

South Australian Heritage Act 1978-80	Register of State Heritage Items ITEM EVALUATION SHEET Buildings and Structures Item KOORINGA BRIDGE, BURRA																																																																																																																
Age 1879	Theme	Office 6630-10006																																																																																																															
Period 1852-1883	Subject Transportation - Land, Road, Route	Region Mid North																																																																																																															
Building Type Bridge	Style Bow-string Truss	Status N.Tr. (CL) N.E.R.																																																																																																															
<u>Qualitative Data</u> <table border="1"> <thead> <tr> <th data-bbox="169 622 316 651">Component</th> <th data-bbox="715 622 826 651">Comment</th> <th colspan="5" data-bbox="1270 589 1385 618">Grading</th> </tr> <tr> <th colspan="2"></th> <th data-bbox="1286 633 1305 663">E</th> <th data-bbox="1321 633 1340 663">VG</th> <th data-bbox="1398 633 1417 663">AG</th> <th data-bbox="1433 633 1452 663">FP</th> <th data-bbox="1471 633 1490 663">NA</th> </tr> </thead> <tbody> <tr> <td colspan="7" data-bbox="169 696 288 725"><u>History</u></td> </tr> <tr> <td data-bbox="169 763 379 792">1. Context:</td> <td data-bbox="539 763 1222 987">The bridge was constructed during 1878-9, at the beginning of the post mining period of Burra's development. It linked the market square area of Kooringa to the settlement on the north side of the creek, replacing an earlier timber structure, and was opened to traffic on May 22, 1879.</td> <td data-bbox="1286 763 1305 792">*</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td data-bbox="169 1021 459 1050">2. Person/Group:</td> <td data-bbox="539 1021 1222 1117">The Midland Road Board was responsible for the organisation of tenders and contracts for the bridge's construction.</td> <td data-bbox="1286 1021 1305 1050">*</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td data-bbox="169 1151 347 1180">3. Event:</td> <td data-bbox="539 1151 858 1180">Not yet established.</td> <td></td> <td></td> <td></td> <td></td> <td data-bbox="1509 1151 1528 1180">*</td> </tr> <tr> <td colspan="7" data-bbox="169 1214 560 1243"><u>Architecture/Engineering</u></td> </tr> <tr> <td data-bbox="169 1276 379 1305">4. Builder:</td> <td data-bbox="539 1276 687 1305">C. Davies</td> <td></td> <td></td> <td></td> <td data-bbox="1461 1276 1481 1305">*</td> <td></td> </tr> <tr> <td data-bbox="169 1339 363 1368">5. Design:</td> <td data-bbox="539 1339 1206 1435">Double bow-string arch truss supported at mid-span by two relatively ornamental cast iron pillars.</td> <td></td> <td></td> <td data-bbox="1398 1346 1417 1375">*</td> <td></td> <td></td> </tr> <tr> <td data-bbox="169 1469 459 1498">6. Construction:</td> <td data-bbox="539 1469 1206 1532">Riveted iron bow-string truss with shaped stone abutments.</td> <td data-bbox="1334 1476 1353 1505">*</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td data-bbox="169 1565 395 1594">7. Interior:</td> <td data-bbox="539 1565 778 1594">Not applicable.</td> <td></td> <td></td> <td></td> <td></td> <td data-bbox="1509 1565 1528 1594">*</td> </tr> <tr> <td data-bbox="169 1628 491 1657">8. Representation:</td> <td data-bbox="539 1628 1246 1691">Excellent example of iron bow-string bridge, of which only four remain in the State.</td> <td data-bbox="1286 1628 1305 1657">*</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="7" data-bbox="169 1724 344 1753"><u>Environment</u></td> </tr> <tr> <td data-bbox="169 1787 427 1816">9. Continuity:</td> <td data-bbox="539 1787 1230 1951">Important part of Burra's road network. Construction method and engineering solution contributes to the continuity of Burra's mining and predominantly functional atmosphere.</td> <td></td> <td data-bbox="1334 1794 1353 1823">*</td> <td></td> <td></td> <td></td> </tr> <tr> <td data-bbox="169 1984 507 2013">10. Local Character:</td> <td data-bbox="539 1984 842 2013">Same as for Note 9.</td> <td></td> <td data-bbox="1334 1991 1353 2020">*</td> <td></td> <td></td> <td></td> </tr> <tr> <td data-bbox="169 2047 395 2076">11. Landmark:</td> <td data-bbox="539 2047 1214 2175">The bridge is a dominant landmark, clearly visible from the major Burra access road. The double bow design is a significant relief to the hard townscape.</td> <td data-bbox="1286 2047 1305 2076">*</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Component	Comment	Grading							E	VG	AG	FP	NA	<u>History</u>							1. Context:	The bridge was constructed during 1878-9, at the beginning of the post mining period of Burra's development. It linked the market square area of Kooringa to the settlement on the north side of the creek, replacing an earlier timber structure, and was opened to traffic on May 22, 1879.	*					2. Person/Group:	The Midland Road Board was responsible for the organisation of tenders and contracts for the bridge's construction.	*					3. Event:	Not yet established.					*	<u>Architecture/Engineering</u>							4. Builder:	C. Davies				*		5. Design:	Double bow-string arch truss supported at mid-span by two relatively ornamental cast iron pillars.			*			6. Construction:	Riveted iron bow-string truss with shaped stone abutments.	*					7. Interior:	Not applicable.					*	8. Representation:	Excellent example of iron bow-string bridge, of which only four remain in the State.	*					<u>Environment</u>							9. Continuity:	Important part of Burra's road network. Construction method and engineering solution contributes to the continuity of Burra's mining and predominantly functional atmosphere.		*				10. Local Character:	Same as for Note 9.		*				11. Landmark:	The bridge is a dominant landmark, clearly visible from the major Burra access road. The double bow design is a significant relief to the hard townscape.	*				
Component	Comment	Grading																																																																																																															
		E	VG	AG	FP	NA																																																																																																											
<u>History</u>																																																																																																																	
1. Context:	The bridge was constructed during 1878-9, at the beginning of the post mining period of Burra's development. It linked the market square area of Kooringa to the settlement on the north side of the creek, replacing an earlier timber structure, and was opened to traffic on May 22, 1879.	*																																																																																																															
2. Person/Group:	The Midland Road Board was responsible for the organisation of tenders and contracts for the bridge's construction.	*																																																																																																															
3. Event:	Not yet established.					*																																																																																																											
<u>Architecture/Engineering</u>																																																																																																																	
4. Builder:	C. Davies				*																																																																																																												
5. Design:	Double bow-string arch truss supported at mid-span by two relatively ornamental cast iron pillars.			*																																																																																																													
6. Construction:	Riveted iron bow-string truss with shaped stone abutments.	*																																																																																																															
7. Interior:	Not applicable.					*																																																																																																											
8. Representation:	Excellent example of iron bow-string bridge, of which only four remain in the State.	*																																																																																																															
<u>Environment</u>																																																																																																																	
9. Continuity:	Important part of Burra's road network. Construction method and engineering solution contributes to the continuity of Burra's mining and predominantly functional atmosphere.		*																																																																																																														
10. Local Character:	Same as for Note 9.		*																																																																																																														
11. Landmark:	The bridge is a dominant landmark, clearly visible from the major Burra access road. The double bow design is a significant relief to the hard townscape.	*																																																																																																															

I.E.S./D3/211081

Component

Comment

Grading  
E VG AG FP NA

Integrity

12. Alterations: Original timber decking has been removed and replaced with reinforced concrete in 1933.
13. Condition: Bridge is in reasonable condition.
14. Compatibility: The bridge has been in continuous use since 1879.

\*  
  
\*  
\*

Supplementary Information

- Adaptation: The structure/form of the bridge should be retained but the decking could be upgraded as it is not original.
- Interpretation: The bridge is an important element within an overall interpretation scheme for Burra as well as the related engineering or transportation themes.
- Current Situation: It appears that the Highways Department is investigating alternative traffic routes and thus retain the bridge.

Evaluated By Lothar Brasse Consultant Architect Kate McDougall Consultant Historian Date

Reviewed By Ivar Nelsen Date

South Australian Heritage Committee Categorization Date