

CITY OF ALBANY SURVEY OF HERITAGE PLACES

CONSIDERABLE

PLACE RECORD FORM

Number	Street Name	Locality	Name of Place
Various	Various	Albany	Open Channel Stone Drains and Kerbs



SUMMARY DETAILS

City of Albany Property Reference No.	n/a	Heritage Council WA (HCWA) Place Reference No.	###
Type of Place	Other Built Type – Infrastructure (Water Management)		
Name of Place	Open Channel Stone Drains and Kerbs		
Other names	Historic Drains and Kerbs Heritage Stone Drains Convict Stone Drains and Kerbs Historic Water Management Systems		
Parent Precinct/ Heritage Area / Group (incl. HCWA Parent Precinct Reference No.)	n/a		

LAND DESCRIPTION

Street/Road	Location details
Bridges Street	East and west sides between Brunswick Road and Frederick Street
Cuthbert Street	East and west sides Note: Original kerb only present for approximately 50m from Duke Street on the east side.
Duke Street	North and south side between Collie Street and Parade Street

Various Locations – Central Albany and Historic Town Centre

Earl Street	North and south sides between Spencer Street and Aberdeen Street
Grey Street East	North side from Hill Street to Aberdeen Street
Hill Street	West between Grey Street East and Finlay Street
Melville Street	West side from Festing Street to Bay Street
Mill Street	West side between Vancouver Street and Grey Street West.
Parade Street	East side between Vancouver Street and Hotchin Avenue
Rowley Street	West side between Earl and Grey Street East East side between Earl Street and Grey Street East (kerb only) East side adjacent Finlay Street intersection (archaeological)
Serpentine Road	South side between Aberdeen and Spencer Street
Spencer Street	East and west sides between Frederick and Earl West side between Earl Street and Grey Street East East side between Grey Street East and Serpentine Road
Stirling Terrace	North side between Glasgow House (58-52 Stirling Terrace) and Spencer Street. <i>Note: Former granite kerbing on north side now integrated into paving.</i>
Burt Street	North side adjacent Bob Thomson Gardens footpath
Bolt Terrace	East side between Port Authority and CBH accesses.
Bay Street	Eastern end from Melville Street intersection (primarily archaeological) <i>Note: Evidence of jarrah drains</i>
Between Princess Royal Drive and Proudlove Parade	Beneath railway reserve and Proudlove Parade carpark (archaeological).
Mount Clarence Reserve	South of ASHS oval South of Darling Street extending to the south of Albany Residential College <i>Note: Largely overgrown with vegetation.</i>
Mount Melville	South of Bay Street (private property) Cliff Street Road Reserve Parks and Recreation Reserve south of Cliff Street (Archaeological) View Street Road Reserve Private property south of View Street Private property Grey Street West <i>Note: Predominately constructed from coffee rock</i>

PERIOD	Victorian c1840 – c1890 & Federation c1890 – c1915
Design Style	Victorian and Federation architectural styles - various
Construction Date	1850 - 1915
Source/Details	Local Planning Policy 5.2: Open Channel Stone Drain and Kerb Heritage Guidelines (City of Albany, 2025)
USE(S) OF PLACE	
Original	Governmental- Other - Water Management Governmental- Other - Infrastructure Transport/Communications – Road
Present	Governmental- Other - Water Management Governmental- Other - Infrastructure Transport/Communications – Road

RATING AND ASSESSMENT

	High			Low	
Aesthetic value (streetscape, setting)	1 ✓	2	3	4	5
Architectural merit (design features)	1	2	3	4 ✓	5
Rarity value	1 ✓	2	3	4	5
Value as part of a group/precinct	1 ✓	2	3	4	5
Condition	1	2	3 ✓	4	5
Integrity	1	2 ✓	3	4	5
Authenticity	1	2	3 ✓	4	5

STATEMENT OF SIGNIFICANCE

Albany's open channel stone drains and kerbs are an important part of and compliment the heritage fabric of the historic town centre of Albany and contribute to its heritage identification and significance.

The convict and prison built stone drains and kerbs constructed from the 1860s to the 1890s are important in demonstrating the civic and urban infrastructure schemes that define the 19th century development of the town centre and which relied upon local resources.

The City's stone drains and kerbs constructed mainly from 1860s to 1890s provide physical evidence which assists in the interpretation of the area's post-colonial history; its residential and infrastructure development, settlement patterns and insights into how we used to live.

The stone drains and kerbs of heritage significance in the Albany town centre are those that reflect early post-colonial development, defined by certain periods of construction, continued use and functionality in their original form and where there is a high level of intactness.

The extensive network of significantly intact and even partially intact stone drains and kerbs contributes to an understanding of early engineering practices as well as being a record of the changes in drainage infrastructure, traffic management and technologies, ongoing maintenance and the skill of the labour available at different periods of time.

The use of cut and dressed granite pitchers as the principal material to form much of this engineering infrastructure demonstrates an early and now rare construction technology, as well as the excellence of the traditional craftsmanship provided by the convict labour.

Although there are some local variations in depth and pitching, the principal characteristics of the design, materials and stone masonry skills of the stone drains and kerbs can still be appreciated and understood as a whole.

Some of the heritage stone drains and kerbs have statutory protection through the inclusion of heritage precincts in the City of Albany's Local Planning Scheme Heritage List. The visual qualities of these precincts are specially enhanced by the substantial integrity of the original engineering infrastructure, particularly the extensive network of stone drains and kerbs.

LEVEL OF SIGNIFICANCE

Considerable Significance: Very important to the heritage of the locality. High degree of integrity/authenticity.

HERITAGE LISTINGS

City of Albany: Heritage List (Exceptional-Registered) Adopted ###

City of Albany: Local Heritage Survey (Exceptional-Registered) Adopted ###

PHYSICAL DESCRIPTION

Open channel drainage and kerbs constructed within Albany's Historic Centre to direct stormwater and excess water downstream into a natural water course or some other holding basin (Princess Royal Harbor).

Some notable features include:

- Open channel drains and kerbs on side of road.
- Width typically between 800mm – 900mm.
- Typically constructed from granite, although latter drains may have been constructed from a mix of stone and/or bricks.
- Stones cut and dressed to allow for closely butted joints between the pitchers.
- Pitchers laid directly on sand.
- Predominantly constructed along the sides of roads/streets

Some obvious modifications include:

- Some channels have been partially infilled with cement/asphalt. Kerbs may remain in these instances.
- A number of the channels have jointed with cement to reduce permeability and stabilise the pitchers.
- Private property access provided over the channels in many forms, typically by suspended concrete slabs bridging the gap, however more substantial crossovers in the form of culvert-style crossovers overlaid with asphalt is also common.

HISTORICAL NOTES

The historic open stone drainage channels (drains) and kerbs in the Albany town centre are a significant and enduring element of the urban landscape and infrastructure. These drainage assets form an integral part of the road network provided and maintained by the City of Albany for its residents, community, businesses and visitors, dating back to the 1860s.

Open channel drainage and kerbs were constructed at the sides of roads to direct stormwater and excess water away from road surfaces and into the water management system that carried the water downstream into a natural water course or some other holding basin. In Albany the main outlet is the harbour. In addition to managing water run-off from the roads, owing to the geological conditions of the Albany Central Area being framed by the presence of three significant granite mounts, managing water runoff and the speed/momentum of this runoff from these mounts - especially Mount Melville and Mount Clarence - was an early civic need. Greater demand for the construction of water management systems throughout the townsite increased once settlement grew in earnest in the later part of the 19th century and people were establishing permanent homes, community buildings and businesses. It also served to improve public health, hygiene and living standards.

The construction of the stone (granite) drains and kerbs has been largely attributed to convict labour and commonly referred to as the “convict-built drains”. Although the initial construction of this infrastructure - and the early road network - was mostly undertaken by convict labour, not all of the extant examples in the Albany Central Area date from this period but reflect later public works and civic programs in the late nineteenth and early twentieth century. Much of this later work was undertaken initially by general prison labour then later by council employees. However, these later examples still bear significance because they continued the traditional form, fabric and function of the historic drainage and kerbing started by the convicts.

Refer also to: City of Albany, Local Planning Policy 5.2 Historic Stone Drains and Kerbs Guidelines

ASSOCIATIONS

ASSOCIATION TYPE

Albany Town Trust, Albany Town Council, Albany Progress Committee, Albany Convict Depot	Owners/Infrastructure Providers
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HISTORIC THEME/Subtheme

CATEGORIES OF SIGNIFICANCE

Environment	
Peopling WA/Demographic development	Aesthetic
	Social
Economy/Natural Resources/Workers and working	Rarity
Infrastructure/Development of settlements and services/Transport and communications	
Social Services/Health	Research
International links	

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Charters Towers Regional Council, 'Heritage Stone Kerbing and Channels'
- City of Ballarat, 'Ballarat Heritage Precincts Statements of Significance', 2006 (Revised August 2014)
- City of Port Phillip, 'Heritage Kerbs, Channels & Laneways: history, significance and guidelines', no date
- City of Whitehorse, 'Heritage Kerbs Channels and Laneways' (based on a report by Helen Lardner Conservation and Design Pty Ltd), December 2001
- Considine and Griffiths Architect, 'Stirling Terrace Conservation Plan', 2001
- Indigo Shire Council, 'Drainage Asset Management Plan', Version 1.0, May 2012
- Maribyrnong City Council, 'Maribyrnong Planning Scheme', 2021
- Mount Alexander Shire Council with Hansen Partnership & Jane-Amanda Jean, 'Draft Maldon Design Guidelines', January 2020
- Taylor Burrell Barnett, 'Defining Central Albany Strategy' (draft), December 2004
- City of Albany, Historic Water Management Systems: Guidelines to the History, Significance and Management of Heritage Stone Drains and Kerbs, 2023

Photographs



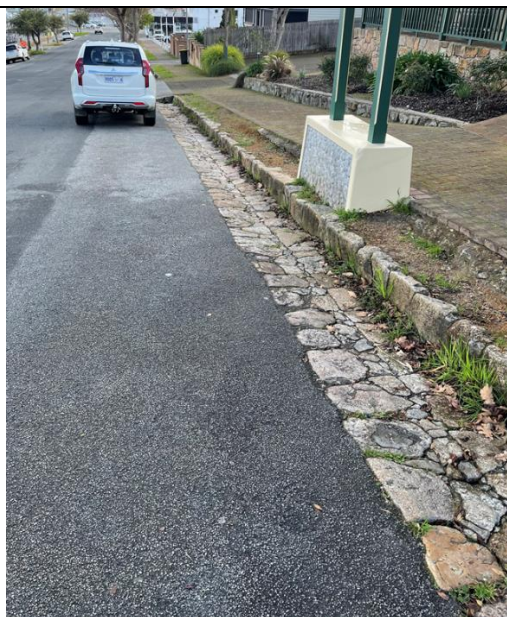
Bridges Street [City of Albany 2022]



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Bay Street [City of Albany 2022]



Princess Royal Drive (archaeological) [City of Albany 2022]



Mount Clarence Reserve [City of Albany 2022]



Mount Melville [City of Albany 2022]

