Statement of Heritage Impacts for a proposed bridge replacement

Report to RMS

March 2014
Executive summary

Artefact was commissioned by GHD and Roads and Maritime Services (RMS) to prepare a Statement of Heritage Impact (SoHI) for the proposed replacement of the Lansdowne Bridge with a new concrete bridge (the proposal). The bridge is a heritage listed de Burgh timber truss structure. The aims of this study were to assess the heritage impact of the proposal and recommend if further action is required to fulfil statutory heritage obligations.

Lansdowne Bridge is located on Bungonia Road at the crossing of Mulwaree Ponds, about 1.6 kilometres southeast of Goulburn town centre, within the Goulburn Mulwaree local government area. The study area included the area of the proposal footprint, as well as a buffer zone of around 10-20 metres surrounding the proposal footprint. Some parts of the study area were not accessible during the site survey due to the boggy and extremely overgrown terrain surrounding the Mulwaree Ponds.

The proposal would involve the demolition of the existing bridge and its replacement with a three span concrete bridge on the same alignment. The road would be realigned to the east of the bridge, and land acquisition would be required in two properties to the north of Bungonia Road and along a small strip of land along Forbes Street. A compound site consisting of a meal room, toilets and a site shed would also be required.

The proposal would impact the existing road reserve of Bungonia Road, as well as a small area of land immediately outside the road reserve. It would also involve impacts to the hill to the east of Lansdowne Bridge, part of which would be cut away to accommodate the changed alignment of Bungonia Road. Likely impacts to the study area would result from the construction of the new bridge, earthworks along the existing Bungonia Road alignment, the construction of the changed alignment to the east of the bridge, and the establishment and use of the temporary site compound and stockpile area.

Lansdowne Bridge is listed on the Goulburn Mulwaree Local Environmental Plan (LEP) 2009, and the RMS s170 Register. Three other heritage listed items are located within the study area:

- The Goulburn Brewery/Mill (Goulburn Mulwaree LEP 2009, State Heritage Register- SHR), located to the west and north of the bridge.
- ‘Lansdowne’ estate (Goulburn Mulwaree LEP 2009, SHR), located to the north-east of the bridge.
• Part of the Goulburn City Centre Conservation Area (Goulburn Mulwaree LEP 2009) is located to the north of the bridge, encompassing the landscape between the Goulburn Brewery/Mill and ‘Lansdowne’.

Two potential archaeological items were also identified in the vicinity of the study area in the Goulburn Mulwaree Archaeological Management Plan (Higginbotham and Associates 2010a & 2010b):

• Stone and brick bridge abutments on the north side of Bungonia Road, crossing a former channel of the Mulwaree Ponds (c. 1840s-1880s).
• The site of a former toll house on the south side of Lansdowne Bridge, on the western bank of Mulwaree Ponds, the site of which is now marked by a clump of trees.

Potential impacts

Lansdowne Bridge

The proposal involves the demolition of the bridge and the construction of a new concrete girder bridge on the same alignment. This would remove all of the heritage values of the bridge.

As there would still be representative examples of the de Burgh type of timber truss bridge in NSW and a surviving local example of a timber truss bridge, the removal of the Lansdowne Bridge is considered to be acceptable. The NSW Heritage Council has approved the revised Timber Truss Bridge Strategy (Futurepast Heritage and RMS 2012) which includes the planned removal of Lansdowne Bridge.

Goulburn Brewery/Mill

There are no direct views from the Goulburn Brewery/Mill complex towards Lansdowne Bridge due to the presence of screening vegetation within the Brewery/Mill complex, and along Bungonia Road. The removal of vegetation along Bungonia Road may make the bridge slightly more visible from the complex, but this would not have a significant impact on its heritage value.

The proposal would involve the acquisition of a narrow strip of land along Bungonia Rd including a small part of the southern edge of the Goulburn Brewery SHR curtilage (approximately 457 m²). The loss of this land would not significantly affect the size or shape of the property, and would have a negligible heritage impact.

The proposed impact to the Goulburn Brewery/Mill item is therefore acceptable.
'Lansdowne'

There are no views from the ‘Lansdowne’ homestead complex towards Lansdowne Bridge and the replacement of the bridge would therefore not have an impact on the heritage significance of the item. The proposal involves a change in the alignment of Bungonia Road which would encroach upon the LEP curtilage of the item along its south-western corner. This change would also encroach upon a small part of the SHR curtilage of the item and involve the acquisition of around 900 m\(^2\) of land within the SHR curtilage.

Land to be acquired within the LEP curtilage includes an area of around 5826 m\(^2\) to the east of the bridge at the location of the road realignment, and an area of around 311 m\(^2\) to the north of the bridge along Forbes Street at the location of the cul de sac.

The proposal would involve cutting away part of the hill to the south-west of ‘Lansdowne’ house. Most of the property would be unaffected, and vegetation within the garden surrounding the house would screen views in the direction of the road. Even if this vegetation were not present, the road would not be visible from the house as the property is elevated above the road level.

The proposal would also impact on the existing stone gates and part of the driveway fabric which will need to be re-graded to tie in with the proposed road alignment. This is considered to be an acceptable impact if the removal of the driveway fabric is minimised where possible, and the existing gates are re-instated further north to visually maintain the historical alignment of the driveway, its association with the historic ‘Lansdowne’ property, and the relationship of the property with the road.

The change in road alignment would require the removal of four pine trees that are located along the perimeter of the property, as well as two large trees within the paddock to the west of the homestead. None of these trees is of particular heritage significance, although they do make a contribution to the rural setting of the estate and the streetscape of Bungonia Road. The removal of the trees is considered to be an acceptable impact, however, it is recommended that replacement trees of the same or a similar species are planted along the new perimeter of the property following the completion of works. The impact to the ‘Lansdowne’ item is considered to be acceptable.

The Goulburn City Conservation Area

The removal of the bridge would have an impact on the historic pastoral landscape that includes the Goulburn Brewery/Mill and ‘Lansdowne’, as well as the open land to the north of the bridge, and part of the bridge itself. This landscape is included within the Goulburn City Conservation Area.

As the bridge is an aesthetically distinctive historic landmark from which this landscape is currently viewed, its removal and replacement with a modern bridge would have an impact on the way
travellers experience the historic landscape. As the design of the replacement bridge is sympathetic to the heritage landscape this impact would be minimised.

The proposal would also involve the removal of a stand of mature exotic trees along the northern side of Bungonia Road to the west of the bridge. These trees make a relatively significant contribution to the streetscape and their removal would have a negative impact on the pastoral landscape. However, this impact would not be major and would be acceptable provided that trees of the same or a similar species were planted to replace them, following the completion of works.

**Timber truss bridges of NSW**

With the demolition of the Lansdowne Bridge, four de Burgh timber truss bridges would remain on the RMS s170 Register, and one timber truss bridge would remain in the Goulburn area (Rossi Bridge over the Wollondilly River, 5km west on the Grabben Gullen Road). As there would still be representative examples of the de Burgh type of timber truss bridge in NSW and a surviving local example of a timber truss bridge, the removal of the Lansdowne Bridge is considered acceptable. The NSW Heritage Council has approved the revised Timber Truss Bridge Strategy (Futurepast Heritage and RMS 2012) which includes the planned removal of Lansdowne Bridge.

**Archaeological resources**

The proposal could potentially involve impacts to one archaeological site: extant 19th century bridge abutments north of Bungonia Road.

The bridge abutments and associated archaeological site located near the western end of the proposal footprint could not be observed during the site visit due to thick vegetation. It is recommended that, if possible, impacts to this area are avoided by the proposal. If the site of the abutments is to be impacted by the proposal a further inspection would be required.

**Mitigation measures**

A number of measures are proposed to mitigate the impact of the proposal on items of heritage significance.

**Lansdowne Bridge**

- The design of the new bridge would be sympathetic to the historical landscape and the nearby heritage items.

- Archival recording of Lansdowne Bridge would be undertaken prior to its demolition. This would be undertaken as part of the RMS Timber Truss Bridge Strategy, which stipulates that bridges should be archivally recorded prior to their removal (RTA 2011:20). It is understood that archival
recording of the bridge is planned by RMS and that this recording would be completed before works commence.

- Discussion would be held with Goulburn Mulwaree Council (and possibly the Goulburn and District Historical Society) to determine whether any material from the bridge could be used as a sculptural element in a public area, as a form of heritage interpretation. This would be in accordance with the revised Timber Truss Bridge Strategy, which identifies the relocation of bridge elements into public spaces as a possible way to mitigate the heritage impact of the removal of operationally unsuitable bridges (Futurepast Heritage and RMS 2012).

- Any material that is not included in a local heritage display would be used to maintain other historic timber truss bridges in NSW in accordance with RMS’s Timber Recycling Policy, as proposed in the Timber Truss Bridge Strategy.

**The Goulburn Brewery/Mill**

- Following the completion of works, trees of the same or a similar species to the existing trees would be planted along the northern side of Bungonia Road, in order to re-establish the vegetation screen between the Brewery/Mill and the bridge.

- As the proposal would involve the acquisition of a small area of land within the SHR curtilage a Section 60 permit would need to be obtained prior to works commencing.

**'Landsdowne'**

- Trees of the same or a similar species would be planted along the new perimeter of the property following the completion of works, to replace the existing pine trees that would be removed.

- Fencing similar to the existing fences should be re-established along the perimeter of the property following the completion of works.

- The negative impact to the westernmost access to the ‘Landsdowne’ property will be mitigated by the removal and reinstatement of the existing stone gates and fencing further north and outside the proposal area. This would visually maintain the historic relationship of the property with the road. The existing driveway would also be re-graded to tie in with the proposed road alignment.

- As the proposal would involve incursion into the SHR curtilage of the item, and alteration of fabric elements within that curtilage, a Section 60 permit would need to be obtained from the NSW Heritage Division as a delegate of the Heritage Council.
The Goulburn City Conservation Area

- The design of the bridge would aim to be in keeping with the existing historic pastoral landscape, by complying with the following general recommendations:
  - The bridge should be designed to be as unobtrusive as possible and views toward the bridge from the Goulburn Brewery/Mill and ‘Lansdowne’ should be screened with vegetation. In designing the bridge, the RMS document *Bridge Aesthetics: Design guideline to improve the appearance of bridges in NSW* (RMS 2012b) should be consulted for ideas on integrating bridges into rural landscape settings.
  - Views over the landscape from the bridge should not be obstructed with a solid parapet. Instead, a two-rail parapet should be employed in order to allow views of the landscape and echo the parapet of the existing historic bridge.

- Following the completion of works, trees of the same or a similar species to the existing trees would be planted along the northern side of Bungonia Road, in order to re-establish this element of the streetscape.

The 19th century bridge abutments north of Bungonia Road

- If possible, impacts should be avoided to the bridge abutments and associated area of archaeological potential. If impacts cannot be avoided, the area would need to be inspected and further mitigation measures recommended.

Recommendations

On the basis of background research and a site inspection and adhering to all statutory obligations, the following recommendations have been made with regard to non-Aboriginal heritage:

- The proposed impacts are acceptable, provided that the mitigation measures outlined above are employed.

- As the proposal would have a more than minor impact on two local heritage items (Lansdowne Bridge and ‘Lansdowne’), a copy of this report would be provided to the Goulburn Mulwaree Council and the Council’s response taken into consideration, in accordance with Clause 14 of the ISEPP 2007.

- As the proposal would involve impacts within the SHR curtilages of the Goulburn Brewery/Mill item and ‘Lansdowne’, a copy of this report should be provided to the NSW Heritage Council. A Section 60 permit would be required prior to works commencing within these curtilages.
• The design of the proposed new bridge is in keeping with the existing historic pastoral landscape and setting. The RMS document *Bridge Aesthetics: Design guideline to improve the appearance of bridges in NSW* (RMS 2012b) should be consulted for ideas on integrating bridges into rural landscape settings.

• If possible, impacts should be avoided to the former bridge abutments and associated area of archaeological potential. If impacts cannot be avoided the area would need to be inspected and further mitigation measures recommended.

• If unexpected archaeological finds are identified during works, the RMS *Unexpected Archaeological Finds Procedure 2012* would be implemented. Further archaeological investigation or approvals may be required.

• The site compound is located partly within an area designated as having low archaeological potential to contain the remains of the former Toll house. An exception notification under Section 139 (4) of the *NSW Heritage Act 1977* would be required prior to works commencing.
Statement of Heritage Impacts for a proposed bridge replacement

Contents

1.0 Introduction and background .................................................................................................................................. 1
  1.1 Background ...................................................................................................................................................... 1
  1.2 The study area .................................................................................................................................................. 1
  1.3 The proposal .................................................................................................................................................... 1
  1.4 Report authorship .......................................................................................................................................... 1

2.0 Statutory context ...................................................................................................................................................... 6
  2.1 The Heritage Act 1977 .................................................................................................................................. 6
  2.1.1 The State Heritage Register .................................................................................................................... 7
  2.1.2 Section 170 Registers ............................................................................................................................. 8
  2.2 The Environmental Planning and Assessment Act 1979 ............................................................................. 9
  2.2.1 Goulburn Mulwaree Local Environmental Plan (2009) ........................................................................ 9
  2.2.2 State Environmental Planning Policy (Infrastructure) [ISEPP] 2007 ....................................................... 10
  2.3 Environment Protection and Biodiversity Conservation Act 1999 ............................................................ 10
  2.3.1 National Heritage List ............................................................................................................................ 11
  2.3.2 Commonwealth Heritage List ................................................................................................................ 11
  2.4 Summary of heritage listings ......................................................................................................................... 11

3.0 Historical context ..................................................................................................................................................... 12
  3.1 General history of Goulburn ........................................................................................................................ 12
  3.2 History of timber truss bridges in NSW ....................................................................................................... 13

4.0 Heritage listed items ................................................................................................................................................. 15
  4.1 Lansdowne Bridge ......................................................................................................................................... 15
  4.1.1 History and description ............................................................................................................................ 15
  4.1.2 Previous studies ........................................................................................................................................ 16
  4.1.3 Assessment of significance ....................................................................................................................... 17
  4.2 Goulburn Brewery ......................................................................................................................................... 20
  4.2.1 History ...................................................................................................................................................... 20
Statement of Heritage Impacts for a proposed bridge replacement

4.2.2 Description ................................................................................................................. 20
4.2.3 Assessment of significance ....................................................................................... 21

4.3 ‘Lansdowne’ ....................................................................................................................... 22
4.3.1 History ........................................................................................................................ 22
4.3.2 Description ................................................................................................................. 22
4.3.3 Assessment of significance ....................................................................................... 23

4.4 Goulburn City Conservation Area ...................................................................................... 24
4.4.1 Description ................................................................................................................. 24
4.4.2 Assessment of significance ....................................................................................... 24

5.0 Archaeological potential ........................................................................................................ 26

5.1 The Goulburn Mulwaree Archaeological Management Plan ............................................. 26
5.1.1 Bridge abutments between Goulburn Brewery and Lansdowne Bridge ................... 28
5.1.2 Former toll house and gate near Lansdowne Bridge ................................................ 29
5.1.3 Goulburn Brewery site ............................................................................................... 30
5.1.4 ‘Lansdowne’ site ........................................................................................................ 30
5.1.5 Unnamed site to south of Goulburn Brewery ............................................................ 31

5.2 Assessment of archaeological potential ............................................................................ 33
5.2.1 Bridge abutments between Goulburn Brewery and Lansdowne Bridge ................... 33
5.2.2 Former toll house and gate near Lansdowne Bridge ................................................ 33
5.2.3 Goulburn Brewery site ............................................................................................... 35
5.2.4 ‘Lansdowne’ site ........................................................................................................ 35
5.2.5 Unnamed site to south of Goulburn Brewery ............................................................ 35
5.2.6 Bungonia Road .......................................................................................................... 36
5.2.7 Former 1877 bridge associated with the Goulburn Brewery ..................................... 36

5.3 Research significance ....................................................................................................... 36
5.3.1 Assessing research significance ............................................................................... 36
5.3.2 Research significance within the study area ............................................................. 37

6.0 Assessment of impact ........................................................................................................... 38

6.1 Potential impacts to individual heritage listed items .......................................................... 38
Statement of Heritage Impacts for a proposed bridge replacement

6.1.1 Lansdowne Bridge ........................................................................................................... 38
6.1.2 Goulburn Brewery/Mill ................................................................................................. 38
6.1.3 ‘Lansdowne’ .................................................................................................................. 39
6.2 Potential impacts to collective significance ...................................................................... 42
  6.2.1 The Goulburn City Conservation Area ...................................................................... 42
  6.2.2 Timber truss bridges ................................................................................................. 43
6.3 Potential impacts to archaeological resources ............................................................... 44
  6.3.1 Bridge abutments between Goulburn Brewery and Lansdowne Bridge ................... 44
  6.3.2 Site of former toll house ........................................................................................... 44
6.4 Summary Statement of Heritage Impact ......................................................................... 45
7.0 Mitigation and management measures ............................................................................ 48
8.0 Recommendations ............................................................................................................ 51
9.0 References ....................................................................................................................... 52

Figures

Figure 1: Bridge location shaded in red (Base map – Department of Lands 2012) .................. 2
Figure 2: The study area, outlined in yellow (Base map - Department of Lands 2012) ............ 3
Figure 3: The proposal footprint ........................................................................................... 4
Figure 4: Portions of the study area physically inspected during the site survey (Base map –
                     Department of Lands 2012) ................................................................................ 5
Figure 5: SHR curtilage for the Goulburn Brewery outlined in bold black line .................... 7
Figure 6: SHR curtilage of ‘Lansdowne’ .............................................................................. 8
Figure 7: The Goulburn Mulwaree Heritage Map 001DF showing the location of heritage items in
                     the vicinity of the study area (Lansdowne Bridge indicated with arrow) .......... 10
Figure 8: Lansdowne Bridge viewed from the north-east .................................................... 15
Figure 9: Original piers and modern steel props beneath bridge deck ................................ 15
Statement of Heritage Impacts for a proposed bridge replacement

Figure 10: Steel props beneath bridge deck ................................................................. 15
Figure 11: Underside of bridge deck ........................................................................... 15
Figure 12: View of Goulburn Brewery/Mill buildings from the south-east along Bungonia Road .... 21
Figure 13: View of Goulburn Brewery/Mill complex from Forbes Street ...................... 21
Figure 14: Hill at south-west corner of the Lansdowne property, viewed from Forbes Street ...... 23
Figure 15: View from hill at south-west corner of Lansdowne property, toward the homestead complex ........................................................................................................... 23
Figure 16: View of the landscape to the north of Lansdowne Bridge, from beneath the bridge .... 24
Figure 17: View of the landscape to the north of Lansdowne Bridge, from Forbes Street ........... 24
Figure 18: View of Lansdowne Bridge from Forbes Street ............................................ 25
Figure 19: Archaeological sites identified within Goulburn in the AMP (Higginbotham and Associates 2010b: Plan 2.6, detail) ................................................................. 27
Figure 20: Archaeological sites identified within Goulburn and its suburbs in the AMP (Higginbotham and Associates 2010b: Plan 3.4, detail) ................................................. 27
Figure 21: Location of 19th century bridge abutments identified by Higginbotham and Associates (2010b: Plan 2.6) (Base map – Department of Lands) ....................................... 28
Figure 22: Site of former toll house and gate identified by Higginbotham and Associates (2010b: Plan 3.4) (Base map – Department of Lands) ......................................................... 29
Figure 23: Goulburn Brewery archaeological site identified by Higginbotham and Associates (2010b: Plan 3.4) (Base map – Department of Lands) ..................................................... 30
Figure 24: ‘Lansdowne’ archaeological site and surrounding archaeological site as identified by Higginbotham and Associates (2010b: Plan 3.4) (Base map – Department of Lands) .. 31
Figure 25: Detail from W.S. Jevons’ ‘Social Map of Goulburn’, 1859 ................................... 32
Figure 26: Locations of Category 2a site identified by Higginbotham and Associates and the "camping ground" shown on Jevons’ 1859 plan of Goulburn (Base map – Department of Lands) ......................................................................................................................... 32
Figure 27: Thick vegetation to the north of Bungonia Road, looking east ......................... 33
Figure 28: Clump of trees that marks the site of the former toll house ................................. 34
Figure 29: Site of former toll house ................................................................................................... 34
Figure 30: Areas of archaeological potential within the site of the former toll house identified by Higginbotham and Associates (2010b), in relation to the proposal................................. 34
Figure 31: Proposal in relation to the “Goulburn Brewery” SHR curtilage ........................................ 39
Figure 32: The proposal in relation to the SHR and LEP heritage curtilages of ‘Lansdowne’ .......... 41
Figure 33: View east from Lansdowne Bridge showing pine trees along perimeter of ‘Lansdowne’ 40
Figure 34: Entrance to the driveway toward ‘Lansdowne’ house (Google Maps).......................... 41
Figure 35: Location of 19th century bridge abutments in relation to proposal ................................. 44
Figure 36: Areas of archaeological potential within the site of the former toll house identified by Higginbotham and Associates (2010b), in relation to the proposal................................. 45

Tables

Table 1: Details for Lansdowne Bridge from the Goulburn Mulwaree LEP 2009 ............................... 9
Table 2: Summary of heritage listings .......................................................................................... 11
Table 3: Summary of timber truss bridge types (based on RMS consultation document) ............ 13
Table 4: MBK (1998) scores for aspects of Lansdowne Bridge’s heritage significance ................ 16
Table 5: Changing numbers of de Burgh truss bridges in NSW ..................................................... 16
Table 6: Archaeological Site Categories used in the Goulburn Mulwaree AMP (Higginbotham and Associates 2010a: xviii) ........................................................................................................ 26
Table 7: Summary SoHI for the proposal ....................................................................................... 45
1.0 Introduction and background

1.1 Background

Artefact was commissioned by GHD and the Roads and Maritime Services (RMS) to prepare a Statement of Heritage Impact (SoHI) for the proposed replacement of the heritage listed timber-truss Lansdowne Bridge with a new concrete bridge (the proposal).

The aims of this study were to assess the heritage impact of the proposal and recommend if further action is required to fulfil statutory heritage obligations.

The temporary compound site included in this assessment was also addressed in a separate document produced by Artefact Heritage on 15 November 2013.

1.2 The study area

Lansdowne Bridge is located on Bungonia Road at the crossing of Mulwaree Ponds, about 1.6 kilometres southeast of Goulburn town centre, within the Goulburn Mulwaree local government area (Figure 1). The study area (Figure 2) included the area of the proposal footprint (Figure 3), as well as a buffer zone of around 10-20 metres surrounding the proposal footprint.

Some parts of the study area were not accessible during the site survey due to the boggy and extremely overgrown terrain surrounding the Mulwaree Ponds. Figure 4 shows which portions of the study area were physically inspected during the survey.

1.3 The proposal

The proposal would involve the demolition of the existing bridge and its replacement with a three span concrete bridge on the same alignment. The road would be realigned to the east of the bridge, and land acquisition would be required in two properties to the north of Bungonia Road. A compound site consisting of a meal room, toilets and a site shed would also be required, as well as an area for stockpiling during construction.

1.4 Report authorship

Archaeologist Adele Anderson prepared this report, with management input from Dr Sandra Wallace.
Statement of Heritage Impacts for a proposed bridge replacement

Figure 1: Bridge location shaded in red
Statement of Heritage Impacts for a proposed bridge replacement

Figure 2: The study area, outlined in yellow
Statement of Heritage Impacts for a proposed bridge replacement

Figure 3: The proposal footprint

Legend
- Preliminary road design RevB
- Temporary Construction Compound
- Proposed land to be acquired
Statement of Heritage Impacts for a proposed bridge replacement

Figure 4: Portions of the study area physically inspected during the site survey (Base map – Department of Lands 2012)
2.0 Statutory context

There are several items of State legislation that form the basis for managing non-Aboriginal heritage in NSW. This section provides a summary of these items of legislation and associated statutory registers. Heritage items that are located in the vicinity of the locations of works are listed beneath the relevant statutory registers.

2.1 The Heritage Act 1977

The *NSW Heritage Act 1977* (the Heritage Act) is the primary piece of State legislation affording protection to items of environmental heritage (natural and cultural) in New South Wales. Under the Heritage Act, ‘items of environmental heritage’ include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items are listed on the NSW State Heritage Register (SHR) and are given protection under the Heritage Act against any activities that may damage an item or affect its heritage significance.

The Heritage Act also protects ‘relics’, which can include archaeological material, features and deposits. Section 4(1) of the Heritage Act (as amended 2009) defines ‘relic’ as follows:

“relic means any deposit, artefact, object or material evidence that:

(a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and

(b) is of State or local heritage significance.”

Section 139[1] of the Heritage Act states that:

“A person must not disturb or excavate any land knowingly or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.”

Permits to disturb or excavate ‘relics’ are issued by the NSW Heritage Council or a Delegate of the NSW Heritage Council under Section 140 (for relics not protected by an SHR listing) or Section 60 (for relics protected by an SHR listing) of the Heritage Act. Exemptions to these permits may be applicable under certain conditions.
2.1.1 The State Heritage Register

The SHR was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is administered by the Heritage Division of the OEH and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

Two items in the vicinity of Lansdowne Bridge are listed on the SHR:

- The Goulburn Brewery, which is located to the north-west of the bridge. The SHR curtilage for the item includes land to the north of Lansdowne Bridge and, at its nearest point, the southern boundary of the SHR item is about 12 metres from the bridge (Figure 5).

- ‘Lansdowne’, an early-20th century homestead and surrounding complex. The proposed change in road alignment to the east of the bridge would fall within the SHR curtilage of Lansdowne (Figure 6).

Figure 5: SHR curtilage for the Goulburn Brewery outlined in bold black line
2.1.2 Section 170 Registers

The Heritage Act requires all government agencies to identify and manage heritage assets in their ownership and control. Under Section 170 of the Heritage Act, government instrumentalities must establish and keep a register which includes all items of environmental heritage listed on the SHR, an environmental planning instrument or which may be subject to an interim heritage order that are owned, occupied or managed by that government body.

Lansdowne Bridge is listed on the RMS s170 Register.
2.2 The Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes a framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that Local Governments prepare planning instruments (such as Local Environmental Plans [LEPs] and Development Control Plans [DCPs]) in accordance with the Act to provide guidance on the level of environmental assessment required. The current study area falls within the boundaries of the Goulburn Mulwaree local government area, and is covered by the Goulburn Mulwaree LEP 2009 and DCP 2009.

2.2.1 Goulburn Mulwaree Local Environmental Plan (2009)

The objective of the LEP in relation to heritage is to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views, and archaeological sites. The LEP lists items of heritage significance within the local government area and specifies conditions of development consent within heritage listed areas.

Lansdowne Bridge is listed on the heritage schedule of the LEP.

Two additional heritage items, ‘Dwelling “Broughton”, Goulburn Brewery’ and ‘Lansdowne’ are located in within the study area, and the bridge falls partly within the Goulburn City Conservation Area. Details for these items are provided in Table 1 and they are mapped in Figure 7.

<table>
<thead>
<tr>
<th>Item Address</th>
<th>Lot/DP</th>
<th>Within proposed area of impact?</th>
<th>Significance</th>
<th>Item number</th>
</tr>
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<td>Lansdowne Bridge, Timber Truss Bridge</td>
<td>Bungonia Road Mulwaree River</td>
<td>Yes</td>
<td>Local</td>
<td>108</td>
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<td>Dwelling, “Broughton”, Goulburn Brewery</td>
<td>3–21 and 23 Bungonia Road</td>
<td>Lot 4, DP 717606; Lots 3–8, Sec 1, DP 979593; Lots 1–2, DP 770671; Lots 2–3, DP 67346</td>
<td>No</td>
<td>Local, State</td>
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<tr>
<td>“Lansdowne” (c. 1830)</td>
<td>33 Bungonia Road</td>
<td>Lot 1, DP 598475</td>
<td>No</td>
<td>State</td>
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<tr>
<td>Goulburn City Conservation Area</td>
<td>n/a</td>
<td>n/a</td>
<td>Partly</td>
<td>n/a</td>
</tr>
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</table>
2.2.2 State Environmental Planning Policy (Infrastructure) [ISEPP] 2007

The ISEPP was introduced in order to streamline the development of infrastructure projects undertaken by state agencies, including the RMS. Generally, where there is conflict between the provisions of the ISEPP and other environmental planning instruments, the ISEPP prevails. Under the ISEPP, development for the purpose of a road or road infrastructure facilities may be carried out by a public authority without consent on any land. The ISEPP overrides the heritage controls included in the Goulburn Mulwaree LEP and DCP, and the RMS is only required to consult with the councils when development may "have an impact that is not minor or inconsequential" on a local heritage item. When this is the case, a Statement of Heritage Impact (SoHI) must be provided to the relevant council, and the response of the council must be taken into consideration (Clause 14).

2.3 Environment Protection and Biodiversity Conservation Act 1999

The Environment Protection and Biodiversity Conservation Act 1999 (the EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places. These are defined in the EPBC Act 1999 as matters of national environmental significance. Under the EPBC Act 1999, nationally significant heritage items are protected through listing on the Commonwealth Heritage List or the National Heritage List.
2.3.1 National Heritage List

The National Heritage List has been established to list places of outstanding heritage significance to Australia. It includes natural, historic and Indigenous places that are of outstanding national heritage value to the Australian nation.

No sites in or near the study area are included on the National Heritage List.

2.3.2 Commonwealth Heritage List

The Commonwealth Heritage List has been established to list heritage places that are either entirely within a Commonwealth area, or outside the Australian jurisdiction and owned or leased by the Commonwealth or a Commonwealth Authority. The Commonwealth Heritage List includes natural, Indigenous and historic heritage places which the Minister for Sustainability, Environment, Water, Population and Communities is satisfied have one or more Commonwealth Heritage values.

No sites in or near the study area are listed on the Commonwealth Heritage List.

2.4 Summary of heritage listings

Table 2 summarises the heritage listed items located in and near the study area.

<table>
<thead>
<tr>
<th>Item</th>
<th>Name</th>
<th>Heritage listings</th>
<th>Heritage significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lansdowne Bridge</td>
<td>RMS s170 Register (#6675)</td>
<td>Local</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Goulburn Mulwaree LEP (Item 108)</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Goulburn Brewery/Mill complex</td>
<td>SHR (#00178)</td>
<td>State</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Goulburn Mulwaree LEP (Item 109)</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>“Lansdowne” homestead</td>
<td>SHR (#00132)</td>
<td>State</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Goulburn Mulwaree LEP (Item 110)</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Portion of Goulburn City Conservation Area (north of Bungonia Road)</td>
<td>Goulburn Mulwaree LEP</td>
<td>Local</td>
</tr>
</tbody>
</table>
3.0 Historical context

3.1 General history of Goulburn

Initial European exploration in the Goulburn region began in the late 1790s and continued to 1820, when Governor Macquarie visited the area (Higginbotham and Associates 2010a:21).

During the 1820s land grants were made on the Goulburn Plains on which pastoral stations were established and run by a convict labour force. Some of the landholders settled on their land, while others ran their properties from closer to Sydney (Higginbotham and Associates 2012:27).

In 1825, Surveyor Robert Dixon planned a township to be created to the north of the present-day site of Goulburn. The original township was built around the confluence of the Wollondilly and Mulwaree Rivers around 1829, however, due to repeated flooding Governor Bourke ordered the survey of an area of higher ground to the south-west in 1833. The site of the original town is now known as North Goulburn (RTA Operations 2005:2).

The first roads in the area were built by convict road gangs, beginning with the Argyle (or South) Road (c. 1818 - 1833), which began near Camden and continued to the county of Argyle. Other early main roads from Sydney were Macquarie’s Government Road (1822 – c.1839) and Mitchell's Great South Road (progressively opened from 1830 to c. 1843).

By 1837, a number of local roads had also been constructed, including roads to Bungonia, Amprior (now Larbert), Bungendore, the Limestone Plains, and the Yass Plains.

The Bungonia-Goulburn Road (which is crossed by Lansdowne Bridge) has connected the two towns since the 1830s. The road is still in use, although some parts of the original road alignment have been bypassed by modern deviations (Goulburn and District Historical Society, quoted in Higginbotham and Associates 2010a:209).

In 1869, the railway from Sydney reached Goulburn which was the southern terminus of the railway until 1875. The arrival of the railway resulted in a boom period that lasted until the mid-1890s. By the early 20th century, many large banks, insurance companies and other organisations had established regional headquarters in Goulburn. However, the creation of Canberra close to the south drew the major business establishments away and Goulburn was left a regional service centre based on the railway and the district’s wool industry (RTA Operations 2005:2).
3.2 History of timber truss bridges in NSW

Timber truss road bridges have played a major role in the expansion of the NSW road network and the development of the state’s economy. Prior to the construction of bridges, dangerous river crossings meant that the transport of agricultural and mining produce was often difficult and expensive.

From the mid-19th century to the early-20th century, timber truss bridges were the preferred bridge type because they used mostly local materials and were therefore fairly inexpensive. Timber bridges were once so common in NSW that it was known as the “timber bridge state”.

There are five main types of timber truss bridge, and these are summarised in Table 3.

<table>
<thead>
<tr>
<th>Timber truss bridge type</th>
<th>Description</th>
<th>Diagram</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old Public Works Department trusses</td>
<td>Built from 1860 to 1886. These bridges were designed by British engineers working in NSW, and adopted British styles of construction</td>
<td><img src="image1.png" alt="Diagram" /></td>
</tr>
<tr>
<td>McDonald trusses</td>
<td>Built from 1886 to 1893. This design was similar to British styles of construction but featured locally developed improvements.</td>
<td><img src="image2.png" alt="Diagram" /></td>
</tr>
<tr>
<td>Allan trusses</td>
<td>Built from 1893 to 1929. This design was similar to the American Howe truss design. The trusses were constructed with cast iron connection pieces. The trusses were constructed in two halves, to facilitate maintenance.</td>
<td><img src="image3.png" alt="Diagram" /></td>
</tr>
<tr>
<td>de Burgh trusses</td>
<td>Built from 1899 to 1905. This was a pin-jointed design, similar to the American Pratt truss design. Steel replaced timber for the bottom chord.</td>
<td><img src="image4.png" alt="Diagram" /></td>
</tr>
<tr>
<td>Dare trusses</td>
<td>Built from 1905 to 1936. This design was very similar to the Allan truss, with the main difference being a steel bottom chord.</td>
<td><img src="image5.png" alt="Diagram" /></td>
</tr>
</tbody>
</table>

Lansdowne Bridge is a de Burgh truss bridge. Ernest McCartney de Burgh joined the Public Works Department in 1885 and was one of the last expatriate British engineers of the colonial period. De Burgh’s first composite truss bridge was constructed over the Queanbeyan River at Queanbeyan in 1900. This bridge had sloping end members, however, all subsequent de Burgh trusses were made with square ends.

---

De Burgh truss bridges all had a steel bottom chord, instead of the timber that had been used in earlier truss designs, resulting in a stiffer and structurally superior truss with easier member replacement. However, the inclusion of pins along the bottom steel chord to allow rapid construction proved to impede some aspects of maintenance and future strengthening works. Therefore, the de Burgh trusses were only constructed between 1900 and 1905 (RTA Operations 2005:3).
4.0 Heritage listed items

4.1 Lansdowne Bridge

4.1.1 History and description

Lansdowne Bridge on Bungonia Road, over the Mulwaree Ponds, was constructed in 1902 and is a single lane de Burgh type timber truss bridge, with a carriageway 5.5 metres wide.

The bridge has a single timber truss span of 27.4 metres, with six timber approach spans at one end and one approach span at the other, giving it an overall length of 97.5 metres. The bridge superstructure is supported by timber trestles and a timber post and rail guard rail extends for its entire length.
The bridge was maintained by the Public Works Department until 1935, when the Department of Main Roads took over management and repainted the bridge. Between 1959 and 1962 the decking was renewed and longitudinal sheeting fitted, and in 1977 the bridge was extensively repaired, with the majority of the girders and stringers renewed (RTA Operations 2005:4).

The bridge is now in poor condition, and is supported by steel props (Figure 8, Figure 9, Figure 10 and Figure 11).

4.1.2 Previous studies

Study of Relative Heritage Significance of all Timber Truss Road Bridges in NSW (MBK 1998)

In 1998, MBK was commissioned by the Roads and Traffic Authority (now RMS) to assess the relative significance of all timber truss road bridges in NSW. The study used a scoring system in which each bridge was given a score out of 20 for each of five aspects of significance. The scores for Lansdowne Bridge are shown in Table 4.

<table>
<thead>
<tr>
<th>Bridge</th>
<th>Technical significance</th>
<th>Historical significance</th>
<th>Social significance</th>
<th>Aesthetic significance</th>
<th>Regionality</th>
<th>Total</th>
<th>% of maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lansdowne Bridge</td>
<td>11</td>
<td>10</td>
<td>5</td>
<td>5</td>
<td>10</td>
<td>41</td>
<td>55%</td>
</tr>
</tbody>
</table>

Based on these scores, each bridge was given a significance ranking. Lansdowne Bridge was ranked 52 of 82, in the ‘Regionally Significant’ category, and described as “an early de Burgh truss bridge, important to the Goulburn district” (MBK 1998:91). However, it is important to note that since the MBK study was completed the numbers of bridges in the state have declined, and it is proposed that many bridges will be removed in the near future. This change in numbers would increase the significance of some bridges as surviving examples of particular truss types. Table 5 shows the changing numbers of de Burgh truss bridges in NSW.

<table>
<thead>
<tr>
<th>Truss type</th>
<th>No. built</th>
<th>No. remaining in 1998</th>
<th>No. remaining in 2011</th>
<th>No. planned to be removed from RMS s170 register after 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>de Burgh</td>
<td>20</td>
<td>10</td>
<td>9</td>
<td>5</td>
</tr>
</tbody>
</table>
replacement would be acceptable if necessary. This review is generally referred to as the Timber Truss Bridge Strategy.

In total, 48 timber truss bridges were included in the RTA s170 portfolio, and originally the RTA proposed that 25 of these be retained and 23 be divested from the portfolio. Four de Burgh truss bridges (including Lansdowne Bridge) were identified for conservation, with the remaining five to be removed from the s170 portfolio. Lansdowne Bridge is the only single span de Burgh truss bridge in the operable RTA timber truss bridge portfolio.

The strategy proposed that Lansdowne Bridge be listed on the SHR, and that measures should be employed in the near future to conserve and strengthen the bridge. It summarised the intended conservation outcomes for the bridge as follows:

“The retention of this structure would ensure that a timber truss bridge remains in operation in the Goulburn area, which previously had a high concentration of heritage bridges. Conservation would be achieved by maintenance and necessary upgrades to the structure to offset material deterioration. Lansdowne Bridge is one of four de Burgh truss bridges and the only single-span de Burgh truss bridge in the operable RTA timber truss bridge portfolio.”

(RTA 2011b).

However, the conservation strategy was revised in 2012 following public consultation. The revised strategy proposes to retain 26 bridges and replace 22 bridges. Due to strong representations from Goulburn-Mulwaree Council for a new bridge, the strategy proposed that Lansdowne Bridge should be replaced instead of being conserved and listed on the SHR as previously intended (Futurepast Heritage and RMS 2012). The NSW Heritage Council endorsed the revised strategy in August 2012.

4.1.3 Assessment of significance

The following assessment of the heritage significance of Lansdowne Bridge has been prepared in accordance with the ‘Assessing Heritage Significance’ (2001) guidelines from the NSW Heritage Manual, based on the seven assessment criteria.

Fulfilment of the NSW heritage assessment criteria

Criterion A (Historic significance – Evolution)

<table>
<thead>
<tr>
<th>Statement</th>
<th>Local significance</th>
<th>State significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lansdowne Bridge is of historic significance as part of a state-wide collection of timber truss bridges that were of importance in the expansion of the NSW road network and the resulting expansion of economic activity. It also represents the evolution of local transport networks, which linked the various towns in the district (in this case Goulburn and Bungonia). Along with the other timber truss bridges in the State, Lansdowne bridge has the ability to demonstrate the evolution of bridge engineering technology, including the use of local materials.</td>
<td>☑</td>
<td>☑</td>
</tr>
</tbody>
</table>
Statement of Heritage Impacts for a proposed bridge replacement

<table>
<thead>
<tr>
<th>Statement</th>
<th>Local significance</th>
<th>State significance</th>
</tr>
</thead>
</table>

_**Relevant NSW Historical Themes:**_ Transport; Technology; Towns, suburbs and villages

**Criterion B (Historic significance – Association)**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Local significance</th>
<th>State significance</th>
</tr>
</thead>
</table>

The bridge is of some historic significance for its association with its designer, Ernest McCartney de Burgh.

_**Relevant NSW Historical Themes:**_ Technology

**Criterion C (Aesthetic significance)**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Local significance</th>
<th>State significance</th>
</tr>
</thead>
</table>

The bridge is of aesthetic significance as a component of a largely intact rural landscape which also includes two nearby SHR listed items. The bridge is of local significance as a landscape feature that marks the entrance to Goulburn from the south-east.

_**Relevant NSW Historical Themes:**_ Transport; Towns, suburbs and villages; Agriculture; Environment – cultural landscape

**Criterion D (Social significance)**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Local significance</th>
<th>State significance</th>
</tr>
</thead>
</table>

The bridge is likely to be of significance to at least some members of the local community (for example, the Goulburn Heritage Group), however, it would be difficult to assess the degree of social significance throughout the community without public consultation.

_**Relevant NSW Historical Themes:**_ Transport; Towns, suburbs and villages

**Criterion E (Research potential)**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Local significance</th>
<th>State significance</th>
</tr>
</thead>
</table>

The bridge is of some research potential as a representative of the de Burgh truss bridge type and variations within it.

_**Relevant NSW Historical Themes:**_ Transport; Technology

**Criterion F (Rarity)**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Local significance</th>
<th>State significance</th>
</tr>
</thead>
</table>

Lansdowne Bridge is significant as one of only nine de Burgh truss bridges remaining in NSW (five of which are to be removed from the RMS s170 register). It is the only single-span de Burgh truss bridge in the operable RTA timber truss bridge portfolio. It
Statement of Heritage Impacts for a proposed bridge replacement

Local significance | State significance
---|---

Statement

- is one of only two surviving timber truss bridges in the Goulburn area (the other of which is the Rossi Bridge in the Allan truss type), where timber truss bridges were once common.

Relevant NSW Historical Themes:
Transport; Technology;

Criterion G (Representativeness)

<table>
<thead>
<tr>
<th>Statement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lansdowne Bridge is significant as the only surviving representative of single-span de Burgh truss bridges in NSW, and one of two surviving examples of the once numerous timber truss bridges in the local area. It is representative of the engineering technology employed in de Burgh truss bridges.</td>
</tr>
</tbody>
</table>

Relevant NSW Historical Themes:
Transport; Technology

<table>
<thead>
<tr>
<th>Local significance</th>
<th>State significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑</td>
<td>☑</td>
</tr>
</tbody>
</table>

Summary statement of significance

Lansdowne Bridge is of historic significance as part of a state-wide collection of timber truss bridges that were of importance in the expansion of the NSW road network and the resulting expansion of economic activity. It also represents the evolution of local transport networks, which linked the various towns in the district (in this case Goulburn and Bungonia). Along with the other timber truss bridges in the state, Lansdowne Bridge has the ability to demonstrate the evolution of bridge engineering technology, including the use of local materials. The bridge is of some significance for its association with its designer, and is of some research potential as an example of the de Burgh truss bridge type and variations within it.

Lansdowne Bridge is rare and of representative significance as one of only nine de Burgh truss bridges remaining in NSW (five of which are to be removed from the RMS s170 register). It is the only single-span de Burgh truss bridge in the operable RTA timber truss bridge portfolio and is one of only two surviving timber truss bridges in the Goulburn area, where timber truss bridges were once common.

The bridge is of local aesthetic significance as a component of a largely intact rural landscape which also includes two nearby SHR listed items, and as a landscape feature that marks the entrance to Goulburn from the south-east.

The bridge is likely to be of significance to at least some members of the local community, however, it would be difficult to assess the degree of social significance throughout the community without public consultation.
4.2 Goulburn Brewery

4.2.1 History

The Mill/Brewery complex is located to the west of Mulwaree Ponds and was originally part of a land parcel promised to William Henry Broughton in 1818, which was one of the first land grants in the district made by Governor Macquarie. In 1833, William Bradley, who owned ‘Lansdowne’ estate on the other side of Mulwaree Ponds, bought 600 acres of Broughton’s land. Bradley eventually acquired 32,000 acres in the Goulburn district and a total of 300,000 acres in the Monaro area.

In 1838, William Bradley became partners with William Shelly in a milling and brewing venture, though construction of the Mill appears to have begun in 1836. The Mill was operational in 1838 and remained in use until 1869. The Mill was operated by tenants who leased it (N. C. Phillips from 1838 to 1863, and S. Emanuel and Son from 1863 to 1869).

It is thought that the Brewery began operation in the early 1840s, and it remained in use until 1854. The failure of the Brewery was associated with the poor reputation of colonial beer, which was thought to be inferior to English brews, and a price rise in the early 1850s as a result of the increasing cost of barley.

William Bradley died in 1868, and the site was held by various owners over the following years. The complex was operated as a Brewery from 1875, by W.J. Bartlett until 1920. In 1913, Bartlett divided the land into two lots, one containing the Mill/Brewery, and the other his residence, which was named ‘Broughton’.

In 1920, Tooth and Co took over the Brewery, which continued to function until 1929, after which the company used the site as a depot for their products. In 1958, the company sold the site to Hedley and Joyce Carman, the son and daughter-in-law of Frank Carman, who had worked at the site from 1910 to his death in 1955. The Carmans converted part of the building into a flat and lived there until 1975.

From 1975 to the mid-1980s, the site operated as a rehabilitation centre. In 1989, the complex reopened and included the restored Brewery, a hotel, restaurant, function rooms, cabaret theatre restaurant, and art-gallery.²

4.2.2 Description

The Mill is located on the western bank of Mulwaree Ponds, immediately north of Bungonia Road (around 200 metres north-west of Lansdowne Bridge). The Brewery is located further to the west and is separated

from the Mill by a paddock. Both complexes consist of a number of substantial buildings (Figure 12 and Figure 13).

Figure 12: View of Goulburn Brewery/Mill buildings from the south-east along Bungonia Road

Figure 13: View of Goulburn Brewery/Mill complex from Forbes Street

4.2.3 Assessment of significance

The statement of significance included in the SHR listing for the site is as follows:

The Goulburn Mill/Brewery is one of the most substantial industrial establishments to survive in country NSW from early colonial times. It is a well-designed, integrated industrial complex that has been put to different uses in response to shifts in the economy. Its changes in function illustrate the fluctuating fortunes of the flour milling and brewing industries in country NSW in general and the Southern Tablelands and Goulburn in particular. It is associated with William Bradley, a pastoralist who gathered considerable holdings in the Argyle and Monaro districts and influenced the development of those districts. It is also associated with W. J. Bartlett, a brewer and civic benefactor. Alterations to the complex provide a record of ways in which milling and brewing technology has changed. The site is an important element in the heritage of Goulburn. The size and nature of the buildings have made it a local landmark. It indicates the importance of Goulburn as the major provincial centre in southern NSW in the 19th century. The site contains a range of moveable heritage items, embracing a wide range of artefacts relating to the machinery and the historic activities of the place. ³

4.3 ‘Lansdowne’

4.3.1 History

In 1824, Jonas Bradley, a former sergeant, and his sons Thomas and William were granted land in the Argyle county. Their property was named ‘Lansdowne’ and a house was probably built on it originally in the 1820s as a weatherboard and single cottage. The house was extended and improved by William Bradley in about 1830.

William Bradley was one of the largest landholders in the district and was a member of the Legislative Council for much of the 1840s and 1850s. He established a flour Mill and later a Brewery on the further side of the Mulwaree Ponds (extant and separately listed as the ‘Goulburn Brewery’). At the end of the 1830s, Bradley and his family moved into a new house in Goulburn and Lansdowne was occupied by William Shelley, Bradley’s partner in the Mill and Brewery, until 1844.

From 1844 to the late 1860s, Lansdowne was occupied by the successive managers and tenants of the Mill and Brewery. In the 1870s, one of these, Solomon Emanuel purchased the property. In the 1880s some of the estate was subdivided for housing sites, however, the homestead complex and surrounding land have survived intact to the present.4

4.3.2 Description

The property includes the house and surrounding outbuildings. The house consists of a single storey and is built of timber slabs that have been covered with weatherboards and lined internally with plaster. It has a hipped corrugated iron roof, and a verandah along the front and each side. To the rear of the house are two brick wings, one of which was originally the kitchen.

The main outbuildings are a stable and barn constructed of coursed random stone with gabled iron roofs, and there are also other buildings including a ruin. To the east of the homestead complex is a Jewish synagogue with a distinctive curved façade. This building was originally a summerhouse and was converted into a synagogue by the Emanuel family.5

Between the homestead complex and the study area is a grassed hill, separated from the homestead complex by a fence and gardens around the house (Figure 14 and Figure 15).

4 NSW Heritage Database entry:
5 Ibid.
4.3.3 Assessment of significance

The statement of significance included in the SHR listing for the item is as follows:

“Lansdowne homestead and surrounding precinct is of outstanding heritage significance. It has been associated with the development of Goulburn since the earliest days of exploration in the area and was one of the first properties settled in the area south of the Cumberland basin. It provides physical evidence of its establishment and occupation by one of the most powerful men in the colony who played an important role in shaping the development of NSW. The homestead is a scarce example of an early timber colonial homestead with its 'U' plan, high-pitched roof and encircling verandah. The fabric provides rare physical evidence of early timber building techniques used in the colony. Lansdowne has retained extensive evidence of its early period of development along with evidence of most of the outbuildings which once supported the house. It provides evidence of early colonial life, including all facets of human activity. The homestead forms part of an intact group of buildings which have the potential to provide a complete vignette of 19th century rural life and activity. The property exhibits strong associations with the Aboriginal population as it was used as both a meeting place and burial ground. It was also a place of primary contact between Aboriginal and European peoples. The property provides physical evidence of the close association with one of the earliest industrial enterprises in Goulburn. Lansdowne's location on a spur overlooking the flood plain has enabled a strong relationship to develop between the city and the rural hinterland. The property has largely retained its rural curtilage and yet continues to define the boundary between the town and rural land as Bradley's properties have done for over 160 years (to 1997). It is a rare example of a pastoral, industrial and political empire, providing information of the development and concomitant development of the colony. It demonstrates the characteristics associated with important pioneering family homesteads.
The site has the potential to provide valuable archaeological information about both Aboriginal and European periods of occupation.”

4.4 Goulburn City Conservation Area

4.4.1 Description

The Goulburn City Conservation Area includes a large area covering the CBD, as well as a separate smaller area to the north of Bungonia Road which is included in the same listing on the Goulburn Mulwaree LEP heritage schedule.

The smaller area is located immediately to the north of Lansdowne Bridge, with the eastern end of the bridge falling within the Conservation Area. It stretches from the western side of the Goulburn Brewery/Mill heritage item, to partway through the ‘Lansdowne’ heritage item, and includes the undeveloped land to the north of Lansdowne Bridge (Figure 16, Figure 17 and Figure 18).

4.4.2 Assessment of significance

The component of the Conservation Area which includes part of Lansdowne Bridge conserves a relatively intact 19th century landscape, with three different building complexes and surrounding undeveloped land. It is of local historical and aesthetic significance.

As an intact early 20th century bridge, Lansdowne Bridge makes a moderate contribution to the significance of this landscape and is also the main location from which this landscape can be viewed by travellers.

Figure 16: View of the landscape to the north of Lansdowne Bridge, from beneath the bridge

Figure 17: View of the landscape to the north of Lansdowne Bridge, from Forbes Street

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6 NSW Heritage database entry:
Statement of Heritage Impacts for a proposed bridge replacement

Figure 18: View of Lansdowne Bridge from Forbes Street
5.0 Archaeological potential

5.1 The Goulburn Mulwaree Archaeological Management Plan

In 2009-2010, Higginbotham and Associates prepared the Goulburn Mulwaree Archaeological Management Plan (AMP) (2010a and b), on behalf of the Goulburn Mulwaree Council. The AMP aimed to identify, assess the significance of, and prepare heritage listings for, items of archaeological significance in the LGA. The methodology included historical research and site inspections; however, the scope of each of these research components was limited by budgetary constraints.

The AMP placed sites in one of three Archaeological Site Categories (1, 2a, or 2b), as defined in Table 6.

<table>
<thead>
<tr>
<th>Category</th>
<th>Categories of Archaeological Site</th>
<th>Further details</th>
</tr>
</thead>
</table>
| 1        | Sites inspected for this study or previously by others (existing listings, site survey by others, etc). The physical existence of these sites has been proven beyond doubt. | 1. Sites already listed in one or more heritage listing databases.  
2. Sites not already listed, but inspected as part of this study. |
| 2a       | Sites that have not been inspected for this report or by others: for which there is historical documentation (available within the budget of this study). | 3. Sites where historical documentation has been gathered as part of this study (note that minimum research was possible within the scope and budget of this study).  
4. Sites identified for inspection during site survey, but not actually inspected within the time frame available to this study. |
| 2b       | Sites that have not been inspected for this report or by others: for which the predictive model has not been tested. | 5. Other sites within the area of pastoral settlement shown on the County Maps in Baker's Atlas,  
6. Areas within the Town and Village precincts known to be developed, but not researched or identified within the scope of this study. |
Five archaeological sites in the vicinity of the study area were identified by Higginbotham and Associates (2010b) in the AMP, as shown in Figure 19 and Figure 20. These sites are discussed below.

**Figure 19: Archaeological sites identified within Goulburn in the AMP (Higginbotham and Associates 2010b: Plan 2.6, detail)**

**Figure 20: Archaeological sites identified within Goulburn and its suburbs in the AMP (Higginbotham and Associates 2010b: Plan 3.4, detail)**
5.1.1 Bridge abutments between Goulburn Brewery and Lansdowne Bridge

Stone and brick bridge abutments were identified on the north side of Bungonia Road, crossing a former channel of the Mulwaree Ponds (Figure 21). The brick type has a rectangular frog and if found in Sydney would normally be dated from the 1840s to the 1880s. Because Goulburn had a competitive brickworks and was probably keeping pace with the introduction of technology, the dating for these bricks is expected to be similar (Higginbotham and Associates 2010b:53).

Higginbotham and Associates (2010b:54) suggest that the abutments could relate to the ‘Great Road from Sydney to the Murrumbidgee’ or Yass Plains as it by-passed the town of Goulburn (though in most cases this route is shown on maps dating to the 1830s, not 1840s onwards), or to a former road from Goulburn to the south (now part of the Windellama Road), that was recorded in the 1832 Post Office Directory.

Figure 21: Location of 19th century bridge abutments identified by Higginbotham and Associates (2010b: Plan 2.6) (Base map – Department of Lands)
5.1.2 Former toll house and gate near Lansdowne Bridge

Higginbotham and Associates (2010b:53) state that there was a toll house on the south side of Lansdowne Bridge, on the western bank of Mulwaree Ponds, the site of which is now marked by a clump of trees. However, they do not provide a reference for this information. In mapping this site, they have included the entire lot in which the clump of trees is located as part of the site, however this does not necessarily indicate that archaeological material is likely to be located across the entire lot (see below for an assessment of archaeological potential). Figure 22 shows the entire site as mapped by Higginbotham and Associates (2010b), with the clump of trees that marks the site of the tollhouse indicated by an arrow.

Figure 22: Site of former toll house and gate identified by Higginbotham and Associates (2010b: Plan 3.4) (Base map – Department of Lands)
5.1.3 Goulburn Brewery site

The AMP identifies the Goulburn Brewery heritage item as an archaeological site, utilising a different curtilage to the SHR listing for the item. The AMP includes the section of the SHR curtilage to the west of Mulwaree Ponds and additional land to the west of the SHR curtilage as a Category 1 site (identified through site inspection). The section of the SHR curtilage to the east of the Mulwaree Ponds is included within a much larger Category 2a site (identified through documentary evidence and other sources) (Figure 23).

The AMP does not identify any specific archaeological resources within this area, aside from the visible features within the Brewery complex. The evidence used to identify the Category 2b site is not specified in the AMP.

Figure 23: Goulburn Brewery archaeological site identified by Higginbotham and Associates (2010b: Plan 3.4) (Base map – Department of Lands)

5.1.4 ‘Lansdowne’ site

The AMP identifies ‘Lansdowne’ as an archaeological site. The AMP mapping categorises the entire curtilage of the heritage item as a Category 1 archaeological site (Figure 24), however, this does not
necessarily mean that archaeological material is likely to occur across the entire property (see below for an assessment of the archaeological potential of the section of the property within the study area).

The AMP site maps also show an extensive Category 2a site surrounding ‘Lansdowne’, including land within the Goulburn Brewery site and land to the south of Bungonia Road. The evidence used to identify this site is not identified and no specific sites of archaeological potential or known former features are noted within it. It would probably be more accurate to refer to this area as an area of potential archaeological sensitivity, rather than a ‘site’.

Figure 24: ‘Lansdowne’ archaeological site and surrounding archaeological site as identified by Higginbotham and Associates (2010b: Plan 3.4) (Base map – Department of Lands)

5.1.5 Unnamed site to south of Goulburn Brewery

The AMP also identifies a Category 2a site south of Bungonia Road, adjacent to the Goulburn Brewery complex. According to Higginbotham and Associates (2010b: Plan 2.6), this site represents an area of development shown on a sketch plan of Goulburn dating to 1859, by W. S. Jevons. However, the plan referred to does not show any development in the area indicated (Figure 25). The plan does show a “camping ground” further to the west (west of the Brewery and south of the road) and it is possible that the Category 2a site is intended to represent this camping ground, but was mislocated on the AMP plans. Figure 26 shows the locations of the Category 2a site and the camping ground.
Various plans dating from 1830s to 1860 were examined as part of this assessment, and none showed any structures or development within the area of the Category 2a site.

**Figure 25: Detail from W.S. Jevons' ‘Social Map of Goulburn’, 1859**

![Detail from W.S. Jevons' ‘Social Map of Goulburn’, 1859](image-url)

**Figure 26: Locations of Category 2a site identified by Higginbotham and Associates and the "camping ground" shown on Jevons’ 1859 plan of Goulburn (Base map – Department of Lands)**

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5.2 **Assessment of archaeological potential**

5.2.1 **Bridge abutments between Goulburn Brewery and Lansdowne Bridge**

The bridge abutments identified by Higginbotham and Associates (2010b) were not relocated during the current survey, as access to the area to the north of Bungonia Road was not possible due to thick vegetation at the time of the survey (Figure 27). It is likely that these abutments are still present, since no disturbance is thought to have occurred in this area in the two intervening years.

![Figure 27: Thick vegetation to the north of Bungonia Road, looking east](image)

5.2.2 **Former toll house and gate near Lansdowne Bridge**

The site of the former toll house and gate could not be examined properly at the time of survey, as it is located within private property and permission for access had not been obtained. However, the area around the clump of trees that marks the site of the toll house was viewed from only a few metres away. It appears to be undisturbed and there is high potential for remains associated with the toll house surviving beneath the ground surface (Figure 28 and Figure 29).

Although Higginbotham and Associates (2010b: Plan 3.4) marked the entire lot surrounding the clump of trees as part of the site, it is unlikely that archaeological material associated with the toll house would occur at any great distance from the trees. Some of the lot has been disturbed through landscaping associated with a dog slipping track and the creation and use of an access road near Lansdowne Bridge, and is likely to have been affected by flooding. Most of the lot is therefore of low archaeological potential (Figure 30 shows the areas of archaeological potential in relation to the proposal).
Figure 28: Clump of trees that marks the site of the former toll house

Figure 29: Site of former toll house, the area appears to be relatively undisturbed.

Figure 30: Areas of archaeological potential within the site of the former toll house identified by Higginbotham and Associates (2010b), in relation to the proposal.
5.2.3 Goulburn Brewery site

Although Higginbotham and Associates (2010b: Plan 3.4) identified the entire SHR curtilage of the Goulburn Brewery as an archaeological site, this does not necessarily mean that archaeological material is likely to be present across the entire area. The main Brewery complex (outside the study area) is an area of high archaeological potential, however, the portions of the item that would fall within the proposal footprint are likely to be of low archaeological potential.

The proposal includes the acquisition of a narrow strip of land along the southern boundary of the item in marshy, flood-prone land where former structures or features associated with the Brewery are unlikely to have occurred. It is unlikely that archaeological deposits would be present in this area.

5.2.4 ‘Lansdowne’ site

The AMP mapping categorises the entire curtilage of ‘Lansdowne’ as an archaeological site, however, this does not necessarily mean that archaeological material is likely to occur across the entire property. It is likely that archaeological material would occur around the main homestead complex and other historic buildings, and there are accounts of Aboriginal burials to the east of the main homestead. However, the portion of the property that would be impacted by the proposal is assessed to be of low archaeological potential.

A section of land in the south-west portion of the property would be acquired by RMS for the proposal. Most of this land is outside the fence surrounding the main homestead and garden, and slopes fairly steeply down to a high embankment, making it unlikely that structures would have been located here. There is little to no topsoil in this area, which means that archaeological deposits would be unlikely to occur.

A small portion of the land that is proposed to be acquired is located within the south-east corner of the garden to the south of the homestead, and would include the driveway to the property. As this area is within the boundary of the main homestead complex, there is a higher likelihood of former features having been present there. However, the very shallow soil in the area is unlikely to support significant archaeological material or deposits associated with any such features.

5.2.5 Unnamed site to south of Goulburn Brewery

The AMP identifies the area to the south of Bungonia Road, adjacent to the Brewery as an archaeological site. However, it appears that this identification was incorrect (see Section 5.1.5, above) and no former structures or features are known to have been located within this area.

This area has been subject to disturbance through the construction of Bungonia Road, the installation of underground services, and landscaping associated with the Goulburn Recreational Area. It is assessed to be of low archaeological potential.
5.2.6 Bungonia Road

It is likely that the road was a dirt road until the mid-20th century, and it is therefore unlikely that any former road surfaces would have survived beneath the current road pavement.

5.2.7 Former 1877 bridge associated with the Goulburn Brewery

Historic plans show that a former bridge associated with the brewery was once present over Mulwaree Ponds to the north of the proposal area. It appears that this bridge was not located close to the proposal area and any potential remnants of the bridge would be unlikely to be encountered during the proposed works (Ian Berger from RMS Environmental Branch pers. comm.).

5.3 Research significance

5.3.1 Assessing research significance

In 1984, Bickford and Sullivan examined the concept and assessment of archaeological research significance; that is, the extent to which archaeological resources can address research questions. They developed three questions which can be used to assess the research significance of an archaeological site:

- Can the site contribute knowledge that no other resource can?
- Can the site contribute knowledge that no other site can?
- Is this knowledge relevant to:
  - General questions about human history?
  - Other substantive questions relating to Australian history?
  - Other major research questions?

In its guidelines for Assessing Significance for Historical Archaeological Sites and ‘Relics’, the NSW Heritage Division has since provided a broader approach to assessing the archaeological significance of sites, which includes consideration of a site’s intactness, rarity, representativeness, and whether many similar sites have already been recorded, as well as other factors. This document also acknowledges the difficulty of assessing the significance of potential subsurface remains, because the assessment must rely on predicted rather than known attributes (NSW Heritage Branch 2009).

A site can be of high archaeological potential (meaning that remains are likely to be present), and yet still be of low research potential if those remains are unlikely to provide significant or useful information.
5.3.2 Research significance within the study area

Only two sites of high archaeological potential were identified within the study area: extant 19th century bridge abutments to the north of Bungonia Road, and the site of a former toll house south of Lansdowne Bridge. The remainder of the study area was assessed to be of low archaeological potential and therefore not considered here.

Bridge abutments

Higginbotham and Associates (2010b:105) assessed the bridge abutments to be of moderate significance. They have the potential to provide information regarding early road networks in the Goulburn district, and early methods of bridge construction. This information could provide an illustration of the evolution of bridge technology over time, in comparison with Lansdowne Bridge.

Site of former toll house

Higginbotham and Associates (2010b:105) assessed the site of the former toll house to be of moderate significance. The site has the potential to provide information regarding the nature of an early 20th century toll house, including its size, design, construction materials and methods. It may also include artefact deposits that could provide insights into the nature of domestic life in a toll house. Such information would contribute to knowledge of the transport systems of NSW, including methods of funding road construction and maintenance.
6.0 Assessment of impact

6.1 Potential impacts to individual heritage listed items

6.1.1 Lansdowne Bridge

The proposal involves the demolition of the bridge and the construction of a new concrete girder bridge on the same alignment. This would remove all of the heritage values of the bridge.

As there would still be representative examples of the de Burgh type of timber truss bridge in NSW and a surviving local example of a timber truss bridge, the removal of the Lansdowne Bridge is considered to be acceptable. The NSW Heritage Council has recently approved the revised Timber Truss Bridge Strategy (Futurepast Heritage and RMS 2012) which includes the planned removal of Lansdowne Bridge.

It is intended that the existing two iron cylinder piers in the Mulwaree Ponds waterway would be left behind. A small portion of these piers is visible above the water and they would have some potential for heritage interpretation.

6.1.2 Goulburn Brewery/Mill

The proposal would involve the acquisition of a narrow strip of land including part of the southern edge of the Goulburn Brewery SHR curtilage (approximately 457 m²) (Figure 31; Lot 2 67346). The loss of this land would not significantly affect the size or shape of the property, and would have a negligible heritage impact.

There are no direct views from the Goulburn Brewery/Mill complex towards Lansdowne Bridge due to the presence of screening vegetation within the Brewery/Mill complex, and along Bungonia Road. The removal of vegetation along Bungonia Road may make the bridge slightly more visible from the complex, but this would not have a significant impact on its heritage value.

The impact to the Goulburn Brewery/Mill item is considered acceptable.
6.1.3 ‘Lansdowne’

There are no views from the ‘Lansdowne’ homestead complex towards Lansdowne Bridge and the replacement of the bridge would therefore not have a negative visual impact on the heritage significance of ‘Lansdowne’.

However, the proposal does involve a change in the alignment of Bungonia Road which would require land acquisition within the LEP curtilage of the item along its south-western corner (approximately 5827 m²). Acquisition is also required within the LEP curtilage for the construction of a turning circle (cul-de-sac) at the termination of Forbes Street so that vehicles can safely turn around (around 463 m²). This change would also require the acquisition of around 900 m² of land in the south-western corner of the SHR curtilage of the item, including the driveway to the homestead (Figure 32).

The proposal would involve cutting away part of the hill to the south-west of ‘Lansdowne’ house, including the south-western corner of the garden to the south of the house. Most of the property would be unaffected, and vegetation within the garden surrounding the house would screen views in the direction of the road. Even if this vegetation were not present, the road would not be visible from the house because the property is elevated above the road level.
The proposed change in road alignment would impact on the existing westernmost access to the property. The construction of the proposed road would necessitate the removal of the existing stone gates and a section of the driveway would need to be regraded in order to allow it to tie into the new road alignment. This is considered to be an acceptable impact if the removal of the driveway fabric is minimised where possible, and the existing gates are re-instated further north to maintain the historical alignment of the driveway, its association with the historic ‘Lansdowne’ property, and the relationship of the property with the road.

The change in road alignment would require the removal of four pine trees that are located along the perimeter of the property and two trees that are currently located within the paddock to the west of the homestead (Figure 32). None of these trees is of particular heritage significance, although they do make a contribution to the rural setting of the estate and the streetscape of Bungonia Road (Figure 33). The removal of the trees is considered to be an acceptable impact, however, it is recommended that replacement trees of the same or a similar species are planted along the new perimeter of the property following the completion of works.

**Figure 32: View east from Lansdowne Bridge showing pine trees along perimeter of ‘Lansdowne’**

The proposal would also involve the removal of several pine trees within the garden. Some of these are mature trees, including four which form part of the avenue of pines along the driveway (Figure 34). These trees are of some historic significance and their removal would have an impact on the heritage item, however, the remainder of the driveway avenue and the vegetation within most of the garden would remain intact. Therefore, the removal of the trees would not have a major impact on the heritage significance of ‘Lansdowne’ and is considered to be acceptable.

Therefore the impact to the ‘Lansdowne’ heritage item is considered to be acceptable, provided that the alignment of the driveway remain largely unaltered, and the gates re-instated in their existing configuration further north and outside the study area.
Statement of Heritage Impacts for a proposed bridge replacement

Figure 33: Entrance to the driveway toward ‘Lansdowne’ house

Figure 34: The proposal in relation to the SHR heritage and LEP curtilages of ‘Lansdowne’
6.2 Potential impacts to collective significance

6.2.1 The Goulburn City Conservation Area

The removal of the bridge would have an impact on the historic pastoral landscape that includes the Goulburn Brewery/Mill and ‘Lansdowne’, as well as the open land to the north of the bridge, and part of the bridge itself. This landscape is included within the Goulburn City Conservation Area.

As the bridge is an aesthetically distinctive historic landmark from which this landscape is currently viewed, its removal and replacement with a modern bridge may have a negative impact on the way travellers experience the historic landscape. However, as the design of the bridge is in sympathy with the heritage landscape this impact would be minimised. As the proposed bridge design would be similar in scale and elevation to the existing bridge, and is unlikely to have a substantial visual impact on the conservation area (Figure 35, Figure 36 and Figure 37).

The proposal would also involve the removal of a stand of mature exotic trees along the northern side of Bungonia Road to the west of the bridge. These trees make a relatively important contribution to the streetscape and their removal would have a negative impact on the pastoral landscape. However, this impact would not be major and would be acceptable provided that trees of the same or a similar species were planted to replace them, following the completion of works.

Figure 35: Visualisation of the proposed bridge. Provided by GHD.
6.2.2 Timber truss bridges

With the demolition of the Lansdowne Bridge, four de Burgh timber truss bridges would remain on the RMS s170 Register, and one timber truss bridge would remain in the Goulburn area. As there would still be representative examples of the de Burgh type of timber truss bridge in NSW and a surviving local example of a timber truss bridge, the removal of the Lansdowne Bridge is considered acceptable.
6.3 Potential impacts to archaeological resources

6.3.1 Bridge abutments between Goulburn Brewery and Lansdowne Bridge

A tiny portion of the land that is proposed to be acquired is located within the site of bridge abutments, as identified by Higginbotham and Associates (2010b: Plan 2.6). It appears that the proposed new road boundary would extend into the area of the site (Figure 38), and it is therefore possible that the proposal would involve impacts to some of the surviving abutments and the associated area of archaeological potential.

Figure 38: Location of 19th century bridge abutments in relation to proposal

6.3.2 Site of former toll house

The proposed location of the site compound is within the area designated as being of low archaeological potential by Higginbotham and Associates. An area of high archaeological potential to the east of the compound site is marked by several trees in close association near Bungonia Road. The proposed location of the site compound is approximately 30m from the area of high archaeological potential and will not be directly impacted by the site compound. However, an exclusion zone should be established around
the area of high potential to ensure against possible incidental impacts (e.g. through the movement of traffic) during the period of works.

Figure 39: Areas of archaeological potential within the site of the former toll house identified by Higginbotham and Associates (2010b), in relation to the proposal

6.4 Summary Statement of Heritage Impact

Table 7 provides a summary of the potential heritage impacts of the proposal.

<table>
<thead>
<tr>
<th>Development</th>
<th>Discussion</th>
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<tbody>
<tr>
<td>What aspects of the proposal respect or enhance the heritage significance of the study area?</td>
<td>The proposal would not involve major impacts to the heritage significance of the two SHR listed items located to the east and west of the bridge. Neither of these items has clear views toward the bridge.</td>
</tr>
<tr>
<td>What aspects of the proposal could have a detrimental impact on the heritage significance of the study area?</td>
<td>Lansdowne Bridge</td>
</tr>
<tr>
<td></td>
<td>The proposed demolition of Lansdowne Bridge would remove all of the heritage values of the bridge. With the demolition of the Lansdowne Bridge, four de Burgh timber truss bridges would remain on the RMS s170 Register,</td>
</tr>
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and one timber truss bridge would remain in the Goulburn area. As there would still be representative examples of the de Burgh type of timber truss bridge in NSW and a surviving local example of a timber truss bridge, the removal of the Lansdowne Bridge is considered acceptable.

**Goulburn Brewery**

The proposal would involve the acquisition of a narrow strip of land, a total of 0.05 hectares, along part of the southern edge of the Goulburn Brewery SHR curtilage. The loss of this land would not significantly affect the size or shape of the property, and would have a negligible heritage impact.

No structures are known to have been located in this area, and it is unlikely that archaeological deposits would be present in the area. The impact to the Goulburn Brewery/Mill item is therefore acceptable.

**'Lansdowne’**

The proposal involves a change in the alignment of Bungonia Road which would encroach upon the LEP curtilage of the item along its south-western corner. This change would also encroach upon part of the SHR curtilage of the item. The proposal would involve cutting away part of the hill to the south-west of ‘Lansdowne’ house, including the south-western corner of the garden to the south of the house. Most of the property would be unaffected, and vegetation within the garden surrounding the house would screen views in the direction of the road. Even if this vegetation were not present, the road would not be visible from the house because the property is elevated above the road level.

Land to be acquired within the LEP curtilage includes an area of around 5827 m² to the east of the bridge at the location of the road realignment, and an area of around 311 m² to the north of the bridge along Forbes Street at the location of the cul de sac.

The change in road alignment would require the removal of four pine trees that are located along the perimeter of the property, and two trees that are currently located within the paddock to the west of the homestead. None of these trees is of particular heritage significance, although they do make a contribution to the rural setting of the estate and the streetscape of Bungonia Road. The removal of the trees is considered to be an acceptable impact, however, it is recommended that replacement trees of the same or a similar species are planted along the new perimeter of the property following the completion of works.

The proposal would also involve the removal of several pine trees within the garden. Some of these are mature trees, including four which form part of the avenue of pines along the driveway. These trees are of some historic significance and their removal would have an impact on the heritage item, however, the remainder of the driveway avenue and the vegetation within most of the garden would remain intact. Therefore, the removal of the trees would not have a major impact on the heritage significance of ‘Lansdowne’ and is considered to be acceptable.

The proposal would impact on the existing stone gates and part of the driveway fabric that would require re-grading. This is considered to be an acceptable impact if the removal of the driveway fabric is minimised where possible, and the existing gates are re-instated further north to maintain the historical alignment of the driveway, its association with the historic ‘Lansdowne’ property, and the relationship of the property with the road.

**Goulburn City Conservation Area**

The removal of the bridge would have an impact on the historic pastoral
Statement of Heritage Impacts for a proposed bridge replacement

<table>
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<th>Development</th>
<th>Discussion</th>
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<tr>
<td>landscape that includes the two SHR items to the east and west of the bridge, the open land to the north of the bridge, and part of the bridge itself. This landscape is included within the Goulburn City Conservation Area.</td>
<td>As the bridge is an aesthetically distinctive historic landmark from which this landscape is currently viewed, its removal and replacement with a modern bridge may have a negative impact on the way travellers experience the historic landscape. However, as the design of the bridge is in sympathy with the heritage landscape this impact would be minimised. As the proposed bridge design is similar in scale and elevation to the existing bridge, and is unlikely to have a substantial visual impact on the conservation area. The proposal would also involve the removal of a stand of mature exotic trees along the northern side of Bungonia Road to the west of the bridge. These trees make a relatively significant contribution to the streetscape and their removal would have a negative impact on the pastoral landscape. However, this impact would not be major and would be acceptable provided that trees of the same or a similar species were planted to replace them, following the completion of works.</td>
</tr>
<tr>
<td>Archaeological resources</td>
<td>The proposal may involve impacts to the extant 19th century bridge abutments to the north of Bungonia Road. Details of the nature of such impacts are not yet known.</td>
</tr>
<tr>
<td>The compound location is within an area identified as have low archaeological potential to contain remains of the former Toll House.</td>
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<tr>
<td>Have more sympathetic options been considered and discounted?</td>
<td>It was originally proposed that a new bridge would be constructed on a new alignment, with the existing bridge retained for use by pedestrians and cyclists. This would be preferable from a heritage perspective, however, it is understood that this option would be impractical due to safety and maintenance issues.</td>
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</table>
7.0 Mitigation and management measures

A number of measures are proposed to mitigate the impact of the proposal on items of heritage significance.

**Lansdowne Bridge**

- The design of the new bridge would be sympathetic to the historical landscape and the nearby heritage items (see below under ‘The Goulburn City Conservation Area’ for suggestions on how this may be achieved).

- Archival recording of Lansdowne Bridge would be undertaken prior to its demolition. This would be undertaken as part of the RMS Timber Truss Bridge Strategy, which stipulates that bridges should be archivally recorded prior to their removal (RTA 2011:20). It is understood that archival recording of the bridge is planned by RMS and that this recording would be completed before works commence.

- It is intended that an interpretation plaque would be established in the vicinity of the current bridge, after its removal. This would explain the connection of the remaining iron piers in the water with the current bridge, and would include a photograph of the current bridge.

- Discussion would be held with Goulburn Mulwaree Council (and possibly the Goulburn and District Historical Society) to determine whether any material from the bridge could be used as a sculptural element in a public area, as a form of heritage interpretation. This would be in accordance with the revised Timber Truss Bridge Strategy, which identifies the relocation of bridge elements into public spaces as a possible way to mitigate the heritage impact of the removal of operationally unsuitable bridges (Futurepast Heritage and RMS 2012).

- Any material that is not included in a local heritage display would be used to maintain other historic timber truss bridges in NSW in accordance with RMS’s Timber Recycling Policy, as proposed in the Timber Truss Bridge Strategy.

**The Goulburn Brewery/Mill**

- Following the completion of works, trees of the same or a similar species to the existing trees would be planted along the northern side of Bungonia Road, in order to re-establish the vegetation screen between the Brewery/Mill and the bridge.

- As the proposal would involve the acquisition of a small area of land within the SHR curtilage of the item, a Section 60 permit or Section 57(2) exemption would need to be obtained prior to works commencing.
Statement of Heritage Impacts for a proposed bridge replacement

‘Lansdowne’

- Trees of the same or a similar species would be planted along the new perimeter of the property following the completion of works, to replace the existing pine trees that would be removed.

- Fencing similar to the existing fences should be re-established along the perimeter of the property following the completion of works.

- The negative impact to the westernmost access to the ‘Lansdowne’ property will be mitigated by the removal and reinstatement of the existing stone gates and fencing further north and outside the proposal area. This would visually maintain the historic relationship of the property with the road. The existing driveway would also be re-graded to tie in with the proposed road alignment.

- As the proposal would involve incursion into the SHR curtilage of the item, and alteration of fabric elements within that curtilage, a Section 60 permit would need to be obtained from the NSW Heritage Division as a delegate of the Heritage Council.

The Goulburn City Conservation Area

- The design of the bridge would be in keeping with the existing historic pastoral landscape, by complying with the following general recommendations:

  - The bridge should be designed to be as unobtrusive as possible and views toward the bridge from the Goulburn Brewery/Mill and ‘Lansdowne’ should be screened with vegetation. In designing the bridge, the RMS document Bridge Aesthetics: Design guideline to improve the appearance of bridges in NSW (RMS 2012b) should be consulted for ideas on integrating bridges into rural landscape settings.

  - Views over the landscape from the bridge should not be obstructed with a solid parapet. Instead, a two-rail parapet should be employed in order to allow views of the landscape and echo the parapet of the existing historic bridge.

- Following the completion of works, trees of the same or a similar species to the existing trees would be planted along the northern side of Bungonia Road, in order to re-establish this element of the streetscape.

The 19th century bridge abutments north of Bungonia Road

- If possible, impacts should be avoided to the bridge abutments and associated area of archaeological potential. If impacts cannot be avoided the area would need to be inspected and further mitigation measures recommended.
Statement of Heritage Impacts for a proposed bridge replacement

Site of the former toll house

- The site compound is located partly within an area designated as having low archaeological potential to contain the remains of the former Toll house. An exception notification under Section 139 (4) of the NSW Heritage Act 1977 would be required prior to works commencing.
- If relics were encountered during ground disturbance the Heritage Division should be notified and further archaeological work and approvals may be required before works could re-commence.
- An exclusion zone should be established around the area of high potential to prevent possible incidental impacts (e.g. through the movement of traffic) during the proposed works.
8.0 Recommendations

On the basis of background research and a site inspection and adhering to all statutory obligations, the following recommendations have been made with regard to non-Aboriginal heritage:

- The proposed impacts are acceptable, provided that the mitigation measures outlined above are employed.

- As the proposal would have a more than minor impact on two local heritage items (Lansdowne Bridge and ‘Lansdowne’), a copy of this report would be provided to the Goulburn Mulwaree Council and the Council’s response taken into consideration, in accordance with Clause 14 of the ISEPP 2007.

- As the proposal would involve impacts within the SHR curtilages of the Goulburn Brewery/Mill item and ‘Lansdowne’, a copy of this report should be provided to the NSW Heritage Council. Section 60 permits or Section 57(2) exemptions would be required prior to works commencing within these curtilages.

- The design of the proposed new bridge would aim to be in keeping with the existing historic pastoral landscape and setting. The RMS document *Bridge Aesthetics: Design guideline to improve the appearance of bridges in NSW* (RMS 2012b) should be consulted for ideas on integrating bridges into rural landscape settings.

- If possible, impacts should be avoided to the former bridge abutments and associated area of archaeological potential. If impacts cannot be avoided the area would need to be inspected and further mitigation measures recommended.

- The site compound is located partly within an area designated as having low archaeological potential to contain the remains of the former Toll house. An exception notification under Section 139 (4) of the *NSW Heritage Act 1977* would be required prior to works commencing.

- If unexpected archaeological finds are identified during works, the RMS *Unexpected Archaeological Finds Procedure 2012* would be implemented. Further archaeological investigation or approvals may be required.
9.0 References


RMS (2012a) *Unexpected Archaeological Finds Procedure*.

RMS (2012b) *Bridge Aesthetics: Design guideline to improve the appearance of bridges in NSW*.


RTA [now RMS] (2011b) *Individual Bridge Profiles: Timber Truss Road Bridges*.