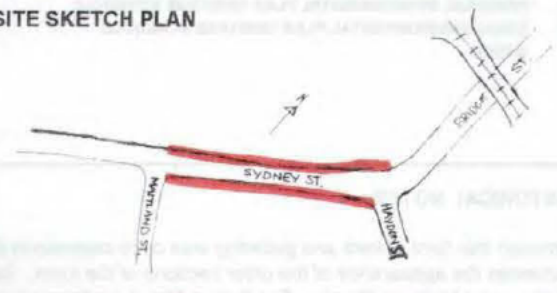


MUSWELLBROOK HERITAGE STUDY

Inventory 1996

KERB AND GUTTERING - SYDNEY STREET - MUSWELLBROOK

PRESENT NAME <i>Sydney Street</i> PREVIOUS/OTHER NAMES	REFERENCE No <i>MUSW/R056</i> PREVIOUS REFERENCE No DATE INSPECTED <i>20th February 1996</i>
LOCATION STREET No STREET NAME <i>Sydney Street</i> TOWN/SUBURB <i>Muswellbrook</i> POSTCODE <i>2333</i> LOCALITY <i>Muswellbrook</i> LOCAL GOVERNMENT AREA <i>MUSWELLBROOK</i>	SITE SKETCH PLAN 
[REDACTED] [REDACTED] [REDACTED]	PROPERTY DETAILS: a REAL PROPERTY DESCRIPTION <i>N/A</i> b SITE AREA <i>N/A</i> c EXISTING ZONING <i>3(b) - Special Business</i>
CATEGORY <i>Other Works</i> SUB CATEGORY <i>Other (Road)</i> DATE OF CONSTRUCTION <i>late 19th century</i> ARCHITECT/DESIGNER <i>N/A</i> BUILDER <i>N/A</i>	MAP REFERENCE <i>'56' 300900E, 6427740N AMG</i> <i>Muswellbrook 9033-II-N</i> 
PHOTOGRAPH 	

HERITAGE LISTING	HISTORICAL PERIOD																														
☐ REGISTER OF THE NATIONAL ESTATE (AHC) - REGISTERED ☐ REGISTER OF THE NATIONAL ESTATE OF AUST. (AHC) - INTERIM ☐ REGISTER OF NATIONAL TRUST (NSW) ☐ REGISTER OF SIGNIFICANT TWENTIETH CENT. ARCHITECTURE (RAIA) ☐ DEPARTMENT OF PUBLIC WORKS HERITAGE AND CONS. REGISTER ☐ COMMONWEALTH HISTORIC SHIPWRECKS ACT (DECLARED SITE) ☐ HERITAGE COUNCIL REGISTER - PERMANENT CONS. ORDER ☐ HERITAGE COUNCIL REGISTER - INTERIM CONS. ORDER ☐ HERITAGE COUNCIL REGISTER - SECTION 130 ORDER ☐ HERITAGE COUNCIL REGISTER - NOMINATION ☐ NSW GOVT DEPT HERITAGE REGISTER (S170 HERITAGE ACT) ☐ NP&WS HISTORIC SITES REGISTER ☐ NP&WS ABORIGINAL SITES REGISTER (CONTACT SITES) ☐ INSTITUTION OF ENGINEERS (NSW) HERITAGE REGISTER ☐ EXISTING HERITAGE STUDY (WRITE NAME BELOW) ☐ REGIONAL ENVIRONMENTAL PLAN HERITAGE SCHEDULE ☐ LOCAL ENVIRONMENTAL PLAN HERITAGE SCHEDULE ☐ OTHER	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%; text-align: left; padding: 5px;">PERIOD</th> <th style="width: 35%; text-align: center; padding: 5px;">BUILT</th> <th style="width: 35%; text-align: center; padding: 5px;">USED</th> </tr> </thead> <tbody> <tr><td style="padding: 2px 5px;">PRE 1800</td><td style="text-align: center; padding: 2px 5px;">☐</td><td style="text-align: center; padding: 2px 5px;">☐</td></tr> <tr><td style="padding: 2px 5px;">1800 - 1825</td><td style="text-align: center; padding: 2px 5px;">☐</td><td style="text-align: center; padding: 2px 5px;">☐</td></tr> <tr><td style="padding: 2px 5px;">1826 - 1850</td><td style="text-align: center; padding: 2px 5px;">☐</td><td style="text-align: center; padding: 2px 5px;">☐</td></tr> <tr><td style="padding: 2px 5px;">1851 - 1875</td><td style="text-align: center; padding: 2px 5px;">☐</td><td style="text-align: center; padding: 2px 5px;">☐</td></tr> <tr><td style="padding: 2px 5px;">1876 - 1900</td><td style="text-align: center; padding: 2px 5px;">☒</td><td style="text-align: center; padding: 2px 5px;">☒</td></tr> <tr><td style="padding: 2px 5px;">1901 - 1925</td><td style="text-align: center; padding: 2px 5px;">☐</td><td style="text-align: center; padding: 2px 5px;">☒</td></tr> <tr><td style="padding: 2px 5px;">1926 - 1950</td><td style="text-align: center; padding: 2px 5px;">☐</td><td style="text-align: center; padding: 2px 5px;">☒</td></tr> <tr><td style="padding: 2px 5px;">1951 - 1975</td><td style="text-align: center; padding: 2px 5px;">☐</td><td style="text-align: center; padding: 2px 5px;">☒</td></tr> <tr><td style="padding: 2px 5px;">POST 1975</td><td style="text-align: center; padding: 2px 5px;">☐</td><td style="text-align: center; padding: 2px 5px;">☒</td></tr> </tbody> </table>	PERIOD	BUILT	USED	PRE 1800	☐	☐	1800 - 1825	☐	☐	1826 - 1850	☐	☐	1851 - 1875	☐	☐	1876 - 1900	☒	☒	1901 - 1925	☐	☒	1926 - 1950	☐	☒	1951 - 1975	☐	☒	POST 1975	☐	☒
PERIOD	BUILT	USED																													
PRE 1800	☐	☐																													
1800 - 1825	☐	☐																													
1826 - 1850	☐	☐																													
1851 - 1875	☐	☐																													
1876 - 1900	☒	☒																													
1901 - 1925	☐	☒																													
1926 - 1950	☐	☒																													
1951 - 1975	☐	☒																													
POST 1975	☐	☒																													
HISTORICAL THEMES <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: left; padding: 5px;">S.H.I.P. THEMES</th> <th style="width: 50%; text-align: left; padding: 5px;">LOCAL THEMES</th> </tr> </thead> <tbody> <tr> <td style="padding: 2px 5px;"><i>Technology</i></td> <td style="padding: 2px 5px;"><i>Road making in central Muswellbrook</i></td> </tr> </tbody> </table>		S.H.I.P. THEMES	LOCAL THEMES	<i>Technology</i>	<i>Road making in central Muswellbrook</i>																										
S.H.I.P. THEMES	LOCAL THEMES																														
<i>Technology</i>	<i>Road making in central Muswellbrook</i>																														
HISTORICAL NOTES <i>Although this form of kerb and guttering was once common in the Hunter Valley (Newcastle and Morpeth also), it is now becoming rare. It enhances the appearance of the older sections of the town. Sections in Lower Brook Street around St. Albans are original. Also original in Sydney and Maitland Streets. The Bridge Street sections are not original.</i>																															
PHYSICAL CHARACTERISTICS / DESIGN SPECIFICATIONS <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;"> a ARCH. STYLE <i>N/A - Victorian Period</i> </td> <td style="width: 50%; padding: 5px;"> MATERIALS: <i>Exterior Stone</i> </td> </tr> <tr> <td colspan="2" style="padding: 5px;"> b OTHER DETAILS OF PHYSICAL APPEARANCE <i>Both kerbing and guttering from local stone. Kerb stones approximately 1m in length.</i> </td> </tr> <tr> <td colspan="2" style="padding: 5px;"> c MODIFICATIONS </td> </tr> <tr> <td colspan="2" style="padding: 5px;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> d CURRENT CONDITIONS ☒ INTACT ☐ ALTERED - UNSYMPATHETIC ☐ ADDITIONAL COMMENTS: </td> <td style="width: 50%; vertical-align: top;"> ☐ REPAIRS REQUIRED ☐ ALTERED - SYMPATHETIC </td> </tr> </table> </td> </tr> </table>		a ARCH. STYLE <i>N/A - Victorian Period</i>	MATERIALS: <i>Exterior Stone</i>	b OTHER DETAILS OF PHYSICAL APPEARANCE <i>Both kerbing and guttering from local stone. Kerb stones approximately 1m in length.</i>		c MODIFICATIONS		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> d CURRENT CONDITIONS ☒ INTACT ☐ ALTERED - UNSYMPATHETIC ☐ ADDITIONAL COMMENTS: </td> <td style="width: 50%; vertical-align: top;"> ☐ REPAIRS REQUIRED ☐ ALTERED - SYMPATHETIC </td> </tr> </table>		d CURRENT CONDITIONS ☒ INTACT ☐ ALTERED - UNSYMPATHETIC ☐ ADDITIONAL COMMENTS:	☐ REPAIRS REQUIRED ☐ ALTERED - SYMPATHETIC																				
a ARCH. STYLE <i>N/A - Victorian Period</i>	MATERIALS: <i>Exterior Stone</i>																														
b OTHER DETAILS OF PHYSICAL APPEARANCE <i>Both kerbing and guttering from local stone. Kerb stones approximately 1m in length.</i>																															
c MODIFICATIONS																															
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> d CURRENT CONDITIONS ☒ INTACT ☐ ALTERED - UNSYMPATHETIC ☐ ADDITIONAL COMMENTS: </td> <td style="width: 50%; vertical-align: top;"> ☐ REPAIRS REQUIRED ☐ ALTERED - SYMPATHETIC </td> </tr> </table>		d CURRENT CONDITIONS ☒ INTACT ☐ ALTERED - UNSYMPATHETIC ☐ ADDITIONAL COMMENTS:	☐ REPAIRS REQUIRED ☐ ALTERED - SYMPATHETIC																												
d CURRENT CONDITIONS ☒ INTACT ☐ ALTERED - UNSYMPATHETIC ☐ ADDITIONAL COMMENTS:	☐ REPAIRS REQUIRED ☐ ALTERED - SYMPATHETIC																														
INFORMATION SOURCES <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; padding: 5px;">WRITTEN</td> <td></td> </tr> <tr> <td style="padding: 5px;">ORAL</td> <td><i>Interview with R. Tickle, Historian, Muswellbrook</i></td> </tr> <tr> <td style="padding: 5px;">GRAPHIC</td> <td></td> </tr> </table>		WRITTEN		ORAL	<i>Interview with R. Tickle, Historian, Muswellbrook</i>	GRAPHIC																									
WRITTEN																															
ORAL	<i>Interview with R. Tickle, Historian, Muswellbrook</i>																														
GRAPHIC																															
EVALUATION CRITERIA (S) = STATE (R) = REGIONAL (L) = LOCAL <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; padding: 5px;">HISTORIC</td> <td style="width: 30%; padding: 5px;">RARE ☒ (L)</td> <td style="width: 40%; padding: 5px;">REPRESENTATIVE ☐</td> </tr> <tr> <td style="padding: 5px;">AESTHETIC</td> <td style="padding: 5px;">RARE ☒ (L)</td> <td style="padding: 5px;">REPRESENTATIVE ☐</td> </tr> <tr> <td style="padding: 5px;">SOCIAL</td> <td style="padding: 5px;">RARE ☐</td> <td style="padding: 5px;">REPRESENTATIVE ☐</td> </tr> <tr> <td style="padding: 5px;">SCIENTIFIC</td> <td style="padding: 5px;">RARE ☒ (L)</td> <td style="padding: 5px;">REPRESENTATIVE ☐</td> </tr> </table>		HISTORIC	RARE ☒ (L)	REPRESENTATIVE ☐	AESTHETIC	RARE ☒ (L)	REPRESENTATIVE ☐	SOCIAL	RARE ☐	REPRESENTATIVE ☐	SCIENTIFIC	RARE ☒ (L)	REPRESENTATIVE ☐																		
HISTORIC	RARE ☒ (L)	REPRESENTATIVE ☐																													
AESTHETIC	RARE ☒ (L)	REPRESENTATIVE ☐																													
SOCIAL	RARE ☐	REPRESENTATIVE ☐																													
SCIENTIFIC	RARE ☒ (L)	REPRESENTATIVE ☐																													
STATEMENT OF SIGNIFICANCE <i>The kerbing and guttering is locally significant historically, aesthetically and scientifically. Historically it is identifiable with late 19th century road making in major towns throughout regional (and metropolitan) NSW. Aesthetically it is aligned with a period in which brick and stone were used in complementary fashion in the main street buildings of the towns and in which town design embraced the range of modern day "streetscape" considerations. Scientifically it is significant for its potential to reveal information about available materials and road making practices in late 19th century upper Hunter townships.</i>																															