

Vibha Bhattarai Upadhyay

From: Bronwyn Smith
Sent: Wednesday, 1 March 2017 8:58 AM
To: Vibha Bhattarai Upadhyay
Subject: FW: Apologies - Description requires activity

FYI

From: Bronwyn Smith
Sent: Wednesday, 1 March 2017 8:57 AM
To: 'Josh Ryan' <Josh@iedm.com.au>
Subject: RE: Apologies - Description requires activity

Thank you the description will be changed as per your email below

From: Josh Ryan [<mailto:Josh@iedm.com.au>]
Sent: Wednesday, 1 March 2017 8:56 AM
To: Bronwyn Smith <Bronwyn.Smith@environment.nsw.gov.au>
Subject: Apologies - Description requires activity

Good Morning Bronwyn,

After review of the application I have noticed that I have provided a description of the works but not the activity for which the application is for.

If possible could you, please amend to the following;

To hold Australian Supercar Champs (Newcastle 500) as an annual event for a period of five years. The project includes upgrades to existing roads and services and the construction of a shared roadway within the Coal River Precinct.

Kind Regards,
JR

Joshua Ryan

SENIOR PROJECT MANAGER

CORPORATE SAFETY & ENVIRONMENT MANAGER

IEDM
Integrated by design

CONTACT
+61 425 144 750
Gold Coast, Adelaide



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APPLICATION UNDER SECTION 60, HERITAGE ACT 1977

For approval to carry out a section 57(1) activity to an item or land listed on the State Heritage Register or to which an Interim Heritage Order applies.

Please complete all relevant parts of this form and attach:

- 2 copies of all drawings necessary (one set full size and one set A3 size) to describe your proposal. Show clearly what you propose to demolish, remove, destroy or excavate, what will remain without change, and what you propose to construct, create, plant or alter. Show the relationship of your proposals to the site boundaries and existing site features.

Please include photographs of the building and areas affected by your proposal.

- 1 copy of a heritage impact statement and any other supporting documentation. Information to assist you to prepare your application and documentation is available from the Heritage Branch.
- 1 copy of a conservation management plan (CMP), if your proposal will have a major impact on the heritage significance of an item listed on the State Heritage Register.
- If archaeological excavation is proposed, complete the section entitled 'Excavation Director' on page 2. The Excavation Director cannot be the applicant. An Archaeological Assessment/Research Design may be required.
- Application fee (no GST is applicable)--- see page 3.

Note: Additional copies of drawings and other documentation may be required if the application requires public notification.

BRANCH
USE ONLY

Application No:

File No:

Date received:

ITEM AND/OR PROPERTY

Name of item or property (or shipwreck no.): Coal River Precinct JHR No: 01674
Address: 32, 40, 51, 72B, 74, 76, 78 & 80 Nobbys Rd, Newcastle East, NSW. 2300

Suburb or Town: Postcode: Council: City of Newcastle

Was the Interim Heritage Order made by the local council? No - If so, this application should be submitted to council.

Type and/or description of the item (vacant land, house, movable item, etc):

Is there a CMP for the item? YES Who prepared it? Sutens Architects Date: 2000

Has the CMP been endorsed by the Heritage Council? Date:

PROPOSAL

Description of the proposal: Enabling works for the Newcastle
500. Works include upgrade to existing roads &
services. Construction of a shared pathway.

Estimated cost of works:

APPLICANT

Name: Joshua Ryan Company Name (if applicable): VB Spencers Pty Ltd

Address: 124 Walker Street, North Sydney Postcode: 2060

Person responsible for project: Murray Hobbes

Telephone: () Mobile: 0425744750 Facsimile: ()

Email: joshua@iedm.com.au Signature: [Signature] Date: 27/02/2017

Updated 2010

Heritage Act 1977
Heritage Regulation 2005

INTEGRATED DEVELOPMENT

Has consent for integrated development been granted? If so: IDA No: Date:
Please attach a copy of the consent.
Is this application consistent with the consent?

CONSENT OF OWNER (WHERE THE APPLICATION IS NOT MADE BY THE OWNER)

Note: The owner's consent must relate specifically to the making of this application. It may be provided in a separate letter.
If the item is situated on Crown Land, this section should be completed by the lawful occupier.

I, Kenneth Michael Liddell the owner of the item to which this application relates, hereby consent
to the making of this application. Signature: [Signature] Manager IP. Date: 27/2/17
Address: Newcastle City Council 282 King St Newcastle Postcode: 2300
Telephone: () Mobile: 0478469979 Facsimile: ()

EXCAVATION DIRECTOR

Note: Complete this section if your proposal involves building cavities or excavation of land which will or is likely to disturb relics

Name: Tim Adams Company Name (if applicable): Unwelt
Address: 75 York Street, Teralba Postcode: 2284
Telephone: (02) 49505322 Mobile: 0402216044 Facsimile: ()
Signature of Excavation Director: [Signature] Date: 27/02/2017

Please attach CV of Excavation Director if this has not been lodged with the Heritage Branch within the last 12 months.

An Archaeological Assessment/Research Design may be needed for Archaeology – check with the Heritage Branch.

MAKING YOUR APPLICATION

If the item is listed on the State Heritage Register or has an Interim heritage order made by the Minister, forward the application and fee to ...

Heritage Division (OEH)
Locked Bag 5020
PARRAMATTA NSW 2124

Email: heritagemailbox@environment.nsw.gov.au

For an item with an Interim heritage order made by a council, forward your application and the applicable fee to the council.

For further information, please contact the Heritage Division on (02) 9873 8500

ECONOMIC ROLE OF HERITAGE

Please help us determine the economic role of heritage in development in NSW by answering the following questions:

Cost of Project \$ 6,232,016.22

Does this project create new long term jobs (for example through by providing a new service or facility) ☐ Yes ☒ No

If yes how many?

How many construction and professional workers will be engaged on this project during the life of the project? 300 +

APPLICATION FEES

Estimated cost of work	Fee
For work to a private owner-occupied house up to \$100,000	\$150
Other projects up to \$100,000	\$300
\$100,000 - \$500,000	\$400 plus \$25 for each additional \$100,000 or part \$100,000.
\$500,000 - \$1,000,000	\$500 plus \$100 for each \$100,000 or part \$100,000 over \$500,000.
\$1million - \$2million	\$1,000 plus \$50 for each \$100,000 or part \$100,000 over \$1million.
\$2million - \$5million	\$1,500 plus \$33.33 for each \$100,000 or part \$100,000 over \$2 million.
\$5million - \$10million	\$2,500 plus \$10 for each \$100,000 or part \$100,000 over \$5million.
Over \$10million	\$3,000 plus \$10 for each additional \$100,000 or part \$100,000.

Please Note: You can apply to have the fee reduced or waived on the basis of financial hardship. If you wish to do so, please submit evidence of financial hardship with your application.

Section 60 checklist

Heritage Council



of New South Wales

NAME AND ADDRESS OF ITEM:

Coal River Precinct (SHR Listing 01674)
32, 40, 51, 72B, 74, 76, 78 & 80

NAME OF APPLICANT:

Nobby's Road, Newcastle East, NSW, 2300
Joshua Ryan on behalf of V8 Supercars Pty. Ltd.

This form will assist you to check that your application is complete and can be processed without delay.
Please print it out and attach to your application for immediate verification by the Heritage Branch.

The Section 60 Form

Please tick

Office use

Are all the fields in the section 60 form complete?	<input checked="" type="checkbox"/>	
Are the location details of the item correct?	<input checked="" type="checkbox"/>	
Have you described your proposal AND included the estimated cost of works?	<input checked="" type="checkbox"/>	
Have you included your contact details?	<input checked="" type="checkbox"/>	
If you are submitting a section 60 application AFTER an integrated development approval, have you included a copy of that approval, including the attached conditions?	N/A	
Have you got the owner's consent for this application?	<input checked="" type="checkbox"/>	
If you are proposing an archaeological excavation, have you included the details of the Excavation Director, including their CV?	N/A	
Have you included the economic section to help us understand the contribution of your development to the State's economy?	<input checked="" type="checkbox"/>	

Additional Documents

Have you attached two copies of all drawings?	<input checked="" type="checkbox"/>	
Have you attached one copy of the heritage impact statement?	<input checked="" type="checkbox"/>	
Have you attached photographs?	<input checked="" type="checkbox"/>	
If your proposal will have a major impact on heritage significance, have you attached one copy of the conservation management plan?	N/A	
If an archaeological proposal, have you attached an Archaeological Research Design?	<input checked="" type="checkbox"/>	

Application Fee

Have you enclosed the application fee?	<input checked="" type="checkbox"/>	
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FOR OFFICE USE ONLY

Application considered complete & accepted	Date
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Office of
Environment
& Heritage

EFTPOS / CREDIT CARD AUTHORISATION FORM

Please fill in the details and scan back to heritagemailbox@environment.nsw.gov.au

Details of payment - all applications are GST Exempt

Application Type (eg: S60, S140, S167)	Item / Property Details	\$ Amount
S60	Newcastle 600 - Enabling Works, Coal River Precinct	\$2,880.00

Has application been sent? Please circle - ☒ YES / NO

Date sent: 27/02/2017

Receipt Recipient Details (Receipt / Tax Invoice will be issued to these details)

Company Name	V8 SUPERCARS PTY LTD
To the attention of	Mr Shenoy MR MURRAY HODGES
Postal Address	L10, 124 WALKER ST, NORTH SYDNEY
Phone	0422 083 575

PROJECT PERSONNEL

Tim Adams

Principal Archaeologist – Historical Heritage



Tim is a Principal Archaeologist with over 15 years experience in historical heritage and archaeological projects in NSW, and has also consulted and sub-contracted on a wide range of historical heritage and archaeological projects both interstate and internationally. Tim has extensive experience in undertaking all historical heritage and archaeological services including Statements of Heritage Impacts (SOHIs), Heritage Assessments, Archaeological Survey and Assessment and Research Designs (as required supporting documentation for Excavation Permit applications under Section 60 and 140 of the *Heritage Act 1977*), detailed site histories, Heritage Management Plans and photographic/archival recordings.

Tim meets the Heritage Division/Heritage Council Archaeological Excavation Director criteria and has demonstrated experience in all aspects of historical archaeological excavation of both state and locally significant sites, including as on-call archaeologist during construction programs. Tim has a demonstrated understanding of NSW legislation assessing heritage significance criteria and relevant archaeological guidelines. He has the proven ability to provide best practice advice in accordance with relevant NSW legislation, heritage significance guidelines and best practice archaeological methodologies.

Qualifications:

Bachelor of Arts (Honours), Archaeology – University College London
Australian Association of Consulting Archaeologists (AACAI), Member
Australia International Council on Monuments and Sites (ICOMOS), International Member

Yrs in Industry:

15+

Expertise:

Preparation of Historical Heritage and Archaeological Assessments
Statements of Heritage Impact
Heritage Management Plans
Historical Research
Heritage Division, OEH/NSW Heritage Council endorsed Archaeological Excavation Director

Relevant Project Experience

Wagga Wagga Courthouse Upgrade Project 2013-2016 | Department of Justice | Wagga Wagga, NSW: Approved excavation director for archaeological monitoring, recording and salvage for Wagga Wagga Courthouse Upgrade. Archaeological investigation was completed mid 2016. Tim also prepared the archaeological research design and excavation methodology and undertook a program of archaeological testing works at the Wagga Wagga Courthouse site in accordance with an endorsed S139(4) exemption application to inform the archaeological research design and excavation methodology.

Bathers Way Shortland Esplanade Stages 1 - 3 | City of Newcastle / ADW Johnson | 2014-2016 | Newcastle, NSW. Tim was responsible for the preparation of heritage assessment and an exemption under Section 57(1) of the Heritage Act on behalf of Newcastle Council works within the State Heritage Register listed Coal River Precinct. The application resulted in a Heritage Division endorsed exemption, on site archaeological monitoring, recording and preparation of an archaeological report for submission to the Heritage Division.

9 Watt Newcastle | Third Property Group | 2014 | Newcastle, NSW: Archaeological excavation, as Nominated Excavation Director under the Heritage Act, of the site of 9 Watt Street, Newcastle NSW. This archaeological site in central Newcastle exposed archaeological remains relating to the establishment of Newcastle's Government Town in 1823.

Telstra NBN Works Archaeological Assessment and Advice | Telstra | 2015 | Newcastle, NSW. As Project Director Tim was responsible for the preparation of archaeological assessments addressing any European (historical) and Aboriginal archaeological issues associated with the construction of the NBN in Newcastle. Exemption and exception applications were required for works within State Heritage Register listed areas and for the central Newcastle area identified as having the potential for archaeological remains associated with the penal settlement of Newcastle. The applications resulted in a Heritage Division endorsed exemption and exception for the NBN construction works and archaeological monitoring during installation works.

PROJECT PERSONNEL

Mount Owen Continued Operation Project Historic Heritage and Archaeological Assessment | Glencore | 2013-2014 | Singleton, NSW. Tim was responsible for preparing the Historic Heritage Assessment as part of an Environmental Impact Statement (EIS) required under Part 4 of the Environmental Planning & Assessment Act (1979) (EP&A Act) for the continuation of the existing open cut operations at the Mount Owen Complex. In addition Tim provided archaeological advice to Glencore on a suspected burial and associated former house site. Archaeological Assessment and Research Design resulted in an approved Section 140 Excavation Permit with Tim as Nominated Excavation Director for the investigation of the potential grave site and associated former house site.

Old Maitland Gaol Historic Heritage and Archaeological Assessment | Ausgrid | 2011 | Maitland, NSW: Tim prepared an exemption application under Section 57(1) of the Heritage Act on behalf of Ausgrid for kiosk replacement works within the State Heritage Register listed Old Maitland Gaol, East Maitland. The application resulted in a Heritage Division endorsed exemption, on site archaeological monitoring and recording and the preparation of archaeological report for submission to the Heritage Division.

Transport Access Program | TfNSW | 2015-2016 | NSW. Tim was responsible for the preparation of archaeological risk assessments of proposed up-grade works; including easy access upgrades, multi-storey car park construction and at-grade car park construction, at over 50 train stations throughout NSW. The assessments, prepared on behalf of TfNSW, identified the risk related to encountering Aboriginal or historical archaeological evidence during the proposed station upgrade works.

West Wallsend Street Upgrade Works | Lake Macquarie City Council | 2013 | Newcastle NSW: Tim was responsible for the preparation of a SoH and undertook various associated tasks for street upgrade works in Withers Street, West Wallsend on behalf of Lake Macquarie City Council. Works included ongoing heritage and archaeological advice, photographic recording of early pavers and kerbing associated with 1930s 'Golden Mile' (in accordance with Heritage Division guidelines *Photographic Recording of Heritage Items Using Film or Digital Capture*), the development and preparation of an interpretive panel now erected in West Wallsend town centre and the preparation of an archival photographic recording report.

Snowy Mountains Highway maintenance and rehabilitation works | RMS | 2015 | Snowy Mountains, NSW. Tim prepared the non-Aboriginal Heritage assessment which identified the non-Aboriginal (historical) heritage issues associated with the project and assessed and evaluated any potential heritage impacts resulting from the project.

Jetty4Shores Project | Coffs Harbour City Council | 2014 - 2016 | Coffs Harbour, NSW. Tim was responsible for the preparation of historical archaeological assessment reports on behalf of Coffs Council for Stages 1 to 4 of the Project. The reports assessed the archaeological potential and significance of the Foreshore area and addressed any statutory requirements associated with the area's potential historical archaeological resource.

Bulga Optimisation Project Historic Heritage Assessment | Bulga Coal Management | 2012 | Hunter Valley, NSW. Tim was responsible for the preparation of the Historic Heritage Assessment prepared as part of a broader application under Part 4 of the Environmental Planning & Assessment Act (1979) (EP&A Act) for the continuation of the existing open cut operations at the Bulga Coal Complex (BCC). The report identified the heritage sites contained within the project area, assessed the significance of any impacts on these sites resulting from the project and identified appropriate management policies in consultation with government agencies and other stakeholders.

Hunter Expressway Heritage Management Plan | RMS/HEA | 2010 to 2013 | Newcastle, NSW. Tim prepared the Historic Heritage Management Plan and various significance assessments and statements of heritage impact for the approved Hunter Expressway on behalf of Roads and Maritime Services (RMS) and Hunter Expressway Alliance (HEA). These reports provided guidance in relation to the appropriate management of impacts to historic heritage values and items within and in the vicinity of the Hunter Expressway.

Integra Coal Projects Heritage Management Plan | Vale Australia | 2011 | Hunter Valley, NSW. Tim was responsible for the preparation of a Historic Heritage Research and Archaeological Investigation Report as DP&I endorsed archaeologist and the Non-Aboriginal Heritage Management Plan addressing the historic heritage management requirements associated with the project in accordance with Project Approval.

Camperdown to Pyrmont Project Heritage Assessment | Ausgrid | 2010 | Sydney, NSW. Tim was responsible for the historic research, field survey, significance assessment and preparation of a Historic Heritage and Archaeological Impact Assessment addressing the historic heritage and archaeological issues associated with this complex project through central Sydney. The report resulted in a Heritage Division endorsed exception for the works.

Old Maitland Gaol Historic Heritage and Archaeological Assessment | Ausgrid | 2011 | Maitland, NSW. Tim prepared an exemption application under Section 57(1) of the Heritage Act on behalf of Ausgrid for kiosk replacement works within the State Heritage Register listed Old Maitland Gaol, East Maitland. The application resulted in a Heritage Division endorsed exemption, on site archaeological monitoring and recording and the preparation of archaeological report for submission to the Heritage Division.

Old Marulan | Lynwood Quarry Project | 2007-2015 | Holcim (formerly Rinker) | Marulan, NSW. Tim was nominated site Director for 2007 excavation of the SHR listed Old Marulan Town archaeological excavation and undertook subsequent archaeological works at the site as site director. Tim also finalised and submitted the final excavation report for the Project on behalf of Banksia Heritage and Archaeology.

Maitland Post Office, East Maitland NSW | The Spastic Centre of NSW | Section 60 Application. Application on behalf of The Spastic Centre of NSW for approval under Section 60 of the Heritage Act for proposed works at State Heritage listed Maitland Post Office, East Maitland NSW. Application comprised archaeological component of S60 application. The application resulted in Heritage Council approval under Section 63 Heritage Act.

PROJECT PERSONNEL

2-20 Cowper Street, Parramatta | Crown International Holdings Group | Archaeological Assessment and Excavation. Preparation of an Archaeological Assessment and Research Design on behalf of Crown International Holdings Group for the site of 2-20 Cowper Street, Parramatta. This report provided supporting documentation for a Section 140 excavation permit under the Heritage Act to investigate subsurface areas of the site as part of the proposed redevelopment of the area. Subsequent archaeological investigation (as Heritage Division nominated Excavation Director), recording and preparation of final archaeological excavation report

Callan Park, Sydney Exemption application | EnergyAustralia. Exemption application under Section 57(1) of the Heritage Act on behalf of EnergyAustralia for works associated with a proposed 132 kV feeder realignment in the State Heritage Register listed Callan Park, Sydney. The application resulted in a Heritage Division endorsed exemption.

Archaeological Monitoring and Recording | International Grammar School, Ultimo. Exception application on behalf of the International Grammar School, Ultimo for works associated with the construction of a new primary school building. The application resulted in an endorsed exception, on site archaeological monitoring and recording and the preparation of archaeological report for submission to the Heritage Division.

Archaeological Monitoring and Recording Millers Point | EnergyAustralia. Archaeological monitoring and reporting within the State Heritage Register listed Millers Point & Dawes Point Village Precinct under an endorsed Section 57 (2) exemption of the Heritage Act on behalf of EnergyAustralia for underground distributor cable replacement works.

Bungarribee Homestead Complex Exemption application | Western Sydney Parklands Trust. Exemption application, on behalf of Western Sydney Parklands Trust for works within the State Heritage Register listed Bungarribee Homestead Complex - Archaeological Site. The application resulted in an endorsed exemption for capital works within the Western Sydney Parklands.

Archaeological Excavation 101A-105 George Street, Parramatta | Rahl Developments Pty Ltd. Archaeological monitoring and investigation of the site at 101A-105 George Street on behalf of Rahl Developments Pty Ltd. Preparation of final excavation report documenting the archaeological investigation and its conclusions and results.

Archaeological monitoring and excavation Prince Henry Hospital Site, Little Bay | Landcom. Archaeological monitoring and excavation during remediation works at the Prince Henry Hospital Site, Little Bay, preparation of the final archaeological report documenting the archaeological investigation of the site and its conclusions and results, preparation of various Heritage Impact Statements and the provision of Heritage Advice to Landcom.

Archaeological monitoring and reporting Lidcombe Hospital site | Australand. Archaeological monitoring, excavation and associated reporting within the State Heritage Registered Heritage Precinct of the Former Lidcombe Hospital site, Lidcombe under a Section 57 (2) exemption of the Heritage Act on behalf of Australand, for

archaeological testing to inform the future design of the heritage precinct of the former hospital site.

Archaeological Assessment and Research Design Lidcombe Hospital site | Australand. Preparation of an Archaeological Assessment and Research Design (on behalf of Australand) for part of the State Heritage Registered area (including the Heritage Precinct) of the former Lidcombe Hospital site, Lidcombe. The Assessment report was prepared to provide the supporting documentation for a Section 60 excavation permit under the Heritage Act and to guide future development on the site.

Bungarribee Homestead Complex Archaeological Testing | Landcom. Archaeological Testing and associated reporting within the State Heritage Registered Bungarribee Homestead Complex Archaeological site under an endorsed Section 57 (2) exemption to accurately define the boundaries of the core heritage area, for incorporation into Concept Plans to ensure minimal impacts to the potential archaeological resource of the site.

Former Menzies Centre complex, Hobart, Tasmania | Archaeological Method Statement. Preparation of Archaeological Method Statement for the site of the Former Menzies Centre complex, Hobart, Tasmania detailing the methodology for the management of the archaeological resources at the site. The Method Statement addressed Heritage Tasmania's Practice Note Number 2, with particular attention to the archaeological excavation strategy, significance assessment and research design.

Sydney Observatory Archaeological testing | NSW Department of Commerce. Archaeological testing as nominated Co-Director at the Sydney Observatory site, on behalf of NSW Department of Commerce, to inform a design competition brief.

Archaeological excavation Quadrant site, Broadway, Sydney | Australand. Archaeological excavation as nominated Assistant Field Director and associated archaeological report of the Quadrant site, Broadway, Sydney on behalf of Australand.

Former Parramatta Hospital site Archaeological excavation | Department of Commerce. Archaeological excavation and archaeological excavation report of the State Heritage Registered Former Parramatta Hospital site, Marsden Street, Parramatta.

Port Macquarie Government House site archaeological excavation. Archaeological excavation and associated archaeological excavation report at the State Heritage Registered Former, Port Macquarie Government House site.

Cadia Historic Cemetery | Newcrest Mining Limited Archaeological excavation and exhumation at Cadia Historic Cemetery and Village Site, Orange.

Sydney Conservatorium of Music archaeological excavation | Department of Commerce. Archaeological excavation at the State Heritage Registered Sydney Conservatorium of Music, Macquarie Street, Sydney.

STATEMENT OF HERITAGE IMPACT

Coal River Precinct SHR:01674
Civil Works and Utilities Upgrade

Wharf Road, Nobbys Road and Foreshore Park
Newcastle East, NSW



In collaboration with



Issue C- FINAL
Date 25.02.2017
Project No. P16-079

Mark Fenwick Consulting Pty Ltd ABN 47 604 398 Registered Business name Placemark Consultants

Contacts

Consultant

Mark Fenwick

Placemark Consultants

ABN 47 604 398

mark.fenwick@placemark.net.au

M 0400 381 575

Architect NSW ARB no. 7348

Murray Hodges

Supercars Australia

General Manager - NSW Events

L10/124 Walker St. North Sydney

mhodges@supercars.com

M: 0422 083 575

Joshua Ryan

iEDM

Senior Project Manager

55 Watt St., Newcastle East.

josh@iedm.com.au

M: 0425 144 750

Document Control

Issue	Description	Date	reviewed
A	Draft	20.02.2017	MPFJR/BJC
B	Final (Draft)	25.02.2017	MPFJR/BJC
C	Final	27.02.2017	MPFJR/BJC

Cover: Image 1- viewed from Nobbys Carpark towards Nobbys Road.

All images by Mark Fenwick, Placemark Consultants, Taken 14th of January, 5th of February and 22nd of February 2017, unless noted otherwise.

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A	Listing Cards in Full from the OE&H, Heritage Division Inventory	A4
B	Archaeological Assessment, Umwelt (Australia) Pty Ltd. Coal River Precinct Civil Works – Newcastle V8 Supercars. Issue February 2017	A4
C	Geotechnical Report, Valley Civilab Pty Ltd. P1026 Newcastle Street Circuit, Newcastle NSW 1/02/2017	A4
D	Aboriginal Cultural Heritage Due Diligence Assessment, Umwelt (Australia) Pty Ltd. Civil Work – Newcastle V8 Supercars. issue February 2017	A4
E	Site drawings and Plans	A3
F	Landscape Design Concept, Terras Landscape Architects. Nobbys Beach Reserve V8 track alignment Landscape Design Concept	A3
G	Photographs – EXISTING CONDITIONS	A3
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1 INTRODUCTION

Supercars Australia have engaged an array of consultants to assist with the preparation of the Statement of Heritage Impact for the proposed works within the Coal River Precinct. Integrated Event Delivery Management (iEDM), as Engineering Project Managers are responsible for the coordination of all consultants to ensure a complete Application under s60 of the Heritage Act, 1977, is provided to the Office of Environment and Heritage.

1.1 EXECUTIVE SUMMARY

Sections 1 to 11 of this report outlines a process of investigation and fact-finding to inform an objective assessment process. The Statement of Heritage Impact, provided here as section 12 summarises the findings, draws a conclusion and presents the Statement regarding Impact on Heritage Significance.

As a summary here, Section 1 Introduction, describes the location and the site. Additional photographs are provided as Annexure part G, 'Photographs-EXISTING CONDITIONS'. These additional photographs examine smaller sections for the site, where the proposed works would be undertaken. From Section 2 it is clear that Newcastle East is rich in history, cultural and heritage significance. A map has been provided with the Annexure part E, 'Site Drawings and Plans' that shows the listed State and Local Heritage Items in the vicinity.

It is important to understand the place before making any conclusions. The Historical Context is briefly outlined, using a timeline approach for this report.

Ever changing uses in and around the Coal River Precinct, its redevelopment, maintenance and upgrades have taken it from quiet sand dunes, then early installations to defend and supervise the port, overlaid with the construction and then demolishing of a coal fired power station besides a military base, surrounded by railway infrastructure then more changes through to contemporary parklands. The existing 'Physical Context' is considered in Section 4. Again, the additional photographs assist in understanding the place.

The Annexure part J 'Historic Maps, Drawings and Photograph' provides interesting and 'telling' images that convey this history of change and activity.

The Coal River Precinct is a place of scenic beauty and remarkable opportunities to view the coast, the city, the collective heritage character, the heritage landmarks of the east end and the parklands. Section 5, 'Setting and Views' examines this important characteristic of the precinct and the likely impact the proposed works may or may not have on the setting and its heritage significance.

The report revisits the previously assessed Heritage Significance in Section 6. For those readers less familiar with the criteria used in New South Wales to assess heritage significance the report refers to these criteria and summarises previous finds. This is to promote the understanding of an objective process of evaluation.

The proposed works are then described, before section 10 examines the potential impact on heritage.

The integrity of this report is supported by thorough investigation for the Archaeological Assessment Report, the Aboriginal Cultural Heritage Due Diligence Assessment and the Geotechnical Report (utilising a number of borehole investigations to confirm sub grade materials). Key information, in relation potential impact, raised by this investigation includes the following:

The Awabakal People have a strong attachment to the precinct and associate important cultural significance with the place.

The proposed works outside the existing developed areas is much less than generally perceived (image 1.5.2).

The 1936 works to Nobbys Road have been programmed for upgrade for many years.

Nobbys Road has a long history, has been widened, resumed and realigned a number of times.

Infrastructure and Utilities upgrades have been programmed for implementation in Nobbys Road and the precinct for a decade or more.

It has been a place of industry and enterprise (including coal mining).

The military have come and gone as needs dictated.

Many of the changes to the precinct were in the pursuit of improved maritime safety.

Nobbys Road was dedicated in 1908, widened by resumptions in 1912, was made narrower in 1936 and parts of the road were resumed for military purposes in 1956. Some road widening occurred in 1988 on the western side near the housing development.

The contemporary physical context is tailored to the precinct's new uses by many groups within our community. It is a place of recreation, gathering, celebration and engagement.

The primary views from and through the site will not be impacted by the proposed works.

The values identified by the Statement of Heritage Significance, provided by the listing for the precinct will not be adversely impacted upon by the proposed works.

The proposed Infrastructure and Utilities Upgrades will bring a benefit to Newcastle East.

The proposed works project brings new interpretative opportunities to the area and the event can promote the heritage character, national profile and heritage significance of the Newcastle.

The proposed works are generally shallow in their design and detail. Refer to section 7.3 'The Nature of the Civil Works.'

Archaeological potential will be monitored and managed.

The proposed works do not present inconsistencies with the values of the place, its ongoing use or significance with respect to the Burra Charter.

The visual impact upon the park itself can be ameliorated. This work has the potential to make a new layer of history for the place (and / or could ultimately be removed).

The Historic Themes that have been associated with the significance of the place will not be adversely impacted upon by the proposed works.

The Statement of Heritage Impact (section 12) takes the view that the works will not compromise the heritage significance of the Coal River Precinct, rather attempt to integrate the upgrades into the fabric of the area SHR : 01674.

The reader is encouraged to review all sections of this Report and parts of the Annexure.

1.2 BACKGROUND

The inaugural Newcastle 500 Supercars event will be held on November 24th-26th, 2017. This is the first in a series of five Supercar races over five years. Each race will be the series finale of the Supercars Australia season.

The Newcastle 500 is a weekend of events that will deliver an economic boost to the Hunter region. More than 80,000 visitors are expected to travel to the event each year, over the next five years, spending \$57 million. The event will receive national and global TV coverage.

The Newcastle East circuit has been designed to showcase the, past and present, City of Newcastle to a national and global audience, provide interesting and competitive racing, incorporate all international motor racing safety standards, provide opportunity for local business to prosper as well as delivering a world class event for the people of Newcastle.

To host the Newcastle 500 in November of 2017, there are enabling civil works required. The civil works required for the event will deliver long overdue upgrades to existing road surfaces, renewal of utilities, enhanced connectivity for cyclists and pedestrians, parking net gain & upgrade to park amenity and the natural environment.

Supercars Australia are acting as the Delivery Manager of the Works and are seeking approval under the Heritage Act, 1977, to conduct all enabling works.

1.3 PURPOSE OF THIS REPORT

The purpose of this report is to support a Statement of Heritage Impact (SoHI) for these proposed works with respect to the heritage significance of the Coal River Precinct. This SoHI is also to accompany a section 60 Application to the OE&H, Heritage Division seeking approval to carry out the works within the precinct.

This report has been prepared in order to:

- Comply with all legislative requirements under the Heritage Act, 1977;
- Comply with the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales*;
- Facilitate the approvals process required for the enabling works;
- Investigate whether or not the proposed enabling works for the Newcastle 500 will have an unacceptable impact on the Coal River Precinct or not to ensure that the inherent values of this state listed item will not be compromised;
- Investigate if the strategic design proposal for this area can integrate with the heritage significance of the Newcastle's east end.

1.4 LOCATION

The site is at Newcastle East, NSW, within the Coal River Precinct. The area is also referred to as the Nobby's Beach Foreshore Park to the south of Horseshoe Beach.

The extent of the enabling works for the Newcastle 500, extends east from Watt Street along the selected route as depicted by iEDM Drawing, K000-17009-16-CIRCUIT GA.

The content of this report will focus upon the enabling works within the State Heritage Register (SHR) listed Coal River Precinct, (Annexure part H).

Note there are sections of the circuit outside the SHR listed Coal River Precinct which are still considered to be areas of potential archaeological significance. These sections of the circuit, which fall outside the SHR boundary are being addressed as part of the separate Archaeological Assessment. This is also the case for the 'Aboriginal Cultural Heritage Due Diligence Assessment' (Annexure parts B & D).



Figure 1.4.1. Location - Newcastle



Figure 1.4.2. Newcastle East

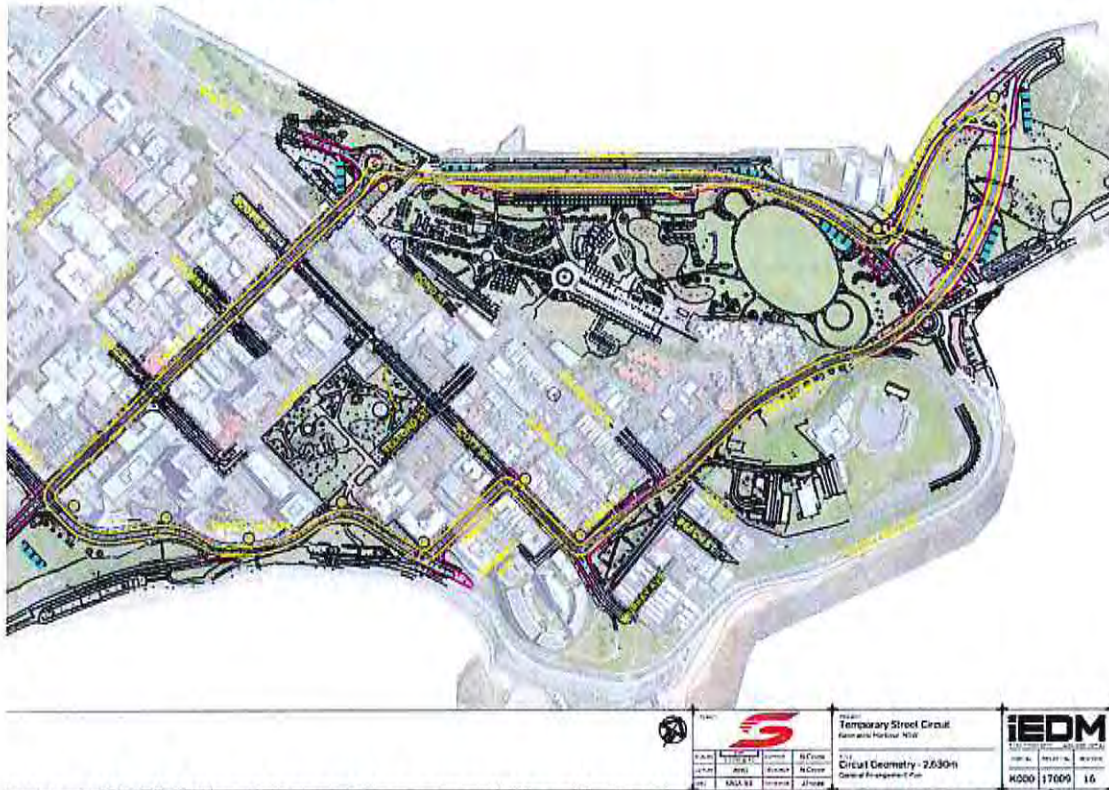


Figure 1.4.3. The Circuit General Arrangement Plan, Newcastle East from the Circuit Geometry Plan, drawing iEDM K000/17009/rev16. The circuit is east of Watt Street Newcastle.

Source: iEDM



Figure 1.4.4. Coal River Precinct SHR: 01674 Plan HC1940 Including Macquarie Pier.



Figure 1.4.5. Macquarie Pier and Nobbys Beach Newcastle

Source: SIXMAPS

Source: from the Listing OE&H database and Placemark overlay.



Figure 1.4.6. Nobbys Road, Wharf Road and Shortland Esplanade, Newcastle East NSW. Note Lot 2 DP 817695 (highlighted) is only a part of the Coal River Precinct.

Source: SIXMAPS NSW Government

1.5 WORK WITHIN THE PRECINCT

The following diagram shows the portion of the circuit (in a grey line) that will cross the southern edge of the listed site, near the corner of Stephenson Place and Nobbys Road, following Nobbys Road then turning in the park to meet Wharf Road as it exits the western side of the listed site. The top of the turn is beyond the boundary of the listed item.



Figure 1.5.1. Coal River Precinct SHR: 01674 (southern portion) and Locally listed heritage items. The race circuit shown in grey.

Source: supplied by NCC

The following site plan shows in **blue**, the location of the civil works where they are located beyond existing roadways, kerbs and footpaths.

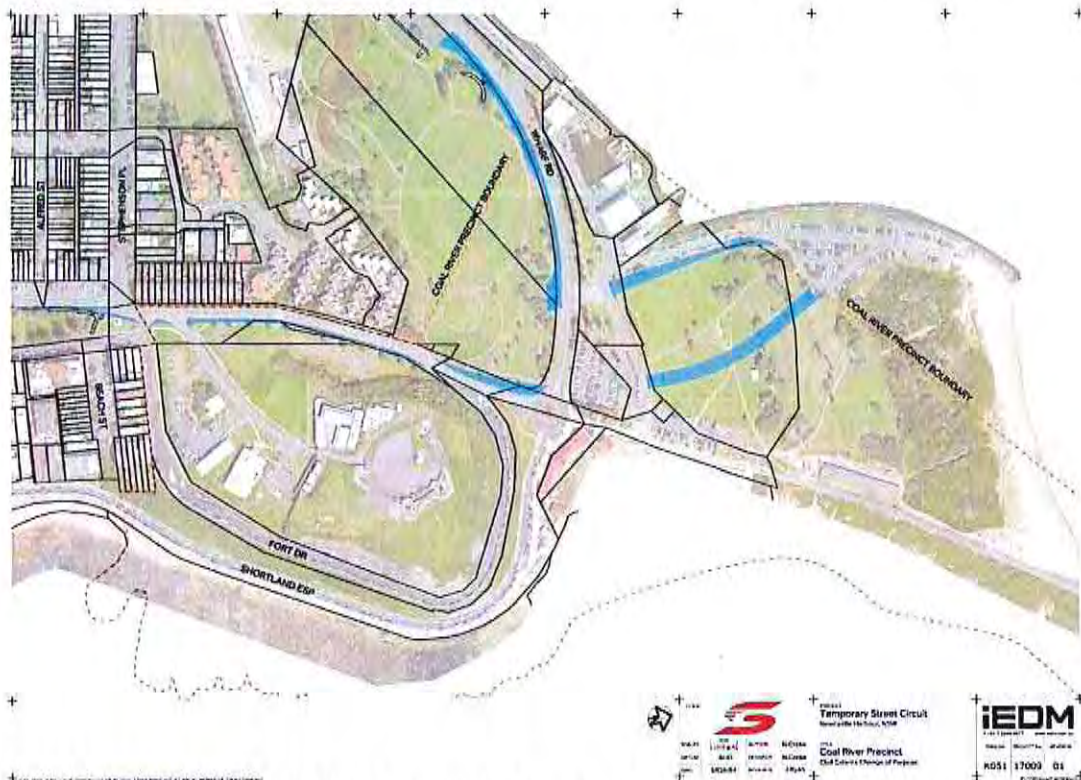


Figure 1.5.2. The areas for civil works outside the bounds of existing roads and footpaths.

Source: supplied by iEDM

The locations for the proposed works within the Coal River Precinct are further described by the following site photographs (taken January and February 2017). Image 1.5.13 provides the plan view and marker locations. These images are intended to provide an overview, refer to the Annexure part G for additional photographs:



Figure 1.5.3. Nobby's Road, Boatmen's Row, Looking northwards.

Ref: Image 1.5.13

Part dwg IEDM K049/17009/01

Marker approx.1500 to 1600.



Figure 1.5.4. Nobby's Road, Public Park to the right.

Ref: Image 1.5.13

Part dwg IEDM K049/17009/01

Marker approx.1550 to 1600.



Figure 1.5.5. Nobby's Road, east side at the crest looking northwards.

Ref: Image 1.5.13

Part dwg IEDM K049/17009/01

Marker approx.1550 to 1600.



Figure 1.5.6. Nobbys Road running downhill towards the beach (overflow car parking area below Fort Scratchley).

Ref: Image 1.5.13

Part dwg IEDM K049/17009/01

Marker approx.1550 to 1600.



Figure 1.5.7. Nobby's Road looking southwards. East is to the left.

Ref: Image 1.5.13

Part dwg IEDM K049/17009/01

Marker approx.1630 to 1570.



Figure 1.5.8. Nobby's Road round-about, intersection of Wharf Road and The Esplanade. Looking northwards towards the park.

Ref: Image 1.5.14

Part dwg IEDM K049/17009/01

Marker approx.1790 to 1840.



Figure 1.5.9. From the Park looking towards the round-about and Nobby's Road, Fort Scratchley above to the left. Looking southwards.

Ref: Image 1.5.14 and 1.5.15

Part dwg IEDM K049/17009/01

Marker approx.1900 to 1840.



Figure 1.5.10. From the Park looking southwards. Fort Scratchley above, in the distance.



Figure 1.5.11. Round-about, carpark and the Park.

Ref: Image 1.5.14

Part dwg iEDM K049/17009/01

Marker approx.1800 to 1880.



Figure 1.5.12. Image 1.5.12: Car park off Wharf Road. Park beyond.

Ref: Image 1.5.15

Part dwg iEDM K049/17009/01

Marker approx.1880 to 1990.

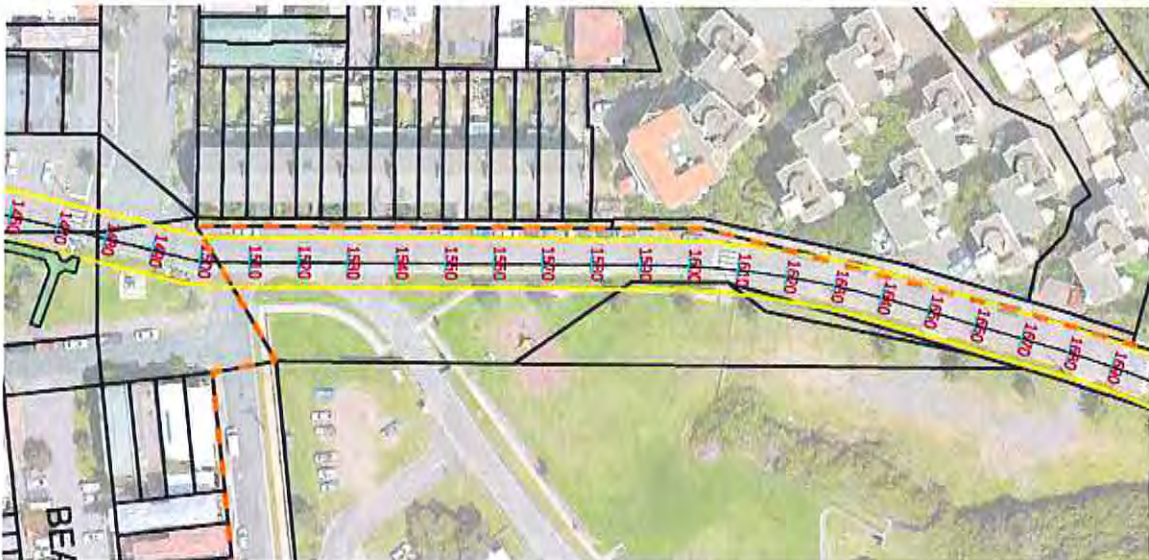


Figure 1.5.13. Part dwg iEDM K049/17009/01 Circuit Distance Markers.

Source : iEDM (full drawing included within the Annexure part E)

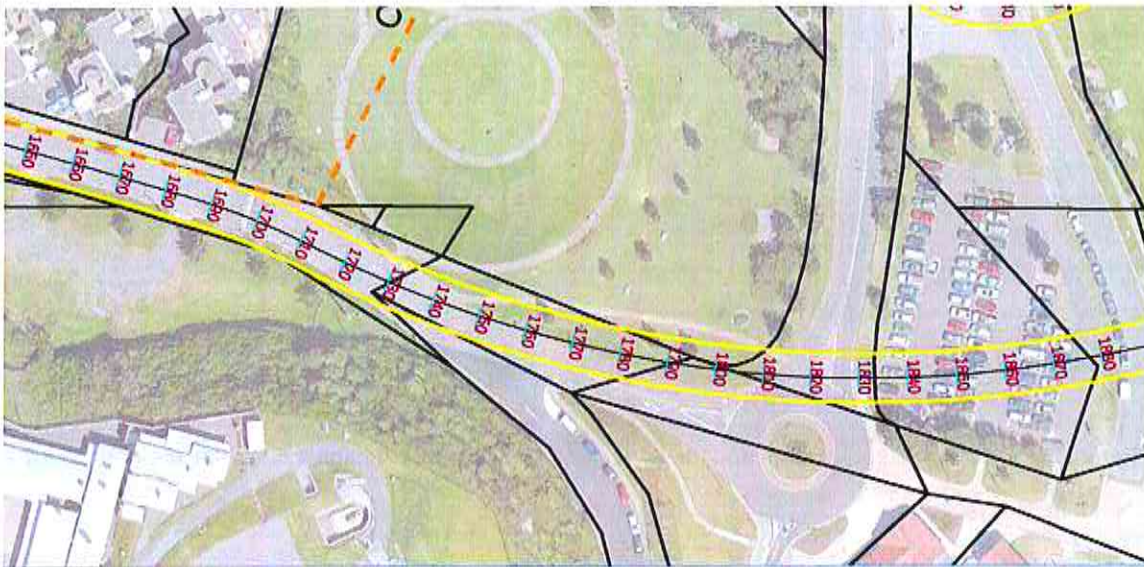


Figure 1.5.14. dwg iEDM K049/17009/01 Circuit Distance Markers.

Source : iEDM (full drawing included within the Annexure part E)

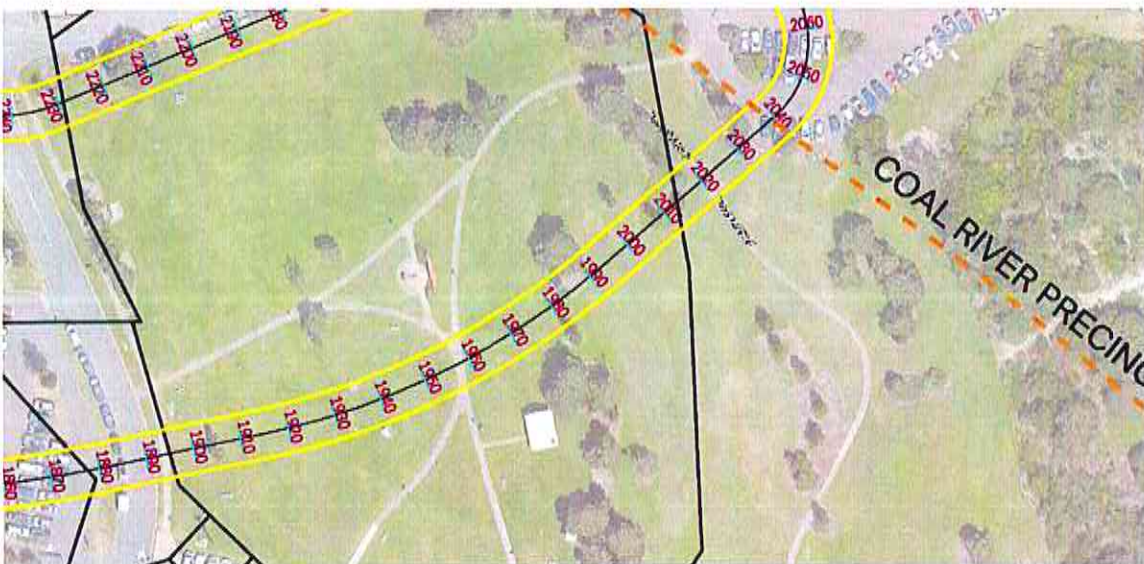


Figure 1.5.15. dwg iEDM K049/17009/01 Circuit Distance Markers

Source : iEDM (full drawing included within the Annexure part E)

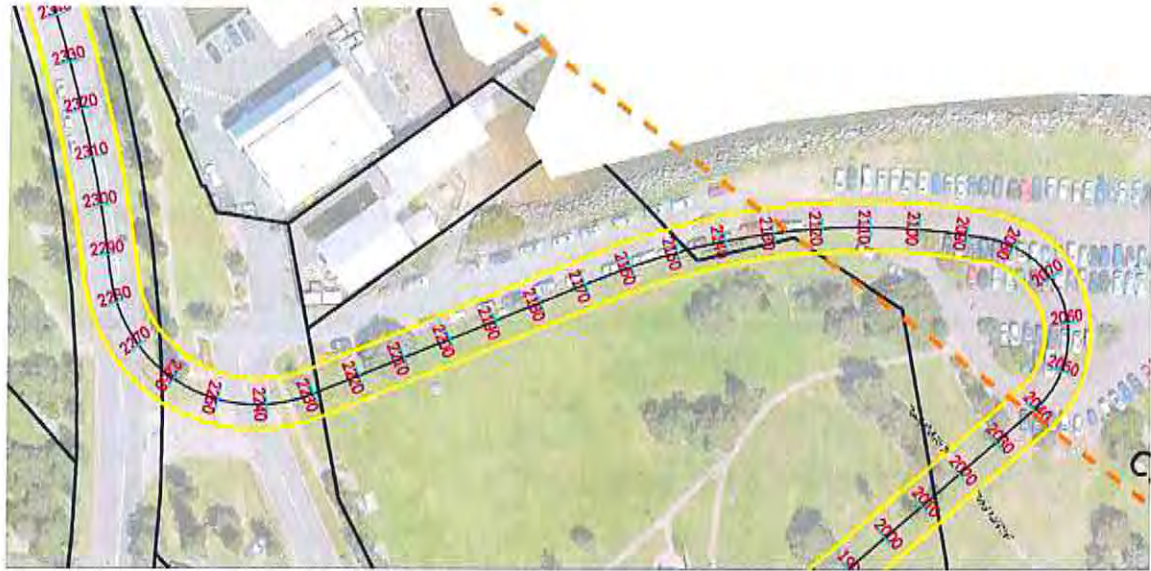


Figure 1.5.16. dwg iEDM K049/17009/01 Circuit Distance Markers

Source : iEDM (full drawing included within the Annexure E)

1.6 REPORT METHODOLOGY, LIMITATIONS & AUTHORS

To prepare this report the following tasks were undertaken in order to more fully understand the nature of the proposed work, the historical and physical context of the place with respect to those proposed changes and in order to review the heritage significance of the Coal River Precinct .

- Meet with the Project Manager for iEDM. Responsibilities include design, approvals, procurement and delivery of all enabling works.
- Meet with the design engineers and NCC officers for the project and City Planning.
- Carrying out a close inspection on foot.
- Review the scope and the design drawings.
- Review the State Listing Card for the Coal River Precinct and other publicly available reports regarding the place.
- Review available histories of the place and prepare a Historical Context overview.
- Prepare overlay maps and plans to assist in understanding the potential for impact.
- Review the Coal River Conservation and Tourism Plan 2007
- Review the 'Review of Environmental Factors Stage 1 Upgrade Works – Shortland Esplanade Section of the Bathers Way between Newcastle Ocean Baths & Nobbys Beach and Zaara Street Intersection, dated 19 August 2014, prepared by ADW Johnson and Appendix F , 'Exemption Permit Report' prepared by Umwelt Australia Pty Ltd.
- Review parts of the 'Fort Scratchley Historic Site – Heritage Management Plan' prepared by Suters and Dawbin, dated 21st May 2008.
- Review the 'Bathers' Way Shortland Esplanade – Results of Archaeological Monitoring' March 2016, prepared by Umwelt for Newcastle City Council.

This report and Statement of Heritage Impact is also guided by the NSW Heritage publications 'Assessing Heritage Significance' and 'Statements of Heritage Impact'.

This report was prepared by Mark Fenwick (Placemark Consultants), Tim Adams (Umwelt), Barney Collins & Stephen Batey (EJE Heritage) with the assistance of others, for which we are very are grateful.

2 HERITAGE LISTINGS

2.1 STATE HERITAGE LISTING

The Coal River Precinct was listed as item 01674 on the State Heritage Register on the 19th December 2003. The following is an extract from the OE&H Inventory for the listing:

Name of item: Coal River Precinct
Other name/s: Fort Scratchley, Nobby's Head, Convict Lumberyard site, Macquarie Pier, Breakwater, Nobby's Beach
Type of item: Complex / Group
Group/Collection: Landscape - Cultural
Category: Historic Landscape
Location: Lat: -32.9241782128 Long: 151.7921046380
Primary address: Nobby's Road, Newcastle, NSW 2300
Parish: Newcastle
County: Northumberland
Local govt. area: Newcastle
Local Aboriginal Land Council: Awabakal
The site: Please refer to the Annexure A Listing Cards for the full Property Description

The Coal River Precinct is listed as a *Complex or Group, being Landscape-Cultural* in the category of Historic Landscape.

It is located within the local government area of Newcastle and the Awabakal Local Aboriginal Land Council. Note that the proposed works site is located in the south western corner of the overall listed site, away from Macquarie's Pier and Nobby's Headland.



Figure 2.1.1. Coal River Precinct SHR: 01674 Plan HC1940 Including Macquarie Pier.

Source: from the Listing OE&H database and Placemark overlay



Figure 2.1.2. Macquarie Pier and Nobbys Beach Newcastle

Source: SIXMAPS

2.2 LOCAL HERITAGE LISTINGS

A diagram follows, showing the location of these items in relation to the proposed civil works and utilities upgrades:



Figure 2.2.1. NLEP schedule 5 Listed Heritage items - the southern portion of the Coal River Precinct heritage curtilage with civil works overlaid. Items 480;488;481

Source: NCC base with Circuit overlay by Placemark Consultants JPF



Figure 2.2.2. NLEP schedule 5 Listed Heritage items - the southern portion of the Coal River Precinct heritage curtilage with civil works overlaid. Archaeological item A5.

Source: NCC base with Circuit overlay by Placemark Consultants JPF

Name of Listed item	Item number	listing	location	Property description	Significance
Fort Scratchley group (buildings and underground forts—Coal River Precinct)	Item 480		31 Nobby's Road (entry), at a much higher elevation.	Lots 1, 2, 4 and 5, DP 407886	State
Nobbys Beach Pavilion (Coal River Precinct)	Item 481		35 Nobbys Road	Lot 7005 and Part Lot 7006, DP 1057119	State
Soldiers Baths (Coal River Precinct)	Item 488		Shortland Esplanade	Below the Esplanade, near the south end of Nobby's Beach	State
Coal River Precinct (Archaeological site)	Item A5		2, 40, 51, 72B, 74, 76, 78 and 80 Nobby's Road	Lot 1, DP 531493 Lots 2, 10, 11 and 13, DP 720672 Lot 2953, DP 755247 Lots 1 and 2, DP 817695	State
Macquarie Pier (Including Sandstone Wall and Stone Steps) (Coal River Precinct)	Newcastle Port Corp s.170 Register				

3 HISTORICAL CONTEXT

This history is presented as a brief timeline covering dates and events which are significant for developmental or social reasons which have impacted upon and shaped the Coal River Precinct site. The history deals with the Coal River Precinct as a whole and also focuses upon the individual heritage items which are located within its curtilage including; The Fort Scratchley Group, Nobbys Beach Pavilion, the Soldiers Baths, Nobbys Lighthouse, Headland and Break water, Stone Boat Harbour Relic and Pilot Station. It is sourced from NSW Environment and Heritage Coal River Precinct listing, Newcastle City Council Fort Scratchley Plan of Management 2013, Coal River Working Party In Search of Nobbys Tunnels, edited and expanded upon by EJE Heritage.

3.1 PRE. 1770. TRADITIONAL OWNERSHIP

Year unknown - Aboriginal Dreaming Story: Whyba-Garba (or Why-bay Gamba) is the Awabakal name for Nobbys. It is the location of a Dreaming Story which is culturally sensitive and 'men's business'. The story gives reason to rock falls and earthquakes at Nobbys Head.



Figure 3.1.1. Image 3.2.1 : Thomas Mitchell sketch of Nobbys Head 1828.

Source: Coal River Working Party

3.2 1770-1801: EUROPEAN DISCOVERY & EXPLORATION

- 1770 Nobbys Head was first sighted by Europeans on 10 May 1770 by Captain James Cook from the ship Endeavour and was described by Cook as: "A small round rock or Island, laying close under the land, bore South 82 degrees West, distance 3 or 4 Leagues".
- 1796 Informal accounts reach Sydney of the reserves of coal at 'Coal River'.
- 1797 Lt Shortland and his crew enter Coal River and confirm the coal resources. They camp at the base of Signal Hill.
- 1801 Formal identification of the great potential of the coal reserves, the river as well as the first and brief attempt to set up a coal mining camp. Ensign Barrallier and other British naval officers and men undertook a

magnificent survey of Newcastle Harbour and the Hunter, Patterson and William Rivers. 'Coal Island' (later Nobbys) he noted a height of 203 feet (approx. 62 metres).



Figure 3.2.1. Convicts constructing the Macquarie Pier 1820.

Source: University of Newcastle Cultural Collections

3.3 1802-1822: CONVICTS & THEIR KEEPERS

- 1804 Formation of a permanent convict/military outpost to mine coal, harvest timber and prepare lime. A light beacon and gun emplacement were built on the southern headland. Nobbys Island was seen as a useful place for confinement. Aboriginal & European encounters
- 1810 Name of 'Nobbys' first used for place
- 1813 A coal-fired beacon and flagstaff was erected on Signal Hill to guide and warn mariners. (not known as Signal Hill until 1822)
- 1814 Expansion of the settlement in line with Governor Macquarie's policies. Lumberyard developed. Coal mining extends away from 'Colliers' Point'. A farming outpost was established at Paterson's Plains, inland from Newcastle
- 1816 Marked increase in development of convict settlement from 1816 to 1822
- 1818 Increase in trading envisaged. Macquarie Pier commenced also other aids to navigation. Significant expansion of building program including hospital, stores, accommodation, gaol, church and windmills.

Macquarie Pier was constructed between 1818 and 1846 to link Nobbys Island to the mainland. It is Newcastle's most significant tangible legacy of the convict period. The original pier was not strongly built and was often breached by heavy seas. Hoping to create a beach, which would protect the convict built structure, PWD engineer Moriarty built two groynes near the centre of the pier but they were partially destroyed in a gale. In 1867, PWD Engineer Cecil Darley suggested the use of large rocks rather than ballast to fill the gaps in the pier. The Waratah Coal Company later transported stone from its quarry at Lambton to the site, and stone was transported by rail along the pier. Remnants of the rail lines remain and can be seen in several areas of

the road, which now provides access to Nobbys.

- 1822 Penal settlement was moved to Port Macquarie. Variable convict workforce retained for public works such as road making, breakwater building, coal mining, property and tools maintenance, and so on. A signalling station was erected and the place became known as Signal Hill.

3.4 1823-1856: TRANSITION FROM PENAL SETTLEMENT TO FREE SETTLEMENT

- 1823 Beginning of era of transition from a penal/military establishment to a civil settlement with civil administration. Work was suspended on the Pier. The built environment of the penal era was gradually replaced.
- 1831 End of era of government controlled coal mining and beginning of private enterprise mining by the Australian Agricultural Company.
- 1830s Work resumed on Pier building and was completed in 1846. Ballast and sand reclaimed the foreshore. Building wharfage and harbour formation, and pilot facilities and navigational aids were ongoing.
- 1847 Occupation of new military barracks. Lumberyard stockade was reused for other purposes from the late 1840s.
- 1854 Approximate time that tunnels were excavated into Nobbys head for the purpose of blowing the crest off the top.
- 1855 The barracks complex was vacated by the Imperial military when the last convict workers left Newcastle.



Figure 3.4.1. Newcastle Personified: The port, the Military Outpost, the coal-fired industrial city, and the Surf break all meet at one point.

Photo from 1940. Ken Magor collection.

3.5 1857-1941: PORT DEVELOPMENT, DEFENCE AND RECREATION

- 1857 Henry Dangar recorded the name Tahlbihn Point at the site of Signal Hill on his map surveying the Hunter Region. Lighthouse was built on Nobbys Island. Architects Edmund Blackett and Alexander Dawson. It first shone out in operation on the 1st of January 1858. Lighthouse has Commonwealth Heritage Listing.
- 1866-7 Stone Boat Harbour constructed with weatherboard Boat Sheds and Pilot Station
- 1880 During ongoing hostilities between Russia and England, the NSW Government seeks advice from Sir William Jervois and Lieutenant Colonel Peter Scratchley to advise on colonial defences
- 1880-2 Soldiers Baths created at the foot of Signal Hill. A rare example of a nineteenth century 'ring of stones' ocean baths. They predate the ocean baths at Bondi and Bronte.
- 1885 Construction began on permanent fortifications at Fort Scratchley. The guns were in position by 1882, and construction of accommodation for the troops followed. The old convict coal workings beneath the hill were sealed with a thick wall of concrete.
- 1895 New Pilot Station Building constructed
- 1908 Newcastle Council vote to establish a 'Newcastle Surf Club & Life Saving Society'. This occurs 14 years after establishment of Royal Lifesaving Society in Australia. Curtilage of Nobbys Road resumed under the Crown Lands Act to be used for public purposes.
- 1911-12 Nobbys Road widened between Parnell Place and the Break water at Nobbys. Land resumed from Chief Railway Commissioner.
- 1915 Zaara Street Power Station commissioned
- 1923 Nobbys Surf Life Saving Club founded and first club house constructed and opened.
- 1930 Due to economic hardships of the Great Depression, Shanty Towns began to emerge upon Newcastle beaches. The State and Commonwealth Governments set up a large camp at Horseshoe Beach to consolidate the affected people and remove the ad-hoc constructions.
- 1934 Current Nobbys Surf Pavilion constructed and opened. Significant figures involved include Arthur Gardiner after whom the building was named, Founding President of the Nobbys SLSC. F.A. Scorer Architect and Sulman Award winner. H.C. Jones contractor and former President of the Master Builders Association in Newcastle. In his opening speech, the Mayor mentioned how fortunate Newcastle was to have this new pavilion erected at one of the safest beaches in the district and that now Newcastle was on the map in regard to surfing areas. He also uttered prophetic words when he declared:

'It (was) the ambition of the City Council to teach people to look on Newcastle not merely as an industrial city, but to encourage them to come to the district as tourists. The more that came the better it would be for everybody.'
- 1936 Nobbys Road reconstructed at a narrower width.
- 1937 The camp at Horseshoe Beach for displaced persons was resumed by

the Defence Department for a Parade Ground.

- 1939 Pilot Station cottage replaced with new residence. Commonwealth resumes part of Nobbys Road for defence purposes.
- 1940s The Parade Ground at Horseshoe Beach becomes known as 'Camp Shortland'

3.6 1942-1976: WAR & RUMOURS OF WAR

- 1942 Japanese submarines attacked Newcastle firing 34 shells upon the city. Items within the Coal River Precinct and immediate surroundings which were hit include; Nobbys Break wall, one of the signalmen's cottages on Nobbys Headland, Newcastle Baths, and a Historic Terrace on Parnell Place.
- 1945 Italian POWs are accommodated at Fort Scratchley for up to two years.
- 1950 A works depot was constructed for the Department of Housing and Works on the level area below the Fort along Nobbys Road.
- 1951 One of the Boat shed s at the Pilot's Station was demolished to make way for a new Workshop
- 1954 Fort Scratchley is used by National Service Scheme for militia training.
- 1956 Commonwealth resumes part of Nobbys Road for defence purposes.
- 1959 The Pilot Station Building was replaced with a new structure.
- 1972 The Australian Army vacates the site closing Camp Shortland. Former uses of the camp included training in the operation of Army Amphibious Vehicles.



Figure 3.6.1. Aerial photo from the 1990s after the bicentennial projects have been completed.

3.7 1977 - PRESENT: CELEBRATION & PRESERVATION

- 1977 The City of Newcastle given control of Fort Scratchley Site.
- 1978 Zaara Street Power Station demolished
- 1982 Official opening of the military museum in the restored Commandant's Cottage.
- 1986- Bicentennial Project changes entire face of landscape throughout area

- 88 including Foreshore Park and Nobbys Beach Reserve.
- 1988 Nobbys Road widened on Western side for Land and Housing Corporation NSW.
- 1998 Formation of the Fort Scratchley Historical Society Inc.
- 2004 Fort Scratchley closed for conservation and reconstruction works.
- 2005 Convict coal mines below Fort Scratchley were re-discovered by the University's Coal River Working Party.
- 2007 Pasha Bulker' storm hits Newcastle Coast, bulk carrier becomes beached at Nobbys, makes news feeds globally. 'Pasha Way' and memorial created in honour of the event.
- 2008 Ownership of the Fort transferred from the Commonwealth Government to The City of Newcastle.
- 2010 Governor Marie Bashir unveils a Bronze Plaque commemorating the construction of the Macquarie Pier near to where the original plaque laid by Governor Macquarie.

3.8 NOBBY'S ROAD

Nobby's Road Background:

- 1908 Government Gazette No.107 - Notification of Dedication of Lands for Public Purposes under The Crown Lands Act of 1884 - Reference R4627 1603. Reference Council Plan 31592 1908 , reference subsequently shown on Deposited Plan 407886. Railway Commissioner road resumed and widened.
- 1911 Government Gazette 20 December 1911 - Notification of Proposed Opening of Road - Widening of part of road from Parnell Place to Breakwater at Nobby's - Land to be resumed from Chief Railway Commissioner
- 1912 Government Gazette 3 April 1912 - Notification under the Public Roads Act of 1902 of Resumption and Dedication of Land for A road - Widening of part of road from Parnell Place to Breakwater at Nobby's - Land resumed from Chief Railway Commissioner
- 1936 Reconstruction of Nobby's Road under works loan to narrower width - Reference Council Plan R45/1
- 1939 Government Gazette 10 August 1939 - Notification of acquisition of Land by the Commonwealth - for Defence Purposes - Resumption of part of Road Widening from 1912 see sketch in Gazette
- 1956 Government Gazette 27 September 1956 - Notification of acquisition of Land by the Commonwealth - for Defence Purposes - Resumption of part of Road
- 1988 Road Widening Deposited Plan 777797 western side for Land and Housing Corporation NSW (DG)

4 PHYSICAL CONTEXT

The Physical Context of the Coal River Precinct is best described by an extract from The Coal River Conservation and Tourism Management Plan (page 38 Section 6 Summary of Conservation Significance):

"Macquarie Pier, The Southern Breakwater and Nobbys Headland are Newcastle's landmark, the symbol of its vital relationship with the sea which continues to play a key role in the industrial and transport life of the region. The site is also significant for its links to Newcastle's convict era, the Depression of the 1930's and its role in the wartime defence of Newcastle. It is also a tourist attraction and a place of recreation for Novocastrians and visitors to the City". (Macquarie Pier, Nobbys Head and Southern Breakwater Conservation Management Plan (Revised). (Suters Architects, for the Port of Newcastle Corporation 2000)).

"The site of Fort Scratchley has been significant in the history of Newcastle since it was first established and the subsequent development of coal mining and navigation both of which have made major contributions to the state. The Fort itself is of particular Significance in the defence of the eastern seaboard of Australia. Of National Significance." (Fort Scratchley Plan of Management. City of Newcastle 2005)

Within the above context, an overlay of leisure, recreation and tourism now exists. This overlay is underpinned by the communities' use of Nobbys Beach. This opportunity was significantly facilitated and reinforced by the redevelopment of the railway shunting site into the expansive and successful Harbour Foreshore Park. This was one of Newcastle's high profile major projects for Australia's Bicentennial Celebration (1988).

Closer to Nobbys Beach this foreshore parkland sits on both sides of Wharf Road.

The development of these parks is a major late 20th century modification to the physical landscape of the precinct. It has changed this area of Newcastle into a significant gathering space for Local, Regional, State and National events and celebrations.

Newcastle and the Coal River Precinct has become a significant destination for all types, styles and levels of tourism. Visitors are encouraged to interact with the surrounding landmarks, amenity and heritage items.

5 SETTING & VIEWS

5.1 FORESHORE RESERVE

The following selection of photographs describe the setting, with the Foreshore reserve to the left (west) and Nobbys Beach foreshore park (Nobbys Beach Reserve) to the right (north east).



Figure 5.1.1. Housing and parkland over the former power station and shunting yards site. Port Hunter in the distance



Figure 5.1.2. Nobbys Beach carpark and foreshore park. Stockton and the north breakwall in the distance



Figure 5.1.3. A view from the approximate location of the proposed portion of circuit within the park, looking towards Stockton across the Hunter River.



Figure 5.1.4. A view to the location of the proposed portion of circuit within the park, looking towards Stockton across the Hunter River.



Figure 5.1.5. A view into the park. The memorial and anchor can be seen at the end of the path.



Image 5.1.6: A view from the intersection of the Horseshoe Beach access road and Wharf Road, showing TS Tobruk. A view to Stockton, across the Hunter River in the distance.

5.2 VIEWS & SIGHTLINES

The more accessible and spectacular views across the Coal River Precinct are available from Fort Scratchley and at the Nobbys Lighthouse. The view out along Macquarie Pier is only evident as a pedestrian turns the corner (bend) around the Beach Pavilion heading north. It bends again before heading directly at the Lighthouse.

Internal views within the north-west portion of the Coal River Precinct cut across the park and back towards Fort Scratchley and the top of Customs House in the distance. The following selection of photographs describe the key sightlines and should be considered with the diagram **Key Views and Sightlines**, image Figure 5.2.7:



Figure 5.2.1. Entering Nobbys Road heading towards Nobbys. Boatmans Row on the left, all well below Fort Scratchley to the right.



Figure 5.2.2. A view to Nobbys Head and the Lighthouse in the distance, above the Beach Pavilion, looking down Nobbys Road.

Refer to the diagram VIEW 2.



Figure 5.2.3. View looking back up to Fort Scratchley in the distance, well above the park. Nobbys Beach Pavilion to the left.



Figure 5.2.4. A view from Fort Scratchley towards Nobbys Head and Lighthouse over the beach. Stockton Beach to the left in the distance. Refer to the diagram VIEW 1.



Figure 5.2.5. A view from Fort Scratchley overlooking the park and the Hunter River, Stockton in the distance. Refer to the diagram VIEW 3



Figure 5.2.6. A view to Nobbys Head and the Lighthouse. The concourse and Macquarie Pier walk to the right of the carpark.

This following diagram **Key Views and Sightlines 5.2.7**, indicates the orientation of the key views and sightlines of the Precinct:



Figure 5.2.7. Key Views and Sightlines - VIEW 2 is the view along Macquarie Pier from Nobbys Road. VIEWS 1, 3 and 4 are from Fort Scratchley. VIEW 3 provides a view to Newcastle's 'first suburb' and to Stockton Bridge. The views included with the diagram are VIEW 3.

VIEWS 5 and 6 are available from Macquarie Pier, which is set above the levels of the park. The proposed works (shown in **BLUE** will have finished levels nearly equivalent to existing on grade levels) will be placed visually lower than Macquarie Pier and these sightlines. The proposed works will not visually dominate VIEWS 5 and 6. The proposed works will be overlooked from Macquarie Pier.

5.3 ASSESSMENT FOR VISUAL IMPACT

Proposed Changes and Consideration

Response

Utilities Upgrades <i>Will this work impact on the heritage setting or the existing view corridors or sightlines?</i>	<p>No. The utilities upgrade works are generally below the surface, with some cabinets and access points at surface level, using existing routes and locations. The street lighting upgrade (new poles and lighting technology) has the potential to increase and extend the daily use of the park and the Coal River Precinct.</p>
New footpath west side of Nobbys Road <i>Will this work impact on the heritage setting or the existing view corridors or sightlines?</i>	<p>No. This road has a history of widening, then resumptions, leading to the narrow footpath and road (particularly the 1936 reconstruction). Widening the footpath will increase the distance between parked cars and the Boatmans Row Terrace Group, potentially improving the view past them from the footpath of the parkland setting and pier beyond.</p>
Upgrade and widening of Nobbys Road <i>Will this work impact on the heritage setting or the existing view corridors or sightlines?</i>	<p>No. The new road will not have the worn, rustic character of the existing fabric. The concrete kerbs (1936) are broken in many locations, the leaking terracotta water supply pipes within the road and paths seem to have created 'soft spots', cracked and broken pavement and depressions. There are no existing sandstone kerbs in the area. The road widening has the potential to improve the view northwards to Stockton Beach and southwards to Parnell Place, while travelling on Nobbys Road.</p>
Relocating the post and rail fence and footpath eastwards <i>Will this work impact on the heritage setting or the existing view corridors or sightlines?</i>	<p>No. These are proposed to be replaced 'like-for-like', relocated only to the extent required for the road widening. The appearance, character of these elements will be retained. These elements were constructed at the time of the recent works at Fort Scratchley (at the time of transfer from Commonwealth to NCC).</p>
Adjusting the kerb alignment at the corner, Nobbys Road (just before the roundabout) <i>Will this work impact on the heritage setting or the existing view corridors or sightlines?</i>	<p>No. This realignment will take a relatively small portion of the turfed area, from the left (approaching the roundabout from Nobbys Road), modifying the 1988 Foreshore Park landscape design.</p>
Installing bollards between the carpark access road and the park turfed area <i>Will this work impact on the heritage setting or the existing view corridors or sightlines?</i>	<p>No. The, size type and appearance will be considered and integrated into the fabric of the CRP.</p>

**Proposed Changes and
Consideration**

Response

Constructing a shared access roadway across a portion of the park's turfed area towards the existing Horseshoe Beach carpark

Will this work impact on the heritage setting or the existing view corridors or sightlines?

No. This will not impact on the heritage setting. It is proposed to be located away from Macquarie Pier, away from the Nobbys Beach Pavilion and distant and well below Fort Scratchley and well away from the other built contributing components of the precinct.

The proposed location for this part of the works avoids existing interpretative installations, memorials and plaques.

There is a potential, although very minimal that archaeological items of cultural relevance (historical, industrial) may exist in the area of the proposed works. It is proposed that the work in this area will be monitored by a suitably experienced archaeologist in order to protect that potential.

The proposed works might open up a new view corridor from the foreshore park to Stockton, across the river mouth.

Yes, the proposed work will have a visual impact on the parkland setting, at grade and when viewed from above at Fort Scratchley.

This impact could be minimised utilising elements placed on this area for general park use (incorporating opportunities for interpretation) and then removed for the motor racing event, additional planting, the use of coloured asphaltic concrete, developing a distinguishable cross-over area for existing paths, and the incorporation of services and utilities to facilitate other types of events and functions using this shared hard stand pedestrian park element. A Landscape Concept Design has been prepared to explore this potential (Refer to the Annexure part F).

Also refer to the Archaeology Assessment (Annexure part B).

Realigning the access road from Wharf Road to the existing Horseshoe Beach carpark eastwards, at the south end

Will this work impact on the heritage setting or the existing view corridors or sightlines?

No. This part of the proposed works is located at the far western edge of the park over an existing access road. This work would realign the south portion of this existing road away from the fence at the corner (at the 'TS Tobruk' building). This provides an opportunity to for landscaping in this corner to reduce the impact of the two storey maintenance shed on the park setting.

This realignment will also address an existing issue

**Proposed Changes and
Consideration**

Response

	<p>with the 'T' intersection of the Horseshoes Beach access road and the Nobbys Beach carpark access road.</p> <p>The pedestrian connection across Wharf Road (between the two parks) will be improved by these proposed works.</p>
<p>Creating a wider arc (radius) junction between the realigned Horseshoe Beach Road and Wharf Road</p> <p><i>Will this work impact on the heritage setting or the existing view corridors or sightlines?</i></p>	<p>No.</p> <p>This road is proposed to have a greater radius at this intersection. This might improve the setting given the overall improvements proposed for separating cars and pedestrians in this corner of the park.</p>

5.4 VISUAL IMPACT

With respect to the heritage significance of the Coal River Precinct, the length of circuit in the park, as proposed by the scope of works:

- Will not result in a visual impact on the built heritage landmarks in the vicinity or their contribution to the heritage significance of the Precinct.
- Will not dominate the heritage character of the Precinct.
- Will not limit the views or limit the opportunity of the public and users of the area to enjoy the key sightlines and appreciate their significance.
- Will not impact on the views to and from adjacent heritage items or their heritage significance.

The length of circuit will alter the current grassed setting of the parkland. To soften the change in substrate, there are opportunities to minimise this impact with a complementary Landscape design solution. Options are currently being investigated for presentation to key stakeholders. Note the Preliminary Concept provided with this report (refer to Annexure part F).

6 ASSESSMENT OF HERITAGE SIGNIFICANCE

6.1 CRITERIA

The process of assessment includes investigating the site, its social and physical context, the place's history and the condition of existing built fabric.

The assessment criteria address the generic values commonly accepted by heritage agencies and consultants in Australia. These values are **historical, aesthetic, scientific and social significance**. These are the four values presented by the Australian ICOMOS Burra Charter. These criteria were formalised into the Heritage Act s.3A, gazetted April 1999.

The detailed criteria that address these values are then described under the following headings: (a) cultural or natural history; (b) association with the life or works of an important person; (c) demonstrating an aesthetic characteristic or high degree of creative or technical achievement; (d) a strong cultural association with a community or group; (e) archaeological or research potential; (f) is rare or endangered; and (g) demonstrates the principal characteristics of a class of place or environment [all abbreviated here].

The use of these criteria contributes to achieving a national uniformity for assessment. It attempts to be objective and systematic which then allows comparison with other assessed items. Only particularly complex places of significance are likely to be significant under all criteria.

If there is identified significance for parts or elements of the whole, then elements could be assessed as being of Exceptional; High; Moderate; Little significance or to be Intrusive.

For the Coal River Precinct Listing:

criteria	description	The question	From the Coal River Precinct Listing Inventory Sheet entry (summary)
Criteria a)	Cultural (or natural) history	Is an item or place is important in the course, or pattern of NSW's or of the local area's cultural or natural history?	Coal River. First coal exploited, sent to Sydney and for export. Convict labour. Timber and Lime to Sydney. Convict lifestyle. Government exploration then a town 1800-1821, Penal settlement. Role of military in founding settlements. Then Colonial settlement (Newcastle).
Criteria b)	Special association with the life or works of a person	Does an item or place have a strong or special association with the life or works of a person or group of importance in NSW's or of the local area's cultural or natural history?	A site of Aboriginal use and significance. People and Coal River [later Hunter River]. Governors Hunter, King and Macquarie. Mariners. Military commanders. Early settlers after 1821.
Criteria c)	Aesthetic , creative or technical achievement	Is an item or place is important in demonstrating aesthetic characteristics and / or a high degree of creative or technical achievement in NSW or the local area?	Distinctive landforms. The land forms and cultural significance for Aboriginal people. Industrial initiatives to extract coal. The industries of early Newcastle. Coastal maritime landscapes. Laying out the city. Townscapes. Scenic values.
Criteria d)	Social, cultural or spiritual association	Does an item or place have a strong or special association with a particular community or cultural group in NSW or in the local area, for social, cultural or spiritual reasons?	The aboriginal presence in this area predates European contact. The Awabakal people and their history and traditions. Interpretation of Coal River as a single entity enables the unification of elements separated by later development.
Criteria e)	Potential for Archaeology, research and understanding	Does an item or place have potential to yield information that will contribute to an understanding of NSW's or of the local area cultural or natural history?	Potential archaeology for Aboriginal culture, coalmining, construction of the pier, military (signal hill / Fort Scratchley), industrial
Criteria f)	Rarity	Does an item or place possess uncommon, rare or endangered aspects of	Coal River, a convict/military settlement for prisoners guilty of colonial offences is one of few

NSW's or of the local area's cultural or natural history?

such convict settlements in Australia, and was the earliest such settlement. Evidence of convict workplaces, coal mining, pier building, quarrying, and other activities are rare in Australia. The role of British military in the foundation of colonial society is little studied and the example of Coal River could make a valuable contribution to cultural studies. The period of transition from military rule to civil administration is of great interest and educational value and is rare in Australian settlement history and society. (Hunter, Cynthia., 2001/HO)

Criteria g)	Representa- tiveness of a type or class	Is an item or place important in demonstrating the principal characteristics of a class of NSW's or of a local area's -cultural or natural places? or -cultural or natural environments?	Coal River and its sites demonstrate the characteristics of a convict settlement administered by military, 1801 to c.1821, phasing out between 1821 and 1855. From Lieutenant Menzies' to Captain Wallis' commands, the military played a central role in designing and constructing Coal River. This is the foundation of modern Newcastle and Newcastle Harbour. (Hunter, C., 2001/HO)
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6.2 STATEMENT OF HERITAGE SIGNIFICANCE

From the Inventory sheet for the listing on the State Heritage Register (an extract):

The Aboriginal presence in the Coal River area predates European contact and has been continuous to the present day. ...

Coal River is one of a number of sites in Australia first settled by convict transportation. Slavery, indentured labour, convict transportation and penal settlement have contributed to the spread of diverse cultural influences throughout the world and are global heritage themes. The national significance of Fort Scratchley and the national and state significance of the Convict Lumberyard/Stockade have been recognised.

The Coal River Historic Precincts have State significance because they concentrate the whole story of the development of New South Wales' first and most important industrial centre. They encompass the site of Newcastle's first coal mine, the site of the first navigational aids for coastal shipping and Hunter River traffic, and the site of a series of fortifications designed to protect the growing settlement and its precious coal reserves. These resources are largely due to the skills and labour of transported convicts, committed for secondary punishment.

Date significance updated: 23 January 2003.

6.3 COMMUNITY CULTURAL VALUES

The place is highly valued by the people of Newcastle and their visitors, although many would be unaware of the Coal River Precinct. It is valued for its scenic beauty and outlook.

The place is used for casual recreation. Walking the pier and breakwater is a daily exercise for many people. Since the recent changes to accessing the top of Nobbys Headland every weekend, thousands of people have marched up that hill to look back onto the Coal River Precinct, the industry of the harbour and the City of Newcastle, particularly the Cathedral on the ridge above the town.

The area is a place for significant gatherings, sporting and cultural events, celebrations and carnivals.

The dawn service at Nobbys Beach on ANZAC Day attracts many thousands of people.

It is a place to view ships entering the harbour, tug boats in action, outrigger races or celebratory fireworks. Families picnic, teaching children to cycle or fly kites.

The collective memory of it as a filthy railway shunting area, warehouses and fences has faded and the place is now considered to be a valuable asset to Newcastle. It is held in very high regard.

The changes proposed that relate to facilitating yet another event will later become part of the history of this place and its many diverse uses.

The Community values associated with the overall Coal River Precinct will not be displaced by the proposed works.

7 THE PROPOSED WORKS

7.1 EXTENT OF THE WORKS

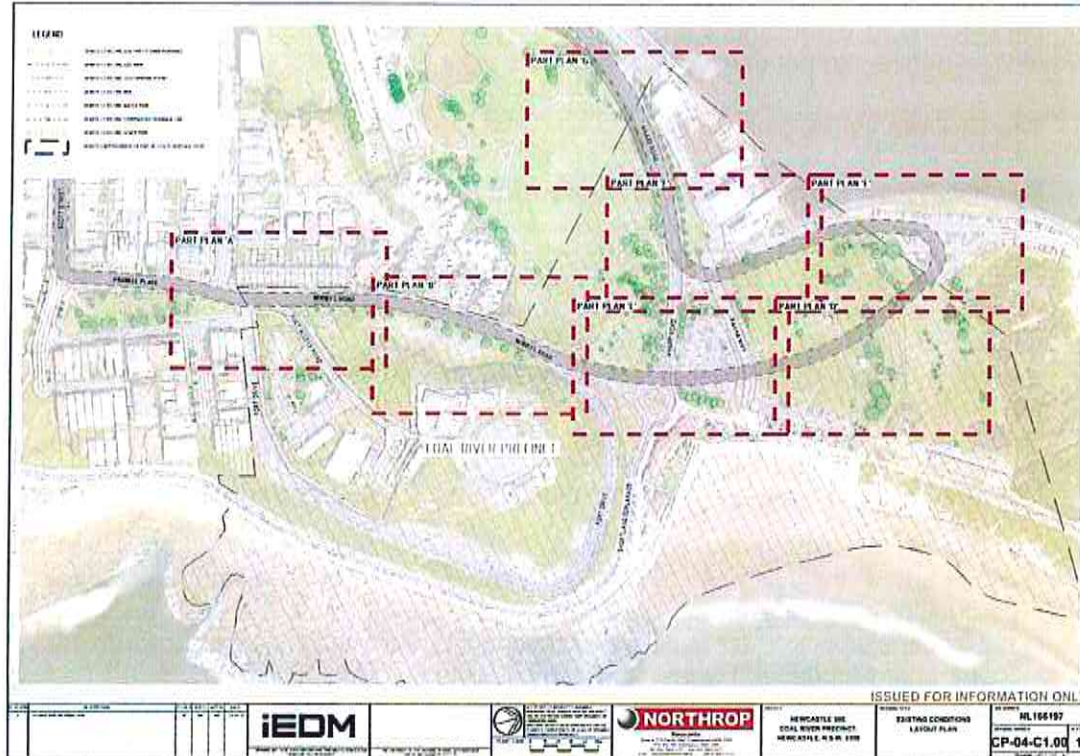


Figure 7.1.1. Overlay showing circuit, major features and the extents of the Precinct.

Source: Northrop Consulting Engineers. Refer to Annexure part H.



Figure 7.1.2. Showing the location within the precinct where works are proposed. Areas in blue are the location of the civil works where they are located beyond existing roadways, kerbs and footpaths.

Source: supplied by iEDM

7.2 BACKGROUND TO THE SCOPE OF THE WORKS

The following information is provided to further detail the scope of works and their impact on the identified location. Furthermore it will provide the background to establishing the Scope of Work to better inform the reader, as well as outline the benefits these upgrades will bring to the area.

The Civil Works Scope

Nobby's Road footpath and parking improvements:

Widening of Nobby's Road is proposed north of Stevenson Place fronting existing heritage terrace housing. This would provide for an increase of footpath width to 2.3m and provide two travel lanes and potential for 45 degree angle parking on west side. The angle parking is proposed to be located fronting terrace housing that has no off street parking and would provide an increase of approximately 15 spaces. Existing no parking restrictions would be maintained on the east side fronting Fort Scratchley.

Potential for increasing number of car parking spaces includes:

- 41 spaces approximately in Nobby's Road Carpark near Wharf Road roundabout including 4 accessible spaces due to reconfiguration and circulation changes
- 22 spaces approximately along Horseshoe Beach Access Road (proposed commuter Monday to Friday) and 4 accessible spaces

Community Benefits to be realised through collaborative design approach include:

- Collaboration of utilities agencies through State Government coordination to achieve utility renewal works to asset Council asset renewal works in significantly shorter timeframes than could be achieved by Council
- Reduced long term impact on community through Coordination of works and delivery to avoid long periods of work over a number of years by all different agencies
- Efficiencies in Project Management and Delivery of combined works
- Bringing forward of planned renewal works to reduce future short term works and improve presentation of the City for a large broadcast event
- Provision of pedestrian crossing on Wharf Road and Pasha Way to improve pedestrian safety between Foreshore Park, Camp Shortland and Nobbys Beach
- Provision of bus drop off zone for Nobby's Beach (school or tourist) located in Nobby's Road near Wharf Road roundabout
- Improved pedestrian access between Nobby's Road/Wharf Road car park adjacent to Nobby's beach pavilion through reduction in level changes
- Improved circulation through Nobby's Road car park
- Reconfiguration of Wharf Road/Pasha Way/Horseshoe Beach Access road intersection to improve safety including Port Corporation Access
- Construction of connection between Joy Cummings Promenade and Bathers Ways at Nobby's Beach along Wharf Road and Pasha Way between Tug Berth Road and Nobby's Beach.
- Reduced pedestrian/cyclist conflict along Wharf Road between Tug Berth Road and Nobby's Road through reconstruction and upgrade of existing 1.5m path to 4m mentioned in previous item.
- Commence improvements to pathways through Foreshore Park

- Placement of underground services to suit proposed Council installation of Smart Lighting in Watt Street, Wharf Road and Pasha Way as part of the Smart City Project
- Resurfacing of Horseshoe Beach car park surface to benefit beach users due to existing extremely rough surface which has exceeded its renewal timeframe
- Renewal of kerb, footpaths, road surface and watermain and upgrading of stormwater drainage in Watt Street
- Renewal of kerb, footpaths, road pavement, road surface and watermain and upgrading of stormwater drainage in Nobby's Road

In relation to this project, the following management action is being commenced, actioned or completed as part of Council's adopted '**Plan of Management The Foreshore 2015**':

Item	Description
Recreation R.6	Locate any new permanent infrastructure and trees to perimeter of the area. These to have a supporting role for activities undertaken in the area, eg, shade, seating. Permanent Infrastructure not located on Shortland Lawn, functionality not compromised.
Recreation R.14	Review current provision of park furniture and facilities through Landscape Masterplan. Implementation may include remove, replace, upgrade or provide new furniture and facilities. Includes shade and water access points and BBQs.
Recreation R.17	Consider all abilities users in the design and siting of park furniture, paths, amenities, and parking.
Connectivity C.1	Maintain and improve paths for pedestrians, and other users, of all abilities, throughout the Foreshore and to surrounding areas
Connectivity C.2	Establish a designated off-road shared pathway along the Joy Cummings Promenade from Honeysuckle Precinct to Camp Shortland.
Connectivity C.3	Establish a shared pathway link between the Joy Cummings Promenade and Foreshore Park playground and Carriage Shed as part of the Landscape Masterplan. A pedestrian or priority crossing will be required to facilitate this.
Connectivity C.4	Investigate a shared pathway link from Watt Street through Foreshore Park to the proposed pedestrian crossing to Camp Shortland.

Item	Description
Connectivity C.6	Ensure future/proposed shared pathways to be a 4m width, with consideration of up to 6m width where appropriate and possible.
Connectivity C.10	Design of shared pathway in Camp Shortland and to Bathers Way to be determined through the Nobbys Beach Public Domain Plan (to be developed).
Connectivity C.11	Removal of trees to accommodate the provision of a shared pathway may be required in some areas. Final path design to minimise loss of Norfolk Pines, Figs and Tuckeroo trees. Trees to be replaced according to Action L.7.
Connectivity C.13	Ensure pedestrian crossings approved that will link Joy Cummings Promenade to the bus Terminal/Newcastle Railway Station; the Promenade to Customs House Forecourt; and the north-east of Foreshore Park to Camp Shortland are completed
Connectivity C.16	Investigate improved access and parking configuration within Camp Shortland, Nobbys Beach and Horseshoe Beach as part of the Nobbys Beach Public Domain Plan.
Community and Special Events CSE.11	The Port Authority and Harbour Master be consulted during the assessment stage should any special event require temporary structures to be erected on Camp Shortland or Foreshore Park, to ensure visibility is maintained for the safe navigation, communications and use of navigations aids.

The project also commences an action from **'Newcastle Cycling Strategy and Action Plan 2012'**, Route S1 Throsby Foreshore to Merewether Baths - Extend path eastern end of foreshore at end of Tugberth Rd

Note, only approximately 290m remains to connect to the path at the Nobbys Beach Pavilions.

Trees:

As part of the Newcastle Bicentennial Project in 1988, Foreshore Park was planted with 447 trees and Camp Shortland with 139 trees of mixed species with varying degrees of salt tolerance. Recorded losses of the original number now exceed 30% for Foreshore Park and over 50% at Camp Shortland, mainly due to storm events.

The current planting in the areas affected by the proposed works provide a small amount of shade, due partly to the species selection, site issues and current planting arrangement. It is estimated that 500m² of existing canopy within the area of the proposed works is currently providing usable shade. The proposed replacement planting of 131 advanced shade trees will provide a projected mature canopy area of approximately 9200m² of canopy, resulting in an increase in usable shade of 1800%. This will be a significant and positive contribution to the Urban Forest, in meeting the objectives of maximising and sustaining the benefits on an intergenerational basis, including the provision of a welcoming space during the summer months.

The selection of new plantings will be undertaken in accordance with the principles and processes contained within the **Newcastle Street Tree Selection Manual 2016**.

All tree stock will be required to meet the requirements of NATSPEC Specifying Trees 2003 and Council's requirements. This is to ensure that maximum growth rates are achieved to meet the objective of shade and maximise return on investment as long term, fit for purpose assets.

Tree planting is to be undertaken in accordance with Council's Standard Drawings and application of industry best practice, ensuring as large a planting bed as possible is provided to maximise tree root growth and establishment. Council will undertake scheduled establishment maintenance for a period of three years after planting to ensure the trees are healthy and become self-sufficient at the end of this period.

In relation to this project, the following management actions are being actioned as part of Council's adopted 'Plan of Management The Foreshore 2015':

Item	Description
Connectivity C.11	Removal of trees to accommodate the provision of a shared pathway may be required in some areas. Final path design to minimise loss of Norfolk Pines, Figs and Tuckeroo trees. Trees to be replaced according to Action L.7 (below)
Landscape L.6	Maintain or increase the overall tree canopy across the Park.
Landscape L.7	Where tree removal required, replace to maintain the tree canopy. Replacement can occur in another location of the park if required.
Landscape L.8	Undertake tree health and safety audits every two years by a qualified arborist. Undertake remedial actions as required.
Landscape L.9	Undertake a tree replacement program to ensure intergenerational and suitable tree species are planted.
Landscape L12	Plant additional shade trees along the Foreshore without compromising views lines and the functionality of the Park.
Landscape L13	Manage vegetation/plantings to minimise screened areas and implement Crime Prevention Through Environmental Design (CPTED) and Safer by Design principles

Item	Description
Landscape L14	Ensure new tree plantings to be clear stem in accordance with CPTED principles.

7.3 THE NATURE OF THE CIVIL WORKS

The following civil works cross sections are taken across the roadway (existing roads and proposed road extension) at distance labels shown on the drawing, running anti clockwise around the circuit, starting at 00 metres. For example, the first cross section shown here is taken at 1520 metres after the starting line. The circuit and distance labels are taken from the IEDM drawing K012-17009-01-Civil Works - Extent of Circuit Related Works. Refer to the Annexure part H or the larger extracts provided in Section 1.5 'Work within the Precinct' as images 1.5.13 to 1.5.16 inclusive.

The typical cross sections show the extent of existing pavement to be reconstructed, the extent of new pavement, including notes for the maximum depth of excavation below existing the surface level and in places, above the existing level.

7.4 NOBBYS

The first section, 1_NR 1520 is taken at the south end of Nobby's Road, near Fort Drive.

The second section, 2_NR 1580, is taken near the Play Ground Park below Fort Scratchley's driveway (Fort Drive). East is on the right of the diagram for both cross sections.

The proposed works shown here widen the existing footpath at Boatmans' Row [or Boatmans Terrace Group, item 482 Local Significance] remove the crown in the road, fall all stormwater to the west side of the road, cut into the small embankment on the east side of the road, relocate the post and rail ordnance fence and concrete footpath eastwards. Refer to image 1.5.13 for the distance marker locations.

7.5 FORESHORE PARK, NOBBY'S ROAD

Section 3_NR 1710 is taken in Nobby's Road immediately after the last of the housing on the left, overlooking the main Foreshore Park. The works described are much the same as for cross sections 1_NR 1520 and 2_NR 1580. Refer to image 1.5.14 for the distance marker location.

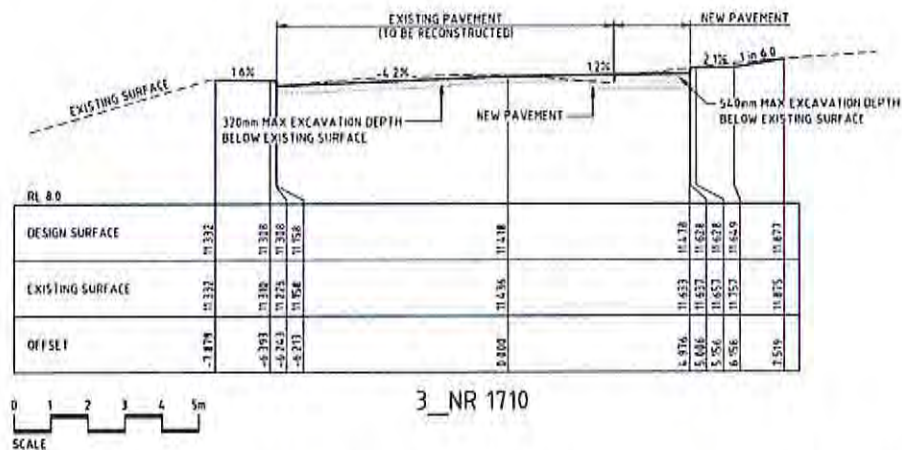


Figure 7.5.1. Civil Works Cross Section at 3_NR 1710, Nobby's Road south of the roundabout.

Source: Northrop Engineers, February 2017

Section 4_FP 1790 is taken in Nobby's Road just south of the round-about at the intersection of Wharf Road, Nobby's Road and the Shortland Esplanade. East is to the right.

With this cross section most of the "New Pavement" is shown to the left, as work to be carried out over the footpath and grassed area. Refer to image 1.5.14 for the distance marker location.