STATEMENT OF HERITAGE IMPACT

Upper Hunter Shire Council

PROPOSED MURULLA STREET BRIDGE, MURRURUNDI

Prepared by:
John Carr Heritage Design
Final Report Rev B
5 April, 2019
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page No</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0 INTRODUCTION</td>
<td>3</td>
</tr>
<tr>
<td>2.0 STATEMENT OF HERITAGE IMPACT</td>
<td>4</td>
</tr>
<tr>
<td>2.1 Historical Background</td>
<td></td>
</tr>
<tr>
<td>2.2 Heritage Significance</td>
<td></td>
</tr>
<tr>
<td>2.3 The Proposed Development</td>
<td></td>
</tr>
<tr>
<td>2.4 The Setting</td>
<td></td>
</tr>
<tr>
<td>2.5 The Development Control Plan</td>
<td></td>
</tr>
<tr>
<td>2.6 Assessment of Heritage Impact</td>
<td></td>
</tr>
<tr>
<td>3.0 CONCLUSION &amp; RECOMMENDITIONS</td>
<td>17</td>
</tr>
</tbody>
</table>

*Cover:* A major structural element supporting the suspension footbridge over the Pages River, Murrurundi.  
(Source - Mara Consulting Pty Ltd)
1.0 INTRODUCTION

The following report comprises a Statement of Heritage Impact (SoHI) for the proposed new road bridge over the Pages River, Murrurundi. Guidelines published by the NSW Office of Environment & Heritage (OEH) have been used to produce the Statement of Heritage Impact. John Carr Heritage Design has been engaged by Mara Consulting Pty Ltd to prepare the SoHI to accompany a development application on behalf of the Upper Hunter Shire Council.

Plate 1: Aerial view of the site and Murulla Street. (Six Maps accessed 14/03/19)

Plate 2: Detail aerial view of the site and nearby listed items. (Six Maps)
## 2.0 STATEMENT OF HERITAGE IMPACT

<table>
<thead>
<tr>
<th>Statement of Heritage Impact for:</th>
<th>The development of infrastructure next to a site containing a heritage item of &quot;Local&quot; heritage significance and nearby to other heritage items within a heritage conservation area.</th>
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<tbody>
<tr>
<td><strong>Date:</strong></td>
<td>This Report was completed on 5th April 2019.</td>
</tr>
<tr>
<td><strong>Reference:</strong></td>
<td>The adjacent suspension footbridge is listed on the Upper Hunter Shire Council's LEP 2013 as having &quot;Local&quot; heritage significance (<a href="#">item 190</a>). The site is within the Murrurundi Heritage Conservation Area.</td>
</tr>
<tr>
<td><strong>Address &amp; Property Description</strong></td>
<td>The site is located in the road reserve at the Pages River Crossing in Murulla Street, Murrurundi. The property description of the item is currently:</td>
</tr>
<tr>
<td></td>
<td>➢ Road Reserve adjacent to Lot 1 in DP 995479</td>
</tr>
<tr>
<td><strong>Prepared by:</strong></td>
<td>John Carr, a Heritage Architect trading as John Carr Heritage Design, compiled this report.</td>
</tr>
<tr>
<td><strong>For:</strong></td>
<td>The report has been prepared for the Mara Consulting Pty Ltd on behalf of the Upper Hunter Shire Council.</td>
</tr>
</tbody>
</table>

**Documentation:**
This Statement of Heritage Impact assesses the impact of the proposed Pages River crossing alternatives.

The Statement summarises the development proposal as described in the following documents prepared by council and dated 11/12/17:

- Murulla Causeway Upgrade Project Brief
- General Information - 4 Bridges Replacement Program

**Limitations:**
John Carr Heritage Design is not qualified to offer structural opinions. This report is not intended to convey any opinion as to the structural adequacy or integrity of the subject building, nor should it in any way be construed as so doing. Similarly, the author's observations are limited to the fabric only and do not comment on the capacity, adequacy, or statutory compliance of any building services.

No plans or concept drawings were provided showing what the causeway crossing or bridge looks like for the assessment of heritage impact. It has been assumed that the low level causeway would be constructed above the existing causeway but below the level of the suspension footbridge. The alternative road bridge would be constructed at the level of the suspension footbridge.

**References:**
- The Upper Hunter Shire Council's LEP 2013
- The Upper Hunter Shire Council's DCP 2015
- NSW Office of Environment & Heritage - Municipal Building's Inventory listing.
- Mara Consulting Pty Ltd - Proposed Murulla St Bridge - Visual Impact Assessment.
- Constructive Solutions Pty Ltd - Murulla St Bridge - Review of Environmental Factors.
2.1 HISTORICAL BACKGROUND:

The beginnings of Murrurundi:

Murrurundi was home to the Wanaruah tribes before settlement by white people. Murrurundi gets its name from the Wanaruah place name "Murrumdoorandi".

Locals understandably claim that it means "nestled in the valley" though it seems more likely that it refers to five unusual rock formations near Temple Court (four now remain) and may mean "five fingers" or "meeting place at the five fingers". It was in 1824 when Henry Dangar moved through this valley that he was attacked by the Wanaruah people. He retreated but he and other travellers moved on through the Upper Hunter area. By the early 20th century there were little or no signs of indigenous people still living in the Murrurundi area.

Murrurundi Township was set out by the Government in 1840, however most of the land was held by big landowning families. Ordinary people were unable to purchase building blocks for homes so Thomas Haydon subdivided a large block, "The Commodore Block" and established Haydonton. The first block was purchased by Benjamin Hall, Snr. with his family in 1842. Over years, the name Haydonton fell into disuse. Murrurundi was gazetted a municipality in 1890. The two, separated by Halls Creek were amalgamated in 1913. Haydonton Post Office was closed in 1913 and the new Murrurundi Post Office was opened in its present position in 1913.

It was during the years of 1826 to 1834 that 3000 convicts built the first road which then formed part of the Great Northern Road. During 1827, following in Henry Dangar’s footsteps, farmer William Nowland from Singleton (formerly known as Patrick Plains) established a station along the Warrah Creek on the Liverpool Plains.

In 1829 William Henry Warland established his estate, ‘Harben Vale’, south of Murrurundi near the village of Blandford. Blandford was named after his birthplace in England. By 1834 Warland had built a homestead and formed a partnership with Peter Haydon whose brother Thomas also acquired land in the area.

Thomas Haydon founded the Murrurundi Race Club and racecourse during 1841 and also donated land for the town’s first church, St Joseph’s Catholic Church, which was built in that year. The first private school in this area was built in 1843 and the seventh national school in Australia was built in 1849. Murrurundi, in 1867, had a population of around 350 people.

During the early settlement in the town, there were many bushrangers lurking in the district. Amongst them were the Jewboy Gang. This gang was hunted down after they murdered John Graham in Scone, rode to Murrurundi, swapped their horses and headed over the range to Doughboy Hollow where police magistrate, Edward Denny Day and his party, caught up and captured them. They were hanged for their crimes in 1841. Benjamin Hall, Snr. former convict, settled in Haydonton in 1842 with his family which included his son Benjamin. Ben Jnr. was taken by his father to the Forbes district when he was 13 years old and never returned to Murrurundi to his family.

The railway came to Murrurundi in 1872 and the town was an important railway centre until 1926 when operations were shifted to Werris Creek. The population diminished after 1926.

The work on the tunnel under the Liverpool Range commenced after 1872 and took several years to complete. Additional steam locomotives were required to haul the steam trains from Murrurundi to Kankool through the tunnel. Several accidents occurred at the end of the tunnel on the Ardglen side as the smoky soot from several engines affected the crew. In 1909 a fireman on one of the trains was scalded to death.

Between 1911 and 1915 Murrurundi was well known for its shale mining and the town’s population being at its highest during 1914. Murrurundi is now a service centre and is sustained by quality sheep, beef and horse studs and by both crop and meat production. Tourism is a vital part of Murrurundi’s economy.¹

The "swinging" or suspension footbridge is the third bridge on this site, previous bridges being built in the 1873 and 1914. The present bridge was constructed by Mr John Keegan in 1927 who was a contractor to the NSW Government.

¹ Upper Hunter Shire Council - History of Murrurundi
The nearby former Court House was built in 1863 replacing an earlier 1851 building. The need for a courthouse in Murrurundi was proclaimed in 1840.  

Plate 3: The 2014 (re)opening plaque following restoration of the bridge. (REF p 12)

The following information on a John Keegan, bridge builder, was found on Wikipedia:

Mr John KEEGAN (1875 - 1941)

<table>
<thead>
<tr>
<th>Position</th>
<th>Start</th>
<th>End</th>
<th>Period</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Member of the NSW Legislative Council</td>
<td>21 Dec 1925</td>
<td>22 Apr 1934</td>
<td>8 years 4 months 2 days</td>
<td>Life Appointment under the Constitution Act. Date of Will of Summons 21 December 1925</td>
</tr>
</tbody>
</table>

Political Party Activity

Qualifications, occupations and interests
Construction worker. Spent youth in Victoria; worked in Wyalong and in Bredlan Hill in early 1900s; rural worker, navvy; organiser for Railway Workers’ branch of Australian Workers’ Union; later employed in bridge building in country districts for Railways Department as a sub-contractor; joined Arbitrator’s Society of carpenters and joiners; organiser and delegate to the Trades and Labor Council (TLC); president in 1908; moved to Sydney in c.1925; employed as a temporary carpenter by Sydney City Council, later with Public Works Department, transferred to Department of Agriculture, employed in Botanic Gardens from 1927 until 1928.

This may or may not be the same John Keegan who constructed the bridge at Murrurundi.

2 Peter Bridges - Historic Court Houses of NSW.
2.3 ASSESSMENT OF CULTURAL VALUE:
The NSW Office of Environment & Heritage incorrectly lists the suspension footbridge as steel, constructed in 1972 over the railway corridor but references its listing as Item 190.

2.3.1 Assessment of Heritage Value:
The site has been assessed for cultural significance as part of this SoHI. The assessment is based on criteria developed by the NSW Office of Environment & Heritage using the following values:

- Historical significance
- Aesthetic significance
- Research/technical significance
- Social significance

The following analysis of significance uses the criteria identified in the Heritage Act:

**Criterion (a): Historic** An item is important in the course, or pattern, of the local area's cultural or natural history (Local Significance).

- This is the third footbridge occupying this site in Murulla Street and has provided access over the Pages River from the town to the Court House and Police Station continuously since 1873, the present bridge being constructed in 1927.

**Criterion (b): Association of Life or Works** An item has strong or special association with the life or works of a person or group of persons, of importance in the cultural or natural history of the local area (Local Significance).

- This bridge does not satisfy these criteria.

**Criterion (c): Aesthetic Characteristics** An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area (Local Significance).

- This bridge satisfies these criteria. The building demonstrates the aesthetic character of a suspension structure. The site is relatively prominent in Murulla Street and is popular with tourists to the town.

**Criterion (d): Cultural, Social or Spiritual** An item has strong or special association with a particular community or cultural group in the area for social, cultural or spiritual reasons (Local Significance).

- The bridge has provided pedestrian access to the Police & Court Precinct since 1873 with the current bridge carrying on this tradition in times of flood.

**Criterion (e): Understanding** An item has the potential to yield information that will contribute to an understanding of the area’s cultural or natural history (Local Significance).

- The site may provide archaeological evidence of the location of the two previous bridges. It is recommended a Baseline study be considered prior to the commencement of any excavation works on the site of the footbridge.

**Criterion (f): Endangered Item** An item possesses uncommon, rare or endangered aspects of the area’s cultural or natural history (Local Significance).

- The bridge is not considered rare.

**Criterion (g): Demonstrating Principal Characteristics** An item is important in demonstrating the principal characteristics of a class of the area’s cultural or natural places, or, cultural or natural environments (Local Significance).

- The bridge is considered to be a good representation of a timber and metal suspension footbridge.
2.3.2 Statement of Heritage Significance:
The Murulla Street suspension footbridge is considered to be of cultural value to the heritage significance of the town of Murrurundi and it's Heritage Conservation Area for the following reasons:

- There has been a footbridge on this site since 1873 (a);
- The current footbridge was constructed in 1927 and is the third bridge on this site (a);
- It demonstrates the aesthetic character of a suspension bridge structure on prominent site (c);
- Important townscape element on prominent site (c);
- It has been associated with the Police & Court Precinct as an access link since 1873 (d);
- The site may provide archaeological evidence as to the location of the two earlier bridges (e);
- It is a good example of a timber and metal suspension bridge (g);

Plate 4: The Murulla Street suspension footbridge today. (Mara Consulting Pty Ltd)
2.4 THE PROPOSED DEVELOPMENT:

Council is proposing to replace the existing concrete causeway across the Pages River on Murulla Street in Murrurundi NSW with a low-level concrete bridge. The causeway is located approximately 80 m south-west of the intersection with the New England Highway, is approximately 50 m long and 3 m wide. The proposed 3-span, dual lane bridge would be approximately 50 m long and 9 m wide and would follow the same alignment as the existing causeway. The works would include the construction of new concrete vertical bridge abutments, wing walls, piers, headstocks, girders, bridge deck, new road approaches to the bridge abutments, barriers and signage.

The purpose of the new bridge is to provide increased flood immunity, improve community infrastructure and maintain a greater level of reliable wet weather accessibility at those times when the Pages River experiences flood conditions. 

There are two options being considered:

Option 1: A low level concrete causeway similar to the causeway constructed at Moonan Flat. The objective is to reduce the number of times the existing on grade causeway is required to be closed due to the depth of water covering the road.

Option 2: A high level concrete bridge nominally constructed to match the level of the suspended footbridge deck.

Plate 5: The Moonan Flat causeway is similar to that proposed for Murulla St. (Mara Consulting Pty Ltd)

Plate 6: The Middlebrook Bridge is similar to that proposed for Murulla St. (Mara Consulting Pty Ltd)
Discussion:
The two options provide for a duel carriage low maintenance concrete crossing in the form of a low level causeway that would still require to be closed during peak flood periods and high level bridge. The high level bridge is a slightly wider solution to cater side safety barriers.

Both crossings require a side barrier with Option 1 using a spaced low concrete kerb and Option 2 requiring a 500 mm high metal safety barrier.

The width of the deck for the two options is also a critical factor with the lower causeway at eight and a half metres in width and the higher bridge at nine metres in width. Both require roadway approach widening.

The least intrusive solution referred to in Council's documentation is the Moonan Flat low level single lane causeway. This solution is unlikely to require major road widening and would preserve the existing setting of the place.

Impact on heritage significance:
When considering the option for the replacement of the at grade existing crossing, the impact of the proposed replacement structure on the adjacent heritage listed item, other nearby heritage items and the surrounding heritage conservation area is required to be considered.

The bulk and scale of the proposed bridge under Option 2 will have an impact on the heritage significance of the suspension footbridge and the surrounding heritage conservation area. Other individually listed heritage items are protected to a degree from impact by their distance from the subject site or screening from the site by existing buildings or trees. The bulk and scale of Option 2 also affects the setting of the suspension footbridge which, together with the town and the Police & Court Precinct are a significant tourist attraction. A change to this setting by the introduction of a nine metre wide bridge at the same height as the footbridge deck will impact substantially on this area of Murulla Street.

The bulk and scale of the proposed low causeway under Option 1 will have some impact on the heritage significance of the suspension footbridge and the surrounding heritage conservation area. This impact will be far less than that of Option 2 due to the similar width of the structure and the final agreed height provided the kerb height can be retained without a higher safety barrier as proposed for the bridge. As can be seen in the Moonan Flat example, this design has only minor changes with regard to the setting as it is only different in height to the existing concrete crossing. Access to both the existing and the proposed low causeway is via the descending road which maintains the dominance of the suspension footbridge.

Plate 7: The extant crossing and footbridge in Murulla St. (Mara Consulting Pty Ltd)
2.5 THE SETTING:

The Heritage Conservation Area:
The subject site is within the Murrurundi Heritage Conservation Area and adjacent to eight heritage items of Local heritage significance nearby.

Plate 8: Map of part of the conservation areas showing individual listed items. (UH LEP Heritage Map HER 007A)

Plate 9: The Police & Court Precinct can be seen from the footbridge. (Google Streetview)
Items 187, 188 & 189, combines to form the Police and former Court House building together with the former Goal. There is a visual link between the two sites and the proposed works will be seen from and to the items.

Item 171, the Murrurundi Public School established in 1849 in rented premises. A brick school and residence was constructed in 1851 however by 1858 the brick footings were giving way resulting in major repairs the following year. The present buildings were constructed in 1876 by W. McNair for £1,628/-/- for the school and residence. The old building was demolished the following year. The school site is a reasonable distance from the bridge and current tree coverage screens views to and from both sites.

Item 173, the former Telegraph Office, now a Cafe is similarly screened from the site by bushes and trees. Telegraph Offices at Newcastle and Maitland were constructed in the early 1860s as telegraph communications began to link the towns of the Hunter Valley. The Murrurundi Telegraph Office would have been constructed around the same time.

Items 181 & 182, the Royal Hotel and stables were established in 1863. The “Royal” was added in 1890. The hotel was a Cobb & Co staging post. There is a visual link between the two sites, but at a distance.
Items 185 & 186, St Pauls Church and Rectory are at to great a distance and screened by bushes and trees. There is no view between the sites to affect the heritage significance of the church site.

The main items affected by the proposed works are:

1. The suspension footbridge Substantial
2. The Police & Court Precinct Minor
3. The Royal Hotel Minor
4. The Heritage Conservation Area Minor.

It is clear from the location of the various items and the site location within the heritage conservation area that the greatest impact on heritage significance will be the suspension footbridge due to all other items including the HCA being at a reasonable distance from the site and partially screened by the extensive numbers of bushes and trees.
### 2.6 DEVELOPMENT CONTROL PLAN 2015:

Part 9 Heritage Conservation relates to the proposed works and in particular Part 9a.4 of the Heritage Objectives states:

- ensure that new development is compatible with the significance of heritage conservation areas, heritage items and archaeological items.

Further, where development is to occur within a heritage conservation area, or on land containing a heritage item, the matters discussed in the relevant following Schedules to this DCP are considered and incorporated into the detailed design process.

- Schedule 4 Former Murrurundi Shire – for properties within Murrurundi Conservation Area – as shown on Map 7 Murrurundi Conservation Area.

The clauses in the DCP have been written with the construction of a new building or additions to an existing building in mind. In this case the replacement of an existing on grade river crossing with either a low causeway of high bridge is at issue.

As previously described, both structures are concrete however the high level bridge has a nominal 500 mm high metal safety barrier on either side whereas the lower causeway has a gapped 150 mm high kerb installed on either side. Additionally the high bridge is nine metres wide whereas the low causeway is eight and a half metres wide.

Using the relevant headings from the DCP, the following schedule assessed potential impact:

<table>
<thead>
<tr>
<th>Low Level Causeway</th>
<th>High Level Bridge</th>
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| **(E) STRUCTURE SCALE & FORM**  
The causeway is designed at a low level to reduce the closure of the river crossing to times of significant flooding. The structure will occupy 8.4 metres centred on the same footprint as the existing three metre wide crossing but will be approximately a metre higher than the river bed. This option will require substantial widening of to roadway approaches to the causeway.  
Assessment: The form of the causeway design is to be similar to the Moonan Flat causeway however will be over twice the width at 8.4 metres and as such will have some affect on the heritage significance of the footbridge. The width and level of the causeway will however retain the dominance of the higher footbridge. | **(E) STRUCTURE SCALE & FORM**  
The bridge is designed at the level of the footbridge deck to avoid any closure of Murulla Street during periods of significant flooding. The structure will be more than twice the width of the existing road at nine metres and will require substantial widening of the roadway approaches to the bridge at this higher level.  
Assessment: The scale and form of the proposed bridge is similar to the Middlebrook Bridge and as such will substantially affect the heritage significance of the footbridge. The width and level of the new bridge will dominate the existing setting of the heritage item. |
| **(G) DETAILS**  
The details of the causeway are limited to a suspended reinforced concrete slab with spaced kerb sections to each side.  
Assessment: The details are simple and uncomplicated when viewed with the intricacies of the suspension footbridge details. | **(G) DETAILS**  
The details of the bridge are limited to a suspended reinforced concrete slab with metal safety barriers on either side.  
Assessment: The added detail of the 500 mm high metal safety barrier of the bridge will screen out some of the adjacent footbridge details when viewed from nearby surrounds. |
| **(H) FINISHES & COLOUR**  
The causeway is to be finished in natural concrete which can have a colour added to reduce the glare experienced with new concrete.  
Assessment: The colour and finish will be similar to the existing crossing. | **(H) FINISHES & COLOUR**  
The bridge is to be finished in natural concrete which can have a colour added to reduce the glare experienced with new concrete. The metal sides are normally galvanised with a striped colour highlight at each end.  
Assessment: The colour and finish will be similar to the existing crossing. The side safety barriers introduce a new material and colour. |

Based on the DCP’s Design Guidelines Outcomes for items E, G & H the low level causeway option has the least impact on heritage significance for the small inconvenience of a road closure during significant flooding.
2.7 ASSESSMENT OF HERITAGE IMPACT:

- How is the impact of the proposed development on the heritage significance of the item and the surrounding conservation area to be minimised:

There are two options for impact to be assessed:

**Option 1 - Low level causeway:** This option has reduced the bulk and scale of the crossing by designing a dual lane crossing at a low level to reduce the times required for road closures to those of significant floods.

**Option 2 - High level bridge:** This option is designed for no road closures and provides for two way traffic. The bulk and scale of this proposal will inflict the greatest impact of heritage significance on the adjacent heritage item and the surrounding HCA by virtue of changing the setting.

Both Options also require significant changes to the road approaches which add to the affect on the heritage significance of the footbridge and opens the area to views from a greater distance such as the Police & Court Precinct and the Royal Hotel.

*Alternative Solution:* A single lane crossing would reduce the impact on heritage significance if this remained an option, similar to the Moonan Flat crossing.

- How does the proposed development affect views to and from the heritage item and the surrounding conservation area? What has been done to minimise negative affects:

Option 1 generally preserves the existing setting, however widens the crossing and roadway approaches. The suspension footbridge will remain in view.

Option 2 opens up the area by land clearing for the new bridge and road widening allowing an open view to the Court House and the Royal Hotel. The suspension bridge will be partially hidden due to the bulk of the new bridge.

- Is the development sited on any known or potentially significant archaeological deposits? If so, have alternative solutions been considered? Why were they rejected?

The site may contain archaeological potential of the exact location of the former two footway crossings.

- Is the new development sympathetic to the heritage item and the surrounding conservation area? In what way (eg form, siting, proportions, design)?

Option 1, the low level causeway is sympathetic to the adjacent item and surrounding HCA as it partially preserves the setting, does not dominate the heritage item.

Option 2 is not sympathetic and would be judged as intrusive on the heritage significance of the adjacent heritage footbridge as its bulk and scale dominates the immediate area and surrounds including the loss of natural flora.

- Will the public still be able to view and appreciate the listed heritage item’s significance and the significance of the surrounding conservation area?

The public will still be able to appreciate the suspension footbridge under Option 1 but this will be greatly reduced under the Option 2 design due to its domination of the area.
STATEMENT OF HERITAGE IMPACT:
The proposed low level causeway crossing (Option 1) will have some impact on the heritage significance of the place, the adjacent heritage item and the surrounding heritage conservation area for the following reasons:

1. The proposed crossing preserves the extant area by its marginal extra height over the current on grade crossing;
2. The new causeway design is subservient to the suspension bridge retaining its dominance in this area;
3. The proposed causeway crossing generally improves the required crossing by reducing the need for road closures to times of significant flooding;
4. The suspension footbridge will remain to be seen at a distance from the main street and the Police and Court Precinct.
5. The width of the dual lane low level crossing alters the setting and approaches to the place resulting in some impact on heritage significance.

The proposed high level bridge crossing (Option 2) will have a major impact on the heritage significance of the place, the adjacent heritage item and the surrounding heritage conservation area for the following reasons:

6. The proposed crossing will dominate the extant area by its extra height and width at the level of the existing footbridge crossing;
7. The new bridge design is dominant in this area due to height, width and side safety barriers;
8. The proposed bridge crossing generally improves the crossing by eliminating the need for road closures to times of significant flooding;
9. The suspension footbridge will not be easily seen at a distance from the main street and the Police and Court Precinct with the bridge and its safety barriers providing a partial screen.

Plate 30: Example of the Option 1 causeway crossing. (Mara Consulting Pty Ltd)

Plate 31: Example of the Option 2 bridge crossing. (Mara Consulting Pty Ltd)
3.0 CONCLUSION & RECOMMENDATIONS

The early planning of Murrurundi is similar to other county towns such as Maitland that grew from both private and government influence, which often resulted in two separate towns eventually joining to form one town. This is evidenced by the growth of Murrurundi on either side of the Pages River.

In this case the government school was located on the main street and the Police & Court Precinct located on the other side of the river. The river didn’t prove to be much of a barrier and simple pedestrian bridges were constructed at main crossing points, Murulla Street being one such crossing.

The crossing at this location proved valuable and so the current heritage listed suspension footbridge is the third known crossing at this location. The need for improvement of the vehicular crossing is the purpose of this SoHI report. It is believed the visiting Magistrate stayed at the Royal Hotel and sat at the Court on the other side of the Pages River.

The improvement of the present at grade crossing provides two options for consideration. This SOHI has assessed both proposed designs and found that the low level causeway crossing (Option 1) has some impact on the heritage significance of the adjacent suspension footbridge, whereas the high level bridge crossing (Option 2) will have a major impact on the heritage significance of the place, the adjacent heritage item and the surrounding heritage conservation area.

Recommendations:
The following recommendation should be considered for this project:

1. The selection of Option 1 as the preferred replacement of the existing on grade crossing. **Reason** - this solution has the least impact on the heritage significance of the footbridge, on the nearby heritage items and surrounding heritage conservation area.

2. Council reconsider the use of a single lane causeway crossing similar to the Moonan Flat example. **Reason** - this solution maintains the existing setting of the narrow causeway in relation to the heritage listed suspension footbridge. This type of crossing has the least (or minimum) impact on the heritage significance of the place.

Yours faithfully,

John Carr
Heritage Architect
B. Sc. (Arch), B. Arch. (Registered Architect NSW ARB 4128)