter and King Streets at rightangles to Watt Street, approximately on the former alignments of Wellington and Wallis Streets. Perkins and Brown Streets were new cross streets laid out by Dangar to form the grid patten on the town.

All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block (1826 - SR Map 4399).

This block was slow to develop and no buildings are shown on this block until after 1853.

Urban Development, 1853 onwards (Local).

This block was mostly developed by the 1870s, as indicated by the view of Newcastle in the Illustrated Sydney News for April 1875 (see also 1874 - SR Plans 1415-1315).

One 1880 map only shows the Brown Street frontage with several buildings, including a foundry (1880 - N 5.2137). The nature of the development is more clearly seen by 1886, when the whole of the Hunter Street frontage is taken up by retailers and two hotels, the Paragon Hotel and the Crown and Anchor on the corner of Perkins Street. The Victoria Theatre with the Victoria Theatre Hotel is the most prominent building on Perkins Street. There are other buildings, probably homes, on the southern part of the Perkins Street frontage, also the eastern part of the King Street frontage. F. Ash, Merchants are on the corner of King and Brown Streets, with a warehouse and ironmongers replacing the earlier foundry (1886 - M&G). By the mid 1890s the building stock was largely unchanged, except that the Masonic Hall, probably with retail shops at street level, had been built on the corner of Perkins and King Street (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 016

1826 - SR Map 4399.

Allotment numbers.

1844 - Town

Allotment numbers.

1846 - City.

Allotment numbers and names of grantees.

1848 - City

Allotments.

1850-7 - AAC

Allotments vacant.

1853 - Street Alignment

Allotments vacant.

1857 - N 19. 652.

Allotments vacant.

1860 - SR Map 10188

Allotment numbers and grantee names.

1860 - N 20. 652

Allotment numbers and grantee names.

1874 - SR Plans 1415-1315

Shaded to indicate building line.

1880 - N 5.2137

Only shows Brown Street frontage. Buildings with some names.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names. Victoria Theatre, Masonic Hall. Three hotels on Hunter Street frontage.

1915 - City

Allotment numbers and grantee names.

4.28.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Only a proportion of the archaeological sites on this block are likely to survive, excluding 209 Hunter Street, DP 77286, 134 King Street, Lot 1, DP 798865 and 140 King Street, Lot 1, DP 74979.

Above ground archaeological sites.

The Victoria Theatre is located at 8-10 Perkins Street, Lot 1, DP 1100172, also the building to the south of Theatre Lane at 4-6 Perkins Street, Lot 1, DP 197131. Both these buildings are shown on the 1895-1896 map, and also on the 1886 map (1886 - M&G).

The Crown and Anchor Hotel on Perkins Street is first shown on the 1886 map (1886 - M&G). However the hotel was rebuilt c.1925 (NAMP 1997. Inventory No. 1155).

4.28.6 Heritage and Archaeology.

No heritage and archaeological reports have been located for sites on this block.

4.28.7 References.

None available.

4.29 Inventory Number 2176229. Block bounded by King, Wolfe, Church and Perkins Streets.

4.29.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Railway and Port Infrastructure (State).

Town Development, 1820s-1853 (State).

Parts of this block are of state significance, because they were developed before 1853. The block was located in the western half of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Urban Development, 1853 onwards (Local).

Parts of this block are of local significance, because they are representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located on the edge of the central business area of the city. Most of the buildings are terraced houses and detached cottages, exhibiting a wide range in social and economic standing.

Railway and Port Infrastructure (State).

Ireland's Bond Store is located at 123 King Street, Lot 1, DP 64187. It is of state significance because of its association with the development of port infrastructure in Newcastle and New South Wales.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

The development of port infrastructure in New South Wales (Ireland's Bond Store).

4.29.2 Historical Cadastre.

Lot	Lessee⁸⁴	Grantee⁸⁵
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⁸⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁸⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan

Lot	Lessee ⁸⁴	Grantee ⁸⁵
147	Joshua Thorp	Alexander Brow
148		William Croasdill
149		William Croasdill
150		Henry Usher
151	Reserved for government	Primitive Methodist Residence
152		Edward Davies & Joseph Spears
153		S Wright
154		Edward Davies
155		Isaac Levey
156	John Cobb	J & A Brown
157		A W Scott
158		A W Scott
159		A W Scott
160		A W Scott
161		A W Scott
162		A W Scott

4.29.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0152
0153
0154
0155
0156
0157
0158
0159
0160
0161
0162
0163
0164
0165

4.29.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 016

of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Town Development, 1820s-1853 (State).

This block was located in the western half of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out King and Church Streets at rightangles to Watt Street, approximately on the former alignments of Wallis and Elizabeth Streets. Both Wolfe and Perkins Streets were laid out by Dangar on the new street grid.

All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block (1826 - SR Map 4399).

The first development on this block is shown in the early 1850s on the King Street frontage (Allotments 148-149). By 1853, three other buildings had been built on Allotments 150 and 152 (1853 - Street Alignment).

Urban Development, 1853 onwards (Local).

The block was located on the edge of the central business area of the city.

By the 1870s further development had taken place on this block, as revealed by the view of Newcastle in the Illustrated Sydney News for April 1875. By the mid 1880s a warehouse had replaced the earlier building on Allotments 148-149, while there were a number of trades and an auctioneer on the remaining King Street frontage. Elsewhere on the block was a scatter of residences, some being terraced housing (1886 - M&G).

By the mid 1890s it is clear that a substantial number of the buildings on this block are terraced houses, while others are detached cottages. There is a contrast between the cramped terraces on the Lane off Church Street and the much grander terraces in Noster Place. There is clear social differentiation between the dwellings on this block. The warehouse on the corner of King and Perkins Street is identified as Ireland's Bond Store, indicating its relationship with port facilities (1895-97 - Detail).

Railway and Port Infrastructure (State).

The warehouse on the corner of King and Perkins Street is identified as Ireland's Bond Store, indicating its relationship with port facilities (1886 - M&G; 1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 016

1826 - SR Map 4399.

Allotment numbers. Allotment 151 reserved for government.

1844 - Town

Allotment numbers.

1846 - City.

Allotment numbers and names of grantees.

1848 - City

Allotments.

1850-7 - AAC

Allotments. Building on Allotments 148-149.

1853 - Street Alignment

Allotments with buildings on Allotments 148-149, 150 and 152.

1857 - N 19. 652.

Buildings as shown on 1853 plan, but on Allotments 148-149 the building is depicted as a cruciform shape and at an angle to the street (aligned east-west).

1860 - SR Map 10188

Allotment numbers and grantee names.

1860 - N 20. 652

Allotment numbers and grantee names.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Only shows King Street frontage.

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names. Irelands Bond Store.

1915 - City

Allotment numbers and grantee names.

4.29.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All of the archaeological sites on this block are likely to survive, excluding the southern half of 113 King Street, DP 79018.

Above ground archaeological sites.

There are a large number of buildings surviving on this block, that were shown on the 1895-1896 map. Of particular interest, because of the contrasting evidence they provide for social and economic status are 2 Noster Place, Lot 3, DP 770798, and 1-4 Lee Terrace, Lot 1 and 2, DP 742042 and Lot 1581 and 1582, DP 786734. All of the above mentioned properties are also shown on the 1886 map, together with a number of the other buildings on this block.

Ireland's Bond Store is located at 123 King Street, Lot 1, DP 64187. It is shown on plans from the 1880s onwards (1886 - M&G; 1895-97 - Detail).

4.29.6 Heritage and Archaeology.

No heritage and archaeological reports have been located for sites on this block.

4.29.7 References.

None available.

4.30 Inventory Number 2176230. Block bounded by King, Perkins, Church and Brown Streets.

4.30.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Town Development, 1820s-1853 (State).

Parts of this block are of state significance, because they were developed before 1853. The block was located on the western boundary of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. The first development on this block is shown by the early 1850s.

Urban Development, 1853 onwards (Local).

Parts of this block are of local significance, because they are representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located on the edge of the central business area of the city. Most of the buildings are terraced houses and detached cottages, with various trades and a stables shown on the King Street frontage or northern part of the block.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.30.2 Historical Cadastre.

Lot	Lessee⁸⁶	Grantee⁸⁷
163		J T Hughes
164		R T Furlong
165		R T Furlong
166		H I Pilcher
167		William Croasdill

⁸⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁸⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Lot	Lessee⁸⁶	Grantee⁸⁷
168		Susanna Nash
169		William Croasdill
170		J Mitchell
171		J Mitchell
172		H I Pilcher
173		J Mitchell
174		William Croasdill
175		William Croasdill
176		William Croasdill
177		William Croasdill
178		William Croasdill

4.30.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0173
0174
0175
0176
0177
0178
0179
0180
0181
0182
0183
0184
0185

4.30.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 016

Town Development, 1820s-1853 (State).

This block was located on the western boundary of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out King and Church Streets at rightangles to Watt Street, approximately on the former alignments of

Wallis and Elizabeth Streets. Both Brown and Perkins Streets were laid out by Dangar as cross streets on the new street grid.

All the allotments in the town were numbered in a single running sequence, without recommencing for each section or block (1826 - SR Map 4399).

The first development on this block is shown in the early 1850s with one building on the Perkins Street frontage (Allotment 168) and another building on a lot that straddled Allotments 174-175 (1853 - Street Alignment). The misalignment of this building and allotment suggests two possibilities. There were inaccuracies with Dangar's survey of allotments, possibly as a result of the extreme hill slope of the area, which caused some buildings to encroach onto other allotments or streets. Alternatively the lot was aligned on the slope.

Urban Development, 1853 onwards (Local).

The block was located on the edge of the central business area of the city.

By the 1870s further development had taken place on this block, as revealed by the view of Newcastle in the Illustrated Sydney News for April 1875 (see also 1874 - SR Plans 1415-1315 for building lines). By the mid 1880s buildings, including terraced housing and cottages was spread across the block. Only on the King Street frontage and northern part of the block were there several trades and a long stables building (1886 - M&G). By the mid 1890s there was little additional development of this block.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 016

1826 - SR Map 4399.

Allotment numbers.

1844 - Town

Allotment numbers.

1846 - City.

Allotment numbers and names of grantees.

1848 - City

Allotments.

1850-7 - AAC

Allotments vacant.

1853 - Street Alignment

Allotments. Buildings on Allotments 174-175 and 168.

1857 - N 19. 652.

Buildings as shown on 1853 plan, but incorrectly located.

1860 - SR Map 10188

Allotment numbers and grantee names.

1860 - N 20. 652

Allotment numbers and grantee names.

1874 - SR Plans 1415-1315

Building line.

1880 - N 5.2137

Plan only shows Brown Street frontage.

Various buildings with some business and other names.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names.

4.30.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

None of the archaeological sites on this block are likely to survive.

Above ground archaeological sites.

There are no surviving buildings from the 1895-1896 map or earlier.

4.30.6 Heritage and Archaeology.

There are three heritage and archaeological reports that have been located for sites on this block.

A heritage assessment was completed in 2002 for the Former Central Methodist Mission, 141 King Street (EJE. Heritage, 2002).

An archaeological assessment report was completed in 2006 for retaining walls at 21 Brown Street (Insite Heritage Pty Ltd, 2006).

An archaeological monitoring programme was completed for roadworks in front of 131-147 King Street, Newcastle in 2010. The Newcastle Archaeological Management Plan Review 2013 has not predicted relics within the street at this point. The report indicated that the relics are likely to have been redeposited from the original source and were out of context. The report assessed the finds as having no significance, as follows (Archaeological Management & Consulting Group, 2010:6):

'The material excavated is not significant. It is demonstrably fill deposited during works related to the footpath in King St in the later 19th century or early 20th century. It may have originally been related to the occupation of nearby dwellings and has lost that stratigraphic association. There was no internal intrinsic significance associated with the fills identified. The skeletal remains identified were domestic food waste from standard domesticated animals that were a part of the above discard pattern and are not significant.'

4.30.7 References.

EJE. heritage Assessment. Former Central Methodist Mission, 141 King Street, Newcastle. 2002

Insite Heritage Pty Ltd. Archaeological assessment of the retaining walls 21 Brown Street Newcastle. prepared for Buzzacottwebber Pty Ltd. 2006.

Archaeological Management & Consulting Group. Archaeological monitoring & recording 131-147 King St Newcastle: Archaeological fieldwork report. Prepared for Newcastle City council. 2010.

4.31 Inventory Number 2176231. Block bounded by Church, Shortland Esplanade and Watt Street, including parts of adjacent streets (Church and Watt Streets).

4.31.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was the site of the Government House or Commandant's House for the penal settlement.

Town Development, 1820s-1853 (State).

This block is of state significance because of its continuing association with the Commandant's House. Nonetheless with the closure of the penal settlement and the transfer of command from the military to civil government, the Commandant's House became redundant in the 1820s.

Urban Development, 1853 onwards (Local).

This block is of local significance because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block became a recreation reserve between the growing town and ocean foreshore.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Environmental Modification and Disturbance.

Penal Settlements.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.31.2 Historical Cadastre.

Lot	Lessee ⁸⁸	Grantee ⁸⁹
		Crown

4.31.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0024
0025

4.31.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 017

Penal Settlement, 1801-1821 (State).

Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. Elizabeth Street, now Church Street, marked the boundary between the convict settlement and the domain of the commandant.

The Government House (17) is shown on the 1818 map, with the Government House Flagstaff to the east (12) (1818 - SR Map 83). The house is located in what is now Watt Street and is shown in a similar position on the 1822 map (1822 - SR Map 80). The house was surrounded by an enclosure and gardens.

The residence for the commandant was located on this site from the commencement of the second penal settlement in 1804 ('Settlement of Newcastle near Sydney', by Ferdinand Bauer. State Library of NSW. SBViB/Newc/1800-1809/1). Watt Street (formerly George Street) was the main street of the settlement, providing a direct link between the government wharf and the commandant's house. Captain James Wallis was responsible for many improvements in Newcastle including substantial improvements to Commandant's House by 1818. In 1819 'Governor L Macquarie report the following: 'Commandant's House repaired enlarged and improved'. With the closure of the penal settlement and the transfer of command from the military to civil government, the Commandant's House became redundant in the 1820s.

Town Development, 1820s-1853 (State).

⁸⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁸⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

When he surveyed a new plan for the town between 1822 and 1826, Henry Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located (1826 - SR Map 4399).

This new town layout did not immediately impact on the Commandant's House until the later 1830s. The Armstrong plan provides a detailed outline of the house and outbuildings, labelled 'formerly the Commandant's Residence'. The map also shows the 'Old Flagstaff' and a small building to the north east of the house, towards the 'Surgeon's Residence' (1830 - Armstrong).

The Commandant's House site is crossed through on a sketch map dated to 1835 ('Sketch shewing the Site selected for a Military Barracks at Newcastle...', 10 July 1835. State Records NSW. SB 3 31).

Several maps show that the boundary wall to the north of the Commandant's House ran along the alignment of Church Street (1830 - Armstrong: 1843 - SB 4. 110).

Maps of the 1840s show Watt Street extended through the site of the Commandant's House as far south as Ordnance Street, with the new barracks to the west (1844 - Town).

Urban Development, 1853 onwards (Local).

Some historical maps and sketches incorrectly show the guard house of the Military Barracks either within the road alignment or on the east side of Watt Street (1844 - Town: 1845 - Barracks. SR 4692: 1857 - N 19. 652). The land to the east of Watt Street became a reserve for public recreation and later was named Fletcher Park (1886 - M&G: 1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 017

1818 - SR Map 83
Government House (17) and Flagstaff at Government House (12).

1822 - SR Map 80
Government House.

1826 - SR Map 4399.
'Commandants Residence', building.

1830 - Armstrong
'Formerly The Commandants Residence' with building group. 'Old Flag Staff' and another unidentified building to north-east of house. The overlay of this plan shows

that boundary wall of the government domain ran along the alignment of Church Street.

1843 - SB 4. 110

The boundary wall of the government domain is shown as running along the alignment of Church Street.

1844 - Town

Incorrectly shows Guard House of Barracks to east of Watt Street.

1845 - Barracks. SR 4692.

Incorrectly shows Guard House of Barracks partly in Watt Street.

1857 - N 19. 652.

Incorrectly shows Guard House of Barracks partly in Watt Street.

1860 - SR Map 10188

Allotment numbers and grantee names.

1886 - M&G

Reserve for public recreation.

1895-97 - Detail

Recreation Reserve.

4.31.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The assessment of the archaeological potential for remains of the Commandant's House is made more complex because of the changes that have occurred to the landform within the former Military Barracks on the west side of Watt Street. The land within the Barracks has been quarried to form a level area. Assuming that Fletcher Park preserves its original landform, then Watt Street may have been cut into the original land surface to create a gentle slope from Church to Ordnance Street. This may have caused disturbance of the site of the Commandant's House, but may not have destroyed the archaeological site completely.

Above ground archaeological sites.

The layout of Telford Park still retains features shown on the 1895-6 detail plans.

4.31.6 Heritage and Archaeology.

One heritage and archaeological report has been located for sites on this block. Ann Hardy completed her dissertation on Government House in 2005 (Hardy, A. 2005).

4.31.7 References.

Ann Hardy. Government House, Newcastle. Dissertation for Graduate Diploma, Curtin University of technology. 2005

4.32 Inventory Number 2176232. Block bounded by Church, Watt, Ordnance and Newcomen Streets, including parts of adjacent streets (Church and Newcomen Streets).

4.32.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Harbour Defences (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

This block is of state significance because it was part of the site of the Government House or Commandant's House for the penal settlement. It was also the Government Garden with Stock Sheds and Yards. The Parsonage for the Penal Settlement was located on what became the corner of Church and Newcomen Streets.

The block is also of State significance because it was used for convict period coal mining.

Town Development, 1820s-1853 (State).

This block is of state significance because of its continuing use as the Parsonage. The Military Barracks, built in 1840, housed the garrison, which supervised the convicts within the town.

Harbour Defences (State).

The block is of State significance because it was the site of the Military Barracks, built in 1840, housing the garrison, which supervised the convicts within the town.

Urban Development, 1853 onwards (Local).

This block is of local significance because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The Church Street frontage continued as the site of the Parsonage, the new Court House and the Police Barracks, showing the continuation of government administration.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Environmental Modification and Disturbance.

Penal Settlements.

Defence and Military Establishments.

Town development in New South Wales up to the early 1850s.

Urbanisation and the Nineteenth Century City.

The development of hospitals and health infrastructure in New South Wales.

Maintenance of Law and Order.

Coal Mining in New South Wales, 1801 onwards.

Religion and Burial Customs.

Social and Economic Status, Gender and Ethnicity.

4.32.2 Historical Cadastre.

Lot	Lessee⁹⁰	Grantee⁹¹
		Crown

4.32.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0059
0060
0061
1121
1124
1162

4.32.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 017

Penal Settlement, 1801-1821 (State).

Watt Street (formerly George Street) was the main street of the settlement, running from the government wharf up to the Commandant's residence. Elizabeth Street, now Church Street, marked the boundary between the convict settlement and the government domain.

The Government House or Commandant's House (17) is shown on the 1818 map (1818 - SR Map 83). It is also shown on the 1822 and 1830 maps, but on both of these latter maps, the site of the house partly falls to the west of Watt Street (1822 - SR Map 80: 1830 - Armstrong).

⁹⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁹¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

See Inventory 2176231 for the listing of Government House or the Commandant's House.

To the west of Government House, the 1818 map showed the Government Garden (24) and Stock Sheds and Yards, with their northern boundary within Church Street (25) (1818 - SR Map 83).

By 1822 the block included the Parsonage on the corner of Church and Newcomen Streets, the Government Enclosure and Gardens as well as a Coal Mine directly to the west of the Commandant's House (1822 - SR Map 80).

Town Development, 1820s-1853 (State).

This block lies outside the grid layout of the town, as surveyed by Henry Dangar between 1822 and 1826. Nonetheless Dangar continued to show the Commandant's House and the Parsonage, but also a second 'Coal Pit' in the south-west corner of the block (1826 - SR Map 4399).

By 1830 no further convict coalmining is shown on this block (see below for further notes on coal mining). Armstrong's plan shows the former Commandant's House, the Parsonage and its garden, three paddocks and the Government Garden, within which there is a small building. The parsonage is shown partly within the modern Church Street (1830 - Armstrong).

For the Military Barracks, see Harbour Defences below.

Even though the block was required for Military purposes, the Parsonage continued to be shown on the corner, encroaching onto Church and Newcomen Streets (1843 - SB 4. 110: 1844 - Town: 1845 - Barracks. SR 4692). The Clergyman was still in occupation in 1846 (1846 - City).

Evidence for coal mining.

The Newcastle Archaeological Management Plan 1997 provided the following additional notes on coal mining within this block:

Two convict-dug government coal mine shafts (called here Asylum Shafts Nos. 1 & 2) are known to be in the grounds of James Fletcher Hospital. No. 1 is about 20-25 metres inside the main Watt Street entrance roadway, but has been filled and sealed. Asylum shaft No. 2 is at the SW corner of the hospital grounds, under or close to a tennis court. It is capped but not filled. The shafts connected to horizontal workings at the coal seam below, and to a drainage adit running to the coastal cliffs. (NAMP 1997. Inventory No. 1121).

This No. 1 shaft (near Watt St entrance) was reputedly begun in 1814, and in operation by 1817. (Construction of the first shaft so close to the Commandant's Residence, seems odd) Dates for No. 2 shaft have not been found. Vertical shafts

were dug to reach better quality coal than was accessible to the early cliff adit mines. However, these (and several other) convict-worked government mine shafts were poorly equipped and managed, and did not produce well (NAMP 1997. Inventory No. 1121).

The first shaft, near Watt Street entrance, has been thoroughly filled and capped, and is probably inaccessible. The second shaft at the SW corner of the grounds, was located and opened just 10 years ago [1987?], then resealed. It was in good condition (NAMP 1997. Inventory No. 1121).

Harbour Defences (State).

With the closure of the Penal Settlement, there was still a need for a military garrison to supervise the convict population. A sketch plan of July 1835 showed part of the Glebe that would be taken for the Military Barracks (SG, Sketch Book 3, f 31, f 99). They were built by the Imperial Government in 1840 (1843 - SB 4. 110). A plan by G B White of 1845 showed the positioning of buildings on the site (1845 - Barracks. SR 4692).

The Military Barracks continue to be shown on historical maps (1844 - Town: 1846 - City: 1853 - Street Alignment: 1857 - N 19. 652: 1860 - SR Map 10188: 1860 - N 20. 652: 1886 - M&G). By 1853, the old wall of the government domain in Church Street had been replaced by another wall on the edge of the street alignment (1853 - Street Alignment).

The Barracks were converted into the Police Station after responsible government in 1856. It later became the Hospital for Imbeciles (James Fletcher Hospital) (1895-97 - Detail: 1915 - City).

Urban Development, 1853 onwards (Local).

To the north of the Military Barracks, the Parsonage continued to be shown on historical maps on the Church Street frontage (1860 - SR Map 10188: 1860 - N 20. 652: 1860 - Parsonage). The remainder of the Church Street frontage appears to have remained vacant until the 1870s - 1880s, until new (Police) Barracks were erected on the corner of Watt Street (1886 - M&G). By the mid 1890s the Church Street frontage is fully occupied by the Parsonage, the new Court House (James Barnett, architect, built in 1890-1892) and the Police Barracks (1895-97 - Detail).

The encroachment of the Parsonage onto Church and Newcomen Street was still an issue in 1898 (1898 - Parsonage).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 017

1818 - SR Map 83

'Government Garden', 'Stock Sheds and yards'. Various enclosures and road to Church.

1822 - SR Map 80

'Government Enclosures and gardens', 'Coal Mine', part of 'Government House'.

1826 - SR Map 4399.

'Commandants Residence', building, part and 'Parsonage'. 'Coal Pit'.

1830 - Armstrong

Three 'Paddock[s]'. 'Government Garden' with a small building, 'Garden' and 'Parsonage'.

1843 - SB 4. 110.

Barracks with four buildings. Parsonage with two buildings. Enclosures.

1844 - Town

'Military Barracks' with seven buildings. Parsonage, one building. Guard House incorrectly shown on east side of Watt Street.

1845 - Barracks. SR 4692.

'Military Barracks' with nine buildings. Parsonage, one building. Guard House incorrectly shown partly in Watt Street.

1846 - City

'Military Barracks' with 'Hospital', 'Soldiers Barrack', Officers Barrack', 'Guard House Cells &' and 'New Barrack Wall'. Also 'Required for Barrack purps Occupied by Clergyman' (Parsonage).

1848 - City

Ordnance.

1853 - Street Alignment

Ordnance, with dotted outline of two barracks buildings. Parsonage. 'Stone Wall' of Barracks on Church Street.

1857 - N 19. 652.

Buildings as shown on 1845 plan. Incorrectly shows Guard House of Barracks (three buildings) partly in Watt Street.

1860 - SR Map 10188

'Military Barracks' with 'Hospital', 'Soldiers Barrack', Officers Barrack', 'Guard House Cells &' and 'Parsonage'.

1860 - N 20. 652

'Ordnance' with 'Hospital', 'Soldiers Quarters', 'Officers Quarters', 'Guard House Cells &' and 'Ch of Engd Parsonage'.

1860 - Parsonage
Parsonage and allotment.

1886 - M&G
Only shows northern part of Barracks and buildings, including Officers Quarters, Parsonage and (presumably) Police Buildings.

1895-97 - Detail
On Church Street frontage shows Parsonage, Court House and Police Barracks. Military Barracks now 'Hospital for Imbeciles', with various named buildings.

1898 - Parsonage
Parsonage buildings, encroaching onto Church and Newcomen Streets.

1915 - City
Hospital for Insane, Court House and Police Quarters, with various buildings. Parsonage resumed for 'Reception House for Insane'.

4.32.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The assessment of the archaeological potential for remains of the Commandant's House is made more complex because of the changes that have occurred to the landform within the former Military Barracks on the west side of Watt Street. The land within the Barracks has been quarried to form a level area. Assuming that Fletcher Park preserves its original landform, then Watt Street may have been cut into the original land surface to create a gentle slope from Church to Ordnance Street. This may have caused disturbance of the site of the Commandant's House, but may not have destroyed the archaeological site completely.

The quarrying of the land within the former Barracks suggests that the evidence of convict period coal mining would have been truncated, with no surface infrastructure likely to survive below ground.

The Newcastle Archaeological Management Plan 1997 reported on the infilling of Shaft No. 1, but the capping of Shaft No. 2. It made the recommendation that 'the second shaft offers an excellent chance of one day inspecting and recording the convict mine workings below, workings which to date have been studied only by

written account, mostly second-hand. This shaft must not be filled or built over.' (NAMP 1997. Inventory No. 1121).

The former Police Barracks has been demolished and replaced by a recent Police Station. Below ground archaeological remains of the earlier buildings have been destroyed.

Above ground archaeological sites.

Many of the buildings of the Military Barracks (1840) and the later Hospital for the Insane (James Fletcher Hospital) survive intact. Masonry arches under Newcomen Street may relate to the Barracks (See Newcastle City Council Road Asset (RA) 33).

Part of the Parsonage survived as the core of Kirkwood House, until it was recently demolished. Only a small section of the wall of the Parsonage has been conserved. Other archaeological remains on this site have now been removed.

The Courthouse, built in 1890-1892, still stands. The historical drain from the Barracks may survive beneath this site (See Newcastle City Council Road Asset (RA) 17 for historical drainage). This drain is recorded as Inventory Number 2176287.

4.32.6 Heritage and Archaeology.

Five heritage and archaeological reports have been located for sites on this block.

A conservation plan for the Courthouse was produced in 1998 (Coassociates, 1998).

A conservation plan for the James Fletcher Hospital (former Military Barracks) was produced in 2005 (Department of Commerce, 2005).

Archaeological Management & Consulting Group produced an assessment report for Kirkwood House (former Parsonage) in 2008, together with a report on test-excavation in the same year (Archaeological Management & Consulting Group, 2008 and 2008).

A final report on the archaeological investigation of the parsonage was produced in 2012 (Archaeological Management & Consulting Group, 2012). The report indicated that the core of the original building survived within a later shell and is one of the earliest buildings in Newcastle from the period of the Penal Settlement. Although demolished, parts of the building may survive below ground. A portion of one of the walls still stands on the site: 'The standing wall is the oldest visible built relic of the convict period in Newcastle.'

4.32.7 References.

Coassociates Pty Ltd. Newcastle courthouse cnr. Bolton and Church Streets Newcastle, NSW, 2300: conservation plan. 1998.

Department of Commerce. Conservation management plan for the James Fletcher hospital site. Prepared for Hunter Health. 2005.

Archaeological Management & Consulting Group. Demolition of Kirkwood House. James Fletcher hospital 15 Church St, Newcastle: archaeological assessment documentation supporting exception to s140 of the Heritage Act 1977. Prepared for NSW Dept of Commerce. 2008.

Archaeological Management & Consulting Group. Demolition of Kirkwood House James Fletcher hospital 15 Church St, Newcastle: archaeological test excavation interim report documentation supporting s140 of the Heritage Act 1977 application. Prepared for NSW Dept of Commerce. 2008.

Archaeological Management & Consulting Group. Final archaeological report. Kirkwood House James Fletcher hospital 15 Church St, Newcastle. Prepared for NSW Dept of Commerce. 2012.

4.33 Inventory Number 2176233. Block bounded by Church, Newcomen, Tyrrell and Wolfe Streets.

4.33.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in a residential area of the city, developed from the 1860s onwards.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Education - Schools, Colleges and Universities.

Religion and Burial Customs.

4.33.2 Historical Cadastre.

Lot	Lessee⁹²	Grantee⁹³
		Episcopal Residence
284		P Welsh
285		R Beache
286		M Magney
287		H Morgan
288		George Tully
289		F J Shaw
290		J R Bingle
291		J R Bingle
292		J R Bingle

⁹² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁹³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.33.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.33.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 018

Urban Development, 1853 onwards (Local).

The earliest plan to show that this block was laid out as allotments is dated to 1860. The allotment numbers for this block, namely 284 to 292, followed on from the numerical sequence commenced by Henry Dangar in 1826. The whole of the northern half of the block is an unnumbered allotment labelled 'Episcopal Residence' (1860 - SR Map 10188).

This southern half of this block was mostly developed by the 1870s, as indicated by the view of Newcastle in the Illustrated Sydney News for April 1875. The Grammar School buildings are also shown on the corner of Church and Newcomen Streets, opposite the Parsonage.

The earliest plan to show any development on this block is dated to 1886. It again shows the Grammar School, but also Christ Church Pro-Cathedral at the centre of the Church Street frontage. This church appears to have served as the Pro-Cathedral after the demolition of the original Christ Church in 1880 and before the completion of the existing Cathedral, begun in 1883. Various terraced houses or similar buildings are shown on all of the allotments on the southern half of the block (1886 - M&G). There is little change in the progress of development by the 1890s (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 018

1844 - Town

Vacant and not subdivided.

1846 - City

Vacant and not subdivided.

1848 - City

Vacant and not subdivided.

1857 - N 19. 652.

City blocks shown, but no allotments.

1860 - SR Map 10188

Allotment numbers with names of grantees. 'Episcopal Residence'.

1860 - N 20. 652

Allotment numbers with names of grantees. 'Episcopal Residence'.

1886 - M&G

Buildings with some names. Pro-Cathedral.

1895-97 - Detail

Buildings with some names. Christ Church Pro Cathedral.

1915 - City

Allotment numbers with names of grantees. 'Episcopal Residence'.

4.33.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive, with the exception of parts of 60 Newcomen Street, Lot 1, DP 198891 and 14-20 Tyrrell Street, Lot 1, DP 1117521.

Above ground archaeological sites.

Within the school grounds, the former Christ Church Pro-Cathedral and the original school buildings still stand. A number of the terraced houses shown on the 1886 and 1895-6 maps still stand on Tyrrell Street.

4.33.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.33.7 References.

None available.

4.34 Inventory Number 2176234. Block bounded by Tyrrell, Newcomen, Ordnance and Barker Streets.

4.34.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in a residential area of the city, developed from the 1860s onwards.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.34.2 Historical Cadastre.

Lot	Lessee ⁹⁴	Grantee ⁹⁵
332		William Baker
333		William Baker
334		M W Lewis junior
335		J Baker
336		D Simpson
337		Samuel Holt
338		J B R Robertson
339		J Baker
340		S Bowker
341		J R Bingle
342		J R Bingle
343		J Croft
344		T McCormack
345		T McCormack

⁹⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁹⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.34.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.34.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 018

Urban Development, 1853 onwards (Local).

The earliest plan to show that this block was laid out as allotments is dated to 1860. The allotment numbers for this block, namely 332 to 345, followed on from the numerical sequence commenced by Henry Dangar in 1826 (1860 - SR Map 10188).

This block was mostly developed by the 1870s, as indicated by the view of Newcastle in the Illustrated Sydney News for April 1875.

The earliest plan to show any development on this block is dated to 1886. It shows that all development on this block was residential, mostly terraced housing or larger buildings (1886 - M&G). Only minor infill of the Barker Street frontage had occurred by the 1890s (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 018

1844 - Town

Vacant and not subdivided.

1846 - City

Vacant and not subdivided.

1848 - City

Vacant and not subdivided.

1857 - N 19. 652.

City blocks shown, but no allotments.

1860 - SR Map 10188

Allotment numbers with names of grantees.

1860 - N 20. 652

Allotment numbers with names of grantees.

1886 - M&G

Buildings with some names.

1895-97 - Detail

Buildings with some names.

1915 - City

Allotment numbers with names of grantees.

4.34.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

A number of the houses shown on the 1886 and 1895-6 maps still stand.

4.34.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.34.7 References.

None available.

4.35 Inventory Number 2176235. Block bounded by Tyrrell, Barker, Ordnance and Wolfe Streets.

4.35.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Town Development, 1820s-1853 (State).

Part of this block is of state significance, because it is the location of a second windmill in Newcastle, erected between 1830 and 1833.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in a residential area of the city, developed from the 1860s onwards. The top of this block, with its extensive views, was probably one of the most sought after locations for wealthy residents of Newcastle.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.35.2 Historical Cadastre.

Lot	Lessee⁹⁶	Grantee⁹⁷
318		Ann Henderson
319		Ann Henderson
320		J and J R Bingle
321		J and J R Bingle
322		Ann Henderson
323		J R Bingle
324		Thomas Adam
325		Edward Hely

⁹⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁹⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Lot	Lessee ⁹⁶	Grantee ⁹⁷
326		Thomas Adam
327		William Barker
328		Thomas Johns
329		T McCormack
330		T McCormack
331		T McCormack

4.35.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1206

4.35.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 018

Town Development, 1820s-1853 (State).

The only development on this block prior to the 1860s was a windmill, which is shown on an 1846 map (1846 - City). This map also shows the windmill on Obelisk Hill.

Armstrong's map of 1830 shows the Newcastle settlement in detail. It shows the brick windmill on Obelisk Hill, but not the smaller windmill on this block (1830 - Armstrong).

The Newcastle Archaeological Management Plan 1997 records that the small windmill is also shown on a map dated to 1828 (Map 1828-A), while both windmills are shown more accurately on a map dating to 1840 (Map 1840-A) (NAMP 1997. Inventory No. 1206).

Although noting that the small windmill is shown on the 1828 plan, the Newcastle Archaeological Management Plan 1997 does not date the construction or demolition of this mill. Map 1828-A is identified as Map of the Town of Newcastle (Dangar 1828?), but the Map References description sheet notes that the date of the map is incorrect, since it also shows the Australian Agricultural Company (AAC) 'A' Pit (NAMP 1997. Map 1828-A).

Map 1828-A has not been viewed, but the originals of Dangar's maps of Newcastle have all been researched in State Records NSW. The only Dangar plan that shows both the large and small windmills is a copy by G B White, dated to 6 September 1833 (N3.652. AO Map 4396). The uncertainty of the dating of Map 1828-A is thus resolved. Given that the small windmill does not appear on Armstrong's plan of 1830,

but does appear on G B White's plan of 1833 suggests that it was constructed between 1830 and 1833.

The overlay of historical plans with modern cadastre provides some uncertainty for the precise location of the small windmill. The Newcastle Archaeological Management Plan 1997 suggested it was located on 81-83 Wolfe Street (NAMP 1997. Inventory No. 1206). Plan overlays for the Newcastle Archaeological Management Plan Review suggest the windmill was located on 79-81 Wolfe Street, Lot 324, DP 1083008. It is also possible that the windmill was partly located upon 83-83A Wolfe Street, Lot 1, DP 779535.

Urban Development, 1853 onwards (Local).

The earliest plans to show that this block was laid out as allotments are dated to 1860. The allotment numbers for this block, namely 318 to 331, followed on from the numerical sequence commenced by Henry Dangar in 1826 (1860 - SR Map 10188: 1880 - N 5.2137).

This block was mostly developed by the 1870s, as indicated by the view of Newcastle in the Illustrated Sydney News for April 1875.

The earliest plan to show any development on this block is dated to 1880, but only shows part of the Wolfe Street frontage (1880 - N 5.2137). The 1886 map shows the development on the whole block, including some terraced housing, but also some double fronted houses and the large mansion (Allotments 329-331, granted to T McCormack. Labelled Joseph Wood in 1886 and Jesmond House in 1895-6) on the corner of Barker and Ordnance Streets (1886 - M&G). Only minor additions had occurred by the 1890s (1895-97 - Detail). Apart from the Wolfe and Newcomen Street allotments adjacent to Christ Church grounds, the top of this block, with its extensive views, was probably one of the most sought after locations for wealthy residents of Newcastle.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 018

1844 - Town

Vacant and not subdivided.

1846 - City

Not subdivided. Round symbol, indicating position of windmill.

1848 - City

Vacant and not subdivided.

1857 - N 19. 652.

City blocks shown, but no allotments.

1860 - SR Map 10188

Allotment numbers with names of grantees.

1860 - N 20. 652

Allotment numbers with names of grantees.

1880 - N 5.2137

Only shows Wolfe Street frontage.

Various buildings and some names.

1886 - M&G

Buildings with some names.

1895-97 - Detail

Buildings with some names. Jesmond House.

1915 - City

Allotment numbers with names of grantees.

4.35.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

The overlay of historical plans with modern cadastre provides some uncertainty for the precise location of the small windmill. The Newcastle Archaeological Management Plan 1997 suggested it was located on 81-83 Wolfe Street (NAMP 1997. Inventory No. 1206). Plan overlays for the Newcastle Archaeological Management Plan Review suggest the windmill was located on 79-81 Wolfe Street, Lot 324, DP 1083008. It is also possible that the windmill was partly located upon 83-83A Wolfe Street, Lot 1, DP 779535.

Above ground archaeological sites.

Several of the houses shown on the 1886 and 1895-6 maps still stand.

4.35.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.35.7 References.

None available.

4.36 Inventory Number 2176236. Block bounded by Church, Wolfe, Tyrrell, and Perkins Streets.

4.36.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in a residential area of the city, developed from the 1860s onwards. The block was acquired by the Roman Catholic Church and served as a convent and school.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Religion and Burial Customs.

Education - Schools, Colleges and Universities.

4.36.2 Historical Cadastre.

Lot	Lessee⁹⁸	Grantee⁹⁹
293		George Tully
294		Simon Kemp
295		Simon Kemp
296		Simon Kemp
297		Simon Kemp
298		H T Fleurs
299		Simon Kemp, agent for J P (unclear)
300		H T Fleurs
301		Edward Hely
302		George Tully

⁹⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

⁹⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.36.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.36.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 019

Urban Development, 1853 onwards (Local).

The earliest plans to show that this block was laid out as allotments are dated to 1860. The allotment numbers for this block, namely 293 to 302, followed on from the numerical sequence commenced by Henry Dangar in 1826 (1860 - SR Map 10188: 1880 - N 5.2137).

This block was mostly developed by the 1870s, as indicated by the view of Newcastle in the Illustrated Sydney News for April 1875.

The earliest plan to show any development on this block is dated to 1886. It shows a total of five buildings. The two on the Perkins Street frontage are labelled 'Roman Catholic Schools', while the large building on the Tyrrell Street frontage is named St. Mary's Dominion Convent' (1886 - M&G). Only minor additions had occurred by the 1890s (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 019

1848 - City

Vacant and not subdivided. Reserve for Public Recreation.

1860 - SR Map 10188

Allotment numbers with names of grantees.

1860 - N 20. 652

Allotment numbers with names of grantees.

1880 - N 5.2137

Only shows Tyrrell Street frontage.

Vacant.

1886 - M&G

Buildings with some names.

1895-97 - Detail

Buildings with some names. St Mary's Dominican Convent.

1915 - City

Allotment numbers with names of grantees.

4.36.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block have all been destroyed by recent development.

Above ground archaeological sites.

Several of the houses shown on the 1886 and 1895-6 maps still stand.

4.36.6 Heritage and Archaeology.

There are three available heritage and archaeological reports for this block.

A heritage and archaeological assessment was completed in 1998 (EJE Group, 1998).

A report on an archaeological monitoring programme was completed in 1999 (Cultural Resources Management, 1999).

A further research design was prepared in 2000 (Archaeological Management & Consulting Group, 2000), but no later reports are available.

4.36.7 References.

EJE Group. CEO Site Heritage and archaeological assessment, corner Tyrell, Church, Wolfe and Perkins Streets, Newcastle. For Diocese of Maitland - Newcastle Financial Secretariat. 1998.

Cultural Resources Management. Archaeological report monitoring of excavation, CEO site, Newcastle. Prepared for Diocese of Maitland- Newcastle. 1999.

Archaeological Management & Consulting Group. Archaeological research design :former Catholic Education Office, Newcastle, NSW. Prepared for the Diocese of Maitland-Newcastle. 2000.

4.37 Inventory Number 2176237. Block bounded by Church, Perkins, Tyrrell and Brown Streets.

4.37.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Urban Development, 1853 onwards (Local).

Railway and Port Infrastructure (State).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in a residential area of the city, developed from the 1860s onwards. Part of the block was acquired by the Roman Catholic Church and served as a monastery / presbytery, another part as the Wesleyan Church and parsonage.

Railway and Port Infrastructure (State).

Part of the block is of state significance. A lighthouse and lighthouse keepers cottage were located at 54A Perkins Street, Lot 1041, DP 1109062. The light, erected in 1865, on Perkins Street formed a pair with another light on Brown Street at Tyrrell Street. This navigational aid was part of the major improvements to the Port of Newcastle completed in the last half of the nineteenth century. The sandstone footings of the Perkins Street light survive, as also the cottage. The Brown Street light survives intact. The group forms a very rare type of navigational beacon in Australia.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Religion and Burial Customs.

The development of port infrastructure in New South Wales.

4.37.2 Historical Cadastre.

Lot	Lessee ¹⁰⁰	Grantee ¹⁰¹
303		A A P Tighe
304		A A P Tighe
305		Wesleyan Church
306		Roman Catholic School House.
307		Roman Catholic Presbytery
308		A A P Tighe

4.37.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1156

4.37.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 019

Urban Development, 1853 onwards (Local).

The earliest plans to show that this block was laid out as allotments are dated to 1860. The allotment numbers for this block, namely 303 to 308, followed on from the numerical sequence commenced by Henry Dangar in 1826 (1860 - SR Map 10188: 1880 - N 5.2137).

This block was mostly developed by the 1870s, as indicated by the view of Newcastle in the Illustrated Sydney News for April 1875.

The earliest plan to show any development on this block is dated to 1880. It shows only the Brown Street frontage of the block (1880 - N 5.2137). A clearer view of the development of the block is revealed in 1886. The northern half of the block is taken up by three buildings, belonging to the Roman Catholic Church or Roman Catholic Brothers. The southern part of the block has three buildings, one labelled Wesleyan Parsonage, the other at the Tyrrell Street end of the block is labelled Wesleyan Church. Between these two church properties on the Perkins Street frontage is a lighthouse and Lighthouse Keeper's Cottage (1886 - M&G). Only minor changes had occurred by the 1890s. The Roman Catholic Brothers was now the Presbytery. The

¹⁰⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁰¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

outbuilding for the Wesleyan Church had been extended and another outbuilding added (1895-97 - Detail).

Railway and Port Infrastructure (State).

The 1886 plan shows a Lighthouse and Lighthouse Keeper's Cottage on the Perkins Street frontage (1886 - M&G). By the 1890s the light is labelled as 'Beacon Fixed Light (1895-97 - Detail). The light was erected in 1865 as part of harbour improvements.

The Newcastle Archaeological Management Plan 1997 provides more detail on this beacon. The light on Perkins Street formed a matching pair with the one that still stands on Brown Street at Tyrrell Street. The Perkins Street light was red, with a white painted tower. The one on Brown Street had a white light and a red painted tower. They were aligned to assist shipping enter Newcastle Harbour (NAMP 1997. Inventory No. 1156).

Newcastle Archaeological Management Plan 1997 mistakenly places the light on church property (54 Perkins Street). The large sandstone platform for the light is still visible in the front garden of what was the Lighthouse Keeper's Cottage, a two storey building at 54A Perkins Street, Lot 1041, DP 1109062. The property has access to both Perkins and Brown Streets, which would allow the lighthouse keeper convenient access to the Brown Street light. There is also a flight of steps on Brown Street to allow the lighthouse keeper to cross the street.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 019

1848 - City

Vacant and not subdivided. Reserve for Public Recreation.

1860 - SR Map 10188

Allotment numbers with names of grantees. Roman Catholic Presbytery and School House. Wesleyan Church.

1860 - N 20. 652

Allotment numbers with names of grantees. Roman Catholic Presbytery and School House. Wesleyan Church. Fairway Lead Light - navigational beacon.

1880 - N 5.2137

Only shows Brown Street (The Terrace) frontage.
Various buildings.

1886 - M&G

Buildings with some names.

1895-97 - Detail

Buildings with some names. Roman Catholic Presbytery and Roman Catholic Church Wesleyan Parsonage and Church. (Navigational) 'Beacon Fixed Light'.

1915 - City

Allotment numbers with names of grantees.

4.37.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Several of the buildings shown on the 1886 and 1895-6 maps still stand. These include the Roman Catholic Church, but not the associated presbytery. The Lighthouse Keeper's Cottage still stands, together with the sandstone footings of the Perkins Street Light (54A Perkins Street, Lot 1041, DP 1109062). The Wesleyan Parsonage still stands, but not the church.

4.37.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.37.7 References.

None available.

4.38 Inventory Number 2176238. Block bounded by Tyrrell, Wolfe, Pit and Brown Streets.

4.38.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in a residential area of the city, developed from the 1860s onwards. Part of the block was retained by government for a National School. This and other adjacent allotments were resumed for water supply purposes.

The semi-underground reservoirs are comparable with a number of examples in Sydney. Reservoir No. 1 was constructed between 1881 and 1888, contemporary with the Upper Nepean Scheme in Sydney. Reservoirs Nos 1 and 2 are of State significance (Hunter Water S170 Register).

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Urbanisation and the Nineteenth Century City.
- Social and Economic Status, Gender and Ethnicity.
- Education - Schools, Colleges and Universities.
- Public Utilities and Services - Water Supply.

4.38.2 Historical Cadastre.

Lot	Lessee¹⁰²	Grantee¹⁰³
309		E McPherson
310		J B R Robertson
311		E McPherson
312		R W Vivers
313		Simon Kemp
314		R W Vivers

¹⁰² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁰³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Lot	Lessee ¹⁰²	Grantee ¹⁰³
315		Simon Kemp
316		H W Tomkins (crossed through)
317		Matthew Teasdale
318		H W Tomkins
346		National School
347		National School

4.38.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1158

4.38.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 019

Urban Development, 1853 onwards (Local).

The earliest plans to show that this block was laid out as allotments are dated to 1860. The allotment numbers for this block, namely 309 to 318, then 346 and 347, followed on from the numerical sequence commenced by Henry Dangar in 1826 (1860 - SR Map 10188: 1880 - N 5.2137).

This block was mostly developed by the 1870s, as indicated by the view of Newcastle in the Illustrated Sydney News for April 1875.

The earliest plan to show any development on this block is dated to 1880. It only shows the Tyrrell and Wolfe Street frontages of the block, on which there are several buildings. The Old Public School is shown on the corner of Tyrrell and Brown Streets, on Allotments 346 and 347 (1880 - N 5.2137).

A clearer view of the development of the block is revealed in 1886. The Old Public School is shown again and there is additional housing on the corner of Tyrrell Street towards Wolfe Street (1886 - M&G). All of these buildings are houses, some with buildings and stables at the rear.

Few changes had occurred in terms of the housing and school by the 1890s. The Detail Series map more clearly shows that many of the buildings are terraced houses, some located behind the frontage with laneway access, usually a clear indication of lesser socio-economic status. The 1895-6 plan is the first to show the reservoir on Brown Street (1895-97 - Detail).

The Newcastle Archaeological Management Plan 1997 reveals further details on the two reservoirs on this block. Reservoir No. 1, a semi-underground reservoir with valve house was built between 1881 and 1888 as the first in Newcastle. The small reservoir on Obelisk Hill was built around the same time to service higher areas of Newcastle, whereas the Brown Street Reservoir served other areas by gravity feed. Reservoir No. 2 on Tyrrell Street, another underground reservoir, was built in 1918, after the demolition of the public school. Reservoir No. 1 received water from the Walka Pumping Station at Maitland, while Reservoir No. 2 is associated with water supply from the Chichester Dam (NAMP 1997. Inventory No. 1158; Section 170 Register for Hunter Water).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 019

1848 - City

Vacant and not subdivided. Reserve for Public Recreation.

1860 - SR Map 10188

Allotment numbers with names of grantees. National School.

1860 - N 20. 652

Allotment numbers with names of grantees. National School.

1880 - N 5.2137

Various buildings. 'Old Public School'.

1886 - M&G

Buildings with some names.

1895-97 - Detail

Buildings with some names. Reservoir on Brown Street.

1915 - City

Allotment numbers with names of grantees.

4.38.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Several of the buildings shown on the 1886 and 1895-6 maps still stand. They include Reservoirs Nos 1 and 2, with their valve houses (1881-1888 and 1918).

4.38.6 Heritage and Archaeology.

There is one available heritage and archaeological report for this block.

See the Hunter Water s170 Register, Newcastle Reservoirs Site for Reservoirs Nos 1 and 2.

4.38.7 References.

Hunter Water s170 Register, Newcastle Reservoirs Site.

4.39 Inventory Number 2176239. Block bounded by Pit and Ordnance Streets and The Terrace (King Edward Park), together with adjacent coastline.

4.39.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Railway and Port Infrastructure (State).

Harbour Defences (State).

Penal Settlement, 1801-1821 (State).

The archaeological sites of the coal mine and windmill within King Edward Park and the baths at Bogey Hole are of State significance because they relate to the penal settlement at Newcastle. The coal mine is one of a group at Newcastle which are associated with government production and convict labour. The windmill is one of two constructed at Newcastle to provide flour for the convict settlement and later town.

The Bogey Hole was constructed by convict labour as a bathing place for James Thomas Morisset, Commandant from 1818 to 1823. Morisset was keen on sea bathing. The bathing place has some parallels with similar bathing facilities at penal settlements, for example the Officers' Bath, Quality Row, Norfolk Island.

Town Development, 1820s-1853 (State).

The archaeological site of the windmill is of state significance, since it continued in production until the 1840s, providing flour for the town, until superseded by more modern steam powered mills.

Urban Development, 1853 onwards (Local).

King Edward Park is of local significance and is typical of urban parks and recreation areas in regional towns and cities of New South Wales.

The underground circular water supply reservoir on Obelisk Hill, constructed in 1885, is of state significance, though only surviving in part, and is comparable with similar underground reservoirs built for the Upper Nepean Scheme in Sydney.

Railway and Port Infrastructure (State).

The Obelisk on Obelisk Hill, built in 1850, is of state significance, because it is an early instance of harbour improvements at Newcastle, predating the major

improvement scheme designed by E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch, in the second half of the nineteenth century.

Harbour Defences (State).

The Shepherds Hill Fortifications are of state significance for the integrated role they played in the defence of Newcastle from the 1890s to the 1940s. Shepherds Hill was closely linked to Fort Scratchley and also with Fort Wallis at Stockton.

The military positions to the east of Obelisk Hill require further research before assessing significance.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Penal Settlements.

Defence and Military Establishments.

Town development in New South Wales up to the early 1850s.

Public Utilities and Services - Water Supply.

Urbanisation and the Nineteenth Century City.

Industry and Manufacturing.

Coal Mining in New South Wales, 1801 onwards.

Social and Economic Status, Gender and Ethnicity.

4.39.2 Historical Cadastre.

Lot	Lessee ¹⁰⁴	Grantee ¹⁰⁵
		Crown

4.39.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0123
0124
0125
1122
1126
1157
1195
1232

¹⁰⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁰⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.39.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 020.

Penal Settlement, 1801-1821 (State).

Three archaeological sites belonging to the penal settlement are located within King Edward Park. They comprise a coal mine, the government windmill and the Bogey Hole.

The Newcastle Archaeological Management Plan 1997 records the following information on the coal mine shafts within King Edward Park.

'Small-scale vertical coal mine shaft, since sealed with a concrete cap and buried. Connected underground to horizontal shafts radiating out through the coal seam below. Said to have operated with a manual windlass, but without powered machinery. Two Mines Subsidence Board maps show the shaft at the western end of the bowling club grounds, under what is now a defunct bowling green. Another (less precise) MSB map, and Map 1840-B, show the shaft near the south-east corner of the club grounds.'

'Sealed shaft and associated seam workings must survive underground, somewhere within the Bowling Club grounds. This shaft possibly connects to the Asylum Shafts nearby.' (see SHI 2176232).

'One of several small-scale vertical shaft coal mines operated with poor results by convict labour under government direction in the early part of 19th century, before A.A. Coy. was granted the (near) monopoly on coal mining in the district. Map 1822-B (drawn c1935) shows this shaft south of the Government Enclosure & Gardens (later Barracks). Map 1828-A (date dubious) shows this shaft, but not the supposedly earlier Asylum Pits. Map 1840-B shows this as 'Old Pit' (i.e. probably defunct).'

'Shaft sealed and not visible. Shaft probably located under a defunct bowling green (now car park) at western end of the Bowling Club grounds. Shaft possibly located under an active green at the east end of the club grounds, but that is less likely.' (NAMP 1997. Inventory No. 1122).

The Newcastle Archaeological Management Plan 1997 indicates that the mine shaft represents convict mining under government direction, rather than later works by the Australian Agricultural Company (AAC). Although some of the sources used by the Newcastle Archaeological Management Plan 1997 have not been viewed, the labelling of the mine as 'Old Govt. Pit stopt up' on Armstrong's map of 1830 confirms

that it was a government mine and that it was disused by 1830 (1830 - Armstrong). The former mine shaft is also shown on later plans (1846 - City).

An 'Old Govt' Water Pit is also shown on Armstrong's plan. It was located at the base of the slope to the south of the mine shaft. The purpose of this feature is unclear. It could have been used for water supply, but was more likely associated with coal mining, perhaps drainage (1830 - Armstrong).

A stone built government windmill was completed on Obelisk Hill in 1820. The mill was demolished in 1847, but had served as a navigational beacon. A sandstone obelisk was constructed in 1850 to continue to serve as a marker for shipping. The original mill comprised a windmill and adjacent miller's cottage and store (NAMP 1997. Inventory No. 1195). The miller's cottage is shown to the south of the windmill in a Panorama of Newcastle, 1821, by Edward Charles Close (State Library of NSW. PXD 576). The windmill continues to be shown on maps up to the 1850s, even though it has been demolished in 1847 (1853 - Darby).

The Bogey Hole was excavated into a rock platform on the coast by convict labour between 1815 and 1818, on the orders of James Thomas Morisset, Commandant from 1818 to 1823. Morisset was keen on sea bathing. The rock hewn baths were extended in the 1880s.

Town Development, 1820s-1853 (State).

The windmill was demolished in 1847. After protest at the loss of this navigation aid, an obelisk was erected in 1850 to serve this purpose.

The 1846 plan of Newcastle shows the whole area as 'Reserved for Extension of Newcastle and Public Recreation' (1846 - City).

Urban Development, 1853 onwards (Local).

King Edward Park continued as a Reserve for Public Recreation. It was rededicated on 10 March 1894 (1915 - City).

An underground circular water supply reservoir was built on Obelisk Hill in 1885, receiving piped water from the Walka Pumping Station at Maitland. The reservoir was destroyed when a gas explosion caused the collapse of the roof in 1985 (NAMP 1997. Inventory No. 1157).

Railway and Port Infrastructure (State).

The windmill was demolished in 1847. After protest at the loss of this navigation aid, an obelisk was erected in 1850 to serve this purpose.

Harbour Defences (State).

The reserve at Shepherds Hill was dedicated for Defence Purposes on 10 March 1894 (1915 - City).

The Newcastle Archaeological Management Plan 1997 provides an outline description of the fortifications (NAMP 1997. Inventory No. 1126). The State Heritage Register listing includes a more detailed history and description (SHR 01806 - Shepherds Hill Defence Group Military Installations).

The Shepherds Hill Defence Group comprises two 8 inch disappearing gun emplacements (1890s), the second located south of Cliff Street, a cottage (1890s) and observation post complex (WW II). The No 1 searchlight, tunnel and engine room (WWII) are located outside the study area.

The Newcastle Archaeological Management Plan 1997 records military facilities directly to the east of Obelisk Hill, noting them as gun, searchlight, generator and observation post positions (NAMP 1997. Inventory No. 1232).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 020.

1830 - Armstrong.
'Brick Windmill'. 'Old Government Pit', coal mine.

1844 - Town
'Mill'.

1846 - City.
'Large Mill' and 'Coal Pit'. 'Reserved for Extension of Newcastle and Public Recreation'.

1848 - City.
'Windmill'.

1850-7 - AAC
Old alignment of The Terrace and boundary of Australian Agricultural Company Boundary.

1853 - Darby
Old alignment of The Terrace and boundary of Australian Agricultural Company Boundary.
'Windmill.'

1857 - N 19. 652.
Old alignment of The Terrace and boundary of Australian Agricultural Company Boundary.
'Mill'.

1858 - King Edward Park
Reserves.

1860 - SR Map 10188
Reserve for Public Recreation.
Two obelisks in reserve.

1860 - N 20. 652
Reserve for Public Recreation.
Obelisk.
Reserve for Military Purposes at Shepherds Hill.

1880 - N 5.2137
Recreation Reserve.

1895-97 - Detail
Recreation Reserve,
Military reserve.
Bowling Green and Tennis Court.

1915 - City
Obelisk.
Service Reservoir.
Bowling Green and Tennis Court.
Dedicated for Public Recreation.
Dedicated for Defence Purposes.
Bogey Hole.

4.39.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The condition of various archaeological sites is described in the Newcastle Archaeological Management Plan 1997. The coal mine is located beneath the disused bowling green and tennis courts. The shaft has been capped but is no longer visible. The coal mine may be related to the water pit also shown on the Armstrong plan of 1830. In addition the Newcastle Archaeological Management Plan 1997 has not taken into account the possibility of surface infrastructure that may survive below ground. For this reason the area of this listing is expanded to take in the Bowling Green as well as the site of the water pit at the base of the hill, but above the cliff line (NAMP 1997. Inventory Nos. 0124, 1122).

The Newcastle Archaeological Management Plan 1997 suggests that the site of the windmill, miller's cottage and store has only suffered only minor disturbance, in spite of the later construction of a reservoir and adjacent quarrying (NAMP 1997. Inventory Nos. 0123).

Above ground archaeological sites.

Several of the sites within King Edward Park still survive above ground, including the Bogey Hole (1815-1818, extended 1880s) and the Obelisk (1850). The underground reservoir on Obelisk Hill survives only as a ruin, with most of the structure filled in and grassed over (NAMP 1997. Inventory No. 1157).

The Shepherds Hill Defence Group comprises two 8 inch disappearing gun emplacements (1890s), one surviving in good condition with out its gun, the second located south of Cliff Street and partly demolished. The cottage (1890s) survives intact, while the observation post complex (WW II) survives as a reinforced concrete shell.

The military facilities directly to the east of Obelisk Hill survive only as concrete footings, though further research is required.

4.39.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.39.7 References.

None available.

4.40 Inventory Number 2176240. Block bounded by Cliff Street, The Terrace and High Street, together with adjacent coastline, including parts of adjacent streets (High Street).

4.40.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

The Australian Agricultural Company, 1830 onwards (State).

Urban Development, 1853 onwards (Local).

Harbour Defences (State).

The Australian Agricultural Company, 1830 onwards (State).

The mine workings on this block are of state significance because they relate to the mid to late nineteenth century workings of the Australian Agricultural Company (AAC). The Australian Agricultural Company (AAC) played a prominent role in the development of coal mining in New South Wales from the 1820s onwards.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in a residential area of the city, developed from the 1890s onwards. Part of High Street was used for water supply purposes. Further research is needed to determine the sequence of reservoirs on this site.

Harbour Defences (State).

The Shepherds Hill Fortifications are of state significance for the integrated role they played in the defence of Newcastle from the 1890s to the 1940s. Shepherds Hill was closely linked to Fort Scratchley and also with Fort Wallis at Stockton.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Defence and Military Establishments.

Public Utilities and Services - Water Supply.

Urbanisation and the Nineteenth Century City.

The Australian Agricultural Company.

Coal Mining in New South Wales, 1801 onwards.

Social and Economic Status, Gender and Ethnicity.

4.40.2 Historical Cadastre.

Lot	Lessee ¹⁰⁶	Grantee ¹⁰⁷
268A		Australian Agricultural Company
		Crown

4.40.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1163
1203

4.40.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 020.

The Australian Agricultural Company, 1830 onwards (State).

The Newcastle Archaeological Management Plan 1997 identifies mine adits or tunnels in the cliff face. Although belonging to the Australian Agricultural Company (AAC) workings, the 1997 study offers only a broad date range for the coal mining evidence (NAMP 1997. Inventory No. 1203) (1915 - City).

Urban Development, 1853 onwards (Local).

The first plan to show any development of this block is dated to 1895-6. Although a number of houses for wealthy citizens had been built on the Terrace and High Street frontages by the 1870s, only a single house had been built on the Cliff Street frontage by 1895-6 (1895-97 - Detail).

This plan also shows a reservoir within the High Street alignment, but south of Cliff Street. It is unclear whether this item is an underground reservoir (NAMP 1997. Inventory No. 1163). A high level reservoir on a steel girder tower was erected on this site, possibly at a later date. There is a smaller circle shown on the 1915 plan, labelled 'High Level Water Tank' (1915 - City). Further research is needed to determine the sequence of reservoirs on this site.

Harbour Defences (State).

¹⁰⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁰⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

The Shepherds Hill Defence Group comprises two 8 inch disappearing gun emplacements (1890s), the second being located south of the allotments facing Cliff Street on this block.

The State Heritage Register listing includes a detailed history and description (SHR 01806 - Shepherds Hill Defence Group Military Installations). The two 8 inch disappearing gun emplacements were constructed in the 1890s. (see main listing in SHI 2176239).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 020.

1895-97 - Detail

Building on allotment.

Reservoir in High Street.

1915 - City

'High Level Water Tank'

'Mouth of Mine Tunnel' in cliff.

4.40.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The condition of the various adits in the cliff face could not be ascertained.

The High Level Water Tank has been removed and the area laid out as a car park. The condition or presence of below ground remains is unclear.

Above ground archaeological sites.

On the cliff edge, a concrete structure of the Shepherds Hill Defence Group survives partly intact, though it cannot be clearly identified as an 8 inch disappearing gun emplacement (1890s).

4.40.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.40.7 References.

None available.

4.41 Inventory Number 2176241. Land bounded by Shortland Esplanade and the adjacent coastline, including parts of adjacent streets (Shortland Esplanade).

4.41.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

Parts of this area are of state significance because they relate to coal mining by government using convict labour. The coal mines form part of a group at Newcastle which are associated with government production and convict labour.

Urban Development, 1853 onwards (Local).

The development of the foreshore at Newcastle for public baths is typical of the major coastal towns and cities of New South Wales in the late nineteenth and early twentieth centuries. The Soldiers' Baths near Fort Scratchley are a particularly early example of a public ocean bathing pool built in NSW (as distinct from harbour pools or small private bathing holes). Although the public baths and pools are heritage items, they are not considered to possess scientific (archaeological) significance.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Penal Settlements.

Urbanisation and the Nineteenth Century City.

Coal Mining in New South Wales, 1801 onwards.

Social and Economic Status, Gender and Ethnicity.

Theatres, Entertainment and Public Recreation.

4.41.2 Historical Cadastre.

Lot	Lessee¹⁰⁸	Grantee¹⁰⁹
		Crown

¹⁰⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁰⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.41.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1117
1123
1212
1215

4.41.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 021

Penal Settlement, 1801-1821 (State).

The Newcastle Archaeological Management Plan 1997 recorded an adit or drain in the cliff face above Shortland Esplanade, just to the south of the alignment of Church Street (NAMP 1997. Inventory No. 1117).

'The adit (horizontal shaft) is visible as an ovoid hole in cliffs at South Newcastle Beach. The adit heads west towards James Fletcher Hospital or Church St, and possibly connects with a known vertical shaft near Church I Watt St intersection (1127 [now SHI 2176287]). The tunnel is hand-hewn into the cliff rock, and looks about 1.5 metres tall x about 0.5 metres wide at top, and about 0.75 metres wide at the bottom. The cliff around the opening is cracked, and fenced off due to falling stones. Water trickles out.'

'Reputedly, the first vertical mine shaft was sunk at James Fletcher Hospital in c1814-17 (Item 1121 [now SHI 2176232]), and had an adit out to the cliffs for gravity drainage (Item 1123 [now SHI 2176241]). Other convict-era vertical shafts dug later, may also have had drainage adits. Later, old mine adits were used as drains for stormwater and for sewage, and some new tunnels were dug solely for stormwater. Judging by its location, this adit was probably dug as a stormwater drain, connected to vertical shaft Item 1127 [now SHI 2176287].' (NAMP 1997. Inventory No. 1117).

More recent information suggests this adit is connected with the Church Street Drain (see SHI 2176287 for listing).

The Newcastle Archaeological Management Plan 1997 records a second adit, not located, which would have drained to the cliffs just above sea level near the alignment of Ordnance Street (NAMP 1997. Inventory No. 1123).

'This adit (or drift) was a horizontal shaft which started near the bottom of the first vertical 'Asylum Shaft' (1121 [now SHI 2176232]), and ran E or SE to emerge just above sea level in cliffs near 'the ladies beach'. The adit mouth is not yet definitely located. This adit No. 1123 [now SHI 2176241] would be similar to adit 1117 [now

also SHI 2176241] near South Newcastle Beach, but is unlikely to be the same adit. It is likely that adit 1123 [now SHI 2176241] is located further south and closer to sea level, and probably now covered by Shortland Esplanade roadworks.'

'The government's first vertical mineshaft (Item 1121 [now SHI 2176232]) was dug c1817, and worked by convicts to 1831. This adit drained water from the mine by gravity, without pumps. When the mine went deeper, water was hauled up by bucket and tipped into the adit. This adit was reputedly an old cliff-face mine re-used for drainage. Branagan says it is more likely that the adit was dug specifically to drain the vertical shaft [no item reference provided] The shaft and adit were said to be later used for disposal of night soil.' (NAMP 1997. Inventory No. 1123).

The Newcastle Archaeological Management Plan 1997 records a general area for coal mining activity in the cliff face between Telford Street in the north and Church Street in the south. The listing relies on the 1816 sketch map of Newcastle ('Part of the Hunter's River (or Coal River)', survey by Lieutenant Jeffries, March 1816. Source. Coal River Working Party), rather than on any physical evidence at the location (NAMP 1997. Inventory No. 1212).

It is suggested that the 1816 sketch plan is insufficiently accurate to determine the coal mines are to the north of Church Street. It is preferable to combine the available historical and archaeological evidence which shows coal mining at the James Fletcher Hospital site and south of Ordnance Street, with adits in the cliff face (see SHI 2176232 and 2176239).

All the coal mine workings described above belong to the period of government coal mining up to the 1820s.

Town Development, 1820s-1853 (State).

The area between Shortland Esplanade and the ocean foreshore was described as an area for public recreation by 1848 (1848 - City).

Urban Development, 1853 onwards (Local).

Various plans of the late nineteenth and early twentieth century reveal the areas set aside for public baths and recreation (1860 - N 20. 652; 1893 - Reserves; 1905 - Reserves; 1915 - City). None of these items is considered to possess any scientific (archaeological) significance

The Newcastle Archaeological Management Plan 1997 provides additional detail on the baths to the east of Fort Scratchley (NAMP 1997. Inventory No. 1215).

'Ocean-front bathing pool, formed by a man-made stone sea-wall enclosing a natural depression in the rocks.'

'Some remnants of the 1882 man-made stone wall said to be visible at low tide, and other parts buried under sand and rubble. Probably also some evidence of manual excavation into the natural rock.'

'The pool was constructed by the Newcastle Borough Council in 1882, as a public bathing place. It was officially called 'Newcastle Public Baths', but became known as 'Soldiers Baths' because soldiers from nearby Fort Scratchley frequently used it. This was reputedly the first public ocean bathing pool built in NSW (as distinct from harbour pools or small private bathing holes). By 1900 storms had damaged and partly filled the pool. There are now other facilities nearby, and it is little used.' (NAMP 1997. Inventory No. 1215).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 021

1848 - City

Reserve for Public Recreation.

1860 - N 20. 652.

Dedication of baths in ocean at Flagstaff in 1883.

1893 - Reserves

Proposed for Dedication as Public Baths.

1905 - Reserves

Places Dedicated for Public Baths in 1893.

Site for Public Baths, dedicated in 1883 - Soldiers Baths at Flagstaff Hill.

1915 - City

Reserved for Public Recreation.

4.41.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The Newcastle Archaeological Management Plan 1997 indicated that extensive below ground coal mine workings are likely to survive, even though mine shafts have been backfilled or capped (NAMP 1997. Inventory No. 1117, 1123).

Above ground archaeological sites.

The reserves for public baths and recreation are potential heritage items, but are not considered to possess any scientific (archaeological) significance.

4.41.6 Heritage and Archaeology.

There are no heritage and archaeological reports available for this block.

4.41.7 References.

None available.

4.42 Inventory Number 2176242. Block bounded by Hunter, Brown, King and Crown Streets.

4.42.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in the central business area of the city, with a bank, hotel, several retailers, the store of a major merchant and storekeeper (J. Ireland), as well as terraced housing.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.42.2 Historical Cadastre.

Lot	Lessee¹¹⁰	Grantee¹¹¹
268A		Australian Agricultural Company

4.42.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1152

4.42.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 022

¹¹⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹¹¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest development on this block was therefore in the 1850s with the 'Bank of Australasia' shown on the corner of Hunter and Crown Streets. The bank appears to have been built between 1853 and 1857 on the basis of available mapping (1850-7 - AAC; 1853 - Darby; 1853 - Street Alignment; 1857 - AAC Proposed Improvements; 1857 - Rail SR Map 6236).

By the mid 1870s the block appears to have been heavily developed (Illustrated Sydney News, April 1875, supplement). By this time a new 'Bank of Australasia' building had been erected on the corner of Hunter and Brown Streets. The old bank building appears to have been replaced by a series of buildings on the Crown and King Street frontages (1874 - SR Plans 1415-1315).

The nature of development on the block is more clearly visible on an 1880 street alignment plan. It shows the bank building on Hunter and Brown Streets, but also terraced housing (labelled 'Ireland') on both the Crown and King Street frontages. A detached building (labelled 'Gilbert') is located on the corner of Brown and King Streets (1880 - N 5.2137).

The 1886 map reveals the use of many of the buildings on the block. Adjacent to the Bank of Australasia were stables and a saddler. Along the Hunter Street frontage were various retailers and the Oxford Hotel. On the Crown Street frontage was J. Ireland, his store, but also produce, merchant and grocery store. On the southern part of the Crown Street frontage and on King Street J. Ireland also possessed a number of terraced houses. Gilbert, watchmaker, was on the corner of Brown and King Streets (1886 - M&G).

Only minor changes had occurred by the 1890s (1893 - Jones; 1895-97 - Detail).

The Newcastle Archaeological Management Plan 1997 records that the Oxford Hotel was rebuilt in c.1925. The cellar of the older hotel may survive below ground (NAMP 1997. Inventory No. 1152).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 022

1830 - Armstrong
Vacant.

1844 - Town
Vacant.
Mine tramway in adjacent Crown Street (see Inventory Number 2176248).

1846 - City.
Vacant.

1848 - City
Vacant.

1850-7 - AAC
'Bank of Australasia', building on Hunter Street frontage.

1853 - Darby
Allotments vacant.

1853 - Street Alignment
Allotments vacant.

1857 - AAC Proposed Improvements.
'Bank of Australasia', with two buildings.

1857 - Rail SR Map 6236
'Bank of Australasia', with three buildings.

1857 - N 19. 652.
Block outline with building (Bank of Australasia).

1874 - SR Plans 1415-1315
Shaded to indicate building line. Also new 'Bank of Australasia' building on corner of Hunter and Brown Streets. Old bank building, partly shown on corner of Hunter and Crown Streets.

1880 - N 5.2137
Various buildings with some names.

1886 - M&G
Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance
Various buildings with some business and other names.

1895-97 - Detail
Various buildings with some business and other names. Bank of Australasia and Oxford Hotel.

1915 - City
No information. Part of Australian Agricultural Company Grant.

4.42.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Site survey indicates that all the archaeological sites on this block are likely to survive to various degrees.

Above ground archaeological sites.

A number of buildings shown on the 1895-6 maps still survive, namely Ireland's Terraced houses on 166-176 King Street and 5 Crown Street, Lots 1 to 5, DP 263453.

The Oxford Hotel was demolished and rebuilt c.1925. The Bank of Australasia building has also been replaced since 1895.

4.42.6 Heritage and Archaeology.

There is one heritage and archaeological report available for this block. It is a heritage assessment of the Lucky Country Hotel, formerly the Oxford Hotel at 237 Hunter Street, Lot 1, DP 331728 (Department of Commerce, 2008).

4.42.7 References.

Department of Commerce. Heritage Assessment and Statement of heritage Impact, Lucky Country Hotel. 2008

4.43 Inventory Number 2176243. Block bounded by King, Brown, Church and King Streets.

4.43.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

The Australian Agricultural Company, 1830 onwards (State).

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Railway and Port Infrastructure (State).

The Australian Agricultural Company, 1830 onwards (State).

The workings of the Australian Agricultural Company on this block are of state significance. They include the 'A' Pit and its associated works, as well as the inclined tramway from the 'A' Pit down the slope via Crown Street to a wharf near the alignment of Brown Street. The Australian Agricultural Company played an important role in the development of coal mining in New South Wales. The 'A' Pit in particular, with its inclined tramway, was the first commercially operated mine, the first use of mine tramways and also the first use of steam power in mining in the state.

Town Development, 1820s-1853 (State).

The property on the corner of Brown and Church Street is of state significance, because it was developed prior to 1853. The building may be associated with the Australian Agricultural Company.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located partly in the central business area of the city (King Street frontage), but also in a residential area of the city, developed from the 1850s onwards (Church Street frontage).

Railway and Port Infrastructure (State).

Further research is required to assess the significance of navigational beacon, located on this block, in relation to the development of the Port of Newcastle.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Environmental Modification and Disturbance.

- The development of port infrastructure in New South Wales.

- The Australian Agricultural Company.

- Urbanisation and the Nineteenth Century City.

Coal Mining in New South Wales, 1801 onwards.
Theatres, Entertainment and Public Recreation.
Religion and Burial Customs.
Social and Economic Status, Gender and Ethnicity.
Education - Schools, Colleges and Universities.

4.43.2 Historical Cadastre.

Lot	Lessee ¹¹²	Grantee ¹¹³
268A		Australian Agricultural Company

4.43.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0187
1026
1027
1151

4.43.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 022

The Australian Agricultural Company, 1830 onwards (State).

The Australian Agricultural Company was established in 1824. It was granted 2,000 acres immediately west of the town of Newcastle. On 17 January 1827, James Henderson, the AA Company colliery superintendent arrived at Newcastle. At first, the AA Company was to take over the government mines, but the poor quality of the coal in the 'Dirty Seam', previously exploited by government meant this plan was unsuccessful.

The first AA Company shaft was cut into The Hill in 1831. The shaft was 9 feet in diameter and was described by Turner as being near Brown and Church Streets. An inclined plane connected it to the harbour. In 1832 total tonnage of 7,000 tons of coal was produced, but output climbed thereafter.

The AA Company used two steam engines at the mine, the first to be used for mining in Australia as well as casting some metal components, which may have been the

¹¹² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹¹³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

first time this work was done in Australia. It set up a small engineering workshop at the eastern end of its grant. The return of Mines, Mills and Manufactories shows that one steam engine was in use from 1838, but it was not until 1841 that two steam engines were in use.

Coal was raised by a steam engine and sent by an inclined plane to the harbour, where the AA Company had a small wharf at the end of Brown Street. The inclined plane crossed Hunter Street at Crown Street.

The Newcastle Archaeological Management Plan 1997 provides further descriptive detail of the Australian Agricultural Company (AAC) (NAMP 1997. Inventory No. 1026).

'[The] 'A' Pit had a vertical shaft about 3m diameter, dug in the hillside north of Church St. At top was a timber headframe, with brick or stone buildings for the winding engine (probably south of the shaft) and boiler house and chimney (probably east). The buildings would have been on firm level ground cut out of the hillside, with spoil built up to form a larger but less firm working platform around them. A timber inclined gravity tramway took wagons of coal down to ships moored opposite Crown St.'

'After long negotiation, the agreement with A.A. Coy was signed July 1828. The 'A' Pit site was selected and work begun in 1829, and the mine was in commercial production by 1831. It typically produced 20,000 - 40,000 tons per year, until closed c1841. The 'A' Pit was much better equipped and managed than the earlier primitive government mines, and was sufficiently profitable to prompt A.A. Coy. (and later rivals) to set up further pits and railways, and to develop the NSW coal industry.'

'Mine closed and sealed more than a century ago. Surface works demolished. Area partly built over by houses and a navigation tower, but still largely driveways, yards, or undeveloped open space. Topography appears to still reflect mine influence.'

'Underground workings and shaft(s) would survive. Footings of the boiler/engine house, chimney, headframe & tramway might survive. Hillside has spoil, clinker and coal, probably from the mine. Rumoured to be a bricked-up shaft in one house basement.' (NAMP 1997. Inventory No. 1026).

The Newcastle Archaeological Management Plan 1997 provides further descriptive detail of the inclined tramway (NAMP 1997. Inventory No. 1027).

'The inclined tramway was a sloping track mounted partly on a timber trestle, and partly on an earth embankment. It started near the 'A' Pit shaft, on a hill just north of Church Street, and ran down to a wharf just west of Brown Street. An 1833 sketch shows a near-horizontal trestle. Map 1828-A (date doubtful) shows the upper third of

the tramway on an earth embankment. Full wagons descended by gravity. Empty wagons may have been pulled back up by horse, or by the descending wagons.'

'The inclined tramway was part of the A.A. Coy. 'A' Pit, Australia's first commercial coal mine, which was started in 1829, and operated from 1831 until c1841. It was a short gravity-powered wagon track, not a tramway or railway in the normal sense. The main record of the Incline is a sketch of the 'A' Pit, drawn 1833 by J.C. White. After the mine closed, the tramway was removed, but its route is still indicated (approximately) by Crown Street.

'Very slim chance of timber stumps, masonry footings or rock cutting being found on the hill between Church St and Hunter St, which might indicate the exact location of the incline, and the associated 'A' shaft.' (NAMP 1997. Inventory No. 1027).

The 'A' Pit and No. 7 Borehole are shown on Armstrong's map of 1830. The Borehole was a test pit to determine the depth and quality of the coals seams, several being dug by the Australian Agricultural Company (1830 - Armstrong). The line of the inclined tramway is shown on a plan dated to 1844, confirming its course between the 'A' Pit and the wharf along Crown Street (1844 - Town).

A map dated to 1846 shows the later development of the tramway system and also the position of the 'A' Pit. The plan is not accurate enough for the precise location of these items (1846 - City). (See SHI 2176248 for the later development of the mine tramways and railways).

The Australian Agricultural Company plan of 1850-1857 shows the original tramway and 'A' Pit. By this date four buildings are shown on the block (1850-7 - AAC).

Town Development, 1820s-1853 (State).

The Newcastle Archaeological Management Plan 1997 suggests that the building on the corner of Brown and Church Streets is related to the development of the 'A' Pit or the Australian Agricultural Company, reasoning that its skew alignment to the later allotments indicated an early building (NAMP 1997. Inventory No. 1151). The maps available to this study suggest that this building was built by 1853. Further research is required, but the building has been demolished and the site is believed to be mostly destroyed and therefore not subject to further archaeological investigation.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block was therefore in the 1850s with three buildings shown Church Street frontage by 1853 (1853 - Darby). The street alignment map of 1853 shows only one of these buildings nearest to Brown Street (1853 - Street Alignment). The 1850-1857 plan shows four buildings on the King,

Brown and Church Street frontages, but leaves out the earlier buildings further west on Church Street (1850-7 - AAC). Another 1857 plan shows the above buildings, but also one other on Church Street near the old 'A' Pit (1857 - N 19. 652).

By the mid 1870s the block appears to have been heavily developed except for the former site of the 'A' Pit (Illustrated Sydney News, April 1875, supplement). Another plan of 1874 shows the development of the eastern part of the King and Brown Street frontages in outline, but also reveals the platform edge of the earlier 'A' Pit and the slope to King Street (1874 - SR Plans 1415-1315).

The nature of development on the block is more clearly visible on an 1880 street alignment plan. It shows the eastern part of the King Street frontage fully developed with the Primitive Methodist Church on the corner of Brown Street. On the Brown Street frontage it shows the Congregational Church and another building to the north. The southern half of the frontage is vacant. Four buildings are shown on the western half of the Church Street frontage. Some buildings may not be shown, if they were not located on the street frontages (1880 - N 5.2137).

The 1886 map reveals the use of many of the buildings on the block. Commencing on the King Street frontage opposite Crown Street, there are terraced houses, premises occupied by J Ireland, importer, premises occupied by R. Hall, then on the corner of Brown Street the Primitive Methodist Church. Further south on Brown Street is a small school building, the Congregational Church, the Congregational parsonage set back from the frontage, with two small buildings, residences, on the frontage. On the Church Street frontage there are two residences and a stables set back from the frontage, two conjoined buildings on the frontage and then at the west end of Church Street are a group of six residences and outbuildings, two of the residences set back. The old 'A' Pit site is vacant (1886 - M&G).

Several changes had occurred by the 1890s. J Irelands Hay and Chaff Stores occupied the King Street frontage and adjacent Crown Street. Further east on King Street, the previous J Ireland, importer, building was now the YMCA Hall. It is interesting to note that the Congregational Parsonage and the two small cottages on the Brown Street frontage actually faced north, down the slope and not towards the Brown Street frontage. Furthermore this was also the case with the two houses on the eastern part of the Church Street frontage, and the two cottages behind the frontage at the western end of Church street. The former platform associated with the 'A' Pit was now used as tennis courts. The plan is annotated for the later construction of a leading light (navigational beacon, which still stands on the slope below the former 'A' Pit platform (1893 - Jones; 1895-97 - Detail).

Railway and Port Infrastructure (State).

The 1895-1896 plan is annotated for the later construction of a leading light (navigational beacon), which still stands on the slope below the former 'A' Pit

platform (1893 - Jones; 1895-97 - Detail). Further research is required to assess the significance of this item in relation to the development of the Port of Newcastle.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 022

1830 - Armstrong

'The Company's Present Pit'. Also No 7 Borehole'.

1844 - Town

Line of inclined tramway in Crown Street.

Vacant.

1846 - City.

'Pit'

Australian Agricultural Company's Railroads.

Note that these items are only sketched in and not shown in their precise locations.

1848 - City

Vacant.

1850-7 - AAC

A Pit and tramways. Four buildings on Brown and Church Street frontages.

1853 - Darby

Three buildings shown on Church Street frontage.

1853 - Street Alignment

Building shown on corner of Brown and Church Streets. Tramways beside King Street.

1857 - AAC Proposed Improvements.

Vacant. Tramways beside King Street.

1857 - N 19. 652.

Five buildings, combining the buildings shown on 1850-57 and both 1853 maps.

1874 - SR Plans 1415-1315

Shaded to indicate building line. Also showing steep slope down to King Street and Australian Agricultural Company's railway.

1880 - N 5.2137

Only shows King (east of Crown), Brown and Church Street frontages.

Various buildings with some names.

1886 - M&G

Various buildings with business names and names of owners or occupiers.
Australian Agricultural Company's railway.

1893 - Jones, Fire Insurance

Only shows Crown and King Street frontages, the latter only to the east of Crown Street.
Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names. YMCA Hall. Primitive Methodist Church. School. Congregational Church and Parsonage. 'Proposed Light Tower', pencilled in at a later date. Tennis Courts on level area, possible previously the pithead for A Pit.

1915 - City

No information. Part of Australian Agricultural Company Grant.

4.43.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Site survey indicates that all the archaeological sites on this block are likely to survive to various degrees.

The Newcastle Archaeological Management Plan 1997 indicates that archaeological remains associated with the 'A' Pit and the inclined tramway are likely to survive below ground (NAMP 1997. Inventory No. 1026 and 1027).

'Mine closed and sealed more than a century ago. Surface works demolished. Area partly built over by houses and a navigation tower, but still largely driveways, yards, or undeveloped open space. Topography appears to still reflect mine influence.'

'Underground workings and shaft(s) would survive. Footings of the boiler / engine house, chimney, headframe & tramway might survive. Hillside has spoil, clinker and coal, probably from the mine. Rumoured to be a bricked-up shaft in one house basement.' (NAMP 1997. Inventory No. 1026).

The recognition of a levelled area or platform associated with the 'A' Pit workings was recognised by the previous study and is reaffirmed by this review. A number of timber Federation style two storey houses have been built on part of the site.

In general the hill slope on this block has resulted in recent development being terraced into the slope. Where the natural slope is extreme, new development appears to have destroyed previous archaeological sites, particularly at 102 to 108A Church Street, Lot 2, DP 23095, Lots A and B, DP 394868 and Lot 5, DP 23095.

Note that the site of J Irelands Hay and Chaff Stores may have survived as a below ground archaeological site. The terracing into the hill slope is likely to predate the construction of the stores at 185 King Street, Lot 1011, DP 577948.

Above ground archaeological sites.

Buildings shown on the 1895-6 maps survive on the western part of the Church Street frontage and also on King Street. They include 112 Church Street, Lot 311, DP 790335 (possibly a later building), 116 to 122 Church Street, Lot 1, DP 737671, Lots 5-7, DP 1077117, Lot 1, 743324 and Lot 2, DP 207736 and the four terraced houses at 175-181 King Street, DP 14054.

The leading light (navigational beacon) stands on 108B Church Street, Lot 1, DP 531497.

4.43.6 Heritage and Archaeology.

There are no heritage and archaeological reports available for this block.

4.43.7 References.

None available.

4.44 Inventory Number 2176244. Block bounded by Hunter, Crown, King and Darby Streets, including parts of adjacent streets (Crown and King Streets).

4.44.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

The Australian Agricultural Company, 1830 onwards (State).

Urban Development, 1853 onwards (Local).

The Australian Agricultural Company, 1830 onwards (State).

For the Australian Agricultural Company mine tramways and railways, see SHI 2176248.

By the 1850s, the mine railway may have been constructed across the eastern allotments in this block.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located on the Hunter and Darby Street extension of the business area of the city and was developed from the 1870s onwards.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.44.2 Historical Cadastre.

Lot	Lessee¹¹⁴	Grantee¹¹⁵
268A		Australian Agricultural Company

¹¹⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹¹⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.44.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0191
0192

4.44.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 022

The Australian Agricultural Company, 1830 onwards (State).

For the Australian Agricultural Company mine tramways and railways, see SHI 2176248.

By the 1850s, the mine railway may have been constructed across the eastern allotments in this block. With the construction of the new bridge across Hunter Street in 1865, the bridge was repositioned to the west of the original low level bridge, so that the mine railway then further encroached onto the block (1850-7 - AAC; 1853 - Darby; 1853 - Street Alignment; 1857 - AAC Proposed Improvements; 1857 - N 19. 652; 1874 - SR Plans 1415-1315, and later maps).

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block appears to have been by the 1870s (Illustrated Sydney News, April 1875, Supplement). The outline of development on the Hunter and Darby Street frontages is shown in 1874 (1874 - SR Plans 1415-1315).

The extent of development is more clearly shown in 1886. Directly to the west of the Hunter Street Bridge were a number of retailers and a machinery sales shop (?). West of these was a timber merchants and timber yard. On the corner of Hunter and Darby Streets were a number of premises for trades and retailers, a refreshment rooms and on the corner itself, the Tattersall's Hotel. The remainder of the block is shown as vacant (1886 - M&G).

The full extent of the timber yard is shown by 1893 (1893 - Jones, Fire Insurance). It may have encroached onto the later alignment of King Street. Only minor changes had occurred by 1895-6 (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 022

1844 - Town

Vacant.

Tramway in Crown Street (see Inventory Number 2176248).

1846 - City.

Vacant.

1848 - City

Vacant.

1850-7 - AAC

Australian Agricultural Company tramways. Otherwise vacant.

1853 - Darby

Australian Agricultural Company tramways. Otherwise vacant.

1853 - Street Alignment

Tramways in Crown Street.

1857 - AAC Proposed Improvements.

Vacant. Tramways in King and Crown Streets.

1857 - N 19. 652.

Australian Agricultural Company tramways. Otherwise vacant.

1874 - SR Plans 1415-1315

Buildings on Darby and Hunter Street frontages. Australian Agricultural Company's railway on part of block and in King and Crown Streets.

1880 - N 5.2137

Vacant.

Retaining wall of railway, with building in Crown Street.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

Australian Agricultural Company's railway.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

Australian Agricultural Company's railway.

1895-97 - Detail

Various buildings with some business and other names. Timber Yard. Australian Agricultural Company's railway.

1915 - City

No information. Part of Australian Agricultural Company Grant.

Australian Agricultural Company's railway.

4.44.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive with minor disturbance.

Above ground archaeological sites.

Of the buildings shown on the 1895-6 maps, none now survives.

4.44.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.44.7 References.

None available.

4.45 Inventory Number 2176245. Block bounded by Church, Brown, Tyrrell and Darby Streets, including parts of adjacent streets (Brown and Tyrrell Streets).

4.45.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

The Australian Agricultural Company, 1830 onwards (State).

Urban Development, 1853 onwards (Local).

The Australian Agricultural Company, 1830 onwards (State).

For the Australian Agricultural Company mine tramways and railways, see SHI 2176248.

By the 1840s, a mine railway may have been constructed across the western allotments in this block. An engine shed was located on the corner of Darby and Tyrrell Streets, and was part of the mine railway.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located within a residential area of the city and was developed from the 1850s onwards.

Railway and Port Infrastructure (State).

The lighthouse or Beacon on the corner of Brown and Tyrrell Streets is of state significance. The light, erected in 1865, formed a pair with another light on Perkins Street. This navigational aid was part of the major improvements to the Port of Newcastle completed in the last half of the nineteenth century. The two beacons, together with the Lighthouse Keepers Cottage on Perkins Street, form a very rare type of navigational beacon in Australia.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Religion and Burial Customs.

Social and Economic Status, Gender and Ethnicity.

The development of port infrastructure in New South Wales.

4.45.2 Historical Cadastre.

Lot	Lessee ¹¹⁶	Grantee ¹¹⁷
268A		Australian Agricultural Company

4.45.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1149
1150

4.45.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 023

The Australian Agricultural Company, 1830 onwards (State).

For the Australian Agricultural Company mine tramways and railways, see SHI 2176248.

By the 1840s, a mine railway had been constructed across the western allotments in this block. The railway is not accurately shown on the 1846 plan, but some later plans show the route more accurately (1846 - City.; 1850-7 - AAC; 1895-97 - Detail).

The 1880 street alignment plan shows an engine shed on the corner of Darby and Tyrrell Streets, belonging to the Australian Agricultural Company. The building was connected to the mine railway by a branch line (1880 - N 5.2137; 1895-97 - Detail) (See SHI 2176248).

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block appears to have been by the 1850s, when three buildings are shown on the upper slopes of this block (1850-7 - AAC). The Darby plan of 1853 shows two buildings on the Church Street frontage, but these buildings are not shown on other contemporary or later plans (1853 - Darby). The three buildings shown on the 1850-7 plan are also shown on the 1857 plan, together with another building on the Tyrrell Street frontage.

¹¹⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹¹⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

More extensive development is revealed by the 1870s (Illustrated Sydney News, April 1875, Supplement). The street alignment map of 1880 only shows those buildings close to the street frontages. Nonetheless it now shows five buildings on the Tyrrell Street frontage and another six buildings on the west side of McCormack Street. It also shows an engine shed on the corner of Darby and Tyrrell Streets, belonging to the Australian Agricultural Company, and a Baptist Church just west of McCormack Street (1880 - N 5.2137).

The extent of development is more clearly shown in 1886. There are a number of large houses and mansions with outbuildings, set back from the Church Street frontage. Smaller cottages and terraced houses face Tyrrell Street and also the west side of McCormack street. The Baptist Church is on the corner of Tyrrell and McCormack Streets (1886 - M&G) Only minor changes had occurred by 1895-6 (1895-97 - Detail).

Railway and Port Infrastructure (State).

A Lighthouse or beacon was erected on the corner of Brown and Tyrrell Streets in 1865. It is shown in a panorama of Newcastle in 1875 (Illustrated Sydney News, April 1875, Supplement). By the 1890s the light is labelled as 'Beacon Fixed Light (1895-97 - Detail).

The Newcastle Archaeological Management Plan 1997 provides more detail on this beacons. The light on Perkins Street formed a matching pair with the one that still stands on Brown Street at Tyrrell Street. The Perkins Street light was red, with a white painted tower. The one on Brown Street had a white light and a red painted tower. They were aligned to assist shipping enter Newcastle Harbour (NAMP 1997. Inventory No. 1156).

The Lighthouse Keeper's Cottage had access to both Perkins and Brown Streets, which would allow the lighthouse keeper convenient access to the Brown Street light. There is also a flight of steps on Brown Street to allow the lighthouse keeper to cross the street.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 023

1846 - City.

Vacant except for Australian Agricultural Company tramways. The plan does not accurately locate these railways.

1850-7 - AAC

Australian Agricultural Company tramways. Three buildings.

1853 - Darby

Australian Agricultural Company tramways. Two buildings.

1853 - Street Alignment
Tramways in Crown Street.

1857 - N 19. 652.
Australian Agricultural Company tramways. Five buildings.

1880 - N 5.2137
Only shows buildings on street frontages, not those behind the frontage.

1886 - M&G
Various buildings with business names and names of owners or occupiers.

1895-97 - Detail
Various buildings with some business and other names. Australian Agricultural Company's railways.

1915 - City
No information. Part of Australian Agricultural Company Grant.
Australian Agricultural Company's railway.

4.45.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive with varying levels of disturbance.

Above ground archaeological sites.

A small number of the buildings shown on the 1895-6 map still stand. These include the larger houses at 47 to 51 Church Street, Lot 1, DP 1042487, Lot 1, DP 819070 and Lot 11, DP 634172. The Beacon or Lighthouse at the corner of Brown and Tyrrell Streets still stands in the road reserve.

4.45.6 Heritage and Archaeology.

There are four available heritage and archaeological reports for this block. The earliest is an archaeological assessment report on 2 McCormack Street, completed in 1995 (Bairstow, 1995).

The second is an archaeological recording prepared for 20 McCormack Street in 1998 (Godden Mackay, 1998).

More recently an archaeological assessment report and permit application was completed in 2005 for electricity cable routes along Brown and Tyrrell Streets adjacent to this block. No heritage items were located that would be impacted by the development adjacent to this block (Nexus Archaeology & Heritage, 2005 and 2005).

4.45.7 References.

Damaris Bairstow. 2 McCormack Street, Newcastle: historical archaeology assessment. 1995.

Godden Mackay. 20 McCormack Street, Newcastle: archaeological recording. prepared for Buldev Pty Ltd and the Heritage Council of NSW. 1998.

Nexus Archaeology & Heritage. An investigation of the historical archaeology of the trench route - 11kV feeder cable from the Newcastle City main substation, Tyrrell Street, Newcastle. prepared for Enerserv. 2005.

Nexus Archaeology & Heritage. Research design for excavation permit - 11kV feeder cable route, Newcastle CBD. prepared for Enerserv. 2005.

4.46 Inventory Number 2176246. Block bounded by Tyrrell and Brown Streets, The Terrace, Mosbri Crescent, Kitchener Parade, Swan, Queen and Darby Streets, including parts of adjacent streets (Swan Street).

4.46.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

The Australian Agricultural Company, 1830 onwards (State).

Urban Development, 1853 onwards (Local).

The Australian Agricultural Company, 1830 onwards (State).

The workings of the Australian Agricultural Company on this block are of state significance. While both the B and C Pits were further south, this block was not only crossed by the mine railways (see SHI 2176248), but also possessed other mine infrastructure, including some of the miners cottages, or 'Colliers Village', paddocks, enclosures and dams.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located on the fringes of residential development of the city, in an area that still had a significant mining emphasis. The earliest urban development on this block appears to have been by the 1880s.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

The Australian Agricultural Company.

Urbanisation and the Nineteenth Century City.

Coal Mining in New South Wales, 1801 onwards.

Social and Economic Status, Gender and Ethnicity.

Education - Schools, Colleges and Universities.

4.46.2 Historical Cadastre.

Lot	Lessee¹¹⁸	Grantee¹¹⁹
268A		Australian Agricultural Company

¹¹⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹¹⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.46.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1028
1029
1177

4.46.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 023

The Australian Agricultural Company, 1830 onwards (State).

In 1837 the Australian Agricultural Company sank the B Pit near what was then known as the old Pit Row, with the first coal produced from it in 1841. The C Pit was sunk by the Company in 1843, near to High Street.

The Newcastle Archaeological Management Plan 1997 provides further notes on the B and C Pits, included below, even though these two sites are outside the study area:

'The A.A. Coy's 'B' Pit was centred on a shaft at about No. 15 (or possibly No. 13 or 17) Brooks Street, but would also have had a boiler house, engine / winding house, headframe, coal loading bins, and railway tracks over a wider area around the shaft. 'B' Pit is outside the area for the Archaeological Management Plan, but should be noted. Note also the AA Coy. conventional railway from 'B' Pit to the harbour. The line was later extended to 'C' Pit and 'Sea Pit.'

'The mine shaft (and perhaps a separate ventilation shaft) must still exist, even if filled. There may be evidence of footings from the boiler house, engine house etc., in private yards or in Brooks Street itself.' (NAMP 1997. Inventory No. 1028)

'C' Pit would have had a main shaft with timber headframe, a boiler house and winding engine house, and possibly a second shaft for ventilation. Campbell says a gravity tramway ran from C Pit down to join the railway going from B Pit to the port. Campbell says C Pit engine and boiler house is now St. Ronans at No. 18 Bingle St., and the pit (later a well) was In the back yard. However, M.S.B. and A.A. Coy. maps show C Pit at about No. 2 Anzac Pde., and the topography makes this more likely.'

At least one (perhaps two) mine shafts must survive deep underground in this vicinity, and mine building footings might also survive In gardens, etc.. Claims that 'St. Ronans' was the engine house, and that the pit is adjacent, need investigation.'

The C Pit mine was opened in 1842 on high ground just north of the present intersection of High St., Bingle St., and Anzac Pde. Coal was taken by gravity tramway to near B Pit, then by horse-drawn tram to the port. C Pit closed in 1854. C Pit was located just inside the A.A. Coy's eastern surface boundary (now The Terrace). However, coal extraction apparently extended out to an official underground boundary about 400 metres east of The Terrace, if not further.'

'Pit(s) sealed. All or most surface buildings demolished, and houses or home units built over the pithead area. Reputedly, the engine house is now 'St. Ronans' at No. 18 Bingle St., and the shaft is in its yard as a filled well.' (NAMP 1997. Inventory No. 1029).

In neither of these listings did the Newcastle Archaeological Management Plan 1997 further define the miners' cottages or 'Colliers Village', probably because these sites were nominally outside the study area.

The City map of 1846 is the earliest available map to show the mine railways to the B and C Pits of the Australian Agricultural Company. The map is not accurate, but also shows miners cottages, the 'Colliers Village', beside the tracks (1846 - City).

The Australian Agricultural Company map of 1850-1857 more accurately shows the position of the mine railways to B and C Pits and also the miners' cottages, a possible barrack block on the site of the previous cottages, paddocks, enclosures and a dam (1850-7 - AAC). The miners cottages are shown as a single block in 1857, in what was the alignment of Kitchener Parade, formerly Pit Street. Another possible mine building is shown near B Pit (1857 - N 19. 652).

By 1895-6, both B and C Pits had closed and the mine railway extended towards the Sea Pit.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block appears to have been by the 1880s. A 'New Public School' was shown on the corner of Tyrrell and Brown Streets, while some terrace houses were depicted on Queen Street at Darby Street. This plan may not show buildings located away from the street frontages (1880 - N 5.2137).

By 1895-6 the High School buildings had been extended and terraced housing or small cottages built down part of the Tyrrell Street frontage. On the Darby Street frontage of the block, a series of 'old sheds' were located just to the south of the watercourse that fed into the Darby Street drain. Two other large buildings or sheds are shown, as well as the earlier terraced houses on the Queen Street frontage. Isolated development occurred further south on the block, namely two small

conjoined cottages on Swan Street and dairy buildings further south and outside the study area. A single building is shown in what became the NESCA site. Further research would be required to determine if this was the electrical power house (1895-97 - Detail).

Lambton Municipal Council was the first to install an electrical generating plant in the Newcastle Area. Newcastle Municipal Council constructed a power plant in Tyrrell Street and commenced supply in 1891. The Railway Department also produced its own electricity, but it also supplied the city from the Zaara Street Power Station from 1915 to 1976.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 023

1846 - City.

Australian Agricultural Company tramways and part of 'Colliers Village'. The plan does not accurately locate these items.

1850-7 - AAC

Australian Agricultural Company tramways, part of miners village and dam.

1853 - Darby

Australian Agricultural Company tramways.

1857 - N 19. 652.

Australian Agricultural Company tramways. Building, probably part of miners village.

1880 - N 5.2137

Only shows Darby, Tyrrell and Brown Streets. School and other buildings.

1895-97 - Detail

Various buildings with some business and other names. Australian Agricultural Company's railways. Public School. Water Course, now upper reaches of Darby Street drain (See Inventory Number 2176288).

4.46.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive with part disturbance, or have been destroyed by later development. The miners' cottages and other accommodation may have been partly disturbed by later development. The building

on the NESCA site, possibly the early powerhouse, has been destroyed by later development.

Above ground archaeological sites.

Of the buildings shown on the 1895-6 maps, several still stand. These include the High School on the corner of Brown and Tyrrell Streets and the housing nearby on the Tyrrell Street frontage.

4.46.6 Heritage and Archaeology.

There are five available heritage and archaeological reports for this block.

The assessments of the Tyrrell Street electrical substation in 2004 concluded that there were no heritage items surviving on this site (Enerserve, 2004; Umwelt (Australia) Pty Ltd, 2004). This conclusion is independently confirmed by this archaeological management plan.

The two reports in 2005 assessed that the remains of the miners' cottages could be found on Swan Street (Nexus Archaeology & Heritage, 2005 and 2005).

A further study of the City Substation on Tyrrell Street was completed in 2010 (Nexus archaeology and Heritage, 2010).

4.46.7 References.

Enerserve. Statement of Environmental Effects. Newcastle CBD 33kV / 11kV Substation. Energy Australia. 2004.

Umwelt (Australia) Pty Ltd. Heritage Study and Assessment of Proposed Tyrell Street Substation, Newcastle. Enerserve. 2004. in Enerserve. Statement of Environmental Effects. Newcastle CBD 33kV / 11kV Substation. Energy Australia. 2004.

Nexus Archaeology & Heritage. An investigation of the historical archaeology of the trench route - 11kV feeder cable from the Newcastle City main substation, Tyrell Street, Newcastle. prepared for Enerserv. 2005.

Nexus Archaeology & Heritage. Research design for excavation permit - 11kV feeder cable route, Newcastle CBD. prepared for Enerserv. 2005.

Nexus archaeology and Heritage. Historical Heritage Assessment & Working Paper. Newcastle CBD Substation, Tyrrell Street, Newcastle. Energy Australia. 2010

4.47 Inventory Number 2176247. Block bounded by Hunter, Darby, King and Auckland Streets, including parts of adjacent streets (Hunter, Darby, King and Auckland Streets).

4.47.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Urban Development, 1853 onwards (Local).

For the mine railways of the Australian Agricultural Company (AAC), see SHI 2176248.

For the Burwood Mine Railway, see SHI 2176250.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block is located in the western extension of the central business area of the city along Hunter and King Streets in the late nineteenth century, in close proximity to the coal staithes and port facilities. The urban development on this block had commenced by the 1850s.

This block not only comprised retail shops, hotels and trades, but also the premises of larger businesses, including J. Ash, timberyards and sawmill, J A Brown, as well as the G S Rogers (later Fullers and Rodgers) Iron Foundry.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Urbanisation and the Nineteenth Century City.
- Social and Economic Status, Gender and Ethnicity.
- Education - Schools, Colleges and Universities.
- Industry and Manufacturing.
- Religion and Burial Customs.

4.47.2 Historical Cadastre.

Lot	Lessee ¹²⁰	Grantee ¹²¹
268A		Australian Agricultural Company

4.47.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1114
1167
1169

4.47.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 024

For the mine railways of the Australian Agricultural Company (AAC), see SHI 2176248.

For the Burwood Mine Railway, see SHI 2176250.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

Apart from the mine railways or tramways, the earliest urban development on this block appears to have been by the 1850s. Several buildings are shown on the western half of the block by 1857 (1857 - AAC Proposed Improvements). Another plan of the same year only shows two of these buildings and another opposite Merewether Street on the Hunter Street frontage (1857 - N 19. 652).

Another plan of 1874 only shows part of the block, but reveals more development on Hunter Street on the western half of the block (1874 - SR Plans 1415-1315; see also Illustrated Sydney News, April 1875, supplement). By 1880, some of the development on the King Street and Auckland Street frontages is shown (1880 - N 5.2137), but it is not until 1886 that the full extent of development on the whole block is clearly shown (1886 - M&G).

¹²⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹²¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

The following development is located to the east of the Burwood Railway. On the corner of Hunter and Darby Streets is the Royal Hotel with an oyster saloon next door on Hunter Street. Further south on Darby Street is a timber yard, then a work shop, while on King Street is an unusually named 'Hall of Science' and two residences (1886 - M&G).

Further west on the Hunter Street frontage are several trades, including a marble mason, blacksmith, bootmaker and plumber, and a number of retailers and merchants, together with a coffee palace (1886 - M&G).

The building labelled 'lemon squash' (presumably aerated waters) and furniture house is probably the one shown on the map of 1874. The building labelled 'W A Sparks' is also shown on the 1874 map. Further west, the premises and store of J A Brown extend between the frontages of Hunter and King Street. On the King Street frontage of Brown's premises are two buildings, later identified as a group of six small terraced houses, possibly workers cottages. The Black Diamond Hotel is attached on the west side Of Brown on the Hunter Street frontage.. Next are the premises of J Ash & Sons, timber merchants, which includes a workshop and sawmill at the rear, with a timber yard. The building on the frontage is also shown on the 1874 plan (1886 - M&G).

Next is the Post Office Hotel, followed by a number of retailers and shops to the corner of Auckland Street, also the Princess Royal Hotel. On Auckland Street itself is a building with a 'bag store' at rear, then the Salvation Army Quarters and Barracks, followed by a time yard on the corner of King Street. Apart from those premises with both Hunter and King Street frontages, namely J Ash and J A Brown, the G S Rogers Iron Foundry is the only other premises on King Street (1886 - M&G).

By 1893 there are some changes. Some of the premises directly to the west of the Burwood Railway, have extended to the Burwood Street frontage. The former coffee palace has become the Clarendon Hotel. The J Ash timber merchants are not shown because of a gap in the map. But the Post office Hotel has been extended and renamed Wilsons Hotel. Further west, Fuller and Hodges Ironmongers now have a Hunter Street frontage to their premises. In addition the foundry has expanded along the King Street frontage to the corner of Auckland Street (1893 - Jones, Fire Insurance).

The Newcastle Archaeological Management Plan 1997 provides additional details for some of the buildings on this block. The Frederick Ash Warehouse, built in 1922, is now demolished, though the F Ash building fronting Hunter Street still stands (NAMP 1997. Inventory No. 1114).

The Black Diamond Hotel may survive under Wheeler Place, with a basement or cellar (NAMP 1997. Inventory No. 1167). Rodgers Foundry has also been

demolished, but may partly survive under the park or roadway, but not under the Town Hall (NAMP 1997. Inventory No. 1169).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 024

1846 - City.

Australian Agricultural Company tramways. The plan does not accurately locate these items.

1850-7 - AAC

Australian Agricultural Company tramways and Burwood Coal Company's Railway. Allotments vacant.

1853 - Darby

Burwood Coal Company's Railway. Allotments vacant.

1857 - AAC Proposed Improvements.

Burwood Coal Company's Railway. Buildings on western half of block.

1857 - N 19. 652.

Burwood Coal Company's Railway. Three buildings on Hunter Street frontage.

1874 - SR Plans 1415-1315

Burwood Coal Company's Railway. Buildings on Hunter Street frontage. Waterhole adjacent to Darby Street.

1880 - N 5.2137

Burwood Coal Company's Railway. Various buildings with some names.

1886 - M&G

Burwood Coal Company's Railway. Various buildings with some names.

1893 - Jones, Fire Insurance

Indicates Burwood Street, but not Burwood Coal Company's Railway. Various buildings with some names.

1895-97 - Detail

Burwood Coal Company's Railway. Various buildings with some business and other names. Rodgers Foundry. Hotels.

4.47.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Several of the archaeological sites on this block are likely to be heavily disturbed or destroyed. The better preserved archaeological sites are likely to be on the western part of the Hunter Street frontage.

Above ground archaeological sites.

Of the buildings shown on the 1895-6 maps, none survive.

4.47.6 Heritage and Archaeology.

There are five available heritage and archaeological reports for this block.

A conservation plan and archaeological assessment report was completed for the Frederick Ash building and Civic Site in 1994. The study area comprised the land on this block to the east of Wheeler Place, except for 266 King Street (Godden Mackay, 1994).

Later reports by Godden Mackay included a research design and heritage impact statement for the Newcastle Civic Site in 1996 (Godden Mackay, 1992 and 1996).

The report on an archaeological test excavation was completed in 1997 (Godden Mackay, 1997). The excavation located some remains of buildings predating the Frederick Ash building and also a brick barrel drain of uncertain date, but possibly associated with the Clarendon Hotel.

A report on the monitoring of works in Hunter and Merewether Streets located a brick drain, dating to c.1900 to c.1930 with concrete lid (Nexus Archaeology & Heritage, 2007).

An archaeological assessment and statement of heritage impact was prepared for the proposed demolition of the Frederick Ash Building at 280 King Street in 2011 (Austral Archaeology Pty Ltd, 2011).

4.47.7 References.

Godden Mackay. Frederick Ash building conservation plan and civic site archaeological assessment / prepared for Planning Workshop, Rankine and Hill and the Council of the City of Newcastle. 1994.

Godden Mackay. Newcastle Civic site archaeological research design report. prepared for Newcastle City Council, the Heritage Council of New South Wales. 1996.

Godden Mackay. Newcastle Civic Site. Heritage Impact Statement. Newcastle City Council. 1996

Godden Mackay. Newcastle Civic Centre site: archaeological report. 1997.

Nexus Archaeology & Heritage. Archaeological monitoring of excavation - civil works, Hunter and Merewether Streets, Newcastle, NSW. prepared for Newcastle City Council. 2007

Austral Archaeology Pty Ltd. Proposed demolition of Frederick Ash Building, Newcastle. Historical archaeological assessment and statement of heritage impact. Newcastle City Council. 2011

4.48 Inventory Number 2176248. Australian Agricultural Company mine tramways and railways. Hunter, Crown, King, Darby, King, Laman, Swan and Brooks Streets, including parts of adjacent allotments.

4.48.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

The Australian Agricultural Company, 1830 onwards (State).

Urban Development, 1853 onwards (Local).

The Australian Agricultural Company, 1830 onwards (State).

The tramways and railways of the Australian Agricultural Company are of state significance. They include the 1830s inclined tramway from the 'A' Pit, the first railway in Australia. The Australian Agricultural Company played a primary role in the development of coal mining in New South Wales. The mine railways closely follow the development of the mines from the A Pit in 1831 through to the Sea Pit in 1888. The railways and the Hunter Street Bridge were dismantled in the 1920s with the closure of these inner city mines. The signalman's cottage is an important reminder of these earlier mine railways (Unit 2, 12 Laman Street, Lot 12, DP 150135).

Urban Development, 1853 onwards (Local).

This area around the junction of King and Crown Streets is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. This was the site of part of J. Ireland's Hay and Chaff Store on Crown Street, beside the mine railway bridge and abutments. The site is located on the Hunter and Darby Street extension of the business area of the city and was developed from the 1880s onwards.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

The Australian Agricultural Company.

Coal Mining in New South Wales, 1801 onwards.

The development of rail infrastructure in New South Wales.

Coal Mining in New South Wales, 1801 onwards.

4.48.2 Historical Cadastre.

Lot	Lessee ¹²²	Grantee ¹²³
268A		Australian Agricultural Company

4.48.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0191
0192

4.48.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Blocks 022, 023, 024, 025, 028, 029, 032, 033 and 034.

The Australian Agricultural Company, 1830 onwards (State).

The development of mine tramways and railways closely followed the sequence of coal discoveries and mine development by the Australian Agricultural Company. The inclined plane, tramway to the wharf and earliest bridge over Hunter Street went hand in hand with the development of the A Pit from 1831 onwards. This tramway was the first to be constructed in Australia, from A Pit, along Crown Street to the wharf on the foreshore on the alignment of Brown Street (1844 - Town)

With the opening up of B Pit in 1841 and C Pit in 1843, a new railway was constructed along King Street, crossing Church, Tyrrell and Queen Streets to the east of Darby Street, before branching to B or C Pit (1846 - City).

In 1848 the AA Company discovered the Borehole Seam at Hamilton and by 1849 were working the 'Borehole' (Pit Town) by 1849 from D and E Pits. The mine railway was immediately extended to the west from King Street. Two routes are shown for this railway across what is now Civic Park, joining at Auckland Street.

The AA Company lost its monopoly on coal mining in 1847, allowing competitors to join the market for coal. With the construction of the Burwood Railway in 1850, the crossing of the lines in Civic Park was controlled by signals. A signalman's cottage was erected at the south-west corner of this intersection (Unit 2, 12 Laman Street, Lot 12, DP 150135).

¹²² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹²³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

The line to D and E Pits continues across Auckland Street, following the northern edge of a raised terrace before joining the alignment of King Street, still raised up on a slight terrace, which forms the westbound carriageway. The railway route continues along King Street to the edge of the study area at Parry Street. Towards the west end of the study area the railway route crosses the park bounded by King, Gibson and National Park Street. Further west the railway passes under the block bounded by King, National Park and Parry Street, parallel but behind the King Street frontage.

The life of the railway line to B Pit was extended with the opening up of F Pit in 1855 and then the Sea Pit in 1888. The railway followed the east side of Brooks Street to the Sea Pit, south of Greenslope Street.

A new iron bridge over Hunter Street was built in 1862 to replace the original low level bridge. It was sited 50 yards west of the earlier wooden bridge and came into use on 3 January 1865. The new bridge caused the railway line to encroach onto the town allotments on the west. The embankment on the east side of King Street to Darby Street may have been used for the mine railway from the 1840s onwards. The surviving concrete abutment at the northern end of this embankment may date to the construction of the new bridge in 1865 or later.

With the closure of the inner city mines in the 1920s the railways and Hunter Street bridge were demolished.

The Newcastle Archaeological Management Plan 1997 reported that one brick pier of the second bridge survived on Hunter Street to the west of Crown Street ((NAMP 1997. Inventory No. 0091). This brick abutment was not located.

Urban Development, 1853 onwards (Local).

After the construction of the second Hunter Street bridge in 1865, King Street was closed at Crown Street (1880 - N 5.2137). By 1886, the area beside the railway embankment and Crown Street was developed by J Ireland as a store, across Crown Street from his other property (1886 - M&G). They were described as J Ireland's Hay and Chaff Stores by 1893 (1893 - Jones, Fire Insurance). The buildings are still shown in 1895-6, but were probably demolished in the 1920s, when the mine railway and Hunter Street bridge were removed (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Blocks 022, 023, 024, 025, 028, 029, 032, 033 and 034.

1844 - Town

Australian Agricultural Company tramway.

1846 - City.

Australian Agricultural Company tramway. The plan does not accurately locate these items.

1848 - City

Australian Agricultural Company tramway.

1850-7 - AAC

Australian Agricultural Company tramways with alternative route across Civic Park.

1853 - Darby

Australian Agricultural Company tramways.

1853 - Street Alignment

Australian Agricultural Company Railways.

1857 - AAC Proposed Improvements.

Australian Agricultural Company Railways. The plan shows a line connecting with the Burwood Coal Company's railway in Civic Park.

1857 - Rail SR Map 6236

Australian Agricultural Company Railways.

1857 - N 19. 652.

Australian Agricultural Company Railways.

1874 - SR Plans 1415-1315

Australian Agricultural Company Railways.

1880 - N 5.2137

Australian Agricultural Company Railways.

1886 - M&G

Australian Agricultural Company Railways.

1893 - Jones, Fire Insurance

Australian Agricultural Company Railways.

1895-97 - Detail

Australian Agricultural Company Railways. Engine Shed. Signal post in Civic Park. Signalman's cottage.

4.48.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Hunter, Crown and King Street junctions - The remains of the 1830s inclined mine tramway and the low level bridge across Hunter Street may survive beneath Hunter and Crown Streets.

Remains of the second Hunter Street bridge may survive below ground in King, Crown and Hunter Streets.

Remains of the J Ireland Hay and Chaff Stores may survive beneath Crown and King Streets.

King Street, between Crown Street and Darby Street - Remains of the 1840s and later mine railway to B, C, F and Sea Pits may survive beneath King, Crown and Hunter Streets (see below for above ground remains).

The remainder of the 1840s and later mine railway to B, C, F and Sea Pits, south of Church Street - The route is indicated as it crosses Tyrrell Street by a distinct change in slope in the street. The railway line ran from Church Street, over Tyrrell Street, then along the east side of Swan and then Brooks Street, as far as Greenslope Street. Archaeological remains may survive below ground along this route.

The mine railway line to D and E Pits - Constructed in the later 1840s, the route branched from the existing line at Darby Street and extended by two alternative lines from King Street, across Civic Park, then continued across Auckland Street, following the northern edge of a raised terrace before joining the alignment of King Street, still raised up on a slight terrace, which forms the westbound carriageway. The railway route continues along King Street to the edge of the study area at Parry Street. Towards the west end of the study area the railway route crosses the park bounded by King, Gibson and National Park Street. Further west the railway passes under the block bounded by King, National Park and Parry Streets, parallel but behind the King Street frontage. Archaeological remains of the railway may also survive below ground.

Above ground archaeological sites.

Hunter, Crown and King Street junctions - The Newcastle Archaeological Management Plan 1997 reported that one brick pier of the second bridge survived on Hunter Street to the west of Crown Street (NAMP 1997. Inventory No. 0091). This brick abutment has not been relocated.

King Street, between Crown Street and Darby Street - The 1840s and later mine railway to B, C, F and Sea Pits survives partly as a raised embankment on the east

side of King Street to Darby Street. The surviving concrete abutment at the northern end of the King Street embankment may date to the construction of the new bridge in 1865 or later.

The remainder of the 1840s and later mine railway to B, C, F and Sea Pits, south of Church Street - no above ground remains, apart from change of slope in Tyrrell Street.

The mine railway line to D and E Pits - Apart from areas of embankment and terraced slope, the railway route does not survive above ground.

A signalman's cottage was erected at the south-west corner of the intersection of the AAC and Burwood mine railways in Civic park. This building still stands (Unit 2, 12 Laman Street, Lot 12, DP 150135).

4.48.6 Heritage and Archaeology.

There are three available heritage and archaeological reports for the routes of the mine railways.

The three reports assess the possible impact of cable routes on heritage and archaeological sites. Although the cable routes cross the mine tramway (1830s) and later railways (1840s onwards) of the Australian Agricultural Company, the railways are not emphasised as archaeological sites in these reports.

4.48.7 References.

Nexus Archaeology & Heritage. Research design for excavation permit - 11kV feeder cable route, Newcastle CBD. prepared for Enerserv. 2005.

Nexus Archaeology & Heritage. An investigation of the historical archaeology of the trench route - 11kV feeder cable from the Newcastle City main substation, Tyrell Street, Newcastle. prepared for Enerserv. 2005.

Insite Heritage Pty Ltd. Heritage impact assessment Energy Australia substation upgrade & installation & associated feeder works : Brown and King streets Newcastle, NSW / report to Energy Australia. 2010.

4.49 Inventory Number 2176249. Block bounded by King, Darby, Laman and Auckland Streets.

4.49.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

For the mine railways of the Australian Agricultural Company (AAC), see SHI 2176248.

For the Burwood Mine Railway, see SHI 2176250.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was not developed to any great extent, because of the close proximity of the mine railways. A Presbyterian Church was located on the corner of Laman and Auckland Streets. The block became Civic Park after the dismantling of the mine railways.

For the signalman's cottage, see SHI 2176248.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Urbanisation and the Nineteenth Century City.
- Social and Economic Status, Gender and Ethnicity.
- Religion and Burial Customs.

4.49.2 Historical Cadastre.

Lot	Lessee¹²⁴	Grantee¹²⁵
268A		Australian Agricultural Company

¹²⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹²⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.49.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1021

4.49.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 024.

For the mine railways of the Australian Agricultural Company (AAC), see SHI 2176248.

For the Burwood Mine Railway, see SHI 2176250.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

Apart from the mine railways or tramways, the earliest urban development on this block appears to have been by the 1850s. Two possible buildings are shown in the vicinity of the signalman's cottage (Unit 2, 12 Laman Street, Lot 12, DP 150135), but cannot be clearly identified as this building (1853 - Darby).

The Patent Fuel Company is shown as an enclosure at the north-east corner of Civic Park in 1857 (1857 - AAC Proposed Improvements).

By 1895-6, the signalman's cottage (see SHI 2176248) is shown at the intersection of the AA company railway with the Burwood Mine railway and the Presbyterian Church at the corner of Laman and Auckland Streets. A cottage, sheds and two other small buildings are shown on the King and Auckland Street frontages (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 024.

1846 - City.

Australian Agricultural Company tramways. The plan does not accurately locate these items.

1850-7 - AAC

Australian Agricultural Company tramways (with alternative route across Civic Park) and Burwood Coal Company's Railway. Allotments vacant.

1853 - Darby

Australian Agricultural Company railway and Burwood Coal Company's Railway.
Two buildings, otherwise allotments vacant.

1857 - AAC Proposed Improvements.

Australian Agricultural Company railway and Burwood Coal Company's Railway.
'Patent Fuel Company'.

1857 - N 19. 652.

Australian Agricultural Company railway and Burwood Coal Company's Railway,
showing junction between two lines in Civic Park.

1880 - N 5.2137

Burwood Coal Company's Railway.

1895-97 - Detail

Australian Agricultural Company railway and Burwood Coal Company's Railway.
Various buildings with some business and other names. Presbyterian Church,
Signalman's cottage, signal posts, bridge abutments, other buildings and allotments.

4.49.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological
Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on the Hunter and Auckland Street frontages are likely to
survive with minor disturbance.

Above ground archaeological sites.

The Presbyterian Church still stands on the corner of Laman and Auckland Streets.

For other items, see SHI 2176248 and 2176250.

4.49.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.49.7 References.

None available.

4.50 Inventory Number 2176250. Burwood mine railway. Hunter Street, former Burwood Street, Glovers Lane and Bruce Street.

4.50.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

The Australian Agricultural Company, 1830 onwards (State).

The Australian Agricultural Company, 1830 onwards (State).

The Burwood Mine Railway is of state significance, because it represented the breaking of the coal mining monopoly of the Australian Agricultural Company in 1847. Even so, legislation was necessary to force the Australian Agricultural Company to give a right of way for the construction of the railway, thus providing the necessary access to deep water frontage for the shipping of coal by competitors in the mining industry.

North of Hunter Street, the Burwood Mine Railway and their coal staithes are listed in SHI 2176283.

The archaeological sites on this listing are likely to make a substantial contribution to several archaeological themes, including:

The development of rail infrastructure in New South Wales.

The Australian Agricultural Company.

Coal Mining in New South Wales, 1801 onwards.

4.50.2 Historical Cadastre.

Lot	Lessee¹²⁶	Grantee¹²⁷
268A		Australian Agricultural Company

4.50.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1021

¹²⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹²⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.50.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Blocks 024, 032, 033, 034 and 035.

The Australian Agricultural Company, 1830 onwards (State).

In 1847, the Australian Agricultural Company lost its monopoly to mine coal, allowing other entrepreneurs to enter the coal mining industry. Nonetheless all the coal would still have to be shipped via deep water berths at Newcastle, necessitating permission to cross Australian Agricultural Company land.

The *Burwood and Newcastle Tramroad Act* (14 Vic) was passed on 20 September 1850, authorising construction of a railway from Dr. James Mitchell's land at Burwood, where he commenced mining coal in 1849, across Australian Agricultural Company land to the waterfront. In 1853, the Newcastle Coal and Copper Company took over Dr Mitchell's mine, railway and works at Burwood.

The Newcastle Archaeological Management Plan 1997 includes a description of the Burwood Mine Railway (NAMP 1997. Inventory No. 1021).

'Originally a horse-drawn tramway running from Mitchell's Burwood coal mine, through Merewether, to a wharf (later 5 wharves) at Newcastle Harbour, east of Brown Street. The line was later rebuilt for regular coal trains hauled by steam loco. The line ran along Glovers Lane, under a bridge at Laman St cutting, crossed the A.A. Coy. railway line in Civic Park, ran along Burwood St, crossed Hunter St, then curved east across the Great North Railway, to wharves near Perkins I Wolfe Street.'

'Brick bridge abutments survive under Laman St. Some rails and sleepers survive buried along the route, and would be very significant if from c1853 (but unlikely). Old mine cable recently dug up in Civic Park, was probably used to fence the railway.'

'From 11 May 1849 James Mitchell was permitted to occupy waterfront land between Brown & Perkins Streets. In c1853 Mitchell built a horse tramway from his Burwood mine across A.A. Coy. land to the harbour, under 'Mitchell's Tram Road Act' of 1850. Newcastle Coal & Copper Coy ran the mine and railway c1856-1862, using steam locos. The railway was later used by new Burwood Coal Mining Coy from 1883, by Scottish Australian Mining Coy from 1894, then by various mining companies until closed c1954.'

Railway closed c1954. Rails removed from Burwood St in 1977, but rails and/or sleepers survive elsewhere along the route (eg Parry St). Brick abutments for a bridge at Laman St still survive. Route evident in alignment of roads and properties.' (NAMP 1997. Inventory No. 1021).

North of Hunter Street, the Burwood Mine Railway and their coal staites are listed in SHI 2176283.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Blocks 024, 032, 033, 034 and 035.

1850-7 - AAC

Burwood Coal Company's Railway. Also junction with Australian Agricultural Company Railway in Civic Park.

1853 - Darby

Burwood Coal Company's Railway.

1857 - AAC Proposed Improvements.

Burwood Coal Company's Railway.

1857 - N 19. 652.

Burwood Coal Company's Railway. Note the junction with the Australian Agricultural Company Railway in Civic Park.

1874 - SR Plans 1415-1315

Burwood Coal Company's Railway.

1880 - N 5.2137

Burwood Coal Company's Railway.

1886 - M&G

Burwood Coal Company's Railway.

1893 - Jones, Fire Insurance

Indicates Burwood Street, but not Burwood Coal Company's Railway.

1895-97 - Detail

Burwood Coal Company's Railway.

4.50.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Below ground archaeological remains of the railway may survive under Civic Park and under Burwood, King and Hunter Streets.

Above ground archaeological sites.

Bridge abutments survive at Laman Street and the railway corridor is preserved to the south as the alignment of Glovers Lane and Bruce Street.

The Newcastle Archaeological Management Plan 1997 included the following notes on the surviving condition of the railway.

'Brick bridge abutments survive under Laman St. Some rails and sleepers survive buried along the route, and would be very significant if from c1853 (but unlikely). Old mine cable recently dug up in Civic Park, was probably used to fence the railway.'

Railway closed c1954. Rails removed from Burwood St in 1977, but rails and/or sleepers survive elsewhere along the route (eg Parry St). Brick abutments for a bridge at Laman St still survive. Route evident in alignment of roads and properties.' (NAMP 1997. Inventory No. 1021).

North of Hunter Street, the Burwood Mine Railway and their coal staithes are listed in SHI 2176283.

4.50.6 Heritage and Archaeology.

There is one available heritage and archaeological reports for this listing. It is an assessment for a cable route, crossing the Burwood Railway at Hunter Street (Insite Heritage Pty Ltd. 2011).

4.50.7 References.

Insite Heritage Pty Ltd. Heritage Impact Assessment. Ausgrid Substation Upgrade & Associated Feeder Works, Hunter and Darby Streets, Newcastle, NSW. Ausgrid. 2011.

4.51 Inventory Number 2176251. Block bounded by Laman, Darby, Queen and Dawson Streets.

4.51.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in a residential part of the city and was first developed in the 1850s.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Religion and Burial Customs.

4.51.2 Historical Cadastre.

Lot	Lessee¹²⁸	Grantee¹²⁹
268A		Australian Agricultural Company

4.51.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.51.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 025

¹²⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹²⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s. Two buildings are shown on this block by 1850-1857 (1850-7 - AAC).

By the 1880s, the eastern half of the Queen Street frontage had up to four dwellings (1880 - N 5.2137). By 1886, the whole of the eastern half of the block was fully developed with housing, while the Volunteer Hotel stood on the corner of Darby and Laman Streets. The western part of the block is not shown (1886 - M&G).

By 1895-6, the Baptist Tabernacle is shown on the corner of Laman and Dawson Streets. Apart from the Volunteer Hotel, the rest of the block is taken up with cottages and terraced housing. Five small terraced houses front onto a lane off Queen Street (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 025

1850-7 - AAC

Allotments and two buildings.

1853 - Darby

Allotments vacant.

1880 - N 5.2137

Plan only shows Queen and Darby Street frontages. Various buildings with some names.

1886 - M&G

Buildings with some names.

1895-97 - Detail

Various buildings with some business and other names. Baptist Tabernacle, Centennial Terrace, Volunteer Hotel.

4.51.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive. Laman Street may have been an embankment leading to the bridge over the Burwood Mine Railway

(SHI 2176250). If this is the case, then the archaeological sites on the south side of Laman Street may be better preserved than expected if the street level was on the original ground surface.

Above ground archaeological sites.

Of the buildings shown on the 1895-6 map, only the Baptist Tabernacle survives at 25 Laman Street, Lot 1, DP 1134280.

4.51.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.51.7 References.

None available.

4.52 Inventory Number 2176252. Block bounded by Queen, Swan, Railway, Bull and Darby Streets.

4.52.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in a residential part of the city and was first developed in the 1850s. Four hotels were located on the Darby Street frontage, together with the Comet Steam Works, a baker and a dancing hall.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Industry and Manufacturing.

Theatres, Entertainment and Public Recreation.

4.52.2 Historical Cadastre.

Lot	Lessee¹³⁰	Grantee¹³¹
268A		Australian Agricultural Company

4.52.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

¹³⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹³¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.52.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 025.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s. Eleven buildings are shown on this block by 1850-1857 (1850-7 - AAC).

By 1880 substantial residential development had taken place on all the street frontages on this block (1880 - N 5.2137). By 1886 the nature of this development is made clear. Most of the development is residential. On the Darby Street frontage there are four hotels, the White Horse Hotel on the corner of Queen Street, the Imperial Hotel on the corner of Bull Street, while the Miners' Arms and Prince Alfred Hotels were located mid block. A baker is also located on Darby Street, as well as the Comet Steam Works, run by Manning Brothers (137 Darby Street, Lot 1, DP 732964). South of these works on Railway Street was the workshop of R Favell, contractor. 'Jones' is shown as the proprietor of 'Warwick Hall' (1886 - M&G). By 1895-6, there are only minor changes. 'Warwick Hall' is now labelled as a dancing hall (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 025.

1850-7 - AAC

Allotments and buildings.

1853 - Darby

Allotments but with no buildings.

1880 - N 5.2137

Various buildings with some names.

1886 - M&G

Various buildings with some names.

1895-97 - Detail

Various buildings with some business and other names. Hotels and hall.

4.52.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Some of the buildings shown on the 1895-6 map still stand, mostly on Railway Street, but others at the south end of the Darby Street frontage. Later development has replaced the others.

4.52.6 Heritage and Archaeology.

There is one available heritage and archaeological report for this block.

It is an archaeological assessment for 97-107 Darby Street (Archaeological Management & Consulting Group, 2009). No excavation report is yet available.

4.52.7 References.

Archaeological Management & Consulting Group. 97-107 Darby St Newcastle :archaeological assessment, research design, excavation methodology & heritage impact statement. Prepared for Crown Property Investments. 2009

4.53 Inventory Number 2176253. Block bounded by Swan, Brooks, Bull and Railway Streets.

4.53.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in a residential part of the city and was first developed in the 1850s.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Coal Mining in New South Wales, 1801 onwards (?).

4.53.2 Historical Cadastre.

Lot	Lessee¹³²	Grantee¹³³
268A		Australian Agricultural Company

4.53.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.53.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 025

¹³² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹³³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s. Two buildings are shown on this block by 1850-1857 (1850-7 - AAC).

Only part of the block is shown on the 1880 street alignment plan, with development on the Railway and Bull Street frontages (1880 - N 5.2137). By 1886 the total extent of residential development is clearly shown, but only to the south of the mine railways (see SHI 2176248) (1886 - M&G). By 1895-6, further residential infill had taken place (1895-97 - Detail).

On the northern part of the block were two buildings, both encroaching onto Brooks Street. They are located near the former B Pit of the Australian Agricultural Company (AAC) and have served a mining related purpose (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 025

1850-7 - AAC

Allotments and buildings. Australian Agricultural Company railway.

1853 - Darby

Allotments vacant. Building in Brooks Street.

1880 - N 5.2137

Only indicates Railway and Bull Street frontages. Various buildings with some names.

1886 - M&G

Various buildings with some names.

1895-97 - Detail

Various buildings with some business and other names. Two buildings encroaching onto Brooks Street, possibly with coal mining purposes.

4.53.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Many of the buildings at the southern end of the block survive, as shown on the 1895-6 map.

4.53.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.53.7 References.

None.

4.54 Inventory Number 2176254. Block bounded by Queen, Darby, Council and Dawson Streets, including parts of adjacent streets (Darby Street).

4.54.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in a residential part of the city, with retailers, some professions, two hotels and a Tobacco Factory on the Darby Street frontage. The block was first developed in the 1850s.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Industry and Manufacturing.

4.54.2 Historical Cadastre.

Lot	Lessee¹³⁴	Grantee¹³⁵
268A		Australian Agricultural Company

4.54.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.54.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 025.

¹³⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹³⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s. Eight buildings are shown on this block by 1850-1857 (1850-7 - AAC).

By 1880 the block is extensively developed with housing (1880 - N 5.2137). By 1886 the total extent of residential development is clearly shown, but the Darby Street frontage is also occupied by a number of retailers and two hotels, The Galatea Hotel and then the Fountain of Friendship Hotel on the corner of Council Street. There are two solicitors and one doctor on this block (1886 - M&G). By 1895-6, further residential infill had taken place and a Tobacco Factory built on Darby Street (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 025.

1850-7 - AAC

Allotments and buildings.

1853 - Darby

Allotments vacant.

1880 - N 5.2137

Various buildings with some names.

1886 - M&G

Various buildings with some names.

1895-97 - Detail

Various buildings with some business and other names. Galatea Hotel, Tobacco Factory, Plymouth Terrace (now in Darby Street), Fountain of Friendship Hotel.

4.54.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Many of the buildings on the block survive, as shown on the 1895-6 map.

4.54.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.54.7 References.

None available.

4.55 Inventory Number 2176255. Block bounded by Council, Darby, Bull and Dawson Streets, including parts of adjacent streets (Darby Street).

4.55.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in a residential part of the city, with some retailers and a hotel on the Darby Street frontage. The block was first developed in the 1850s.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.55.2 Historical Cadastre.

Lot	Lessee¹³⁶	Grantee¹³⁷
268A		Australian Agricultural Company

4.55.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.55.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 025.

Urban Development, 1853 onwards (Local).

¹³⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹³⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s. Fourteen buildings are shown on this block by 1850-1857 (1850-7 - AAC).

By 1880 there was additional housing development on the Darby and Council Street frontages (1880 - N 5.2137). By 1886 little additional development had taken place. There are a number of retailers on Darby Street, also an upholsterer and the Old Oak Hotel (1886 - M&G). By 1895-6, only minor changes had taken place (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 025.

1850-7 - AAC

Allotments and buildings.

1853 - Darby

Allotments vacant.

1880 - N 5.2137

Various buildings with some names.

1886 - M&G

Various buildings with some names.

1895-97 - Detail

Various buildings with some business and other names.

4.55.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Some of the buildings shown on the 1895-6 map still survive.

4.55.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.55.7 References.

None available.

4.56 Inventory Number 2176256. Block bounded by Laman, Dawson, Council and Bruce Streets.

4.56.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in a residential part of the city, but was avoided because of the proximity of the Burwood Mine Railway. The block was first developed in the 1890s.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.56.2 Historical Cadastre.

Lot	Lessee¹³⁸	Grantee¹³⁹
268A		Australian Agricultural Company

4.56.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.56.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 025

Urban Development, 1853 onwards (Local).

¹³⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹³⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1890s. The proximity of the Burwood Mine Railway (SHI 2176250) may have deterred development, because of noise, fumes and dirt.

By 1895-6 there were three terraced houses on Bruce Street and five on Council Street (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 025.

1850-7 - AAC

Allotments vacant. Burwood Mining Company Railway.

1853 - Darby

Allotments vacant. Burwood Mining Company Railway.

1880 - N 5.2137

Allotments vacant. Burwood Mining Company Railway.

1895-97 - Detail

Various buildings with some business and other names. Burwood Mining Company Railway.

4.56.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Most of the buildings shown on the 1895-6 map still survive.

4.56.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.56.7 References.

None available.

4.57 Inventory Number 2176257. Block bounded by Council, Dawson, Bull and Bruce Streets.

4.57.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in a residential part of the city, but was avoided because of the proximity of the Burwood Mine Railway. The block was first developed in the 1890s.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.57.2 Historical Cadastre.

Lot	Lessee¹⁴⁰	Grantee¹⁴¹
268A		Australian Agricultural Company

4.57.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.57.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 026

Urban Development, 1853 onwards (Local).

¹⁴⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁴¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1890s. The proximity of the Burwood Mine Railway (SHI 2176250) may have deterred development, because of noise, fumes and dirt.

By 1895-6 there were two cottages on Bruce Street and three on Council Street (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 026

1850-7 - AAC

Allotments vacant. Burwood Mining Company Railway.

1857 - N 19. 652.

Burwood Mining Company Railway.

1880 - N 5.2137

Burwood Mining Company Railway.

1895-97 - Detail

Various buildings with some business and other names. Burwood Mining Company Railway.

4.57.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

All of the buildings shown on the 1895-6 map still survive.

4.57.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.57.7 References.

None available.

4.58 Inventory Number 2176258. Block bounded by Laman, Bruce, Bull and Corlette Streets.

4.58.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1850s. The block is principally composed of housing for workers and their families: the 'United Methodist Free Church' may represent the predominant Christian faith of the inhabitants. There are several examples of houses fronting the lanes of the main streets

The group of four terraced houses at 61 Laman Street, Lot 101, DP 1130585 (actually fronting Hannifords Lane) form a rare surviving example of the poor quality housing erected for workers and their families on side lanes.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Religion and Burial Customs.

4.58.2 Historical Cadastre.

Lot	Lessee¹⁴²	Grantee¹⁴³
268A		Australian Agricultural Company

4.58.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

¹⁴² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁴³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.58.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 026

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s. Two buildings are shown on this block by 1857 (1857 - N 19. 652).

By 1880 all but the Corlette Street frontage had been developed for housing (1880 - N 5.2137). By 1886 additional housing had been erected. There was one grocer on Laman Street and a small building labelled 'United Methodist Free Church' on Bull Street (1886 - M&G). By 1895-6, there had been additional infill with housing. The block is principally composed of housing for workers and their families: the 'United Methodist Free Church' may represent the predominant Christian faith of the inhabitants. There are several examples of housing fronting the lanes of the main streets (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 026.

1857 - N 19. 652.

Block outline with two buildings.

1880 - N 5.2137

Various buildings with names.

1886 - M&G

Various buildings with some names.

1895-97 - Detail

Various buildings with some names.

4.58.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Several of the buildings shown on the 1895-6 map still survive. The group of four terraced houses at 61 Laman Street, Lot 101, DP 1130585 (actually fronting Hannifords Lane) form a rare surviving example of the poor quality housing erected for workers and their families on side lanes.

4.58.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.58.7 References.

None available.

4.59 Inventory Number 2176259. Block bounded by Laman, Corlette, Bull and Union Streets.

4.59.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1880s. The block is principally composed of housing for workers and their families: the Methodist Church may represent the predominant Christian faith of the inhabitants.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Religion and Burial Customs.

4.59.2 Historical Cadastre.

Lot	Lessee¹⁴⁴	Grantee¹⁴⁵
268A		Australian Agricultural Company

4.59.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.59.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 026.

¹⁴⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁴⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1880s.

By 1886 the block was partially developed with housing (1886 - M&G). By 1895-6, the block was almost completely developed with terraced housing and small cottages, except for the Union Street frontage. There was a Methodist Church on Laman Street. The block is principally composed of housing for workers and their families: the Methodist Church may represent the predominant Christian faith of the inhabitants (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 026.

1857 - N 19. 652.

Block outline, vacant.

1880 - N 5.2137

Block outline, vacant.

1886 - M&G

Various buildings with some names.

1895-97 - Detail

Various buildings with some names. Methodist Church.

4.59.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

The majority of the buildings shown on the 1895-6 map still survive.

4.59.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.59.7 References.

None available.

4.60 Inventory Number 2176260. Block bounded by Bull, Corlette, Parry and Union Streets.

4.60.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1880s. The block is principally composed of housing for workers and their families, though W. Arnott's own house is the exception. The W. Arnott Steam Biscuit Factory is located at 73 Union Street, demonstrating the mix of manufacturing and residential, so typical of nineteenth century suburbs. There is one hotel on this block.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Industry and Manufacturing.

4.60.2 Historical Cadastre.

Lot	Lessee¹⁴⁶	Grantee¹⁴⁷
268A		Australian Agricultural Company

4.60.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1051
1184

¹⁴⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁴⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.60.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 027

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1880s.

By 1880 the block was partially developed with housing. One allotment at 73 Union Street, DP 34451, is labelled 'Arnott' (1880 - N 5.2137). By 1886, further residential development had taken place. 'W. Arnott, Steam Biscuit Factory' is clearly labelled, with adjoining store and stables at 73 Union Street, DP 34451, and 54 Corlette Street, DP 47404. W. Arnott's house was located at 63 Union Street, Lot 1, DP 1127749. There is a carpenter's shop next door at 57 Union Street, DP 82908. The Cosmopolitan Hotel was located on the corner of Union and Bull Streets (1886 - M&G).

By 1895-6, additional infill development of housing had taken place. The block is predominantly smaller cottages or terraced houses, with several built behind the main street frontages with lane access. W' Arnott's own house is an exception on this block, being double frontage and on a larger allotment size (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 027

1857 - N 19. 652.

Block outline, vacant.

1880 - N 5.2137

Various buildings with names. Arnott.

1886 - M&G

Various buildings with some names.

1895-97 - Detail

Various buildings with some names. Arnott's Biscuit Factory.

4.60.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Several of the buildings shown on the 1895-6 map still survive. Arnott's Biscuit Factory has been demolished at 73 Union Street, DP 34451, and 54 Corlette Street, DP 47404. Arnott's two storey mansion survives at 63 Union Street, Lot 1, DP 1127749.

4.60.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.60.7 References.

None available.

4.61 Inventory Number 2176261. Block bounded by Bull, Bruce, Parry and Corlette Streets, including parts of adjacent streets (Bruce Street).

4.61.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1880s. The block is principally composed of housing for workers and their families. There are two hotels and two shops on this block by the 1890s.

For the brick drain crossing this block, see SHI 2176292.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.61.2 Historical Cadastre.

Lot	Lessee¹⁴⁸	Grantee¹⁴⁹
268A		Australian Agricultural Company

4.61.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

¹⁴⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁴⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.61.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 027

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1880s.

By 1880 the block was partially developed with housing (1880 - N 5.2137). By 1886, further residential development had taken place. 'The Orient Hotel was located on the corner of Bull and Bruce Street, with the Cricketers' Arms Hotel, several doors away on Bruce Street. A butcher and a grocer were located on Bull Street (1886 - M&G).

By 1895-6, additional infill development of housing had taken place, particularly on the Parry Street frontage (1895-97 - Detail). A brick drain crossed the block (see SHI 2176292).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 027

1857 - N 19. 652.

Block outline, vacant.

1880 - N 5.2137

Various buildings with names.

1886 - M&G

Various buildings with some names.

1895-97 - Detail

Various buildings with some names. Oriental Hotel. Cricketers Arms Hotel. Brick drainage channel.

4.61.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Several of the buildings shown on the 1895-6 map still survive.

4.61.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.61.7 References.

None available.

4.62 Inventory Number 2176262. Block bounded by Bull, Dawson, Parry and Bruce Streets, including parts of adjacent streets (Dawson Street).

4.62.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was located in a residential part of the city, but was avoided because of the proximity of the Burwood Mine Railway. The block was first developed by the 1880s.

For the drain crossing this block, see SHI 2176292.

For the Burwood Mine Railway, see SHI 2176250.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.62.2 Historical Cadastre.

Lot	Lessee¹⁵⁰	Grantee¹⁵¹
268A		Australian Agricultural Company

4.62.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

¹⁵⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁵¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.62.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 027

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1880s.

By 1880 a single house was located on the Parry Street frontage (1880 - N 5.2137).

By 1895-6, an additional eight terraced houses had been built on the Parry Street frontage and at the south end of Bruce Street (1895-97 - Detail). A drain crossed the block from Dawson to Bruce Street (see SHI 2176292).

The proximity of the Burwood Mine Railway (SHI 2176250) may have deterred development, because of noise, fumes and dirt.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 027

1857 - N 19. 652.

Block outline, vacant. Burwood Mining Company Railway.

1880 - N 5.2137

Block outline and one building on Parry Street frontage. Burwood Mining Company Railway.

1895-97 - Detail

Various buildings with some names. Drainage channel.

4.62.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

All but one of the buildings shown on the 1895-6 map still survive.

4.62.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.62.7 References.

None available.

4.63 Inventory Number 2176263. Block bounded by Bull, Darby, Parry and Dawson Streets, including parts of adjacent streets (Bull and Darby Streets).

4.63.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1850s. The block was located in a residential part of the city, with housing for workers and their families.

A creek crosses the block from Darby to Dawson Streets (see SHI 2176292).

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Maintenance of Law and Order.

4.63.2 Historical Cadastre.

Lot	Lessee¹⁵²	Grantee¹⁵³
268A		Australian Agricultural Company

4.63.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

¹⁵² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁵³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.63.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 028

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s. Three buildings are shown on the Darby Street frontage of this block by 1850-1857 (1850-7 - AAC). Only one of these were shown by 1857 (1857 - N 19. 652).

By 1880 housing development had expanded along the Darby and Bull Street frontages, with one house on Dawson Street (1880 - N 5.2137). Some additional residential development had occurred by 1886, though the map only shows the Bull Street or northern end of the block (1886 - M&G).

By 1895-6 the northern end of the block was fully developed with cottages and terraces. A police station was located at 178 Darby Street, Lot 31, DP 550737. The remainder of the Darby Street frontage to the south and part of the Parry Street frontage were developed for terraced housing. Some of these cottages were behind the street frontages and accessed by lanes. The housing was principally of a size typical of workers and their families (1895-97 - Detail).

A creek crosses the block from Darby to Dawson Streets (see SHI 2176292).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 028

1850-7 - AAC

Allotments and numbers with three buildings.

1857 - N 19. 652.

Block outline with one building.

1880 - N 5.2137

Various buildings with names.

1886 - M&G

Only Bull Street frontage shown. Various buildings with names.

1895-97 - Detail

Various buildings with some names. Drainage channel.

4.63.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

A large number of the buildings shown on the 1895-6 map still survive.

4.63.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.63.7 References.

None available.

4.64 Inventory Number 2176264. Block bounded by Bull, Railway, Parry and Darby Streets, including parts of adjacent streets (Railway and Parry Streets).

4.64.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

The Australian Agricultural Company, 1830 onwards (State).

Urban Development, 1853 onwards (Local).

The Australian Agricultural Company, 1830 onwards (State).

The coal mines of the Australian Agricultural Company are of state significance. The tunnel or adit, shown in Parry Street in 1895-6, is probably associated with the Sea Pit mine of the Australian Agricultural Company, opened up in 1888.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1850s. The block was located in a residential part of the city, with housing for workers and their families, but was on the fringe of urban development in the late nineteenth century.

A creek crosses the block from Railway to Darby Streets (see SHI 2176292).

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

The Australian Agricultural Company

Coal Mining in New South Wales, 1801 onwards.

4.64.2 Historical Cadastre.

Lot	Lessee¹⁵⁴	Grantee¹⁵⁵
268A		Australian Agricultural Company

¹⁵⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁵⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.64.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1218

4.64.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 028

The Australian Agricultural Company, 1830 onwards (State).

In Parry Street, at the south end of the block, a masonry abutment was located in a fenced enclosure in 1895-6. It provided access to a tunnel or adit, probably associated with the Sea Pit mine of the Australian Agricultural Company, opened up in 1888.

The Newcastle Archaeological Management Plan 1997 located this adit on the allotment at the south end of the block at 199 Darby Street (NAMP 1997. Inventory No. 1218).

'Map 1917-A shows a drainage adit emerging at what is now a drainage easement on the north side of Parry Street, between Railway Street and Darby Street. The adit would be a nearly horizontal tunnel, probably connected to the Sea Pit vertical shaft (between Brooks & Light Streets, opposite Parry St). The adit would be large enough for a man to walk through, perhaps stooped.' (NAMP 1997. Inventory No. 1218).

Map 1917-A has not been viewed, but the 1895-6 map clearly shows this same feature in Parry Street.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s. One building is shown on the Bull Street frontage of this block by 1850-1857 (1850-7 - AAC). No buildings are shown by 1857 (1857 - N 19. 652).

By 1880 only the Bull Street frontage and Darby Street corner had been developed for housing. The remainder of the block appears to be vacant (1880 - N 5.2137). No additions had been made by 1895-9. The housing is all small terraced houses or cottages for working families (1886 - M&G; 1895-97 - Detail).

A creek crosses the block from Railway to Darby Streets (see SHI 2176292).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 028

1850-7 - AAC

Allotments and numbers with one building.

1857 - N 19. 652.

Block outline, vacant.

1880 - N 5.2137

Only Bull Street frontage shown. Various buildings with names.

1886 - M&G

Only Bull Street frontage shown. Various buildings with names.

1895-97 - Detail

Various buildings with some names. Drainage channel. Tunnel entrance (to mine adit) on Parry Street.

4.64.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive. The tunnel or adit to the Sea Pit may survive beneath Parry Street.

Above ground archaeological sites.

All but one of the buildings shown on the 1895-6 map still survive.

4.64.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.64.7 References.

None available.

4.65 Inventory Number 2176265. Block bounded by Bull, Brooks, Parry and Railway Streets, including parts of adjacent streets (Brooks and Parry Streets).

4.65.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

The Australian Agricultural Company, 1830 onwards (State).

Urban Development, 1853 onwards (Local).

The Australian Agricultural Company, 1830 onwards (State).

The coal mines of the Australian Agricultural Company are of state significance. A building is shown in Brooks Street in 1850-1857. It may be associated with the F Pit Mine, opened up in 1855. Part of the infrastructure of the Sea Pit Mine, opened up in 1888 is shown in 1895-6 in Parry Street.

Urban Development, 1853 onwards (Local).

This block does not possess any significance related to this theme, assuming the building in Brooks Street relates to the F Pit Coal Mine.

A creek crosses the block from Brooks to Railway Streets (see SHI 2176292).

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

The Australian Agricultural Company

Coal Mining in New South Wales, 1801 onwards.

4.65.2 Historical Cadastre.

Lot	Lessee¹⁵⁶	Grantee¹⁵⁷
268A		Australian Agricultural Company

4.65.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

¹⁵⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁵⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

1219

4.65.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 028

The Australian Agricultural Company, 1830 onwards (State).

One building is shown within Brooks Street by 1850-1857 (1850-7 - AAC). It may be associated with the F Pit Mine, opened up in 1855.

Part of the infrastructure of the Sea Pit Mine, opened up in 1888 is shown in 1895-6 in Parry Street. The buildings are not labelled (1895-97 - Detail).

The Newcastle Archaeological Management Plan 1997 recorded the following details for the Sea Pit Coal Mine (NAMP 1997. Inventory No. 1219).

' A large mine with extensive surface workings, located within the block bounded by Brooks, Light, Tooke & Greenslopes Streets. The main shaft was opposite the east end of Parry Street, but there were ventilation shafts, engine houses etc. nearby. The Sea Pit surface workings are outside (but close to) the CBD study area. The Sea Pit underground workings extended over a large part of eastern and southern Newcastle (including CBD), and out under the sea.' (NAMP 1997. Inventory No. 1219).

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s. One building is shown within Brooks Street by 1850-1857 (1850-7 - AAC). It may be associated with the F Pit Mine, opened up in 1855. Otherwise the block remained vacant until the 1890s (1895-97 - Detail).

A creek crosses the block from Brooks to Railway Streets (see SHI 2176292).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 028

1850-7 - AAC

Allotments, vacant.

1857 - N 19. 652.

Block outline, vacant.

1880 - N 5.2137

Only Bull Street frontage shown. Vacant.

1895-97 - Detail

Vacant. Drainage channel. Probable mine buildings in Parry Street associated with F Pit or Sea Pit.

4.65.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The site of the building related to the F Pit may survive beneath Brooks Street.

Above ground archaeological sites.

None of the buildings shown on the 1895-6 map survives.

4.65.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.65.7 References.

None available.

4.66 Inventory Number 2176266. Block bounded by Nesca Parade, Greenslope Street and Brooks Street.

4.66.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
The Australian Agricultural Company, 1830 onwards (State).

The Australian Agricultural Company, 1830 onwards (State).

The coal mines and associated workings of the Australian Agricultural Company are of state significance. Nesca Park was formerly a dam belonging to the company. The Sea Pit Mine, opened in 1888 was located further south, mostly outside the study area.

Urban Development, 1853 onwards (Local).

This block does not possess any significance related to this theme, assuming the building in Brooks Street relates to the F Pit Coal Mine.

A creek crosses the block from Brooks to Railway Streets (see SHI 2176292).

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- The Australian Agricultural Company
- Coal Mining in New South Wales, 1801 onwards.

4.66.2 Historical Cadastre.

Lot	Lessee ¹⁵⁸	Grantee ¹⁵⁹
268A		Australian Agricultural Company

4.66.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1175

¹⁵⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁵⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.66.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 029

The Australian Agricultural Company, 1830 onwards (State).

By 1895-6, a large dam is shown in Nesca Park, labelled 'A A Company's Dam' (1895-97 - Detail). In 1850-7 the land is shown as vacant, laid out as allotments; no dam is shown at this time (1850-7 - AAC). The dam is therefore most likely associated with the Sea Pit, opened up in 1888. The dam wall lay beside Brooks Street, with a culvert under the mine railway, located on Brooks Street.

Just within the study area, on the north side of Greenslope Street, an 'Engine Room' is shown as part of the infrastructure associated with the Sea Pit Mine in 1895-6 (1895-97 - Detail). Most of the Sea Pit surface infrastructure was located further south.

The outlet to the dam was a watercourse, later formed into a drain (see SHI 2176292).

The Newcastle Archaeological Management Plan 1997 recorded the dam and overflow drain as follows (NAMP 1997. Inventory No. 1175).

'Map 1896-A Sheets 28, 29, show an Irregular shaped dam identified as 'AA Company's Dam', located at what is now NESCA Park. An overflow ran west into a shallow creek (now drainage easement), via a culvert under a group of A.A. Coy. railway tracks. Immediately south of the dam were two buildings labelled 'Engine Room', on and just south of Greenslope Street, (but well outside the NAZP study area.)' (NAMP 1997. Inventory No. 1175).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 029.

1850-7 - AAC

Allotments, vacant.

1895-97 - Detail

'A A Company's Dam'. Two 'Engine Room' buildings with steam pipes to Sea Pit, located on and beside Greenslope Street.

4.66.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The dam has been infilled, but the wall of the dam and the overflow culvert may survive adjacent to Brooks Street. The site of the 'Engine Room' of the Sea Pit Mine may survive in Nesca Park or under Greenslope Street.

Above ground archaeological sites.

None of the buildings shown on the 1895-6 map survives.

4.66.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.66.7 References.

None available.

4.67 Inventory Number 2176267. Block bounded by Parry, Darby, Tooke and Dawson Streets, including parts of adjacent streets (Dawson and Darby Streets).

4.67.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

The Australian Agricultural Company, 1830 onwards (State).

Urban Development, 1853 onwards (Local).

The Australian Agricultural Company, 1830 onwards (State).

The coal mines and associated workings of the Australian Agricultural Company are of state significance. F Pit was opened up in 1855. Drainage from the mine could date from this period and culverts under Darby and Dawson Streets could date from as early as the 1850s.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1850s. The block is principally composed of housing for workers and their families, but was on the fringe of urban development in the late nineteenth century.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Religion and Burial Customs.

Education - Schools, Colleges and Universities.

4.67.2 Historical Cadastre.

Lot	Lessee¹⁶⁰	Grantee¹⁶¹
268A		Australian Agricultural Company

¹⁶⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁶¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.67.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.67.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 030

The Australian Agricultural Company, 1830 onwards (State).

The 1895-6 map indicates a drain crossing the block from Darby Street to Tooke Street, where it enters a culvert under the junction with Dawson Street. This drain is first shown in 1850-7 as drainage from the F Pit. Road culverts under Darby and Dawson Streets could date from as early as the 1850s.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s.

The allotments at the Parry Street end of this block are shaded on the 1850-7 map and labelled as 'Granted to the Diocese of Newcastle' (St John's Church). There are six other buildings shown on this block (1850-7 - AAC). Only two of these buildings are shown in 1853 (1853 - Darby). The three church buildings, school, church and parsonage are shown by 1857, together with five out of the other six buildings shown on the possibly earlier plan of 1850-7 (1857 - N 19. 652).

Only part of this block is shown on the street alignment map of 1880, with two buildings on Darby Street and three buildings on Tooke Street (1880 - N 5.2137).

The total extent of development is shown by 1895-6, with the three church buildings of St. Johns. South of the church on Dawson Street is a pair of terraced houses. On the Darby Street frontage, south of the church are some business premises, 'Capper, Sons & Co'. Towards the south end of Darby Street are a number of houses, one with a hothouse, another with a blacksmith's shop. A group of small cottages and terraced houses are shown on Tooke Street at the corner of Darby Street (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 030

1850-7 - AAC

Allotments and numbers, with buildings. Parry Street frontage 'Granted to the Diocese of Newcastle' (St John's Church). Drain or creek.

1853 - Darby

Allotments and two buildings (?).

1857 - N 19. 652.

Block outline, with St John's Church buildings, and other buildings.

1880 - N 5.2137

Various buildings with names. 'Church of England Ground'.

1895-97 - Detail

Various buildings with some names. St John's Church. St John's School. Parsonage. Capper Sons & Co. Blacksmith's shop. Open drain.

4.67.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Several of the buildings shown on the 1895-6 map still survive. The School and Church at St. Johns still stand, but the parsonage has been demolished.

4.67.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.67.7 References.

None available.

4.68 Inventory Number 2176268. Block bounded by Parry, Dawson, Tooke and Bruce Streets.

4.68.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1850s, but was on the fringe of urban development in the late nineteenth century. The Benevolent Asylum Lying-in Hospital was located on the Parry Street frontage in the 1890s, with terraced houses for working families flanking this property.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

The development of hospitals and health infrastructure in New South Wales.

4.68.2 Historical Cadastre.

Lot	Lessee ¹⁶²	Grantee ¹⁶³
268A		Australian Agricultural Company

4.68.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

¹⁶² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁶³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.68.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 030.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s.

There is one building shown on the Parry Street frontage by 1850-7 (1850-7 - AAC; 1857 - N 19. 652). An additional building was shown on this frontage in 1880 (1880 - N 5.2137).

By 1895-6 the Benevolent Asylum Lying-in Hospital is labelled on the Parry Street frontage, with terraced houses flanking this property. The rest of the block is labelled Centennial Park, with a single building shown on the Bruce Street frontage (1895-97 - Detail).

For the Burwood Mine railway, see SHI 2176250.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 030.

1850-7 - AAC

Allotments and numbers, with building. Only shows Parry Street frontage

1853 - Darby

Block boundary. Burwood Mining Company Railway.

1857 - N 19. 652.

Block outline, with building on Parry Street frontage. Burwood Mining Company Railway.

1880 - N 5.2137

Block outline, with buildings on Parry Street frontage. Burwood Mining Company Railway.

1895-97 - Detail

Various buildings with some names. 'Benevolent Asylum Lying-in Hospital'. Burwood Mining Company Railway.

1915 - City

'Centennial Park'. Burwood Mining Company Railway.

4.68.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Most of the buildings shown on the 1895-6 map still survive, including three of the terraced houses, formerly part of the Benevolent Asylum Lying-in Hospital at 11, 11a and 15 Parry Street, Lot 1, DP 741008, Lot 1, DP 780845, and Lot 1, DP 997428.

4.68.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.68.7 References.

None available.

4.69 Inventory Number 2176269. Block bounded by Parry, Bruce, Tooke and Corlette Streets, including park in Corlette Street and parts of adjacent streets (Parry and Corlette Streets).

4.69.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1850s, but was on the fringe of urban development in the late nineteenth century. The block is partly developed with small cottages for working families flanking this property. The Newcastle Cricket Ground took up the southern part of the block.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.69.2 Historical Cadastre.

Lot	Lessee¹⁶⁴	Grantee¹⁶⁵
268A		Australian Agricultural Company

4.69.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

¹⁶⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁶⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.69.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 031

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s.

There is one building shown on the corner of Bruce and Parry Streets by 1857 (1857 - N 19. 652). Five small cottages or terraces are shown on the Bruce Street frontage in 1895-6, one being located on the back of an allotment. The southern part of the block was labelled the Newcastle Cricket Ground (1895-97 - Detail).

For the Burwood Mine railway, see SHI 2176250.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 031.

1853 - Darby

Block boundary with one building.

1857 - N 19. 652.

Block outline.

1895-97 - Detail

Various buildings with some names. 'Newcastle Cricket Ground'. Drain.

1915 - City

'Newcastle Cricket Club'.

4.69.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Only one of the buildings shown on the 1895-6 map still survives.

4.69.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.69.7 References.

None available.

4.70 Inventory Number 2176270. Block bounded by Parry, Corlette, Tooke and Corlette Streets, including parts of adjacent streets (Union Street).

4.70.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1880s, but was on the fringe of urban development in the late nineteenth century. The block is partly developed with small cottages for working families. The Newcastle Cricket Ground took up the southern part of the block.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

4.70.2 Historical Cadastre.

Lot	Lessee¹⁶⁶	Grantee¹⁶⁷
268A		Australian Agricultural Company

4.70.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.70.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 031

¹⁶⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁶⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1880s.

There are three buildings shown on the Parry Street frontage by 1880, one of these being within the later alignment of Union Street. These buildings comprise five terraced houses and one cottage (1880 - N 5.2137). By 1895-6, the two terraces within Union Street have been demolished, leaving four terraced houses or cottages. Several cottages and sheds are shown on the southern part of the block, including a grandstand for the Newcastle Cricket Club (1895-97 - Detail).

For the drain from the Australian Agricultural Company's dam in Nesca Park, see SHI 2176292.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 031.

1853 - Darby

Block boundary, vacant.

1880 - N 5.2137

Block outline. Building on Parry Street frontage.

1895-97 - Detail

Various buildings with some names. 'Newcastle Cricket Ground'. Grand Stand. Drain.

1915 - City

'Newcastle Cricket Club'.

4.70.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

None of the buildings shown on the 1895-6 map still survives.

4.70.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.70.7 References.

None available.

4.71 Inventory Number 2176271. Block bounded by Hunter, Auckland, King and Union Streets, including parts of adjacent streets (King Street).

4.71.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1850s. The block was largely residential, with small cottages and terraced houses, some with back lane access. The Hunter Street frontage was an extension of the business area of the city to the west, with hotels, retailers, trades and other businesses. Quong Chong was a cabinet maker at what is now 489 Hunter Street, DP 73863 (the site has been destroyed by later development).

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Industry and Manufacturing

4.71.2 Historical Cadastre.

Lot	Lessee¹⁶⁸	Grantee¹⁶⁹
268A		Australian Agricultural Company

4.71.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

¹⁶⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁶⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.71.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 032

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s.

Eleven buildings are shown on allotments fronting Hunter Street in 1857 (1857 - N 19. 652). The 1880 street alignment map only shows the Auckland, Union and part of the King Street frontages, but nonetheless reveals much new development on these frontages (1880 - N 5.2137).

The full extent of the extensive development on this block is revealed by 1886. Development was not limited to the frontages, but extended to the backs of many allotments. While much of the development was residential, the Hunter Street frontage includes three hotels, the Victorian Hotel, the Union Inn and the Locomotive Hotel; several trades, namely plumbers, a carpenter, blacksmith and tinsmith; several retailers, a veterinary surgeon, a seller of washing machines. Quong Chong was a cabinet maker at what is now 489 Hunter Street, DP 73863). Behind the street frontages are a series of other businesses, including produce merchants, a bakery and R Gibson's Iron Foundry. On King Street, there were only two retailers among the houses, a baker and a milliner (1886 - M&G).

Only the Hunter Street frontage is shown on the Jones fire insurance plans. The Victorian Hotel had been renamed the Exchange Hotel. Quong Chong was still in business (1893 - Jones, Fire Insurance).

By 1895-6 further infill had taken place, with several lanes providing access to the back of the allotments. The Exchange Hotel was now named the Young Australian Hotel. The Bakery still stood off Union Lane, but Gibson's Foundry had been relocated to another block (see SHI 2176272) (1895-97 - Detail).

For the Australian Agricultural Company Mine Railway, see SHI 2176248.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 032

1853 - Darby

Plan is not accurate, but shows no buildings on this block. Australian Agricultural Company Railway is incorrectly located.

1857 - N 19. 652.

Eleven buildings are shown on this block. The buildings may not be shown in their precise position.

1880 - N 5.2137

Various buildings with business names and names of owners or occupiers. The plan may not show all buildings, but only those on the frontages. It is a street alignment map.

1886 - M&G

Various buildings with business names and names of owners or occupiers. The block has been partly resumed for King Street, leaving some of the building sites now located in King Street.

1893 - Jones, Fire Insurance

Various buildings with business names and names of owners or occupiers. The King Street frontage is not shown.

1895-97 - Detail

Various buildings with business names and names of owners or occupiers. Hotels, Bakery. The block has been partly resumed for King Street, leaving some of the building sites now located in King Street.

4.71.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive, though some have been destroyed by more recent development.

Above ground archaeological sites.

Few of the buildings shown on the 1895-6 map still survive. Most of the building stock has been replaced by development in the early twentieth century or later.

4.71.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.71.7 References.

None available.

4.72 Inventory Number 2176272. Blocks bounded by King, Auckland, Laman and Union Streets, including parts of adjacent streets (King, Gibson and John Streets).

4.72.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1850s. The block was largely residential, with terraced houses on the eastern end of the block and the Cooke's Hill Public School on the Laman and Union Street corner.. Much of the housing was intended for working families, though one large house stood on the Auckland Street end of the block. Gibson's Foundry was located on the King Street frontage from the 1880s onwards.

For the Australian Agricultural Company Mine Railway, see SHI 2176248.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Industry and Manufacturing.

Education - Schools, Colleges and Universities.

4.72.2 Historical Cadastre.

Lot	Lessee¹⁷⁰	Grantee¹⁷¹
268A		Australian Agricultural Company

¹⁷⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁷¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.72.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.72.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 032

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s.

Three buildings are shown on allotments at the western end of the block in 1857 (1857 - N 19. 652). The 1880 street alignment map only shows the Laman Street frontage, but nonetheless reveals new development with terraced housing for working families (1880 - N 5.2137).

By 1886 a public school is shown on a large block at the western end of Laman Street, with most of the eastern half of the Laman Street frontage built out with terraced housing. This housing also extended onto Charles and Gibson Streets. A larger house with stables was located on the corner of Laman and Auckland Streets. The Hidden Treasure Hotel was located on Laman Street, just east of John Street. R. Gibson, Iron Foundry was located north of the public school premises (1886 - M&G).

Further development and infill had occurred by 1895-6, with Gibson's Foundry extending to the King Street frontage. Although the block was dissected by the Australian Agricultural Company Mine Railway, there was limited development on the King Street frontage to the east, including a forge and small cottages. The 'Cooke's Hill Public School' is on the Laman Street frontage at the Union Street end of the block (1895-97 - Detail).

For the Australian Agricultural Company Mine Railway, see SHI 2176248.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 032

1853 - Darby

Plan is not accurate, but shows no buildings on this block. Australian Agricultural Company Railway.

1857 - N 19. 652.

Three buildings are shown on this block. The buildings may not be shown in their precise position. Australian Agricultural Company Railway.

1880 - N 5.2137

Various buildings with business names and names of owners or occupiers. The plan may not show all buildings, but only those on the frontages. Only Laman Street frontage shown.

1886 - M&G

Various buildings with business names and names of owners or occupiers. The block has been partly resumed for King Street, leaving some of the building sites now located in King Street.

1895-97 - Detail

Various buildings with business names and names of owners or occupiers. Gibson's Foundry.

The block has been partly resumed for King Street, leaving some of the building sites now located in King Street.

4.72.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Many of the terraced houses shown on the 1895-6 map still survive.

4.72.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.72.7 References.

None available.

4.73 Inventory Number 2176273. Blocks bounded by Hunter, Union, Bull, King and Steel Streets, including parts of adjacent streets (King Street).

4.73.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1850s. The block was largely residential, with terraced houses or cottages. Much of the housing was intended for working families. There was a marble works at the Hunter and Union Street corner, later replaced by a branch of the Bank of NSW. Three hotels were located on the Hunter Street frontage, with some retailers and a post office.

For the Australian Agricultural Company Mine Railway, see SHI 2176248.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Industry and Manufacturing.

4.73.2 Historical Cadastre.

Lot	Lessee¹⁷²	Grantee¹⁷³
268A		Australian Agricultural Company

4.73.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

¹⁷² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁷³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.73.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 033

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s.

Seven buildings are shown on allotments on this block in 1857 (1857 - N 19. 652). The two buildings in Steel Street are more accurately shown by 1886, actually on the allotment at the corner of King and Steel Street.

By 1886 the full extent of development on this block is revealed. Housing concentrated on the Hunter Street frontage, but did extend down the side streets, including Union, Devonshire and Steel Streets. No buildings fronted King Street, except at the corner of Steel Street. Most of the buildings were residential, except on Hunter Street. A marble works was located at the corner of Union Street, then the Rev. W. Bain and Dr. Stapleton next door on Hunter Street. West of Devonshire Street was an ironmongers, then the Star Inn, followed a few doors down by a grocer. Towards the Steel Street end of the block was a draper, grocer, saddler, another draper, then the New Station Hotel and Cameron's Family Hotel, opposite the Honeysuckle Point Railway Station (1886 - M&G).

Further development and infill had occurred by 1895-6. The Bank of NSW replaced the marble works on the Hunter Street frontage, followed by a post office. To the west there were few changes. One cottage and shed fronted King Street adjacent to 'Lock's Paddock' (1895-97 - Detail).

The development on the Kings Street frontage was later resumed for street widening.

For the Australian Agricultural Company Mine Railway, see SHI 2176248.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 033

1853 - Darby

Plan is not accurate, but shows no buildings on this block.

1857 - N 19. 652.

Seven buildings are shown on this block. The two buildings in Steel Street are in fact on the east side of Steel Street. See 1886 map below.

1886 - M&G

Various buildings with business names and names of owners or occupiers.
Buildings are shown on all the allotments facing Hunter Street. Some of the small lots on King Street are vacant.

The block has been partly resumed for King Street, leaving some of the building sites now located in King Street.

1895-97 - Detail

Various buildings with some business and other names.

Cameron's Family Hotel, New Station Hotel, forge and Star Inn on Hunter Street frontage.

The block has been partly resumed for King Street, leaving some of the building sites now located in King Street.

4.73.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Only two of the buildings shown on the 1895-6 map still survive.

4.73.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.73.7 References.

None available.

4.74 Inventory Number 2176274. Block bounded by Hunter, Steel, King and National Park Streets, including parts of adjacent streets (Steel and King Streets).

4.74.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1850s. The block was partly residential, with terraced houses or cottages, intended for working families. The remainder of the block was used for business or industrial purposes, including a marble works, an early motor garage and a timber yard.

For the Hunter Street bridge over Cottage Creek, see SHI 2176281.

For the Australian Agricultural Company Mine Railway, see SHI 2176248.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Industry and Manufacturing.

4.74.2 Historical Cadastre.

Lot	Lessee¹⁷⁴	Grantee¹⁷⁵
268A		Australian Agricultural Company

¹⁷⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁷⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.74.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.74.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 034

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s.

Only one building is shown on the Hunter Street frontage by 1853 (1853 - Darby). Two more buildings were shown on this frontage by 1857 (1857 - N 19. 652).

By 1886 the full extent of development on this block is revealed. Only the Hunter Street frontage is shown. Just west of Steel Street there was a tailor, two grocers and the Railway Hotel, taking advantage of the Honeysuckle Point Railway Station opposite. Gilbert Bros Coachbuilders were located on the east side of Cottage Creek, while a butcher, tobacconist and painters were located on the Hunter Street frontage to the west, with a branch of the Joint Stock Bank. A large sawmill was located behind the Hunter Street frontage on the western half of the block (1886 - M&G).

Further development and infill had occurred by 1895-6. A Marble Works was located on the corner of Hunter and Steel Streets. Ash's Timber Yard was located on the King and Steel Street corner, continuing to Cottage Creek. Straddling the creek, between the Hunter and King Street frontages was a 'Motor and Garage Shop'.

King Street crossed Cottage Creek via a bridge with concrete abutments. The creek was also bridged by the Australian Agricultural Company Mine Railway, with the abutments constructed out of concrete and stone (1895-97 - Detail).

For the Hunter Street bridge over Cottage Creek, see SHI 2176281.

For the Australian Agricultural Company Mine Railway, see SHI 2176248.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 034

1853 - Darby

Plan is not accurate, but shows one building on Hunter Street frontage.

1857 - N 19. 652.

Two additional buildings on Hunter Street frontage. Two buildings also shown on King Street frontage, but the more accurate 1886 map shows these buildings are on east side of Steel Street.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

The plan does not extend to King Street frontage, except at east end of block.

Buildings are shown on all but one of the allotments facing Hunter Street.

Plan shows course of Cottage Creek.

1895-97 - Detail

Various buildings with some business and other names.

Garage, Railway Hotel, Marble Works on Hunter Street.

Motor and garage Shop, Ash's Timber Yard on King Street.

Historical drainage - Cottage Creek partly covered with timber planks in walled channel.

House on corner of Steel and King Streets, now located in street.

4.74.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive. Bridge abutments may survive beneath King Street.

Above ground archaeological sites.

Only three of the buildings shown on the 1895-6 map still survive.

4.74.6 Heritage and Archaeology.

There is one available heritage and archaeological report for this block.

It comprises an archaeological assessment of 643-651 Hunter Street, Newcastle West, Lot 1, DP 1166015.

4.74.7 References.

Archaeological Heritage Management Solutions. Historical archaeological & development impact assessment report for Empire Hotel site & adjacent allotments 643-651 Hunter Street, Newcastle West, NSW. Prepared for Rory F O'Brien. 2004

4.75 Inventory Number 2176275. Block bounded by Hunter, National Park and King Streets and Stewart Avenue, including parts of adjacent streets (Stewart Avenue).

4.75.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1850s. The block was part residential, part industrial.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Industry and Manufacturing.

4.75.2 Historical Cadastre.

Lot	Lessee¹⁷⁶	Grantee¹⁷⁷
268A		Australian Agricultural Company

4.75.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.75.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 035

¹⁷⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁷⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Urban Development, 1853 onwards (Local).

This block was part of the 2,000 acre grant to the Australian Agricultural Company (AAC). The grant specifically prohibited subdivision until the 1850s.

The earliest urban development on this block commenced by the 1850s.

Only one building is shown on the Hunter Street frontage by 1853 (1853 - Darby). Four buildings were shown on this frontage by 1857 and two on the Stewart Avenue frontage (1857 - N 19. 652).

By 1886 the extent of development on the northern half of this block is revealed with several vacant allotments. Most of the development was residential, except for Charles McIntosh, general blacksmith, having a building with an iron roof and chimney. Further west was the Castlemaine Hotel (1886 - M&G).

Little further development had occurred by 1895-6, though there was some housing on National Park Street.. The blacksmiths was now simply labelled as a shed and the Castlemaine Hotel had been renamed the West End Hotel. The residential development is revealed predominantly as terraced housing on both the frontage and also by lane access at the rear (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 035

1853 - Darby

Plan is not accurate, but shows one building on Hunter Street frontage.

1857 - N 19. 652.

Buildings on Hunter Street and Stewart Avenue frontages.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

Buildings on Hunter Street and Stewart Avenue frontages.

1895-97 - Detail

Various buildings with some business and other names.

West End Hotel on Hunter Street, corner of Stewart Avenue. Terraced housing.

One house now in Stewart Avenue.

4.75.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive. Bridge abutments may survive beneath King Street.

Above ground archaeological sites.

Only three of the buildings shown on the 1895-6 map still survive.

4.75.6 Heritage and Archaeology.

There is one available heritage and archaeological report for this block.

It is an archaeological assessment report for 735-739 Hunter Street, Newcastle West, now registered as the apartment development at 741 Hunter Street, Newcastle West, DP 80412. There is no other report available for this site.

4.75.7 References.

Unwelt (Australia) Pty Limited. Study and analysis of the historical archaeology of land at the rear of 735-739 Hunter Street, Newcastle, New South Wales. Prepared for J K & M A Waterhouse. 2002.

4.76 Inventory Number 2176276. Blocks bounded by Beresford, Bellevue, Hunter and Cooper Streets, including parts of adjacent streets (Beresford and Cooper Streets).

4.76.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Urban Development, 1853 onwards (Local).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1860s. The block was mostly residential, with some industry.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

Industry and Manufacturing.

4.76.2 Historical Cadastre.

Lot	Lessee¹⁷⁸	Grantee¹⁷⁹
169		R T Furlong

4.76.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.76.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 035

¹⁷⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁷⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Urban Development, 1853 onwards (Local).

The earliest development on this block commenced by the 1860s.

A single cottage was located on this portion of 20 acres by 1866, granted to R T Furlong (1866 - R 651. 1603).

The portion had been subdivided by the 1890s. A branch of the AJS Bank was located on the corner of Hunter and Bellevue Streets. A number of the remaining portions on the block had been developed as cottages or terraced houses. A cooperage was located on the corner of Beresford and Cooper Streets. (1895-97 - Detail).

Part of the block was resumed for Stewart Avenue. The sites of some buildings are now located within this street.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 035

1857 - N 19. 652.

No buildings are shown on this block.

1866 - R 651. 1603

Single building on Portion 169, now under Stewart Avenue.

1895-97 - Detail

Various buildings with business names and names of owners or occupiers. Cooperage, AJS Bank.

4.76.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive. One site has been destroyed by redevelopment.

Above ground archaeological sites.

Some of the buildings shown on the 1895-6 map still survive.

4.76.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.76.7 References.

None available.

4.77 Inventory Number 2176277. Blocks bounded by the Railway Line, Cooper, Hunter and Railway Streets, including parts of adjacent Railway.

4.77.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Railway and Port Infrastructure (State).

Urban Development, 1853 onwards (Local).

Railway and Port Infrastructure (State).

While the railway and port infrastructure of Newcastle is of state significance, ancillary items, like railway workers cottages of the 1890s are assessed as possessing a local level of significance.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1860s. The block was mostly residential, with some industry.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

The development of rail infrastructure in New South Wales.

Industry and Manufacturing.

4.77.2 Historical Cadastre.

Lot	Lessee¹⁸⁰	Grantee¹⁸¹
168		F Mitchell
197		C H Hannell
198		C H Hannell
199		C H Hannell
200		Thomas Bryant.
201		Thomas McPhail

¹⁸⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁸¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.77.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.77.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 036

Railway and Port Infrastructure (State).

A single building is shown near Railway Street on the land reserved for railway purposes. This may represent railway workers housing (1895-97 - Detail).

Urban Development, 1853 onwards (Local).

The earliest development on this block commenced by the 1860s.

A single cottage was located on Portion 168 of 20 acres by 1866, granted to Francis Mitchell (1866 - N 634. 1501; 1866 - R 651. 1603).

The portion had been subdivided by the 1890s mostly for small cottages. A coach factory and a horse bazaar were located at the Cooper Street end of the block (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 036

1866 - N 634. 1501

Single building on Portion 168.

1866 - R 651. 1603

Single building on Portion 168.

1895-97 - Detail

Various buildings with business names and names of owners or occupiers. Coach Factory, Edward's Horse Bazaar.

4.77.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The archaeological sites on this block are likely to survive.

Above ground archaeological sites.

None of the buildings shown on the 1895-6 map still survive.

4.77.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.77.7 References.

None available.

4.78 Inventory Number 2176278. Blocks bounded by the Railway Street, Hunter Street, Maitland Road and Railway Line, including parts of adjacent Railway Line.

4.78.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Railway and Port Infrastructure (State).

Urban Development, 1853 onwards (Local).

Railway and Port Infrastructure (State).

While the railway and port infrastructure of Newcastle is of state significance, ancillary items, like railway workers cottages of the 1890s are assessed as possessing a local level of significance.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1860s. The block was mostly residential.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

The development of rail infrastructure in New South Wales.

4.78.2 Historical Cadastre.

Lot	Lessee ¹⁸²	Grantee ¹⁸³
		Reserved from lease generally for Rail Purposes. Notified 27 January 1910. (formerly intended for Presbyterian Cemetery). ¹⁸⁴
166		Henry Dangar

¹⁸² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁸³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

¹⁸⁴ N 634. 1501. Crown Plans – Land and Property Information.

Lot	Lessee ¹⁸²	Grantee ¹⁸³
194		Edward Hemming
195		E Matthews
196		E Matthews

4.78.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.78.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 037

Railway and Port Infrastructure (State).

A number of houses or cottages are shown on the land reserved for railway purposes. This may represent railway workers housing (1895-97 - Detail).

Urban Development, 1853 onwards (Local).

The earliest development on this block commenced by the 1890s.

The block was partially subdivided and a number of cottages or small houses had been erected (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 037

1895-97 - Detail

Scattered buildings and 'swampy.'

4.78.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive. Some may have been disturbed by recent development.

Above ground archaeological sites.

None of the buildings shown on the 1895-6 map still survive.

4.78.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.78.7 References.

None available.

4.79 Inventory Number 2176279. Railway Line, between Cottage Creek and Maitland Road bridge, including former branch line to Bullock Island (Carrington Dockyard).

4.79.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Railway and Port Infrastructure (State).

Railway and Port Infrastructure (State).

The railway from Newcastle to Maitland is of State significance. Opened from Honeysuckle Point Station in 1857 and extended to Newcastle in 1858, it was the second passenger railway network in New South Wales.

In addition the branch line to Bullock Island is of state significance, because it is closely associated with the harbour works, designed by E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch, from 1862 to 1878.

There are a number of cottages shown within the railway property. These are assumed to be railway workers cottages. As ancillary items, they are assessed as possessing local significance.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Urbanisation and the Nineteenth Century City.

Social and Economic Status, Gender and Ethnicity.

The development of rail infrastructure in New South Wales.

4.79.2 Historical Cadastre.

Lot	Lessee¹⁸⁵	Grantee¹⁸⁶
		Railway Purposes
166		Henry Dangar

¹⁸⁵ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁸⁶ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.79.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1036

4.79.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Blocks 035 to 039.

Railway and Port Infrastructure (State).

The Hunter River Railway Co was formed on 10 October 1853 with its eventual capital totalling £100,000 in £5 shares. The first sod of the railway was turned at Honeysuckle on 7 November 1854. Governor Sir William Denison opened the Great Northern Railway, now government owned, from Newcastle (Honeysuckle Point Station) to East Maitland on 30 March 1857. The railway was extended along the river frontage to Watt Street a year later in 1858.

The Newcastle Archaeological Management Plan 1997 recorded the railway alignment from Honeysuckle Point Station to Bellevue Street (NAMP 1997. Inventory No. 1036)

'The 1855 railway terminated at Honeysuckle Point, the only area of solid land near Newcastle that did not require the railway to cross A.A. Coy land. Between Honeysuckle and Wickham, there was no spare dry land between the main road and waterline. Consequently, from Honeysuckle to Wickham the line ran on a built-up causeway (probably rubble), with small bridges or culverts to allow tidal water to flow in and out, and allow stormwater from Cottage Creek to empty into the harbour.'

'Remnants of the original ballast causeway, and masonry culverts or small bridges, are likely to survive under or near the present main line. Some original double-head rails might possibly survive (as found in Honeysuckle Workshops yard recently).'

'The private Hunter River Railway Company was formed in 1853 to build a line from Newcastle to Maitland, but failed and was taken over by NSW Government in 1854. By 1855, 7 miles of earthworks and 1 mile of track had been laid west from Honeysuckle. The 16 mile line between Newcastle and East Maitland opened in 1857, terminating at Honeysuckle Point. Since then the network has greatly expanded, but the main line through Newcastle West still follows the original 1850s route.'

'The original GNR alignment is still used for the main line from Wickham to Civic, but with new rails & sleepers. The shallow water has been extensively filled and reclaimed, and the rails now run across dry land, recently cleared for redevelopment.' (NAMP 1997. Inventory No. 1036).

The branch line to Bullock Island was constructed as part of the designs by E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch. The scheme comprised the construction of the Dyke at Bullock Island (now Carrington), together with rail and road access; the dredging of a shipping basin at the south end of Bullock Island; the provision of a hydraulic power house to supply hydraulic cranes on the Dyke for efficient coal loading. Construction began in 1862 and was largely completed by 1878.

The extent of the railway lines, sidings and branch line is shown on the 1895-6 detail plans, together with culverts, drains and ponds. A signal box and level crossing with gates is located at Bellevue Street; a level crossing and building at Station Street. There is an overhead footbridge. An engine house, pumping station and water tank are located at the junction to Bullock Island. There is an overhead road bridge at Maitland Road (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Blocks 035 to 039.

1895-97 - Detail

Railway lines. Culverts, drains and ponds. Various domestic and other buildings, including signal box and level crossing with gates at Bellevue Street; level crossing and building at Station Street; Overhead footbridge; Engine house and pumping station at junction to Bullock Island; Overhead road bridge at Maitland Road.

4.79.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive.

Above ground archaeological sites.

None of the buildings or structures shown on the 1895-6 map still survive. Railway lines and ballast have probably been replaced.

4.79.6 Heritage and Archaeology.

There are no available heritage and archaeological reports for this block.

4.79.7 References.

None available.

4.80 Inventory Number 2176280. Blocks bounded by Hannell Street, Stewart Avenue, the Hunter River, Cottage Creek and the Railway Line.

4.80.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Urban Development, 1853 onwards (Local).

Railway and Port Infrastructure (State).

Wharfage under construction in the 1890s was located on the Hunter River within this block and to the west of Lee Wharf. This wharfage is of state significance, as an extension of the port after the completion of the works designed by E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch, between 1862 and 1878.

While the railway and port infrastructure of Newcastle is of state significance, ancillary items, like railway workers cottages of the 1890s are assessed as possessing a local level of significance.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was first developed in the 1860s. The block was mostly residential, with some industry.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Urbanisation and the Nineteenth Century City.
- Social and Economic Status, Gender and Ethnicity.
- The development of port infrastructure in New South Wales.
- The development of rail infrastructure in New South Wales.
- Industry and Manufacturing.
- Education - Schools, Colleges and Universities.

4.80.2 Historical Cadastre.

Lot	Lessee¹⁸⁷	Grantee¹⁸⁸
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¹⁸⁷ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁸⁸ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Lot	Lessee ¹⁸⁷	Grantee ¹⁸⁸
168		R T Furlong
		A number of small portions along the Hunter River foreshore, east of Hannell Street.

4.80.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.80.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 039.

Railway and Port Infrastructure (State).

A house or cottage is shown on the land reserved for railway purposes. This may represent railway workers housing (1895-97 - Detail).

The 1895-6 detail plans also provide a partial survey of the wharfage and reclamation then underway at the western end of Lee Wharf (1895-97 - Detail). The extent of this wharfage is more clearly seen in 1940 aerial photographs (1944 - Aerials).

Urban Development, 1853 onwards (Local).

The earliest development on this block commenced by the 1880s.

The block was partially subdivided and a number of buildings had been erected by the early 1880s. Along the harbour foreshore was a soapworks, and perhaps other industrial buildings (1882 - Port of Newcastle; 1887 - Port of Newcastle).

The 1895-6 plans reveal extensive foreshore development and subdivision. Ellis's Sawmills were located on the foreshore towards the southern end of Hannell Street, with neighbouring residential development. On the west side of Hannell Street was the School of Arts and further residential development, comprising small cottages and terraced housing. Further north on the east side of Hannell Street were a number of unidentified houses or buildings, together with a hotel and another sawmill (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 039

1882 - Port of Newcastle

Some buildings to east of Hannell Street, including Soap Works. Buildings to north of railway of former alignment of Hannell Street.

1887 - Port of Newcastle

Same as for 1882 plan.

1895-97 - Detail

Various buildings with business names and names of owners or occupiers. Saw Mill. Ellis's Saw Mill. School of Arts.

1915 - City

Original high water mark of Cottage Creek and Hunter River foreshore. Extent of reclamation.

Portions with names of grantees.

Resumptions.

1944 - Aerials

Extent of reclamation with wharfage and mooring dolphins.

Industrial buildings along Hannell Street with vacant land to the north

Subdivision with buildings to the west of Hannell Street, now partly under Stewart Avenue.

4.80.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive.

The wharfage, under construction in the 1890s and shown to its complete extent in the 1940s, has been replaced by more recent wharves with concrete decking and railway sidings (1895-97 - Detail; 1944 - Aerials). It is not known to what extent the 1890s wharfage survives below this concrete decking.

Above ground archaeological sites.

Some of the buildings shown on the 1895-6 map still survive, including the School of Arts and adjacent houses. However most houses have been demolished.

4.80.6 Heritage and Archaeology.

There is one available heritage and archaeological report for this block.

A report on the archaeological monitoring of the site at Hannell Street, Wickham was completed for the Roads and Traffic Authority Hunter Region in 2000 (Environmental Resources Management Australia Pty Ltd).

4.80.7 References.

Environmental Resources Management Australia Pty Ltd. Report on the archaeological monitoring of the Hannell Street, Wickham site for Roads and Traffic Authority Hunter Region. 2000.

4.81 Inventory Number 2176281. Blocks bounded by the Hunter River, Worth, Hunter and Bellevue Streets, Railway Line and Cottage Creek, including parts of adjacent streets (Honeysuckle Drive, Hunter and Worth Streets).

4.81.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Railway and Port Infrastructure (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

The Government Farm or Commandant's Farm was located at Cottage Creek. As part of the Penal Settlement at Newcastle, it is of state significance, particularly the government cottage at the farm.

Town Development, 1820s-1853 (State).

This block was on the fringe of Newcastle from the 1820s to the 1850s. Hemmed in by the 2,000 acre grant of the Australian Agricultural Company, industries that needed water frontage were not able to expand at Newcastle itself, but were forced to relocate, either to Stockton or to what river frontage remained west of the Australian Agricultural Company's grant. This block is of state significance, not only for the continuing use of the former government cottage, but also as the site of Dangar's Newcastle Meat Preserving Works.

The block is also of state significance for the Presbyterian and Catholic Cemetery on the Hunter Street frontage, between Cottage Creek and Steel Streets, which was first used in the 1840s.

Railway and Port Infrastructure (State).

The railway from Newcastle to Maitland is of State significance. Opened from Honeysuckle Point Station in 1857 and extended to Newcastle in 1858, it was the second passenger railway network in New South Wales.

The reclamation of the foreshore for the construction of Lee Wharf is of state significance. Lee Wharf, constructed in 1910 and later extended, formed the last major expansion of the wharfage at Newcastle on the south side of the Hunter River. It formed an extension of the scheme designed by E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch, from 1862 to 1878.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was rapidly developed in the 1860s. In the late nineteenth century the block was partly residential, but also has some commercial and industrial premises, as well as a cemetery. The Technical College and Trades Hall were located at 590-608 Hunter Street.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Urbanisation and the Nineteenth Century City.
- Social and Economic Status, Gender and Ethnicity.
- The development of port infrastructure in New South Wales.
- The development of rail infrastructure in New South Wales.
- The development of roads and bridges in New South Wales
- Industry and Manufacturing.
- Education - Schools, Colleges and Universities.
- Religion and Burial Customs.

4.81.2 Historical Cadastre.

Lot	Lessee ¹⁸⁹	Grantee ¹⁹⁰
169		R T Furlong
		A series of small portion on Bellevue Street on the west side of Cottage Creek.
		Presbyterian Cemetery
		Roman Catholic Cemetery
		George Weller
7A		J Mitchell
6A		J Mitchell
		Reserve for Railway Purposes

4.81.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1036
1037
1038

¹⁸⁹ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁹⁰ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.81.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 040.

Penal Settlement, 1801-1821 (State).

The position of the Commandant's Farm is shown on a map dated to 1816 ('Part of the Hunter's River (or Coal River)', survey by Lieutenant Jeffries, March 1816. Source. Coal River Working Party Website). It is more precisely located on a map dated to 1839, which identifies it as the government cottage, purchased by Weller (1839-40 N 71.844).

Town Development, 1820s-1853 (State).

The government cottage, bought by Weller, is shown on a map dated to 1839, then possibly also on the 1857 map (1839-40 N 71.844; 1857 - N 19. 652).

Henry Dangar bought 24 acres at Wickham known as 'Furlong's Paddock' where he set up his meat works, which became the Newcastle Meat Preserving Works. By February 1848, Dangar's meat cannery was under construction at Honeysuckle Point and in operation by 1849. In 1853, the works included a preserving room, filling room, cutting-up room, tin men's shop, three storerooms and office. Adjacent to the works were boilers for tallow rendering and meat preserving and a slaughterhouse, stables, stockyard and a workman's cottage.

The location of the Meat Preserving Works is shown on plans dated to 1853 and 1866. The Works were located between Steel Street and Cottage Creek and may have included the former government cottage (1853 - Darby; 1866 - N 8A. 1090 (Honeysuckle)).

Several maps show the location of the bridge over Cottage Creek, the original foreshore and the alignment of Cottage Creek (1848 - City; 1853 - Darby).

The Newcastle Archaeological Management Plan 1997 provides details on the Presbyterian and Roman Catholic Cemetery (NAMP 1997. Inventory No. 1038).

'The site is a flat piece of land around which Cottage Creek used to curve. The canalised creek now runs straight along the western boundary of the former cemetery. Hunter St. forms the southern boundary, and the GNR railway forms the north boundary. The Palais Royale forms the eastern boundary. A corner has been excised from the SW corner of the site for a public lavatory. About half the cemetery site has been built over with small shops and warehousing, while the remainder is car parking area.'

'The former cemetery might still contain graves, especially in the bitumen paved areas, which appear to have been little disturbed since the cemetery was closed.'

'According to Turner, this site was used as a cemetery from c1840. At about 1860, the site was formally made a cemetery, with the east half allocated for Roman Catholics and the west half for Presbyterians, with a pathway between. In 1914, the cemetery was resumed for tramway use, and the headstones (but few if any bodies) were transferred to Sandgate Cemetery. The tramway use did not proceed. The land has since remained government owned, but leased to commercial users.' (NAMP 1997. Inventory No. 1038). See results of archaeological investigation.

Railway and Port Infrastructure (State).

The Hunter River Railway Company was formed on 10 October 1853 with its eventual capital totalling £100,000 in £5 shares. The first sod of the railway was turned at Honeysuckle on 7 November 1854. Governor Sir William Denison opened the Great Northern Railway, now government owned, from Newcastle (Honeysuckle Point Station) to East Maitland on 30 March 1857. The railway was extended along the river frontage to Watt Street a year later in 1858.

The Newcastle Archaeological Management Plan 1997 recorded the railway alignment from Honeysuckle Point Station to Bellevue Street (NAMP 1997. Inventory No. 1036).

'The 1855 railway terminated at Honeysuckle Point, the only area of solid land near Newcastle that did not require the railway to cross A.A. Coy land. Between Honeysuckle and Wickham, there was no spare dry land between the main road and waterline. Consequently, from Honeysuckle to Wickham the line ran on a built-up causeway (probably rubble), with small bridges or culverts to allow tidal water to flow in and out, and allow stormwater from Cottage Creek to empty into the harbour.'

'Remnants of the original ballast causeway, and masonry culverts or small bridges, are likely to survive under or near the present main line. Some original double-head rails might possibly survive (as found in Honeysuckle Workshops yard recently).'

'The private Hunter River Railway Company was formed in 1853 to build a line from Newcastle to Maitland, but failed and was taken over by NSW Government in 1854. By 1855, 7 miles of earthworks and 1 mile of track had been laid west from Honeysuckle. The 16 mile line between Newcastle and East Maitland opened in 1857, terminating at Honeysuckle Point. Since then the network has greatly expanded, but the main line through Newcastle West still follows the original 1850s route.'

'The original GNR alignment is still used for the main line from Wickham to Civic, but with new rails & sleepers. The shallow water has been extensively filled and

reclaimed, and the rails now run across dry land, recently cleared for redevelopment.' (NAMP 1997. Inventory No. 1036).

The railway line, Honeysuckle Point Station and other associated works are shown on a series of plans. The foreshore north of the railway was not reclaimed until after 1882 and was still in progress during the 1890s, as part of the construction of new wharfage. Worth Street preserves the alignment of a bridge that crossed to Bullock Island in the 1880s. Reclamation for the construction of the west section of Lee Wharf was gazetted in October 1920, with the full extent of Lee Wharf and its sheds shown on 1944 aerial photographs (1866 - N 8A. 1090 (Honeysuckle); 1882 - Port of Newcastle ; 1895-97 - Detail; 1915 - City; 1944 - Aerials).

The Newcastle Archaeological Management Plan 1997 provides more detail on Honeysuckle Point Station (NAMP 1997. Inventory No. 1037).

'Honeysuckle Point Station (the second) had two staggered brick-walled platforms, either side of a double track. The southern platform had a brick station building facing Hunter Street, opposite Steel St., as well as lavatories, goods shed, etc. The northern platform was further east, built on the edge of the causeway embankment, and had a small wharf for passengers arriving by boat. Passengers crossed between platforms via an ornate iron over-bridge.'

'Remnants of the platforms and bridge footings are visible alongside the main line. Station building footings might be under a bitumen car park. The former sea wall, and steps from the platform to the harbour might survive under the railway yards.'

' The first Honeysuckle Station, built c1855, was a modest timber construction. The second Honeysuckle Station was built 1872 in brick, with additional sheds etc., added 1874. A brick two-storey house was erected for the stationmaster in 1880. In 1901 this station was chosen as the arrival and departure point for a Royal Visit by Duke & Duchess of York. The station closed In 1936, after Civic Station opened. The bridge survived as a local landmark, until demolished 1952.' (NAMP 1997. Inventory No. 1037).

'Station closed 1936. Ornate iron bridge between platforms demolished 1952. Station buildings and platforms demolished. Adjacent harbour filled and reclaimed as railway yards. Stationmaster's house demolished c1993.'

Urban Development, 1853 onwards (Local).

By 1857, there was a scatter of buildings along the harbour foreshore. There was a group of six buildings near the proposed site of Honeysuckle Point Station. There were five buildings on the Hunter Street frontage at Worth Street (1857 - N 19. 652).

By 1866, with the advent of the railway, most of the Hunter Street frontage between Steel and Worth Streets had been developed, even where the foreshore was close to the road (1866 - N 8A. 1090 (Honeysuckle)).

The navigational plan for the Hunter River shows the Roman Catholic Cemetery, west of Steel Street, Honeysuckle Point Station and some development along the Hunter Street frontage (1882 - Port of Newcastle). It was not until 1895-6 that the full extent of development along Hunter Street is again revealed. The Bellevue Hotel was located on the corner of Hunter and Bellevue Streets. On Bellevue Street itself was the Imperial Stadium building, a smithy and a produce store, all backing onto Cottage Creek. Directly to the east of Cottage Creek was the Cemetery, followed by the Western markets and small buildings before the entrance to the Honeysuckle Point Station at Steel Street. Further east on Hunter Street were a number of cottages and a shed, backing onto one of the railway sidings with a platform. An ice house was located at one end of the platform. The Technical College and Trades Hall are shown at 590-608 Hunter Street. There were two cottages on Hunter Street, just west of Worth Street. Two small buildings stood in Worth Street, south of the causeway to Bullock Island (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 040.

1839-40 N 71.844

Original alignment of Cottage Creek and Hunter River foreshore.

Building on allotment west side of Steel Street. This is the former 'Government Cottage, purchased by Weller.'¹⁹¹ The Government Cottage belonged to the 'Commandant's Farm', established during the Penal Settlement ('Part of the Hunter's River (or Coal River)', survey by Lieutenant Jeffries, March 1816. Source. Coal River Working Party Website).

Bridge over Cottage Creek on Hunter Street.

Railway line.

1848 - City

Original alignment of Cottage Creek and Hunter River foreshore.

Bridge over Cottage Creek on Hunter Street.

1853 - Darby

Original alignment of Cottage Creek and Hunter River foreshore.

Bridge over Cottage Creek on Hunter Street.

Building on Hunter Street frontage, probably former 'Government Cottage'. Note the site of Dangar's 'Meat Preserving Establishment'.

1857 - N 19. 652.

¹⁹¹ Crown Plan N 525.663.

Original alignment of Cottage Creek and Hunter River foreshore.
Bridge over Cottage Creek on Hunter Street.
Various buildings, including the former Government Cottage. Buildings across Worth Street alignment on Hunter Street frontage.

1866 - N 8A. 1090 (Honeysuckle).
Original alignment of Cottage Creek and Hunter River foreshore.
Numerous buildings on all of land, including Hunter Street frontage, also across Worth Street.
Railway line, partly on reclaimed embankment.

1882 - Port of Newcastle
Original alignment of Cottage Creek and Hunter River foreshore.
Railway with reclaimed embankment.
Roman Catholic Cemetery, Honeysuckle Point Station adjacent to Steel Street.
Some buildings on Hunter Street frontage.
Worth Street as part of Causeway to Bullock Island Bridge.

1895-97 - Detail
Original alignment of Cottage Creek and Hunter River foreshore not shown. Map is unclear on extent of reclamation, but shows Cottage Creek in realigned channel.
Railway with Honeysuckle Point Station, including up and down platforms, overbridge, signal box, station building and goods shed.
Buildings on Bellevue Street frontage including Produce Store, Smithy, Imperial Stadium and Bellevue Hotel.
Cemetery, Western Markets, buildings, Trades Hall and Technical College on Hunter Street frontage
Worth Street as part of Causeway to Carrington Bridge.

1915 - City
Original high water mark of Cottage Creek and Hunter River foreshore. Extent of reclamation.
Railway with Honeysuckle Point Station, including up and down platforms, overbridge, station building and goods shed.
Small portions on Bellevue Street frontage.
Portions with names of grantees.
Cemetery, some buildings, Technical College and Museum on Hunter Street frontage
Worth Street not shown.

1944 - Aerials
Extent of reclamation with Lee Wharf and other sheds.
Railway with Honeysuckle Point Station. Goods shed and sidings to north of station.
Western extension of Honeysuckle Rail Workshops.
Buildings along Bellevue and Hunter Street frontages, except at Cemetery.

Worth Street only survives to south side of railway alignment.

4.81.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Many of the archaeological sites on this block are likely to survive, except for the recent development with basement car parking at 22-28 and 36 Honeysuckle Drive, Lots 2311 and 2312, DP 1108096, Lots 121 and 122, DP 1047367 and Lot 21, DP 1072217. In addition, recent development at 25 Bellevue Street, DP 70734, has destroyed any archaeological remains of previous development. The Bellevue Hotel has been conserved, but the back of the allotment has been redeveloped at 738 Hunter Street, DP 83572.

Above ground archaeological sites.

Some of the buildings shown on the 1895-6 map still survive. The Bellevue Hotel has been conserved, but the back of the allotment has been redeveloped at 738 Hunter Street, DP 83572. The Technical College and Trades Hall are still standing at 590-608 Hunter Street, Lots 1 and 2, DP 852552.

Some of the decking of the Lee Wharf survives, but the wharf shed (west) has been demolished.

4.81.6 Heritage and Archaeology.

There are several available heritage and archaeological reports for this block.

A detailed assessment of the former Honeysuckle Goodsyards, Railway Workshops and Lee Wharf area was completed by Carl and Margaret Doring in 1990. It is the primary heritage record for this former railway and port precinct (Doring, Carl & Margaret, 1990). The western part of the railway workshops and Lee Wharf are within this block or precinct.

The former Presbyterian and Roman Catholic Cemetery is located at 700 to 710 Hunter Street, Newcastle West (Lot 101, DP 1024823 and DP 75372). A heritage impact statement and archaeological assessment for the cemetery was completed in 2001 (Archaeological Heritage Management Solutions, 2001). A second heritage impact statement and archaeological assessment was completed in 2004 (Archaeological Heritage Management Solutions, 2004).

The Bellevue Hotel is located at 738 Hunter Street, DP 83572, on the corner of Bellevue Street. In 2003 the access to the hotel cellar (service well) was recorded as part of the laying of electrical services in the street (Unwelt (Australia) Pty Limited,

2003). The hotel building has been retained as part of a recent apartment development. An archaeological assessment report was prepared in 2005 (Archaeological Management & Consulting Group, 2005). A report on the test excavation was completed in 2006 (Archaeological Management & Consulting Group, 2006). Remains included those of the hotel and neighbouring shops, post dating the subdivision in 1878. Further excavation was recommended.

Several reports are available for the land on the south side of Honeysuckle Drive, west of Worth Place. A research design was prepared in 2003 for archaeological investigation of 36-42 Honeysuckle Drive (Lot 21 - 22, DP 1072217) (Unwelt (Australia) Pty Limited, 2003). Archaeological monitoring of remedial works was completed in 2004 on Lot 22 with findings of a railway siding, concrete footings and sandstone rubble metalling. No further archaeological work was envisaged for this site (Unwelt (Australia) Pty Limited, 2004).

An archaeological assessment report and research design was completed in 2004 for a large area, comprising the north side of Honeysuckle Drive, west of Worth Place (18 and 50 Honeysuckle Drive, Lot 2000, DP 1145678) and Lee Wharf (16 Worth Place, Lot 2, DP 1167364), as well as areas on the south side of Honeysuckle Drive, west of Worth Place (8 Worth Place, Lot 6, DP 883474; Unit 4, 50 Honeysuckle Drive, Lot 1, DP 1113281; 22 Honeysuckle Drive, Lot 2311, DP 1108096; 24 Honeysuckle Drive, Lot 2312, DP 1108096) (Unwelt (Australia) Pty Limited, 2004).

An archaeological monitoring programme and recording of Lee Wharf was completed in 2004 and 2006 (Godden Mackay Logan, 2004 and 2006). Recording of the Monier sea wall beneath the Lee Wharf was completed in 2005 (Cosmos Coroneos, 2005).

An archaeological monitoring programme for the area comprising the north side of Honeysuckle Drive, west of Worth Place (18 and 50 Honeysuckle Drive, Lot 2000, DP 1145678) and Lee Wharf (16 Worth Place, Lot 2, DP 1167364) in 2011 reported few finds. The site still survives (Archaeological Management & Consulting Group, 2011)

See also SHI 2176282 for further investigations of the Worth Place and Lee Wharf areas.

In 2004 an archaeological assessment and heritage impact statement was prepared for 684 Hunter Street, Newcastle (Archaeological Heritage Management Solutions, 2004). The site comprises the government cottage, formerly part of the Commandant's Farm and also the later site of Dangar's Newcastle Meat Preserving Works, constructed between 1848 and 1849. No report on the historical archaeological excavation of this site is yet available

In 2005 a report was prepared on the accidental discovery of 19th and 20th century garbage pits and other features at 666 Hunter Street (Archaeological Management & Consulting Group, 2004).

4.81.7 References.

Doring, Carl & Margaret for Suters Architects Snell. Honeysuckle goodsyard civic workshops and Lee Wharf area : heritage & conservation study draft final report. prepared for NSW Government and Newcastle City Council. 1990.

Archaeological Heritage Management Solutions. 700 Hunter Street Newcastle NSW historical archaeological & impact assessment of the West Newcastle Presbyterian & Roman Catholic cemetery site (c1844-1881). prepared for ACCOR (Asia-Pacific). 2001

Unwelt (Australia) Pty Limited. Recording the historical archaeology of the service well, Bellevue Hotel, Newcastle. prepared for Enerserve. 2003.

Unwelt (Australia) Pty Limited. Research design sub-surface investigation of the historical archaeology of lots 21 and 22 Honeysuckle Drive, Newcastle, NSW. prepared for Hunter Development Corporation. 2003.

Unwelt (Australia) Pty Limited. Archaeological monitoring of remediation works at Lot 22 Honeysuckle Drive, Newcastle, NSW. prepared for Hunter Development Corporation. 2004.

Unwelt (Australia) Pty Limited. Assessment of significance and research design for the historical archaeology of Worth Place Park, Park residential and South park precincts, Honeysuckle Drive, Newcastle. prepared for Honeysuckle Development Corporation. 2004.

Unwelt (Australia) Pty Limited. Archaeological monitoring of remediation works at Lot 22 Honeysuckle Drive, Newcastle, NSW. prepared for Hunter Development Corporation. 2004.

Archaeological Heritage Management Solutions. Historical archaeological & development impact assessment report for the Palais Royale site 684 Hunter Street Newcastle West, NSW. On behalf of Palais Royale Holdings Pty Ltd. 2004.

Archaeological Heritage Management Solutions. Historical archaeological & development impact assessment for 710 Hunter Street Newcastle NSW: Former Honeysuckle Presbyterian Cemetery (1841-1881). on behalf of Hunter Land Pty Ltd. 2004.

Cosmos Coroneos. Monier sea wall Lee wharf, Honeysuckle precinct, Newcastle N.S.W.: expanded archaeological assessment and heritage impact statement. Prepared for Archaeological Management & Consulting Group. 2005.

Archaeological Management & Consulting Group. 666 Hunter St, Newcastle NSW including the former Honeysuckle railway station precinct: section 146 heritage Act 1977 notification of discovery of relics / for Hunter Development Corporation. 2005

Archaeological Management & Consulting Group. 738 Hunter Street, former Bellevue Hotel, Newcastle: archaeological assessment, research design, test excavation methodology and heritage impact statement. Prepared for Task Developments 2 Pty Ltd . 2005.

Archaeological Management & Consulting Group. Bellevue Hotel 738 Hunter Street Newcastle NSW: interim test excavation report, revised mitigation strategy, excavation methodology and heritage impact statement. Prepared for Task Developments 2 Pty Ltd. 2006.

Godden Mackay Logan. Lots 12 and 4/24 Lee Wharf, Newcastle: archaeological monitoring program. prepared for Lee Wharf Developments Pty Ltd. 2006.

Archaeological Management & Consulting Group. Final archaeological Report. Archaeological monitoring Honeysuckle temporary carpark, Worth Place, Honeysuckle, Newcastle. Report by Kevin Hickson for Hunter Development Corporation. December 2011

4.82 Inventory Number 2176282. Blocks bounded by the Hunter River, Merewether, Worth and Hunter Streets, including parts of adjacent streets (Honeysuckle Drive, Merewether and Hunter Streets).

4.82.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Railway and Port Infrastructure (State).

Urban Development, 1853 onwards (Local).

Railway and Port Infrastructure (State).

The railway from Newcastle to Maitland is of State significance. Opened from Honeysuckle Point Station in 1857 and extended to Newcastle in 1858, it was the second passenger railway network in New South Wales. The Railway Workshops at Honeysuckle Point are also of state significance as the second largest railway workshops in New South Wales, the Eveleigh Workshops in Sydney being the largest.

The reclamation of the foreshore for the construction of Lee Wharf is of state significance. Lee Wharf, constructed in 1910 and later extended to the west, formed the last major expansion of the wharfage at Newcastle on the south side of the Hunter River. It formed an extension of the scheme designed by E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch, from 1862 to 1878.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. The block was rapidly developed in the 1850s and 1860s, before being resumed for railway purposes by 1870.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Environmental Modification and Disturbance

- Urbanisation and the Nineteenth Century City.

- Social and Economic Status, Gender and Ethnicity.

- The development of port infrastructure in New South Wales.

- The development of rail infrastructure in New South Wales.

- Industry and Manufacturing.

- Education - Schools, Colleges and Universities.

4.82.2 Historical Cadastre.

Lot	Lessee ¹⁹²	Grantee ¹⁹³
170		J Mitchell
170A or 25A		J Mitchell
		Resumed for Railway Purposes

4.82.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1032
1033
1034
1220

4.82.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 041.

Urban Development, 1853 onwards (Local).

In September 1840, the Church of England bought land at Honeysuckle Point from the Crown for £303/15/0 for a Grammar School. It was held in the name of Dr James Mitchell, who later transferred the trust to A W Scott and W Croasdill. When the first Bishop of Newcastle arrived, the land was subdivided into 52 lots, of which 40 were let on 21-year building leases. Part of the land was later resumed for railway purposes.

The first evidence of development on this land is in the 1850s (1850-7 - AAC). This map shows a single building near the eastern boundary of the grant near the Hunter River frontage. By 1857 another map shows early works associated with the Great Northern Railway. It also shows 18 buildings and outbuildings (1857 - AAC). A similarly dated map of 1857 shows a total of 30 or more buildings and is labelled the Church Estate at Honeysuckle Point (1857 - Rail SR Map 6236).

The impression given by these maps is of rapid development in the 1850s, but other maps do not show the same level of development (1857 - N 19. 652). The true situation is revealed by a Crown Plan, showing the layout of Honeysuckle Point in a series of blocks, beside Melbourne Street and a continuation of Auckland Street to

¹⁹² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁹³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

the foreshore, with numerous houses, buildings and at least two ship yards. The extent of development is surprising, given that the whole area was to be resumed for railway purposes. The map already shows the Great Northern Railway extending into the city as a narrow corridor (1866 - N 8A. 1090 (Honeysuckle)).

The rest of the land was resumed for railway purposes in the late 1860s (?) and construction of the Railway Workshops commenced in the 1870s. The previous urban development was demolished and made way for the new railway buildings.

The Newcastle Archaeological Management Plan 1997 recorded the extent of settlement at Honeysuckle Point (NAMP 1997. Inventory No. 1032). It suggested that the development took place from 1840 to 1850, but does not provide any documentation to support this early date. The available evidence from maps suggests 1850s to 1860s.

The Newcastle Archaeological Management Plan 1997 states:

'Map 1851-B drawn when Honeysuckle Point was resumed for railway use, shows a pointed piece of land with a scattering of about 70 houses and sheds, including several boatsheds, and a lime kiln. Turner says these were all temporary structures. Subsequently, the site was cleared and redeveloped as a major railway workshops with extensive buildings and network of tracks. Still later, the point was dredged away and the shoreline drastically re-aligned, to form Wharf Road and Lee Wharves.'

'Map 1816-A shows 'Commandant's Farm' at Honeysuckle Point. By 1840 the land had been acquired by Mitchell on behalf of the Church of England, for a school (not built). The land was then subdivided as 'Church Estate', for homes and light industry. Many homes, boatsheds, etc., were built c1840-1850, but then demolished after the land was resumed in 1853 for the Hunter River Railway Company. The government took over the railway in 1855, and used this site as Honeysuckle Point Workshops & Depot.'

'Pre-railway settlement demolished. Most of the site redeveloped and built over as railway workshops, since closed and partly demolished. Part of the site was dredged away or redeveloped to form Lee Wharves and Wharf Road.'

Map 1851-B refers to a survey of the harbour by Captain J. L. Stokes, dated to 1851 (Australia. East Coast. Newcastle Harbour. NLA. MAP British Admiralty Special Map Col./38). This map only shows two buildings at Honeysuckle Point near the eastern boundary of the grant. The 1866 Crown Plan is the one that does show about 70 buildings (1866 - N 8A. 1090 (Honeysuckle)).

While part of the land was resumed for railway purposes in 1853, the remainder was still in private ownership into the mid to late 1860s (see 1866 - N 8A. 1090 (Honeysuckle)).

Railway and Port Infrastructure (State).

The Hunter River Railway Company was formed on 10 October 1853 with its eventual capital totalling £100,000 in £5 shares. The first sod of the railway was turned at Honeysuckle on 7 November 1854. Governor Sir William Denison opened the Great Northern Railway, now government owned, from Newcastle (Honeysuckle Point Station) to East Maitland on 30 March 1857. The railway was extended along the river frontage to Watt Street a year later in 1858.

While part of the land was resumed for railway purposes in 1853, the remainder was still in private ownership into the mid to late 1860s (see 1866 - N 8A. 1090 (Honeysuckle)). The rest of the land was resumed for railway purposes and construction of the Railway Workshops commenced in the 1870s. The previous urban development was demolished and made way for the new railway buildings.

The Newcastle Archaeological Management Plan 1997 recorded the railway workshops at Honeysuckle Point (NAMP 1997. Inventory No. 1033), as follows:

'A very large complex of heavy engineering workshop buildings, stores, offices, etc., interlinked with an array of railway tracks. The buildings ranged from small timber one-room offices, to large brick buildings with overhead cranes.'

'Extensive in-ground footings of demolished brick buildings. Underground pipes for air, water, gas. Some machines removed and stored. Traverser pit, and c1856 turntable pit (Item 1034), known to exist. Very old double head rails recently found.'

'Honeysuckle Point was resumed in 1854 for the private Hunter River Railway Company, but was taken over by the NSW Government in 1855, when the company failed. It was developed as the central workshop for the government's Great Northern Railway. Honeysuckle became the second-largest railway workshops in NSW (after Eveleigh), maintaining rolling stock, and making Perway components (from dog spikes to whole iron bridges). From 1920s, work gradually declined, and the workshops closed c1990.'

'The Railways have closed the workshops and vacated the site. Most buildings and rails have been removed, but a few of the historic brick buildings have been refurbished for new uses, as part of the Honeysuckle Redevelopment Project.' (NAMP 1997. Inventory No. 1033).

The Newcastle Archaeological Management Plan 1997 recorded the late 1850s railway turntable at Honeysuckle Point as a separate item, as follows (NAMP 1997. Inventory No. 1034):

The turntable comprised an iron beam (like a bridge span), pivoted to turn 360 degrees within a circular brick-lined pit, about 10 metres 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 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 way.'

'Brick-lined circular pit still survives, In good condition. It was partly excavated recently by P. Fenwick, then reburied. Since then, some old 19th C. double-head rails have also been found, elsewhere in the Honeysuckle railway yards.'

'Two 36 ft diameter turntables were ordered from England In 1853/55. One was Installed at Honeysuckle In 1857, mainly to allow steam locomotives arriving at Honeysuckle terminus to turn around and face the right way for the journey out again. The turntable became inadequate as locomotives became larger. By c1905, the turntable pit had been filled in, and a shed built over the top. The pit still exists, and is now possibly the oldest surviving railway relic in NSW.'

'Iron turntable beam removed long ago. Circular masonry pit filled and buried c1905. It is still on railway land, but under threat from proposed rearrangement of the Honeysuckle/Civic railway station, or redevelopment of the now-disused railway land.' (NAMP 1997. Inventory No. 1034).

The extent of the Railway Workshops is clearly seen on a number of maps and aerial photographs (1895-97 - Detail; 1915 - City; 1944 - Aerials). The Honeysuckle Point Heritage Study also has a series of plans showing the infrastructure of the Railway Workshops (C & M J Doring Pty Ltd. 1991).

In addition to the railways, port infrastructure was constructed at Honeysuckle Point from the 1850s onwards. There was a wharf at the end of Merewether Street, shown as early as 1850-1857 (1850-7 - AAC). By 1857 the association of this wharf with railway construction is easily seen on the Australian Agricultural Company improvements plan (1857 - AAC Proposed Improvements).

The railway wharf does not appear to have survived the harbour improvements designed by Captain E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch, completed from 1862 to 1878. With the construction of the Dyke and the dredging of a shipping basin at the south end of Bullock Island, some of the land at Honeysuckle Point was removed, along with the former railway wharf.

By 1895-6, a small wharf was located at the end of Merewether Street, a Morgue and also a building for the Water Police. Further west were two wharves enclosing a basin for horse punts and then Lee Wharf, constructed after reclamation of the foreshore. Lee Wharf has been added to this plan, which was partly resurveyed in 1917 and traced in 1923 (1895-97 - Detail).

Lee Wharf itself was actually built around 1910. The wharf had three sheds, two of which survive. There were two other larger sheds at some stage. The wharf was fronted by a timber deck, then a seawall of Monier concrete plates.

The Newcastle Archaeological Management Plan 1997 recorded Lee Wharf as follows (NAMP 1997. Inventory No. 1220):

Lee Wharf now runs along the north side of Lee Wharf Road, from Merewether Street West to Collage Creek and has about five sheds. The original 1910 section had just two sheds, and extended from Merewether Street to near Dennison Bridge / Worth Place. The wharf and sheds are built partly on ground and partly on timber piles in water. The dividing line beneath the wharf and sheds has a sea wall which was originally made of 'Monier' precast concrete panels set in reinforced concrete brackets.'

'Possible reinforced concrete panels and brackets, beneath the old Lee Wharf and its sheds, and under the roadway immediately adjacent. If the sea wall survives, it demonstrates fairly early concrete technology, and the fear of Bubonic Plague.'

'Beneath the first part of Lee Wharf, built in 1910, there was a retaining wall or sea wall made of 'Monier' precast concrete panels and brackets. This was similar to the concrete sea wall used under the Walsh Bay wharves, built in Sydney from c1902. Lee Wharf & Walsh Bay wharves were built soon after an outbreak of Bubonic Plague in Sydney, blamed on rats from foreign ships nesting in old rubble sea walls. The Monier sea walls had a smooth surface, to prevent rats climbing up or nesting in them.'

'The original 1910 Lee Wharf still stands, but is used for light shipping only. The Monier wall was going to be replaced by steel c1948, but it is not clear whether the concrete wall was to be removed, or the steel wall simply driven alongside.' (NAMP 1997. Inventory No. 1220).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 041.

1848 - City

Original alignment of Hunter River foreshore, showing Honeysuckle Point.

1850-7 - AAC

Original Hunter River foreshore.

Boundary of Australian Agricultural Company grant.

Wharf on foreshore on Merewether Street alignment.

1857 - AAC Proposed Improvements.

Original Hunter River foreshore.

Buildings at Honeysuckle Point.
Alignment for Merewether Street.
Boundary of Australian Agricultural Company grant.
Railway terminus at wharf on foreshore on Merewether Street alignment.
Proposed extension of railway into Newcastle.

1857 - Rail SR Map 6236
Original Hunter River foreshore.
Wharf on foreshore on Merewether Street alignment.
Buildings at Honeysuckle Point, Church Estate, and also along Hunter Street frontage.
Boundary of Australian Agricultural Company grant.
Proposed extension of railway into Newcastle.

1857 - N 19. 652.
Original Hunter River foreshore.
Wharf on foreshore on Merewether Street alignment.
Buildings at Honeysuckle Point and also along Hunter Street frontage.
Extension of railway into Newcastle.

1866 - N 8A. 1090 (Honeysuckle).
Original Hunter River foreshore.
Numerous buildings on allotments, except for existing railway into Newcastle.
Extension of Auckland Street, also other streets and lanes (Melbourne Street).
Allotment numbers and list of names of occupiers.

1873 - Merewether St N 1. 2137.
Alignment of Merewether Street and houses encroaching onto street, south of railway.

1874 - SR Plans 1415-1315
Carriage shed to south of railway.

1882 - Port of Newcastle
Original Hunter River foreshore.
Railway with Engine Shed and Carriage Shed.
'Railway Loco Department.'

1895-97 - Detail
Lee Wharf and Cargo Shed, Horse Punt Basin, Water Police and Morgue.
Honeysuckle Point Government Railway Yards.
Railway with buildings and signal box at Merewether Street.
Lee Wharf Road.

1915 - City

Original high water mark of Hunter River foreshore and Honeysuckle Point. Extent of reclamation.

Lee Wharf with cargo sheds and other buildings.

Corporation Wharf at end of Merewether Street.

Honeysuckle Railway Workshops and other buildings.

Mortuary on Hunter Street frontage.

Allotments with names of grantees.

1944 - Aerials

Extent of reclamation with Lee Wharf and cargo sheds.

Honeysuckle Railway Workshops and Civic Railway Station.

Lee Wharf Road.

4.82.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

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

Above ground archaeological sites.

Several of the most important buildings of the Honeysuckle Point Railway Workshops survive and have been reused for other purposes including a museum. Likewise two of the three main Lee Wharf Sheds also survive and have been reused, one as a maritime museum.

4.82.6 Heritage and Archaeology.

There are a large number of available heritage and archaeological reports for this block.

A detailed assessment of the former Honeysuckle Goodsynd, Railway Workshops and Lee Wharf area was completed by Carl and Margaret Doring in 1990 and 1991. They are the primary heritage records for this former railway and port precinct (Doring, Carl and Margaret, and Suters Architects Snell, 1990; C & M J Doring Pty Ltd, 1991a and 1991b). The western part of the railway workshops and Lee Wharf are within this block or precinct. C & M J Doring also recorded the Craven Bros Crane in 1995 (C & M J Doring, 1995).

In an undated report, Peter Fenwick also recorded the large railway turntable at the Honeysuckle Railway Workshops (Fenwick, undated). The turntable is located on Lot

21, DP 1165985, but is given a cadastral address of Hunter Street. It is in fact located on the south side of Wright Lane with the present car park. The turntable is located in a vegetated area within the car park. An application for a permit exemption was made for adjoining land in 2005 (Archaeological Heritage Management Solutions, 2005).

In 2003 an excavation report was prepared for the Boardwalk Site, now 1 Honeysuckle Drive, DP 71866. Although undisturbed Aboriginal remains were found on this site, the historical remains did not survive in good condition and few remains of the 'Bishop's Settlement' were located. The area at Honeysuckle Point was heavily developed as leasehold property by the 1860s, before resumption for the railway workshops (Godden Mackay Logan, 2003).

A heritage impact statement was prepared for Lee Wharf Park at 9 Honeysuckle Drive, Lot 7, DP 1137661 (Godden Mackay Logan, 2004). The Lee Wharf Park is located between the two surviving wharf sheds on the waterfront. The report identified impacts on the Monier plate sea wall and the timber decking of the wharf, mitigated by public access to the waterfront.

An archaeological monitoring programme and recording of Lee Wharf was completed in 2004 and 2006 (Godden Mackay Logan, 2004 and 2006). Recording of the Monier sea wall beneath the Lee Wharf was completed in 2005 (Cosmos Coroneos, 2005).

In 2003 a research design was prepared for the archaeological investigation of 5-7 Honeysuckle Drive, DP 76276, prior to the construction of an apartment block on the north side of Honeysuckle Drive (Unwelt (Australia) Pty Limited, 2003)

In 2006 an archaeological assessment report was prepared for the western extension of Lee Wharf (extended 1920s), 16 Worth Place, Lot 2, DP 1167364, and the adjoining land at 11 Honeysuckle Drive, DP 80985, 13 Honeysuckle Drive, Lot 31, DP 1136586, 15-17 Honeysuckle Drive, DP 80986 and 19a Honeysuckle Drive, DP 80988 (Archaeological Management & Consulting Group, 2006a). The subsequent archaeological investigation resulted in the discovery of the steel hulled wreck of the late nineteenth century paddle steamer tug 'Leo' (Archaeological Management & Consulting Group, 2006b). An application for a permit variation was made for this site in 2009 (Archaeological Management & Consulting Group, 2009).

A 2007 report on the monitoring of works in Hunter and Merewether Streets located a brick drain, dating to c.1900 to c.1930 with concrete lid (Nexus Archaeology & Heritage, 2007).

An archaeological investigation under the floor of the Perway Store, 5 Workshop Way, Lot 511, DP 1030264, in 2007 recovered a number of artifacts. These were dated to the occupation of the building, rather than to the previous occupation of the site as the 'Bishop's Settlement' (Insite Heritage Pty Ltd, 2007).

A heritage impact statement was prepared for a substation upgrade and associated feeder works in 2011 (Insite Heritage Pty Ltd, 2011). The study area included the forecourt of Civic Station.

4.82.7 References.

Peter Fenwick. Honeysuckle Point locomotive turntable excavation report, Newcastle, New South Wales.

Doring, Carl and Margaret, and Suters Architects Snell. Honeysuckle goodsyard civic workshops and Lee Wharf area: heritage & conservation study draft final report. prepared for NSW Government and Newcastle City Council. 1990.

C & M J Doring Pty Ltd for Honeysuckle Point heritage study 1856 to 1990: an account of the history, operation and built environment of the Honeysuckle Point Railway Workshops and the Lee Wharves. for State Rail Authority of New South Wales. 1991a.

C & M J Doring Pty Ltd. Honeysuckle project: Historical and industrial archaeology survey. 1991b.

C & M J Doring. Craven Bros rope drive crane at the former Honeysuckle Point railway workshops Newcastle, N.S.W. conservation report and schedule of works. for NSW Department of Public Works. 1995.

Godden Mackay Logan. Boardwalk site, Newcastle: archaeological excavation report. prepared for Stronach Pty Ltd. 2003.

Godden Mackay Logan. Lee Wharf Park, Newcastle: heritage impact statement / prepared for Lee Wharf Developments. 2003.

Unwelt (Australia) Pty Limited. Research design: Sub-surface investigation of the historical archaeology of the Worth Place / Lee Wharf precinct, Newcastle, NSW. Prepared for the Caverstock Group. 2003.

Godden Mackay Logan. Lee Wharf, Newcastle interim archaeological report; digital images / Electronic Resource. 2004.

Cosmos Coroneos. Monier sea wall Lee wharf, Honeysuckle precinct, Newcastle N.S.W.: expanded archaeological assessment and heritage impact statement. Prepared for Archaeological Management & Consulting Group. 2005.

Archaeological Heritage Management Solutions. Ground adjoining the Great Northern Railway turntable, former Honeysuckle Point rail yard, Newcastle, N.S.W.

Exception notification s139(4) Heritage Act NSW 1977 & supporting documentation. for Honeysuckle Development Corporation. 2005

Cosmos Coroneos. Monier sea wall Lee wharf, Honeysuckle precinct, Newcastle N.S.W.: expanded archaeological assessment and heritage impact statement. Prepared for Archaeological Management & Consulting Group. 2005.

Godden Mackay Logan. Lots 12 and 4/24 Lee Wharf, Newcastle: archaeological monitoring program. prepared for Lee Wharf Developments Pty Ltd. 2006.

Archaeological Management & Consulting Group. Lee wharf project stage 3 (Buildings A3-6) Honeysuckle Precinct Newcastle NSW: archaeological assessment, research design, excavation methodology and heritage impact statement. Prepared for Lee Wharf Developments. 2006a.

Archaeological Management & Consulting Group. Lee wharf project stage 3 (Buildings A3-6) Honeysuckle Precinct Newcastle NSW : interim report of test excavation results and assessment of significance of two relics. Prepared for Lee Wharf Developments. 2006b.

Nexus Archaeology & Heritage. Archaeological monitoring of excavation - civil works, Hunter and Merewether Streets, Newcastle, NSW. prepared for Newcastle City Council. 2007

Insite Heritage Pty Ltd. Archaeological investigations former Perway Store Honeysuckle Precinct Newcastle NSW. prepared for Newcastle University Sport Pty Ltd. 2007.

Archaeological Management & Consulting Group. Lee wharf development stage III-B Newcastle (Worth Place Park and Lee Wharf shed. C) NSW: Permit variation. Archaeological assessment, research design, excavation methodology and heritage impact statement. Prepared for Lee Wharf Developments. 2009.

Insite Heritage Pty Ltd. Heritage Impact Assessment. Ausgrid Substation Upgrade & Associated Feeder Works, Hunter and Darby Streets, Newcastle, NSW. Ausgrid. 2011.

4.83 Inventory Number 2176283. Blocks bounded by the Hunter River, an extension of the alignment of Brown Street, then Hunter Street, including parts of adjacent streets (Wharf Road, Centenary Road and Argyle Street).

4.83.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

The Australian Agricultural Company, 1830 onwards (State).

Railway and Port Infrastructure (State).

Urban Development, 1853 onwards (Local).

The Australian Agricultural Company, 1830 onwards (State).

This area is of state significance, because it formed the hub of the activities of the Australian Agricultural Company. From 1830-1831 onwards the land was used to ship coal and became the administrative centre of the company's affairs at Newcastle. It was also the site of the company's sawpits, saltworks, stores, stables and workshops. The coal staithes developed over time and were extended, with a series of three bridges over Hunter Street, the latest built in 1862.

The coal staithes and the Hunter Street bridge were finally removed in 1923.

Railway and Port Infrastructure (State).

The railway from Newcastle to Maitland is of State significance. Opened from Honeysuckle Point Station in 1857, it was the second passenger railway network in New South Wales. Extended through to Newcastle in 1858, the railway not only provided passenger transport, but also a major marshalling yard for the shipping of good, including coal from the port facilities designed by E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch. The joint port and rail scheme was constructed from 1862 and was largely completed by 1878.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. Urban development of the land was delayed until the land became redundant for Australian Agricultural Company purposes. The earliest land to be released in the 1870s was located between the railway and Hunter Street, between Merewether Street and the Burwood Mining Railway. The Australian Agricultural Company leased out land to other business and manufacturing enterprises as the land became redundant. Also on the Hunter Street frontage was a tramway engine shed and later electrical substation for the tramways, indicating the importance of Newcastle as a regional centre.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Environmental Modification and Disturbance
- Urbanisation and the Nineteenth Century City.
- Social and Economic Status, Gender and Ethnicity.
- The development of port infrastructure in New South Wales.
- The development of rail infrastructure in New South Wales.
- The development of tramway infrastructure in New South Wales.
- The Australian Agricultural Company.
- Industry and Manufacturing.
- Coal Mining in New South Wales, 1801 onwards.

4.83.2 Historical Cadastre.

Lot	Lessee ¹⁹⁴	Grantee ¹⁹⁵
268A		Australian Agricultural Company

4.83.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1022
1023
1025
1115
1224

4.83.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 042.

The Australian Agricultural Company, 1830 onwards (State).

The area north of Hunter Street and bounded on the west by Merewether Street and on the east by a continuation of the line of Brown Street was the narrow deep water frontage allowed by the government for the 2,000 acre grant to the Australian Agricultural Company. From 1830-1831 onwards the land was used to ship coal from the 'A' Pit via and inclined tramway to the coal staithes. The 1844 map shows not

¹⁹⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁹⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

only the tramway, but also Mr. Brown's House, together with saw pits and a saltworks (1844 - Town).

By 1850-1857 the coal staithes had been extended along the Hunter River foreshore. Mr. Brown's house is still shown, together with stores and a number of other small buildings near the coal staithes. The wharf on the Merewether Street alignment was probably associated with railway construction (1850-7 - AAC).

The 1850-1857 map also shows the Burwood Estate Coal Company Railway. For the remainder of the Burwood Mine Railway, see SHI 2176250.

The 1853 street alignment map still shows the Saltworks, probably now the stores, as well as the building to the east of the coal staithes (1853 - Street Alignment).

The map for the proposed new bridge across Hunter Street and new coal staithes provides the most detail for the improvements that were on the property at the time. Mr. Brown's house with two outbuildings are shown on the western half of the block (west of Argyle Street), while the company offices are shown on the east side of Argyle Street on the site of the former saltworks and stores. A series of other small buildings are located on the eastern half of the block, as well as the corridor resumed for railway purposes. These small buildings are likely to be stables and workshops. The map shows the proposed alignment of Merewether Street. This map does not show the buildings to the east of the staithes (1857 - AAC Proposed Improvements).

The railway map of 1857 leaves out most of the details of the previous map, except for the coal staithes, but now depicts the buildings to the east of the staithes. It reveals the building shown on other earlier maps, but with two outbuildings. It also shows the railway extension into Newcastle and the Burwood Company Railway (1857 - Rail SR Map 6236).

The 1857 Plan of the City combines the buildings shown on the Australian Agricultural Company improvements plan with those also shown on the similar dated railway plan, but the buildings are not shown in the correct or precise locations, due to the scale of the original map (1857 - N 19. 652). Later town maps continued to show only outdated information for this area, and still included only the Saltworks (1860 - SR Map 10188; 1860 - N 20. 652).

The detailed plan of 1874 reveals many new developments, particularly the new bridge, built in 1862 over Hunter Street and the extent of the coal staithes along the river frontage. The plan also shows several of the previous buildings, including the house and two outbuildings, the offices, now with two small buildings, the building to the east of the office and then the previous small building (stables), possibly relocated. To the east of the coal staithes is the previous building, with one outbuilding to the east. A building is also located on the Hunter River frontage, within the coal staithes. The plan also shows the railway easement, as well as the crossing

of the Burwood Coal Company railway to their own coal staithes to the east of the Australian Agricultural Company property. The plan also shows urban development on the south side of the railway, fronting Hunter Street, as well as the lower course of the Darby Street Drain and another drain from Brown Street (1874 - SR Plans 1415-1315).

For the Darby Street Drain, see SHI 2176288.

The 1895-6 Detail plans show further developments. There are two versions of the plans, the first dated to 1897, but the second has been partly resurveyed in 1917 and traced in 1923. The later plan is shown in the historical map series, Block 042.

The 1897 plan is the first to show the Australian Agricultural Company Offices in their current location. The 1917-1923 plan shows this building had been extended. The three buildings to the east are the same as those shown in 1874, though there was now an additional small building on the boundary with the railway on the 1897 plan. Railway sidings extended through the property to the Russell & Company Foundry and Stone Crushing Works on the Merewether Street boundary. By 1917-1923 the iron foundry had become a windmill factory and timber yard. A Municipal Depot occupied the site to the south by 1917-1923.

Also by 1917-1923 some of the abovementioned railway sidings had been removed and a bulk store built. Other large buildings belonging to Wright, Heaton & Co. Ltd and Holdsworth Macpherson & Co were built on the south side of the earlier Australian Agricultural Company buildings. Of interest, the long narrow building is now clearly identified as an old stable. Buildings directly at the west end of the coal staithes were by 1917-1923 leased or sold to the North Coast Steam Navigation Company and Huddart Parker.

The coal staithes themselves remained and are shown on both the 1897 and 1917-1923 versions of the plan.

On the east side of the property, there were some sheds lining the boundary with the Burwood Mining Company Railway by 1897. The earlier cottage and outbuildings had been demolished. The drain from Brown Street is still an open drain to the north of the railway. By 1917-1923 the area to the east of the Australian Agricultural Company staithes was occupied by an Ice Works and the Burwood Mining Company railway had been removed (1895-97 - Detail).

The 1915 Map of the City indicates that a Drill Ground was located on the southern portion of the Merewether Street frontage, north of the railway. This may have predated the Municipal Depot (1915 - City).

The following additional notes are provided from the Newcastle Archaeological Management Plan 1997. It recorded details of the Hunter Street bridges, as follows (NAMP 1997. Inventory No. 1022):

'The AA Coy's second bridge over Hunter St. (i.e. the first normal railway bridge) was made of timber, and was located at about the centre of Crown St. This second bridge was low, and obstructed other road and rail traffic, causing much complaint. The third bridge was well made of riveted iron, and set high enough for other traffic to easily pass beneath. It sprang from the west side of Crown St., and spanned diagonally NE across Hunter St and the GNR, supported by several massive brick piers.'

'AA Coy. had an incline gravity tramway from A Pit across Hunter St. near the east side of Crown St. Coal from B & C Pits was taken to the harbour via a normal railway which crossed Hunter St. at Crown St., on a low timber bridge built c1841. An iron bridge made by Robert Stephenson & Co. was built over Hunter Street in 1862-65 to replace the timber bridge, and served all later pits, until the A.A. Coy collieries, railways and shoots closed c1916-1921. The iron bridge was demolished 1923.'

'Bridge removed 1923 (for scrap, or for use elsewhere?). Bridge approaches and most supporting piers removed, but the surviving base of one brick pier is visible between Hunter Street footpath and railway land, opposite Crown Street.' (NAMP 1997. Inventory No. 1022).

This pier base was not located during the current study.

The Newcastle Archaeological Management Plan 1997 recorded the coal staithes, as follows (NAMP 1997. Inventory No. 1023):

' Map 1874·A shows five staithes or shoots fanning out from the AA Coy rail bridge (1022) over Hunter Street, at the west side of Crown Street. The map suggests that the five fingers forming the northern end of the shoots were built on timber framing.'

'Possible remnant timber piles (or lost wagons) along the harbour edge and Wharf Road. Possible remnant stone or brick footings from ramp retaining walls along the southern side of Wharf Road, or along the north side of the through GNR line.'

'Throughout A.A. Coy. mining of their 2000 acre holding in the Newcastle District, the coal was dropped into ships from elevated staithes or shoots on a strip of AA Coy land along the north side of Hunter Street, between Brown and Merewether Streets. In c1831, there was one coal shoot connected by incline to 'A' Pit. By 1856 there were two shoots branching from a railway line bringing coal from 'B' Pit. This grew to a fan of four shoots by 1871, and five shoots by 1874. They were removed c1923.' (NAMP 1997. Inventory No. 1023).

The Newcastle Archaeological Management Plan 1997 recorded the Australian Agricultural Company offices, as follows (NAMP 1997. Inventory No. 1025):

' The location of A.A. Coy buildings are fairly well known from map 1874-A. However, we have seen little information about the structure of the buildings, other than the office, a single-story brick building which looked similar to a house. The depot area appears to have included a spur rail track running along Centenary Road, but it is not clear whether it branched off the private A.A. Coy line serving the coal shoots or (more likely) was a spur from the government GNR line.'

' One standing office building (now Fanny's Restaurant). Other buildings demolished, but there is a slim chance they may have left footings, machinery mounting blocks, loco inspection pits, cess pits, railway sleepers, etc., in the ground.'

' Throughout AA Coy. mining of their 2000 acre holding in the Newcastle District, the coal was shipped from staithes or wharfs on the eastern half of a strip of AA. Coy land along the north side of Hunter Street between Merewether and Brown Streets. The western half of this strip of land held an office and several other small buildings used for a maintenance workshop, a stone crusher, store, etc. The office still exists (as Fanny's Restaurant), but the other buildings were demolished c1923.'

'A.A. Coy. land subdivided and sold to various private owners, except for portion retained as Centenary Road and Argyle Street. All AA. Coy buildings demolished, except for a small office building (Argyle House), now used as Fanny's Restaurant.' (NAMP 1997. Inventory No. 1025).

Railway and Port Infrastructure (State).

The Hunter River Railway Company was formed on 10 October 1853 with its eventual capital totalling £100,000 in £5 shares. The first sod of the railway was turned at Honeysuckle on 7 November 1854. Governor Sir William Denison opened the Great Northern Railway, now government owned, from Newcastle (Honeysuckle Point Station) to East Maitland on 30 March 1857. The railway was extended along the river frontage to Watt Street a year later in 1858.

The rail corridor through the Australian Agricultural Company land is shown on maps from 1857 onwards (1857 - AAC Proposed Improvements; 1857 - Rail SR Map 6236; 1857 - N 19. 652).

The railway prompted the Australian Agricultural Company to build a new higher level bridge over Hunter Street and the railway in 1862. This also enabled the Burwood Mining Company Railway through to its own coal staithes further east. The new bridge is shown on the 1874 plan (1874 - SR Plans 1415-1315). The Burwood Mine Railway crossed over the railway near Burwood and Darby Streets and then left the railway alignment just before the eastern boundary of the Australian Agricultural

Company property at Brown Street. For the remainder of the Burwood Mine Railway, see SHI 2176250.

By 1895-6 a Tramway Engine Shed, turntable and sheds were located just to the east of the Argyle Street alignment, on the north side of Hunter Street within the railway easement (1895-97 - Detail).

Urban Development, 1853 onwards (Local).

Urban development of the land north of Hunter Street on the Australian Agricultural Company property was delayed until the land became redundant for company purposes. The earliest land to be released was located between the railway and Hunter Street, between Merewether Street and the Burwood Mining Railway. A series of buildings is shown by 1874 (1874 - SR Plans 1415-1315). By 1895-6 the development had extended in this area, with numerous buildings, including a YMCA Hall and Gymnasium.

For tramway infrastructure on this block, see Railway and Port Infrastructure (State) above.

For other industrial development on the Australian Agricultural Company property, see the later development under the theme of the Australian Agricultural Company, 1830 onwards (State) above.

The following additional notes are provided from the Newcastle Archaeological Management Plan 1997. It recorded details of the Tramway Engine Shed and Turntable, as follows (NAMP 1997. Inventory No. 1115):

'There was a small engine shed on the north side of Hunter Street, just east of Argyle Street's then level crossing over GNR. Two tram tracks ran out the east end of the shed, joined, and passed over a turntable (to reverse the one-way steam motors). East of the turntable, the tram tracks curved into Hunter Street, to join the tram line which ran west to Plattsburg. An iron spear point fence separated the tram line from the main railway line.'

'Circular brick-lined pit for the tram turntable possibly survives under the new architect's office, or in the adjacent car park area. Cracks in Hunter Street paving suggest some tram rails from the shed to Hunter Street still survive.'

' When the steam tram service was established in 1887, the line terminated at Perkins Street. This Hunter Street running shed was erected as a temporary maintenance and stabling depot for the steam motors, until Parnell Place Depot opened in 1893. After 1893, the turntable was removed but the Hunter Street shed continued as a maintenance facility for steam trams. During electrification of the tram service in 1923, the shed was demolished, and a tram substation erected on the site (see 1116).'

'Tram shed demolished c1923, replaced by a substation (Item 1116, now offices). Tram turntable removed, and turntable site built over by a small modern office building. Tram tracks removed or covered. Iron picket fence remains, In poor condition [1224].' (NAMP 1997. Inventory No. 1115).

The iron picket fence was not located during the current study and appears to have been removed (NAMP 1997. Inventory No. 1224).

The Newcastle Archaeological Management Plan 1997 recorded the Tramway Substation, as follows (NAMP 1997. Inventory No. 1116):

' Attractive two-storey brick building In semi-classical style, which was built to house rotary converters (motor-generators). These converted AC power from Zaara Street power station into 600 volt DC power to run trams via a network of overhead wires. The building was originally single storey internally, but of two-storey height to accommodate an overhead crane used to install and maintain the electrical machinery. The building was later converted to offices, with an upper floor added internally.'

' Probable major electric cable tunnel from the basement of this building towards the former Zaara Street Power Station. Also possible minor cable tunnels to various parts of the tram system.'

'A small shed was built here in 1887, to house and maintain steam trams (Item 1115). When electric trams were introduced In 1923, the 1887 shed was demolished, and this substation was erected to provide the 600 volt DC power needed to run the trams. The elaborate style of the building indicates the importance of the new electric tram service. When electric trams were removed In 1950. The single-storey substation was stripped of equipment and the building adapted as two-storey offices.'

All substation machinery has been removed. The building still stands, In near-original condition externally, but heavily modified internally with an additional floor level, additional staircase, interior walls etc., for use as offices.' (NAMP 1997. Inventory No. 1116).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 042.

1844 - Town

Original alignment of Hunter River foreshore.

Mr. Brown's House, Saltworks and Saw Pit. Elevated tramway from A Pit.

1848 - City

Original alignment of Hunter River foreshore.

Elevated tramway from A Pit.

1850-7 - AAC

Original Hunter River foreshore with possible reclamation.

Buildings, including Stores.

Coal Staithes and tramways from A Pit and later mines.

Burwood Estate Coal Company railway.

Wharf on foreshore on Merewether Street alignment.

1853 - Street Alignment

Australian Agricultural Company Saltworks and other building, together with coal wharves (staithes) and railways.

1857 - AAC Proposed Improvements.

Original Hunter River foreshore, with possible reclamation.

Buildings, including offices of Australian Agricultural Company.

Boundary of Australian Agricultural Company grant.

Australian Agricultural Company coal staithes, embankments and bridge over Hunter Street.

Proposed extension of railway into Newcastle.

1857 - Rail SR Map 6236

Boundary of Australian Agricultural Company grant.

Coal staithes and buildings.

Proposed extension of railway into Newcastle.

1857 - N 19. 652.

Original Hunter River foreshore with reclamation.

Buildings of the Australian Agricultural Company.

Coal Staithes and tramways.

Railway into Newcastle and also Burwood Coal Company Railway.

1860 - SR Map 10188

Salt Works and Hunter River foreshore.

1860 - N 20. 652

Salt Works and Hunter River foreshore.

1874 - SR Plans 1415-1315

Original Hunter River foreshore, with partial reclamation.

Buildings, including offices of Australian Agricultural Company.

Australian Agricultural Company coal staithes, embankments and bridge over Hunter Street. Open drain.

Railway into Newcastle with Burwood Coal Company Railway.

Some buildings along Hunter Street frontage from Merewether Street eastwards.

1882 - Port of Newcastle

Plan showing similar detail to 1874 plan.

1895-97 - Detail

Hunter River foreshore with reclamation.

Offices of Australian Agricultural Company, with many other buildings and sheds. Municipal Depot, Windmill Factory, Old Stone Crusher and Engineering Shop, Wright Heaton & Co, Holdsworth Macpherson & Co. North Coast Steam Navigation Company, Huddart Parker, Ice Works and Cold Storage.

Australian Agricultural Company coal staithes, embankments and bridge over Hunter Street. Railway sidings and Boundary Wall.

Railway into Newcastle with Burwood Coal Company Railway. Signal box.

Tramway Engine Shed and tram turntable.

Some buildings along Hunter Street frontage from Merewether Street eastwards, including YMCA.

1915 - City

Hunter River foreshore with extent of reclamation.

Australian Agricultural Company coal staithes or shoots and buildings. Railway sidings.

Railway to Newcastle.

1944 - Aerials

Reclamation and wharfage.

Australian Agricultural Company coal staithes demolished, including Hunter Street bridge.

Sheds, warehouses and other buildings.

Buildings along Hunter Street frontage as far east as Crown Street.

Wharf Road.

4.83.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

A number of the archaeological sites on this block are likely to survive, except for the recent development with basement car parking.

Above ground archaeological sites.

The former Offices of the Australian Agricultural Company are located at 311 Wharf Road, Lot 190, DP 541370. Historical maps show the earlier offices were located further west on this block, possibly under Centenary Road, but also under 317 Wharf Road, Lot 181, 182 and 189, DP 770006.

4.83.6 Heritage and Archaeology.

There are a number of available heritage and archaeological reports for this block.

An assessment was prepared by Anne Bickford in 1997 for the block bounded by Wharf Road, Argyle Street, Centenary Street and Merewether Street (Bickford, 1997). A later assessment was carried out for this land (Godden Mackay Logan, 2005).

An assessment was prepared for the land on the north side on Wharf Road in 2000 (Unwelt (Australia) Pty Limited, 2000).

No more recent reports are available.

4.83.7 References.

Bickford, Anne. Archaeological Assessment. Argyle Place Hotel development, Newcastle. Richard Owen Investments. 1997.

Unwelt (Australia) Pty Limited. Archaeological assessment and research design relating to the development of land on the northern alignment of Wharf Road, East of Merewether Street, Newcastle, NSW. 2000.

Godden Mackay Logan. Wharf and Centenary Roads, Newcastle. Heritage Impact Statement. Kaross Pty Ltd. 2005. Part only.

4.84 Inventory Number 2176284. Blocks bounded by the Hunter River, Scott Street, Hunter Street and an extension of the alignment of Brown Street, including parts of adjacent streets (Wharf Road, Scott and Hunter Streets).

4.84.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821

Railway and Port Infrastructure (State).

Penal Settlement, 1801-1821

The government wharf at Watt Street is of state significance as it formed an important part of the Newcastle Penal Settlement from at least 1804 to 1821. George (now Watt) Street connected the government wharf to the Commandant's House and was the main street of the settlement. Any remains of convict huts or other occupation of the penal settlement found in this area will also be of state significance.

Railway and Port Infrastructure (State).

The railway from Newcastle to Maitland is of State significance. Opened from Honeysuckle Point Station in 1857, it was the second passenger railway network in New South Wales. Extended through to the Newcastle terminus in 1858, the railway not only provided passenger transport, but also a major marshalling yard for the shipping of goods, including coal from the port facilities designed by E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch. The joint port and rail scheme was constructed from 1862 and was largely completed by 1878 and facilitated the development of the hinterland, including the Hunter Valley and New England.

Reclamation of the foreshore for port facilities began as early as 1848. Coal staites to the east of the Australian Agricultural Company land provided a second outlet for coal exports from Newcastle in the 1850s, first held by the Burwood Mining Company and then by government. The wharfage also provided berthing and marketing facilities for fishermen, as well as coastal shipping.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Environmental Modification and Disturbance.

Penal Settlements.

The development of port infrastructure in New South Wales.

The development of rail infrastructure in New South Wales.

Public Utilities and Services - Gas Supply.

Industry and Manufacturing.
Maintenance of Law and Order.
Coal Mining in New South Wales, 1801 onwards.

4.84.2 Historical Cadastre.

Lot	Lessee ¹⁹⁶	Grantee ¹⁹⁷
		Crown (reclamation).

4.84.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0193
1013
1016
1075
1092
1128

4.84.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 043.

Penal Settlement, 1801-1821

Watt Street is on the alignment of the government wharf for the penal settlement at Newcastle. It is not known whether any parts of the wharf encroach onto the area to the west of Watt Street. It is possible that convict huts or occupation materials from the Penal Settlement may be located on what was the foreshore of the Hunter River (1818 - SR Map 83; 1822 - SR Map 80; 1830 - Armstrong).

Railway and Port Infrastructure (State).

Apart from the government wharf at the east end of this block, the first reclamation of the foreshore is shown on maps dated to 1848 and later. The 1848 plan shows a partly constructed wharf at the northern end of Wolfe Street and also a small extension off the west side of the government wharf (1848 - City). By 1853 a boat harbour had been constructed between Watt Street and Wolfe Street, while Donaldson's Coal Wharf was shown between Wolfe and Brown Streets (1853 - Street Alignment). Further research is required to determine whether this wharf was

¹⁹⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁹⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

the precursor of the Burwood Mining Company railway and coal staithes, which terminated on this block of land. By 1857 the coal staithes of the Burwood Mining Company are clearly depicted on available maps, along with the progress of construction of the railway into Newcastle completed between 1857 and 1858 (1857 - AAC Proposed Improvements).

Two maps of 1857 still shows the boat harbour, now divided into three basins or in the process of reclamation (1857 - Rail SR Map 6236; 1857 - N 19. 652). By 1860 the reclamation has been completed, the line constructed to Newcastle Station and a building shown at the station itself. A branch line continues along the waterfront to the east (1860 - SR Map 10188; 1860 - N 20. 652).

The expansion in coal mining not only required improved rail access to the port, but also new port facilities. This was the primary concern of the newly formed Newcastle Chamber of Commerce in 1856. The NSW government were quick to advance the scheme, ordering Captain E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch, to draw up plans. The scheme comprised the construction of the Dyke at Bullock Island (now Carrington), together with rail and road access; the dredging of a shipping basin at the south end of Bullock Island; the provision of a hydraulic power house to supply hydraulic cranes on the Dyke for efficient coal loading. Construction began in 1862 and was largely completed by 1878. In addition the various plans of the Port of Newcastle reveal the reclamation of land at Kings Wharf, the extension of the railway goods yards there and the provision of steam cranes for loading cargo, as well as the construction of the Northern Breakwater. All these improvements were completed under the oversight of Moriarty, who retired in 1878.

Detailed plans of the developments in port infrastructure are dated to 1874 (1874 - SR Plans 1415-1315). The Burwood Mining Company coal staithes are now labelled the Government Coal Staithes between Brown and Market Streets. Between Wolfe and Market Streets there is also a boat harbour and Boat Shed. The land further east was then devoted to railway purposes, either the passenger terminus or goods marshalling yard for the newly constructed port facilities, designed by E O Moriarty. Coal Company Offices are shown on the Watt Street frontage.

A goods shed, another shed and four other small buildings are shown in this area, as well as an overhead foot bridge. Note also the four small turntables which provide access for goods wagons to sheds and wharfage in a relatively primitive and inefficient manner, reminiscent of the earliest railway infrastructure from the 1830s onwards in the UK. The railway lines themselves cut off Scott Street at Market Street. Hunter (at that time Blane) Street continues west only from Perkins Street. In other words, between Market and Perkins Street, the current alignment of Scott Street was totally taken up with railway lines (1874 - SR Plans 1415-1315).

Two drains are also shown on this plan, the one on the Brown Street boundary, and another directly to the west of the Boat Shed at Wolfe Street.

By 1882, charts reveal the completion of the new station building in its current position, as well as an additional goods shed on the reclaimed foreshore and wharfage. The coal company offices are not shown (1882 - Port of Newcastle).

By 1897 there was a carriage shed to the north of the station and also the Railway Gas Works and Gasometer on the Watt Street frontage. Further west the two goods sheds are still shown. The eastern good shed is adjacent to the HR and NSNC Wharf. A signal box is located between the passenger and goods lines. There is a large turntable and a market building on the east side of the earlier boat harbour. The boat shed on the west side of the boat harbour is labelled Water Police. A horse ferry and a stone crushing works are located further west.

At the western boundary of this precinct, the government coal staithes has been removed by 1897, leaving only a series of sidings. The drain is still marked, with a building erected over part of its course. The earlier wharfage survives, but not the staithes. A later version of the Detail Plan was partially resurveyed in 1917 and traced in 1923. It showed a second boat harbour and sheds, in the place of the old coal staithes. The State Trawler Fish Depot is on the east side of the boat harbour, together with a Leading Light Tower and some small sheds (1895-97 - Detail).

The 1915 plan shows the second boat harbour at the western end of the precinct, the railway station complex, including the large turntable and a building beside the siding to it. It also shows the two larger good sheds and the continuous wharfage (Market Wharf and Steamer Wharf) from one end of the precinct to the other. There are a number of footbridges over the railway (1915 - City).

By 1844 the railway lines had been relocated further north to allow for the present alignment of Scott Street (1944 - Aerials).

The Newcastle Archaeological Management Plan 1997 recorded the Private Coal Staithes, as follows (NAMP 1997. Inventory No. 0193):

'The only physical evidence of the structure which might survive would be sub-surface footings or similar. These would be more likely to be present within the area of the road.'

'The private staithes were operated by 1- W & J Donaldson; 2 - Coal & Copper Co., (Mitchell); 3 - Alexander Brown; 4 - James & Alexander Brown; 5 - John Knott. The staithes were in use c1849 to 1865. The staithes branched off Mitchell's line (Burwood Street) and curved towards the water. They appear to have been earthen ramps which ended in timber trestles at the water's edge. Coal was tipped from wagons on the staithes down chutes into ships' cargo holds.'

' Later Government staithes (from c1854) were situated In the vicinity.'

The Newcastle Archaeological Management Plan 1997 recorded the Company Coal Offices on Watt Street, as follows (NAMP 1997. Inventory No. 1013):

'Map 1874-A shows a narrow rectangular building along the west side of Watt Street, just north of Newcastle Station, and identified as Coal Coy Offices. Map 1896-A shows a different building here, identified as Railway Gasworks. The gasworks had a small retort house facing Watt St, to generate gas from coal. Immediately to the west was a circular gas holder. Near the NW corner of the building there was a smaller circular object, identified as a tar tank (for tar by-product).'

'Probable in-ground circular masonry pit for the gas holder, and square base for chimney. Possible in-ground pipework, tar-tank base, and chemical contamination. Footpath has a row of stones, possibly fence or footings for the coal company offices.'

'The particular coal company which occupied the c1874 offices was not identified. The railways demolished the offices and built a small gasworks c1883, to produce gas for lighting Newcastle Station, the nearby Honeysuckle Point Workshops, etc. It is not clear when this gasworks closed. Electric light came to the Honeysuckle Workshops in 1911, but 1920 & 1928 maps show the gas works and gas holder still existing. The retort building was extended in the 1930s, but possibly as a store.'

'Coal Company offices demolished. Railway Gasworks buildings still standing, now used as stores etc. Railway gasworks chimney, gas holder and tar tank have been removed, and their site now holds a car park, spur line and small modern railway office.'

The Newcastle Archaeological Management Plan 1997 recorded the Market Street Boat Harbour, as follows (NAMP 1997. Inventory No. 1016):

'Enclosed rectangular harbour for small fishing boats and rowing boats. The sides were lined with cut stone blocks laid as stepped walls, except along the southern side where the stones formed a shallow ramp up which boats could be pulled into sheds. A narrow opening at the northeast corner gave access to the main harbour. Just beyond the eastern end was an open-sided shed used as a fish market (Item 1093). A footbridge over the railway line gave access from the town.'

'If, as reported, the stone walls (and bottom?) of the Market Street boat harbour were removed and re-used to form the Perkins Street boat harbour, then there would be little recognisable archaeological evidence of the Market St. harbour.'

'Up to c1857, there was a lagoon here used as an informal harbour. In c1857 (1852?) the government constructed a formal stone-lined boat harbour here, to replace an earlier boat harbour near Watt St, which was to be eliminated by wharf reconstruction. Market St Boat Harbour was popular as a fish market and as a water-taxi depot. In 1902 this harbour was filled in to allow relocation of the railway line. A new boat harbour was built near Perkins Street, re-using stones from Market St. harbour.'

'Market St boat harbour filled, and no longer visible. Site now occupied by railway lines, or by roadway, footpath and grass verge along Wharf Road.'

The Newcastle Archaeological Management Plan 1997 recorded the Newcastle Terminus Railway Station, as follows (NAMP 1997. Inventory No. 1075):

'Possible remnants of earlier station buildings and platforms, rails, ash pits, etc., dating back to c1858, which would be of high significance. Slim chance of remnants of pre-railway use, under reclaimed railway yards rather than under the buildings.'

'Active station, totally rebuilt c1872, and much altered since. Partially restored recently. Threatened by unsympathetic alterations, and by proposals to terminate the rail line at Civic or Wickham Station, leaving Newcastle Station redundant.'

The Newcastle Archaeological Management Plan 1997 recorded the Locomotive Turntable, as follows (NAMP 1997. Inventory No. 1092):

' Map 1896-A shows a turntable about 50 feet diameter, on a spur line from Newcastle Station. It is likely that the iron turntable beam was removed and the pit filled in by about 1930-1940. The site is now flat ground, partly occupied by the Newcastle Signal Box. The rest of the turntable pit lies in railway land or on the southern edge of Wharf Road, near the eastern end of the Signal Box.'

'Probable brick or concrete circular turntable pit about 50 ft diameter, shallow buried, near or partly under the eastern end of the Newcastle (railway) Signal Box. Pit possibly extends under the adjacent Wharf Road footpath.'

'Existing in 1895-97. It was probably a standard 50 foot manually operated turntable, as used in various railway depots in the late 19th century. This one would have enabled steam locomotives to be turned around for the trip out of Newcastle. By c1920, 75 foot turntables were needed to cope with the increasing size of locomotives. It is likely that this 50 foot turntable went out of use c1920-1930, and that the iron turntable beam was removed and the pit filled in c1930-1940.'

'Turntable rotating beam almost certainly removed. Turntable pit probably left in situ, but filled and buried. Turntable site partly built over by Newcastle Signal Box.'

The Newcastle Archaeological Management Plan 1997 recorded the Perkins Street Boat Harbour, as follows (NAMP 1997. Inventory No. 1128):

'A trapezoidal-shaped enclosed miniature harbour for small boats, with a narrow opening on the north side giving access to the main harbour. Located between the railway and the then shoreline (now Wharf Road), just west of the line of Perkins Street. This new harbour was lined with stone from the old Market St. harbour. The Market St. Fish Market shed, with curved iron roof on cast iron columns, was probably re-erected at the east end of the Perkins St. harbour (but aligned E-W instead of N-S).'

'Stone walls of the Perkins Street Boat Harbour (re-used from Market Street Boat Harbour) might survive beneath the bitumen car park, or under the adjacent grass and footpaths. Column footings from the relocated Fish Market are possible, but unlikely.'

'In 1902, the Perkins Street small boat harbour was built to replace the c1857 Market Street harbour (Item 1016), then being filled in for railway re-alignment. The stone walls from the old harbour were said to have been re-used to line the new one. The old Market Street Fish Market shed might also have been relocated to the new Perkins Street Harbour, as the NSW State Fish Depot. In 1960, the Perkins Street Boat Harbour was closed, and was filled in to form the present open car park.'

'Fish Market demolished. Perkins Street boat harbour filled and covered with bitumen, to make an open car park area. A strip along the edge of the main harbour has been filled and extended to form Wharf Road.'

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 043.

1818 - SR Map 83

Convict huts may have been located on the Hunter River foreshore. The Wharf (9) is located on Watt Street.

1822 - SR Map 80

Convict huts may have been located on the Hunter River foreshore. The 'Warfe' is located on Watt Street.

1830 - Armstrong

High Water Mark and foreshore. Wharf on Watt Street.

1834 - N 13. 844

High Water Mark and foreshore. Wharf on Watt Street.

1843 - Breakwater, SR Plan 2426

High Water Mark and foreshore. Old Wharf on Watt Street.

1844 - Town

High Water Mark and foreshore. Old Wharf on Watt Street.

1846 - City

High Water Mark and foreshore. Wharf on Watt Street.

1848 - City

High Water Mark and foreshore. Wharf on Watt Street.

Some reclamation to west of Wharf on Watt Street and also at the north end of Perkins Street.

1853 - Street Alignment

Donaldson's Coal Wharf.

Reclamation all along foreshore in progress.

1857 - AAC Proposed Improvements.

Original Hunter River foreshore with reclamation.

Burwood 'Coal and Copper Company's Tramways.'

Proposed extension of railway into Newcastle.

1857 - Rail SR Map 6236

Coal staithes and buildings.

Progress of reclamation along foreshore.

Queens Wharf (Old Wharf).

Proposed extension of railway into Newcastle.

1857 - N 19. 652.

Coal staithes.

Progress of reclamation along foreshore.

1860 - SR Map 10188

Coal staithes.

Railway line and Railway Station.

Line of Wharf.

1860 - N 20. 652

Coal staithes.

Railway line and Railway Station.

Line of Wharf.

1874 - SR Plans 1415-1315

Government Coal Staithes. Boat Shed and Boat Harbour. Railway yards, Goods Shed, High Level Foot Bridge and Railway Station (Terminus). Turntables with

sidings at rightangles. Coal Company offices fronting Watt Street. Open drain on boundary with Australian Agricultural Company grant; another drain directly to west of Boat Shed.

1882 - Port of Newcastle

Plan showing similar detail to 1874 plan with additional Goods Shed and new position for Railway Station.

Coal Company offices fronting Watt Street and drains are not shown.

1895-97 - Detail

Hunter River foreshore with wharfage and sheds.

New boat harbour has replaced government coal staithes. NSW State Trawler Fish Depot. Leading Light Tower.

Stone Crushing Works. Horse Ferry.

Old Boat harbour and Market building.

Newcastle Railway Station and Booking Office, platforms, carriage shed, goods yards, railway lines, turntable.

Gasometer and Railway Gas Works.

1915 - City

Hunter River foreshore with Market Wharf and Steamer Wharf, with sheds.

The eastern boat harbour has been filled in. Western boat harbour and building survives.

Newcastle Railway Station and buildings, platforms, carriage shed, goods yards, railway lines, turntable. Overhead footbridges.

1944 - Aerials

Wharves and sheds, boat harbour, railway lines, goods yards and station buildings.

Foot bridges. Wharf Road.

4.84.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Most of the archaeological sites on this block are likely to survive.

Above ground archaeological sites.

Newcastle Railway Station and associated infrastructure, including parts of the former gas works still survive as part of the railway terminus in Newcastle.

4.84.6 Heritage and Archaeology.

There is one available heritage and archaeological report for this block.

A conservation management plan was prepared for the Station in 1996 (EJE Architecture, 1996).

4.84.7 References.

EJE Architecture. Newcastle railway station: conservation (management) plan. prepared for Civil & Civic Pty Ltd. 1996.

4.85 Inventory Number 2176285. Blocks bounded by the Hunter River, Nobbys Road, Stevenson Place, Telford and Bond Streets, including parts of adjacent streets (Wharf Road).

4.85.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821 (State).

Town Development, 1820s-1853 (State).

Railway and Port Infrastructure (State).

Harbour Defences (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821 (State).

The government wharf, which served Newcastle from 1804 onwards is of state significance for the important role it played in communications with the penal settlement and the later town. The wharf was on the alignment of the main street of the penal settlement (George Street, now Watt Street), leading to the Commandant's House. This may be compared with Parramatta, where George Street originally went from Queens Wharf to Government House. The vicinity of the government wharf may have served as a landing place from 1801 onwards.

Town Development, 1820s-1853 (State).

The corduroy or plank road from near the Lumber Yard to the Flagstaff, together with the well on the foreshore and the building near the Engineer's Workshops are of state significance, as they probably relate to government uses of the foreshore precinct during the early years of town development, where convicts were still used on public works. Both the well and the lagoon at Stevenson Place relate to water supply for the early town. Environmental sampling may reveal the changes to the historical landscape of Newcastle, particularly the problems caused by windblown sand in this area, known as the Sandhills.

Railway and Port Infrastructure (State).

The railway from Newcastle to Maitland is of State significance. Opened from Honeysuckle Point Station in 1857, it was the second passenger railway network in New South Wales. Extended through to the Newcastle terminus in 1858, the railway not only provided passenger transport, but also a major marshalling yard for the shipping of goods, including coal from the port facilities. The port infrastructure is also of state significance and was largely designed by E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch. The joint port and rail scheme was constructed from 1862 and was largely completed by 1878 and facilitated the development of the hinterland, including the Hunter Valley and New England.

Reclamation of the foreshore for port facilities began as early as 1843, with the construction of a new wharf to the east of the government wharf, forming a secure boat harbour. The precinct also served other important port functions, with pilots' cottages, a pilot station and lifeboat facilities. By the late nineteenth century, large companies had constructed warehousing and bond stores within the precinct.

This precinct was also the source of electrical supply not only for the railways and port, but also for the growing city. The Zaara Street Power Station supplied the city from the Zaara Street Power Station from 1915 to 1976.

Harbour Defences (State).

This block or precinct had only a minor role in the defence of Newcastle. In 1881, associated with the construction of Fort Scratchley, a submarine mine cable was strung across the Hunter River from the Pilot Station.

Urban Development, 1853 onwards (Local).

Only the buildings along the eastern portion of Stevenson Place and the southern portion of the Nobbys Road frontages belong to the theme of urban development.

Development along these frontages is first shown on plans dated to 1895-97. Further research is necessary to determine whether these buildings were pilots' housing, housing for other government staff or private dwellings.

This block is of local significance, because it is representative of the development of the larger coastal cities and other regional urban centres in New South Wales. Urban development of the land was delayed until the problem of wind blown sand was resolved in the late nineteenth century.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Environmental Modification and Disturbance.

- Penal Settlements.

- Defence and Military Establishments.

- The development of port infrastructure in New South Wales.

- The development of rail infrastructure in New South Wales.

- Town development in New South Wales up to the early 1850s.

- Public Utilities and Services - Water Supply.

- Urbanisation and the Nineteenth Century City.

4.85.2 Historical Cadastre.

Lot	Lessee ¹⁹⁸	Grantee ¹⁹⁹
		Crown (reclamation).

4.85.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0006
0007
0008
1005
1007
1053
1118
1198
1207
1217

4.85.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 044.

Penal Settlement, 1801-1821 (State).

Watt Street is on the alignment of the government wharf for the penal settlement at Newcastle. It is possible that convict huts or occupation materials from the Penal Settlement may be located on what was the foreshore of the Hunter River (1818 - SR Map 83; 1822 - SR Map 80; 1830 - Armstrong).

The Newcastle Archaeological Management Plan 1997 recorded the Watt Street Wharf, as follows (NAMP 1997. Inventory No. 0008):

'Initial 1801 settlement used mooring place near base of Watt Street. During second settlement a wooden pier / jetty constructed at foot of Watt Street. This in turn replaced by circular masonry wharf.'

Town Development, 1820s-1853 (State).

¹⁹⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

¹⁹⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

The area of the foreshore, principally to the east of Pacific Street became known as the Sandhills, because of the problem of wind blown sand, which delayed development in the area. A corduroy road was one response to this problem, labelled as a 'buried road' by 1839, which ran from the Lumber Yard area towards Flagstaff Hill, now Fort Scratchley (1839-40 N 71.844). The buried road continued to be shown on a number of later maps. In 1846, a well is shown on the waterfront and a building near Nobby's Road (near Engineer's Workshops), but the corduroy road, the well and the building may all be government works. The foreshore is a reserve for public recreation (1846 - City). A lagoon is shown across Stephenson Place by 1848. The earlier well and this lagoon may both be associated with water supply (1848 - City). The 1853 street alignment map shows a bathing house on a jetty on the foreshore east of the new wharf (1853 - Street Alignment). The bathing house is shown on a number of later plans to 1857 - 1860.

Railway and Port Infrastructure (State).

Plans for reclamation of the harbour or Hunter River Foreshore are seen as early as 1843. A new wharf was constructed to the east of Watt Street and the Old Wharf. The plans to extend a ballast wall from the new wharf in an easterly direction to join the end of Macquarie Pier or the Southern Breakwater are also shown. The area was already dry at low tide (1843 - Breakwater, SR Plan 2426). The area between the old and new wharves became a boat harbour by 1844 (1844 - Town). By 1853, the old wharf is labelled Queens Wharf, while the new wharf is labelled Moriarty's Wharf, with a stonemasons shed upon it. This is an early reference to E O Moriarty, who as Engineer-in-Chief of the Harbours and Rivers Branch, went on to design the major improvements to Newcastle Harbour, between 1862 and 1878 (1853 - Street Alignment). By 1857 some progress is shown on the ballast seawall to the east of the new wharf and a boat shed is located on the south side of the boat harbour (1857 - N 19. 652). Another building is shown on the new wharf, now labelled Circular Wharf, in 1857, along with the intended line for reclamation for Moriarty's Scheme (1857 - Rail SR Map 6236).

By 1860 substantial progress had been made on reclamation, infilling around the old wharf and the boat harbour, both of which are now no longer shown on plans. There is a railway siding to the end of the wharf as constructed and a goods shed on a branch siding (1860 - SR Map 10188). A series of buildings is shown on the west side of Nobbys Road, probably associated with the Harbour Master or pilots from the 1860s onwards (1860 - N 20. 652; 1867 - SB 9. 174.).

By 1874 the reclamation of the foreshore is largely completed, with wharfage and steam cranes. There are extensive railway sidings along the river frontage, but also a goods shed, well and stables north of Bond Street. The new wharfs have left the reclaimed area poorly drained and swampy. A railway siding continues to the South Breakwater for transport of ballast. Later sidings and sheds are pencilled in on this plan. At the east end of the wharves, there is a boat harbour, with boat sheds and an office with a self registering tide gauge. On the east side of the boat harbour are twin

sheds and slips for lifeboats. The earlier corduroy road is now shown as a plank road from the area of the former lumber yard through to the Pilots' Houses (1874 - SR Plans 1415-1315). By 1882 another plan pathway is shown from the Pilots' Houses to the boat harbour (1882 - Port of Newcastle; 1887 - Port of Newcastle).

By 1895-97 an additional boat shed had been built east of the lifeboat station. Housing for pilots had also been extended along Nobbys Road and under what is now Wharf Road. The railway sidings had also been extended. Near the wharf frontage two wool stores had been constructed (Dalgety & Co and Gibbs, Bright & Co). An additional railway carriage shed had been constructed on the extended rail sidings. Two large bond stores had been constructed on Bond Street and Stevenson Place, respectively Earp Gillam & Co and D Cohen & Co. A large shed occupied by D Cohen & Co was also located north-east of their bond store within the railway sidings (1895-97 - Detail). This plan has also been annotated in pencil, showing the location of the Zaara Street Power Station and its internal arrangement, including Switch House, Generator Room, Pump Room, Boiler House, Offices and future extensions. The Railway Department produced its own electricity, but it also supplied the city from the Zaara Street Power Station from 1915 to 1976.

By 1915, there were few changes to the precinct. There were some additional small buildings shown in the railway yards. Next to the Dalgety & Co. Wool Shed were the stables and yard for Earp Gillam & Company. The Zaara Street Power Station is not shown on this plan. The site for a drill Hall and boat shed was marked out or reserved on the east side of the life boat slips. The former pilots' cottages along the west side of Nobbys Road are not shown, except perhaps for one building (1915 - City).

The full extent of the Zaara Street Power Station and railway sidings is revealed on the 1944 aerial photographs (1944 - Aerials).

The Newcastle Archaeological Management Plan 1997 recorded the Pilot Station, as follows (NAMP 1997. Inventory No. 1005):

'Map 1874-A accurately plots a small enclosed boat harbour with narrow mouth, large shed and short slips, and an automatic tide gauge. To the NE is a slipway and sheds labelled Punt Slip. Map 1896-A, and archival photographs, show the late 19th C. harbour with additional boatsheds and slips, formed masonry walls, and steps to the water. The buildings have changed, but the harbour walls and slips are still much the same today.'

'Extensive surviving elements of the c1866 slipways, sloping masonry walls, steps etc., much of it still visible. Also elements of the 1881 submarine mine-cable anchor point, and a possible light gun emplacement.'

'An informal pilot boat harbour is thought to have been established here c1822. Map 1851-S shows a pilot harbour here. The present boat harbour is said to have been built in 1866, and has served as a harbour for pilot boats ever since (for 130 years). A structure at the Pilot Harbour entrance was reputedly built in 1881 (with Fort Scratchley), to anchor a cable carrying explosive mines, to be strung across the main harbour in wartime. Map 1958-A still shows it as a Submarine Mines Store.'

'The harbour is still in use, but the stonework has been partly cement coated. The associated Pilot Station buildings have been demolished and rebuilt, or heavily modified. The old stone flag slipways for the boatsheds still survive.'

The Newcastle Archaeological Management Plan 1997 recorded the Steam Cranes on Kings Wharf, as follows (NAMP 1997. Inventory No. 1007):

' Kings Wharf had up to 8 static steam-powered 15 ton cranes, which could pick up coal wagons and swing them over a ship's hold to dump their load, or could lift other cargo in and out of ships. Each crane carried its own small boiler and steam engine. The first cranes were mounted on a cast iron ring about 6 feet (1.8m) diameter bolted on top of a stone block pier about 3m x 5m. The later cranes were mounted on a cylindrical pier about 3 m diameter, made of a cast iron shell filled with concrete.'

'At least two original square stone piers and one later cylindrical iron and concrete pier for steam cranes, can be seen along the edge of the present wharf, at low tide. There are also less intact remnants of several more crane piers.'

'The government erected 7 or 8 steam cranes along the Kings (aka Queens) Wharf, NE of Watt Street, to assist handling of cargo, especially coal. One source says 8 cranes were installed during 1861-1869, another that 7 cranes were installed 1860-1874. New coal wharves with hydraulic cranes were established at The Basin in 1878, and by c1890 all coal loading (other than AA Coy.) was done there. The steam cranes were removed from Kings Wharf c1895, and reputedly three were re-erected at The Dyke.'

'Steam cranes removed c1890. Wharf recently rebuilt with concrete paving on rubble fill, and with individual steel and timber mini-wharfs protruding into the harbour. Wharf now used for tugboat berths, and for a promenade, but not for general cargo.'

The Newcastle Archaeological Management Plan 1997 recorded the Railway Carriage Shed, as follows (NAMP 1997. Inventory No. 1217):

'Originally a long rectangular enclosed shed, probably with corrugated iron walls and roof, on timber frame. Had three sets of rails running through the length of the building, and doors at the narrow ends, for storage of railway carriages. In the floor beneath the rails, there were long inspection/service pits. The tracks extended west

to join with the network of rails in the eastern railway yards, and with the main line of the Great Northern Railway.'

'Rails and Inspection pits in this reconstructed carriage shed, provide almost the only reminder of the extensive railway yards that occupied and dominated this part of Newcastle.'

'The GNR was extended to Newcastle Station In 1858, and extended further, into the eastern railway yards, c1860. The eastern yards became a major goods yard for transfer of cargo and coal to / from ships along Kings / Queens Wharf. This carriage shed was built (date??) for storage of carriages under cover, and to allow routine minor servicing of the carriages, such as checking and oiling the axle bearings and other mechanical gear underneath the carriages.'

'Railway yards converted into The Foreshore Reserve (park). Most rails removed. The carriage shed has been extensively 'reconstructed' with open sides, as a public shelter. It retains some rails and inspection pits in the floor of the shed.'

The Newcastle Archaeological Management Plan 1997 recorded the Zaara Street Power Station, as follows (NAMP 1997. Inventory No. 1118):

'Zaara Street Power Station was a large steel-framed brick-clad building erected in several phases on low land at the eastern end of Newcastle Railway Yards. It was similar in style to White Bay Power Station, built about the same time in Sydney. The location of Zaara Street Power station (in line with, rather than on the street of that name), was chosen to suit the supply of coal from Hunter mines by railway wagon, and the supply of essential cooling water from Newcastle Harbour.'

'Power station footings, concrete cooling water channels to the harbour (visible at Kings Wharf), and power cable ducts to the city and elsewhere, probably survive under the park landscaping. Cable ducts could extend well into the city and suburbs.'

'From 1890s to 1950s, NSW Railways was a major generator of electricity, initially for its own use for lights and machinery, for electric trams, and for electric suburban trains. It also supplied bulk power to councils, including Newcastle from 1922. The Railways built Zaara Street as a small 2.5 MW Power Station in 1915-20, but expanded it several times to reach about 90 MW capacity in 1940/45. The Electricity Commission took it over in 1953, closed it 1969, and demolished it 1977/78.'

'Power station demolished 1977. The site was then intended to be redeveloped for high-value residential and commercial use, but that project languished. The site was recently landscaped as part of the Foreshore Park.'

Harbour Defences (State).

This block or precinct had only a minor role in the defence of Newcastle. The Newcastle Archaeological Management Plan 1997 recorded the remains of an 1881 submarine mine cable anchor at the Pilot Station, as follows (NAMP 1997. Inventory No. 1005):

'Extensive surviving elements of the c1866 slipways, sloping masonry walls, steps etc., much of it still visible. Also elements of the 1881 submarine mine-cable anchor point, and a possible light gun emplacement.'

'A structure at the Pilot Harbour entrance was reputedly built in 1881 (with Fort Scratchley), to anchor a cable carrying explosive mines, to be strung across the main harbour in wartime. Map 1958-A still shows it as a Submarine Mines Store.'

Urban Development, 1853 onwards (Local).

Only the buildings along the eastern portion of Stevenson Place and the southern portion of the Nobbys Road frontages were sold as town allotments. Development along these frontages is first shown on plans dated to 1895-97. It is not clear whether they were an extension of the Pilots' houses, accommodation for other government staff or private houses (1895-97 - Detail).

The Newcastle Archaeological Management Plan 1997 recorded the Stevenson Place Houses, as follows (NAMP 1997. Inventory No. 1053):

'Map 1896-A, sheet 3, shows three houses close to what is now Shepherds Place, which do not follow present street alignment. The most easterly was in what is now the back yard of houses facing Nobbys Road, at about 52-58 Nobbys Road. The central skew house was in the present back yard of No. 6 Stevenson Place. The western skew house was mostly in the back yard of the present No. 8 Stevenson Place, but was partly over what is now Shepherds Place, between Nos. 6 & 8 Stevenson Place.'

'Map 1896-A, Sh. 3, shows three houses in the vicinity of Shepherds Place which are skew to present streets, and were probably built before the present street alignment was laid out. They are aligned with the likely route of The Plank Pathway (1009).'

The Newcastle Archaeological Management Plan 1997 placed these buildings in the theme of 'Early Private Buildings', though further research is necessary to determine whether they were pilots' housing, housing for other government staff or private dwellings.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 044.

1818 - SR Map 83

Convict huts may have been located on the Hunter River foreshore. The Wharf (9) is located on Watt Street.

1822 - SR Map 80

Convict huts may have been located on the Hunter River foreshore. The 'Warfe' is located on Watt Street.

1830 - Armstrong

High Water Mark and foreshore. Wharf on Watt Street.

1839-40 N 71.844

High Water Mark and foreshore. Wharf on Watt Street. 'Buried Road'.

1843 - Breakwater, SR Plan 2426

High Water Mark and foreshore. Old Wharf on Watt Street. Reclamation and New Wharf with proposals for ballast wharfage.

1844 - Town

High Water Mark and foreshore. Old Wharf on Watt Street. Boat Harbour and new wharfage.

1846 - City

High Water Mark and foreshore. Wharf on Watt Street. Ballast Wharf and Boat Harbour. Well and building. Buried Road. Reserve for public recreation.

1848 - City

High Water Mark and foreshore. Wharf on Watt Street. Second wharf and boat harbour. Reserve for public recreation. Lagoon across Stevenson Place.

1853 - Street Alignment

Queens Wharf (Old Wharf), Boat Harbour and Moriarty's Wharf with Stonemasons building. Boat Shed. Bathing Place.

1857 - N 19. 652.

Queens Wharf (Old Wharf), Boat Harbour and Wharf. Boat Shed. Bathing House. Other building near Nobbys Road. Remaining buildings are inaccurately located north of Bond Street.

1857 - Rail SR Map 6236

Queens Wharf (Old Wharf), Boat Harbour and Circular Wharf. Bathing House.

1860 - SR Map 10188

Queens Wharf (Old Wharf) and Boat Harbour now infilled to make way for Wharf with railway and goods shed. Bathing House. Reclamation in progress.

1860 - N 20. 652

Queens Wharf (Old Wharf) and Boat Harbour now infilled to make way for Wharf with railway and goods shed. Bathing House. Reclamation in progress. Series of buildings to west of Nobbys Road.

1867 - SB 9. 174.

Series of buildings to west of Nobbys Road with names.

1874 - SR Plans 1415-1315

Railway sidings, good shed and stables, wharves with cranes. Boat Harbour with 'Self registering Tide Gauge', Boat Sheds and Life Boat sheds with punt slips. Plank Pathway. Series of houses to west of Nobbys road.

1882 - Port of Newcastle

Plan showing similar detail to 1874 plan. Additional Plank Pathway from houses to Life Boat Sheds.

1887 - Port of Newcastle

Plan showing similar detail to 1874 plan. Additional Plank Pathway from houses to Life Boat Sheds.

1895-97 - Detail

Hunter River foreshore with wharfage and railway sidings. Goods Shed. Railway Carriage Shed. Earp Gillam & Co and D Cohen & Co Bond Stores. D Cohen & Co Shed. Wool Stores (Dalgety & Co and Gibbs, Bright & Co).

Boat Harbour and Boat Sheds.

Site of Zaara Street Power Station pencilled in.

1915 - City

Hunter River foreshore with wharfage and railway sidings. Goods Shed. Railway Carriage Shed. Earp Gillam & Co Stables. Earp Gillam & Co and D Cohen & Co Bond Stores. D Cohen & Co Shed. Wool Stores (Dalgety & Co and Newcastle Wool-Dumping Co).

Boat Harbour and Boat Sheds. Life Boat Station.

Site for Drill Hall and Boat Shed.

Building along Nobbys Road not shown.

1944 - Aerials

Hunter River foreshore with wharfage and railway sidings. Goods Shed. Railway Carriage Shed. Earp Gillam & Co and D Cohen & Co Bond Stores. D Cohen & Co Shed. Wool Store

Boat Harbour and Boat Sheds. Life Boat Station. Pilot Station (?)

Zaara Street Power Station and railway sidings.

4.85.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

Many of the archaeological sites on this block are likely to survive. It is particularly difficult to assess the archaeological potential of those sites bordering Nobbys Road, particularly:

1. The extent of excavation for the railway yards in this area.
2. The extent of earthmoving for recent landscaping.
3. The original landform at the south end of Nobbys Road, where the existing terraced housing has basement levels (36-66 Nobbys Road, Lots 2-17, DP 11519).

Above ground archaeological sites.

The Pilots Station boat harbour is still extant, together with the railway carriage shed and some rail sidings, the Earp Gillam and D Cohen & Co Bond Stores.

4.85.6 Heritage and Archaeology.

There are two available heritage and archaeological report for this block.

A restoration report was prepared for the Earp Gillam Bond Store in 1993 (Suters Architects Snell, 1993).

A conservation plan was prepared for the Pilots Station in 2006 (EJE Heritage, 2006).

4.85.7 References.

Suters Architects Snell. Earp Gillam Bond Store, Newcastle East : restoration report. 1993.

EJE Heritage. Pilot station 51-55 Wharf Road Newcastle: conservation management plan. 2006.

4.86 Inventory Number 2176286. Former Tramlines, including parts of Scott Street, Shortland Esplanade, Telford Street, Hunter Street, Darby Street, Union Street, (Tudor Street), Bellevue Street, (crossing Honeysuckle Drive) and Hannell Street, including some adjacent land.

4.86.1 Statement of Significance.

For the purposes of the Newcastle Archaeological Management Plan Review 2013, former tramlines are considered as 'works', not as 'relics' under the *Heritage Act, 1977*.

Tramway technology and the history of tramways in Newcastle is well known from a number of sources. The physical remains of tramlines are therefore unlikely to contribute further to our state of knowledge. Without the ability to contribute further to our knowledge (significance at a state or local level), tramlines do not qualify as 'relics' under the *Heritage Act, 1977*.

Nonetheless former tramlines should be considered as heritage items and are still worthy of interpretation and display.

4.86.2 Historical Cadastre.

Lot	Lessee ²⁰⁰	Grantee ²⁰¹
		Crown

4.86.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0011
0017
1079
1205
1022
1091
1021

²⁰⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

²⁰¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.86.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Blocks 001, 003, 005, 007, 008, 009, 010, 014, 015, 016, 022, 023, 024, 025, 026, 027, 028, 030, 031, 032, 033, 034, 035, 036, 037, 039, 040, 041, 042, 043.

1895-97 - Detail

Series of plans showing extent of tramways by 1915.

Map of Newcastle Tram Routes, 1950 (Newcastle Archaeological Management Plan Review 2013, Volume 1. Figure 9.38).

Final extent of tramways in 1950.

4.86.5 Heritage and Archaeology.

There are two available heritage and archaeological reports for the former tramway routes.

A report on archaeological monitoring was prepared for Hannell Street, Wickham in 2000 (Environmental Resources Management Australia Pty Ltd, 2000). A 2007 report on the monitoring of works in Hunter and Merewether Streets located a brick drain, dating to c.1900 to c.1930 with concrete lid (Nexus Archaeology & Heritage, 2007).

4.86.6 References.

Environmental Resources Management Australia Pty Ltd. Report on the archaeological monitoring of the Hannell Street, Wickham site for Roads and Traffic Authority Hunter Region. 2000.

Nexus Archaeology & Heritage. Archaeological monitoring of excavation - civil works, Hunter and Merewether Streets, Newcastle, NSW. prepared for Newcastle City Council. 2007

4.87 Inventory Number 2176287. Church Street Drain, part of Church and Watt Streets, including adjacent land.

4.87.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821

Town Development, 1820s-1853 (State).

Penal Settlement, 1801-1821

The Church Street Drain is of state significance because the rock cut adit towards Shortland Esplanade may be a drainage adit, cut from 1814 onwards, as part of convict coal mining at the penal settlement of Newcastle.

Town Development, 1820s-1853 (State).

The Church Street Drain is of state significance because the brick barrel drain section is likely associated with the completion of the Military Barracks in 1840. The drain may have also served part of the town further west along Church Street.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

Penal Settlements

Defence and Military Establishments.

Town development in New South Wales up to the early 1850s.

Coal Mining in New South Wales, 1801 onwards.

4.87.2 Historical Cadastre.

Lot	Lessee²⁰²	Grantee²⁰³
		Crown

4.87.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1117

²⁰² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

²⁰³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.87.4 Historical sequence of development.

Town Development, 1820s-1853 (State).

The full extent of the Church Street Drain is not yet known in detail. The Newcastle Archaeological Management Plan 1997 recorded the Church Street Drain, as follows (NAMP 1997. Inventory No. 1117):

'The adit (horizontal shaft) is visible as an ovoid hole in cliffs at South Newcastle Beach. The adit heads west towards James Fletcher Hospital or Church St, and possibly connects with a known vertical shaft (1127) near Church / Watt St intersection. The tunnel is hand-hewn into the cliff rock, and looks about 1.5 metres tall x about 0.5 metres wide at top, and about 0.75 metres wide at the bottom. The cliff around the opening is cracked, and fenced off due to falling stones. Water trickles out.'

'Reputedly, the first vertical mine shaft was sunk at James Fletcher Hospital in c1814-17 (Item 1121), and had an adit out to the cliffs for gravity drainage (Item 1123). Other convict-era vertical shafts dug later, may also have had drainage adits. Later, old mine adits were used as drains for stormwater and / or sewage, and some new tunnels were dug solely for stormwater. Judging by its location, this adit (1117) was probably dug as a stormwater drain, connected to vertical shaft Item 1127.'

The state of knowledge regarding the drain has increased since this record was written in 1997.

In 1997, it was known that an adit in the cliff on Shortland Esplanade extended back up Church Street. More recent Council mapping suggests that the adit and drain served the former Military Barracks, bounded by Church, Watt, Ordnance and Newcomen Streets (see SHI 2176232) (Newcastle City Council Road Asset (RA) 17 and mapping of culverts).

The drain appears to have commenced as a brick drain, 500 mm wide and 450 mm high, running from the barracks buildings in an easterly direction, on the north side of the road to the barracks from Watt Street entrance. The drain then turns north and becomes a brick drain measuring 1200 mm by 1200 mm. It continues under the Courthouse to Church Street, then turns east along Church Street to the adit outfall on Shortland Esplanade. Another branch of the drain may continue further west along Church Street.

In 2008 an investigation was made of the drain and repairs made to it on Church Street outside the Courthouse. The report by Bill Jordan described the work as follows:

'The southern edge of Church Street, Newcastle, running between Newcomen and Watt Streets outside the Courthouse and Police Station, is underlain by a 1200 mm (approx.) circular drainage culvert built from two rings of brickwork. Examination of the bricks and mortar used indicates that it dates from about the middle of the 19th century. At the downstream end of the brick culvert it discharges into a hewn rock tunnel, of similar size, which then discharges from the cliff face above South Newcastle Beach: the rock tunnel is believed to have been excavated by convict labour around 1816 to provide drainage for one of the first shaft mines established in Newcastle in the grounds of what is now the James Fletcher Hospital.'

'For many years there has been a continuous flow of water from the tunnel outlet and it was conjectured that the water was from a reservoir in the old mine workings. However, in mid 2008 subsidence in the pavement outside the courthouse was investigated and it was seen that the obvert of the culvert had failed beneath the leaking water main, as a result of gradual erosion of mortar used in the original culvert construction. The road was excavated at the culvert site and temporary repairs undertaken while conservation and repair of the culvert was investigated.' (Bill Jordan & Associates Pty Ltd, 2008).

Photographs taken by Bill Jordan are uncaptioned, but show a branch in the brick barrel drain, probably going under the Courthouse.

The brick type appears to be a flat sandstock, in other words a sandstock without a frog. In Sydney, bricks with frogs were manufactured from the 1840s onwards. The mortar was described as very weak.

Council records also reveal that the brick barrel drain changes into a stone lined adit further east on Church Street (Newcastle City Council Road Asset (RA) 17 and mapping of culverts).

On the basis of the available evidence, it is suggested that the brick barrel drain is associated with the construction and completion of the Military Barracks in 1840. The rock hewn section of the drain may relate to early convict mining and workings, dated from 1814 onwards.

4.87.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The brick barrel drain and the rock hewn adit survive as a working drain under Church Street, the Courthouse and former Military Barracks (Newcastle City Council Road Asset (RA) 17 and mapping of culverts).

Above ground archaeological sites.
Adit outfall at Shortland Esplanade.

4.87.6 Heritage and Archaeology.

There is one available heritage and archaeological report for this item.

The finding and repair of a section of the brick barrel drain is described in a short report in 2008 (Bill Jordan & Associates Pty Ltd, 2008).

4.87.7 References.

Bill Jordan & Associates Pty Ltd. Repair of 19th Century Brick Culvert, Church Street, Newcastle. Newcastle City Council, 2008.

4.87.8 Photographs.



Newcastle City Council, 2012, Culverts 2 Aerial Photograph. Detail.



The Church Street Drain, possibly looking west along Church Street, with a branch of the drain going under the Courthouse (Bill Jordan, 2008).



Section of the stone adit under Church Street, looking east to outfall (Newcastle City Council Road Asset (RA) 17).



Outfall of the Church Street Drain above Shortland Esplanade (Newcastle City Council Road Asset (RA) 17).

4.88 Inventory Number 2176288. Darby Street Drain, part of Darby Street, Wharf Road and Centenary Road, including adjacent land. Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
The Australian Agricultural Company, 1830 onwards (State).

The Australian Agricultural Company, 1830 onwards (State).

The mining and other activities of the Australian Agricultural Company are of state significance for the role the company played in the development of the coal mining industry in New South Wales. The Darby Street Drain appears to have been constructed progressively by the company to drain and improve its land for subdivision from the 1850s onwards, with the final additions made between 1874 and 1895-97.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- The Australian Agricultural Company.
- Urbanisation and the Nineteenth Century City.
- Coal Mining in New South Wales, 1801 onwards.

4.88.2 Historical Cadastre.

Lot	Lessee²⁰⁴	Grantee²⁰⁵
		Australian Agricultural Company
		Crown

4.88.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1025

²⁰⁴ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

²⁰⁵ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.88.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Blocks 022, 023, 024, 042.

The Australian Agricultural Company, 1830 onwards (State).

The Darby Street Drain runs from near the B Pit of the Australian Agricultural Company down Darby Street on its east side, over Hunter Street and the railway to Wharf Road, where it turns to the west.

The existence of an open drain in the vicinity of Argyle Street, as indicated on plans dated to 1874, was first observed by Anne Bickford in an assessment report in 1997. She suggested that the drain was later closed in with a brick barrel drain, though it is in fact a brick arch drain with a dished base. She quoted measurements of 5 feet wide and 4 feet 6 inches high (1,500 mm by 1370 mm) in Council records. Bickford mentioned that the open drain and the brick arch drain were shown in slightly different locations, but suggested the two were in fact the same (Bickford 1997). The drain runs beneath the Australian Agricultural Company Offices on Argyle Street. The drain was also noted in a later assessment report by Godden Mackay Logan (Godden Mackay Logan, 2005).

The course of the drain is shown on other Council mapping as a brick and concrete drain, 1,400 mm wide by 1,400 mm high, running north from the east side of Darby Street at its junction with Hunter Street, through to the north side of Wharf Road, west of Argyle Street. On the north side of Wharf Road, the drain turns west, following the route of the previous open drain. Under Wharf Road, the drain is described as concrete in construction, 1,500 mm wide and 1,200 mm high, probably a repair. The construction of the drain with a brick arch appears to commence on the north side of the railway. Further south it has a concrete slab lid (Newcastle City Council Engineering Maps and Road Assets (RA) 25).

Similarly the drain changes dimensions as it crosses Hunter Street, where it is described as a brick drain, width not visible but height 700 mm. As the drain runs along the east side of Darby Street it is described as a brick drain, 1,720 mm wide and 900 mm high. The drain has a dished concrete base, with vertical brick sides and a concrete slab lid. (Newcastle City Council Engineering Maps and Road Assets (RA) 18).

The drain narrows above King Street to 1,530 mm wide by 1,350 mm height. Here it has brick sides and a lid of large sandstone slabs. Other drains enter the Darby Street Drain from Tyrrell Street (Newcastle City Council Engineering Maps and Road Assets (RA) 20).

Above Tyrrell Street there appears to be no further available description of the drain. However the 1895-97 Detail plans show a watercourse leading down to Darby Street

from the mine railway to the Sea Pit (1895-97 - Detail). This is the most likely source for the Darby Street Drain.

On the available evidence, the Darby Street Drain appears to have been constructed by the Australian Agricultural Company from its property near the mine railway at B Pit. The watercourse could have been channelled into an open drain from the late 1830s onwards. However the alignment of the drain along Darby Street suggests it was constructed progressively from the 1850s onwards, with the brick arch being constructed on the lower reaches of the drain after 1874, but before 1895-97.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Blocks 022, 023, 024, 042.

1874 - SR Plans 1415-1315

The lower reaches of the Darby Street drain are shown on the north side of the railway (Block 042). The drain turns west into a natural watercourse on the alignment of Wharf Road.

1895-97 - Detail

A watercourse, leading into this drain was located on the uphill (east) side of the mine railway to the Sea Pit (Block 023). It crosses the railway line and descends west to Darby Street.

4.88.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The Darby Street Drain appears to survive with various modifications and repairs for most of its length.

Above ground archaeological sites.

The drain is not visible above ground.

4.88.6 Heritage and Archaeology.

There are two available heritage and archaeological reports for this block. The first was an assessment report in 1997, the second a heritage assessment in 2005 (Bickford, 1997 and Godden Mackay Logan, 2005).

4.88.7 References.

Bickford, Anne. Archaeological Assessment. Argyle Place Hotel development, Newcastle. Richard Owen Investments. 1997.

Godden Mackay Logan. Wharf and Centenary Roads, Newcastle. Heritage Impact Statement. Kaross Pty Ltd. June 2005.

4.88.8 Photographs.



Brick arch drain, on the north side of the railway near Centenary Road and Argyle Street (Newcastle City Council).



The Darby Street Drain in the vicinity of Tyrrell Street. Note the sandstone slabs forming the lid of the drain (Newcastle City Council Road Asset (RA) 20).

4.89 Inventory Number 2176289. Scott Street Drain, part of Scott Street and Wharf Road, including adjacent land.

4.89.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
Railway and Port Infrastructure (State).

Railway and Port Infrastructure (State).

The Scott Street Drain is likely to have been built as part of the construction of the railway terminus from 1858 onwards. With its possible associations with the construction of the railway, it is assessed as state significant.

The railway from Newcastle to Maitland is of State significance. Opened from Honeysuckle Point Station in 1857, it was the second passenger railway network in New South Wales. Extended through to the Newcastle terminus in 1858, the railway not only provided passenger transport, but also a major marshalling yard for the shipping of goods, including coal from the port facilities. The port infrastructure is also of state significance and was largely designed by E O Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch. The joint port and rail scheme was constructed from 1862 and was largely completed by 1878 and facilitated the development of the hinterland, including the Hunter Valley and New England.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- The development of rail infrastructure in New South Wales.
- Urbanisation and the Nineteenth Century City.

4.89.2 Historical Cadastre.

Lot	Lessee²⁰⁶	Grantee²⁰⁷
		Crown

²⁰⁶ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

²⁰⁷ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

4.89.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

1075

4.89.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Blocks 043.

The full extent of the Scott Street Drain is not known. It runs along the north side of Scott Street, west of Watt Street and may turn across the railway lines to the west of the railway station buildings.

Council records reveal that on Scott Street the drain is constructed of brick, 750 mm wide and 600 mm high or of stone, 1,000 mm wide and 950 mm high. As the drain crosses the railway in a northerly direction it is constructed of brick, 950 mm wide and 1,400 high or of unknown materials, 1,650 mm wide and 1,650 mm high (Newcastle City Council mapping).

The drain or drains are more clearly described in other Council documentation. On the north side of Scott Street, near Watt Street the drain has stone rubble sides and a sandstone slab lid. The same drain was also encountered further west under the pavement on the north side of Scott Street, this time with a concrete lid. The course of the drain along the pavement of Scott Street was clearly visible in the pavement in 2007 (Newcastle City Council Road Assets (RA) 34 and 36).

A junction of the Scott Street Drains was recorded in 2011. Here the drain has stone rubble walls, with upper courses of brick, with a sandstone slab lid or concrete lid. There is also a large bore salt glazed ceramic drain pipe attached to the drain (Newcastle City Council Road Assets (RA) 35).

There is some suggestion that the drinking fountain, now located in King Edward Park, but originally located at the railway Station on Scott Street (1879) was associated with this drain (Heritas, 2006). While the fountain may have emptied into the Scott Street Drain, it is suggested that the drain was earlier and diverted a watercourse that emptied into the Hunter River at this point, before reclamation and railway construction in the late 1850s. This watercourse is shown on plans dated to the 1830s (1834 - N 13. 844). The Scott Street Drain is therefore likely to date from the 1850s onwards.

4.89.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The Scott Street Drain appears to survive with various modifications and repairs for part of its length.

Above ground archaeological sites.

The course of the drain was visible as concrete slabs in the pavement.

4.89.6 Heritage and Archaeology.

There is one available heritage and archaeological report for this block.

It comprises as heritage impact statement for the conservation of the fountain in King Edward Park (Heritas, 2006).

4.89.7 References.

Heritas. King Edward Park Drinking Fountain, Newcastle NSW. Heritage Impact Statement, Newcastle City Council, 2006.

4.90 Inventory Number 2176290. Block bounded by Hunter, Morgan, Laing and Thorn Streets.

4.90.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821.

Town Development, 1820s-1853 (State).

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821.

Burials of the Penal Settlement were originally in the vicinity of Thorn Street, but once the church was built in 1818, they probably shifted to the church, but records only date from 1825 onwards (Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 58; NAMP 1997. Inventory No. 1146).

Should any burials be located in the vicinity, they would be of state significance, as the area in which burials were made for the Penal Settlement up to c.1818.

Town Development, 1820s-1853 (State).

For this theme the block is of state significance, because it was part of the Market Place, located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. There is also evidence for convict or later Australian Agricultural Company (AAC) coal mining, as indicated by the 'Coal Pit', shown on the 1846 plan (1846 - City).

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of Newcastle and other regional urban centres in New South Wales. The block was located in the central business area of the city.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Penal Settlements.

- Town development in New South Wales up to the early 1850s.

- Urbanisation and the Nineteenth Century City.

- Social and Economic Status, Gender and Ethnicity.

- Religion and Burial Customs.

- The Australian Agricultural Company

- Coal Mining in New South Wales, 1801 onwards.

4.90.2 Historical Cadastre.

Lot	Lessee ²⁰⁸	Grantee ²⁰⁹
-	Reserved for Market Place	

4.90.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

0135
1146

4.90.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 007

Penal Settlement, 1801-1821.

Burials for the Penal Settlement were originally in the vicinity of Thorn Street, but once the church was built in 1818, they probably shifted to the church, but records only date from 1825 onwards (Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 58; NAMP 1997. Inventory No. 1146).

Town Development, 1820s-1853 (State).

The block was part of the Market Place, located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826.

The 1846 plan shows a 'Coal Pit' on the south-western corner of the Market Place. Since the Australian Agricultural Company (AAC) forfeited the right to mine in the town after 1830, this pit probably belongs to an earlier period of convict exploitation (1846 - City).

The 1853 plan shows no development on the Market Place (1853 - Street Alignment).

Urban Development, 1853 onwards (Local).

This block was located in the central business area of the city.

By the 1880s, the pace of development had accelerated. The Hunter Street frontage of this block was now completely built out. The Newcastle Borough Market building

²⁰⁸ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

²⁰⁹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

occupied the centre of the Hunter Street frontage, flanked by various retail premises and two hotels. Behind this frontage there were stables and one Council building (1886 - M&G). By the mid 1890s there were few additions (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 007

1826 - SR Map 4399.

Reserved for Market Place.

1844 - Town

Market Place.

1846 - City.

'Coal Pit' shown on Market Place.

1853 - Street Alignment

Market Place.

1860 - SR Map 10188

Allotment numbers and grantee names.

'Old Coal Pit' on Market Place.

1860 - N 20. 652

Allotment numbers and grantee names.

'Old Coal Pit' on Market Place.

1874 - SR Plans 1415-1315

Market Building shown on Market Place.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

Market Place now subdivided with buildings and 'Newcastle Borough Market' Building, opposite Market Street.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names.

4.90.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

All of the archaeological sites on this block are likely to have survived.

Above ground archaeological sites.

There are no above ground archaeological sites on this block.

4.90.6 Heritage and Archaeology.

No heritage and archaeological report has been located for sites on this block.

4.90.7 References.

None available.

4.91 Inventory Number 2176291. Block bounded by Thorn, Laing, Morgan and King Streets.

4.91.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:

Penal Settlement, 1801-1821.

Town Development, 1820s-1853.

Urban Development, 1853 onwards (Local).

Penal Settlement, 1801-1821.

Burials of the Penal Settlement were originally in the vicinity of Thorn Street, but once the church was built in 1818, they probably shifted to the church, but records only date from 1825 onwards (Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 58; NAMP 1997. Inventory No. 1146).

Should any burials be located in the vicinity, they would be of state significance, as the area in which burials were made for the Penal Settlement up to c.1818.

Town Development, 1820s-1853 (State).

This block was part of the Market Place, located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. However historical maps do not show any development of the block until after 1853. This block will only be of state significance, if archaeological investigation reveals any development.

Urban Development, 1853 onwards (Local).

This block is of local significance, because it is representative of the development of Newcastle and other regional urban centres in New South Wales. The block is located in the central business area of the city.

There is a gap in historical mapping from the late 1850s until the 1880s,

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- Penal Settlements.

- Town development in New South Wales up to the early 1850s.

- Urbanisation and the Nineteenth Century City.

- Social and Economic Status, Gender and Ethnicity.

- Religion and Burial Customs.

4.91.2 Historical Cadastre.

Lot	Lessee ²¹⁰	Grantee ²¹¹
275	Reserved for Market Place	S Kemp
276	Reserved for Market Place	J J Galloway
277	Reserved for Market Place	T Buxton

4.91.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.91.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 007

Penal Settlement, 1801-1821.

Burials of the Penal Settlement were originally in the vicinity of Thorn Street, but once the church was built in 1818, they probably shifted to the church, but records only date from 1825 onwards (Newcastle City Wide Heritage Study: Thematic History, 1996-7, p 58; NAMP 1997. Inventory No. 1146).

Town Development, 1820s-1853 (State).

This block was part of the Market Place, located in the centre of the town, as surveyed and laid out by Henry Dangar between 1822 and 1826. However historical maps do not show any development of the block until after 1853.

Dangar kept the alignments of the two north-south streets, namely George and Cowper Streets, renamed Watt and Pacific Streets, because they were the two main streets on which the public buildings were located. Dangar laid out Hunter and King Streets at rightangles to Watt Street, approximately on the former alignments of Wellington and Wallis Streets. The Reserve for the Market Place was bounded on the south side by King Street (1826 - SR Map 4399).

The block remained as part of the Market place until 1844-1846, when it was shown with town allotments (1844 - Town; 1846 - City).

No development was shown on this block in 1853 (1853 - Street Alignment).

²¹⁰ See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

²¹¹ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

Urban Development, 1853 onwards (Local).

This block was located in the central business area of the city.

There is a gap in historical mapping from the late 1850s until the 1880s,

By the mid 1880s, the pace of development had accelerated. The Laing Street frontage was occupied by the Blue Bell Hotel and three other (residential?) buildings. The King Street frontage had two buildings, one of which was the premises for a commercial agent (1886 - M&G). By the mid 1890s there were few additions (1895-97 - Detail).

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Block 007

1826 - SR Map 4399.

Reserved for Market Place.

1844 - Town

Market Place.

1846 - City.

Allotment numbers and grantees.

1860 - SR Map 10188

Allotment numbers and grantee names.

1860 - N 20. 652

Allotment numbers and grantee names.

Note changers to names of Grantees.

1886 - M&G

Various buildings with business names and names of owners or occupiers.

1893 - Jones, Fire Insurance

Various buildings with some business and other names.

1895-97 - Detail

Various buildings with some business and other names.

1915 - City

Allotment numbers and grantee names.

4.91.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

None of the archaeological sites on this block have survived.

Any archaeological remains on this block will have been mostly disturbed by the development of a multi-storey car-park.

Above ground archaeological sites.

There are no above ground archaeological sites on this block.

4.91.6 Heritage and Archaeology.

No heritage and archaeological report has been located for sites on this block.

4.91.7 References.

None available.

4.92 Inventory Number 2176292. Drain from the Australian Agricultural Company's Dam at Nesca Park.

4.92.1 Statement of Significance.

For distribution of sites of State or Local significance, see Newcastle Archaeological Management Plan Review 2013, Map 2. Significance.

See detailed statements of significance for each theme in Newcastle Archaeological Management Plan Review 2013, Volume 1, Chapter 6:
The Australian Agricultural Company, 1830 onwards (State).

The Australian Agricultural Company, 1830 onwards (State).

The coal mines and associated workings of the Australian Agricultural Company are of state significance. Nesca Park was formerly a dam belonging to the company. The drainage channel from the dam is regarded as an ancillary item and is at present assessed as local significance. Further research might require the reassessment of the level of significance.

The archaeological sites on this block are likely to make a substantial contribution to several archaeological themes, including:

- The Australian Agricultural Company.
- Urbanisation and the Nineteenth Century City
- Coal Mining in New South Wales, 1801 onwards.

4.92.2 Historical Cadastre.

Lot	Lessee²¹²	Grantee²¹³
268A		Australian Agricultural Company

4.92.3 Newcastle AMP 1997 Inventory Numbers.

The following Newcastle AMP 1997 Inventory Numbers are included within this listing:

None

4.92.4 Historical sequence of development.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Blocks 027 to 029 and 031.

²¹² See Volume 3. Chapter 6.1.1. Holders of Orders for Town Allotments.

²¹³ For names of Grantees, see Town Map, City of Newcastle, County Cumberland, 1860, SR Map 10188. For any changes in names of grantees, see Newcastle - Plan of City of Newcastle, County Northumberland, (N.20.652) 1860, SR Map 4406. See also Map of the City of Newcastle, 1915. Parish Map Preservation Project.

The Australian Agricultural Company, 1830 onwards (State).

By 1895-6, a large dam is shown in Nesca Park, labelled 'A A Company's Dam' (1895-97 - Detail). In 1850-7 the land is shown as vacant, laid out as allotments; no dam is shown at this time (1850-7 - AAC). The dam is therefore most likely associated with the Sea Pit, opened up in 1888. The dam wall lay beside Brooks Street, with a culvert under the mine railway, located on Brooks Street. The culvert led into a creek or drain that forms this listing. The creek passed beneath each street in a culvert (Darby, Dawson and Bruce Streets). Below Bruce Street, the watercourse entered a brick drain, then a covered drain or culvert, reappearing on the south side of Parry Street in an open drain.

Where the drain remained as an open watercourse in 1895-97, it has now been completely buried in a sealed drainage channel. Council records reveal that the drain is now made of brick or unspecified materials with varying dimensions, which suggest ongoing construction and repair over a period of time. In particular the route of the drain has been changed or straightened between Dawson and Bruce Streets.

For historical map overlays, see Newcastle Archaeological Management Plan Review 2013, Volume 2, Appendix 2, Blocks 027 to 029 and 031.

1895-97 - Detail

Brick drainage channel.

4.92.5 Physical Condition and Archaeological Potential.

For the archaeological potential of individual portions, see Newcastle Archaeological Management Plan Review 2013, Map 3. Archaeological Potential.

Below ground archaeological sites.

The drain is likely to have survived below ground, but no visible remains were identified.

Above ground archaeological sites.

There are no above ground archaeological sites associated with this drain.

4.92.6 Heritage and Archaeology.

No heritage and archaeological report has been located for sites on this block.

4.92.7 References.

None available.