



Cessnock City Council

Heritage Study Review

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Executive Summary

Cessnock City Council has engaged RPS to conduct a review of components of the Cessnock City Heritage Study. The intention of the review is to ensure that the Council's planning framework provides protection for items of heritage significance. The objectives were to:

- Ensure the City of Cessnock Heritage Study.1994 (Penelope Pike, Meredith Walker and Associates), remains current;
- Identify the tasks needing to be undertaken to ensure a complete and comprehensive heritage listing of the Great North Road;
- Ensure heritage items listed in Council's Local Environmental Plan 2011 (LEP) have a statement of significance prepared and available on the Office of Environment and Heritage (OEH) Heritage Inventory;
- Determine which items listed on the Hunter Regional Environmental Plan 1989 (Heritage) (Hunter REP) should be listed in Council's LEP and provide a statement of significance and sufficient justification to prepare a planning proposal for these items;
- Ensure the Heritage Inventory on the OEH website is current; and
- Ensure Conservations Areas identified in the Hunter REP are included in the LEP if necessary.

The review was approached in terms of milestones with deliverables attached to each milestone (Section 1.0 Table 1). This document comprises Milestone 9.

The milestones were undertaken and deliverables achieved in accordance with the scope and requirements of the brief. During the course of the project it was determined that some works were outside the timeframe and scope allowed for this project.

The following recommendations follow the order of the report; it does not reflect the ranking of importance. In terms of importance: **Recommendation 2** – an assessment of existing coal mining and associated railway infrastructure in the Cessnock local government area (LGA) and **Recommendation 5** Great North Road mapping and recording are considered to be priority tasks and funding should be sought/allocated for their completion.

1. Thematic History

Milestone 1 - The gap analysis of the City Of Cessnock Heritage Study (Pike, Walker and Associates, 1994) was thorough in its thematic approach; however this assessment identified thirteen themes that would warrant inclusion. Those thirteen items were addressed in brief.

Recommendation 1:

The gap analysis has identified thirteen themes which have been outlined in this report; however, these themes warrant further research. This research is to expand on the history of these themes and each theme is to be illustrated by the physical examples drawn from the heritage items in Cessnock City Council Local Government Area (LGA).

2. Heritage Items – Cessnock LEP

Milestone 2 included *Heritage Items – LEP* A number of mining and associated railway infrastructure items was included in this Milestone. It was not possible to determine the heritage significance of these items without reference to the other existing coal infrastructure in the Cessnock LGA. With regard other items in

the Milestone, St Luke's Church and Ironbark Cottage both have undergone modification and require further assessment.

Recommendation 2

- Items I5; I78; I214; and I215. Coal mining and associated railway infrastructure should be assessed as part of a broader investigation of the coal mining (and rail) heritage in the Cessnock LGA.
- Item I142 - St Luke's Church Hall, this has been converted to a residence, the item would require detailed assessment to determine if the heritage value has been compromised.
- Item I170 - Ironbark Cottage at Peppertree Vineyard, the cottage, now part of a larger complex has undergone considerable modification and would require a detailed architectural assessment.

3. Heritage Items – Hunter REP

Milestone 2.1 included a number of items that could not be fully assessed: St John's Church has undergone modification and requires further investigation. Further research is required to identify the location of, or built structures associated with Caerphilly Winery and Vineyard; the Wilderness Winery and Vineyard; and Daisy Hill Winery and Vineyard,

Recommendation 3

- Item 5 - St John's Church, Westcott Street Cessnock has had substantial modification to the exterior; the interior was not available for inspection during the review.
- Items 12 to 14 - Caerphilly Winery and Vineyard; the Wilderness Winery and Vineyard; and Daisy Hill Winery and Vineyard – it was not possible to determine the location of built structures associated with these wineries with an assessment requiring more detailed research.

4. Heritage Conservation Areas – Branxton and Greta

Milestone 3 - A review of the Branxton and Greta heritage conservation areas, as outlined in the Hunter REP, was undertaken. The review was to determine if the area defined in the Hunter REP should be included in the Cessnock LEP. An assessment of the two areas determined that the heritage conservation area should be amended to reflect and capture the respective heritage value of the towns.

Recommendation 4

Recommendations are detailed in the report for Heritage Conservation Areas for Branxton and Greta.

5. Great North Road

Milestone 4 - It was apparent, following the investigation of the recording for the Great North Road that a lack of an accurate description of items and locations may result in the loss of heritage and impact on the timely conduct of required works on the road.

Recommendation 5

- Mapping and recording - to ensure an accurate database and mapping of heritage sites on the Great North Road, the road should be the subject of a detailed assessment that includes recording the location of heritage sites to 0.5 metre accuracy in MGA Zone 56. An historic heritage specialist should provide a detailed site description to accompany the mapping.
- State Heritage Inventory - The revision of the SHI listing should await a more accurate assessment of the location and description of items on the Great North Road; this would be achieved by completion of the above recommendation for mapping and recording.

1.0 Introduction

Cessnock City Council has engaged RPS to conduct a review of components of the Cessnock City Heritage Study. The intention of the review is to ensure that the Council's planning framework provides protection for items of heritage significance. The Cessnock Heritage Review (2016) included milestones designed to address all topics for review and ensure timely delivery of work. Those milestones and their deliverables are described in **Table 1**. This report comprises Milestone 9.

1.1 Methodology

The review required assessing heritage items, or potential heritage items in accordance with the *Burra Charter* (the Australia ICOMOS Charter for Places of Cultural Significance), the *Australian Historic Themes Framework* (Australian Heritage Commission 2001) and the *New South Wales Historical Themes* (Heritage Council of NSW 2001). The NSW heritage assessment criteria detailed in *Assessing Heritage Significance* (NSW Heritage Office 2001) and shown in **Table 2** is particularly relevant to this review. This approach ensured that, before a decision was made on the future of a heritage item, its heritage significance and the value it embodies was clearly understood.

Table 1 Cessnock City Council Heritage Review Milestones

Milestone	Subject	Deliverables
1	Thematic history and Great North Road Overview	Report
2	Review of Heritage Listed Items	Report
3	Review of Conservation Areas	Report SHI update
4	Great North Road	Report SHI update
5	Community Workshop	Presentation and report
6	Draft Thematic History and Listed Heritage Items	Report
7	Draft heritage Items, Statements of Significance and Mapping (Stage 1)	Report SHI update
8	Draft heritage Items, Statements of Significance and Mapping (Stage 2)	Report SHI update
9	Draft Heritage Study (this report)	Report SHI update complete Mapping Spreadsheet - all items
10	Councillor Briefing and Heritage Committee Briefing (future)	Presentation
11	Final Heritage Study (future)	SHI website complete Update SHI Mapping Final report

Table 2 NSW Heritage Criteria

Criterion	Description
Criterion (a)	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area);
Criterion (b)	An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area);
Criterion (c)	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);
Criterion (d)	An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons;
Criterion (e)	An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area);
Criterion (f)	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);
Criterion (g)	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments. (or a class of the local area's cultural or natural places; or cultural or natural environments

In assessing level of significance, a further determinant is the degree of integrity of the site to assist in the Assessment the following grading is also determined: **Exceptional; High; Moderate; Little; Intrusive.**

1.2 Authorship

This report has been prepared by Laraine Nelson, RPS Senior Heritage Consultant and reviewed by Georgia Wright, RPS Heritage Consultant. The Cessnock Heritage Review was produced with the assistance of Rosemary Melville, Principal Historian (Hunter History Consultants), Jo Nelson RPS Heritage Consultant and Natalie Wood RPS GIS Officer.

1.3 Acknowledgements

The authors express their gratitude for the assistance given to the team by Elizabeth Roberts, CEO Convict Trail Project; owners of potential heritage properties; and the representatives of organisations and members of the public who attended the Community Workshop

1.4 Abbreviations

Table 3 Abbreviations

Abbreviation	Term
Cessnock LEP	Cessnock Local Environmental Plan 2011
Hunter REP	Hunter Regional Environmental Plan 1989
SHI	State Heritage Inventory
SHR	State Heritage Register

2.0 Milestone I - Thematic History

2.1 Scope

Review the City Of Cessnock Heritage Study prepared by Penelope Pike and Meredith Walker and Associates, June 1994.

Prepare a report on any gaps which are perceived, provide advice on additional themes if needed the Heritage Study. Each individual recommendation is to be given a priority and supporting justification for Councils consideration in assessment.

2.2 Background and Outcome

The Australian Historic Themes (2001) were developed to provide a national framework of heritage assessment and management across Australia. The national framework of nine themes provides a broad scope, while the NSW Historic Themes (2001) utilising those nine themes, allows more detailed themes to be developed at the state and local level. The thematic framework is valuable in ensuring that all historical processes are enlisted when assessing places. It is not necessary or required to address each of the Historical Themes, rather to address those themes that are relevant to the study area.

The City Of Cessnock Heritage Study (Pike & Walker 1994) produced prior to the development of the Australian Historic Themes (2001) still used a thematic approach. The historical context component of that report identified seven overall themes: Early Contact; Early Settlement; Working the Land; Viticulture; Coal mining; Employment; Foundation, Growth and Changing Role of Towns; and Growth of Community.

The thematic review was conducted by Rosemary Melville, Principal, Hunter History Consultants in accordance with the thematic framework described above. A review of *the City Of Cessnock Heritage Study* (Pike & Walker 1994) produced a gap analysis that identified thirteen themes for inclusion in a revised heritage study. It was considered those themes had either not been addressed with sufficient emphasis or not included at all. In considering Milestone 6 - Draft Thematic History, a decision was taken in agreement with the Cessnock City Council representatives to address all thirteen in brief. The alternative would have been to address a fewer number in greater detail; however it was considered this would have resulted in a less satisfactory outcome. The following recommendations include a priority ranking with number one considered the highest priority.

A further development of those themes comprises Milestone 6 – Draft Thematic History.

2.3 Recommendations

1. Convict

Given the state significance of the Great North Road and its importance in the history of the Cessnock area, the role of convicts in the construction of this road and associated structures, needs to be adequately addressed. Aspects of convict life such as work practices, accommodation, daily routines etc. should be included. Research relating to convict labour in the rural industries, i.e. pastoralism, farm labour, should also be covered in this theme.

2. Science

This theme has not been addressed in the 1994 study. It is a theme of high importance for the area, and includes significant fossil sites at Mulbring and Bow Wow Creek Gorge. Also covered in this theme is the Keay Southern Cross Observatory, and laboratories associated with mining and viticulture.

3. Technology

This theme has not been addressed in the 1994 study. Collections such as those housed at the Edgeworth David Mining Museum and Richmond Main Colliery, contain examples of technology used in industries such as mining and agriculture, and displays relating to sport, households, military, farming, music, radios and televisions.

4. Accommodation

This theme has been well addressed in terms of accommodation relating to the mining industry, however other areas are under-represented. Additional work to include structures such as early stone and slab houses would provide a more comprehensive understanding of this theme.

5. Law and order

The history relating to this theme does not go beyond 1888, and therefore needs to be updated to include subsequent developments such as additional police stations and court houses and, the construction of Cessnock Correctional Centre.

6. Transport

The theme is addressed however; there is only a minor reference to the Great North Road and no mention of the Main Northern Railway Line. That portion of the Railway Line in Cessnock LGA, built circa 1860, still contains many items dating to original period of construction.

7. Religion

This theme does not adequately address the role of religion. It refers only to non-conformist churches relevant to mining communities, and overlooks the wider context of other religions in the study area.

8. Defence

This theme refers to the Greta army camp, but needs to be expanded to include the construction of Cessnock airfield by the military at the time, and the role played by Cessnock Rifle Range in WWII.

9. Events

Events relating to the mining industry have been well covered, but needs to be expanded to include other events such as floods, bicentennial events and various military engagements.

10. Creative endeavour

Reference to this theme is limited to the mention of the Abermain Eisteddfod. This theme should be updated to include concerts in the vineyards which are of major economic importance to the region, art galleries such as Cessnock Art Gallery and Buchanan Gallery (now closed).

11. Domestic life

This theme was not addressed in the 1994 study. It highlights the potential for understanding a past way of life through collections of domestic items and through visits to early residences, such as Marthaville.

12. Education

Reasonably well-covered, but needs updating to include the Flying School at Cessnock Airport, and traineeships within the hospitality industries, particularly the role Kurri Kurri TAFE plays in the areas of hospitality, plant, heavy vehicle and auto electrical, horticulture and primary industries.

13. Communication

Reasonably well covered, however needs updating to include other forms of media such as radio and newspapers.

3.0 Milestone 1.1 - Great North Road

3.1 Scope

The Great North Road is a significant listing in Council's Local Environment Plan (LEP). This milestone involves reviewing the Great North Road listing for any gaps on the State Heritage Inventory and Council's LEP, including the description, statement of significance and mapping. This milestone does not include undertaking work to complete the gaps identified in the listing. Funding priority will be given to the review of the Heritage Items in Appendix 1 and 2 and the review of the Great North Road will need to be approved by Council in part or as a whole.

Prepare a report to outline the tasks needed to update the Heritage listing of the Great North Road in the Cessnock LGA to ensure a comprehensive and complete listing for the item in Council's LEP and the State Heritage Inventory.

3.2 Background and Outcome

This Milestone required the updating of the heritage listing of the Great North Road in the Cessnock LGA to ensure a comprehensive and complete listing for the item in Council's LEP and the State Heritage Inventory.

Cessnock City Council data together with publications including the *Conservation Management Plan the Great North Road for the Convict Trail Project* (Mott MacDonald 2012); and the *Great North Road* (Lavelle 1997) were used as base resources. Elizabeth Roberts, CEO Convict Trail Project provided valuable advice and information, including descriptions and locations of sites on the Great North Road within the Cessnock LGA.

The length of the road and its continued use as a major thoroughfare has created many issues that have impeded its accurate recording. A number of inaccuracies were identified in the recording and description of heritage items and their location on the Great North Road; further research conducted for Milestone 4 confirmed those inaccuracies.

State Heritage Inventory - Assessment [Great North Road (Cessnock LGA)]

The State Heritage Inventory is an online heritage database of statutory listings managed by the Office of Environment and Heritage. The listings vary with the main items:

- items in the heritage schedule of a local council's local environmental plan (LEP) or a regional environmental plan (REP);
- items on the State Heritage Register, a register of places and items of particular importance to the people of NSW;
- items as the National Heritage List established by the Australian Government to identify places of outstanding heritage significance to Australia

A search of the State Heritage Inventory was conducted for the Great North Road under a series of search parameters. The State Heritage Inventory includes entries for the Great North Road under the: State Heritage Register; Cessnock LEP Schedule 5 items; Within a Conservation Zone; and Listed on the REP.

The search identified variations on the entry for the Great North Road in the Cessnock LGA. **Table 4** provides an overview of the listings on the State Heritage Inventory. The most detailed and comprehensive listing is under *Section 2. State Heritage Register: Great North Road, Between Mt Manning and Wollombi* recorded under the NSW Heritage Act. The other listings (Cessnock LEP Schedule 5; Within a Conservation Zone; Listed on the Hunter REP) are not consistent in terms of their titles and content. For consistency, the Cessnock LGOV listing for the Great North Road in the State Heritage Inventory should incorporate the detail

in all listings and present in a consistent format. One other issue is that neither entry reflects the single encompassing State Heritage Register listing, *Great North Road, Between Mt Manning and Wollombi*.

Table 4 State Heritage Inventory Great North Road – Comparison of Listings

State Heritage Inventory Entries – Great North Road			
State Heritage Register	Cessnock LEP	Within a Conservation Zone in an LEP	Hunter REP
Great North Road, Between Mt Manning and Wollombi	GNR – Between Cuneens Bridge and Williams Bridge	Great North Road, Sect. No. 4 From Mt Manning and Wollombi	Abandoned loop, Laguna Shop, Precinct 4.9.0, Sect 4, Great North Road
	GNR – Lemmings Corner		Crossings of the Wollombi Brook – Precinct 6.1.0, Sec 6 of Great North Road
	GNR, Section 6, From Wollombi to Broke (Cessnock LGA)		Drinking trough at Ramsays Leap, Great North Road
	Sawyers Gully Precinct GNR (Precinct 5.1.0)		The Great North Road (the) Cessnock LGA Section
			Ramsays Leap Group, Great North Road, Sec 4.

Cessnock LEP – Schedule 5 – Assessment (Great North Road)

There are two entries for the Great North Road in the Cessnock LEP – Schedule 5.

- The first listing is under *Section 1 - Heritage Items*. This records the Road, provides no description and provides a reference to the accompanying Heritage Maps.
- The second listing is under *Section 2 – Heritage Conservation Areas*. Described as the Great North Road, Sawyers Gully it includes a reference to the accompanying Heritage Maps.

The listing under heritage items provides no additional information with regard significant intact sections of the Road, in any section of the LEP.

The second listing records the Great North Road, Sawyers Gully area approximately 40km north of the Great North Road, Wollombi.

In addition to the above, a brief review of the entry for the Great North Road in the City of Cessnock Heritage Study, 1994 was undertaken. There are a series of entries comprising, three listings under the Great North Road (135; 133; 142) and one under Old North Road remnant (017). The descriptions are brief with the mapping limited to inked lines on a road atlas.

Mapping of the Great North Road (Cessnock LGA)

The description and Statements of Significance in the State Heritage Inventory is brief with limited information provided. The Great North Road mapping was reviewed using GIS data provided by Council in conjunction with Google Earth and SIX (NSW Spatial Services) and information provided in the relevant Great North Road reports. The mapping can proceed with existing data, however the inconsistencies identified can only be resolved through ground truthing; this is outside the scope of this review.

3.3 Recommendations

The following recommendations were made for Milestone 4.

State Heritage Inventory Entry

This section outlines the tasks required to update the listing of the Great North Road (Cessnock LGA). To ensure consistency, it is recommended that a single entry is drafted, in accordance with the detailed SHR

entry. That entry should be supported by reference to the SHR and the Great North Road CMP (Mott McDonald 2012) and information supplied by the Convict Trail Project. Milestone 4 will include the following tasks:

- The revision of the description using the SHR listing as a guide for content and format and include a detailed listing of all identified works (drains, bridges, cuttings, camps, archaeological sites, etc.) associated with the construction of the Great North Road (Cessnock LGA).
- Revision of the Statement of Significance using the SHR listing as a guide for content
- Inclusion of the sources and references used in the update
- Inclusion of descriptive photographs of representative items (where available)

Cessnock City Council Local Environment Plan – Schedule 5

The revision of the entry in the LEP should include:

- Update the mapping using the information provided in the Great North Road CMP (Mott McDonald 2012) and other information where available.

4.0 Milestone 2 - Heritage Items – LEP

4.1 Scope

The scope for Milestone 2 – Review of Heritage Listed Items, is as follows:

- A) Review listed heritage items (Cessnock LEP 2011) as identified in Appendix 1 (Heritage Items for review in the Cessnock LEP) of this brief (including Wollombi Conservation area) and if required provide recommendations to amend the Cessnock Local Environmental Plan 2011, Schedule 5 Environmental Heritage (Milestone 2)
- B) Review proposed heritage items identified in Appendix 2 (REP Heritage Items for Review) of this brief and provide recommendations to amend the Cessnock LEP 2011, Schedule 5 Environmental Heritage, to include additional listings (Milestone 2.1 following).

4.2 Background and Outcome

The review of heritage items was conducted in accordance with the Burra Charter (the Australia ICOMOS Charter for Places of Cultural Significance) and the NSW heritage assessment criteria (NSW Heritage Office. *Assessing Heritage Significance*. 2001). **Table 2** details the NSW Heritage Assessment Criteria.

This approach ensures that, before a decision about the future of a heritage item is made its heritage significance and the values it embodies are clearly understood. **Appendix 2** provides background information to support the information provided in **Table 5**. **Table 5** provides an assessment of the heritage significance of each of the items in accordance with those criteria. As part of the assessment, integrity and intactness of the items were also considered.

Table 2 provides an assessment of the heritage significance of each of the items in accordance with those criteria. As part of the assessment, integrity and intactness of the items was also considered. In some instances further research undertaken as part of Milestone 6 provided further detail on items. **Table 5** lists all items and provides advice on the outcome of the research. In some instances further research undertaken as part of Milestone 6 provided or amended existing information.

Table 5 Heritage Items for Review in Cessnock City Council's LEP – Stage 1 Outcome

Heritage Items for Review in Council's LEP					
ID	Item	NSW Significance Assessment Criteria	Current listing	Integrity	Theme
I78	Cessnock To Aberdare Extended Colliery Railway (Former)	Coal mining and associated railway infrastructure should be assessed as part of a broader investigation of the coal mining (and rail) heritage in the lower Hunter Valley.	Local		
I215	Collieries of the South Maitland Coalfields/Greta Coal Measures		Local		
I215	Hillend Colliery (Site of Former)		Local		
I215	Ellalong Colliery		Local		
I101	Greta General Cemetery	Criterion (d) Burial place of local miners and immigrants from migrant camp. One Vietnam War casualty. Criterion (e) Has the potential to contribute to	Local	High	9.0 Birth and Death

Heritage Items for Review in Council's LEP					
ID	Item	NSW Significance Assessment Criteria	Current listing	Integrity	Theme
		understanding of migrants and their communities.			2.0 Migration
I112	Kitchener Public School	Criterion (d) Provided educational facilities for the mining community since 1920.	Local	Moderate	6.0 Education
I213	Leconfield Road Bridge	Criterion g) The Leconfield Road culvert is a good example of its type from the late nineteenth century. The culvert provides evidence of the importance of well-constructed roads to the development of the Hunter Valley.	Local	Moderate	4.0 Utilities
I116	Trade Union Banners	(Criterion d) The Trade Union Banners are rare tangible reminders of the importance of trade unions in advancing the rights of coal miners to better working conditions (Criterion g) The Trade Union Banners: one a protest banner (Banner 1) and the other a promotional banner (Banner 2), reflect an era when May Day parades and street marches were important events in mining communities.	Local	High	5.0 Labour
I137	Byora	(Criterion a) Byora is one of the earliest farming selections in the Wollombi Valley area and retains evidence of a relatively intact mid-nineteenth century farm group. The mid-nineteenth farm buildings largely retain their form, function and are still in use today. These built structures reflect farming practices of the late nineteenth century in the Wollombi Valley. The current house is modern and is not historically significant. (Criterion c) Byora provides an example of a mid-nineteenth century farming complex (Criterion g) Byora retains the landscape of a mid-nineteenth century farming property	Local	Moderate	3.0 Agriculture
I142	St Luke's Church Hall	St Luke's Church Hall, this has been converted to a residence and would require detailed assessment, including of the interior, to determine if the heritage value has been compromised. Further assessment required.			
I149	Mulbring Uniting Church and Cemetery	Criterion (d) Cemetery monuments date from 1871, and present church has been serving the spiritual needs of the community since 1915.	Local	Moderate	9.0 Birth and Death
I156	Nulkaba Public School	Criterion (d) Provided educational facilities for the local community since 1926. The site has been associated with education of children since 1876.	Local	Moderate	6.0 Education
I159	Paxton Public School	Criterion (d) Provided educational facilities for the mining community since 1926.	Local	Moderate	6.0 Education
I214	Richmond Vale Railway Formation Within Hunter Employment Zone	Coal mining and associated railway infrastructure should be assessed as part of a broader investigation of the coal mining (and rail) heritage in the lower Hunter Valley.	Local		
I170	Ironbark Cottage At Peppertree	Ironbark Cottage at Peppertree Vineyard (I170), the cottage, now part of a larger complex has	Local		

Heritage Items for Review in Council's LEP					
ID	Item	NSW Significance Assessment Criteria	Current listing	Integrity	Theme
	Vineyard	considerable modification and requires a detailed architectural assessment.			
I172	Pokolbin Community Centre & Memorial Gates	Community centre does not meet Criteria. The Memorial Gates however do meet the Criteria. Criterion (d) The Memorial Gates provide a tangible memory of locals who served in both world wars.	Local	Moderate	7.0 Defence
I202	Barn Antique Shop (Wollombi Community Hall/ Dance Hall)	Criterion (a) Important component of the social development of Wollombi village Criterion (c) Reflect the use of readily available material and technology in construction of a rudimentary structure	Local	High	8.0 Leisure
I5	Caledonian Colliery Co. House (Former)	Coal mining and associated infrastructure should be assessed as part of a broader investigation of the coal mining (and rail) heritage in the lower Hunter Valley.	Local		
I78	Aberdare Extended Colliery (Site of Former)		Local		
I221	The Memorial Gates, Sawyers Gully	Criterion (d) The Memorial Gates record the names of local men who served and those who died, in the first World War.	Local	Moderate	7.0 Defence
C1	Wollombi Conservation Area – Wollombi Village	See Appendix 2.	Local	High	

4.3 Recommendations

The aim of Milestone 2 was to provide an assessment of items and provide recommendations for Milestone 6.

As a result of this assessment, all proposed LEP heritage items included in this review were provided with a statement of significance and recent photographs as part of Milestone 6.

A number of items were identified as requiring more detailed assessment than was possible under this project. Those items were:

- Items I5; I78; I214; and I215. Coal mining and associated railway infrastructure should be assessed as part of a broader investigation of the coal mining (and rail) heritage in the lower Hunter Valley.
- Item I142 - St Luke's Church Hall, this has been converted to a residence and would require detailed assessment, including of the interior, to determine if the heritage value has been compromised.
- Item I170 - Ironbark Cottage at Peppertree Vineyard, the cottage, now part of a larger complex has undergone considerable modification and would require a detailed architectural assessment.

5.0 Milestone 2.1 Heritage Items – Hunter REP

5.1 Scope

See Milestone 2.

5.2 Background and Outcome

See Milestone 2 for the methodology used in the assessment of items on the Hunter REP.

The purpose was to assess heritage items listed on the Hunter REP (1989) providing recommendations with regards their listing on the Cessnock LEP 2011, Schedule 5 Environmental Heritage. **Table 2** provides an assessment of the heritage significance of each of the items in accordance with those criteria. As part of the assessment, integrity and intactness of the items was also considered. In some instances further research undertaken as part of Milestone 6 provided further detail on items. **Table 6** lists all items and provides advice on the outcome of the research. In some instances further research undertaken as part of Milestone 6 provided or amended existing information.

Table 6 Heritage Items for Review in the Hunter REP – Stage 1 Outcome

Heritage items for review in the Hunter REP						
Locality		Item	NSW Significance Assessment Criteria	Recommended listing	Integrity	Theme
1	Pokolbin	Hunter Valley Distillery	Criterion (a) early Hunter Valley vineyard with plantings for the production of fortified wine and the oldest chardonnay planting in the world (pers.com. Michael Paterson Tyrrells Vineyard Criterion (b) James Busby planted the vines and noted vigneron Murray Tyrrell managed the planting during the 20th century Criterion (c) contributes to the landscape of the Hunter Valley vineyards Criterion (d) wine making industry and community Criterion (f) planting of pre-phylloxera grapes	Local level	Little for built items Exceptional for grape planting	3.0 Agriculture
2	Abermain	Post Office. Main Road	(Criterion a) The Abermain Post Office (Former) opened in 1914 is associated with the early postal service development of Abermain and surrounding districts. (Criterion d) The Abermain Post Office (Former) is a prominent local landmark and the centre of communications for the town until the mid-twentieth century. (Criterion g) The Post Office (Former) is representative of small rural post offices of the early to mid-twentieth century.	Local level	Moderate	3.0 Communication

Heritage items for review in the Hunter REP						
Locality		Item	NSW Significance Assessment Criteria	Recommended listing	Integrity	Theme
3	Branxton	Clift Street Hall (I185)	Criterion (a) The 3 Clift Street Hall, Branxton is significant in the development of the town of Branxton in the twentieth century. The building and associated two-storey brick building to the immediate north were part of one of Branxton's largest enterprises in the twentieth century providing employment to many local residents Criterion (b) The 3 Clift Street Hall, Branxton is associated with the Sylvester Brothers, a large locally owned independent bakery in the Hunter Valley. The Sylvester family were significant to the growth of Branxton Criterion (c) The 3 Clift Street Hall, an early twentieth century building, while simple and unadorned contributes to the commercial streetscape of Branxton.	Local level	Medium	3.0 Developing local, regional and national economies
4	Millfield Street Cessnock	Water Supply Reservoir (Cessnock Reservoir)	Criterion (a) Important to the history of the urban development of Cessnock Criterion (c) Important component in the introduction of safe drinking water to the town	Local level	High	4.0 Utilities
5	Cessnock	St John's Church (Westcott St) I253	Criterion (a) the original church has historic value with its relationship to the establishment of the town of Cessnock. Criterion (d) the church would be important to the parishioners past and present. Requires further assessment.	Requires further assessment		
6	Branxton Conservation Area		To be addressed in Milestone3			
7	Greta	Street of Miners Cottages (New England Highway)	Does not meet Criteria	No		
8	Greta Conservation Area		To be addressed in Milestone 3			
9	Kitchener	Cessnock Street Company houses	Criterion (a) association with the coal mining history of the South Maitland Coal field	Requires further assessment		

Heritage items for review in the Hunter REP					
Locality	Item	NSW Significance Assessment Criteria	Recommended listing	Integrity	Theme
		(three) (I040) Criterion (b) association with a specific social class (mine management) Criterion (g) the houses reflect an era of social stratification associated with the coal industry that has largely disappeared in the lower Hunter coalfields. There are a number of similar houses in close proximity - further assessment is required.			
10	Kurri Kurri Cnr Hampden and Barton St	Masonic Hall (I081) Criterion (a) the Masonic Hall, opened in 1909 demonstrates strong associations to past religious and social philosophies and practices. It maintains a continuity of community activity. Criterion (c) the building provides an attractive and cohesive element in the heritage streetscape of Kurri Kurri Criterion (d) important to the development of Kurri as a community	Local level	High	8.0 Social Institutions
11	Mulbring	Former Temperance Hotel - Main Road & Water Street Criterion (a) Important in the history of Mulbring village Criterion (c) The building retains its original form and location on the main road Criterion (d) Important focus for the rural community and village of Mulbring	Local level	Moderate	8.0 Leisure
12	Pokolbin	Caerphilly' Winery & Vineyard - Branxton Road	Requires further assessment		
13	Pokolbin	'The Wilderness' Winery & Vineyard			
14	Pokolbin	'Daisy Hill' Winery & Vineyard 467 Wilderness Road Pokolbin			

5.3 Recommendations

The aim of Milestone 2 was to provide an assessment of items and provide recommendations for Milestone 6.

As a result of this assessment, all proposed REP heritage items included in this review were provided with a statement of significance and recent photographs as part of Milestone 6.

A number of items were identified as requiring more detailed assessment than was possible under this project. Those items were:

- Item 5 - St John's Church, Westcott Street Cessnock has had substantial modification to the exterior; the interior was not available for inspection during the review.
- Items 12 to 14 - Caerphilly Winery and Vineyard; the Wilderness Winery and Vineyard; and Daisy Hill Winery and Vineyard – it was not possible to determine the location of built structures associated with these wineries.
- Item 9 - Cessnock Street Company houses (three), Kitchener. While three houses were listed, there are a number of similar houses in close proximity - further assessment is required.

6.0 Milestone 3 - Review of Conservation Areas

6.1 Scope

The scope for Milestone 3 – Review of Conservation Areas is as follows:

- A) *Review the Branxton and Greta Conservation area as listed in the Hunter REP for potential listing in the Cessnock LEP 2011*
- B) *Provide a recommendation of the inclusion of the Branxton and Greta Conservation area in the Cessnock LEP 2011.*

6.2 Background and Outcome

The review of the conservation areas was conducted in accordance with the Burra Charter (the Australia ICOMOS Charter for Places of Cultural Significance) and the NSW heritage assessment criteria (NSW Heritage Office. *Assessing Heritage Significance*. 2001) at **Table 2**.

This approach ensures that, before a decision about the future of a heritage item is made its heritage significance and the values it embodies are clearly understood. The following *contains* an assessment of the heritage significance of each area in accordance with that criteria. As part of the assessment, integrity and intactness of items within the area and the integrity of the areas overall were also considered.

6.2.1 Branxton Conservation Area

Plates and maps detailing the area and the recommended boundaries for the Branxton Conservation Area are at **Appendix 3**.

There have been two conservation areas identified for Branxton: 1) the Branxton Conservation Area (proposed by Pike and Walker 1994) and 2) the Hunter REP Conservation Area. The Hunter REP Conservation area covers a larger area and it was that area reviewed for this report.

The Branxton Conservation Area (Hunter REP 1989) was inspected on two occasions; 9 March 2016 and 28 March 2016.

Branxton Conservation Area – Recommended

Branxton has a large percentage of buildings dating from the late nineteenth through to the early twentieth century. Along the New England Highway (previously known as Maitland Street), the commercial buildings reflect this era while along Cessnock Road significant public buildings and imposing residences remain.

The recommended Branxton Conservation Area is centred on Cessnock Road and Maitland Road.

Maitland Road (present-day New England Highway), between Cessnock Road and Clift Street, contains a substantial number of late nineteenth century, two storey commercial buildings on both the northern and southern side of the road (Plates 1 - 4).

The northern end of Cessnock Road intersects with the New England Highway. In this area is St John the Divine Anglican Church (constructed by Horbury Hunt and consecrated in 1881), church hall and parsonage, the Police Station and residence (former courthouse and police station constructed 1880, Architect J. Barnet, Govt. Architect) (Plates 5 & 6). These substantial public buildings are situated behind the commercial buildings along Maitland Road (New England Highway).

Leading south along Cessnock Road there are a number of residences from the nineteenth and early twentieth century. On the western side, a number of substantial late nineteenth and early twentieth brick houses occupy prominent and elevated positions on the hill (Plate 7 - 9). On the eastern and lower side of

the road the houses while less substantial are of the same era (Plate 10). While new houses are present they do not detract from the overall heritage value of the precinct.

Summary

Branxton retains many of the buildings from its development in the late nineteenth - early twentieth century. The heritage conservation area recommended reflects the commercial, administrative and residential structure of a small country town. The buildings comprise impressive private and public structures and reflect the overall story of Branxton as a town and enhance the present day streetscape.

6.2.2 Greta Conservation Area

Plates and maps detailing the area and the recommended boundaries for the Greta Conservation Area are at Appendix 3.

There have been two conservation areas identified for Greta: 1) the Cessnock City Council Heritage Study (1994) and 2) the Hunter REP Conservation Area.

The Greta Conservation Area (Hunter REP) was inspected on two occasions; 9 March 2016 and 28 March 2016. Greta for the purposes of this report is described as south of the New England Highway (also called High Street) and north of the New England highway.

Greta has a small number of buildings dating from the late nineteenth through to the early twentieth century, largely situated along the New England Highway. These buildings are mainly commercial or government buildings with a small number of residential properties. Included in the listing is the Greta Median Strip (Cessnock LEP Schedule 5 item: I99), this incorporates a World War I war memorial, a bandstand and avenue of trees, the Group constitutes a distinctive component of the streetscape. .

The recommended Greta Conservation Area seeks to capture the buildings and streetscape that reflects the late nineteenth and early twentieth century development of the town. The areas excluded from the Greta Conservation Area have few original buildings and lacks the heritage streetscape of the recommended conservation area.

Greta Conservation Area - Recommended

The recommended Greta Conservation Area is bounded by the New England Highway in the north (incorporating the Greta Median Strip and south of it) and includes a small area south of the highway in the area of Wyndham and Anvil Streets. The southern side of the New England Highway is the commercial area with a number of two storey brick and weatherboard buildings as well as modest weatherboard residences (Plates 1 - 7). The area reflects in general the modest buildings of a small coal mining community. In Wyndham Street and Anvil Street, there are important heritage items including remnant structures of Greta Mine and dam and the former St Mary's Catholic Church.

The area excluded from the Greta Conservation area has lost the streetscapes identified with the mining community, with the remaining small cottages occurring in isolation.

Summary

Greta retains a number of buildings that reflect the village's development in the late nineteenth and early twentieth century; however they are largely confined to the commercial strip on the southern side of the New England Highway and in the area of Wyndham and Anvil Streets. The wide, tree-lined Greta Median Strip Group, with incorporated heritage items such as the WWI memorial obelisk, band rotunda and silky oak planting provides a cohesive link and distinctive feature of the streetscape.

Recent development has resulted in the loss of the majority of the once common miners' cottages. In the area of the New England Highway, bounded by West Street and Anvil Street three major recent commercial

buildings; a MacDonald's outlet; a service station and bowling club have been constructed (Plates 8, 9 & 10). None of these buildings contribute to the heritage value of the area. South of the New England Highway, few of the original late nineteenth and early twentieth century residences (generally small cottages) remain. The majority of houses date from the 1960's onwards, with some blocks particularly in the area bounded by Hunter Street, Anvil Street and Nelson Street new subdivisions (Plate 11 – 14). North of the New England Highway some early homes remained, although their occurrence was not consistent and they were more often isolated and situated amongst later homes. The exception to this was Little Park Street, Lewis Street and to a lesser extent North Street. These narrow streets both had a number of small cottages dating from the late nineteenth to the early twentieth century (Plates 15 - 18). These groups of cottages could be considered for future heritage listing.

6.3 Recommendations

Branxton

It is recommended that the Branxton Conservation Area shown on the map at **Appendix 3** is adopted. This area is largely consistent with the conservation area recommended by Pike and Walker (1994).

Greta

It is recommended that the Greta Conservation Area shown in the map at **Appendix 3** is adopted. This is a modest extension of the current Greta boundary (to the south) as shown in the Cessnock Heritage Review (1994). Future consideration could be given to listing the groups of cottages in Little Park Street, Lewis Street and potentially North Street

7.0 Milestone 4 - Review of Great North Road

7.1 Scope

The scope for Milestone 4 – Review of Great North Road is as follows:

- *Complete the tasks for the Great North Road identified in Milestone 1 to ensure the heritage listing is complete and comprehensive.*
- *Provide a State Heritage Inventory (SHI) and GIS Mapping for the Great North Road.*

7.2 Background and Outcome

An assessment of the State Heritage Inventory entry and the listing under the Cessnock LEP – Schedule 5 for the Great North Road was included in the scope of Milestone 1.

In accordance with the tasks identified to update the Great North Road entry Milestone 4 the following has been undertaken:

- The State Heritage Inventory entry: *Great North Road, Between Mt Manning and Wollombi* (NSW Heritage Act) is the base document. A draft entry for the Cessnock LGA has been produced with a listing of all identified works (drains, bridges, cuttings, camps, archaeological sites, etc.), sourced from Cessnock City Council; Mott MacDonald 2012 *Conservation Management Plan the Great North Road for the Convict Trail Project*; and Elizabeth Roberts, CEO Convict Trail Project (Milestone 1)
- Mapping to identify sites (**Appendix 4**)
- Production of a Statement of Significance (**Appendix 4**)
- Provision of all available GIS mapping for the Great North Road to Cessnock City Council (completed)

Limitations

The research, as detailed in the Milestone 1, identified a need for more detailed recording of the Great North Road. The source of the mapping for the *Great North Road, Between Mt Manning and Wollombi*, was Mott MacDonald; Cessnock City Council and the Convict Trail Project, with discrepancies in co-ordinates and descriptions identified during this research. Those discrepancies are likely a result of varying methods of recording: map or GPS (including use of differing datum). The resulting errors in mapping cannot be rectified without groundtruthing the sites; that work is outside the scope of this review.

7.3 Recommendations

The lack of an accurate description of items and locations on the Great North Road may result in the loss of items and likely impedes the timely conduct of required works on the road; hence the following recommendations are made:

Mapping and Recording

It is recommended, to ensure an accurate database and mapping, that the Great North Road should be the subject of a detailed assessment that includes recording to 0.5 metre accuracy in MGA Zone 56, that mapping should incorporate a detailed site description by a historic heritage specialist.

State Heritage Inventory

The revision of the SHI listing should await a more accurate assessment of the location and description of items on the Great North Road; this would be achieved by completion of the above recommendation for mapping and recording.

8.0 Milestone 5 - Community Workshop

8.1 Scope

The scope for Milestone 5 was;

Prepare, facilitate and present a workshop to the Cessnock Local Government Area community encompassing but not limited to:

- *Discussion with the community of any proposed historical themes identified in Milestone 1;*
 - *A draft list of heritage items identified in Milestone 2;*
 - *Provision for the community to provide input into the historical significance of existing or potential heritage items / conservation areas listed in Appendix 1 and Appendix 2.*
- Milestone 6 – Draft Thematic History and Listed Heritage Items*

8.2 Background and Outcome

8.2.1 Presentation

The PowerPoint presentation developed for the community workshop is at **Appendix 5**, the Minutes from the meeting are detailed below.

8.2.2 Community Workshop Minutes

Meeting:	Cessnock City Council Heritage Review Public Meeting
Meeting Date:	Wed, 30 March 2016
Attendees: The Public Meeting was opened at 10am by the Mayor of Cessnock and attended by representatives from Cessnock heritage groups; members of the general public; staff, Cessnock City Council Planning Department; Cessnock City Council Heritage Advisor. The meeting was conducted by heritage consultants from RPS Group. The RPS Group heritage consultant gave a PowerPoint presentation that illustrated all the items detailed for investigation under the review of Heritage Items – Cessnock LEP and Heritage Items – Hunter REP. The presentation was used to stimulate discussion on the importance of the items to the heritage of Cessnock and elicit information on potential further sources of research.	
<u>The following is an overview of the information provided.</u> RPS Australia has been engaged by Cessnock City Council to complete the Cessnock City Heritage Study. The Study involves reviewing the history of the Cessnock Local Government area, along with specific sites which may have historical significance. The following list are those items that had corresponding comments: <u>Hunter Regional Environmental Plan</u> Abermain PO Comments relating to importance of the PO to local community. The building is likely still in existence but with modifications. 255 Cessnock Rd, Abermain was never a PO. Clift St Hall Potential sources of information provided.	

Branxton Conservation Area

Locality was once known as Black Creek.

Also mentioned at this time was the locality of Cessnock Estate Homestead- Anabella Boswell-Grandfather was John Campbell.

Kitchener Company Houses

Two of the houses moved from Aberdare Colliery, one from Paxton. Mine Manager's house at northern end. The brick home was for engineer of Aberdare Colliery.

Pokolbin wineries (Caerphilly, Wilderness, Daisy Hill)

Potential sources of information provided.

Cessnock Local Environmental Plan**Cessnock to Aberdare Ext Railway (Former)****South Maitland Collieries**

Potential sources of information provided.

Abermain 2 Mine was at Kearsley

Abermain 3 Mine was behind Neath Hotel.

Hillend

Coal was transferred in skips on rail line from or to Caledonia. Southend should be Southland.

Ellalong

Ellalong was an extension of Pelton Colliery.

Leconfield Bridge

May have association with Leconfield House Estate (1872).

Byora Estate

Book: *'Hunter Valley Homestead/s'*

Wollombi Dance Hall

Contemporary account of family travelling from Cessnock to attend dances at the Hall was provided.

Wollombi Street

Potential sources of information provided.

Aberdare Caledonian Colliery House

Potentially the Superintendent's house (Caledonian Colliery), along Government Circuit and Cessnock Road. Five previous houses in the area associated with Aberdare/Caledonian mines.

Book: *'They called it Siberia'* by Neville Robinson.

Sawyers Gully Memorial Gates

The house that was once associated with the location was the school teacher's house. There is a school history documented for this location.

Meeting Closed at 12:15pm.

9.0 Milestone 6 - Draft Thematic History and Listed Heritage Items

9.1 Scope

The scope for Milestone 6 is as follows:

- *Prepare a draft thematic history based on the outcomes of Milestone 1*
- *List proposed new heritage items to be included in Cessnock Local Environmental Plan 2011 – Schedule 5;*
- *Recommend the level of heritage significance (State or Local) for all proposed new items and provide justification/reasoning for the recommendation;*

9.2 Background and Outcome

This Milestone stemmed from Milestone 1 (Historic Themes) and developed a series of statements to further define the newly identified historic themes.

Rosemary Melville, Principal, Hunter History Consultants expanded and developed the themes identified in Milestone 1 in accordance with the thematic framework.

The proposed heritage items investigated in Milestone 2 were incorporated with the results of the Community Workshop (Milestone 5) to further expand on the recommended heritage items.

The outcome was the production of an outline for:

- A draft thematic history (**Appendix 6**); and
- Heritage items recommended for inclusion in the Cessnock Local Environmental Plan 2011 – Schedule 5 and level of significance (**Appendix 7**).

10.0 Milestone 7 and 8 - Draft Heritage Items, Statement of Significance and Mapping Stage 1 and 2

10.1 Scope

The scope for Milestone 7 and 8 are as follows:

- *Provide a State Heritage Inventory (SHI) and GIS Mapping for new heritage items identified in Milestone 6; and*
- *Provide updated photography.*

10.2 Background and Outcome

This Milestone required the updating of the State Heritage Inventory website to include those items recommended for inclusion and the provision of mapping in GIS format. The information obtained in Milestone 6 was used to develop the Statements of Significance and inform the mapping.

The State Heritage Inventory website has been updated to include those items (including updated photographs) recommended for inclusion in the Cessnock LEP – Schedule 5.

GIS mapping has been provided in accordance with Section 13 – Mapping in the scope of works (59/2015/3/1 Cessnock Heritage Study (Q1516/10)).

The mapping of heritage items (LEP and Hunter REP) has been provided in GIS format in accordance with the requirements. Milestone 9 requested the inclusion of mapping in PDF format, suitable for presentation.

At **Appendix 7** is the relevant detail for the production of the State Heritage Inventory entries and the PDF version of mapping for:

- Listed LEP items; and
- Listed items from the Hunter REP.

Appendix I

Milestone I Gap Analysis

Appendix I: Heritage Study - Thematic GAP Analysis Table

Australian Theme	NSW Theme	City of Cessnock Heritage Study 1992 -1993 reference	Not addressed	Comments
1 Tracing the natural evolution of Australia,	Environment - naturally evolved	2.1		Adequate
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	3.1.1		Adequate
2 Peopling Australia	Convict	3.2.1		Inadequate
2 Peopling Australia	Ethnic influences	3.8.1		Adequate
2 Peopling Australia	Migration	3.7.4		Adequate
3 Developing local, regional and national economies	Agriculture	3.3.2, 3.3.4, 3.4.1, 2, 3, 3.7.7		Adequate
3 Developing local, regional and national economies	Commerce	3.7.7 3.8.3		Adequate
3 Developing local, regional and national economies	Communication	3.7.6		Needs reference to newspapers
3 Developing local, regional and national economies	Environment - cultural landscape	3.4.1, 2, 3 3.5.4		Adequate
3 Developing local, regional and national economies	Events	3.6.3		Not specifically addressed, inadequate
3 Developing local, regional and national economies	Exploration	3.2.1		Adequate
3 Developing local, regional and national economies	Fishing		X	Not applicable
3 Developing local, regional and national economies	Forestry	3.3.1		Adequate

Australian Theme	NSW Theme	City of Cessnock Heritage Study 1992 -1993 reference	Not addressed	Comments
3 Developing local, regional and national economies	Health	3.8.9 3.8.2		Adequate
3 Developing local, regional and national economies	Industry	3.7.7		Adequate
3 Developing local, regional and national economies	Mining	3.2.2 3.5		Adequate
3 Developing local, regional and national economies	Pastoralism	3.3.3 3.3.4		Adequate
3 Developing local, regional and national economies	Science		X	E.g. Laboratories within vineyards
3 Developing local, regional and national economies	Technology		X	E.g. Vineyards, museum collections, mining and farm technology
3 Developing local, regional and national economies	Transport	3.2.1,3.5.2 3.8.5		Generally adequate, however there isn't an entry for the Main Northern Railway Line and the entry for the Great North Road is not considered adequate.
4 Building settlements, towns and cities	Towns, suburbs and villages	3.2.2, 3.5.3,3.7.1, 2, 3		Adequate
4 Building settlements, towns and cities	Land tenure	3.2.2		Adequate
4 Building settlements, towns and cities	Utilities	3.7.5		Adequate
4 Building settlements, towns and cities	Accommodation	3.5.3		Generally limited to accommodation related to mining; needs earlier buildings, eg. slab and stone houses
5 Working	Labour	3.6.1, 2, 3		Adequate
6 Educating	Education	3.8.4		Needs Flying School at airport, traineeships in tourism industry
7 Governing	Defence	3.7.4		Minimal coverage; needs airfield, rifle range
7 Governing	Government and administration	3.8.8		Adequate
7 Governing	Law and order	3.7.6		Minimal coverage; needs expanding

Australian Theme	NSW Theme	City of Cessnock Heritage Study 1992 -1993 reference	Not addressed	Comments
7 Governing	Welfare	3.8.2		Adequate
8 Developing Australia's cultural life	Domestic life		X	Requires addressing
8 Developing Australia's cultural life	Creative endeavour	3.8.4		Minimal; needs expanding
8 Developing Australia's cultural life	Leisure	3.4.3, 3.7.8, 3.8.5		Adequate at the time, but update to reflect expansion in vineyard areas
8 Developing Australia's cultural life	Religion	3.8.2		Minimal; needs expanding
8 Developing Australia's cultural life	Social institutions	3.8.5		Adequate
8 Developing Australia's cultural life	Sport	3.8.2		Adequate
9 Marking the phases of life	Birth and Death	3.3.2, 3.6.3, 3.8.9		Adequate
9 Marking the phases of life	Persons	3.8.6		Adequate

Appendix 2

Review of Heritage Items – Cessnock LEP and Hunter REP

Appendix 2 - HERITAGE ITEMS FOR REVIEW IN COUNCIL LEP

No.	Locality	Heritage Item	LEP Schedule	Recommend for Listing	Description (from Heritage Register Report & Thematic Study. Suters 1988	Visual inspection and comments
1	Aberdare	Cessnock To Aberdare Extended Colliery Railway (Former)	I78	Local - see Executive Summary - Recommendations.	Opened 1906, closed 1973. Most structures demolished, track lifted. Town lighting Team depot remaining, used as office for Coal & Allied Property officer. The line ran from Cessnock Station across Vincent st. To the colliery. The path of the line is now a footpath next to the road. West of Vincent st, is now covered by the site of Bunnings store. There is no real evidence of the track along the current footpath.	Yes. The area of the railway west of Vincent St is now covered by the Bunnings store, while east of Vincent St an asphalt path traces the route. No visual evidence of the railway line was noted in this area, however a detailed assessment of the complete route may uncover remnants.
2	Greta	Collieries of the South Maitland Coalfields/Greta Coal Measures	I215	Local - see Executive Summary - Recommendations.	William Keene, Examiner of Coal Fields, Hunter River District & Keeper of Mining Records, first discovered coal seams at South Maitland in January 1856 (Branagan 1972).	There are a large number of now disused collieries that comprised this group. In most instances they remain as important, though unlisted archaeological sites though some such as Paxton and Richmond Main retain significant built structures. A comprehensive assessment of the colliery sites is warranted
3	Hillend	Hillend Colliery (Site of Former)	I215	Local - see Executive Summary - Recommendations.	Operated 23 Sept. 1924. Hillend Colliery was 50 chains (1.0 km) distant by road from Cessnock Post Office via Maitland Road and Victoria Street, Cessnock. Hillend Colliery was 1 mile 55 chains (2.7 km) distant by its skip rail track from the mine's tunnel mouth to the rail siding at Caledonia Station, used to load its coal output. The application to mine on this	The colliery was only a minor operation in terms of the collieries of the South Maitland Coal Fields and only operated for a short period.

Appendix 2 - HERITAGE ITEMS FOR REVIEW IN COUNCIL LEP

No.	Locality	Heritage Item	LEP Schedule	Recommend for Listing	Description (from Heritage Register Report & Thematic Study. Suters 1988	Visual inspection and comments
					area was heard by the Coal Mines Warden at East Maitland Courthouse on the 23rd September 1924, and was granted the same day. The NSW Mines Department's 1924 Annual Report advises that Hillend Colliery had commenced development in late 1924. Closed 5th December 1932.	
4	Ellalong	Ellalong Colliery	I215	Local - see Executive Summary - Recommendations.	Underground mining commenced in 1981. 1983 - First use of longwall mining on South Maitland Coalfield. Work in Greta top seam. 1988 - Ellalong and Pelton amalgamated with Bellbird Sth. To create Southend. 2004 - Southend purchased by Yancoal, renamed Austar. 2005 - first use at S.M Coalfield of topcoal caving, a modified longwall method introduced in France.	A modern colliery opened in 1981. Gary Monahan, Ellalong Colliery, Environmental Manager (8.3.2016) in discussion advised that there are no early structures at the Ellalong Colliery.
5	Greta	Greta General Cemetery	I101	Yes - Local	Est. 1878. Graves of miners, immigrants from Greta camp. One Vietnam war casualty. WW II grave sites and memorial- Great War Cemetery is part of the General Cemetery.	Visual inspection revealed a well cared for cemetery with a large number of graves with names and details reflecting an origin in Europe. A WWII cemetery is located on the eastern boundary.
6	Kitchener	Kitchener Public School	I112	Yes - Local	Built 1920. Township and school, established following Aberdare Central Colliery by Caledonian Collieries Ltd in 1916. School buildings still in use as Public School.	The school is in good repair with later additions separate from the older section by walkways, leaving the original structure to retain its original form.
7	Leaconfield	Leaconfield Road Bridge	I213	Yes - Local	Built 1890. Not located along Leaconfield, but a bridge is located on Branxton Road,	There is no bridge on the Leaconfield Road, Greta. There is

Appendix 2 - HERITAGE ITEMS FOR REVIEW IN COUNCIL LEP

No.	Locality	Heritage Item	LEP Schedule	Recommend for Listing	Description (from Heritage Register Report & Thematic Study. Suters 1988	Visual inspection and comments
					137m from Leconfield Rd. Has evidence of sandstone abutment and pier.	a bridge on the Branxton Road, 130m SE of Leconfield Rd that comprises a sandstone block lined culvert that would potentially date from around 1890. Listed on the LEP as I213 Greta Bridges Group.
8	Kurri Kurri	Trade Union Banners	I116	Yes - Local	At Kurri Kurri Mine Museum.	Inspected and confirmed importance of the banners.
9	Laguna	Byora	I137	Yes - Local	Est. Originally as the home of the Milson family. Dating from 1830s. Estate divided in 1914. Ref: 1936 to the old stone building at 'Byora" still standing, and has been renovated.	The house called Old Byora was inspected in conjunction with the owner. The current residence is recent and was constructed from reused sandstone blocks and weatherboard. A number of outbuildings appear to date from the late C19th.
10	Millfield	St Luke's Church Hall	I142	Local - see Executive Summary - Recommendations.	(Church opened 1880). State records files the hall 1929-1974 (licensed for theatre and public hall). Book written by Jean Easthope, St Luke's Anglican Church. Millfield 1880-1980. Currently timber clad with corrugated iron roof.	The Church Hall has now been converted to a residence and as such has lost its primary purpose as a community resource. The building has been modified externally with the addition of a verandah, while it could be assumed internally it has lost its original configuration.
11	Mulbring	Mulbring Uniting Church and Cemetery	I149	Yes - Local	Cemetery monuments from 1871. Present church built 1915 (brick). Previous structures fell into decay. Has modern extension at rear of church. New	The church and cemetery reflects the rural community it serves. The church is a modest well built structure, however a

Appendix 2 - HERITAGE ITEMS FOR REVIEW IN COUNCIL LEP

No.	Locality	Heritage Item	LEP Schedule	Recommend for Listing	Description (from Heritage Register Report & Thematic Study. Suters 1988	Visual inspection and comments
					corrugated roof. Foundation stone laid 1915. Book - the church in the Valley. Joan Avery, 2015.	newer addition to the rear, while not in sympathy with the original does not significantly detract from the overall heritage value.
12	Nulkaba	Nulkaba Public School	I156	Yes - Local	Built 1926 to replace 1876 building. Originally known as Cessnock Public School. Original Cessnock School was renamed Nulkaba.	The school is in good repair with later additions separate from the older section by walkways, leaving the original structure to retain its original form.
13	Paxton	Paxton Public School	I159	Yes - Local	Built in 1923. The application to Dept. Of Education for establishment of a school stated that all families in the town were dependent on work provided by Stanford Merthyr No. 2 Colliery (est 1921) Greta Main and Pelton Collieries would also be served by the school. School still in use. Building is of timber clad with intermittent brick pillars of stretcher bond. New corrugated roof.	The school is in good repair with later additions separate from the older section by walkways, leaving the original structure to retain its original form.
14	Richmond Vale	Richmond Vale Railway Formation Within Hunter Employment Zone	I214	Local - see Executive Summary - Recommendations.	In 1900 an application was made to the NSW Parliament in the names of John, William and Stephen Brown for permission to build a railway from Richmond Vale Colliery to connect with J. & A. Brown's Minmi railway line, the intention was to join with the original 1856 Minmi railway line and the wharf facilities at Hexham (Eardley, 1972). The section of rail in the HEZ was known as the Pelaw Main Spur line (3 miles of track). In February 1961 Pelaw Main Colliery ceased operation	The section of the Richmond Main Railway between Richmond Main and Minmi is listed, for consistency it is recommended that the Pelaw Main spur line also be listed.

Appendix 2 - HERITAGE ITEMS FOR REVIEW IN COUNCIL LEP

No.	Locality	Heritage Item	LEP Schedule	Recommend for Listing	Description (from Heritage Register Report & Thematic Study. Suters 1988	Visual inspection and comments
					followed in 1967 by the closure of Richmond Main Colliery (Delaney, Richmond Main 1998).	
15	Pokolbin	Ironbark Cottage At Peppertree Vineyard	I170	Yes - Local	In 1991 was the opening of Peppertree which included The Convent at Peppertree, the Murray Robson Winery owned by Murray and Lynley Robson and Roberts Restaurant at Peppertree, that had been added to the original 1870's ironbark cottage once owned and lived in by the Robsons. Pepper Tree Cottage (1876) is now known as the 1876 restaurant. The ironbark cottage has a National Trust listing.	The original ironbark cottage remains in its original form though it has two recent extensions. The extensions have been sympathetic to the original cottage and while more imposing in size do not necessarily detract from its heritage significance.
16	Pokolbin	Pokolbin Community Centre & Memorial Gates	I172	Community Hall - No Memorial Gates Yes - Local	Original community hall demolished as a result of a car crash. Land was sold to fund construction of a new hall on the site of the school. The Memorial Gates have heritage significance.	The community hall is new and has no heritage value. The Memorial Gates commemorate local people who served in World War I and World War II.
17	Wollombi	Barn Antique Shop - originally the Wollombi Community Hall/Dance Hall	I202	Yes -local	2882 Wollombi Road, Wollombi. Sold June 2015. \$200 000. description - agricultural. Information Board on the front of the building states that it is thought been constructed in the 1850's as a community hall. Used a dance hall until 1920's, following this it was used as barn and fuel store. It became an antique shop in the 1970's with the advent of tourism. it is described as an excellent example of that type of timber construction in the mid 19thC. The homestead to the rear of the	

Appendix 2 - HERITAGE ITEMS FOR REVIEW IN COUNCIL LEP

No.	Locality	Heritage Item	LEP Schedule	Recommend for Listing	Description (from Heritage Register Report & Thematic Study. Suters 1988	Visual inspection and comments
					building was moved to that location in the 1990's and has no relationship to it.	
18	Wollombi	Wollombi Conservation Area – Wollombi Village	C1	Yes	Extract: Small isolated village sited on gentler, lower slopes of a north facing knoll. Three main groups of buildings associated with Main Street; the church and courthouse group and the School and its residence.	The village remains a relatively intact example of a nineteenth century village.

Appendix 2 - REP HERITAGE ITEMS FOR REVIEW

No.	Locality	Heritage Item	REP Schedule	Recommend for Listing	Description (from Heritage Register Report & Thematic Study. Suters 1988, and other sources	Visual inspection and comments
1	Pokolbin	Hunter Valley Distillery	3	Yes - Local	Brandy distillery formed as a co-operative venture by wine growers in the area. Now residence and studio. The HVD Vineyard was planted by the Hunter Valley Distillery Company, which was formed in 1903 when the demand for spirits was high. The distillery was designed to take excess grapes for distillation into fortifying spirits for the manufacture of fortified wines. Penfolds leased it in 1933 and bought it in 1948. Murray Tyrrell always said it was one of the finest white wine vineyards in the Hunter, and it was a coup for Tyrrell's when he bought it in 1982.	There are two locations for the HVD - one is at Allandale (Maitland LGA) and the other is at the Tyrrells Estate. An inspection of the Tyrrells Estate HVD site (9.3.2016) was in conjunction with Michael Paterson (Marketing Manager). The site has remnants of earlier structures (chimney of a house and stone entrance wall to cellars (collapsed). Mr Paterson advised that the chardonnay grapes at this site are the oldest planting in the worlds.
2	Abermain	Post Office Main Road	4	Yes - Local	(Main Road is also Cessnock Road) Small timber building with hipped, G.I roof. C. 1904	Second inspection undertaken 30 March 2016, confirming the existence of the original building. Minimal structural change, very recognizable with original images.
3	Branxton	Clift Street Hall	4	Yes - Local	Low brick hall with corrugated iron gabled roof. Significance not known. Further investigation desirable.	The low brick hall with gabled roof shown in the photograph (I185) remains largely intact.
4	Cessnock	Water Supply Reservoir	4	Yes - Local	Not listed. 24 perches, adjacent to Millfield St. Date of construction May 1923. is of circular design, built of re-enforced concrete. 64 ft in diameter; 30.5 feet depth. Delaney 1984. 'City of Cessnock-1788-1988: Water Supply and Sewerage Service. Pp34-35	The reservoir is still in use and an important part of the Cessnock water supply.
5	Cessnock	St Johns Church (8 Westcott St, cnr Dudley st)	4	No	Brick Gothic Revival Anglican Church. Spire c.1970s unusual proportion (sic).	Spire added C.1942 with the building on the left added at a later date. Physical inspection: the original 1909 church has been encapsulated – with a c. 1942 spire a c. 1960's hall and a series of walls that contain commemorative plaques. The original building has been largely hidden by the addition of unsympathetic structures, significantly the brick hall on the eastern end. The building has lost much of its integrity through the later unsympathetic

Appendix 2 - REP HERITAGE ITEMS FOR REVIEW

No.	Locality	Heritage Item	REP Schedule	Recommend for Listing	Description (from Heritage Register Report & Thematic Study. Suters 1988, and other sources	Visual inspection and comments
						additions.
6	Branxton	Branxton Conservation Area	5	To be advised in Milestone 3	Small rural service centre originally developed at a difficult creek crossing. Includes examples of 19th Century residential, commercial and administrative functions intact. (Adopt National Trust U.C.A. Boundary extended to include typical housing).	
7	Greta	Street of Miners Cottages (New England Highway)	4	No	Unable to identify specific item. Requires further investigation as part of local study.	There was no evidence of a cohesive group of miners cottages along the NE Highway in Greta
8	Greta	Greta Conservation Area	5	To be advised in Milestone 3	Township largely developed as a result of naming activities after the 1860s. Includes a unique main street with central median and examples of miners cottages. Boundary to include the National Trust High Street conservation area. Government town laid out in 1842 as service centre for settler and timber getters. Divided main street part of the original plan, distinct. No development until coal mines and advent of the northern rail line established in 1860's. 1930's coal mining declined and the population declined.	
9	Kitchener	Cessnock Street Company houses (three)	4	Further assessment required	c. 1920. Ground includes two simple cottages with encircling timber verandas, and brick manager's cottage. Examples of type but not outstanding. Five company houses built for staff of Aberdare Central Colliery. Built for the mine management employees including manager, paymaster, and engineer. One house of brick shows status	There are six houses, comprising four weatherboard and one brick house with a commanding aspect over the site of the Aberdare Central Colliery. While the description provided in the Heritage Register Report and Thematic Study, lists only three houses, there are three other residences with a contemporaneous timeframe along Cessnock Street. All are similar in style and appearance and a more thorough investigation of the entire group is considered warranted.
10	Kurri Kurri	Masonic Hall	4	Yes - Local	Small red brick hall with rendered detail and 'Dutch' gable. Not outstanding architecturally. Single story brick – soft red bricks. built in 1909 serve non-	The hall provides a cohesive heritage element of the Kurri Kurri streetscape. Immediately east of the Main Street it

Appendix 2 - REP HERITAGE ITEMS FOR REVIEW

No.	Locality	Heritage Item	REP Schedule	Recommend for Listing	Description (from Heritage Register Report & Thematic Study. Suters 1988, and other sources	Visual inspection and comments
					conformist miners	occupies a corner position.
11	Mulbring	Former Temperance Hotel - Main Road & Water Street	4	Yes - Local	Large single storey timber building with hipped corrugated iron roof and encircling verandah, date unknown. Believed to be one of earliest surviving in township. Henry Hector built the hotel 1879 (Maitland Mercury, 7 Aug 1879; http://images.maps.nsw.gov.au/pixel.htm#) Also known as Mt Vincent Hotel. In 1880 a 'large number of Hunter electors met at the Mount Vincent Hotel to speak with Mr Nowlan (Maitland Mercury 23 Nov 1880). 1886, it was used as a gathering for the opening of a new bridge across Mulbring Creek, Mulbring. At this stage the hotel was owned by Alexander Pratt (Maitland Mercury 1886/Trove).	The building, inspected from the street is an important part of the Mulbring streetscape. The building has been recently renovated and while the new works are evidence a comparison with an early photograph shows that the original structure is largely intact.
12	Pokolbin	Caerphilly' Winery & Vineyard - Branxton Road	4	No – location of structures associated with the item not identified.	One of the early vineyards established c.1845 by Joseph Holmes. Few remains. In the 1860s, Joseph Holmes planted "The Wilderness and Caerphilly", either side of the Branxton Road (now Wine Country Drive) near the intersection with Wilderness Road. The site had a two-storey slab homestead. Squared tree-trunks, with the butts retained, rose from the cellar to the second storey. the new house on the crest of the hill, erected on the Caerphilly tennis court, was occupied from 1942 by Mr and Mrs R Hawkins Cessnock Historical Society Tours Brochure 1974)	There is no readily visible evidence of structures associated with Caerphilly and Wilderness Wineries. A study of maps and historical records should be used to inform a future search.
13	Pokolbin	The Wilderness' Winery & Vineyard	4	No – location of structures associated with the item not identified.	One of the early vineyards established c.1845 by Joseph Holmes in conjunction with Caerphilly. Few remains.	Location of original winery and vineyard not established.
14	Pokolbin	Daisy Hill' Winery & Vineyard	4	No – location of structures associated with the item not identified.	Established by George Campbell. Few remains of what was once an excellent vineyard with fine brick cellars. The current Daisy Hill vineyard is a replanting of vineyards from the old Daisy Hill winery, which was one of the most substantial wineries in the Hunter Valley. The Daisy Hill winery	An inspection of the Daisy Hill site recorded as being now part of the Littles Estate in conjunction with the Littles vineyard manager found no archaeological evidence of earlier structures. While looking for evidence

Appendix 2 - REP HERITAGE ITEMS FOR REVIEW

No.	Locality	Heritage Item	REP Schedule	Recommend for Listing	Description (from Heritage Register Report & Thematic Study. Suters 1988, and other sources	Visual inspection and comments
					won many awards with the most notable being a trophy from the Paris International Exhibition in the late 19th century. The founder of the Daisy Hill clan planted a vineyard and erected hand-made red-brick cellars. In 1905 his descendant, George Alexander Campbell built a two-storey house which was occupied for some years by his daughters, Irene Victoria and Susanna, both single. In the mid 1950's (Littlest Winery website) or 1969 (Cessnock Historic Tours Brochure, 1974) a fierce bushfire swept through Pokolbin and destroyed the winery and vineyards. We have named this vineyard out of respect for the Campbell family who helped create the wine industry in the hunter valley.	of the Caerphilly and Wilderness Vineyard along Wilderness Road we found a house circa early 20thC called Daisy Hill. This was approximately 5km from the Littles Winery.

Appendix 3

Recommended Branxton and Greta Conservation Areas

Branxton Conservation Area – recommended

Plates

Cessnock Road/ New England Highway precinct, Branxton (Plates 1 - 10)



Plate 1: New England Highway (RPS 2016)



Plate 2: New England Highway (RPS 2016)



Plate 3: New England Highway cnr Cessnock Road (RPS 2016)



Plate 4: New England Highway (RPS 2016)



Plate 5: St John the Divine Anglican Church, Cessnock Road (RPS 2016)



Plate 6: Police Station and residence (former courthouse and police station), Cessnock Road (RPS 2016)



Plate 7: St John the Divine Church Manse, Cessnock Road (RPS 2016)



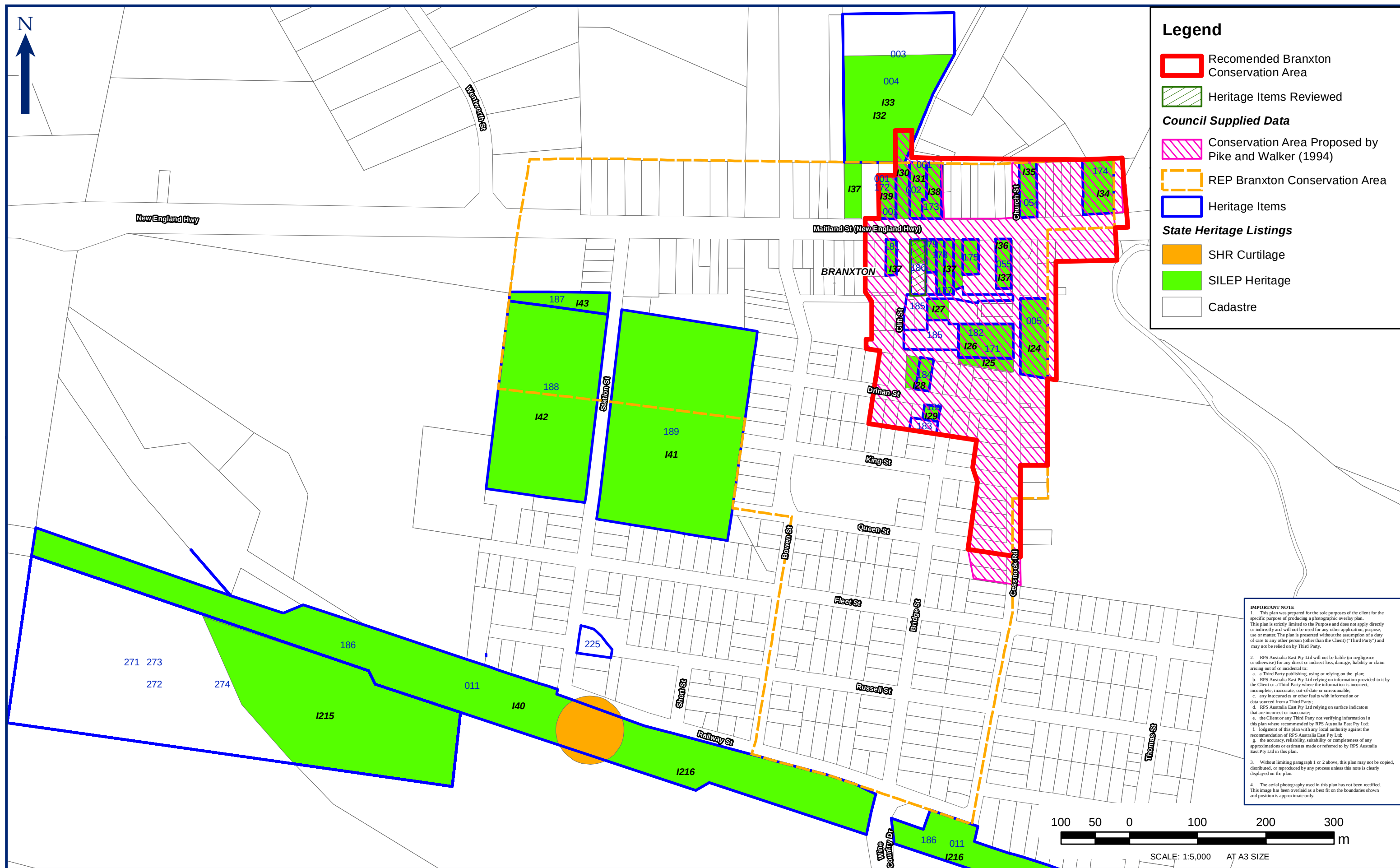
Plate 8: Cessnock Road (western side) (RPS 2016)



Plate 9: Cessnock Road (western side) (RPS 2016)



Plate 10: Cessnock Road (eastern side) (RPS 2016)



TITLE : FIGURE 1: BRANXTON REP, LEP AND REVIEWED

LOCATION : CESSNOCK AREA

DATUM:GDA 1994

DATE : 21/02/2017

VERSION (PLAN BY): F A3 (Natalie.Wood)

PATH: J:\JOBS\130k\130325 Cessnock\10 - Drafting\Arcgis Map Documents\Arch\Report Figures\130325 Figure 1 Branxton F A3 20170216.mxd

CLIENT: CESSNOCK CITY COUNCIL
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Greta Conservation Area – recommended

Plates

Greta Conservation Area - Recommended



Plate 1: Greta Median Strip (RPS 2016)



Plate 2: Greta Median Strip- war memorial with bandstand to rear (RPS 2016)



Plate 3: New England Highway (RPS 2016)



Plate 4: New England Highway – former Council Chambers (RPS 2016)



Plate 5: New England Highway - Commercial buildings (RPS 2016)



Plate 6: New England Highway corner Wyndham Street. Small shop (right) and former courthouse (left) (RPS 2016)



Plate 7: New England Highway - showing weatherboard cottages and brick commercial building (RPS 2016)

Areas not recommended for inclusion in the Greta Conservation Area



Plate 8: Greta Workers Club (West Street) (RPS 2016)



Plate 9: Rear of Macdonalds outlet (Anvil Street) (RPS 2016)



Plate 10: Macdonalds outlet and service station (New England Highway) (RPS 2016)



Plate 11 & Plate 12: Examples of houses south of New England Highway (RPS 2016)



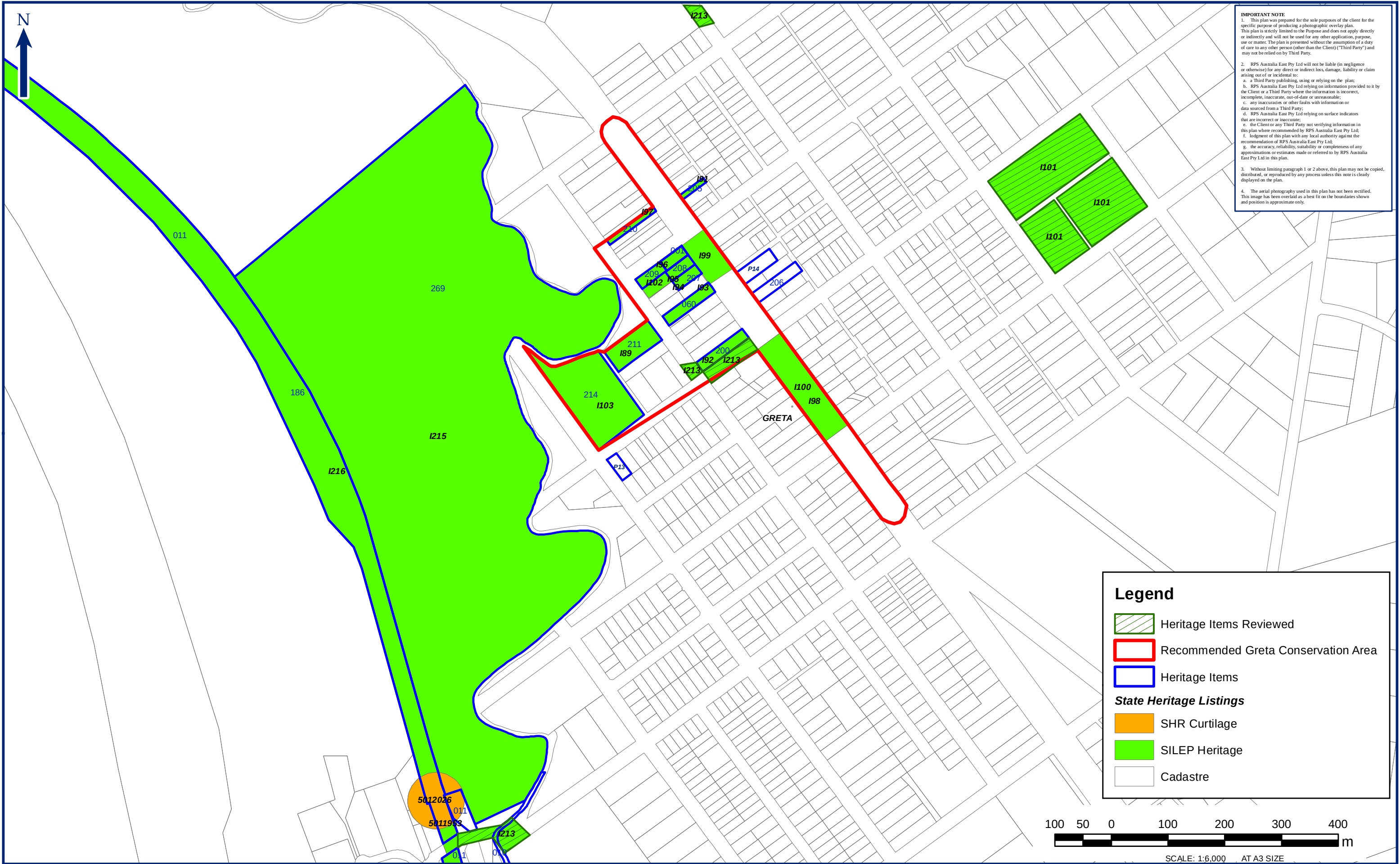
Plates 13 & Plate 14 Examples of remaining small cottages (RPS 2016)



Plate 15 & Plate 16: Example of houses – Little Park Street (RPS 2016)



Plate 17 & Plate 18: Example of houses - Lewis Street (RPS 2016)



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Appendix 4

Great North Road

Great North Road, (Cessnock LGA Section)

The following statement is taken from the entry on the OEH Heritage Database (Great North Road, (Cessnock LGA Section)).

Statement of Significance

The Great North Road is an item of national heritage significance. It meets all State Heritage Register criteria and does so at a number of levels. Historically, the Great North Road is of state significance as the first made road north of the Hawkesbury. Constructed by convict gangs between 1826 and 1836, the road has historic associations with several notable colonial figures including Governor Darling and Surveyor-General Thomas Mitchell. The Great North Road is also evidence of the development of the colony at Sydney and of the policies during this period of using convict gangs to construct major public works.

The Great North Road constitutes a material record of convict labour. Many surviving structures and precincts bespeak the quality of work achieved by convict artisans. Some precincts of the road remain in relatively unspoilt areas, evocative of the frontier environment of the 1830s. Other sections remain in use as a transport corridor and have thus carried European traffic continuously since the 1830s.

The Cessnock LGA includes three sections of the Great North Road. Section 4: between Mount Manning and Wollombi contains a variety of features that provide tangible physical evidence of convict road engineering and construction. The section also contains a number of individually significant structures, including unique examples of culvert and flume construction as well as cuttings, side drains and pavements. Parts of this section of the road remain in use. It presents excellent interpretive opportunities. Section 5: Wollombi to Maitland this section contains a section of intact earlier road in addition to abandoned loops and road sections, a stone culvert and at Sawyers Gully a series of cuttings, culverts and a stone bridge. Section 6: Wollombi to Broke, like Section 4, this contains physical evidence of convict road engineering and construction including stone culverts and walling.

Designer/Maker: Heneage Finch (1830 - 1831), L V Dulhunty (1831 - 1834)

Builder/Maker: Convict road gangs

Construction years: 1830-1832

Information Sources for this report: SHR entry; Cessnock LEP entry; Lavelle and Karskens Great North Road CMP; Mott MacDonald, CMP Great North Road for the Convict Trail Project; Valuable assistance was provided by Elizabeth Roberts, CEO, Convict Trail Project.

Physical description: The Great North Road has been the subject of a Heritage Management Plan (Mott MacDonald 2012) that describes the road in Precincts. For clarity, that descriptive process is utilised. The Cessnock LGA incorporates three Precincts: Precinct 4, Mt Manning to Wollombi (State Heritage Register); Precinct 5.0 Wollombi to Paynes Crossing; and Precinct 6.0 Wollombi to Maitland.

The road retains several individually valuable and unique structures (see below). It passes and links surviving historic and archaeological sites and early depots, rural homesteads and land grants.

Road realignments have isolated several structures; this has assisted their potential long-term preservation. Community groups have carried out repairs to some structures. The Convict Trail project has placed interpretive signs and plaques at several locations. The following descriptions are drawn from entries in the following: the *Conservation Management Plan. The Great North Road for the Convict Trail Project* (Mott MacDonald 2012) and *Conservation Plan for the Great North Road - Stage 1* (Lavelle 1999); Elizabeth Roberts, CEO, Convict Trail Project.

The description of the location of the sites is in accordance with the above plans. For recording the extensive Great North Road, the road is divided into **Sections** and then subdivided into **Precincts**. The Great North Road commences at Baulkham Hills (Section 1.0.0) and progresses to Section 4.0.0 where the Cessnock LGA commences at Precinct 4.2.0.

SECTION 4.0 Mount Manning to Wollombi

The southern boundary of the Cessnock LGA section of Section 4 is the LGA boundary just south of the Wisemans Ferry Rd/George Downes Drive intersection.

From the southern limit of Section 4, the road surface is unsealed for 5km. Within Cessnock LGA, north from the Wisemans Ferry Rd/George Downes Drive intersection, the road is sealed. In this 30km Section the Road retains several individually valuable and unique structures (precincts listed below) and it passes and links surviving historic and archaeological sites and other landscape elements including early depots, rural homesteads and land grants, and the historic village of Wollombi itself. Several structures are isolated by road realignments in recent years and this has assisted with their potential long-term preservation. Local community groups have affected repairs to some structures. The Convict Trail project has also placed interpretative material (signs, plaques) at several locations (Source: Mott MacDonald 2012).

Precinct 4.2.0 Abandoned Loop, Mt McQuoid / Bucketty

The abandoned loop which is approximately 400 metres in length was divided by the reconstruction of a nearby intersection located immediately east of the earlier alignment. The section at the southern end of the abandoned loop comprises a stone culvert and remains of wing walls which have been restored with excessive amount of stone. A macadam type pavement of compacted broken stone approximately 7 metres wide is located immediately north of the culvert. A type 3b ashlar masonry retaining wall is located approximately 74 metres to the north of the culvert. This retaining wall curves to cross a gully where a former bridge (Bridge 7) was located (Source: Mott MacDonald 2012).

Precinct 4.2.1 Road Evidence Mt McQuoid to Mt Simpson

This section constructed during 1830 – 1831 by No. 29 Road Party. The road was lowered up to one metre from Bucketty Private Road No. 3 northward to Bucketty Private Road No. 2. The western side has a side cutting with pick marks and the edge of a drain base up to one metre above the current road surface. There are remnant drains with drill marks and sandstone road paving to the east side of the road. Upwards the side of Mt Simpson there area original cutting and drains with drill marks (Source: Mott MacDonald 2012).

Precinct 4.2.2 Stone Walls & Drains, Remnant Road (133)

Site description from mapping data supplied by Cessnock City Council.

Precinct 4.2.3 Stone Culvert

Site description from mapping data supplied by Cessnock City Council

Precinct 4.3.0 Ramsays Leap Group, Great North Road

The Ramsays Leap curved retaining wall is a major structure built into a steep gully, this slopes away to the west. The wall is curved and battered (sloped) and is about 100 metres long and up to 4.5 metres high. The batter is 1 horizontal to 4 vertical. The masonry is type 3b ashlar work, dry laid, and generally in sound condition with well-prepared stones and tight joints. The coursing is consistently level. A square culvert is set in the centre of the curve, three courses below the top of the wall and running perpendicular to the road. The inlet has a drop entry with an inclined, rounded water race. At the outlet a shaped slab sill projects from the wall throwing water about 3m down onto a short horizontal race and thence to a final spillway approximately 3.5m from the toe of the wall. The spillway is about 4m high and has a batter of 1:4. On the uphill side, there is a continuous cutting beside the road with jumper marks, carved initials, benchmarks, and other historic features. Part of the earlier work was removed by subsequent widening activities. There is also a small "well" or drinking trough about 30cm wide and 20cm deep. This may be a "convict drinking well" (as reputed) or may relate to a later period in the use of the road. The road remains in use here with a sealed bitumen/aggregate pavement. (Source: Mott MacDonald 2012)

Precinct 4.3.1 Below Lemmings Corner to Crown Reserve

Remnants of original road guttering and original cut drain on the eastern side of the road below Lemmings corner. These features terminate at a section where the hill slope extends into a small valley. There is also evidence of stone quarrying on the cliff face associated with the hill slope.

Working gang camp or stockade may have been within the vicinity, exact location unknown (Source: Mott MacDonald 2012).

Precinct 4.3.2 Drinking Trough (142)

Site description from mapping data supplied by Cessnock City Council

Precinct 4.3.3 Stone Wall (142)

Site description from mapping data supplied by Cessnock City Council

Precinct 4.3.4 Stone Wall

Site description from mapping data supplied by Cessnock City Council

Precinct 4.3.5

Side cutting on Western side of road on incline to Mt Simpson and potential walling on the eastern side at this point (Source: Elizabeth Roberts, Convict Trail, July 2016)

Precinct 4.3.6

Supporting wall opposite cut drains, cut guttering, potential camp site near Finches Creek. (Source: Elizabeth Roberts, Convict Trail, July 2016).

Precinct 4.4.0 Stone Causeway

An earlier section of alignment paved with hand-knapped compacted stone forming a pavement of approximately 75 metres in length. A section of earlier road surface is present east of the modern day road alignment and runs for approximately 150 metres in length. The stones are of various shapes and sizes with the largest at approximately 20 centimetres wide. A side-cutting of hand-placed paving is located at the southern end. The road is built up above the surrounding flat to a height of approximately 60 centimetres and the formation is approximately three metres in width. The causeway is essentially intact (Source: Mott MacDonald 2012).

Precinct 4.4.1 Cliff Face Cutting

An intact cliff face with twenty-one long straight cut marks in one section and another 4 drill marks in an adjacent facing. Natural stone occurs between these two sections. The section is between the Travelling Stock Route and Fernances Crossing. Much of the earlier cliff face cutting has been lost through road widening (Source: Mott MacDonald 2012).

Precinct 4.5.0 Stone Culvert, Fernances Crossing

Two large stone culverts survive in the precinct. Heneage Finch worked No. 27 Road Party between 1830 and 1831. A curved stone retaining wall with a central rectangular stone culvert is formed across a small east-facing gully. The stone blocks in the retaining wall are laid in course random rubble style with uneven margins. The masonry is Type 3a. Some of the larger stones are approximately one metre in length and .80 metres wide. The structure contains a typical rectangular slab lintel with a semi-circular lintel at the end. This detail is decorative rather than functional. There is also evidence of stone quarrying south of the retaining wall and near a modern gully pit inlet. Some sections of older crushed sandstone road are visible in the area above the wall. The alternative detailing of the wall at this precinct presents an adaptation to landform and the materials available (Source: Mott MacDonald 2012).

Precinct 4.5.1 Stone Culvert & Walls (135)

Site description from mapping data supplied by Cessnock City Council

Precinct 4.6.0 Stone Arched Culvert, Murrays Run

The culvert is rectangular in cross-section with sides that are two courses high and cover slabs spanning the full width of an internal channel. No. 27 Road Party constructed the section between 1830 and 1831. An arch of voussoir stones supports the retaining wall above. The detailing on this wall is decorative and is a unique example. The inlet end of the culvert has been modified by a modern concrete drop-inlet and gully pit. The masonry of the culvert is Type 3a, random coursework (Source: Mott MacDonald 2012).

Precinct 4.7.0 Thompson's Bridge

The bridge has undated modifications. The bridge may have been built by No. 7 Iron Gang between July and September 1830. There are two sections of stonework on the northern side of the bridge. This stonework is distinct from other stonework in the area. The angle of the stone work in one of the sections suggests there was a small bridge or culvert with long wing walls upstream of a new wooden bridge. When this wooden bridge was built the angle of the wing wall was likely altered to meet the edge of the new bridge with the reuse of the stones from the original structure. This timber bridge incorporates stone abutments of rough rubble stonework walling. The associated stonewalls are of coursed rubble Type 2a masonry. The bridge can still be accessed by vehicle (Source: Mott MacDonald 2012).

Precinct 4.7.1 Small Abandoned Loop

This is a short abandoned loop, one kilometre north of Murrays Run, where the current road was constructed closer to a creek. The loop consists of a flat slap road surface and side cutting. (Source: Mott MacDonald 2012).

Precinct 4.7.2 Section of Original Road Side Cutting

The masonry shows original, vertical cuttings drill marks and with a vertical benching above the cutting. This section leads on from the small abandoned loop north of Murrays Run and onto Dairy Arm Road (Source: Mott MacDonald 2012).

Precinct 4.7.3

Abandoned loop - evidence of side cutting and some drainage on the western side of the road and potential supporting wall on the eastern side (Source: Elizabeth Roberts, Convict Trail, July 2016).

Precinct 4.8.0 Finch's Depot/Laguna House

Laguna House was built either by Heneage Finch in the early 1830s or by Richard Wiseman, who purchased the property from Finch around 1834. The locality was name Laguna by Finch when he acquired one thousand acres in 1825. The iron gangs, stores and bullocks use in the construction of sections of the Great North Road were stored at Laguna as some stage after 1830.

Laguna House is a symmetrically designed Georgian stone residence. It has a hipped roof, and front verandah. At the rear is a gabled roof over a kitchen wing. A small brick dairy is located south of the main house. The area is now occupied by a series of timber outbuildings associated with the original Laguna property, including several barns and a cattle shed. A well also exists between the dairy and the road (Source: Mott MacDonald 2012).

Precinct 4.9.0 Abandoned Loop, Laguna Shop

An unsealed section of earlier road, about 250m in length situated west of the modern day sealed road alignment. Few construction features are evident. The older alignment appears to pass below a recently erected community "hall" structure then re-emerges passing in front of the general store/wine bar, before re-joining the current road-line (Source: Mott MacDonald 2012).

Precinct 4.9.1 Small Abandoned Loop on Property Called 'Bodies Rest'

This abandoned loop may have been constructed to divert from swampy land in the area. More research is required. (Source: Mott MacDonald 2012).

Precinct 4.10.0 Abandoned Loop, Near Milsons Arm Road

This section consists of an unsealed road of approximately 500 metres in length. It is located north and south of the Milsons Arm Road intersection. Construction features in the southernmost loop consist of small areas of side cutting and remnant, timber guard posts, which likely indicate the older road formation was at a lower level, alongside Wollombi Brook. The northern loop section provides access to Potter's Gallery property, where there is evidence of previous sandstone quarrying. (Source: Mott MacDonald 2012 & Elizabeth Roberts, Convict Trail, July 2016).

Precinct 4.10.1

Wall supporting original road, newer road cutting changes to the original cutting (Source: Elizabeth Roberts, Convict Trail, July 2016).

SECTION 5.0.0 Wollombi to Maitland

There are two separate routes of the Great North Road between Gibsons Road intersection with Old Maitland Road and Native Dog Hill Road intersection with Old Maitland Road to the north. It is thought the earlier route to the west follows the watershed and hence involves no culverts or bridges.

The western route is a well-defined track through the previous Cessnock State Forest (now Werakata National Park) constructed with graded stones to create a shallow camber. The location of NSW State Forest related assets (i.e. stockyards, a loading ramp (SHI 1340687) and workers hut (SHI 1340686) suggests that the original Great North Road was once a State Forest's logging track. Potentially the current public road (the eastern 'Twenty-one Bends' route) was built to enable bullock teams to avoid the ascent/descent of Native Dog Hill, or, to separate public traffic from logging traffic once the western area was designated as State Forest.

Further research required (Source: Ken Phelan, Cessnock City Council, 2004)

Precinct 5.0.1 Narone Creek East Loop

The loop was used for access to stockyards. It begins east of Narone Creek bridge and follows the hillside below the current road for approximately one kilometre. The loop was likely constructed between July and October 1830 by Road Gang Number 27 (Source: Mott MacDonald 2012).

Precinct 5.0.2 Abandoned Section of Road, Stone Culvert. Grave Stone

This abandoned section is located in a paddock on the northern side of the current road. It is associated with a stone culvert, which is the only one surviving between Wollombi and Cessnock. Both items are within the 1830s property of Thomas Budd's, "*Talliver Grove*". The property is near Sweetmans Bridge. Thomas Budd is buried nearby (Source: Mott MacDonald 2012).

Precinct 5.1.0 Sawyers Gully Precinct (Native Dog Gully)

3.5km north of Cessnock, the present sealed main road to Maitland diverges from the earlier route [through the former Cessnock State Forest - now Werakata National Park]. The earlier (west) branch is partly unsealed, retains an important precinct containing culverts, cuttings and a bridge at Sawyers Gully. There are 11 surviving sandstone box culverts, and others which have been partly modified or replaced by new concrete pipes. Two of the surviving box culverts have a double slab lintel, similar to an example on Devines Hill. At one location there is a 'twin' culvert arrangement, where two box culverts have been placed side by side. No other examples of this are known elsewhere on the Great North Road, but a similar arrangement were observed on the 1840s Midland Highway near Kempton in Tasmania. Rubble walling has been added above several of the box-culverts, the style and appearance of this work suggests it may be an added later improvement, c1890s. The small bridge has a span of 3m (10ft) and two ashlar masonry abutments (type 3b) which are four courses high. Some old timber remains; the decking and rails are of more recent vintage as are props placed beneath the structure. An area of side cutting features jumper bar marks, pick marks and inscriptions. There are also some areas with side drains at the top of the cuttings. (Source: Mott MacDonald 2012)

Individual items within this precinct are:

SHI 1340689 Brick Culvert (CSF 4 in Werakata National Park)

SHI 1340687 Depot Stock Yards (CSF 2 in Werakata National Park)

SHI 1340686 Forestry Hut/Depot (CSF 1 in Werakata National Park) - just south of the boundary of this precinct

SHI 1340776 Stone Culverts of Sawyers Gully Precinct, and all SHI records of Stone Culverts contained in this record

SECTION 6.0 Crossings of The Wollombi Brook, Great North Road

This Precinct contains very little extant physical evidence. One older, low-level, timber bridge was located at location forming the second original crossing place at the northern end of the first road loop. The present bridge structure is unlikely to be of Colonial origin. It comprises large diameter log stringers which have been roughly squared or adzed. Hardwood slab decking and beams are secured by large spikes. The bridge washed away by flooding, is now embedded in the north bank of the Wollombi Brook. This structure probably reflects the location an older creek crossing associated with the original road line and crossing of the Wollombi Brook, with the location remaining in use as access to private property. Changes caused by floods mean that the actual Colonial-era crossing places probably do not survive. Some more modern fords provide an indication of the possible nature and appearance of the early crossings. Sandstone rubble and boulders are placed in the bed of the creek, with earthen side cuttings on the tracks which approach the crossing/fords. (Source: Lavelle, 1999: Stage 1 Conservation Plan for the Great North Road)

Precinct 6.0.1 Cunneens Bridge

The wooden bridge at the northern exit of Wollombi on the Paynes Crossing Road was built in 1895/6 on the line of the original road and high bridge shown on an 1841 map of the Town of Wollombi. The bridge has pick-dressed worked and shaped sandstone walls on the sides of the abutments. The original bridge was severely damaged in about 1850 being replaced with a low level bridge. Remnant timbers of the low level bridge remain under the high level 1895 bridge. This bridge is one of only two remaining which was built by Newcastle working

gangs (Source: Mott MacDonald 2012).

Precinct 6.0.2 The Grange

This section is approximately 3 to 7.5 kilometres north of Wollombi. This section of road is supported by the only known section of extant 1830s walling north of Wollombi. It also contains the only known section of 1830s pick dressed rock face north of Wollombi. The wall supporting the road and the site of the camp of the men who built it are known (Source: Mott MacDonald 2012).

Precinct 6.1.0 Crossings of the Wollombi Brook

Major construction activity apparently for this main western branch of the Great North Road occurred in 1833. No's 13 and 14 Road Parties were assigned the whole area from Wollombi to Warkworth in April of that year. Assistant Surveyor L V Dulhunty was responsible for the supervision of the construction work. G B White's 1833 map shows Mitchell's straight road line across the meandering Wollombi Brook, which resulted in nine creek crossings between Wollombi and Paynes Crossing. Work was underway bridging the first and second crossing places in 1833 and 1834. The third was also commenced, but work ceased there in July 1835. It thus appears that only the first three crossings were bridged, the others were left unfinished or possibly served by simple fords only. In 1860 part of this section of road was realigned to "avoid the numerous crossings of the Wollombi Brook". This new alignment removed three older road loops and six creek crossings (Source: Mott MacDonald 2012).

Precinct 6.1.1 Stone Culverts

The three stone culverts are located between Wollombi and Paynes Crossing. The remaining material consists of rough stone walling and a large stone culvert possibly dating from the 1860s. The three culverts are believed to date from the 1830s are at 4.2 km, 8.1 km, and 9 km north of Wollombi. They are located along a section of the original straight line of the road and its multiple crossings (Source: Mott MacDonald 2012).

Precinct 6.1.12 Stone Culverts

Site description from mapping data supplied by Cessnock City Council

Precinct 6.1.14 Bridge & Stone Walls

Site description from mapping data supplied by Cessnock City Council

Precinct 6.1.15 Bridge with Stone Walls

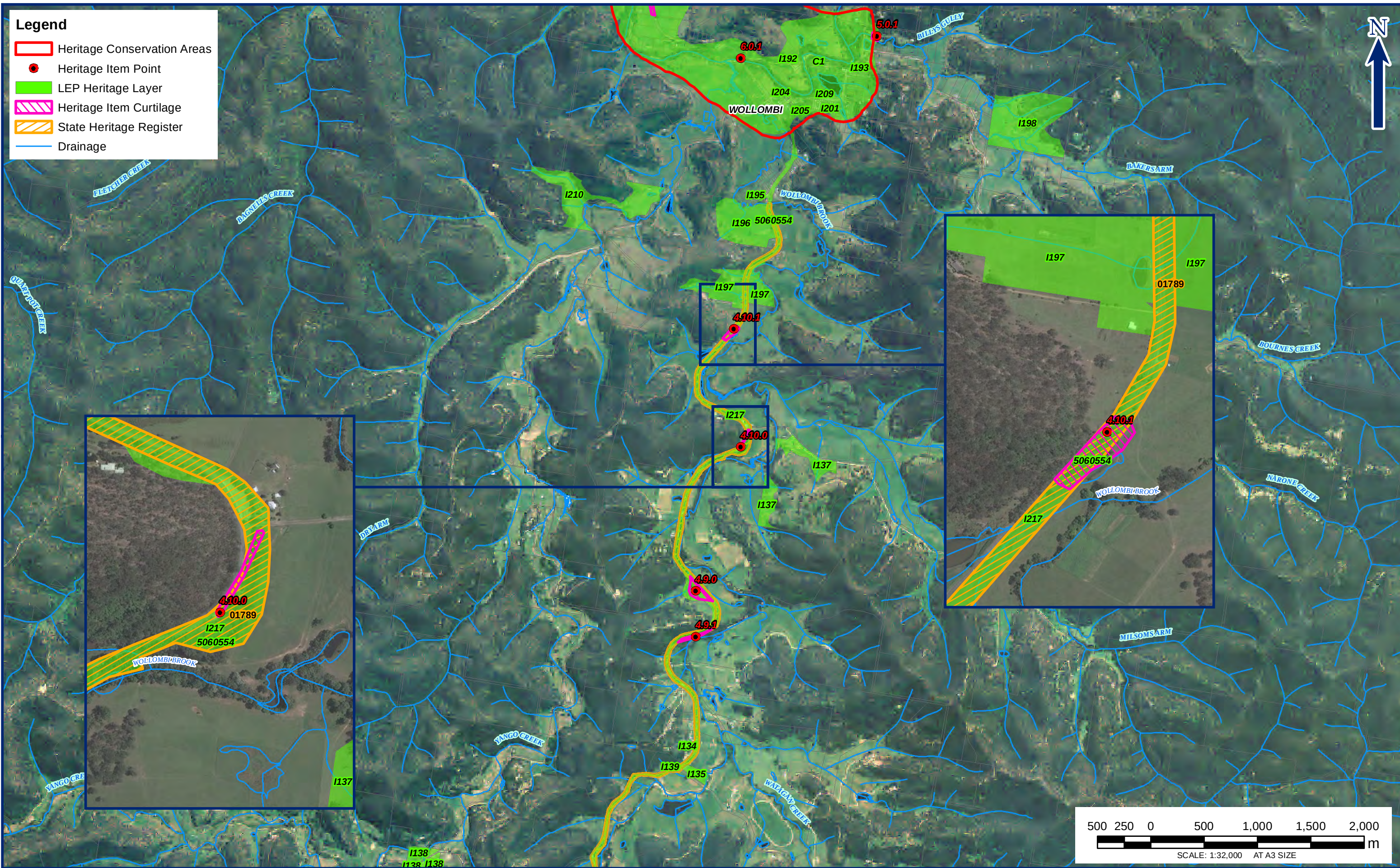
Site description from mapping data supplied by Cessnock City Council

Precinct 6.1.16 Timber Culvert & Stone Walls

Site description from mapping data supplied by Cessnock City Council

Precinct 6.1.13 Stone Culverts

Site description from mapping data supplied by Cessnock City Council



Appendix 5

Community Workshop – Presentation

A photograph of a red brick Masonic Temple building with a white gabled roof. The building features a central arched entrance with a double door, flanked by two arched windows with black metal grilles. Above the entrance is a small arched window with a decorative pediment. The roofline is adorned with a small dome and a pediment containing the year '1909' and the words 'MASONIC TEMPLE.' in gold lettering. A circular medallion with a gold star is centered on the wall above the entrance. The building is situated on a street with a green lawn in front. A 'GIVE WAY' sign is visible on the right side of the road. The sky is blue with scattered white clouds.

Cessnock City Council Heritage Review 2016

Potential items for listing on the
Cessnock Local Environment Plan

Heritage in Australia

Heritage is valued and graded in terms of its significance to the community. A heritage item can be important at:

- **World level**

e.g. Australian convict sites / Opera House

- **National**

e.g. Old Parliament House, Canberra / Eureka Stockade

- **State**

e.g. Branxton Railway Station / Richmond Main Colliery

- **Local level**

e.g. cemeteries / Cessnock Courthouse

Protecting heritage at the local level

- All councils in Australia have responsibility for identifying and managing heritage important to their community
- In NSW, legislation requires that all local councils maintain an inventory of heritage items
- Identifying items for the inventory is undertaken through Heritage Reviews and consultation with the community

Cessnock Heritage Review 2016

- Ensure that the City of Cessnock Heritage Study (1994) remains relevant
- Investigate a series of potential heritage items for listing on the Cessnock Local Environment Plan (LEP)
- Those potential items were sourced from the Hunter Region Environment Plan (REP) and the Cessnock Heritage Study

Pokolbin

REP I

HUNTER VALLEY DISTILLERY

The HVD Vineyard was planted by the Hunter Valley Distillery Company formed in 1903 with the distillery at Allandale (Maitland LGA). This site is the location of some of the vines. The site has remnants of earlier structures (chimney of a house and stone entrance wall to cellars (collapsed)). Tyrrells advised that the chardonnay grapes at this site are the oldest existing planting in the world.

Significance Assessment

Criterion (a) early Hunter Valley vineyard with plantings for the production of fortified wine and the oldest chardonnay planting in the world (pers.com. Michael Paterson Tyrrells Vineyard)

Criterion (b) James Busby planted the vines and noted vigneron Murray Tyrrell managed the planting from

Criterion (c) contributes to the landscape of the Hunter Valley vineyards

Criterion (d) wine making industry and community

Criterion (f) planting of pre-phylloxera grapes existing.



Abermain

REP 2

ABERMAIN POST OFFICE

(Main Road/Cessnock Road) Small timber building with hipped roof. (c.1904). A photo of the post office in 1913 shows a distinctive building. The current post office is part of a news agency/ also advised that the post office may have been 255 Cessnock Road, however this also does not resemble the post office in the 1913 photo.



Abermain Post Office 1913



Abermain Post Office (Former) 2016



Abermain Post Office (Former) 2016

RPS

Branxton

REP 3

CLIFT ST HALL

Description

Single storey red and cream brick building with twin gabled corrugated roof.





Cessnock

REP 4

WATER SUPPLY RESERVOIR MILLFIELD STREET

The reservoir is still in use and an important part of the Cessnock water supply.

Significance Assessment

Criterion (a) Important to the history of the urban development of Cessnock

Criterion (c) Important component in the introduction of safe drinking water to the town



Reservoir water tank

Cessnock

REP 5

ST JOHNS CHURCH

Brick Gothic Revival Anglican Church. The original building has been largely hidden by the addition of unsympathetic structures, significantly the brick hall on the eastern end.

Significance Assessment

Criterion (a) the original church has historic value with its relationship to the establishment of the town of Cessnock.

Criterion (d) the church would be important to the parishioners past and present.



Later additions to original structure



RPS

Branxton

REP 6 CONSERVATION AREA

Small rural service centre originally developed at a difficult creek crossing. Includes examples of 19th Century residential, commercial and administrative functions intact.



Greta

REP 7

STREET OF MINERS COTTAGES (NEW ENGLAND HIGHWAY)

No evidence of a cohesive group of miners cottages along High Street (New England Highway) in Greta.

A single cottage still stands.





Greta

REP 8

GRETA CONSERVATION AREA

A unique main street with central median strip with plantings. Government town laid out in 1842 as service centre for settler and timber getters. Development followed the advent of the northern rail line (1860's) and the coal mining (Greta Colliery 1870's). In 1930's as coal mining declined so did the population.



Kitchener

REP 9

CESSNOCK STREET COMPANY HOUSES (THREE)

c. 1920. Ground includes two simple cottages with encircling timber verandas, and one brick managers cottage. All the houses have an outlook over the Aberdare Central Colliery.

Significance Assessment

Criterion (a) association with the coal mining history of the South Maitland Coal field

Criterion (b) association with a specific social class (mine management)

Criterion (g) the houses reflect an era of social stratification associated with the coal industry that has largely disappeared in the lower Hunter coalfields



Kurri Kurri

REP 10 MASONIC HALL

Small red brick hall with rendered detail and 'Dutch' gable. Single story brick – soft red bricks . Built in 1909 to serve non-conformist miners.

Significance Assessment

Criterion (c) the building provides an attractive and cohesive element in the heritage streetscape of Kurri Kurri

Criterion (d) important to the development of Kurri as a community



Mulbring

REP II

FORMER TEMPERANCE HOTEL (MT VINCENT HOTEL)

Large single storey timber building with hipped corrugated iron roof and encircling verandah, date unknown. Believed to be one of earliest surviving in township. Henry Hector built the hotel 1879 (Maitland Mercury, 7 Aug 1879).

Significance Assessment

Criterion (a) Important in the history of Mulbring village

Criterion (c) The building retains its original form and location on the main road

Criterion (d) Important focus for the rural community and village of Mulbring



Temperance Hotel (Mount Vincent Hotel)- circa 1890-1910



Temperance Hotel (Mount Vincent Hotel)- 2010

Pokolbin

REP 12

Caerphilly' Winery & Vineyard - Branxton Road

Early vineyards established c.1845 by Joseph Holmes, in the 1860s, Holmes planted "The Wilderness and Caerphilly", either side of the Branxton Road (now Wine Country Drive) near the intersection with Wilderness Road. The site had a two-storey slab homestead. Squared tree-trunks, with the butts retained, rose from the cellar to the second storey. A new house was erected on the Caerphilly tennis court in 1942.

REP 13 The Wilderness' Winery & Vineyard

One of the early vineyards established c.1845 by Joseph Holmes in conjunction with Caerphilly. Few remains.



REP 14

Daisy Hill' Winery & Vineyard - (Little's Estate Winery/ 467 Wilderness Road Pokolbin)

Established by George Campbell. Described as an excellent vineyard with fine brick cellars. In 1905 his descendant, George Alexander Campbell built a two-storey house. In the mid 1950's (Littlest Winery website) or 1969 (Cessnock Historic Tours Brochure, 1974) a fierce bushfire swept through Pokolbin and destroyed the winery and vineyards.

- *Further research required to identify locations*



Cessnock

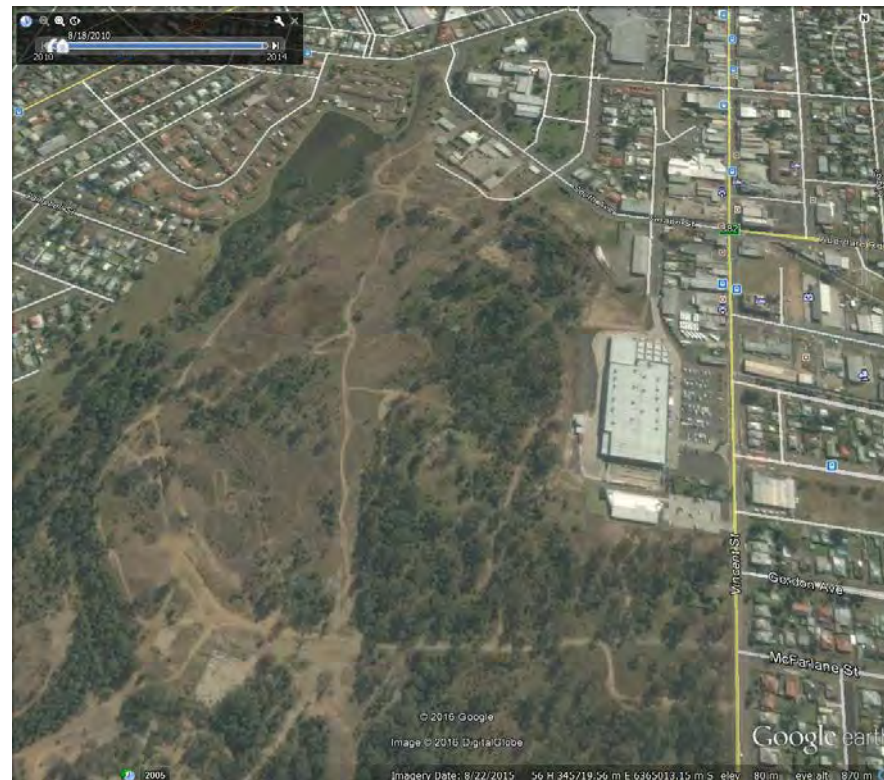
LEP I

CESSNOCK TO ABERDARE EXTENDED COLLIERY RAILWAY (FORMER)

Opened 1906, closed 1973. Most structures demolished, track lifted. The line ran from Cessnock Station across Vincent Street to the colliery.

The area of the railway west of Vincent St is now covered by the Bunnings store, while east of Vincent St an asphalt path traces the route.

Indication that some rail line may remain west of the Bunnings site.



South Maitland/Greta

LEP 2

COLLIERIES OF THE SOUTH MAITLAND COALFIELDS/GRETA COAL MEASURES

There are a large number of now disused collieries that comprised this group. In most instances they remain as important, though unlisted archaeological sites though some such as Paxton and Richmond Main retain significant built structures. A comprehensive assessment of the colliery sites is warranted.



Existing structure at Richmond Main Colliery. Photo OEH NSW 2016

Hillend

LEP 3

HILLEND COLLIERY (SITE OF FORMER)

Operated 23 Sept. 1924 Hillend Colliery was 1.0 km distant by road from Cessnock Post Office via Maitland Road and Victoria Street, Cessnock.

The colliery was a minor operation in terms of the collieries of the South Maitland Coal Fields and only operated for a short period.



Ellalong

LEP 4

ELLALONG COLLIERY

Underground mining commenced in 1981.

1983 - first use of longwall mining on South Maitland Coalfield.

1988 - Ellalong and Pelton amalgamated with Bellbird South to create Southend.

2004 - Southend purchased by Yancoal, renamed Austar

2005 - first use at S.M coal fields of topcoal caving, a modified longwall method introduced in France.



Greta

LEP 5

GRETA GENERAL CEMETERY

Est. 1878. Many graves of miners and immigrants from Greta Migrant Camp. One Vietnam war casualty.

WW II grave sites and memorial – World War I cemetery is part of the general cemetery.

Significance Assessment

Criterion (d) Burial place of local miners and immigrants from migrant camp. One Vietnam War casualty.

Criterion (e) Has the potential to contribute to understanding of migrants and their communities



Kitchener

LEP 6

KITCHENER PUBLIC SCHOOL

The school is in good repair with later additions separate from the older section by walkways, leaving the original structure to retain its original form.

Significance Assessment

Criterion (d) Provided educational facilities for the mining community since 1920





Greta

LEP 7 LECONFIELD ROAD BRIDGE

Built 1890.

This bridge is located on Branxton Road, close to the intersection with Leconfield Road. Leconfield, but a bridge is located on Branxton Road, Evidence of sandstone abutment and pier.



Kurri Kurri

LEP 8

TRADE UNION BANNERS

Trade Union Banners were transferred from beneath the stage of the Kurri Kurri Ambulance Hall on 4 April 2001 to the Sir Edgeworth David Memorial Museum, Deakin St. Kurri Kurri.



Photo: OEH NSW 2016

Byora

LEP 9

BYORA ESTATE

Dating from 1830s was the home of the Milson family. The estate was divided in 1914. There is a reference in 1936 to the old stone building at 'Byora' still standing. The current house appears to be a reconstruction.



Millfield

LEP 10

ST LUKES CHURCH HALL

The adjoining church was opened 1880. State records indicate the hall operated from 1929 to 1974 (licensed for use as theatre and public hall). Timber clad with corrugated iron roof.

The Church Hall has been converted to a residence and as such has lost its primary purpose as a community resource. The building has been modified externally with the addition of a verandah. The internal configuration has probably modified for residential use.



Mulbring

LEP 11

MULBRING UNITING CHURCH AND CEMETERY

Cemetery monuments date from 1871. Present church has a foundation stone dated 1915 (brick), a modern extension at rear of church. New corrugated roof.

The church and cemetery reflects the rural community it serves. The church is a modest well built structure, however a newer addition to the rear while not sympathetic with the original structure does not significantly detract from the overall heritage value.

Significance Assessment

Criterion (d) Cemetery monuments date from 1871, and present church has been serving the spiritual needs of the community since 1915.



Nulkaba

LEP 12

NULKABA PUBLIC SCHOOL

Built 1926 to replace the 1876 building. Originally known as Cessnock Public School, it was renamed Nulkaba.

The school is in good repair with later additions separate from the older section by walkways, leaving the original structure to retain its original form.

Significance Assessment

Criterion (d) Provided educational facilities for the local community since 1926. The site has been associated with education of children since 1876.



Paxton

LEP 13

PAXTON PUBLIC SCHOOL

Built in 1923 the application to Dept. of Education for establishment of a school stated that all families in the town were dependent on work provided by Stanford Merthyr No. 2 Colliery (1921). Greta Main and Pelton Collieries would also be served by the school.

Building is of timber clad with intermittent brick pillars of stretcher bond. New corrugated roof. The school is in good repair with later additions separate from the older section by walkways, leaving the original structure to retain its original form.

Significance Assessment:

Criterion (d) Provided educational facilities for the mining community since 1926.



Richmond Vale

LEP 14

RICHMOND VALE RAILWAY (FORMATION WITHIN HUNTER EMPLOYMENT ZONE)

In 1900 an application was made to the NSW Parliament for permission to build a railway from Richmond Vale Colliery to connect with J. & A. Brown's 1856 Minmi railway line and the wharf facilities at Hexham.

The section of line for consideration is the Pelaw Main Spur Line in the HEZ. It is noted that the Richmond Main Railway between Richmond Main and Minmi is listed.

The HEZ section of the Richmond Main Railway is currently use by the Richmond Main Colliery Museum to run steam trains.



Pokolbin

LEP 15

IRONBARK COTTAGE AT PEPPERTREE VINEYARD

The original 1870's ironbark cottage once owned and lived in by the Robson family. Pepper Tree Cottage (1876) is now known as the 1876 restaurant. The ironbark cottage remains in its original form but with two recent extensions. It has a National Trust listing.

Significance Assessment

Criterion (a) reflects early settlement in the Pokolbin district



Pokolbin

LEP 16

POKOLBIN COMMUNITY CENTRE & MEMORIAL GATES

The community hall is new and has no heritage value.

The Memorial Gates commemorate local people who served in World War I and World War II.

Community centre does not meet Criteria.

The Memorial Gates do meet the Criteria. They commemorate local people who served in World War I and World War II.

Significance Assessment

Criterion (d) The Memorial Gates provide a tangible memory of locals who served in both world wars.



Wollombi

LEP 17

BARN ANTIQUE SHOP (WOLLOMBI COMMUNITY HALL/DANCE HALL)

Information Board states that the hall was constructed in the 1850's as a community hall, used a dance hall until 1920's, following this it was used as barn and fuel store and then an antique shop in the 1970's. It is described as an excellent example of that type of timber construction in the mid 19thC.

Significance Assessment

Criterion (a) Important component of the social development of Wollombi village

Criterion (c) Reflect the use of readily available material and technology in construction of a rudimentary structure



Wollombi

LEP 18

WOLLOMBI CONSERVATION AREA – WOLLOMBI VILLAGE

Significance Assessment

Criterion (a) reflects the spread of settlement through NSW linked to transport growth

Criterion (b) the use of convicts on the construction of the Great North Road

Criterion (e) the potential to yield information on the growth and decline of communities in 19thC



Photo: Wollombi Village web

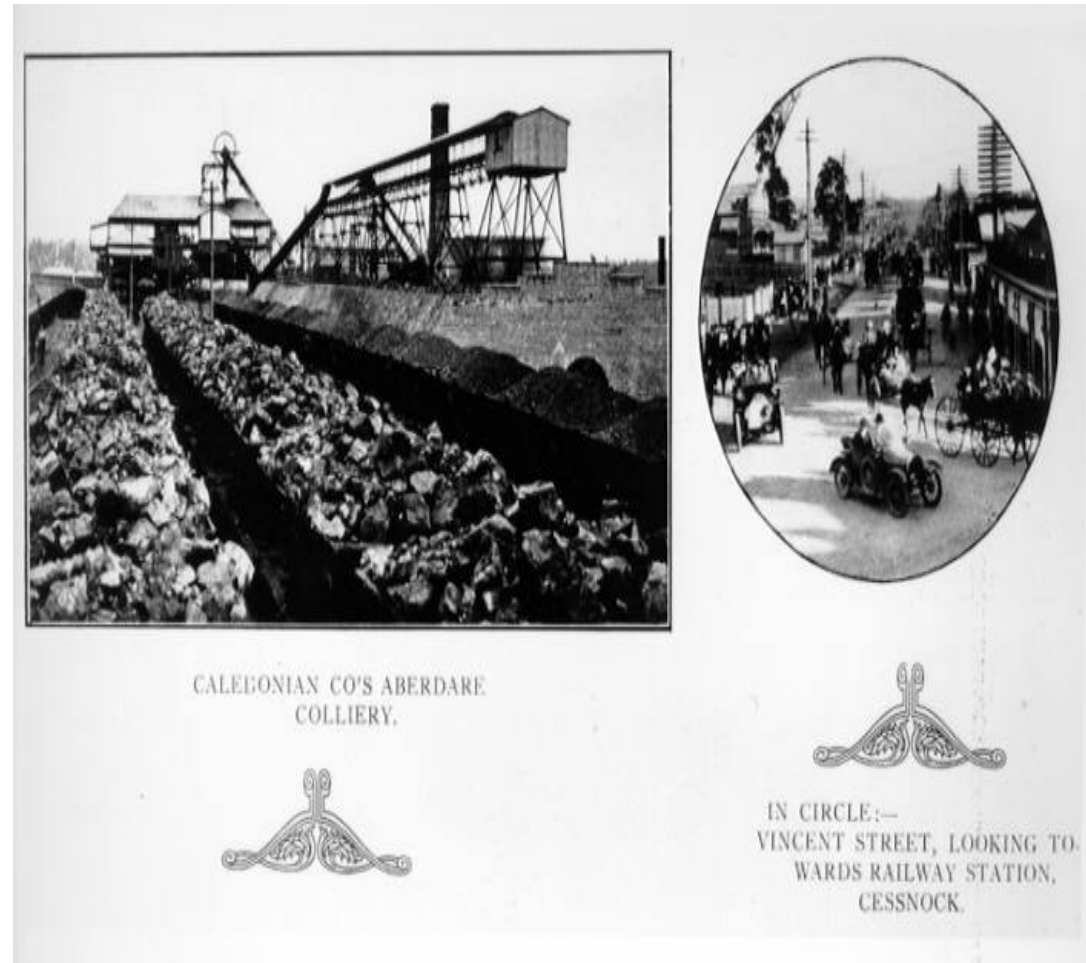
Aberdare

LEP 19

**CALEDONIAN COLLIERY CO.
HOUSE (FORMER)**

Not located.

There was no evidence of a dwelling that would meet this description in the area of 44 Quarrybylong St/ 44 Quarrabolong Road was also checked.



Historic photo: University of
Newcastle CC.

Aberdare

LEP 20

ABERDARE EXTENDED COLLIERY (SITE OF FORMER)

Operated 1906 - 1966. Originally the Bouffier Estate, site of the first vineyard in Cessnock. Bought by Caledonian Collieries in 1906. A significant colliery, mining high quality coal.

Portion of the area now comprises the Bunnings store.



Historic photo: University of
Newcastle CC.

Sawyers Gully

LEP 21

THE MEMORIAL GATES

Currently at the entrance to a residential rural property. The gates originally were associated with a local school.

Significance Assessment

Criterion (d) The Memorial Gates record the names of local men who served and those who died, in the World War I.



Thematic Review

1. Convict

Given the state significance of the Great North Road and its importance in the history of the Cessnock area, the role of convicts in the construction of this road and associated structures, needs to be adequately addressed. Aspects of convict life such as work practices, accommodation, daily routines etc should be included.

2. Science

This theme has not been addressed in the 1994 study. It is a theme of high importance for the area, and includes significant fossil sites at Mulbring and Bow Wow Creek Gorge. Also covered in this theme is the Keay Southern Cross Observatory, and laboratories associated with mining and viticulture.

3. Technology

This theme has not been addressed in the 1994 study. Collections such as those housed at the Edgeworth David Mining Museum and Richmond Main Colliery, contain examples of technology used in industries such as mining and agriculture, and displays relating to sport, households, military, farming, music, radios and televisions.

4. Accommodation

This theme has been well addressed in terms of accommodation relating to the mining industry, however other areas are under-represented. Additional work to include structures such as early stone and slab houses would provide a more comprehensive understanding of this theme.

5. Law and order

The history relating to this theme does not go beyond 1888, and therefore needs to be updated to include subsequent developments such as additional police stations and court houses and, the construction of Cessnock Correctional Centre.

6. Transport

The theme is addressed however; there is only a minor reference to the Great North Road and no mention of the Main Northern Railway Line. That portion of the Railway Line in Cessnock LGA, built circa 1860, still contains many items dating to original period of construction.

7. Religion

This theme does not adequately address the role of religion. It refers only to non-conformist churches relevant to mining communities, and overlooks the wider context of other religions in the study area.

8. Defence

This theme refers to the Greta army camp, but needs to be expanded to include the construction of Cessnock airfield by the military at the time, and the role played by Cessnock Rifle Range in WWII.

9. Events

Events relating to the mining industry have been well covered, but needs to be expanded to include other events such as floods, bicentennial events and various military engagements.

10. Creative endeavour

Reference to this theme is limited to the mention of the Abermain Eisteddfod. This theme should be updated to include concerts in the vineyards which are of major economic importance to the region, art galleries such as Cessnock Art Gallery and Buchanan Gallery (now closed).

11. Domestic life

This theme was not addressed in the 1994 study. It highlights the potential for understanding a past way of life through collections of domestic items and through visits to early residences, such as Marthaville.

12. Education

Reasonably well-covered, but needs updating to include the Flying School at Cessnock Airport, and traineeships within the hospitality industries, particularly the role Kurri Kurri TAFE plays in the areas of hospitality, plant, heavy vehicle and auto electrical, horticulture and primary industries.

13. Communication

Reasonably well covered, however needs updating to include other forms of media such as radio and newspapers.

Appendix 6

Draft Thematic History

Theme: Convict

Notes: Activities relating to incarceration, transport, reform, accommodation and working during the convict period in NSW (1788-1850) – does not include activities associated with the conviction of persons in NSW that are unrelated to the imperial “convict system”: use the theme of Law and Order for such activities.

Examples: Prison, convict shipwreck, convict system document, ticket-of-leave and probationary living quarters, guard's uniform, landscapes-of-control, lumber yard, quarry, gallows site, convict-built structure, convict ship arrival site, convict barracks, convict hospital, estate based on convict labour, place of secondary punishment.

In 1804 a penal settlement was established at Newcastle to provide a place of secondary punishment for convicts who had re-offended after being transported from Great Britain to New South Wales. Following closure of the Newcastle convict settlement in 1823 free settlers, moved into to the fertile Hunter Valley where they established farms and grazing properties with the assistance of assigned convict servants.

The first land grant in the Cessnock area was promised to John Campbell, sometime before 1826. As he began clearing his land soon after, it is most likely that he would have used convict labour (Bloomfield 1954b:24). Convicts were also assigned to work in households such as “Mulla Villa”, the home of David Dunlop, the first Police Magistrate in the Wollombi and Macdonald area. Dunlop’s assigned servants were confined at night in cellars under the house (Wollombi Progress Association 1979a:29).

The major place of convict employment in the Cessnock LGA was the Great North Road, constructed between 1829 and 1839 to provide an overland route between Sydney and the Hunter Valley. Construction of this road was by convicts working in outdoor gangs, in which “strength earned a higher premium than skill and hard work was more important than care” (Nicholas 1988:154). While unskilled labour would have predominated on the Great North Road project, the skills of tradesmen such as stonemasons were also required and results of their work can be seen in areas such as Ramsay’s Leap.

Governor Darling’s “Code of Regulations for the Road Department” included a description of the road parties and gangs:

The Road Parties and Gangs recommended to number not exceeding forty, with one Overseer and two Assistants. One Gang of the above strength might be placed at every seven miles, a set of tools etc., in charge of each, would be kept more complete and less liable to confusion from numbers, besides the advantage that would arise from the work of the Gangs being a sort of emulation to each other.

The Department having handicraft men of all the trades necessary for the roads, such as Smiths, rough Carpenters, Sawyers, Stone-cutters, Masons etc., with the tools necessary, the whole work could be done without difficulty and with the greatest facility, only as it is before noticed, that the greatest care should be taken of the stores, implements and tools. (cited in Webb 2003:15)

Details of the convict experience on the Great North Road can be found on the Convict Trail website. (<http://greatnorthroad.com.au/about-the-trail/convict-life/convict-living-and-working-conditions>).

The Devines Hill and Finch’s Line sections of the Great North Road were awarded World Heritage listing in 2010, as some of the “best surviving examples of large-scale transportation and the colonial expansion of European powers through the presence and labour of convicts. (<http://www.environment.nsw.gov.au/nswcultureheritage/TheOldGreatNorthRoad.htm>).

Theme: Science

Notes: Activities associated with systematic observations, experiments and processes for the explanation of observable phenomena

Examples: Laboratory, experimental equipment, text book, observatory, botanical garden, arboretum, research station, university research reserve, weather station, soil conservation area, fossil site, archaeological research site

The Cessnock LGA is rich in archaeological sites, including fossil sites at Mulbring and Bow Wow Creek Gorge (McKellar 1969).

Science played an important role in the coal industry and was employed in testing underground air samples, assessing coal specimens and experimenting with coal blending. In the early 1950s the Joint Coal Board established a laboratory at the Aberdare Shaft Colliery to handle South Maitland District coal research and testing. Following closure of the colliery in 1982 the laboratory continued to service other mines but was closed in 1985. (Aberdare Shaft Colliery, at <https://downloads.newcastle.edu.au/library/cultural%20collections/greta/mines/abdsh.html>).

The winemaking industry also requires scientific research. For example, at Tyrrell's vineyard "modern laboratory techniques run hand in hand with traditions of oak casks and earthen floors" (Tyrrells 2008:49).

The Cessnock LGA is also linked to this theme through the presence of the Keay Southern Cross Observatory at Kurri Kurri. Operated by the Astronomical Society of the Hunter, the observatory houses a 16 inch telescope as well as portable equipment which can be taken to schools and community groups within the region (www.mpas.asn.au).

Theme: Technology

Notes: *Activities and processes associated with the knowledge or use of mechanical arts and applied sciences.*

Examples: *Computer, telegraph equipment, electric domestic appliances, underwater concrete footings, museum collection, office equipment, Aboriginal places evidencing changes in tool types.*

Defined broadly as the knowledge or use of the mechanical arts and applied sciences, technology permeates all aspects of the human history of the region. Technology can refer to the tools and machines that are used to solve problems or influence and control one's environment. These range from simple tools used by the region's indigenous population to farm machinery, winemaking equipment and machinery used in coal mining and other industries.

There are several technology related collections within the Cessnock LGA including those at the Edgeworth David Mining Museum and Richmond Main Railway Museum. Coal mining related infrastructure, including the headframe, survives at Stanford Main No.2 Colliery, Paxton. The collection of locomotives, railway machinery and objects belonging to the Hunter Valley Railway Trust at North Rothbury is classified as a heritage item of State Significance.

Theme: Accommodation

Notes: Activities associated with the provision of accommodation, and particularly types of accommodation – does not include architectural styles – use the theme of Creative Endeavour for such activities.

Examples: Terrace, apartment, semi-detached house, holiday house, hostel, bungalow, mansion, shack, house boat, caravan, cave, humpy, migrant hostel, homestead, cottage, house site (archaeological)

The City of Cessnock Heritage Study (1994) has addressed the theme of Accommodation in relation to the mining industry (3.5.3) and hotels (3.7.8). The below provides information on other types of accommodation.

Significant houses also survive from the early years of settlement. They include substantial stone structures such as “Laguna House”, built in the 1830s by R.A. Wiseman, son of Solomon Wiseman (Parkes, Comerford and Lake 1979:33) and “Mulla Villa”, the home of Wollombi’s first Magistrate, David Dunlop (Parkes, Comerford and Lake 1979:20). Simple early slab huts can also be found, such as Edward Tyrrell’s home, built in 1858 (Paterson 1984:48) and Ironbark Cottage at Peppertree Vineyard.

Reference has also been made in the 1994 Study to the establishment of the Greta Army camp, established in 1941 and subsequently used as a migrant camp between 1949 and 1960 (3.7.4) but some expansion to additional reference is necessary in relation to the type of accommodation provided. The initial construction works included a range of wooden buildings, including over 200 sleeping huts. The brown colour which predominated in this part of the camp led to it being known as “Chocolate City”. Some distance from this area of the camp, another settlement was established around the hospital buildings. Many of the huts there were corrugated-iron Nissen huts, giving rise to its name, “Silver City” (Keating 1997:18-19). In the post-war period the huts were modified to provide accommodation for displaced people from various European countries. After closure of the camp the buildings were sold, some being purchased by community groups for use as halls. One such group was the North Rothbury Hall Committee (Keating 1997:79). Additional Nissen huts to house migrants were built in the 1950s at Maitland, Cessnock and Kurri Kurri. Several of these survive, providing a popular low-cost and unusual housing option (Herald 22 June 1951).

With the increasing popularity of the Pokolbin vineyards as a tourist destination in recent years, the area has seen an increase in short term accommodation options ranging from bed and breakfast establishments and self-catering cabins to luxury resorts

Theme: Law and Order

Notes: Activities associated with maintaining, promoting and implementing criminal and civil law legal processes

Examples: Courthouse, police station, lock-up, protest site, law chambers, handcuffs, legal document, gaol complex, water police boat, police vehicle, jail, prison complex (archaeological), detention centre, judicial symbols

The Police Regulation Act of 1862 revised the laws relating to policing in New South Wales, and divided the state into various districts and sub-districts. Because of its position on the Great North Road, Wollombi became the administrative centre of the district. A Police Magistrate was appointed in 1840 and a makeshift courthouse, described as “a windowless hut” and a notoriously insecure lock-up with a bark covering were built. A more substantial court house, which also served as a police station, was constructed in 1866. It now houses the Endeavour Museum (Wollombi Progress Association 1979b:18, 32).

As settlement developed in the Hunter Valley a police station was built at Greta in 1879 (Newcastle Morning Herald 9 June 1879) followed by a court house in 1885. Court houses were also built at Branxton (1880) Cessnock (1884, replaced in 1913) and Kurri Kurri (1908) (Bridges 1986:101).

The responsibilities of the local police force extended beyond the towns and villages of the Cessnock LGA. Severe industrial disputes, some involving violence, were a characteristic of the coal industry and on such situations police could be called on to protect the collieries from being damaged, and to restrain militant coal miners (Turner 1982:67). A confrontation between the police and miners at Rothbury in December 1929 ended in tragedy when miner Norman Brown was shot and killed by police (Comerford 2006:334). The event became known as the Rothbury Riot, and is commemorated by the Rothbury Riot Memorial, erected on the site.

In the early 1970s Cessnock was chosen as the site for a new prison to house maximum and medium security prisoners. Known as Cessnock Training Centre, it was later used for medium security prisoners only (Ramsland 1996:314). Now known as Cessnock Correctional Complex, it is capable of housing 750 maximum and medium security male prisoners (The Advertiser 23 March 2012).

Theme: Transport

Notes: Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements.

Notes: Railway station, highway, lane, train, ferry, wharf, tickets, carriage, dray, stock route, canal, bridge, footpath, aerodrome, barge, harbour, lighthouse, shipwreck, radar station, toll gate, horse yard, coach stop

Roads

The first major road works in the Cessnock LGA were carried out between 1826 and 1832 by convict labour to provide an overland route between Sydney and the Hunter Valley. Known as The Great North Road, it was one of three “great roads” included in Governor Ralph Darling’s road building programme which facilitated settlement of the Hunter Valley, Goulburn Plains and Bathurst.

Unfortunately, opening of the new road between Wollombi and Maitland coincided with the commencement of a regular steamer service between Sydney and Morpeth, which rendered the overland route redundant to some extent. However, Wollombi was acknowledged as “one of the most productive and important agricultural districts of the colony” and the overland route remained a vital link to markets and shipping facilities at Maitland and Morpeth (The Maitland Mercury and Hunter River General Advertiser 3 July 1852). Consequently, the *Sydney Morning Herald* reported in September 1833 that “the Branch from the Northern road at Wollombi to Maitland and the Green Hills Wharf” was included in the “Schedule of Roads to be kept in Repair at the Public Expense” (The Sydney Herald 29 September 1833).

The Devines Hill and Finch’s Line sections of the Great North Road were awarded world heritage listing in 2010, as some of the “best surviving examples of large-scale transportation and the colonial expansion of European powers through the presence and labour of convicts”

(<http://www.environment.nsw.gov.au/nswcultureheritage/TheOldGreatNorthRoad.htm>).

The road was also declared a National Engineering Landmark by the Institution of Engineers Australia (now Engineers Australia) in 2001. The ceremony was conducted by Her Excellency, Professor Marie Bashir AC, Governor of New South Wales ([https://www.engineersaustralia.org.au/portal/system/files/engineering-heritage-australia/nomination-title/Great North Road](https://www.engineersaustralia.org.au/portal/system/files/engineering-heritage-australia/nomination-title/Great%20North%20Road)).

With the spread of settlement into the area roads were built to serve the new towns, but development was slow until the establishment of the coal mining industry. The new land route was south of the Great North Road, following the outcrop of the Greta coal measures and linking the various colliery and colliery towns (Penelope Pike Meredith Walker and Associates 1994: Section 3.5.2). Until 1900, Cessnock had only one street, Main Street which was renamed Mount Vincent Road in 1904. Until it was concreted in 1926, the road was frequently flooded. A road linking Cessnock and Abermain was built in 1904, and then extended to Kurri Kurri and Weston. By 1919, a bus service was operating between Maitland and Cessnock. Historian W. Bloomfield believed that “1926 saw the beginning of good roads for Cessnock” when the Shire obtained a loan to concrete several sections of roadway in Cessnock, Neath, Abermain and Weston (Bloomfield 1954b:75-76). Local government was responsible for most of the road construction other than main roads. Works carried out during the Depression including the paving of some residential roads and curb and guttering – executed in local sandstone (Penelope Pike Meredith Walker and Associates 1992-1994: Section 3.7.5).

Railways

The history of the extensive railway network servicing the coal mining industry in the Cessnock LGA has been well covered in the 1994 Study (Penelope Pike Meredith Walker and Associates 1992-1994: Section 3.5.2).

In 1903 a railway line was built to serve the newly established colliery at Abermain, linking it to other collieries and shipping facilities at the port of Newcastle. From a newly constructed station at Cessnock passengers could travel to Maitland, although the 15 mile journey often took over an hour (The Maitland Weekly Mercury 12 October 1907:14). Cessnock Railway Station ceased to operate in 1972 and was subsequently demolished (<http://www.nswrail.net/locations/>).

The Main Northern Line runs across the northern area of the Cessnock LGA and includes Branxton railway station. Its No. 1 platform dates from 1863 and is the oldest surviving building on the former Great Northern Railway (R. McKillop and D. Sheedy, *Our Region, Our Railway: The Hunter and the Great Northern Railway 1857-2007*, Redfern, 1982, p.182).

At Rothbury, the Hunter Valley Railway Trust's Railway Museum houses one of the largest collections of railway carriages in Australia as well as locomotives, railway memorabilia, old buses and road vehicles (www.huntervalleyrailway.tripod.com). The Richmond Vale Railway Museum also has an extensive collection of locomotives and rolling stock from private colliery lines and the BHP Steelworks. Trains operate several times a month over a 4 mile stretch of track between Richmond Main and Pelaw Main, allowing members of the public to enjoy the railway experience of a bygone era.

Air Transport

An airfield was established at Pokolbin during World War II, and was later registered as a civil aerodrome. It comprises a 1,097m runway and parallel taxiway, aprons, terminal buildings, refuelling facilities and hangars. The Rural Fire Service and a number of flying schools operate out of the aerodrome which is also a base for hot air ballooning, helicopters, tourist and charter flights (www.cessnock.nsw.gov.au/community/business/airport)

Theme: Religion

Notes: *Activities associated with particular systems of faith and worship*

Examples: *Church, monastery, convent, rectory, presbytery, manse, parsonage, hall, chapter house, graveyard, monument, church organ, synagogue, temple, mosque, madrasa, carved tree, burial ground*

During the early years of European settlement the Anglican church was the dominant faith, but the first substantial church to be built in the Cessnock LGA was the Roman Catholic Church of St. Michael the Archangel at Wollombi (foundation stone laid 1840, completed 1843), (Bloomfield 1954a:94). After being damaged by floods in 1893 the church was relocated to higher ground beside the Wollombi Post Office, using much of the stone from the original building and incorporating the old foundation stone. St. John's Anglican Church followed soon after (1846-1849). One of the earliest of the 57 churches designed by Edmund Blacket, St. John's has been described as "one of the most uniquely beautiful buildings in Wollombi" (Wollombi Progress Association 1979a:31).

As settlers moved into the region, churches were built to serve the spiritual needs of the new communities. In the Cessnock area, Anglican services were held in a private residence from 1857 until 1867 when the first church was built. The presence of the Roman Catholic Church in Branxton dates from 1864 when a brick house was built for the priest. The Sisters of Mercy arrived in the town in 1886, and moved into a new convent designed by prominent architect Frederick Menkens in 1889 (Committee of Branxton Tidy Towns 2003:55). At Nulkaba, St. Patrick's, Nulkaba) became active in 1872. The original slab and shingle building was replaced by a stone church in 1893 (Bloomfield 1954a:102).

With the development of the coal industry, unpretentious Congregational, Methodist and Presbyterian churches were opened throughout the coalfields, a reflection of the religious beliefs of the workers who had migrated from mining areas in the United Kingdom. As historian Alan Walker commented, "Sometime later came the other main development in the religious life of the community, the arrival of the sects. The Salvation Army, the Bretheren, the Church of Christ, the Four Square Church of America, the Apostolic Church, the Seventh Day Adventists, all succeeded in gaining sufficient strength to build their meeting place" (Walker 1945:59).

The Cessnock LGA continues to support a wide range of religious organisations.

Theme: Defence

Notes: Activities associated with defending places from hostile takeover and occupation.

Examples: Battle ground, fortification, RAAF base, barracks, uniforms, military maps and documents, war memorials, shipwreck lost to mines, scuttled naval vessel, POW camp, bomb practice ground, parade ground, massacre site, air raid shelter, drill hall

Several sites in the Cessnock area are linked to defence activities during World Wars I and II. The Greta Army Camp, one of the largest in Australia and capable of accommodating 6,000 personnel, has been addressed in the 1994 Study.

Additional sites include Cessnock Rifle Range, operated by Cessnock Rifle Club which was formed in 1908. Its first rifle range, located on the eastern side of Kitchener Road, was relocated in 1917 to its present site near the racecourse. Some of the members who perfected their skills at these ranges saw overseas service in both World Wars. During World War II the club was affiliated with the 13th Machine Gun Regt. West Maitland Light Horse (<http://cessnockrifleclub.org.au>)

Cessnock aerodrome was one of 50 bases constructed in 1942-3 by the Department of Main Roads for the United States Armed Services and the Royal Australian Air Force. Originally known as the Pokolbin Aerodrome, it was constructed entirely by the Department. During the war years a squadron of Mosquito bombers was based at the Pokolbin (Newcastle Morning Herald 26 June 1968). The aerodrome was subsequently purchased by Cessnock City Council from the Federal Government, and in 1979 was one of the last council-owned wartime aerodromes in the State (Herald 19 August 1978).

Throughout the Cessnock LGA there are many memorials honouring the service and sacrifice of local men in the defence of Australia. Among them are the Cessnock War Memorial, Memorial tower at St Joseph's Catholic Church, Veterans' Memorial Park (Aberdare Rd), Memorial entrance gates at Aberdare Cemetery and Pokolbin Community Hall, and a brick shelter at Branxton (www.warmemorialsregister.nsw.gov.au). At Greta Cemetery, an area has been dedicated as a War Graves Cemetery.

Theme: Events

Notes: Activities and processes that mark the consequences of natural and cultural occurrences.

Examples: Monument, photographs, flood marks, memorial, ceremonial costume, honour board, blazed tree, obelisk, camp site, boundary, legislation, place of pilgrimage, places of protest, demonstration, congregation, celebration

Among the more obvious markers of significant events are monuments which have been erected to mark the contributions and sacrifices made by servicemen from the area during military engagements including the two World Wars and the Vietnam War. Some of these memorials also serve as gathering places for annual Anzac Day remembrance services. In the 1980s, representatives of the US military visited Laguna School to unveil a memorial to two American servicemen who were killed in a plane crash in the area in 1944. The men were among a group of 15 American fighter pilots who were being flown from New Guinea to Sydney (cessnocklocalhistory.vpweb.com.au).

Also of significance in the Cessnock LGA are memorials to those who lost their lives in mining accidents and disasters. Many headstones in local cemeteries testify to the hazards of underground coal mining and refer often to collieries long since closed. Many more are of those whose lives were shortened by injuries sustained in mine accidents or by mine induced respiratory complaints. Collective deaths in mining disasters such as the East Greta Nol.1 Colliery fall of 1898, the Stanford Merthyr and Bellbird Colliery fires and explosions of 1905 and 1923 respectively have been commemorated by significant monuments, memorial plaques and documentation. The Mines Rescue Station at Abermain was built after the 1923 Bellbird disaster. It is one of three similar facilities built at the time – one at Boolaroo (Lake Macquarie) and another at Lithgow (Penelope Pike Meredith Walker and Associates 1992-1994: Section 3.6.3). The Jim Comerford Miners' Memorial Wall, named after one of the most respected Union officials in the mining industry was constructed at Aberdare in 1995 to commemorate the 1,795 miners who were victims of the Northern Districts coalmines (<http://monumentaustralia.org.au/themes/disaster/industrial/display/20757-jim-comerford-miners-memorial-wall>).

Another mining-related memorial can be found at Rothbury, where coal miner Norman Brown was shot and killed by police during the Rothbury Riot (Comerford 2006:334).

In Australia's Bicentennial year, a plaque was unveiled at Greta to commemorate the migrants who passed through the Greta Migrant Camp (the second biggest in Australia) between 1940 and 1961. (<http://monumentaustralia.org.au/themes/landscape/settlement/display/21404-greta-migrant-camp-memorial>)

The Bicentennial was also recognised with the awarding of a grant to restore and open the historic home, "Marthaville" as an Arts and Cultural Centre for the community (www.cessnock.nsw.gov.au).

Theme: Creative Endeavour

Notes: Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities.

Examples: Opera house, theatre costume, film studio, writer's studio, parade tableau, manuscripts, sound recording, cinema, exemplar of an architectural style, work of art, craftwork, and/or public garden, bandstand, concert hall, rock art site, rotunda, library, public hall; and/or a particular place to which there has been a particular creative, stylistic or design response

Physical traces of early Wonnarua, Awabakal and Darkinjung creative endeavours can be found in the region, including a significant number of sites around Wollombi where there are many examples of cave paintings and rock carvings (Wollombi Progress Association 1979:9).

In his study of the Cessnock coalfields in 1945, Alan Walker wrote that "Mining communities are traditionally supposed to reveal musical qualities, and Cessnock would support this conclusion. The Welsh section in the town has made its contribution in this field" (Walker 1945:94). Pianos were prized family possessions in many coalfields homes, and in the late 1920s and early 1930s each village had a male voice choir of up to 60 singers. A Coalfields Male Voice Choir gained first place at State eisteddfods and before the outbreak of war was planning a tour of New Zealand (Metcalf 1988:104). The Abermain Eisteddfod, which was first held in 1914, continues to be an annual event.

In more recent times, concerts have become a popular feature in the region's vineyard area, attracting world famous performers who play to capacity crowds. Organisations fostering creative endeavour in the area include Marthaville Arts and Cultural Centre and Cessnock Regional Art Gallery.

Theme: Domestic Life

Notes: Activities associated with creating, maintaining, living in and working around houses and institutions.

Examples: Domestic artefact scatter, kitchen furnishings, bed, clothing, garden tools, shed, arrangement of interior rooms, kitchen garden, pet grave, chicken coop, home office, road camp, barrack, asylum

Domestic life for early settlers in the Cessnock LGA was of necessity self-sufficient and generally centred around a relatively simple dwelling in an isolated location. However, those with some influence or capital enjoyed the benefit of domestic assistance from assigned servants.

In residences such as “Marthaville”, “Mulla Villa” and slab cottages at Pokolbin, the building structure and arrangement of interior rooms provide insights into the domestic lives of their inhabitants. The domestic life experienced by soldiers, and then post World War II immigrants, can also be appreciated through the form and interior layout of Nissen huts which were originally part of the Greta Army Camp.

Collections of household items in museums such as the Edgeworth David Mining Museum at Kurri Kurri allow visitors to understand the day to day lives of previous generations.

Theme: Education

Notes: Activities associated with teaching and learning by children and adults, formally and informally.

Examples: School, kindergarten, university campus, mechanics institute, playground, hall of residence, text book, teachers' college, sail training boat wreck, sports field, seminary, field studies centre, library and physical evidence of academic achievement (e.g. a medal or certificate)

Primary education, the provision of technical education and the role of the School of Arts and evening colleges have been covered in the 1994 study.

Since 1967, an additional form of education has been available following the establishment of a training centre for pilots at Cessnock Airport. The site was selected because it is comparatively isolated and well clear of busy air traffic areas, but close to radio training aids. It is also well sited for quick access to control airspace and for training flights in and out of Sydney (Newcastle Morning Herald 26 January 1967).

In 1967, South Pacific Air Australia built a motel-type building on the site. The building featured 12 rooms to accommodate 24 trainee pilots, as well as a lecture room and rooms for simulated instrument flying, the first to be installed in Australia outside a R.A.A.F. base. The school provided training to the standard of a commercial flying licence with second class instrument rating (*ibid*).

By 1979, training was being conducted at Cessnock by The Nationwide Aviation Space Academy, founded in 1966. One of the largest training organisations in the southern hemisphere, the Academy trained pilots for the Australian market as well as for airlines in Malaysia, Indonesia, Papua-New Guinea and other overseas flying organisations (Newcastle Morning Herald 29 August 1979). At the present time there are two training schools operating at the airport – Hunter Valley Aviation and the International School of Aviation Australia which is owned by the University of Wollongong.

The growth of tourism in the Hunter Valley has created opportunities for traineeships in the hospitality industry. The Hunter Valley Hotel Academy, located on the Kurri Kurri TAFE Campus, provides students with practical education in an operational hotel, conference centre and commercial kitchen. Other courses taught at the campus include: Transport and Mining; Animal and Equine Studies; Manufacturing and Engineering; Environment, Horticulture and Primary Industries; and Tourism, Events and Outdoor Recreation (<http://www.hunter.tafensw.edu.au>)

Theme: Communication

Notes: Activities relating to the creation and conveyance of information. .

Examples: Post office, telephone exchange, printery, radio studio, newspaper office, network of telegraph poles, airstrip.

The original inhabitants of the region, the Wonnarua, Awabakal and Darkinjung people, had developed effective systems for communicating between groups across distances, including the use of beacon fires, smoke signalling, messengers and message sticks. In his observations of the Awabakal culture, the Reverend L.E. Threlkeld described the selection of delegates to personally deliver messengers and the use of fire signals to communicate between distant tribes (Haglund 1986:23).

Following the establishment of European settlement the distribution of mail was haphazard until the inauguration of official postal services in New South Wales in 1809. Postal and later telegraph services were established at Wollombi (1839) and Maitland (1829) with intervening services along the Great North Road provided later at Millfield (1854) and at Bishop's Bridge. Postal services were established in 1864 at the private village of Cessnock in the local store, and the advent of mining at Greta led to the construction of a post office there in 1874. (1994 Heritage Study, 3.7.6) As the area developed post offices were built in other centres including Kurri Kurri (1907), Cessnock (1909) and Weston (1916).

The first newspaper on the coalfields was the Kurri Kurri Times, first issued in 1904. Cessnock's first newspaper, the Express, began publication in June 1905 but went out of existence in 1923 following a fire (Maitland Mercury 8 September 1923). An opposition paper, the Cessnock Eagle and South Maitland Recorder was founded in 1913 and was published until 1961 when it became the Cessnock Eagle. Publication of that newspaper ceased in 1978 (Cessnock Eagle and South Maitland Recorder 29 September 1944). Cessnock is now served by the Cessnock Advertiser, a free weekly newspaper which has been published for the last 52 years (<http://www.cessnockadvertiser.com.au/about-us/>)

Examples of radio communication in the Cessnock LGA include equipment at Cessnock Airport and Community Radio Station 2CHR, formed in 2000 through the amalgamation of Cessnock Community Radio (CKRFM) and Radio Maitland (RMFM). (<http://www.2chr.org/>).

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Appendix 7

Draft Heritage Items and Statements of Significance – Cessnock LEP and Hunter REP Items

Item ID I101 - Greta General Cemetery, Hunter and Evans Streets, Greta

STATEMENT OF SIGNIFICANCE

The Greta General Cemetery lacks a formal garden layout however; the expanses of grass, mature eucalypts and modest headstones reflect a country cemetery. The cemetery holds a strong connection to the local mining community containing the graves of miners and the grave of Norman Brown, killed in the Rothbury Riot. The cemetery is rare in the Hunter region for the number of burials of people who left Europe following World War II. The dates of interments indicate a strong and continuing link with the Greta area. With this significant link to the migrant community, the cemetery has the potential to contribute to an understanding of the religious practices within their communities

DESCRIPTION

Construction years: Greta General Cemetery was dedicated on October 17, 1876.

Physical description: Formal access to the cemetery is off Evans Street, at the south-west boundary. The cemetery site is approximately 839 square metres in area. An existing unsealed laneway (Laneway 712) runs from Evans Street in a north-westerly direction. This laneway provides access to the cemetery via a small gravel track. The site slopes towards Hunter Street.

There are a large number of graves aligned in rows running adjacent to Laneway 712. The majority of graves are located centrally within the property, with significant room for expansion towards all boundaries. Existing improvements include post and wire fencing around the cemetery perimeter. Timber gates and post and rail side panels mark the formal access from Evans Street. There are a number of semi-mature trees and shrubs along the Evans Street frontage with scattered large trees in the northern and southern corners of the site.

The first interment was in 1878. The headstone material type and size generally reflects the era it was constructed. The 19th to mid 20th century headstones are constructed of either marble or stone with a marble plaque and have stone surrounds, in some instances with iron railing or fencing. From the late 20th century granite is more commonly used, in many instances with granite surrounds and infill. Timber crosses were present, usually on recent interments. While timber crosses were most likely common on early graves, they have not survived. The grave markers (headstones) are generally modest in size with no mausoleums or tombs (above ground) present.

The Greta War Cemetery and garden contains the graves of 20 Australian army personnel (2003). The cemetery, maintained by the RSL is in the southern corner of the property and is neatly fenced with manicured lawns and landscape improvements.

One water tap is provided near the Evans Street entrance to the cemetery. No signage is present to identify the cemetery or the denominations.

PHYSICAL CONDITION

The cemetery is maintained with the headstones in general in good condition. As common to most cemeteries, there are a number of older graves in a state of disrepair and numerous unmarked gravesites.

HISTORY

The township of Greta was first surveyed in 1842, and was named Greta in 1843. When coal was discovered in the area, Greta became similar to other small towns in the district - recognised as one of a number of small mining communities in the coalfields of the Hunter Valley. From 1939-49 Greta became the home of one of the largest army training camps of the Second World War. In 1949 the army training facilities were converted into a migrant camp, providing a first home for thousands of immigrants. The migrant camp

operated in Greta until the early 1970s and was one of the most influential periods in the history of the Greta township. Greta cemetery was dedicated on October 17, 1876. There are a number of unmarked graves at Greta cemetery. In 1984, a study confirmed the burial of at least 568 people at the Greta cemetery with unmarked graves (Delaney 1984). Greta Cemetery contains the grave of Norman Brown (Row G, Plot 80), killed in the Rothbury Riot in 1929.

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
2 Peopling Australia	Peopling the continent	Migration
5 Working	Labour	Coal mining workers, strike action
9 Marking the phases of life	Birth and death	Cemetery

ASSESSMENT OF SIGNIFICANCE

(Criterion c) The Greta General Cemetery lacks formal garden layout, however it has large expanses of grass, mature eucalypts and modest headstones and presents as appropriate for a country town cemetery. The Greta War Cemetery portion of the cemetery is fenced with garden plantings providing a more formal setting.

(Criterion d) The Greta General Cemetery has importance to two distinct communities; the coal mining community as the burial place of local miners and in particular Norman Brown and to the post World War II migrant community and their descendants. The cemetery is significant for its continuing importance and use by the local community.

(Criterion e) The Greta General Cemetery has the potential to contribute to understanding of the migrant's religious practice within their communities.

Sources: www.environment.nsw.gov.au; Robson, 2003 (Rev), Grave Listing for the Greta General Cemetery; Greta Cemetery, Cessnock Family History Group, 1998; Australian Cemetery Index

Significance: Local

Local government area: Cessnock

Statutory Listings: Cessnock LEP 2011

LEP 5 - Greta General Cemetery, Hunter and Evans Streets, Greta

Greta Cemetery – Entrance Gate (RPS 2016)



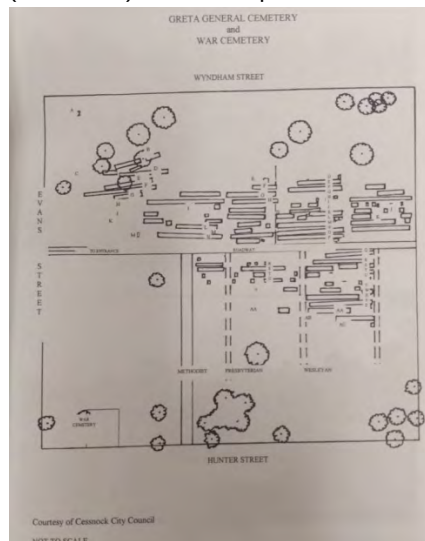
Gravestones showing ethnic diversity (RPS 2016)



Entrance Gate to the War Cemetery (RPS 2016)



Plaque – Entrance Gate to War Cemetery (RPS 2016)



Greta Cemetery Plan [Source: Delaney (1984), Rev. Robson (2003), Grave Listing for the Greta General Cemetery]

Item ID II 12 - Kitchener Public School, 38 Richmond Street, Kitchener

STATEMENT OF SIGNIFICANCE

Kitchener Public School has played an important and continuing role in the education the local children since 1920. The construction of Kitchener Public School was important in the historical development of the village of Kitchener, with the provision of educational facilities supporting the growth of an isolated small community.

DESCRIPTION

The Kitchener school buildings comprise external horizontal timber weatherboards and a corrugated galvanised (steel) roof of double pitch with no chimneys. The windows are of timber, one-over-one and two-over-two sash type; the building sits on brick stumps.

Constructed by Mr. A. Watterson of Leichhardt works commenced on the 6 January 1920 (Contract No. 1564). The new school was completed and ready for occupancy on 2nd August 1920. The original school building, when constructed, contained two classrooms to accommodate 84 pupils. Contiguous to the verandah were hat rooms for boys and girls, with three lavatory basins in each hat room. The building described as being of wood, had a corrugated galvanised roof. An important feature was the provision of adequate lighting, heating and ventilation. In 1920, the enrolment was 60, and the average attendance was 49.2 (Source: Department of Education State Records).

PHYSICAL CONDITION

The Kitchener School building is in good repair with later additions separated from the older section by walkways, leaving the original structure to retain its original form.

HISTORY

The school was a Provisional School for the period January 1917 to December 1918 and a Primary School from January 1919 to present day (Source: Open Training and Education Network Distance Education NSW Department of Education and Training, 1998).

In August 1916, the residents of Kitchener sent an application for the establishment of a school to the Education Department. A previous proposal was for the local children to be conveyed to Cessnock Superior Public School, 3 1/2 miles away, but in view of the bad state of the roads, it was agreed that a local school would be more desirable. The Inspection of Schools for the district recommended the establishment of a school, but, as uncertainty existed as to the probable attendance and the size of building which would ultimately be required for school purposes, he suggested renting a building. The Department decided to establish a Provisional School, and to accept an offer made by Mr. James Lawson to erect a building and to let it to the Department at 12/6 per week. This building was completed on November 28 1916. School operations were commenced in January, 1917, the first Teacher being Mr. George L. Evans. The enrolment during December Quarter of that year was 20, and the average attendance was 14. In March 1918 the school site of 5 acres, 3 roods, 14 perches, comprising Section 17 of the Village of Kitchener was acquired. In the same year the school population having outgrown the existing accommodation resulted in the local MLA requesting a new school. The Education Department agreed and in December 1919, the tender from Mr. A. Watterson to construct a new school for 1,129 pounds was accepted.

The Aberdare Central Colliery continued to expand and coal production grew steadily. An increase in miner's families into the area resulted in an increase in the number of children attending Kitchener Public School. An additional teacher's assistant was appointed in May 1925. When the Education Department's School Inspector, Mr. F.W. Mannell made his annual inspection, he found the school enrolment had reached 122 pupils. These pupils were being taught by three teachers in the two classrooms and on the school verandah (City of Cessnock, 1788 - 1988: Education and schools / by John W. Delaney).

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
Educating	Education	Primary School

ASSESSMENT OF SIGNIFICANCE

(Criterion a) The construction of Kitchener Public School was important in the historical development of the village of Kitchener, with the provision of educational facilities supporting the growth of the community.

(Criterion d) The Kitchener Public School has provided educational facilities for the local community since its construction.

Sources: www.environment.nsw.gov.au; Delaney, J 1988, City of Cessnock, 1788 - 1988: Education and schools; Cessnock Eagle and South Maitland Recorder, April 1920

Significance: Local

Local government area: Cessnock

Statutory Listings: Cessnock LEP 2011

LEP 6 - Kitchener Public School, 38 Richmond Street, Kitchener



Kitchener Public School, Richmond Street frontage (RPS 2016)



Kitchener Public School, Richmond Street frontage – detail (RPS 2016)



Kitchener Public School, Richmond Street frontage northern extent (RPS 2016)



Kitchener Public School, Richmond Street frontage , southern extent (RPS 2016)

Item ID I213 - Leconfield Road Bridge, Greta

Listed on the OEH website as the Leconfield Road Bridge, Greta. Consideration should be given to changing the name to Branxton Street Bridge, or culvert. While the bridge is noted as being on Leconfield Road; the actual location is Branxton Street. An inspection of Leconfield Road showed no evidence of a bridge, or a creek or drainage lines that would warrant the building of a bridge. Given the close proximity of Leconfield Road to Branxton Street it is likely they were once the same street.

STATEMENT OF SIGNIFICANCE

The **Leconfield Road Bridge** is more correctly described as a **culvert**, built in 1890 to a high standard it is a good example of its type from the late nineteenth century. The sandstone culvert reflects the importance of well-constructed roads to the development of the Hunter Valley.

DESCRIPTION

The **Leconfield Road culvert** consists of sandstone walls including wing walls, a random coursework sandstone flagging at the base, an open swale drain with small pond, timber decking with running boards, and low timber buffer rail at road surface.

PHYSICAL CONDITION

The **Leconfield Road culvert** is still in use with minor changes and updates to the fabric, predominantly at the road surface and the infill behind the wing walls. The changes do not detract from the original structure.

HISTORY

The **Leconfield Road culvert** is one of two built in the area around 1891 to 1892. Another is located near the corner of Anvil and Wyndham Street, Greta. In 1900, the culvert was being 'undermined' due water flow erosion. It is possible that maintenance work was undertaken to repair this.

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
3 Developing local, regional and national economies	Transport	Road building

ASSESSMENT OF SIGNIFICANCE

(Criterion g) The Leconfield Road culvert is a good example of its type from the late nineteenth century. The culvert provides evidence of the importance of well-constructed roads to the development of the Hunter Valley.

Sources: Newcastle Morning Herald and Miner's Advocate, 2 September 1891:6; Newcastle Morning Herald and Miner's Advocate, 11 July 1900:7

Significance: Local

Local government area: Cessnock

Statutory Listings: Cessnock LEP 2011

LEP 7 - Leconfield Road Bridge, Greta



Branxton Road culvert, Greta – looking east (RPS 2016)



Branxton Road culvert, Greta - looking east (RPS 2016)



Branxton Road culvert, Greta (RPS 2016)



Branxton Road culvert, Greta – looking east, northern side (RPS 2016)

Item ID II 16 - Trade Union Banners, 11 Deakin Street, Kurri Kurri

STATEMENT OF SIGNIFICANCE

The Trade Union Banners are rare tangible reminders of the importance of trade unions in advancing the rights of coal miners to better working conditions. The banners, one a protest banner (Banner 1) and the other a promotional banner (Banner 2), reflect an era when May Day parades and street marches were important events in mining communities.

DESCRIPTION

Banner One entitled *Kurri Retired Miners Association* depicts the comic strip character "Sad Sag", representing the retired workers or pensioners being beaten over the head by a character representing the Government. It is signed 'Robinson 4/49', the artist is unknown. Hand painted.

Fabric: Canvas with metal rods, top and bottom.

Size: 1.2m x 0.8m approx.

Banner Two entitled *Richmond Main Ambulance Class* is a May Day marching banner signed "L W 40". It depicts illustrations in its four corners of situations requiring first aid the banner was hand painted by J. Llewellyn (LW is a shortened version of Llewellyn) in 1940. The banner created for use in the May Day (Labour Day) marches in Kurri Kurri and district is a good example of a handmade May Day Trades Union banner, requiring at least four men to carry it. This is the only one of its type and size known in the Kurri Kurri area (pers. comm. Brian John Andrews OAM, Sir Edgeworth David Museum, Kurri Kurri, 7 Aug 2016).

Fabric: Canvas on pine timber frame, the paint is likely oil-based with pencil lines visible.

Size: 2.2m x 2.2m approx.

Misc: Received second place for Best Banner & Team at the first peacetime Kurri Kurri May Day March, Saturday, 4 May 1946

PHYSICAL CONDITION

The Trade Union Banners are in good condition with no colour fade of paint evident. Both banners are on display: Banner 1 has rods inserted top and bottom, while a timber frame supports Banner 2.

The banners are located at the Edgeworth David Memorial Museum, Kurri Kurri.

HISTORY

Two Trade Union Banners they are representative of the banners used in May Day marches held on the coalfields. The banners were transferred from the Kurri Kurri Ambulance Hall on 4 April 2001 to the Sir Edgeworth David Memorial Museum, Kurri Kurri.

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
Working	Labour	Coal mining community

ASSESSMENT OF SIGNIFICANCE

(Criterion d) The Trade Union Banners are rare tangible reminders of the importance of trade unions in advancing the rights of coal miners to better working conditions

(Criterion g) The Trade Union Banners: one a protest banner (Banner 1) and the other a promotional banner (Banner 2), reflect an era when May Day parades and street marches were important events in mining communities.

Sources: environment.nsw.gov.au: <http://www.migrationheritage.nsw.gov.au/exhibition/objectsthroughtime/banner>;
Trove article citing use of the banner: <http://trove.nla.gov.au/newspaper/article/100047472>

Significance: Local

Local government area: Cessnock

Statutory listings: Cessnock LEP 2011

LEP 8 - Trade Union Banners, 11 Deakin Street, Kurri Kurri



Banner 1 (RPS 2016)



Banner 2 (RPS 2016)

Item ID 1137 - Byora, Wollombi

STATEMENT OF SIGNIFICANCE

Byora is one of the earliest farming selections in the Wollombi Valley area and retains evidence of a relatively intact mid-nineteenth century farm group. The nineteenth century farm buildings largely retain their form, function and are still in use today. These built structures reflect farming practices of the nineteenth century in the Wollombi Valley. Byora retains its secluded location and views across a mid-nineteenth century farming landscape.

DESCRIPTION

Byora is on the southern side of Milsons Arm Road, Wollombi approximately 400 metres from the junction with the Great North Road. It consists of a residence and farm buildings.

The residence is of a recent design and modification. It consists of a three phases of building with the earliest being evident in the reuse of original sandstone blocks obtained from the original cottage, located some 300 metres west of the current house. This original stone cottage was relocated to the current location where it was attached to later-phase timber, single storey house. The two items were connected by an open breezeway.

The current residence is a combination of the two earlier building phases with a third phase connecting the two earlier phases at the area of the original breezeway. The present owner advised that the new incorporated design has modified the earlier phases both internally and externally.

The farm buildings are located within their original locations, as evidenced by early photos of the complex. They consist of a dairy shed (former), machinery shed and a storage shed associated with two wheat silos (former). The structures remain upright and in reasonable condition with some evidences of fabric replacement in the corrugated sheeting and timber framing at the walls and rooflines in all.

A separate smaller storage shed was constructed approximately 60 years ago. It is located at the north-east of the house. It is constructed of timber post frame and corrugated roof and walls.

The dairy shed (former) shows evidence of its original use in the form of milking stalls and swing-hinged doors. The floor is of concrete with drainage areas. The roof is single pitch. One window has twentieth century horizontal glass and steel louvres.

PHYSICAL CONDITION

The current house is new, constructed from recycled stone and other material from two earlier houses on the property.

A number of early vernacular farm buildings are still in use. These have had minimal structural change though maintenance has included changes in cladding and timber replacement. In most cases where this has occurred, the replacement has remained sympathetic to the original structure.

HISTORY

Byora is one of the earliest farms in the area of Wollombi, with James Milson selecting the area to graze dairy cattle in 1823, prior to the construction of the convict built Great North Road. The Milson property covered an area of 640 acres (259 ha) (ADB 2006).

An original cottage of stone, quarried locally, existed on the property circa early 1820s. This cottage was built close to a creek to the west of the current complex, but was moved later after a major flood. A later 19th century timber clad farmhouse was built next to it (in the latter location), both buildings were connected by a breezeway.

Byora continues to operate as a working farm. It is associated with Noyce Bros winery and vineyard.

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
3 Developing local, regional and national economies	Pastoralism	Early rural settlement
4 Building settlements, towns and cities	Accommodation	Homestead – potential archaeological site
3 Developing local, regional and national economies	Agriculture	Farming

ASSESSMENT OF SIGNIFICANCE

(Criterion a) Byora is one of the earliest farming selections in the Wollombi Valley area and retains evidence of a relatively intact mid-nineteenth century farm group. The mid-nineteenth farm buildings largely retain their form, function and are still in use today. These built structures reflect farming practices of the late nineteenth century in the Wollombi Valley. The current house is modern and is not historically significant.

(Criterion c) Byora provides an example of a mid-nineteenth century farming complex

(Criterion g) Byora retains the landscape of a mid-nineteenth century farming property

Source: Personal Communication; Current owner, Byora 1 April 2016; 14 September 2016; David S. Macmillan. James Milson (1783-1872); *Australian Dictionary of Biography* 2006. Canberra: Australian National University. Retrieved 18 April 2016.

Significance: Local

Local government area: Cessnock



Byora in 1870s (Copyright Noyce Bros. Winery 2016)

LEP 9 - Byora, Wollombi

Byora – looking south to group of farm buildings
(RPS 2016)



Byora – house (RPS 2016)



Byora – farm building, most likely that shown in the
historic photo above (RPS 2016)



Byora – farm buildings (RPS 2016)



Byora – previous dairy shed, internal (RPS 2016)



Byora – farm buildings (RPS 2016)

Item ID 1149 - Mulbring Uniting Church and Cemetery, Palmer Street, Mulbring

STATEMENT OF SIGNIFICANCE

The Mulbring Uniting Church together with the cemetery is of historic significance providing evidence of the development and the growth of rural communities. The church has strong aesthetic appeal and is a fine example of a small rural church built in the late nineteenth century of vernacular design. A wide curtilage and views to the surrounding hills and countryside add to the aesthetic appeal. The church has provided continual religious and spiritual service to the local community since the nineteenth century, while the cemetery provides a tangible link to those who settled and lived in the area.

DESCRIPTION

The Mulbring Uniting Church is Victorian Gothic in style and consists of English-bond orange brickwork with brick and cement-rendered external buttresses. The double-pitch roof is of corrugated steel (modern) and has a gable of vertical timber slats; the windows are of nine-over-one timber casement; the front portico is of English-bond orange brickwork with a double-pitch corrugated roof and with vertical timber slat gable, two doorways and one six-over-one timber casement window. A modern extension to the rear of the church consists of stretcher bond orange brickwork, double-pitch corrugated galvanised iron (steel) roof and aluminium sliding windows.

There has been an unsympathetic modern extension to the rear of the church.

There are a number of older graves situated along the southern boundary of the item (Giles 1861). The headstones display a variety of styles and motifs typical of the late nineteenth century. Most impressive monument is on Moore grave 1899 (by Browne of Maitland). A smaller burial plot with eight burials (five of Andrews family) sited 100 metres north-east of the Church. A lone headstone to William Wellard and wife Mary Ann is in the south-west corner.

The grounds are encompassed by a post and rail fence on the northern and southern boundary; a 'Colourbond' fence on the western boundary; and a modern steel fence on the eastern boundary. The fences do not detract from the visual aspect of the Church and Cemetery and do not impact on the views from the site.

PHYSICAL CONDITION

The Mulbring Uniting Church building is in good repair and has been well maintained. The cemetery Lot is well maintained with the grassed areas around the gravestones kept tidy.

HISTORY

The Mulbring Valley - an area of forests and relatively good soil - attracted European settlement from the 1830s. Most of the early settlers came from the south of England. They harvested timber and planted wheat and maize. William Know Child, an Anglican, established the Mt. Vincent Estate, and conducted services on his estate before erecting a church on Church Creek.

Over 150 years two other replacement churches have been built on the land, each in a different location, hence 3 different cemetery sites, one adjacent to each church. The first church was built near the Wellard graves in 1848. It was of slab construction with squared corner posts and a shingle roof. The second church, of milled timber was dedicated in 1870. The Largest section of cemetery surrounds the stone church of 1911. A bell donated to first church by Knox Child has also been transferred to each of the churches that followed. (Source: Pike, Walker and Assoc 1994).

The dedication stone, front entrance was laid by Mrs T V Foster on 10 April 1915. The masons were Browne of Maitland (1870), Horder, Barnes, Lock, Ross and Bowman of Maitland (1900).

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
8 Developing Australia's cultural life	Religion	Church
9 Marking the phases of life	Birth and Death	Cemetery

ASSESSMENT OF SIGNIFICANCE

(Criterion a) The Mulbring Uniting Church has historic significance as an example of the development and growth of small rural villages in the lower Hunter Valley.

(Criterion c) The Mulbring Uniting Church has aesthetic appeal retaining a wide curtilage with views to the surrounding hills and countryside.

(Criterion d) The Mulbring Uniting Church has provided continual religious and spiritual service to the local community since the nineteenth century, while the cemetery provides a tangible link to those who settled and lived in the area.

Sources:

Delaney J, 1982. The Grave Listings of the Mulbring Church

Avery, J. 2015. The church in the valley: a brief history of the Mulbring Methodist/Uniting Church: in commemoration of the centenary of the current building 1915-2015

Significance: Local

Local government area: Cessnock

Statutory Listings: Cessnock LEP 2011

LEP 11 - Mulbring Uniting Church and Cemetery, Palmer Street, Mulbring

Mulbring Uniting Church and Cemetery, looking west to entrance porch (RPS 2016)



Mulbring Uniting Church and Cemetery, dedication stone (RPS 2016)



Mulbring Uniting Church and Cemetery, looking south west to church (RPS 2016)



Mulbring Uniting Church and Cemetery, example of headstones (RPS 2016)

Item ID 1156 - Nulkaba Public School

STATEMENT OF SIGNIFICANCE

Nulkaba Public School has played an important and continuing role in the education the local children since 1926. The school building displays a commitment to providing a quality venue for the local children.

DESCRIPTION

The 1926 school building is red brick in common bond with a concrete tile hipped roof. An enclosed weatherboard verandah wraps around northern and eastern side building, which features eight pane wooden casement windows.

Components that contribute to the significance of the item or with significant fabric include:

The original structure is intact

The original windows are intact and in good order

The original roofline is unchanged

PHYSICAL CONDITION

The Nulkaba Public School is in good repair with later additions separated from the older section by walkways, leaving the original structure to retain its original form. The concrete tile roof replaced a corrugated galvanised iron roof. The 1926 school building is in good repair and in use.

HISTORY

Originally, Nulkaba Public School was known as Cessnock Public School. In July 1859, the first school occupying two rooms in house opened. Considered unsatisfactory it closed at the end of 1860, not reopening until 1866. The school continued to occupy local houses until 1877 when the first purpose built school was constructed with a schoolmaster's residence nearby. The school pupils at this time, largely drawn from local rural farmers and workers, where often absent from school when the seasonal wine industry required additional labour. By 1900, local coalmines were operating; this together with subdivision of the area for new residential blocks had a positive impact on school enrolments. The school was too small to cope with the increase in numbers and a new building was proposed. It would appear that temporary accommodation was used for some students. The growth in student numbers led to the establishment of a larger school at Aberdare, with the school at Nulkaba called Branch School, Cessnock (Nulkaba Public School – School History). The present school built in 1926 replaced the 1877 building, likely located on Wine Country Drive (Allandale Road) to the east of the present day school. The original building contained three classrooms and had 144 pupils (Newcastle Morning Herald and Miners Advocate 20/9/1926 p.6).

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
Educating	Education	Primary School

ASSESSMENT OF SIGNIFICANCE

(Criterion a) Nulkaba Public School is important in the historical development of the Nulkaba area, with the provision of educational facilities supporting the growth of the community.

(Criterion d) Nulkaba Public School has provided educational facilities for the local community since 1926.

Sources:

Newcastle Morning Herald and Miners Advocate 20/9/1926; Nulkaba Public School – School History (unpublished document Cessnock City Library Local History Collection)

Significance: Local

Local government area: Cessnock

Statutory Listings: Cessnock LEP 2011

LEP 12- Nulkaba Public School

Nulkaba Public School - date unknown (Source: Nulkaba Public School website)



Nulkaba Public School same aspect as plate above (RPS 2016)

Item ID 1159 - Paxton Public School

STATEMENT OF SIGNIFICANCE

The Paxton Public School is important in the historical development of the Paxton area, with the provision of educational facilities supporting the growth of the community. The school building, constructed in 1923 displays a commitment to a quality educational venue for the local children.

DESCRIPTION

The original Paxton Public School building consists of horizontal timber weatherboards with intervals of stretcher-bond brick column panels, atop cement stumps. The double-pitch roof is of corrugated galvanised iron (steel). The windows are of a four-over-four timber casement type. The building is of timber clad with intermittent brick pillars of stretcher bond and a new corrugated galvanised iron (steel) roof. The school building is in good repair with later additions separated from the older section by walkways, leaving the original structure to retain its original form.

Components that contribute to the significance of the item or with significant fabric include:

The original structure is intact

The original windows are intact and in good order

The original roofline is unchanged

The setting in which the school building sits does not impact on its visual impact

PHYSICAL CONDITION

The Paxton Public School is in good repair with later additions separated from the older section by walkways, leaving the original structure to retain its original form. The 1923 school building is in good repair and in use.

HISTORY

Paxton Public School was constructed in 1923. The application to the Department of Education for establishment of a school stated that all families in the town were dependent on work provided by Stanford Merthyr No. 2 Colliery (est. 1921) and in addition, Greta Main and Pelton Collieries would be served by the school. The school is still operational.

In February, 1923, an application was made to the Department of Education for the establishment of a public school. The application contained the names of about thirty prospective pupils. The nearest schools in the locality were Millfield, three miles distance, and Ellalong, 2.5 miles away. The application was forwarded by Mrs. F.M. Hindmarsh, who offered the enclosed verandah of a private residence, as a temporary schoolroom at a rental of 10/- per week. The application was recommended by Mr. Inspection W.E. James and was approved by the Department on April 20, 1923. Two months later, Mr. D.G. O'Donnell was appointed teacher, initial enrolment being thirty-eight. The average weekly attendance was nearly 25.

The temporary premises in which the school was being conducted were not suitable and efforts were made to secure a permanent building. In January, 1924, an area of land containing over four acres was purchased from the East Greta Coal Mining Company at a cost of 250 pounds. This was to serve as a site for a new building. At Cessnock on November 16, 1923, Mr. J. Brown, President of the Cessnock Shire Council and Mr. J. Kelly, Honorary Secretary of the Parents and Citizens' Association, waited on the Minister of Education and urged the necessity for the provision of a building. The Minister informed them that plans and specifications were being prepared and he would take steps to expedite the matter.

The contract for the building was let to Mr. E.H. Potter in May, 1923. The building consisted of two classrooms, each providing accommodation for forty-eight pupils. A verandah and hat room was provided on the northern side of the building. The classrooms were well lit, heated and ventilated, and were separated by a folding partition to facilitate supervision of the classes. The building was constructed of timber on brick piers, and had a corrugated galvanised iron (steel) roof. There was also adequate sanitary accommodation.

Plans and specifications were prepared by the Department's Architect and the contract was 1,110 pounds (Source: Department of Education State Records).

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
Educating	Education	Primary School

ASSESSMENT OF SIGNIFICANCE

(Criterion a) The Paxton Public School is important in the historical development of the Paxton area, with the provision of educational facilities supporting the growth of the community.

(Criterion d) The Paxton Public School has provided educational facilities for the local community since 1923

Sources:

Department of Education State Records – Paxton Public School

Significance: Local

Local government area: Cessnock

Statutory Listings: Cessnock LEP 2011

LEP 13 - Paxton Public School



Paxton Public School (Cessnock Heritage Study 1994)



Paxton Public School (RPS 2016)



Paxton Public School (RPS 2016)

Item ID I172 – Pokolbin Community Centre and Memorial Gates, 126 McDonalds Road, Pokolbin

It is recommended that the Item name be altered to Pokolbin Memorial Gates; given the Community Centre is a new building.

STATEMENT OF SIGNIFICANCE

The Pokolbin Memorial Gates provide an historic link to past wars documenting the commitment and sacrifice made by local people in serving in World War I and World War II. In a prominent location surrounded by farmland and backed by an avenue of trees, the gates are visually aesthetic. The gates have a strong association with those community members who served in the wars and for those who remained at home.

DESCRIPTION

The Memorial Gates comprise of World War I and II honour rolls. The gate posts are constructed of sandstone with the years of each war carved within the fabric of the band at the terminal post cap and, the list of those who served in marble epitaphs. Wrought iron gates, of a later date, flank each post; the gates providing entrance to a tree lined avenue to a new community hall.

PHYSICAL CONDITION

The Memorial Gates are in relatively good condition. The base of the southernmost column is damaged due to ground moisture absorption.

HISTORY

The Memorial Gates were proposed by the Committee of the Pokolbin Progress Association in July, 1946. They were completed in 1948 with a ceremony held on 3 July, 1948 to dedicate them. The gates were associated with an avenue of trees which were also dedicated to those who enlisted in both World wars (The Cessnock Eagle & South Maitland Recorder 1948).

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
7 Governing	Defence	War memorial

ASSESSMENT OF SIGNIFICANCE

(Criterion a) The Memorial Gates provide an historic link to past wars documenting the commitment and sacrifice made by local people in serving in World War I and World War II.

(Criterion c) The Memorial Gates, in a prominent location have a visually aesthetic appeal, surrounded by farmland and backed by an avenue of trees.

(Criterion d) The Memorial Gates have a strong association with those community members who served in the world wars and for those community members who remained.

Source:

Cessnock Eagle and South Maitland Recorder, 6 July 1948

Significance: Local

Local government area: Cessnock

Listing: Cessnock LEP 2011

LEP 16 - Memorial Gates, 126 McDonalds Road, Pokolbin



Memorial Gates, 126 McDonalds Road, Pokolbin (RPS 2016)



Memorial Gates, 126 McDonalds Road, Pokolbin (RPS 2016)



Memorial Gates (left gate), 126 McDonalds Road, Pokolbin (RPS 2016)



Memorial Gates (right gate), 126 McDonalds Road, Pokolbin (RPS 2016)

Item ID I202 Barn Antique Shop, 2882 Wollombi Road, Wollombi

Listed on the OEH website as the Barn Antique Shop – that shop has closed (March 2016); the building would be more appropriately called Community Hall (former) Wollombi

STATEMENT OF SIGNIFICANCE

The Barn Antique Shop [Community Hall (former)] Wollombi provides evidence of the development of the rural village Wollombi. Its role as both a community hall and goods store reflects the changing requirements of the resident of Wollombi and the local area. The building is located in a prominent position in the main street, timber vernacular in style it plays an important part in the Wollombi streetscape. The current structure is representative of an intact late 19thC to early 20thC vernacular, adaptable village building.

DESCRIPTION

The Barn Antique Shop [Community Hall (former)] Wollombi is located along Wollombi Road at Wollombi. It is of timber with a single hip roof of corrugated iron. The current building has evidence of a mix of period styles. There are vertical timber posts which form the bottom part of the structure with horizontal timber clad at the top section to the roof. This top section may be a later addition. There are two six-over-one single hung style windows, one at the front and one at rear. There is a barn door at the front, and a single door at the rear. The structure sits on timber posts.

PHYSICAL CONDITION

The Barn Antique Shop [Community Hall (former)] Wollombi is in reasonable repair; however some evidence of wood rot/ termite damage is present.

HISTORY

The evidence is that the Barn Antique Shop [Community Hall (former)] Wollombi was constructed in the 1850's as a community hall, following this it was used as barn and fuel store. It became an antique shop in the 1970's with the advent of tourism. It is described as an excellent example of that type of timber construction in the mid 19th century (Source: Information Board on the building)

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
3 Developing local, regional and national economies	Commerce	Retail
8 Developing Australia's cultural life	Social institutions	Community Hall

ASSESSMENT OF SIGNIFICANCE

(Criterion a) The Barn Antique Shop [Community Hall (former)] Wollombi provides evidence of the development of the rural village Wollombi. Its role as both a community hall and goods store reflects the changing requirements of the resident of Wollombi and the local area.

(Criterion c) The Barn Antique Shop [Community Hall (former)] Wollombi is located in a prominent position in the main street, timber vernacular in style it plays an important part in the Wollombi streetscape

(Criterion g) The Barn Antique Shop [Community Hall (former)] Wollombi is representative of an intact late 19thC to early 20thC to vernacular, adaptable village building.

Source:

Information Board on Barn Antique Shop [Community Hall (former)] Wollombi

Barn Antique Shop <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1340636>

Significance: Local

Local government area: Cessnock

LEP 17 Barn Antique Shop, 2882 Wollombi Road, Wollombi

Barn Antique Shop [Community Hall (former)] Wollombi – information board (RPS 2016)



Barn Antique Shop [Community Hall (former)] Wollombi – fronting street (RPS 2016)



Barn Antique Shop [Community Hall (former)] Wollombi – detail of footings (RPS 2016)



Barn Antique Shop [Community Hall (former)] Wollombi – detail of construction methods (RPS 2016)

Item ID I221 - Memorial Gates, Sawyers Gully

STATEMENT OF SIGNIFICANCE

The Sawyers Gully Memorial Gates are significant to the local community as a record of the commitment and sacrifice made by local people in serving overseas in World War I. The restoration of the gates in 2006 provides evidence of this significance. The Memorial Gates have a strong association with those community members who served in the world wars and for those community members who remained.

DESCRIPTION

The Memorial Gates consist of a World War I honour roll. The pillars are sandstone with a marble epitaph listing the names of local men who served and died in World War 1. The wrought iron gates appear to be of more recent construction and are attached to the sandstone structure. A simple wire fence flanks the posts. The location, once the site of former school, is now a private rural residence.

PHYSICAL CONDITION

The Memorial Gates restored in 2006 are in good condition and well maintained. A photo on the website *The Register of War Memorials in NSW* indicates that the restoration work included the replacement of the marble plaque.

HISTORY

The Memorial Gates were unveiled on Saturday, 4 May, 1918 (Newcastle Morning Herald and Miners' Advocate, 7 May 1918). The Gates were restored in 2006 with funding provided by the Department of Veteran Affairs.

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
7 Governing	Defence	War memorial

ASSESSMENT OF SIGNIFICANCE

(Criterion a) The Memorial Gates provide an historic link to past wars documenting the commitment and sacrifice made by local people in serving in World War I. The restoration of the gates in 2006 provides evidence of this significance.

(Criterion d) The Memorial Gates have a strong association with those community members who served in the world wars and for those community members who remained.

Sources:

Newcastle Morning Herald and Miners' Advocate, 7 May 1918

Significance: Local

Local government area: Cessnock

Statutory Listings: Cessnock LEP 2011

LEP 21 - Memorial Gates, Sawyers Gully



Memorial Gates, Sawyers Gully (RPS 2016)



Memorial Gates, Sawyers Gully – restoration plaque (RPS 2016)



Memorial Gates (left gate), Sawyers Gully (RPS 2016)



Memorial Gates (right gate), Sawyers Gully (RPS 2016)

Item CI – Wollombi Conservation Area

The following is based on the Cessnock City Council commissioned *Wollombi Conservation Area – Review of Significance and Boundaries* (Musecape 2010). That review resulted in a detailed report that included the Statement of Significance below and a recommendation that the boundary of the Wollombi Conservation Area align with that determined by the Musecape report.

STATEMENT OF SIGNIFICANCE

The following draft Statement of Significance is a distillation of the individual statements for each of the above criteria.

The Wollombi cultural landscape is historically significant for its evidence of early 19th century rural settlement and for its location along the Great North Road, a major early engineering work in the colony of NSW. The area is especially significant because it portrays the constraints imposed on human activity by a rugged terrain, by limited soils suitable for agriculture and sustaining the colony's population, by limited availability of water, by flooding and by the dependence of the community on local resources for building.

The pattern of the two branches of the road and their intersection gave rise to Wollombi as a road service centre and administrative centre.

The Wollombi Valley is one of the most significant Aboriginal areas in NSW with the valleys and ridges surrounding Mt Yengo having over 3,000 (three thousand) identified art sites. Wollombi has been a place of pilgrimage for many thousands of years because of the importance of Mt Yengo in the creation cosmology of Aboriginal people in south eastern Australia. The area is rich in known and potential occupation, art, ceremonial and ritual sites. Wollombi itself is significant to Aboriginal people because it was an important meeting place for a number of tribes and clans from a wide range of areas.

Wollombi Village and Valley have strong associations with the surveying and construction of the Great North Road, a major engineering work of the convict era in NSW. There are also strong associations with many individuals and families influential in the settlement and subsequent development of the area.

Aesthetically the area is significant for its visual contrasts of complex forested, narrow valleys enclosing cultivated river flats and the strongly unified visual patterns created by clearing within the general forest where slope and soils have precisely defined the limits of clearing. The linear placement of buildings along the valleys, above the flood prone lands and below the steep foot slopes or cliffs, reinforces the dual unity between the landscape and its powerful biophysical determinants.

The landscape also has aesthetic qualities derived from the mix of remnant natural features with a relict agricultural landscape that is evolving with new land uses such as boutique vineyards and heritage-based cultural tourism facilities.

The cultural landscape also exhibits significant social values evident in the forms of early agriculture, in the patterns of clearing the forest and early farm buildings strung along the stream valleys. Also significant is the relative isolation of the area following the decline of the [inland] overland routes from the Hawkesbury and the relatively poor living the landscape afforded its population with a resultant reliance on the local resources, such as building materials, to meet human needs.

While social values have not been tested quantitatively, submissions by members of the Wollombi community in response to exhibition of draft planning documents for the Valley suggest that they have very strong views about the significance of the place, for a variety of reasons, including its natural values, its Aboriginal cultural values and its European historic heritage values. It is highly likely that the community would feel a great sense of loss if these values were threatened, diminished or destroyed by unsympathetic development. The social significance is also attested by the fact that the area has been recognised for many years as significant by the National Trust of Australia (NSW), a community-based group devoted to advocacy and education about conservation. The listing of the village, the valley landscape and many individual heritage items on statutory planning instruments also attests to its social significance.

Further research of the documentary evidence and existing heritage fabric of the Wollombi Valley is considered highly likely to yield more information on the Aboriginal and European cultural history and natural history of the place.

Archaeological investigations currently being undertaken are revealing information about the fabric and method of construction of Cuneen's Bridge in Wollombi.

Wollombi Village and the Wollombi Conservation Area possess a rare mix of natural, indigenous and non-indigenous cultural heritage values arising from the local topography, geology, soils, streams and vegetation and the ways in which those environmental attributes influenced the occupation of the land by Aboriginal people, the construction of the Great North Road, early European settlement and agriculture, decline following development of alternative transport routes and, more recently, heritage-based tourism and rural lifestyle developments. It can be compared with only a relatively few other villages of similar dates and / or settlement patterns such as Hartley and Berrima.

Wollombi Village is representative of service towns developed on early major roads from the convict period onwards but which declined when new transport routes were established.

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
Tracing the natural evolution of Australia	Environment – naturally evolved	Local landscape
Peopling Australia	Aboriginal cultures and interactions with other cultures	Aboriginal cultural heritage sites
Peopling Australia	Convict	Great North Road and associated infrastructure
Developing local, regional and national economies	Agriculture; Commerce; Environment-cultural landscape; Events; Exploration; Pastoralism; Transport	Local farms; retail stores; settlement pattern; planned landscape; floods; bushfires; Great North Road route; rural farms; surveying and construction of the Great North Road.
Buildings Settlement and cities	Towns, villages, suburbs and villages; Land tenure;	Wollombi Village
Governing	Government and administration; Law and order;	Early administrative centre; Former Court House, Police Station and residence
Developing Australia's cultural life	Accommodation; Domestic life; Creative endeavour; Leisure; Religion; Birth and death; Persons	Cemetery; Churches; people and families
Marking the phases of life	Birth and Death, Persons	Wollombi Cemetery and genealogical records; Significant individuals and families.

ASSESSMENT OF SIGNIFICANCE

Significance: Local

Local government area: Cessnock
Statutory Listings: Cessnock LEP 2011

Heritage Items – Hunter REP

REP I - Hunter Valley Distillery, Hermitage Road, Pokolbin

STATEMENT OF SIGNIFICANCE

The Hunter Valley Distillery, Hermitage Road (Hermitage Road) planting is significant for its links to the early production of fortified wine in the Hunter Valley. This early example of viticulture operations and wine production has social significance for the wine making industry and community. The chardonnay planting, reportedly the oldest existing planting in the world, continues to produce grapes for the production of wine by Tyrrell's Estate. Visually the site is important in contributing to the distinctive landscape of the Hunter Valley vineyards.

DESCRIPTION

The Hermitage Road site of the Hunter Valley Distillery has remnants of early structures (chimney, stone wall to cellars and concrete section) and an operating vineyard. The standing chimney, constructed in light cream brick, has no other built structures or remnants of built structures in association with it. The stone wall, constructed from random sandstone blocks is freestanding and was the entrance wall to a now collapsed underground cellar to the east of the wall are four concrete containers associated with the early vineyard (pers. comm. Michael Paterson, 9 March 2016). The detached 'L' shaped concrete section is to the immediate west of and above the stone wall.

PHYSICAL CONDITION

There are modern farm buildings associated with the vineyard present and older remnant structures described above.

HISTORY

The Hunter Valley Distillery formed in 1903. The Maitland Weekly Mercury (1907:11) states that almost all of the wine producers of the Hunter Valley were shareholders of the company. Meetings minutes list attendees such as J Y Tulloch, C. (Charles) Homes, W Wilkinson, Audrey Wilkinson (Secretary, Pokolbin Wine Association), H. Capper and I AuPrince, described as the manager of the Hunter Valley Distillery.

The plantings (grape vines) on Hermitage Road were planted by the distillery to supply grapes for the production of fortified wine. The distillery building was located at Allandale (Maitland LGA).

Tyrrell's Winery purchased the vineyard in the twentieth century.

Michael Paterson (Tyrrell's Wines) advised the chardonnay grapes at this site are the oldest existing planting in the world. The disease Phylloxera wiped out European plantings; however, Australian grapes were not affected (pers. comm. Michael Paterson, 9 March 2016).

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
3 Developing local, regional and national economies	Agriculture	Vineyard

ASSESSMENT OF SIGNIFICANCE

(Criterion a) Hunter Valley Distillery (Hermitage Road) planting was to produce grapes to support the production of fortified wine, the plantings date from around 1903, when the distillery was constructed.

(Criterion b) The Hunter Valley Distillery plantings have significance for its association with important early figures in the Hunter wine industry including J. Y. Tulloch, Audrey Wilkinson and later the Tyrrell family.

(Criterion d) Hunter Valley Distillery (Hermitage Road) planting with resulting viticulture operations and wine produced have social significance for the wine making industry and community.

(Criterion f) The Hunter Valley Distillery (Hermitage Road) plantings are a rare example of early grape vine plantings on a local level. The disease Phylloxera destroyed the majority of European vineyards in the 19th

century. The presence of pre-phylloxera vine plantings at the Hunter Valley Distillery (Hermitage Road) is of considerable importance.

(Criterion g) The Hunter Valley Distillery (Hermitage Road) plantings contributes to the landscape of the Hunter Valley vineyards.

Sources:

E. Ramsden, 'James Busby: The Prophet of Australian Viticulture', *Journal and Proceedings* (Royal Australian Historical Society), vol 26, part 5, 1940, pp 361-86;

Michael Paterson, Tyrrell's Winery, Pokolbin NSW (Personal Communication, 9 March 2016)

Significance: Local

Local government area: Cessnock

Statutory listings: Cessnock LEP 2011 (proposed)

Result of Review: Listing recommended

REP 1 - Hunter Valley Distillery, Hermitage Road, Pokolbin

Hunter Valley Distillery buildings in the Maitland LGA (RPS 2016)



Remnant fireplace on site of Hunter Valley Distillery vineyard, Cessnock LGA (RPS 2016)



Remnant containers on site of Hunter Valley Distillery vineyard, Cessnock LGA (RPS 2016)



Remnant stone wall on site of Hunter Valley Distillery vineyard, Cessnock LGA (RPS 2016)



Hunter Valley Distillery - detached 'L' shaped concrete section is to the immediate west of and above the stone wall, Cessnock LGA (RPS 2016)

REP 2 - Abermain Post Office, Cessnock Road, Abermain

This should be referred to as Abermain Post Office (former).

STATEMENT OF SIGNIFICANCE

The Abermain Post Office (former) is significant for its association with the early postal services in Abermain and the surrounding district. The Abermain Post Office while a simple building remained an important local landmark and centre of communications until the mid-twentieth century. Reflecting the small community they serve the Post Office (Former) is representative of and reflects small rural post offices of the early to mid twentieth century.

DESCRIPTION

The Abermain Post Office (Former) is extant with modifications to the front portico. These modifications include removal of a gable porch, bullnose verandah posts and decorative fretwork and their replacement with a skillion roof. The external walls are of horizontal weatherboard sitting atop a stretcher-bond brick foundation wall (possibly a modern replacement of timber stumps).

The original front portico, of horizontal weatherboard cladding with a flat corrugated galvanised iron roof (steel), has been modified with the installation of post boxes and then later a modern aluminium window. The original three-step cement staircase, leading to a cement platform at the front door is in original form. A timber tongue and groove door is located at the west wall of the building. The windows are a nine-over-one timber sash type. The windows have a timber awning with a timber shingle roof. The roof is double-pitched and covered in corrugated galvanised steel roof (modern replacement). The verandah roof is in corrugated steel with a modern profile.

PHYSICAL CONDITION

The Abermain Post Office (Former) appears maintained and in good condition. Still in use as a residence, it has had minimal structural change overall.

HISTORY

The postal service at Abermain was raised from a Receiving Office to that of an official Post Office in 1904-1905 (Maitland Daily Mercury 1904:3). The Abermain Post Office (former) was officially opened on Wednesday, 24 June, 1914 (Newcastle Morning Herald and Miner's Advocate 1914:6).

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
3 Developing local, regional and national economies	Communication	Post office

ASSESSMENT OF SIGNIFICANCE

(Criterion a) The Abermain Post Office (Former) opened in 1914 is associated with the early postal service development of Abermain and surrounding districts.

(Criterion d) The Abermain Post Office (Former) is a prominent local landmark and the centre of communications for the town until the mid-twentieth century.

(Criterion g) The Abermain Post Office (Former) is representative of small rural post offices of the early to mid twentieth century.

Sources: Cessnock Heritage Community Workshop 30 March 2016; Maitland Daily Mercury, Mon 28 Nov 1904

Significance: Local

Local government area: Cessnock

Statutory listings: Cessnock LEP 2011 (proposed)

Result of Review: Listing recommended

REP 2 - Abermain Post Office, Cessnock Road, Abermain

Abermain Post Office in 1913 (Source: heritage street sign in Abermain)



Abermain Post Office 1950s-1970s



Abermain Post Office 2016 (RPS 2016)

REP 3 – 3 Clift Street Hall, Branxton

There is no evidence found that the building was used as a hall; consideration should be given to removing the word 'hall' and calling the item 3 Clift Street, Branxton.

STATEMENT OF SIGNIFICANCE

The 3 Clift Street Hall, Branxton is significant in the development of the town of Branxton in the twentieth century. The building and associated two-storey brick building to the immediate north were part of one of Branxton's largest enterprises in the twentieth century providing employment to many local residents. Associated with the Sylvester Brothers, the large, locally owned independent bakery supplied much of the Hunter Valley. The Sylvester family were significant to the commercial growth of Branxton. The early twentieth century building, while simple and unadorned contributes to the commercial streetscape of Branxton.

DESCRIPTION

3 Clift Street Hall, Branxton is a single storey, twin gabled brick structure. Its distinguishing feature is the use of different coloured bricks. The northern side is of a red brick and the southern a cream brick. The bricks are laid in the stretcher formation. The roof is corrugated galvanised iron (steel).

The hall is brick with a double-gabled roofline. The northernmost portion is in English-bond orange brickwork with a later addition of corrugated galvanised iron (steel) annex on the northern side.

The southern portion is in English-bond white brickwork. The southern portion has two windows facing Clift Street and a new door inset on the southern wall. The southern portion has a small annexe is on the southern wall in the same white brickwork. Both sections have sash windows of varying sizes, irregularly located within the external walls. The roof is of corrugated galvanised iron (steel) with a double-pitched.

PHYSICAL CONDITION

3 Clift Street Hall, Branxton is in good condition and currently used as a pet and produce store.

HISTORY

There is no evidence that the Clift Street Hall, Branxton was used as a hall. The available information indicates that the building (3 Clift Street) was constructed in the 1920s with one section as a bakehouse and the second as a coke oven. The bakehouse was part of a bakery business conducted by Paul Williams from a two-storey building (shop and residence above) on the adjoining block to the north that fronted High Street (now the New England Highway). The bakery business purchased by the Sylvester Brothers in 1954, developed into a major business and employer in Branxton. The bakery supplied the Greta Migrant Camp. At the peak of business in the 1960s, the bakery employed 30 local people and produced five to six thousand loaves each day; these sold throughout the Hunter region. The Sylvester's were a prominent Branxton family; however, after the death of a family member in a fire the Branxton property was sold. In 1979, Latter Brothers purchased the property and leased the bakehouse (3 Clift Street, Branxton). It ceased use as a bakehouse sometime after, in 1992 it was operating as a Produce Store and in 2000 as a Pet Supply business (Watson, M. 2003 From Black Creek to Branxton: a history of 175 years 1828-2003).

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
3 Developing local, regional and national economies	Commerce	Shop

ASSESSMENT OF SIGNIFICANCE

(Criterion a) The 3 Clift Street Hall, Branxton is significant in the development of the town of Branxton in the twentieth century. The building and associated two-storey brick building to the immediate north were part of one of Branxton's largest enterprises in the twentieth century providing employment to many local residents

(Criterion b) The 3 Clift Street Hall, Branxton is associated with the Sylvester Brothers, a large locally owned independent bakery in the Hunter Valley. The Sylvester family were significant to the growth of Branxton

(Criterion c) The 3 Clift Street Hall, an early twentieth century building, while simple and unadorned contributes to the commercial streetscape of Branxton.

Sources:

Watson, M. 2003 From Black Creek to Branxton: a history of 175 years (1828-2003)

Significance: Local

Local government area: Cessnock

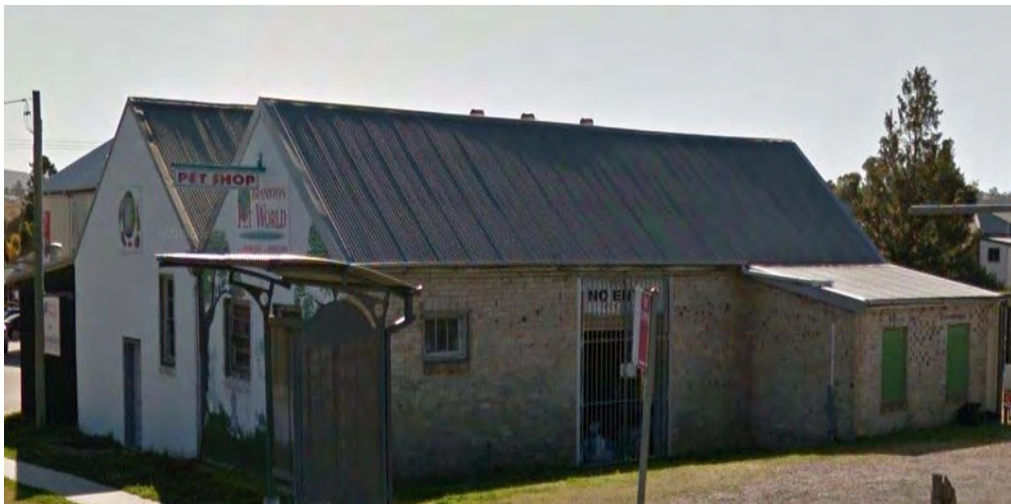
Statutory listings: Cessnock LEP 2011 (proposed)

Result of Review: Listing recommended

REP 3 – 3 Clift Street Hall, Branxton



Clift Street Hall, Branxton 1987



Clift Street Hall, Branxton 2015

REP 4 Water Supply Reservoir, Bridges Hill Park, Millfield St, Cessnock

STATEMENT OF SIGNIFICANCE

The Water Supply Reservoir has provided the residents of Cessnock with a safe, reliable source of drinking water since 1923 with the resulting significant reduction in the outbreak of water borne diseases such as typhoid and dysentery. The reservoir has played an important role in the town's urban development and growth. The reservoir remains as intact early to mid-twentieth century service utility that still serves the community and is representative of the use of concrete to store water and the replacement of individual water tanks by piped water.

DESCRIPTION

The reservoir is a circular design constructed of concrete blocks and cement render. The reservoir is part of the local streetscape occupying a prominent position on Bridges Hill Park, on the eastern side of the town.

PHYSICAL CONDITION

The Water Supply Reservoir as an operating component of the Cessnock water supply is well maintained.

HISTORY

In 1890 the Newcastle Government Medical Officer noted that the mortality rate was three times greater than normal; this may have been largely due to regular outbreaks of typhoid. While in the mining townships the quality of well water was poor often drawn from 'unlined sandpits with channels on the surface to draw in rainwater' those wells were often in close proximity to cesspits resulting in the outbreak of water borne disease such as typhoid and dysentery. The poor quality of water was matched by regular droughts and corresponding shortages of water (Lloyd, et al. For the Public Health: The Hunter District Water Board 1992-1992.pp. 6-7). This places the importance of a clean reliable source of drinking water in perspective. The availability of a reliable source of water provided the impetus for the installation of indoor toilets.

To meet the increasing water supply requirements, a new concrete reservoir was completed on the previously selected high site at Cessnock in May 1923. At its top level it is 387 feet (118 metres) above sea level. This reservoir is circular in design, with a diameter of sixty-four feet (19.5 metres) and a depth of thirty feet, six inches (930 metres) when full and it has a capacity of six hundred and seven thousand one hundred and sixteen (607,116) gallons (2 300 000 litres). The contractors were Paterson Brothers and Teasdale Smith of Sydney, who employed 16 men on the project. A ten-inch (25.4 centimetres) pipe laid in Millfield Street, Cessnock connected the new Cessnock Reservoir with the existing eight-inch (20.3 centimetres) main pipe-line running through Cessnock. The mining hamlet of Kitchener was connected to the South Cessnock water supply in September 1923. (Delaney 1988).

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
4 Building Settlements, towns and cities	Utilities	Reservoir

ASSESSMENT OF SIGNIFICANCE

(Criterion a): The Cessnock Water Supply Reservoir is important to the history of the urban development and growth of Cessnock

(Criterion c): The Cessnock Water Supply Reservoir is an important component in the introduction of safe drinking water to the town and the marked reduction in the outbreak of water borne diseases such as typhoid and dysentery.

(Criterion g): The Cessnock Water Supply Reservoir is representative of an intact early to mid-twentieth century service utility to serve a growing community. It is representative of the use of concrete to store water and the replacement of individual water tanks by piped water.

Sources:

Delaney 1998. *City of Cessnock: Water Supply and Sewerage Service Utility*, Cessnock City Council; Lloyd, et al. For the Public Health: The Hunter District Water Board 1992-1992.

Significance: Local

Local government area: Cessnock

Statutory listings: Cessnock LEP 2011 (proposed)

Result of Review: Listing recommended

REP 4 Water Supply Reservoir, Bridge's Hill Park, Millfield St, Cessnock



Cessnock Water Supply Reservoir (RPS 2016)



Cessnock Water Supply Reservoir –close-up of fabric (RPS 2016)

REP 9 - Cessnock Street Company Houses (three), Kitchener

Note: the following describes the three houses recorded under REP 9. An inspection of the area found that there are six houses, all of a similar age and style that, following research could warrant heritage listing.

It is recommended prior to the listing of these three houses, all six houses be assessed for heritage listing.

STATEMENT OF SIGNIFICANCE

Cessnock Street, Kitchener Company Houses demonstrate association between the Aberdare Central Colliery and the South Maitland Coal fields and the development of the mining industry during the early twentieth century. The houses represent an association with mine management and reflect the social stratification once associated with the coals industry. The houses retain their aspect looking over what was the location of the Aberdare Central Colliery and reflect the landscape of an early twentieth century mining community

DESCRIPTION

The Cessnock Street, Kitchener Company Houses comprise two weatherboard houses with wraparound timber verandahs and one brick house.

All three houses have an outlook over the former Aberdare Central Colliery. The three residences reflect the superior houses provided to mine management. The houses were relocated from Aberdare and one possibly from Paxton (Cessnock Heritage Community Workshop 30 March 2016). That relocation does not detract from the significance of the houses; rather it demonstrates the nature of mines and mining communities with change and adaptability a major feature.

PHYSICAL CONDITION

The houses are occupied and appear well maintained.

HISTORY

The Aberdare Central Colliery was developed during World War I. The village of Kitchener was home to the mineworkers and named for Lord Kitchener, the British Secretary for State for war. The colliery owned by Caledonian Collieries Ltd., was one of the major employers on the South Maitland Coalfield. The company houses were built for managers and supervisors, their presence on or near the colliery was essential for its proper functioning, such as the mine manager, paymaster, works engineer. With the upcast headframe, dam and railway embankment, the houses provide evidence of the existence of the Aberdare Central Colliery, a large employer of local labour, and the impetus for the creating of the town of Kitchener. The colliery closed in 1961 (<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1340561>).

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
4 Building settlements, towns and cities	Accommodation	Houses – Mine management

ASSESSMENT OF SIGNIFICANCE

(Criterion a) The three company houses demonstrate association between the Aberdare Central Colliery and the South Maitland Coal fields and the development of the mining industry during the early twentieth century.

(Criterion b) The houses represent an association with a specific social class (mining and mine management). The houses reflect an era of social stratification associated with the coals industry that has largely disappeared in the lower Hunter coalfields.

(Criterion g) The houses retain their aspect looking over what was the location of the Aberdare Central Colliery and reflect the landscape of an early twentieth century mining community.

Sources:

Cessnock Heritage Community Workshop 30 March 2016;
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1340561>)

Significance: Local

Local government area: Cessnock

Statutory listings: Cessnock LEP 2011 (proposed)

Result of Review: Listing recommended

REP 9 - Cessnock Street Company Houses (three), Kitchener



Cessnock Street Company Houses (RPS 2016)



47 Cessnock Street, Kitchener



45 Cessnock Street, Kitchener

REP 10 - Masonic Hall, 130 Barton Street, Kurri Kurri

STATEMENT OF SIGNIFICANCE

The Masonic Hall a well-constructed brick building, demonstrates strong associations to past religious and social philosophies and practices. Those practices reflected the co-operative and non-conformist societies that contributed to the development of Kurri Kurri as a community. The hall is aesthetically appealing with a symmetrical facade that includes a Dutch gable and simple architectural detail on doors and windows. The Masonic Hall, together with the hotel, co-op store, school and fire station, form part of the distinctive character of Kurri Kurri and its streetscape.

DESCRIPTION

Federation Anglo-Dutch style single storey hall built to street alignment. Its fabric consists of red brick laid in stretcher style with cement trim on corners, doors and window, and six simulated buttresses along each side of the building.

PHYSICAL CONDITION

The building is in good condition and currently occupied.

HISTORY

The Hall opened on 19 July 1909 as the Masonic Temple, to serve the non-conformists miners of the coalfields (Newcastle Morning Herald and Miners Advocate 24/7/1909 p.14). The town reached its peak in the 1920s when the last of the buildings in the school were constructed. The hall was also used for meetings.

The decline of mining after the Second World War led to the consequent decline of many of the smaller single-mine dependent towns. Kurri Kurri, at the centre of a number of private mining operations, remained as a commercial centre. The hall ceased its use as a Masonic Temple in recent years and is now used as a craft workshop.

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
8 Developing Australia's cultural life	Social institutions	Masonic Hall

ASSESSMENT OF SIGNIFICANCE

(Criterion a) The Masonic Hall, opened in 1909 demonstrates strong associations to past religious and social philosophies and practices. It maintains a continuity of community activity.

(Criterion c) The Masonic Hall is an aesthetically appealing building with symmetrical facade that includes a Dutch gable and simple architectural detail on doors and windows.

(Criterion d) The Masonic Hall is significant to the co-operative and non-conformist societies within the coal mining area. It played an important role in the development of Kurri Kurri as a community.

(Criterion g) The Masonic Hall provides an attractive and cohesive element in the heritage streetscape of Kurri Kurri.

Sources: Newcastle Morning Herald and Miners Advocate 24 Jul 1909

Significance: Local

Local government area: Cessnock

Statutory listings: Cessnock LEP 2011 (proposed)

Result of Review: Listing recommended

REP 10 - Masonic Hall, 130 Barton Street, Kurri Kurri

Masonic Hall, Kurri Kurri (RPS 2016)



Masonic Hall, Kurri Kurri (RPS 2016)



Masonic Hall, Kurri Kurri (RPS 2016)



Masonic Hall, Kurri Kurri (RPS 2016)

REP 11 - Temperance Hotel (former) 31 Maitland Road, Mulbring

STATEMENT OF SIGNIFICANCE

The Temperance Hotel (former) constructed in the late nineteenth century, was significant in the growth of the village of Mulbring and the development of transport links in the Hunter Valley. The hotel is also historically significant in demonstrating the growth of the Temperance movement in the Hunter Valley. The hotel retains its original form and location and is an attractive and cohesive element in the heritage streetscape of Mulbring. The Temperance Hotel (former) demonstrates an association with the Temperance Movement in the Hunter Valley.

DESCRIPTION

A series of photographs (early no date and 1985) indicate retention of the original building form, though the outbuildings no longer exist.

The former Temperance Hotel is vernacular Georgian in style, a simple symmetrical design. The low-set, weatherboard building has a corrugated galvanised iron (steel) hipped roof. An open verandah, originally on three sides now wraps around all four sides, the square timber posts are simple and undecorated. The original veranda floor, timber on footing has been replaced with concrete. There appears to have been replacement of the original weatherboards and roofing, however this appears to be using 'like for like' materials.

PHYSICAL CONDITION

The house is occupied and in good condition. Outbuildings apparent in early photos no longer remain.

HISTORY

In 1879, Henry Hector built the Temperance Hotel (Maitland Mercury: 1879). Temperance hotels, built during the late 19th century provided accommodation for travellers who did not wish to stay in premises that served alcohol.

(<http://www.coalandcommunity.com/temperance-lodges.php>)

HISTORIC THEMES

Australian Theme	New South Wales Theme	Local Theme
3 Developing local, regional and national economies	Commerce	Temperance Hotel

ASSESSMENT OF SIGNIFICANCE

(Criterion a) The Temperance Hotel (former) constructed in the late nineteenth century, was significant in the growth of the village of Mulbring and the development of transport links in the Hunter Valley. The hotel is also historically significant in demonstrating the growth of the Temperance movement in the Hunter Valley.

(Criterion c) The structure retains its original form and location on the main road. It provides an attractive and cohesive element in the heritage streetscape of Mulbring.

(Criterion d) The Temperance Hotel (former) provides a tangible link with the Temperance Movement in the Hunter Valley.

Sources: <http://www.coalandcommunity.com/temperance-lodges.php>; Maitland Mercury 7 Aug 1879.

Significance: Local

Local government area: Cessnock

Statutory listings: Cessnock LEP 2011 (proposed)

Result of Review: Listing recommended

REP 11 - Temperance Hotel (former) 31 Maitland Road, Mulbring

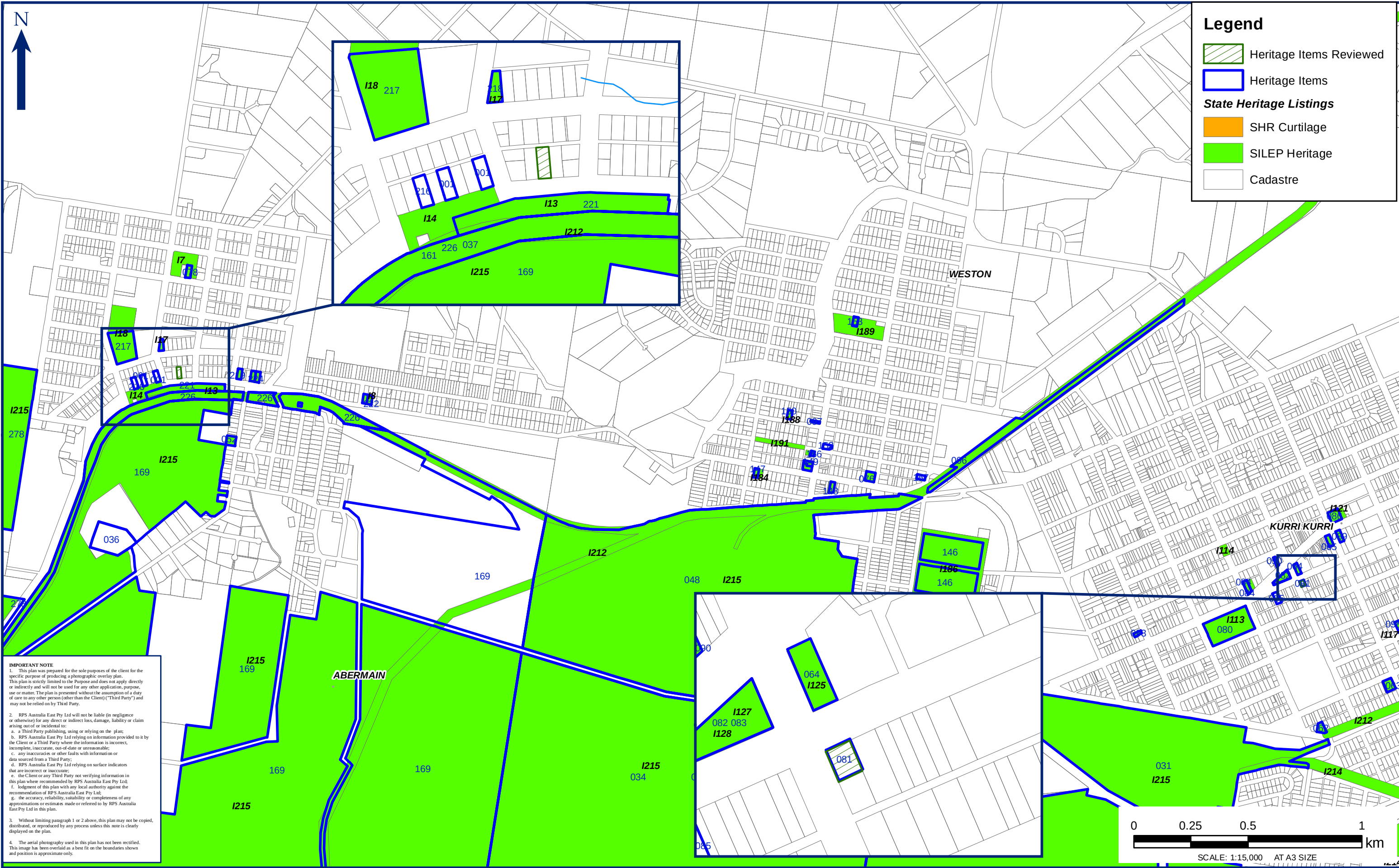
Temperance Hotel (former) called the Mount Vincent Hotel, circa 1905 Mulbring, NSW, [n.d.]. Source - Newcastle Cultural Collections.



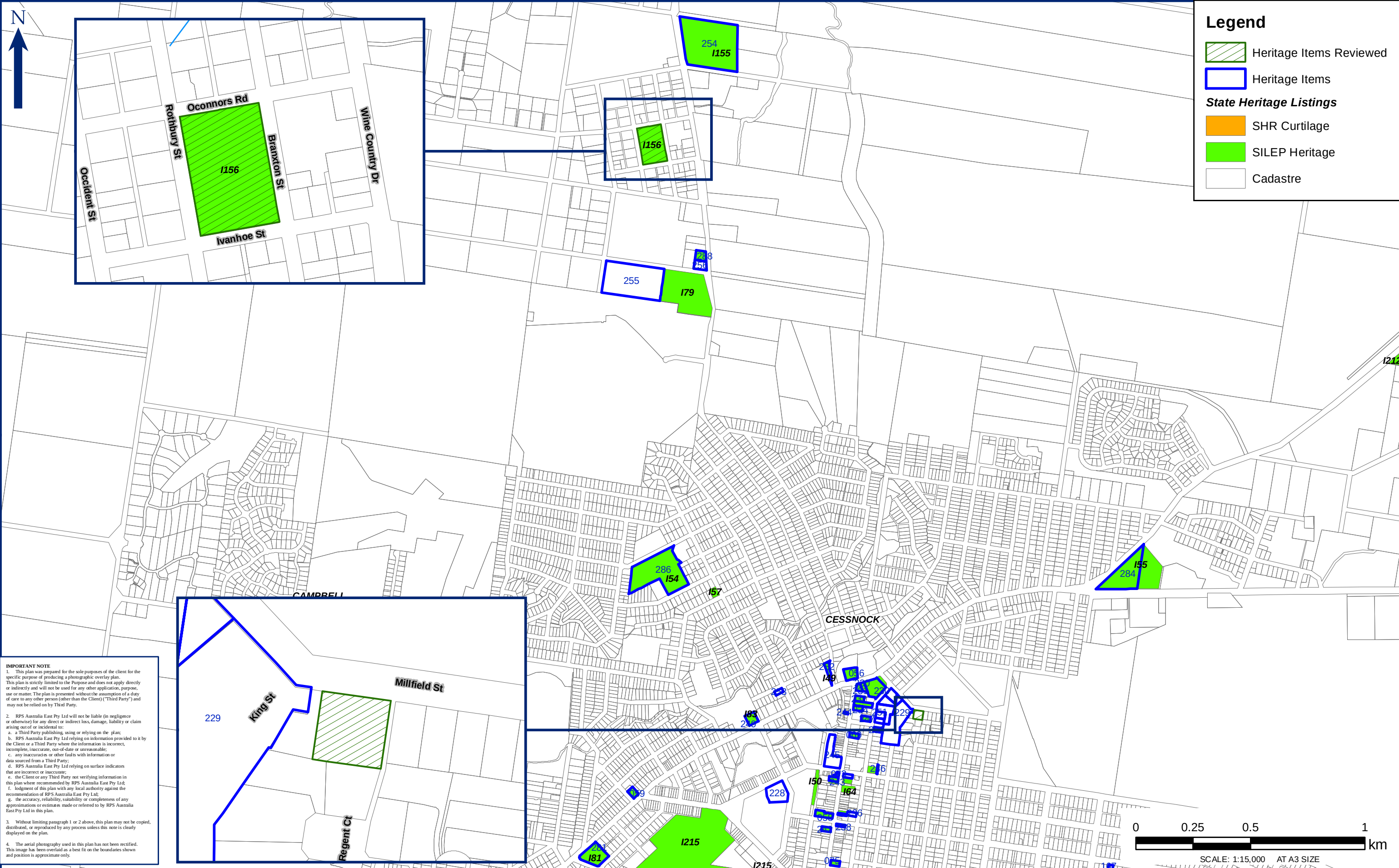
Temperance Hotel (former) called the Mount Vincent Hotel, Mulbring, NSW, 1985: Source - Newcastle Cultural Collections.



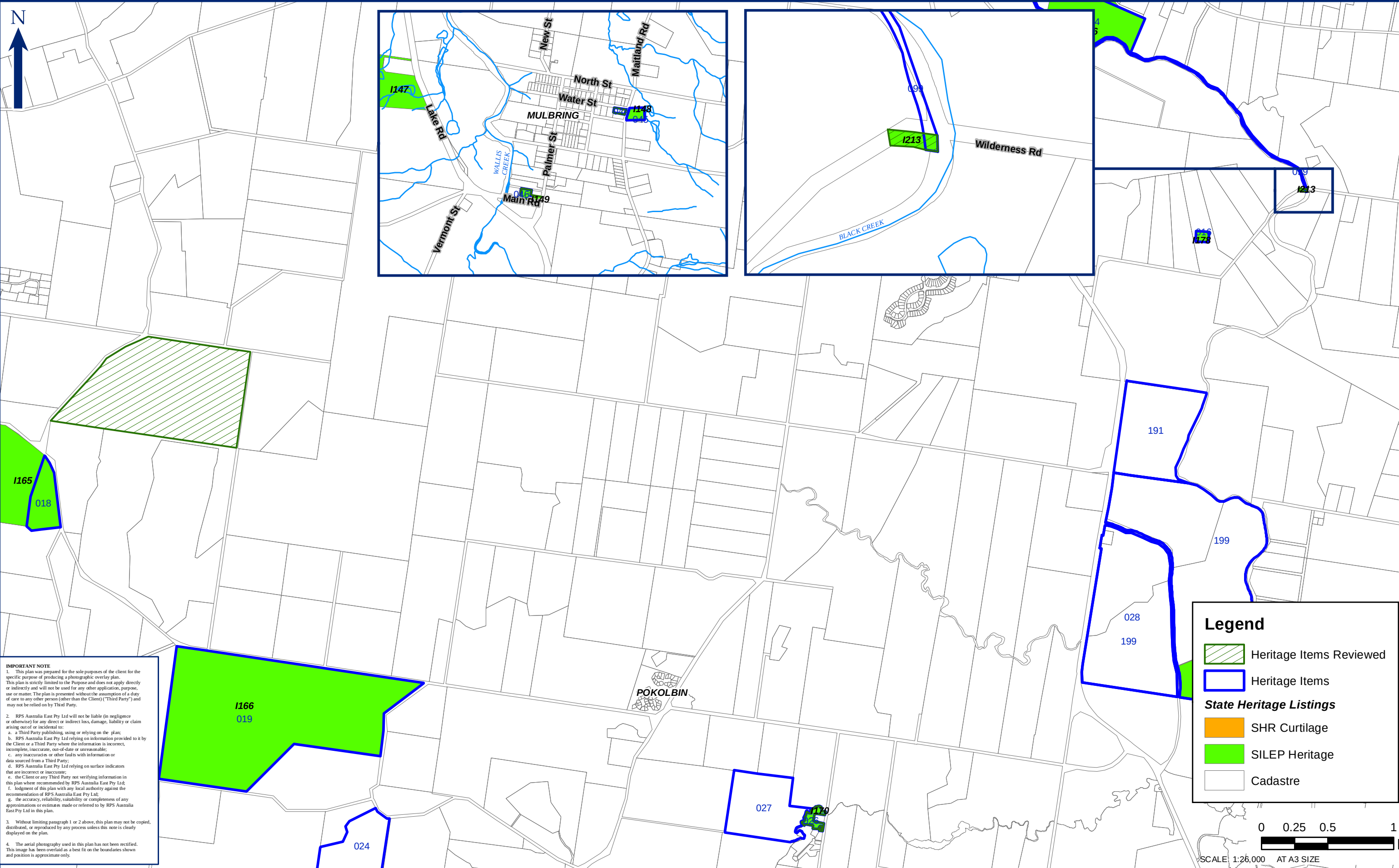
Temperance Hotel (former), Mulbring – north east aspect (RPS 2016)



TITLE : FIGURE 3: ABERMAIN AND KURRI KURRI REP, LEP AND REVIEWED	LOCATION : CESSNOCK AREA	DATUM:GDA 1994	DATE : 10/08/2016	VERSION (PLAN BY): AA3 (Natalie.Wood)
		PROJECTION: GDA 1994 MGA Zone 56	PURPOSE: HERITAGE	PATH: J:\JOBS\130K\130325 Cessnock110 - Drafting\Arcgis Map Documents\Arch\Report Figures\130325 Figure 3 Abermain_Kurri AA3 201608101.mxd



TITLE : FIGURE 4: CESSNOCK REP, LEP AND REVIEWED	LOCATION : CESSNOCK AREA	DATUM:GDA 1994	DATE : 10/08/2016	VERSION (PLAN BY): AA A3 (Natalie.Wood)
		PROJECTION: GDA 1994 MGA Zone 56	PURPOSE: HERITAGE	PATH: J:\JOBS\130K\130325 Cessnock\10 - Drafting\Arcgis Map Documents\Arch\Report Figures\130325 Figure 4 Cessnock A A3 20160810.mxd



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Legend

Heritage Items Reviewed

Heritage Items

State Heritage Listings

SHR Curtilage

SILEP Heritage

Cadastre

0 0.25 0.5 1 km

SCALE: 1:26,000

AT A3 SIZE

TITLE : FIGURE 5: POKOLBIN, MULBRING REP, LEP AND REVIEWED	LOCATION : CESSNOCK AREA	DATUM:GDA 1994	DATE : 10/08/2016	VERSION (PLAN BY): AA A3 (Natalie.Wood)
		PROJECTION: GDA 1994 MGA Zone 56	PURPOSE: HERITAGE	PATH: J:\JOBS\130K\130325 Cessnock\10 - Drafting\Arcgis Map Documents\Arch\Report Figures\130325 Figure 5 Pol_Mul A A3 20160810.mxd

