

SOUTHERN
MIDLANDS
COUNCIL



ATTACHMENTS

ORDINARY COUNCIL MEETING

Wednesday, 22nd September 2021
Oatlands Municipal Offices, 71 High Street, Oatlands
10.00 a.m.

- | | |
|--------------------|--|
| Item 5.1 | Draft Council Meeting Minutes (Open) – 25 th August 2021 |
| Item 5.2.1 | Minutes – Lake Dulverton & Callington Park Management Committee – 6 th September 2021
Minutes – Woodsdale Community Memorial Hall General and AGM – 6 th September 2021
Minutes - Facilities and Recreation Committee – 8 th September 2021 |
| Item 12.1.1 | Tunbridge Bridge Development Application
Tunbridge Bridge Representation
Tunbridge Bridge Heritage Referral
Tunbridge Bridge Notice of Heritage Decision |

SOUTHERN
MIDLANDS
COUNCIL



MINUTES

ORDINARY COUNCIL MEETING

Wednesday, 25th August 2021
10.00 a.m.

Kempton Municipal Offices
85 Main Street, Kempton

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OPEN COUNCIL MINUTES

MINUTES OF AN ORDINARY MEETING OF THE SOUTHERN MIDLANDS COUNCIL
HELD ON WEDNESDAY, 25th AUGUST 2021 AT THE KEMPTON MUNICIPAL
OFFICES COMMENCING AT 10:00 A.M.

1. PRAYERS

Rev Dennis Cousens recited prayers.

2. ACKNOWLEDGEMENT OF COUNTRY

Mayor A O Green recited Acknowledgement of Country.

3. ATTENDANCE

Mayor A O Green, Deputy Mayor E Batt, Clr A Bantick, Clr A E Bisdee OAM, Clr K Dudgeon, Clr D Fish and Clr R McDougall,.

Mr T Kirkwood (General Manager), Mr A Benson (Deputy General Manager), Mrs W Young (Manager Community & Corporate Development), Mr D Richardson (Manager, Infrastructure & Works), Mrs A Burbury (Finance Officer), Mrs J Crosswell (Executive Assistant)

4. APOLOGIES

Nil.

5. MINUTES

5.1 Ordinary Council meeting

The Minutes (Open Council Minutes) of the previous meeting of Council held on the 28th July 2021, as circulated, are submitted for confirmation.

DECISION

Moved by Clr R McDougall, seconded by Clr K Dudgeon

THAT the Minutes (Open Council Minutes) of the previous meeting of Council held on the 28th July 2021, as circulated, be confirmed.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

5.2 Special Committees of Council Minutes

5.2.1 Special Committees of Council - Receipt of Minutes

The Minutes of the following Special Committee of Council, as circulated, are submitted for receipt:

- Kempton Streetscape Committee – 3rd August 2021

RECOMMENDATION

THAT the minutes of the above special committee of Council be received.

DECISION

Moved by Deputy Mayor E Batt, seconded by Clr A E Bisdee OAM

THAT the minutes of the above Special Committee of Council be received.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

5.2.2 Special Committees of Council - Endorsement of Recommendations

- Kempton Streetscape Committee – 3rd August 2021

RECOMMENDATION

THAT the recommendations contained within the minutes of the above Special Committee of Council be endorsed.

DECISION

Moved by Deputy Mayor E Batt, seconded by Clr R McDougall

THAT the recommendations contained within the minutes of the above Special Committee of Council be endorsed.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

5.3 Joint Authorities (Established Under Division 4 of the *Local Government Act 1993*)

5.3.1 Joint authorities - Receipt of Minutes

Nil.

5.3.2.1 Joint Authorities - Receipt of Reports (Annual & Quarterly)

Nil.

6. NOTIFICATION OF COUNCIL WORKSHOPS

DECISION

Moved by Cllr R McDougall, seconded by Cllr K Dudgeon

THAT the information be received and the outcomes of the workshop noted and endorsed.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Cllr A Bantick	✓	
Cllr A E Bisdee OAM	✓	
Cllr K Dudgeon	✓	
Cllr D F Fish	✓	
Cllr R McDougall	✓	

7. COUNCILLORS – QUESTION TIME

7.1 Questions (On Notice)

Regulation 30 of the *Local Government (Meeting Procedures) Regulations 2015* relates to Questions on notice. It states:

- (1) *A councillor, at least 7 days before an ordinary council meeting or a council committee meeting, may give written notice to the general manager of a question in respect of which the councillor seeks an answer at that meeting.*
- (2) *An answer to a question on notice must be in writing.*

Clr R McDougall submitted the following question on notice on the 18th August 2021.

1. When will the final parts of the Tunnack Streetscape Plan be completed, in particular the installation of the new community sign board and removal of the old one, and installation of the new Bins?

(I understand that the Tunnack town entry signs are still being fabricated so no time can probably be provided for their installation?)

Special Projects Officer (Graham Green) response:

The new community sign board and rubbish bins have been ready for installation for a considerable period and advice has been received from the Works Department that these will be installed as a matter of priority.

In relation to the “township’ signs, design specifications have been with the Contractor for a number of months and recent indications are that they will be fabricated in the coming weeks.

General Manager confirmed that installation has been completed.

7.2 Questions Without Notice

Section 29 of the *Local Government (Meeting Procedures) Regulations 2015* relates to Questions without notice.

It states:

“29. Questions without notice

(1) *A councillor at a meeting may ask a question without notice –*

- (a) of the chairperson; or*
- (b) through the chairperson, of –*
 - (i) another councillor; or*
 - (ii) the general manager.*

(2) *In putting a question without notice at a meeting, a councillor must not –*

- (a) offer an argument or opinion; or*
- (b) draw any inferences or make any imputations – except so far as may be necessary to explain the question.*

(3) *The chairperson of a meeting must not permit any debate of a question without notice or its answer.*

(4) *The chairperson, councillor or general manager who is asked a question without notice at a meeting may decline to answer the question.*

(5) *The chairperson of a meeting may refuse to accept a question without notice if it does not relate to the activities of the council.*

(6) *Questions without notice, and any answers to those questions, are not required to be recorded in the minutes of the meeting.*

(7) *The chairperson of a meeting may require a councillor to put a question without notice in writing.*

An opportunity is provided for Councillors to ask questions relating to Council business, previous Agenda items or issues of a general nature.

Clr D Fish – Requested that Council formally record its condolences following the passing of Mr Irvin Kean and that a sympathy card be sent to the family.

Clr D Fish – Children’s crossing (vicinity of BP Service Station) – requires re-marking. To be undertaken.

Crossing (High Street – vicinity of Council Chambers) – requires marking. It was pointed out that this is not a designated formal crossing and cannot be line marked as such.

Clr R McDougall – Requested an update on the replacement for position of Weeds Officer.

General Manager advised that this requires further consideration and discussion from a budget perspective. To be listed as an item for discussion at the next Workshop.

Clr R McDougall – Queried whether it is possible for a new bollard to be installed at Lake Dulverton near the bottom RV stopover to stop cars from driving on the grass.

To be investigated and appropriate action taken.

Clr A E Bisdee OAM – Requested an update on the art sculptures on the roof of 69 High Street, Oatlands.

General Manager confirmed that a Development Application is to be submitted by the property owners. The installations are not an issue in terms of the Building Code.

Clr A E Bisdee OAM – Enquired as to whether there has been any further development with the new Bagdad school carpark.

General Manager responded that this is an ongoing issue that is being managed by the Department of Education and there has been no resolution as yet.

Clr A E Bisdee OAM – Woodsdale Road, Whitefoord – questioned the installation of signage relating to ‘use of engine brakes’?

Advised that the issue has been resolved following consultation with the transport contractors.

Clr A Bantick – Informed Council he has received an Email communication from a Bagdad property owner who has raised issues relation to the equitable distribution of funds throughout the municipal area through the Budget process.

Mayor, Cr A Bantick and General Manager to arrange a meeting with the property to discuss related issues.

Clr K Dudgeon – Requested an update on the sign outside the Oatlands Bargain Centre. *Deputy General Manager advised that a Development Application will be submitted in the short-term.*

Deputy Mayor E Batt – informed Council that the application for funding to construct a “Skate Park” at Kempton has been successful. The Tasmanian Community Fund has granted an amount of \$50,000 to the Green Ponds Progress Association.

The aim would be to complete construction of the facility to enable official opening at the 2022 Kempton festival (planned for February), noting that the site development plan needs to be finalised and distributed for public comment in advance of the development progressing.

Mayor A Green – Colebrook Township – number of properties considered to be in a ‘untidy’ state. Requested an update be submitted to next Council Meeting in relation to actions being taken.

Report to be prepared.

Deputy Mayor E Batt – was Council seeking to appoint a person with horticultural skills and experience?

General Manager confirmed that we are currently in the process of recruiting a new staff member with qualifications in this area.

8. DECLARATIONS OF PECUNIARY INTEREST

In accordance with the requirements of Part 2 Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015*, the chairman of a meeting is to request Councillors to indicate whether they have, or are likely to have, a pecuniary interest in any item on the Agenda.

Accordingly, Councillors are requested to advise of a pecuniary interest they may have in respect to any matter on the agenda, or any supplementary item to the agenda, which Council has resolved to deal with, in accordance with Part 2 Regulation 8 (6) of the *Local Government (Meeting Procedures) Regulations 2015*.

Nil.

9. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

In accordance with the requirements of Part 2 Regulation 8 (6) of the *Local Government (Meeting Procedures) Regulations 2015*, the Council, by absolute majority may decide at an ordinary meeting to deal with a matter that is not on the agenda if the General Manager has reported –

- (a) the reason it was not possible to include the matter on the agenda; and
- (b) that the matter is urgent; and
- (c) that advice has been provided under section 65 of the Act.

RECOMMENDATION

THAT the Council resolve by absolute majority to deal with any supplementary items not appearing on the agenda, as reported by the General Manager in accordance with the provisions of the *Local Government (Meeting Procedures) Regulations 2015*.

1. Tasmanian Library Advisory Board – Local Government Representative Nominations
2. Department of Premier and Cabinet (Local Government Division) – Correspondence from Director of Local Government Re: Workplace Equality & Respect

DECISION

Moved by Clr D Fish, seconded by Clr A E Bisdee OAM

THAT the Council resolve by absolute majority to deal with the above supplementary items not appearing on the agenda, as reported by the General Manager in accordance with the provisions of the *Local Government (Meeting Procedures) Regulations 2015*.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

10. PUBLIC QUESTION TIME (SCHEDULED FOR 10.30 A.M.)

In accordance with the requirements of Part 2 Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015*, the agenda is to make provision for public question time.

In particular, Regulation 31 of the *Local Government (Meeting Procedures) Regulations 2015* states:

- (1) *Members of the public may give written notice to the General Manager 7 days before an ordinary meeting of Council of a question to be asked at the meeting.*
- (2) *The chairperson may –*
 - (a) *address questions on notice submitted by members of the public; and*
 - (b) *invite any member of the public present at an ordinary meeting to ask questions relating to the activities of the Council.*
- (3) *The chairperson at an ordinary meeting of a council must ensure that, if required, at least 15 minutes of that meeting is made available for questions by members of the public.*
- (4) *A question by any member of the public under this regulation and an answer to that question are not to be debated.*
- (5) *The chairperson may –*
 - (a) *refuse to accept a question; or*
 - (b) *require a question to be put on notice and in writing to be answered at a later meeting.*
- (6) *If the chairperson refuses to accept a question, the chairperson is to give reasons for doing so.*

Councillors are advised that, at the time of issuing the Agenda, no questions on notice had been received from members of the public.

Mayor A O Green to then invite questions from members of the public in attendance.

Mr David Johnson – 1402 Midland Highway, Mangalore (Property Owner)

Mr Johnson raised two issues with Council.

1. General Rates Increase – 2021/22 Financial Year – Mr Johnson made reference to the comments included in the Mayors Report contained in the Newsletter which accompanied the Notice of Rates and Charges.

An explanation was provided regarding the intention of the comments and pointed out that the statements made were correct in that there has been no increase in the total amount demanded, however the amount payable by individual property owners will vary depending on the classification of the property (i.e. residential/primary production etc.). This was due to differential rating and the adjustment between classifications. The aim of differential rating being to avoid significant rate shocks.

It was acknowledged that this a complex issue to try and explain to a ratepayer, and in particular, the differential rating.

2. Southern Midlands Local Provisions Schedule (LPS)

Mr Johnson asked whether every property owner would receive advice regarding the proposed introduction of the Local Provisions Schedule and the implications for each property.

Mr Johnson was provided with a background explanation to the Statewide Planning Scheme process and informed that whilst Council was conducting a series of local public consultation sessions, it was not practical to write and inform each property owner regarding the direct translation from the existing Scheme to the new LPS.

It was confirmed that Council would directly communicate with Mr Johnson in relation to his property.

10.1 Permission to Address Council

Nil.

11. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN UNDER REGULATION 16 (5) OF THE LOCAL GOVERNMENT (MEETING PROCEDURES) REGULATIONS 2015

Nil.

DECISION

Moved by Deputy Mayor E Batt, seconded by Clr D Fish

THAT the meeting be adjourned for morning tea at 10.55 a.m.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

DECISION

Moved by Clr R McDougall, seconded by Clr K Dudgeon

THAT the meeting reconvene at 11.18 a.m.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

12. COUNCIL ACTING AS A PLANNING AUTHORITY PURSUANT TO THE LAND USE PLANNING AND APPROVALS ACT 1993 AND COUNCIL'S STATUTORY LAND USE PLANNING SCHEME

Session of Council sitting as a Planning Authority pursuant to the Land Use Planning and Approvals Act 1993 and Council's statutory land use planning schemes.

12.1 Development Applications

Nil.

12.2 Subdivisions

Nil.

12.3 Municipal Seal (Planning Authority)

Nil.

12.4 Planning (Other)

12.4.1 Endorsement of the Oatlands Structure Plan

DECISION

Moved by Deputy Mayor E Batt, seconded by Clr A E Bisdee OAM

THAT Council:

- A. Receive and consider this report
- B. The Oatlands Structure Plan be endorsed by Council to guide the future development of the township of Oatlands.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

13. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – INFRASTRUCTURE)

13.1 Roads

Strategic Plan Reference 1.1

Maintenance and improvement of the standard and safety of roads in the municipal area.

Nil.

13.2 Bridges

Strategic Plan Reference 1.2

Maintenance and improvement of the standard and safety of bridges in the municipality.

Nil.

13.3 Walkways, Cycle ways and Trails

Strategic Plan Reference 1.3

Maintenance and improvement of the standard and safety of walkways, cycle ways and pedestrian areas to provide consistent accessibility.

Nil.

13.4 Lighting

Strategic Plan Reference 1.4

Ensure adequate lighting based on demonstrated need / Contestability of energy supply.

Nil.

13.5 Buildings

Strategic Plan Reference 1.5

Maintenance and improvement of the standard and safety of public buildings in the municipality.

Nil.

13.6 Sewers / Water

Strategic Plan Reference(s) 1.6

Increase the capacity of access to reticulated sewerage services / Increase the capacity and ability to access water to satisfy development and Community to have access to reticulated water.

Nil.

13.7 Drainage

Strategic Plan Reference 1.7

Maintenance and improvement of the town storm-water drainage systems.

Nil.

13.8 Waste

Strategic Plan Reference 1.8

Maintenance and improvement of the provision of waste management services to the Community.

13.8.1 Waste Management Surveys – Parattah & Tunnack

DECISION

Moved by Cllr D Fish, seconded by Deputy Mayor E Batt

THAT Council, based on survey results, elect not to introduce a household collection service to the residents surveyed in the areas of Tunnack and Parattah.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	✓	
Dep. Mayor A O Green	✓	
Cllr A Bantick	✓	
Cllr R Campbell	✓	
Cllr E Batt	✓	
Cllr D F Fish	✓	
Cllr D Marshall	✓	

13.9 Information, Communication Technology

Strategic Plan Reference 1.9

Improve access to modern communications infrastructure.

Nil.

13.10 Officer Reports – Infrastructure & Works

13.10.1 Manager – Infrastructure & Works Report

Author: MANAGER INFRASTRUCTURE & WORKS (DAVID RICHARDSON)

Date: 18 AUGUST 2021

Roads Program

Council's graders have been working on various roads with bus routes being the priority roads for grading as required. The focus has been to prioritise the higher traffic usage areas of roads. General road maintenance will continue, including a focus on storm-water culvert and table drain clearing works being a priority.

Sections of Woodsdale Road have required various pavement repairs due to recent wet weather and heavy vehicle usage which has created defects.

Road Rehabilitation programme 2021/22

Councils 2021/2022 road stabilisation programme tender is currently advertised.

Bridge Replacement

A bridge on Woodsdale Road at Nutting Garden Rivulet has been replaced and is now open to Traffic. Removal of the bypass and associated works will be completed in the coming weeks.

Lake Dulverton Pathway

Construction of the walkway has commenced with some delays due to wet weather, the contractor undertaking these works has committed to returning in spring time when the temperature warms up to allow the dirt glue product to stabilise.

Walkway and Kerbing works

A section of Kerb and Footpath has been renewed in High Street Oatlands opposite the IGA.

New Kerb and Footpath is completed in Wellington Street Oatlands.

Waste Management Program

Ongoing safety improvements are being completed as a result of risk assessments that have been undertaken. Further works are required over the coming period.

Parks and Reserves

General maintenance of parks and reserves will continue with a focus on ensuring all playground equipment is compliant with the relevant standards. Any potential defects that are identified as a result of the inspections will be rectified as a priority.

Planned Works

The following capital works are planned for the coming period

- Oatlands aquatic centre storm water drainage pipe instillation
- Underground power instillation Oatlands
- Footpath and kerb instillation Oatlands to continue
- East Bagdad Road complete small section of footpath
- Bagdad - Black Brush Road kerb, gutter, storm water and footpath works to commence soon.

QUESTIONS WITHOUT NOTICE TO MANAGER, INFRASTRUCTURE & WORKS

Deputy Mayor E Batt – Requested an update on the progress of the school crossing at Kempton Primary School.

Deputy General Manager responded that the works have been planned and will be completed as soon as possible. There are currently a number of federally funded projects that are required to be completed by a certain date.

Clr K Dudgeon – Sorell Springs Road – Maintenance required.

Manager Infrastructure and Works advised that these works have now been completed.

Clr K Dudgeon – Woodsdale Road – section from the entry to the Football Ground and the Community Hall – maintenance required.

Manager Infrastructure and Works advised that re-stabilisation of Woodsdale Road will need to be ongoing program of works.

Clr A Bantick – Winstead Road, Bagdad - right hand corner that requires a continual white line as motorists are frequently crossing to the incorrect side of the road.

Manager Infrastructure and Works to inspect.

Clr A E Bisdee OAM – North Yarlington Road, Colebrook – maintenance required – community representation.

Manager Infrastructure and Works confirmed that he had communicated with the resident concerned.

RECOMMENDATION

THAT the Infrastructure & Works Report be received and the information noted.

DECISION

Moved by Clr A E Bisdee OAM, seconded by Clr D Fish

THAT the Infrastructure & Works Report be received and the information noted.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

14. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – GROWTH)

14.1 Residential

Strategic Plan Reference 2.1

Increase the resident, rate-paying population in the municipality.

Nil.

14.2 Tourism

Strategic Plan Reference 2.2

Increase the number of tourists visiting and spending money in the municipality.

Nil.

14.3 Business

Strategic Plan Reference 2.3

Increase the number and diversity of businesses in the Southern Midlands / Increase employment within the municipality / Increase Council revenue to facilitate business and development activities (social enterprise).

Nil.

14.4 Industry

Strategic Plan Reference 2.4

Retain and enhance the development of the rural sector as a key economic driver in the Southern Midlands / Increase access to irrigation water within the municipality.

Nil.

15. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – LANDSCAPES)

15.1 Heritage

Strategic Plan Reference – Page 22

- 3.1.1 Maintenance and restoration of significant public heritage assets.
- 3.1.2 Act as an advocate for heritage and provide support to heritage property owners.
- 3.1.3 Investigate document, understand and promote the heritage values of the Southern Midlands.

15.1.1 Heritage Project Program Report

DECISION

Moved by Deputy Mayor E Batt, seconded by Cllr K Dudgeon

THAT the Heritage Projects Report be received and the information noted.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Cllr A Bantick	✓	
Cllr A E Bisdee OAM	✓	
Cllr K Dudgeon	✓	
Cllr D F Fish	✓	
Cllr R McDougall	✓	

15.2 Natural

Strategic Plan Reference – page 23/24

- 3.2.1 Identify and protect areas that are of high conservation value.
- 3.2.2 Encourage the adoption of best practice land care techniques.

15.2.1 NRM Unit – General Report

DECISION

Moved by Cllr R McDougall, seconded by Cllr A E Bisdee OAM

THAT the NRM Unit Report be received and the information noted.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Cllr A Bantick	✓	
Cllr A E Bisdee OAM	✓	
Cllr K Dudgeon	✓	
Cllr D F Fish	✓	
Cllr R McDougall	✓	

15.3 Cultural

Strategic Plan Reference 3.3

Ensure that the cultural diversity of the Southern Midlands is maximised.

Nil.

15.4 Regulatory (Development)

Strategic Plan Reference 3.4

A regulatory environment that is supportive of and enables appropriate development.

Nil.

15.5 Regulatory (Public Health)

Strategic Plan Reference 3.5

Monitor and maintain a safe and healthy public environment.

Nil.

15.6 Regulatory (Animals)

Strategic Plan Reference 3.6

Create an environment where animals are treated with respect and do not create a nuisance for the community

15.6.1 Animal Management Report

DECISION

Moved by Cllr D Fish, seconded by Cllr K Dudgeon

THAT the Animal Management Report be received and the information noted.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Cllr A Bantick	✓	
Cllr A E Bisdee OAM	✓	
Cllr K Dudgeon	✓	
Cllr D F Fish	✓	
Cllr R McDougall	✓	

15.7 Environmental Sustainability

Strategic Plan Reference 3.7

Implement strategies to address the issue of environmental sustainability in relation to its impact on Councils corporate functions and on the Community.

Nil.

16. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – COMMUNITY)

16.1 Community Health and Wellbeing

Strategic Plan Reference 4.1

Support and improve the independence, health and wellbeing of the Community.

Nil.

16.2 Recreation

Strategic Plan Reference 4.2

Provide a range of recreational activities and services that meet the reasonable needs of the community.

Nil.

16.3 Access

Strategic Plan Reference 4.3

Continue to explore transport options for the Southern Midlands community / Continue to meet the requirements of the Disability Discrimination Act.

Nil.

16.4 Volunteers

Strategic Plan Reference 4.4

Encourage community members to volunteer.

Nil.

16.5 Families

Strategic Plan Reference 4.5

Ensure that appropriate childcare services as well as other family related services are facilitated within the community / Increase the retention of young people in the municipality / Improve the ability of seniors to stay in their communities.

Nil.

16.6 Education

Strategic Plan Reference 4.6

Increase the educational and employment opportunities available within the Southern Midlands

Nil.

16.7 Capacity & Sustainability

Strategic Plan Reference 4.7

Build, maintain and strengthen the capacity of the community to help itself whilst embracing social inclusion to achieve sustainability.

Nil.

16.8 Safety

Strategic Plan Reference 4.8

Increase the level of safety of the community and those visiting or passing through the municipality.

Nil.

16.9 Consultation & Communication

Strategic Plan Reference 4.8

Improve the effectiveness of consultation & communication with the community.

Nil.

17. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – ORGANISATION)

17.1 Improvement

Strategic Plan Reference 5.1

Improve the level of responsiveness to Community & Developer needs / Improve communication within Council / Improve the accuracy, comprehensiveness and user friendliness of the Council asset management system / Increase the effectiveness, efficiency and use-ability of Council ICT systems / maintain the Business Process Improvement & Continuous Improvement framework

Nil.

17.2 Sustainability

Strategic Plan Reference 5.2

Retain corporate and operational knowledge within Council / Provide a safe and healthy working environment / Ensure that staff and elected members have the training and skills they need to undertake their roles / Increase the cost effectiveness of Council operations through resource sharing with other organisations / Continue to manage and improve the level of statutory compliance of Council operations / Ensure that suitably qualified and sufficient staff are available to meet the Communities need / Work co-operatively with State and Regional organisations / Minimise Councils exposure to risk / Ensure that exceptional customer service continues to be a hallmark of Southern Midlands Council

17.2.1 Tabling of Documents

The following documents provided by the Australian Government's National Recovery and Resilience Agency were tabled:

- Community Invitation (Community Outreach Event – 15th September 2021 (60 High Street, Oatlands – 3 p.m. to 7 p.m.
- Communication Pack – Tasmania Community Outreach Events September 2021

17.2.2 Elected Member Statements

An opportunity is provided for elected members to brief fellow Councillors on issues not requiring a decision.

Clr K Dudgeon - Shared with Council the success of the ODFA Grand Final held on the 14th August 2021, with 900 paying adult attendees through the gate; 350 children under 16 and a record 2000 margin tickets sold. A number of dignitaries attended the Grand Final, including a representative from AFL Tasmania.

Clr Dudgeon advised that a representative group from Mt Pleasant Football Club has met with AFL Tasmania to discuss how they can assist country football going forward. It was also indicated that two additional teams were aiming to enter and compete in the 2022 ODFA Season.

Mayor A Green – 2021 Heritage & Bullock Festival - Congratulated all that were involved in the organisation and management of the event, and in particular, Council's Manager Community & Corporate Development (Wendy Young) who took a lead role.

17.2.3 LGAT Representative Opportunity – Tasmanian Heritage Council

DECISION

Moved by R McDougall, seconded Deputy Mayor E Batt

THAT the information be received and Council elect not to nominate a representative on the Tasmanian Heritage Council

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

17.3 Finances**Strategic Plan Reference 5.3**

Community's finances will be managed responsibly to enhance the wellbeing of residents / Council will maintain community wealth to ensure that the wealth enjoyed by today's generation may also be enjoyed by tomorrow's generation / Council's financial position will be robust enough to recover from unanticipated events, and absorb the volatility inherent in revenues and expenses.

17.3.1 Monthly Financial Statement (period ending 31 JULY 2021)**DECISION**

Moved by Deputy Mayor E Batt, seconded by Clr K Dudgeon

THAT the Financial Report be received and the information noted.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

17.3.2 Monthly Oatlands Aquatic Centre Capital Expenditure Report (period ending 31 July 2021)**Author:** FINANCE OFFICER (MANDY BURBURY)**Date:** 11 AUGUST 2021**ISSUE**

Provide the capital expenditure report for the Oatlands Aquatic Centre to 31st July 2021.

DETAIL

The enclosed Report includes all capital expenditure relating to the Oatlands Aquatic Centre prior to 2020/2021, and budget and expenditure for 2020/2021 and 2021/2022.

RECOMMENDATION

THAT the Financial Report be received and the information noted.

DECISION

Moved by Clr A E Bisdee OAM, seconded by Clr D Fish

THAT the Financial Report be received and the information noted.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

17.3.3 2020/2021 Southern Midlands Council – Complete set of financial Statements**DECISION***Moved by Cllr A E Bisdee OAM, seconded by Cllr R McDougall***THAT Council receive the following:**

- 1. Southern Midlands Council - Complete set of Financial Statements 2020/21;**
- 2. Heritage Building Solutions Pty Ltd – Financial Statements for Year Ended 30 June 2021;**
- 3. Heritage Education and Skills Centre Ltd - Financial Statements for Year Ended 30 June 2021.**
- 4. Council discuss the two companies in a future Council Workshop to look at options going forward.**

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Cllr A Bantick	✓	
Cllr A E Bisdee OAM	✓	
Cllr K Dudgeon	✓	
Cllr D F Fish	✓	
Cllr R McDougall	✓	

18. MUNICIPAL SEAL

Nil.

19. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA**19.1 Tasmanian Library Advisory Board (TLAB) – Local Government Representative Nominations****DECISION**

Moved by Clr R McDougall, seconded by Clr A E Bisdee OAM

THAT:

- a) the information be received; and
- b) this matter be listed on the next Workshop Agenda to enable further consideration of a representative.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

19.2 Department of Premier and Cabinet (Local Government Division) – Correspondence from Director of Local Government Re: Workplace Equality & Respect**DECISION**

Moved by Clr K Dudgeon, seconded by Deputy Mayor E Batt

THAT Council reaffirm its commitment to prepare a single ‘Statement of Intent’ surrounding Workplace Equality and Respect, and in doing so, acknowledge the Director’s request for all Councillors to sign. This will be further considered at time of endorsement.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

DECISION

Moved by Clr R McDougall, seconded by Clr A E Bisdee OAM

THAT in accordance with Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*, the following items are to be dealt with in Closed Session.

Matter	Local Government (<i>Meeting Procedures</i>) Regulations 2015 Reference
Closed Council Minutes - Confirmation	15(2)
Applications for Leave of Absence	15(2)(h)

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

RECOMMENDATION

THAT in accordance with Regulation 15(2) of the *Local Government (Meeting Procedures) Regulations 2015*, Council move into Closed Session and the meeting be closed to members of the public.

DECISION

Moved by Clr D Fish, seconded by Clr R McDougall

THAT in accordance with Regulation 15(2) of the *Local Government (Meeting Procedures) Regulations 2015*, Council move into Closed Session and the meeting be closed to members of the public.

CARRIED

DECISION (MUST BE BY ABSOLUTE MAJORITY)		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

CLOSED COUNCIL MINUTES

20. BUSINESS IN “CLOSED SESSION”

20.1 Closed Council Minutes - Confirmation

In accordance with the Local Government (Meeting Procedures) Regulations 2015, the details of the decision in respect to this item are to be kept confidential and are not to be communicated, reproduced or published unless authorised by Council.

Item considered in Closed Session in accordance with Regulation 15 (2) of the Local Government (Meeting Procedures) Regulations 2015.

20.2 Applications for Leave of Absence

In accordance with the Local Government (Meeting Procedures) Regulations 2015, the details of the decision in respect to this item are to be kept confidential and are not to be communicated, reproduced or published unless authorised by Council.

Item considered in Closed Session in accordance with Regulation 15 (2) (h) of the Local Government (Meeting Procedures) Regulations 2015.

RECOMMENDATION

THAT Council move out of “Closed Session”.

DECISION

Moved by Clr K Dudgeon, seconded by Clr D Fish

THAT Council move out of “Closed Session”.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

OPEN COUNCIL MINUTES

21. CLOSURE

The meeting closed at 12.23 p.m.

**LAKE DULVERTON & CALLINGTON PARK MANAGEMENT COMMITTEE
MINUTES**

Monday 6th September 2021

Council Chambers, Oatlands 3.30 p.m.

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LAKE DULVERTON & CALLINGTON PARK MANAGEMENT COMMITTEE

MINUTES

Monday 6th September 2021

3.30 p.m. Council Chambers
Oatlands

MEMBERS:

Chairman:

Councillor Don Fish (Proxy: Clr R McDougall)

Parks & Wildlife Rep:

Rowena Hannaford (Proxy rep: t.b.c)

Resident Representatives:

Mrs Maria Weeding, Mr Athol Bennett, Dr Robert Simpson,
Mrs/Clr Karen Dudgeon, Ms Helen Geard, Mrs Jenni Muxlow

The meeting opened at 3.32 p.m.

1. ATTENDANCE

Councillor Don Fish, Clr Rowena McDougall, Maria Weeding, Karen Dudgeon, and Jenni Muxlow, Rowena Hannaford.

2. APOLOGIES

Athol Bennett, Helen Geard.

3. CONFIRMATION OF MINUTES

The Committee to confirm the 12th July 2021 minutes.

RECOMMENDATION

That the Committee confirm the minutes of the Lake Dulverton & Callington Park Management Committee meeting held on 12th July 2021.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

MOVED Mrs Jenni Muxlow

SECONDED Mrs Karen Dudgeon

THAT the Committee confirm the minutes of the Lake Dulverton & Callington Park Management Committee meeting, held on 12th July 2021.

CARRIED

4. BUSINESS ARISING FROM PREVIOUS MEETING

4.1 LAKE DULVERTON WATER LEVELS

The Lake Committee continues to express concern over the Lake Dulverton water levels, as has been noted at previous meetings. Previous work has indicated that a further 200MI of water per year needs to be secured to have confidence in being able to retain water in the front section of the lake in the long term.

Since the last meeting of the committee (July 2021) the following has occurred:

July 27th: TasWater responded to Council as a follow up from discussions with TasWater as to requesting delivery of a portion of the water associated with the Water Right held by Council. TasWater indicated that they are currently investigating the limitations of the existing infrastructure (dam storage, water treatment plant and pipeline issues), with a view to replacement in the longer term. It was acknowledged that renewal of these infrastructure elements may provide an opportunity to incorporate an ability to provide for better utilisation of the water from the Blackman, as per the water right.

9th August: Council held a workshop. Water sourced from the Blackman as per the water right (via the TasWater line) was discussed. It was agreed that further discussion occur with TasWater.

There was also discussion of taking the opportunity to utilise some ‘spare’ winter water that is not going to be used / taken by one of the landholders that holds water in the Midlands Water scheme. Given the Lake Dulverton water level reading as at 1st August (quite low), it was agreed by Council that some additional water be placed in to the Lake. The winter water period on the Midlands Water Scheme ceases 30th September. The additional water will be delivered before that cut off date.

The current flow rate in to the lake is currently around 4.2ML per day.

It was also noted that fishing expert Mike Stephenson had recently been talking about fishing at Lake Dulverton on a recent Sunday morning ABC Radio fishing show program.

RECOMMENDATION

That the information be noted and that the provision of additional water for the front section of Lake Dulverton continue to remain a high priority for Council to pursue.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

RESOLVED

THAT the information be noted and that the provision of additional water for the front section of Lake Dulverton continue to remain a high priority for Council to pursue.

4.2 CALLINGTON PARK PLAYGROUND UPGRADE

Some longer-term shade trees are to still to be planted at the site. Some progress has been made re the proposed surveillance cameras/ light poles. An update was provided at the meeting.

RECOMMENDATION

That the information be noted and the work associated with the proposed surveillance cameras/ light poles continue to be progressed.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

RESOLVED

THAT the information be noted.

4.3 FORESHORE PATHWAY - NEW PLUS EXISTING PATH UPGRADE (SECTION)

Following the last meeting of the committee the following has occurred:

- Specialist Landscape Services (SLS) are planning to do some further surface work on the existing and they will also recommence works on the balance of the path in the next few weeks.
- Parks have extended the Permit Authority for Works.

RECOMMENDATION

That the information be noted and new path and the upgrade of the existing path continued to progress.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

RESOLVED

THAT the information be noted.

4.4 LAKE DULVERTON & DULVERTON WALKWAY ACTION PLAN 2017 - REVIEW

At the last meeting it was discussed that the *Lake Dulverton and Dulverton Walkway Action Plan 2017* be reviewed and updated. There are many projects and /or works in the Plan that have been or are in the process of being undertaken in relation to Lake Dulverton and the walking track. There are a few initiatives that have come out from the public consultation process in regard to the Oatlands Structure Plan that relate to Lake Dulverton and walkways etc.

At the meeting the Committee reviewed the 2017 Plan. Items that had been completed were deleted, and other items were added to the Plan. It was agreed that a draft version with the changes be prepared, then checked by the Committee at a subsequent meeting. Once checked, then the draft is to go to Council, requesting that the draft go out for public consultation.

RECOMMENDATION

That the changes as noted by the Committee for the updated Action Plan be compiled into an initial draft plan, ready to be considered by the Committee at their next meeting. At the next meeting of the Committee, if the draft Action Plan is deemed in order then it is proposed that a recommendation will go to Council, requesting authority for the draft plan to go out to the public for consultation and comment.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

RESOLVED

THAT the changes as noted by the Committee for the updated Action Plan be compiled into an initial draft plan, ready to be considered by the Committee at their next meeting. At the next meeting of the Committee, if the draft Action Plan is deemed in order then it is proposed that a recommendation will go to Council, requesting authority for the draft plan to go out to the public for consultation and comment.

4.5 FLAX MILL SITE

At the last meeting, member Jenni Muxlow asked to have this site listed on the next agenda. Jenni brought to the attention of the committee that the area was quite overgrown with tall rank long grass. Jenni was concerned by the fire hazard that the area posed for the coming summer as well as the number of snakes living in the area. It was acknowledged that the area was difficult to mow as there were remnants of the former flax mill site building foundations in the long grass. It was agreed that a sign (possibly a pictogram sign) be placed to indicate the presence of snakes to warn visitors. There was no firm conclusion as to how to best manage the long grass where the buildings once stood, given the difficulties the site presents. Jenni will write directly to Council to bring her concerns to the attention of Council.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

RESOLVED

THAT the information be noted and that snake signage be placed to make people aware and on the lookout when visiting the area.

4.6 BATS / WILDLIFE AND THE IMPACT OF ARTIFICIAL LIGHTS

At the July meeting Rowena, the Parks and Wildlife Representative offered to investigate if there is any research / best practice principles in relation to the installation of lights in wildlife areas (like Lake Dulverton). Rowena Hannaford indicated that she had sent information to the Conservation Management section of DPIPWE. She had not heard back yet, but should have something for the next meeting. .

RECOMMENDATION

That the committee note the information.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

RESOLVED

THAT the information be noted.

5.0 TREASURER'S REPORT

A statement detailing Receipts and Expenditure for the financial year to date will be tabled at the meeting.

RECOMMENDATION

That the statement detailing Receipts and Expenditure for the 2020/2021 financial year to date be received and noted.

SUB COMMITTEE RECOMMENDATIONS TO COUNCIL:

MOVED Mrs Jenni Muxlow
SECONDED Mrs Maria Weeding
THAT the statement detailing Receipts and Expenditure for the financial year to date be received and noted.

CARRIED

6.0 OTHER MATTERS

6.1 VISITOR BROCHURE

It was noted that the Interpretation and Communications section of Parks & Wildlife will be able to assist with the compilation of the brochure once we have more information as to what we want included on the brochure. The inclusion of the content that makes up the information could be discussed at the next meeting.

6.2 CAT MANAGEMENT

The Parks & Wildlife representative advised that if Council wanted to place any traps to capture cats that may go on to the foreshore then that would be permitted given that Council is the managing authority for the area (should Council want to undertake cat control work). Maria mentioned that Southern Midlands did not have an obligation under the Cat Management Act to commence controlling cats, and advice received indicated that only some Councils had adopted specific by laws or policies. Cllr McDougal advised that she will speak with the Council's animal control officer.

6.3 PARKS & WILDLIFE COMMITTEE REP

Rowena Hannaford indicated that she may only be on the committee for the short term as changes were occurring in her work place.

6.4 COMMITTEE MEMBERSHIP

It was discussed that the committee could increase the number of community representatives if that is what it was felt was needed. There is flexibility in the number of community representatives that can be on the committee, up to a limited maximum number. For further discussion.

7.0 NEXT MEETING

Monday 4th October 2021 – 3.30 p.m. Council Chambers – Oatlands
* * * * *

The meeting closed at 6.20 p.m.

CONFIRMED THIS DAY OF....., 2021

.....CHAIRMAN

SOUTHERN MIDLANDS COUNCIL
LAKE DULVERTON / CALLINGTON PARK MANAGEMENT COMMITTEE

STATEMENT OF RECEIPTS AND PAYMENTS
FOR THE PERIOD 1 JULY 2021 TO 31 AUGUST 2021

RECEIPTS	PAYMENTS	
Opening Balance 01.07.21 Commonwealth Bank Account *	\$ 20,541.69	
Lake Dulverton - Foreshore Improvements New	\$ 85,000.00	Project G3020006 (Lake Dulverton Pathway) \$ 121,583.30 WIP 30.06.21 \$121,583.30
Lake Dulverton - Foreshore Improvements Upgrade	\$ 135,000.00	
Callington Park - two seats with back & arm rests	\$ 7,000.00	Project C3020002 \$ -
Callington Park - lighting and surveillance	\$ 6,000.00	Project C3020002 \$ -
Lake Dulverton - Committee Budget	\$ 2,000.00	Project 302 - 7053 (Lake Dulverton) \$ -
Lake Dulverton foreshore - solar Lights	\$ 1,800.00	Project 302- 5015 (Dulverton Corridor) \$ -
Lake Dulverton Brochures (Tourism)	\$ 5,000.00	Project 407 - 7057 (Callington Park) \$ 287.68 <small>Bubbler</small>
Tas Irrigation - Water Operational Costs	\$ 25,800.00	Operational Charge <small>(Oct/Nov)</small> \$ -
Callington Park - repairs to well	\$ 2,000.00	Asset Renewal Levy <small>(Oct/Nov)</small> \$ -
Interest	\$ -	Water Usage <small>(Dec)</small> \$ -
Donations	\$ -	Bank Charges \$ -
		Total Expense to date <u>\$ 121,870.98</u>
		Funds on hand \$ 168,270.71
	<u>\$ 290,141.69</u>	<u>\$ 290,141.69</u>

Funds on hand are represented by:

Comm. Bank Account No.06 7004 28003859 - 01.07.21	\$ 20,541.69
Special Projects - Unexpended Budget	\$ 147,729.02
	<u>\$ 168,270.71</u>

0	Item/Activity	Lake Dulverton & Callington Park Management Committee Final for 21/22 Works Schedule and Budget Detail NEW ITEMS IN BOLD	Current funds & Projects
1	Balance forward	Lake Dulverton Commonwealth Account	20542
2	Callington Park	<p>1. Repair and replace some missing sandstone at top of well. \$2000</p> <p>2. Two seats with arm rest and back support (only one seat like this is currently on site). \$7000 total (includes est. delivery & installation cost). Note: One seat may be incorporated into a table and seat combination).</p> <p>3. Additional funds (mainly underground power costs) to install lighting and surveillance at Callington Park. \$6000. (Currently committee has own funds for bulk of the expenses associated with this).</p>	15000
3	Lake Dulverton foreshore	Pathway created from High Street to the Stop Over Area (currently no path exists) <i>Note this budget is funded by the 2019 Federal Election commitment.</i>	85000
4	Lake Dulverton foreshore	Upgrade of pathway from Stop over area to area opposite Esplanade houses. Note: this budget is funded by the 2019 Federal Election commitment.	135000
5	Lake Dulverton foreshore & corridor	Planting on foreshore and general work as required \$2000. Purchase and placement of three additional 90W solar lights for walking track : (culvert&gate area @ Mahers Pt cottage, rail line area at Hay Street, bridge at Hawthorn Bay) \$1800	1800
6	Midlands Water Scheme	Operating budget - purchase of water for Lake Dulverton	25800
7	Lake Dulverton Brochure	Brochure (A4 page x1) for visitors to the area re Lake - environs, flora & fauna info. Graphic Designer and printing of flyers.	5000
8	Marys Island	Investigate feasibility of some form of access from end of Mahers Point across to Marys Island. Planning, public consultation and preliminary engineering. (Note: link to Marys Island idea already passed through one lot of consultation when current Action Plan was out for public comment)	0
9	Lake Dulverton	General foreshore works as identified	2000
			290142

Woodsdale Community Memorial Hall

Est. 1905

Minutes

FOR

General Committee Meeting

On

Monday 6th September 2021

At

Woodsdale Hall – Commencing at 7:00pm

1. Welcome/opening

1.1 The President welcomes members to the meeting.

1.2 The President declares the meeting open at

2. **Attendance:** President Mrs Kaye Rowlands, Vice President Mrs Ann Scott, Secretary/Treasurer Ms Kate Bourne, Mr Leon Scott, Ms Alyson Scott and Council Representative Councillor Mrs Karen Dudgeon.

3. Apologies Mrs Marion Wiggins

Moved by Mrs Karen Dudgeon **Seconded** Ms Alyson Scott

Motion Carried

It is with great sadness that due to continuing ill health we must accept the resignation from the committee of Mrs Julie Bellette. Mrs Bellette has been a long-time supporter of the committee and a tireless supporter of the Woodsdale Community as a whole, her loss as a committee member will be felt by all.

4. Confirmation of Minutes of last Meeting 3rd May 2021

Moved by Kate Bourne that the Minutes from the 3rd May 2021

As read at meeting.

Seconded: Mrs Ann Scott

Motion Carried

5. Business Arising from Previous Minutes of 3rd May 2021

- The authorised Signatures of the Woodsdale Hall Committee with access to the Halls Commonwealth Bank Account be updated at the Oatlands Bank branch.

6. Financial Report:

Total Funds as at 6th September 2021 **\$10,559.89**

Y.T.D. Financials

Opening Balance			\$10,545.00
Incoming	YTD	\$ 155.00	
Recreation Ground	\$155.00		
Outgoing	YTD	\$ 140.11	
Aurora	\$140.11		

Closing Balance as at 6th September 2021 **\$10,559.89**

Moved by Kate Bourne that the Financial Report as distributed to members be accepted, **Seconded by** Mr Leon Scott

Attachment
AGENDA ITEM 5.2.1

Motion Carried.

7. Business arising from Financial Report: . Nil

8. Consideration of Correspondence

8.1 In – The Southern Midlands Council sent out new COVID-19 instructions and signs for the Committee to attend to.

8.2 Out – No correspondence out.

9. General Business:

9.1 The secretary to send a note of thanks to Mr Gerald Crawford who has supplied a much need wooden support for the kitchen china cabinet.

9.2 The Levendale/Woodsdale Museum committee members have decided that due to much better kitchen facilities at the Levendale Hall they would be using it rather than Woodsdale Hall for large luncheon functions.

9.3 Due to the above the Secretary will investigate upgrading the Woodsdale Kitchen Facilities.

9.4 Ms Alyson Scott suggested that a good community fundraising function would be to have a FAMILY orientated Christmas B.B.Q party, using the Woodsdale recreation grounds, on a Saturday or Sunday in November/December 2021. Ms Scott will follow up next meeting with her ideas etc.

10. Bookings - NIL

**11. Next General Committee Meeting to be held at the Hall on
4th October 2021 at 7.00 pm**

Meeting Closed at 8.00 pm.

Woodsdale Community Memorial Hall

Est. 1905

Minutes

FOR

Annual General Meeting

On

Monday 6th September 2021

At

Woodsdale Hall

Attendance.

Executive committee.

President; Mrs. Kaye Rowlands.
Vice president; Mrs Ann Scott
Treasurer; Kate Bourne
Secretary; Kate Bourne

General Committee members. Mr Leon Scott, Ms Alyson Scott

Council representative. Councillor Karen Dudgeon

Opening/Welcome.

Mrs. Kaye Rowlands declared the meeting open at 7.06 pm and called for apologies.

Apologies. Mrs Marion Wiggins

Moved by Mrs Ann Scott and seconded by Mr Leon Scott that apologies be received.

Motion carried.

Moved by Mrs Karen Dudgeon and seconded by Mr Leon Scott that the minutes of the last AGM held on Monday 16th September 2020 be accepted as read and confirmed as a true and faithful record.

Motion carried.

Auditors report.

Balance brought forward	\$10,226.05
Total receipts to 30 th June 2020	\$ 1,407.00
Total payments to 30 th June 2020	\$ 1,088.05
Balance to 30th June 2020	\$10,545.00

Moved by Ms Kate Bourne and seconded by Mrs Ann Scott that the Auditors report be accepted as read.

Motion carried

Correspondence.

Nil

Presidents Report.

Kaye read her report to the meeting.

Moved by Mrs Ann Scott and seconded by Mrs Karen Dudgeon that the Presidents report be received.

Motion carried.

The existing committee was dissolved, and all positions were declared vacant. Councillor Mrs Karen Dudgeon once again thanked all the members of the Woodsdale Community Memorial Hall committee on behalf of the Southern Midlands Council for their tireless efforts for their management of the Hall.

Election of Office Bearers.

Moved by Ms Kate Bourne and seconded by Mr Leon Scott that Mrs Kaye Rowlands be nominated for the position of President.

**Elected
unopposed.**

Moved by Mrs Karen Dudgeon and seconded by Ms Kate Bourne that Mrs Ann Scott be nominated for the position of Vice President.

**Elected
unopposed.**

Moved by Mrs Ann Scott and seconded by Mr Leon Scott that Ms Kate Bourne be nominated for the position of Secretary/Treasurer.

**Elected
unopposed.**

Moved by Mrs Kaye Rowlands and seconded by Ms Kate Bourne that these people be nominated for the position of General Committee Members: -

Mr Leon Scott
Ms Alyson Scott
Mrs Marion Wiggins

**All elected
unopposed.**

General business

- Firstly, the Commonwealth Bank account – The 3rd signature on the Hall's Bank Account must be updated with the removal of Mr Jim Wiggins signature and the addition of Mrs Ann Scott Vice Presidents signature.

Moved by the President Mrs Kaye Rowlands that the Vice Presidents signature be added to the bank account and seconded by Ms Kate Bourne.

Motion Carried

- Councillor Mrs Karen Dudgeon advised the committee that due to under staffing at the Southern Midlands Council they would be unable to send anyone out to Woodsdale to continue the toilet cleaning and requested that the Committee take over this duty once again. The committee agreed that this would be done.

AGM was closed.at 7.25pm

SOUTHERN
MIDLANDS
COUNCIL



MINUTES

SOUTHERN MIDLANDS COUNCIL FACILITIES & RECREATION COMMITTEE

WEDNESDAY 8th SEPTEMBER 2021

Municipal Offices, 71 High Street, Oatlands

10.00 a.m.

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ATTACHMENTS

- Item 3.1 Previous Facilities and Recreation Committee Minutes*
- Item 3.2 Hall Committee Minutes (if available at the time of distribution)*
- Item 14 -Assessment Analysis (A3 size - to be provided at the meeting)*
- Summary of Applications received*
- Folder containing hard copy of all applications*

MINUTES
FACILITIES & RECREATION COMMITTEE
**MINUTES OF THE SOUTHERN MIDLANDS FACILITIES AND RECREATION
COMMITTEE MEETING HELD ON THE 8TH SEPTEMBER 2021 AT THE MUNICIPAL
OFFICES, 71 HIGH STREET, OATLANDS COMMENCING AT 10.03 A.M.**

1. ATTENDANCE

Clr Don Fish, Deputy Mayor Edwin Batt, Clr Tony Bantick

Andrew Benson (Deputy General Manager), Wendy Young (Manager Community & Corporate Development) Jemma Crosswell (Executive Assistant), Grace Smith (Community & Corporate Development)

2. APOLOGIES

Nil.

3. RECEIPT OF MINUTES

3.1 CONFIRMATION OF SOUTHERN MIDLANDS FACILITIES AND RECREATION COMMITTEE MINUTES

The minutes of the meeting held on 10th September 2020, (attached) as previously circulated, are submitted for confirmation.

DECISION

Moved by Clr D Fish, seconded by Clr A Bantick

THAT the minutes of the meeting held on 10th September 2020, as circulated, be confirmed as a true and accurate account of the meeting.

CARRIED

Councillor	Vote For	Vote Against
Clr D F Fish (Chairperson)	√	
Deputy Mayor E Batt	√	
Clr A R Bantick	√	

3.2 RECEIPT OF COUNCIL HALL COMMITTEE MINUTES

The minutes of the following Meetings of Council Hall Committees, as circulated, are submitted for information and consideration of recommendations (where necessary):

The minutes of the meeting of the Colebrook Memorial Hall Management Committee Annual General Meeting are attached for information.

The Manager of Community & Corporate Development attended a meeting of the new Tunbridge Hall Management Committee, the new office bearers are as follows:-

Chairman - Lena Zankl

Secretary - Stephen Kemp

Linda Quinn has agreed to take over the cleaning of the toilets at Hall.

DECISION

Moved by Cllr A Bantick, seconded by Deputy Mayor E Batt

THAT the minutes of the Meetings of Council Hall Committees, as circulated, are accepted and noted.

CARRIED

Councillor	Vote For	Vote Against
Cllr D F Fish (Chairperson)	√	
Deputy Mayor E Batt	√	
Cllr A R Bantick	√	

4. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

In accordance with the requirements of Part 2 Regulation 8 (6) of the *Local Government (Meeting Procedures) Regulations 2015*, the Council committee, by simple majority may decide at an ordinary meeting to deal with a matter that is not on the agenda if the General Manager has reported

- (a) the reason it was not possible to include the matter on the agenda;
- (b) that the matter is urgent; and
- (c) that advice has been provided under section 65 of the Act.

Nil.

5. DECLARATIONS OF PECUNIARY INTEREST

In accordance with the requirements of Part 2 Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015*, the chairman of a meeting is to request Councillors to indicate whether they have, or are likely to have, a pecuniary interest in any item on the Agenda.

Accordingly, Councillors are requested to advise of a pecuniary interest they may have in respect to any matter on the agenda, or any supplementary item to the agenda, which Council has resolved to deal with, in accordance with Part 2 Regulation 8 (6) of the *Local Government (Meeting Procedures) Regulations 2015*.

Clr A Bantick who is Chairman of the Mangalore Recreation Ground Management Committee declared an interest in relation the nominated application in the SMC Community Small Grants Program 2021 from the Brighton Equestrian Club Inc.

6. PUBLIC QUESTION TIME

In accordance with the requirements of Part 2 Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2005*, the agenda is to make provision for public question time.

There were no members of the public in attendance.

7. BUSINESS ARISING FROM THE MINUTES OF THE PREVIOUS MEETINGS NOT COVERED IN THE AGENDA

Nil.

8. COUNCIL OWNED HALLS & BUILDINGS

8.1 GENERAL

8.2 CAMPANIA HALL

Installation of commercial dishwasher, \$2,404 was from Council's Small Grants Program 2020, the Campania Hall's Management Committee funded the balance of the purchase \$1,546.

8.3 CAMPANIA WAR MEMORIAL HALL

Nil.

8.4 COLEBROOK MEMORIAL HALL

Nil.

8.5 VICTORIA MEMORIAL HALL, KEMPTON

Completion of the new entrance and external works. The hall re-opening of the Victoria Memorial Hall was held on the 17th August 2021 and opened by Senator Claire Chandler.

Painting and installation of new curtain in the front right hand side room for use by the Green Ponds Progress Association.

8.7 MANGALORE COMMUNITY HALL

Nil.

8.8 OATLANDS COMMUNITY HALL

Nil.

8.9 OATLANDS AQUATIC CLUB BUILDING

Nil.

8.10 MIDLANDS MEMORIAL COMMUNITY CENTRE

The removal of the existing window frames and installation of new double glazed windows to the front and rear a-frame sections.

8.10 WOODSDALE HALL

Nil.

8.11 ROCHE HALL

Nil.

8.12 COMMUNITY LEARNING & DEVELOPMENT CENTRE - LEVENDALE

A painting contractor will be painting the buildings over the spring months.

RECOMMENDATION

THAT the information and actions in relation to Council Owned Halls and Buildings, detailed in Item 8, be received and progressed.

COMMITTEE'S RECOMMENDATION TO COUNCIL

DECISION

Moved by Deputy Mayor E Batt, seconded by Cllr D Fish

THAT the information and actions in relation to Council Owned Halls and Buildings, detailed in Item 8, be received and progressed.

CARRIED

Councillor	Vote For	Vote Against
Cllr D F Fish (Chairperson)	√	
Deputy Mayor E Batt	√	
Cllr A R Bantick	√	

9. COMMUNITY OWNED HALLS

9.1 BROADMARSH ELDERSLIE COMMUNITY HALL

9.2 BADEN COMMUNITY HALL

No further action is being undertaken by Council in respect of the maintenance or upgrading of this building. The status quo appears to remain that the land owner and the local Community are not in alignment in respect of the future of the building.

9.3 MT SEYMOUR COMMUNITY HALL

Nil.

9.4 JERICHO COMMUNITY HALL

Re-roofing of the Jericho Hall - Funding was sought through Hydro Grant \$5,000, Council's Community Grants program \$5,000 and balance from own group \$4,225.

9.5 LEVENDALE COMMUNITY HALL

Rail has been installed in Hall carpark to prevent cars from accidentally hitting the hall.

9.6 PARATTAH JUBILEE HALL

Nil.

9.7 STONOR COMMUNITY HALL

Nil.

9.8 TUNBRIDGE TOWN HALL

An accident occurred at the Hall on the 17/03/2021., significant damage was caused to the front and side of the hall. A vehicle was doing a u turn out the front of hall and put foot on accelerator instead of brake and went through front of hall and into side of hall. The hall was not insured at the time, Council sought assistance from the State Government. This work has been undertaken.

9.9 TUNNACK VICTORIA HALL

Nil.

RECOMMENDATION

THAT the information and actions in relation to 'Community Owned Halls' detailed in Item 9, be received and progressed.

DECISION

Moved by Cllr D Fish, seconded by Deputy Mayor E Batt

THAT the information and actions in relation to Community Owned Halls, detailed in Item 9, be received and progressed.

CARRIED

Councillor	Vote For	Vote Against
Cllr D F Fish (Chairperson)	√	
Deputy Mayor E Batt	√	
Cllr A R Bantick	√	

10. COUNCIL OWNED RECREATION GROUNDS

10.1 CAMPANIA RECREATION GROUND

Nil.

10.2 COLEBROOK RECREATION GROUND

10.3 KEMPTON RECREATION GROUND

Construction of 24m² patio/porch in front of the existing change rooms/clubrooms to be undertaken soon.

Lights at the ground require installation. Wendy Young to follow up with Works and Infrastructure Manager David Richardson.

There was an unsuccessful grant application from Cricket Tasmania for new cricket nets, it is believed the lack of use of the ground contributed to the application being unsuccessful.

10.4 MANGALORE RECREATION GROUND

Nil.

10.5 MT PLEASANT RECREATION GROUND

Nil.

10.6 OATLANDS RECREATION GROUND

Nil.

10.7 PARATTAH RECREATION GROUND

Nil.

10.8 TUNNACK RECREATION GROUND

Nil.

10.9 WOODSDALE RECREATION GROUND

It was noted that Woodsdale Hall Committee have taken over management of the ground.

10.10 LEVENDALE RECREATION GROUND (FORMER LEVENDALE SCHOOL)

Nil.

10.11 RUNNYMEDE RECREATION GROUND

There have been issues with the bore pump, being rectified with electrician.

RECOMMENDATION

THAT the information and actions in relation to ‘Council Owned Recreation Grounds’ detailed in Item 10, be received and progressed.

COMMITTEE’S RECOMMENDATION TO COUNCIL

DECISION

Moved by Clr A Bantick, seconded by Deputy Mayor E Batt

THAT the information and actions in relation to ‘Council Owned Recreation Grounds’ detailed in Item 10, be received and progressed.

CARRIED

Councillor	Vote For	Vote Against
Clr D F Fish (Chairperson)	√	
Clr A R Bantick	√	
Clr E Batt	√	

11. COMMUNITY / PRIVATELY OWNED RECREATION GROUNDS

11.1 LEVENDALE RECREATION GROUND

Council continue to provide a contribution of the mowing of the ground.

11.2 BAGDAD RECREATION GROUND

Nil.

RECOMMENDATION

THAT the information and actions in relation to ‘Community / Privately Owned Recreation Grounds’ detailed in Item 11 be received and progressed.

COMMITTEE’S RECOMMENDATION TO COUNCIL

DECISION

Moved by Deputy Mayor E Batt, seconded by Clr D Fish

THAT the information and actions in relation to ‘Community / Privately Owned Recreation Grounds’ detailed in Item 11 be received and progressed.

CARRIED

Councillor	Vote For	Vote Against
Clr D F Fish (Chairperson)	√	
Deputy Mayor E Batt	√	
Clr A R Bantick	√	

12. PARKS AND PLAYGROUNDS

12.1 GENERAL

Nil.

12.2 PROGRAM FOR PLAY EQUIPMENT & RELATED INFRASTRUCTURE

12.2.1 Colebrook Park

Nil.

12.2.2 Campania Recreation Ground

Nil.

12.2.3 Flour Mill Park (Campania)

Nil.

12.2.4 Kempton Recreation Ground

A contribution was received from the Green Ponds Progress Association for a universal access swing for people with disabilities. Currently there are issues with access to the swing that need to be addressed.

12.2.5 Station Park Kempton

Nil.

12.2.6 Mt Pleasant Recreation Ground

Nil.

12.2.7 Oatlands Recreation Ground

Nil.

12.2.8 Parattah Recreation Ground

Nil.

12.2.9 Tunnack Recreation Ground

Nil.

12.2.10 Tunbridge Park

Nil.

12.2.11 Woodsdale Hall

Nil.

12.2.12 Public Open Space (POS) Alexander Circle Campania (Jones Subdivision)

Play equipment has recently been installed.

12.2.13 POS Le Compte Place Bagdad (Finlayson Subdivision)

Nil.

12.2.14 POS Justitia Court Campania (Scaife Subdivision)

Playground has recently been installed and funding has been received for a shelter to be built.

12.2.15 POS Iden Drive Bagdad (Booth Subdivision)

12.2.16 Callington Park Playground

The destination playground has been completed and the playground is now open.

Security cameras are yet to be installed.

RECOMMENDATION

THAT the information and actions in relation to Parks & Playgrounds detailed in Item 12 be received and progressed.

SUB COMMITTEE'S RECOMMENDATION TO COUNCIL

DECISION

Moved by Deputy Mayor E Batt, seconded by Clr D Fish

THAT the information and actions in relation to Parks & Playgrounds detailed in Item 12 be received and progressed.

CARRIED

Councillor	Vote For	Vote Against
Clr D F Fish (Chairperson)	√	
Deputy Mayor E Batt	√	
Clr A R Bantick	√	

13 COVID-19 UPDATE – COUNCIL AND COMMUNITY FACILITIES

Author: MANAGER COMMUNITY & CORPORATE DEVELOPMENT
(WENDY YOUNG)

Date: 24TH August, 2021

DETAIL

Council is continuing to support our Management Committees in relation to COVID-19. A letter was sent to all Management Committees:-

Please find attached a new QR code, contact tracing register and new recommended posters.

The new QR code poster for display has an updated look and makes it clear that people must check in every time they visit, even if it is only for a short time. This is also supported by a new poster also attached.

The contact tracing register has also been amended, removing the need to capture addresses and providing reasons for capturing the information. The register must be retained for 28 days and may be destroyed after that time.

Please ensure that you have the maximum number of people who can occupy this space clearly visible. I have attached a laminated copy of this, please insert the number applicable to your premises. I have also enclosed the COVID safe information sheet: Managing density, distancing and mixing of people in your premises issued by Work Safe Tasmania. This provides how to determine the density of people allowed at your premises. If you require assistance to determine the density limits, please give me a call and I will make an appointment for one of Council officers to assist you.

As changes happen I will endeavor to provide you updates on the new requirements, but please be guided by the latest Public Health updates and amend your practices accordingly.

If you require assistance or have any questions, please give me a call at any time, my number is 0458 711 028.

RECOMMENDATION

THAT the committee receive and note the report.

DECISION

Moved by Cllr D Fish, seconded by Deputy Mayor E Batt

THAT the committee receive and note the report.

CARRIED

Councillor	Vote For	Vote Against
Cllr D F Fish (Chairperson)	√	
Deputy Mayor E Batt	√	
Cllr A R Bantick	√	

14. COMMUNITY SMALL GRANTS PROGRAM

14.1 SOUTHERN MIDLANDS COMMUNITY SMALL GRANTS PROGRAM 2021

Author: DEPUTY GENERAL MANAGER (ANDREW BENSON)

Date: 31st August 2021

Attachments:

1. *Assessment Analysis (A3 size - to be provided at the meeting)*
2. *Summary of 11 Applications received*
3. *Folder containing hard copy of all applications*

BACKGROUND

Council has conducted a Community Small Grants program twice a year since 2008, converting to an annual program in September 2009. The main aim of the program is to streamline and condense the many requests for financial support received from various community groups, charitable organisations and service providers throughout the year. The program has proven to be very popular with all the target groups and excellent goodwill is gleaned from the successful grant recipients. Additional kudos has been obtained by having presentations to successful Grantee organisations at the Australia Day function in January.

[EXTRACT FROM THE GUIDELINES]

The Southern Midlands Council's Community Small Grants program has been established to support projects, programs and activities developed for the benefit of the residents of the Southern Midlands local government area.

The Community Small Grants provide assistance to community groups to provide programs, improve safety, undertake minor capital works, facilitate small seminars, conferences and forums or purchase equipment.

The Southern Midlands Council recognises the immense community benefit provided to our residents and visitors by local community organisations through the provision of opportunity for involvement in activities in Southern Midlands.

The Community Small Grants Program is one method of supporting and assisting local organisations in providing additional opportunities for the Southern Midlands community.

Purpose

To provide financial assistance in a regulated and equitable way to community groups catering for, and responding to, the needs of the residents and visitors to Southern Midlands.

The program provides assistance to organisations to conduct a wide range of activities. The following broad categories are designed to give applicants an idea as to the types of projects which Council seeks to support through this program:

Community Building

Projects which aim to increase community participation & access to information, services & facilities while strengthening community and social well-being.

Minor Capital Works

Projects which enhance our community facilities by aiding in the development of new facilities or improvements to any existing Community/Council owned facility. It will provide assistance for projects such as fencing, roofing, ground lighting, shade sails, building refurbishments, paving, etc.

Safety/Accessibility Upgrades/Equipment

Projects that increase the capacity of local groups and clubs to cater for the needs of the community. These developments can be in the form of a construction project or the purchase of equipment.

Frequency

Council's grant program is currently held on an annual basis.

Important Dates:

The current round for assistance opens at 8.30am on Tuesday 3rd August 2021 and **closes on Monday 30th August 2021 at 4:00pm**. Applications can be lodged at either the Oatlands or Kempton Office, or lodged electronically at mail@southernmidlands.tas.gov.au

Projects are able to start from Monday 7th October 2021 - full acquittal is required by 30th July 2022.

Level of Funding Available

An organisation can apply for assistance up to a maximum of \$3000 per round- no minimum grant amount applies.

Eligibility

Financial Assistance WILL be considered for:

- Any not for profit community group or voluntary association that is legally constituted as an incorporated body or under the auspice of one.
- The group or organisation is located in the Southern Midlands municipal area or is proposing an activity or project which will take place in the Southern Midlands municipal area, for the benefit of those who live, visit or conduct business in the municipal area.
- The applicant is able to demonstrate financial viability and competence.
- The applicant meets Council's insurance requirements.
- Education providers are able to apply on the condition that the project/activity is open to all residents and has a broad community benefit.
- For equipment grants, applicants are required to contribute at least 50% towards the cost of equipment for items considered 'consumables' eg cricket bats / balls , Footballs etc .Items of a longer term nature eg line marking machines , training equipment and the like would be eligible for up to 100% funding.

- *Projects that are seeking funding from \$3,001 to \$5,000 shall be required to have a matching 50% contribution from other sources.*

The following are important areas to address

- *Any application which relates to works or projects on property not under the applicants direct ownership (land tenure) or control, must provide a letter of authorisation and approval for said works / projects from the land owner with the grant application.*
- *In the case of applications from the Department of Education, where the facilities will be used by Community and school students alike, the application requires written commitment from the Department of Education / Principal that the facilities (or improvements) will be accessible by the public.*

Financial Assistance WILL NOT be given for:

- *Activities by a private person that is not a formal representative of a bone fide organisation.*
- *Activities of For-Profit organisations.*
- *Applicant organisations who have previously failed to acquit Council assisted projects in line with the agreed terms.*
- *Projects that have previously received funding from this grant program.*
- *Working Capital or straight donation purposes.*
- *Projects by local schools/education providers that are exclusive to students core school curriculum with no availability to the general public.*
- *Retrospective request for a project already fully or partially completed*
- *Community Organisations who already receive Council funds to undertake a specific activity for which funding is being sought or community organisations wanting to do a specific activity that is already funded by Council.*
- *Facilities where little or no public access is available.*
- *Travel to sporting competitions or conferences for individual or community groups.*
- *Projects/ programs that are not based in or focused on southern midlands residents*

It should be noted that meeting the eligibility criteria is not a guarantee of funding.

The following conditions apply to all financial assistance allocated through the program

Project Management

Funds will only be spent on the project for which funds were applied and as approved by the Southern Midlands Council.

Successful applicants must finalise and acquit the project within the approved time frame and approved budget as per application form.

Any variation of this agreement, such as an extension of the project completion date, shall only be made in writing between the parties. Any request for extension of time must be received in writing prior to the relevant original acquittal completion date.

Successful applicants are required to maintain a copy of all receipts of project expenditure for the term of the grant program, including copies of any advertising, media, newsletters, etc. Council will require copies of expenditure invoices / receipts as part of its acquittal procedure.

If relevant, applicants must obtain and comply with all applicable Council Permit Regulations for example planning, &/or building permit – including road closures, outdoor advertising and any health and safety programs (please ensure that costs for these permits, if required, are included in your application). Please ensure that you have allowed sufficient timeline for these approvals to be obtained and the project to be completed in a timely manner.

The Council strongly encourages that all equipment acquired through the program be insured against theft and fire or covered under your organisations insurance policy.

Although possession of current public liability insurance is not a condition of eligibility, Council strongly encourages all applicants to investigate all their insurance requirements to ensure activities are adequately covered and protected.

Financial

Should a group not be able to fulfil the grant conditions as indicated on the application form or substantial savings have been made, any unspent funds shall be returned to the Southern Midlands Council. In special circumstances, surplus funds from savings made may be authorized for redirection to fund similar projects/ activities. Pre-approval in writing should be sought from Council prior to any additional funds being expended. Should the project exceed the amount estimated, groups will be required to meet the additional costs.

Promotion

The Council requests that successful applicants actively promote the support of the Southern Midlands Council. This may include (but not limited to) any of the following:

- *Inclusion of the Southern Midlands Council logo in press advertising or any promotional material.*
- *Acknowledgement of the Southern Midlands Council in radio or television advertising, award presentation, etc.*
- *Opportunities for the Mayor or delegate to participate in any public relations activities, launches, or proceedings associated with the project. Sufficient notice should be given in the form of an official letter of invite addressed to the General Manager.*
- *Must attend Council arranged event celebrating the provision of the grant funding, in particular providing a representative at Council's Australia Day ceremony.*

- *Prominently displaying any certificates or plaques associated with the Council's provision of any grant funding*

A version of Council's Logo is available and will be provided on request. The logo can only be used for a specific purpose to which it was requested and must be replicated in its existing form and not altered in any way.

If use of the Council logo is not practicable, the following wording should be incorporated in any material related to the funded project: "Proudly supported by the Southern Midlands Council".

Evaluation / Acquittal Process

Once the project or equipment purchase has been completed, grant recipients must submit an evaluation and provide copies of any advertising, newsletters and media releases relating to the funded project. An evaluation form will be provided with the grant approval letter.

Evidence of expenditure of funds is required to accompany the evaluation. It is preferred that the evaluation / acquittal information be forwarded as soon as the project or purchase is complete ie not left until the final acquittal date

Unsatisfactory acquittal of the grant may lead to withdrawal of the grant approval and subsequent request for return of the allocated funding.. Inability to apply for future grant funding may also apply in this circumstance. If you are having difficulties completing the acquittal obligations, please contact Council's grant staff to discuss possible solutions.

Priority Criteria

Due to the limited amount of funds available, priority will be given to projects that:

- 1. Demonstrate considerable benefit to the Southern Midlands community;*
- 2. Raise the awareness of or access to a service, program, group or issue or maximize the participation or use of a facility;*
- 3. Demonstrate coordination with other groups in the community;*
- 4. Address local issues by attempting to meet a community need or gap;*
- 5. Show evidence of community support for the project;*
- 6. Enhance the lifestyle options for residents and visitors in the community;*
- 7. Demonstrate an ability to manage the project through resource allocation including financial resources, effective planning, clear goals and evaluation processes;*
- 8. Demonstrate the ability to be ongoing [if applicable]*
- 9. Is the project reliant on other funds, if so has other funding been approved (evidence of the other funding is required to accompany the application);*

10. *Includes the ability for broad Community access – Land Tenure [in the ownership of the applicant or in other ownership]*
11. *Grant funds applied for as a % of the total amount to complete the project [inc. in kind contribution] i.e. A financial contribution by the applicant/s would be favorably looked upon*
12. *The Project shall be one that has not received any previous funding for the same purpose by Council or any other funding body (i.e. no ‘double dipping’)*
13. *Demonstrate that a Risk Assessment of the project is deemed within acceptable limits*
14. *Has the Applicant received funding over the last five years (if the organisation has received funding over the last five years through this program, then a weighting will be included to provide a higher ranking for Applicants that have not received funding over the last five years)*

Final funding decisions are made on the merit of each application against the stated eligibility criteria, guidelines and an assessment against the aforementioned criteria.

Assessment

The application process is as follows:

The application forms can be accessed from the Council Chambers, Oatlands and Kempton or via the Council Website: www.southernmidlands.tas.gov.au

Applicants are encouraged to contact Council’s Manager Community & Corporate Development, Andrew Benson on 6254 5050 if you have any questions relating to completion of the forms or require information in regard to how your project meets the guidelines of the program.

The completed applications, once received within timeline parameters, will be assessed and prioritized by the assessment panel consisting of Council Officers and Councillors. The panel’s decision is final and no further correspondence shall be entered into.

The assessment panel will then make their recommendations to the next scheduled Council Meeting for adoption.

*Once adopted by Council the applicants will be informed of their success or otherwise in gaining funding. Successful applicants will need to supply Council with a tax invoice [on their own letterhead preferably] for the approved grant amount to allow funding of grant monies to be processed .**This should be done as soon as the approved grant funding letter has been received.***

<i>Tips for completing the Application Form</i>
--

Please use the following as a guide to help you to complete the application form.

Section 1: General Information

1 – 5 *As directed by the form, please provide as many details as possible about your group / organisation / club.*

Section 2: Details of the Project

Tell us about your project, what you are planning and what you want to achieve.

6. *Select the category that your project best fits under.*
7. *Give your project a name which represents what your project/activity is about.*
- 8 *Indicate where the project/activity is to be held or carried out (e.g. Hall, park, or facility).*
- 9 *When answering this question think about the following:*
 - *What does your group want to achieve? (e.g. raise awareness of a service program, group or local issue, improve access to and use of a community facility, maximize participation in your group or a particular activity, improve safety).*
 - *What steps are you planning to take to make sure your project/activity runs smoothly?*
 - *Who might you involve; (e.g.) young persons, older persons, people with different abilities, people from different cultural backgrounds).*
 - *Why is this project/activity important for your group/organisation and the wider community?*
- 10 *When answering this question think about the following?*
 - *How things will be different for your group and/or the wider community?*
 - *What might it allow them to do that they can't at present?*
 - *How might it improve access to or participation in activities?*
 - *Who will benefit most from your project/activity?*
Keep in mind concepts such as community pride, attracting people to the region and spending money in the community, forming new community links, etc.
- 11 *Tell us how your group identified a need in the community (e.g. community consultation, public meeting, suggestion box).*
 - *Why do you think the need exists?*
 - *Why is it a problem/issue for your group and/or the wider community?*
 - *Who have you spoken to about this need?*
 - *Why has your group chosen this way to tackle the problem and/or improve the situation?*
- 12 *To answer these questions think about:*
 - *Can you draw on volunteers from within your group or organisation? If yes, what sort of work will they be asked to do or in what way can they help?*
 - *What equipment, machinery, etc. you have?*
 - *What sort of skills or abilities do the individuals involved in the project/activity have? (e.g. financial management, organisational, trade skills – e.g. plumber, builder etc).*

- *What type of outside assistance will you seek to complete the project or run the event?*

13. *For example:*

- *Increased participation/membership*
- *A well attended event or activity*
- *Peoples comments and thoughts (how will you get these?)*
- *Media coverage (e.g. newspaper, community newsletter)*

You may wish to identify the main aims of your project which you can go back and review to see whether you were successful.

14. *Please provide approximate start date, completion date, and a contact person for the project.*

Section 3: Budget

Please complete this section as accurately as possible and attach more pages if necessary.

15. *Clearly list the expenses for your project/activity and indicate which expenses you intend to use Council's contribution for.*

16. *Please provide details of the confirmed and anticipated sources of funding for your project. If available please provide with your application any documents confirming the availability of these funds (e.g. bank statements, loan details, letters, etc).*

Good luck with your Application

[END OF EXTRACT FROM THE GUIDELINES]

CURRENT POSITION

This is the fifteenth round of the Grants Program that Council have offered, with the application form and guidelines being continually refined to provide clear and concise information and criteria for community groups and organisations who apply for the grants.

The Program time table is shown below:-

TIMETABLE

Advertisement in "Mercury"	Saturday 27 July 2021
Grant Applications open (with Application Forms available from the SMC website from this date)	Tuesday 3 August 2021
Grant Applications close	Monday 30 August 2021 (4.00pm)

Confirmation letter acknowledging receipt of applications	Thursday 2 September 2021
Facilities & Recreation Committee Agenda closes	Thursday 2 September 2021
Facilities & Recreation Committee meeting [For assessment of applications] 10am start time	Thursday 9 September 2021
Full Council meeting Agenda closes	Thursday 16 September 2021
Full Council meeting – Oatlands [To consider recommendations from the Facilities & Recreation Committee]	Wednesday 22 September 2021
Successful / Unsuccessful letters to grant applicants	Week commencing Monday 4 October 2021
Grant Acquittal	30 th June 2022

11 applications have been received identifying **\$44,344.50** worth of projects, requesting a total of \$31,310.00 of support from Council through the SMC Community Small Grants Program 2021. Within the application we ask,

GRANT AMOUNT REQUESTED: \$ _____ *[GST inc]*

Council may not be able to fund the full amount requested .Please advise the minimum amount that would still allow the project to continue \$ _____.

A total “Will Accept” figure of \$28,260.00 has been determined from the applications for this grant round. The funds available for distribution by Council for the projects being \$30,000 as per the 2021/22 budget,

ASSESSMENT PROCESS

As per the previous rounds, to assess the applications in an open, transparent and equitable manner, whilst maintaining a rigorous analysis against the established criteria, the Deputy General Manager (Andrew Benson) prepared a rational decision making process to assist the Facilities & Recreation Committee in their deliberations.

The process consisted of;

- **Firstly**, a set of criteria in a matrix format to establish the initial eligibility of the applicants. This set of criteria was extracted from the grant guidelines as issued to the Applicants. This set of criteria required a YES, NO or N/A response. These are classified as *must comply*, if an Applicant does not meet this then the application is not further assessed.

MUST - Eligibility YES
A not for profit community group or voluntary association that is legally constituted as an incorporate body
A not for profit community group or voluntary association that is not legally constituted as an incorporate body but will operate this grant under the auspice of one - Name of auspicings body
The group or organisation is located in the Southern Midlands municipal area
The group or organisation is proposing an activity or project which will take place in the Southern municipal area, for the benefit of those who live, visit or conduct business in the municipal area.
The applicant is able to demonstrate financial viability and competence.
The applicant meets Council's insurance requirements (if applicable).
Is the applicant an educational organisation
If an education provider will the project/activity be open to all residents and does it have a broad community benefit.
If the application is for an equipment grants applicants are required to contribute at least 50% towards the cost of the equipment, has this been identified in the budget.

- Secondly**, a set of criteria in a matrix format to establish the areas in which the grant does not cover. This set of criteria was extracted from the grant guidelines as issued to the Applicants. This set of criteria required a YES, NO or N/A response. These are also classified as *must comply*, if an Applicant scores a YES in response then the application is not further assessed.

MUST - NOs	Funds not available for the following
	Has the Applicant organisation previously failed to acquit Council assisted projects in line with the agreed terms.
	Actions/services previously disbursed.
	Fundraising purposes (donations).
	Program/projects by local schools/education providers that are exclusive to students Core school curriculum and activities cannot be considered.
	Projects with ongoing costs e.g. staff, salaries, administration, maintenance, insurance, rental or lease arrangements.
	Community Organisations who already receive Council funds to undertake a specific activity for which funding is being sought or community organisations wanting to do a specific activity that is already funded by Council.
	The purchase of land.
	Routine and regular maintenance work to existing facilities (e.g. gardening, cleaning).
	Facilities where little or no public access is available.
	Travel to sporting competitions or conferences for individual or community groups.

- **Thirdly**, a set of criteria that have been called the WANTS in a matrix format that are 'weighted' to gauge the extent to which the assessment team believe that the application meets the criteria detailed below. This set of criteria has been extracted from the grant guidelines as they are pivotal to the decision making process, eg risk assessment, funding sought from Council as a percentage of the total project costs, etc.

This set of criteria required a "raw scoring" of between 1 and 5 (5 being the highest/best category), which is then multiplied by the weighting to achieve a "refined score". For example in Criterion 1 on the next page, the weighting (WT) is 10 because it was felt that this criterion represents a very high priority, when the application is scored by an assessment panel member against this criterion, if the member of the assessment panel scores it as a 1, in the 1 to 5 range, this is then automatically multiplied by the weighting (WT), which arrives at a "refined score" of 10. Likewise if the member assessed it as a 5, in the 1 to 5 range which is then automatically multiplied by the weighting (WT) it comes up with a "refined score" of 50. Working this process through against each of the fourteen criteria by each of the assessment panel members it arrives at a total as shown on the A3 Summary Sheet. Affectively in this model the highest collective score is determined to be the most deserving application.

WANT
Criteria 1 Demonstrate considerable benefit to the community;
Criteria 2 Raise the awareness of or access to a service, program, group or issue or maximize the participation or use of facility;
Criteria 3 Demonstrate coordination with other groups in the community;
Criteria 4 Address local issues by attempting to meet a community need or gap;
Criteria 5 Show evidence of community support for the project;
Criteria 6 Enhance the lifestyle options for residents and visitors in the community;
Criteria 7 Demonstrate an ability to manage the project through resource allocation, effective planning, clear goals and evaluation processes;
Criteria 8 Demonstrate the ability to be ongoing (if appropriate).
Criteria 9 Is the project reliant on other funds, if so has other fund been approved
Criteria 10 Includes the ability for broad Community access – Land Tenure
Criteria 11 Grant funds applied for as a % of the total to complete the project
Criteria 12 The Project shall be one that has not received any previous funding for the same purpose by Council or any other funding body
Criteria 13 Risk Assessment of this Project
Criteria 14 Funding received over the last five years

- Potential Conflict of Interest** It is important to have at least five people that assess and score the applications because of the high level of potential ‘conflict of interest’ that is present in such a small Community. When a Councillor or officer identifies a conflict of interest (ie if an Elected Member or an Officer on the Assessment Panel is an office bearer for the organisation that is an Applicant for a grant, they are required to declare that interest and exit the meeting, they do not enter into discussions or score that application) and the automatic scoring in the spread sheet is adjusted by the averaging (ie if there is no conflict of interest with an Application the totals of all five scorers is summed and then divided by five to achieve the average. If there is one conflict of interest then the totals of all four scorers is summed and then divided by four to achieve the average). Therefore with potentially five assessors individually scoring fourteen criteria, coupled with the weightings and then the averaging, no one assessor has the ability to adversely influence the potential outcome of the scoring. In a further element of transparency the A3 Summary Sheet is available to all applicants so that they can gauge their level of success compared with the other applicants based purely on the identified criteria.

The Member of the Assessment Panel who declared an interest and therefore stood aside in relation the nominated application from the Brighton Equestrian Club Inc was Clr A Bantick who is Chairman of the Mangalore Recreation Ground Management Committee. This declaration and withdrawal ensures the integrity of the process.

SMC Community Small Grants 2021 - Assessment								
Item	Group/Club	Auspiced by	Project	Project Cost \$	Grant Sought \$	Will Accept \$	Recommend to be Approved by Council \$	Priority (1 = highest)
1	Brighton & Green Ponds RSL Sub B	NA	Floor sanding and finishing	\$ 5,750.00	\$ 2,950.00	\$ 2,500.00		
2	Brighton Equestrian Club	NA	Remediation of Arena	\$ 3,825.00	\$ 3,000.00	\$ 2,500.00		
3	Campania FC	NA	Electrical Sub Board at Club Rooms	\$ 2,898.50	\$ 2,800.00	\$ 2,000.00		
4	Campania VFB	TFS	Ride on Mower	\$ 5,669.00	\$ 3,000.00	\$ 3,000.00		
5	Central Hawks Junior FC		Replace existing Carpet in Clubrooms	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00		
6	Green Ponds Progrss Assn	NA	COVID-19 Supplies fo GPPA plus others	\$ 1,760.00	\$ 1,760.00	\$ 1,760.00		
7	Levendale Hall Committee		Install Heat Pump	\$ 2,800.00	\$ 2,800.00	\$ 2,000.00		
8	Mount Pleasant FC	NA	New Fridge for Clubrooms	\$ 3,135.00	\$ 3,000.00	\$ 2,500.00		
9	Oatlands Community Assn Inc	NA	Kitchen Reburfishment	\$ 7,331.00	\$ 3,000.00	\$ 3,000.00		
10	Oatlands Ex Services & Community	NA	Gas Hot Water Upgrade	\$ 5,275.00	\$ 3,000.00	\$ 3,000.00		
11	Oatlands Rural Youth	NA	New Seating for the Clubrooms	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00		
				\$44,443.50	\$31,310.00	\$28,260.00	\$ -	

DECISION

Moved by Deputy Mayor E Batt, seconded by Clr A Bantick

THAT the meeting be adjourned to undertake the Grants Assessment at

CARRIED

Councillor	Vote For	Vote Against
Clr D F Fish (Chairperson)	√	
Deputy Mayor E Batt	√	
Clr A R Bantick	√	

DECISION

Moved by Clr D Fish, seconded by Deputy Mayor E Batt

THAT the meeting be reconvened following the Grants Assessment at 1.41 p.m.

CARRIED

Councillor	Vote For	Vote Against
Clr D F Fish (Chairperson)	√	
Deputy Mayor E Batt	√	
Clr A R Bantick	√	

RECOMMENDATION

THAT

1. The impartial assessment process as developed by the Deputy General Manager be undertaken by the Assessment Panel of the Facilities and Recreation Committee, plus a number of Council Officers;
2. Financial decisions are then to be calculated and endorsed based on the assessment;
3. The financial allocations for the fifteenth round of the Southern Midlands Council Community Small Grants be subsequently submitted to the next Full Council meeting for ratification.

SUB COMMITTEE'S RECOMMENDATION TO COUNCIL

DECISION

Moved by Deputy Mayor E Batt, seconded by Cllr A Bantick

THAT

1. **The impartial assessment process as developed by the Deputy General Manager be undertaken by the Assessment Panel of the Facilities and Recreation Committee, plus a number of Council Officers;**
2. **Financial decisions are then to be calculated and endorsed based on the assessment;**
3. **The financial allocations for the fifteenth round of the Southern Midlands Council Community Small Grants be subsequently submitted to the next Full Council meeting for ratification.**

CARRIED

Councillor	Vote For	Vote Against
Cllr D F Fish (Chairperson)	√	
Deputy Mayor E Batt	√	
Cllr A R Bantick	√	

Southern Midlands Community Small Grants Program 2021								
Group/Club	Auspiced by	Project	Project Cost	Grant Sought	Will Accept	Recommend to be Approved by Council	Priority Scored (1 = highest)	Remarks
Brighton Equestrian Club	NA	Remediation of Arena	\$ 3,825.00	\$ 3,000.00	\$ 2,500.00	\$ 3,000.00	1	No GST - No ABN
Oatlands Ex Services & Community Club	NA	Gas Hot Water Upgrade	\$ 5,275.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	2	Yes GST - Yes ABN
Brighton & Green Ponds RSL Sub Branch	NA	Floor sanding and finishing	\$ 5,750.00	\$ 2,950.00	\$ 2,500.00	\$ 2,950.00	3	No GST - Yes ABN
Oatlands Community Assn Inc	NA	Kitchen Reburfishment	\$ 7,331.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	4	No GST - Yes ABN
Campania FC	NA	Electrical Sub Board at Club Rooms	\$ 2,898.50	\$ 2,800.00	\$ 2,000.00	\$ 2,790.00	5	No GST - Yes ABN
Levendale Hall Committee	NA	Install Heat Pump	\$ 2,800.00	\$ 2,800.00	\$ 2,000.00	\$ 2,000.00	6	No GST - No ABN
Central Hawks Junior FC	NA	Replace existing Carpet in Clubrooms	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	7	No GST - Yes ABN
Mount Pleasant FC	NA	New Fridge for Clubrooms	\$ 3,135.00	\$ 3,000.00	\$ 2,500.00	\$ 2,500.00	8	No GST - Yes ABN
Oatlands Rural Youth	RYOT	New Seating for the Clubrooms	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	9	RYOT Yes GST - Yes ABN
Campania VFB	TFS	Ride on Mower	\$ 5,669.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	10	TFS Yes GST - Yes ABN
Green Ponds Progrss Assn	NA	COVID-19 Supplies fo GPPA plus others	\$ 1,760.00	\$ 1,760.00	\$ 1,760.00	\$ 1,760.00	11	No GST - Yes ABN
			\$ 44,443.50	\$ 31,310.00	\$ 28,260.00	\$ 30,000.00		

Analysis - Community Small Grants Program - Sept 2021

Confidential

ORGANISATION	WT	Brighton & GP RSL		Brighton Equestrian Club		Campania FC		Campania VFB		Central Hawks Junior FC		Green Ponds Progress Assn		Levendale Hall Comm.		Mt Pleasant FC		Oatlands Community Assn		Oatlands Ex Ser. & Com		Oatlands Rural Youth	
		SCORE	SUM	SCORE	SUM	SCORE	SUM	SCORE	SUM	SCORE	SUM	SCORE	SUM	SCORE	SUM	SCORE	SUM	SCORE	SUM	SCORE	SUM	SCORE	SUM
WANT																							
Criteria 1																							
Demonstrate considerable benefit to the community;	10	22	220	15	150	19	190	13	130	20	200	14	140	23	230	18	180	17	170	23	230	16	160
Criteria 2																							
Raise the awareness of or access to a service, program, group or issue or maximize the participation or use of facility;	10	21	210	15	150	20	200	11	110	20	200	15	150	17	170	18	180	19	190	18	180	19	190
Criteria 3																							
Demonstrate coordination with other groups in the community;	5	21	105	12	60	19	95	8	40	18	90	18	90	19	95	16	80	13	65	17	85	11	55
Criteria 4																							
Address local issues by attempting to meet a community need or gap;	15	19	285	15	225	18	270	14	210	16	240	13	195	20	300	17	255	22	330	22	330	11	165
Criteria 5																							
Show evidence of community support for the project;	10	21	210	15	150	14	140	13	130	17.5	175	15	150	17	170	17	170	15	150	20	200	11	110
Criteria 6																							
Enhance the lifestyle options for residents and visitors in the community;	5	19	95	12	60	17	85	15	75	15	75	14	70	20	100	18	90	19	95	21	105	14	70
Criteria 7																							
Demonstrate an ability to manage the project through resource allocation, effective planning, clear goals and evaluation processes;	15	23	345	15	225	21	315	22	330	23	345	15	225	21	315	23	345	18	270	24	360	21	315
Criteria 8																							
Demonstrate the ability to be ongoing (if appropriate).	10	22	220	15	150	22	220	22	220	22	220	16	160	21	210	19	190	23	230	24	240	17	170
Criteria 9																							
Is the project reliant on other funds, if so has other fund been approved	5	25	125	25	125	25	125	25	125	25	125	22	110	25	125	25	125	25	125	25	125	25	125
Criteria 10																							
Includes the ability for broad Community access – Land Tenure	10	25	250	25	250	25	250	25	250	25	250	25	250	25	250	25	250	25	250	25	250	25	250
Criteria 11																							
Grant funds applied for as a % of the total to complete the project	10	20	200	15	150	5	50	20	200	5	50	5	50	5	50	5	50	20	200	15	150	5	50
Criteria 12																							
The Project shall be one that has not received any previous funding for the same purpose by Council or any other funding body	8	25	200	25	200	25	200	25	200	25	200	25	200	25	200	25	200	25	200	25	200	25	200
Criteria 13																							
Risk Assessment of this Project	10	22	220	16	160	22	220	23	230	22	220	17	170	23	230	24	240	21	210	24	240	23	230
Criteria 14																							
Funding received over the last five years	10	5	50	20	200	20	200	5	50	5	50	5	50	5	50	5	50	10	100	5	50	25	250
Grand Total																							
Average (ie total score divided by number of Assessors)		2735		2255		2560		2300		2440		2010		2495		2405		2585		2745		2340	
Total Cost of the project		547		564		512		460		488		402		495		481		517		549		468	
Requested amount by the organisation (as a % of total Amount)		5750		3825		2899		5669		3000		1760		2800		3135		7331		5275		3000	
Will accept lessor amount of grant		2950	78%	3000	97%	2800	53%	3000	100%	3000	100%	1760	100%	2000	96%	2500	41%	3000	57%	3000	100%	3000	
Value of Grant approved by the Committee		2950		3000		2790		3000		3000		1760		2000		2500		3000		3000		3000	
Overall Ranking (determine manually based on formula above)		3		1		5		10		7		11		6		8		4		2		9	

\$ 44,444.00 Value of Projects
\$ 31,310 Grant Funds Sought
\$ 28,260 Will Accept
\$ 30,000 \$ 30,000 2021/2022

NOTE: If there is a conflict of interest with any Assessor the individual(s) do not score the Application and the average (ie total score divided by number of Assessors) is adjusted on this spread sheet
 The processes conducted for this assessment of the Southern Midlands Community Small Grants Program have been developed and validated by Andrew Benson, Deputy General Manager and are confirmed as true and correct

15. DISABILITY ACCESS AND INCLUSION (DISABILITY DISCRIMINATION ACT)

There is a priority to improve access to the universal access swing at Kempton Recreation Ground.

Detailed costings to be provided for Oatlands Council Chambers to ensure disability access is improved. Look into the possibility of a lift for access to toilets upstairs. Wendy Young and Andrew Benson to provide a recommendation to Council.

RECOMMENDATION

THAT the information be received.

DECISION

Moved by Deputy Mayor E Batt, seconded by Clr D Fish

THAT the information be received; noting that the disabled access for the Oatlands Town Hall will be costed and a recommendation provided to Council, and the access for the universal swing at Kempton Recreation Ground to be improved.

CARRIED

SUB COMMITTEE'S RECOMMENDATION TO COUNCIL

Councillor	Vote For	Vote Against
Clr D F Fish (Chairperson)	√	
Deputy Mayor E Batt	√	
Clr A R Bantick	√	

16. CURRENT BUDGET 2021/2022

The Facilities and Recreation Committee are asked to familiarise themselves with the financial commitments for the 2021/2022 financial year.

Southern Midlands Facilities & Recreation Committee 2021-22 Budget

For the Period 1st July 2021- 31st August 2021

	<u>Budget</u>	<u>Expenditure</u> (inc Work in Progress)	<u>Balance</u>	<u>Comments</u>
<u>Operating</u>				
Community Grants Program	30,000		30,000	
Gutter Vac Cleaning	3,500	420	3,080	
Pitch Change Over - Campania Rec Ground	2,000		2,000	
Pitch Change Over - Mt Pleasant Rec Ground	2,000		2,000	
Donations & Grants - Levensdale Cricket Club	1,000		1,000	
Donations & Grants - Runnymede Cricket Club	1,000		1,000	
Advertising	1,000		1,000	
Recreation Committee (Various Projects)	Oatlands Recreation Ground (Repairs to burst pipe & clean up)	5,500	1,330	5,500
	46,000	1,750	46,000	
<u>Capital Projects</u>				
Bagdad	Community Club (Precinct Plan)	25,000		25,000
Campania	Public Open Space dev (Justitia Park - Playground shelter)	12,000		12,000
	Recreation Ground (Internal Toilet Improvements)	40,000	8,636	31,364 WIP 30.06.21 \$8,836.36
Kempton	Recreation Ground (Lighting)	16,000		16,000
	Recreation Ground (Roof Structure - Entry to Clubrooms)	15,000	468	14,532 WIP 30.06.21 \$468.18
	Recreation Ground (Site Development and Play Equipment)	25,000		25,000
	Skate Park (Council Commitment)	5,000		5,000
Mangalore	Mangalore Hall (replace Gutters and Roofing)	18,000		18,000
Oatlands	Community Hall (Maintenance Program)	51,300		51,300
	Destination Playground Callington Park (Seats, lighting & Surveillance)	13,000		13,000
	Midlands Memorial Community Centre (Roof & Insulation)	39,000		39,000
Tunbridge	Hall (Repair Works - Council Contribution)	12,500		12,500
	Tunbridge Park - Perimeter Fence (Safety)	30,000		30,000
Recreation Committee (Various Projects)	Kempton Hall (Curtains & Tracks) - Online Centre	25,000	449	25,449
	326,800	9,554	318,145	
	372,800	11,304	364,145	

RECOMMENDATION

THAT the information be received.

DECISION

Moved by Deputy Mayor E Batt, seconded by Cllr D Fish

THAT the information be received.

CARRIED

Councillor	Vote For	Vote Against
Cllr D F Fish (Chairperson)	√	
Deputy Mayor E Batt	√	
Cllr A R Bantick	√	

17. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

Nil.

18. NEXT MEETING

September 2022.

19. CLOSURE

The meeting closed at 1.44 p.m.

DA2020/145 Tunbridge Bridge Development Application



05/11/2020

APPLICATION FOR PLANNING PERMIT – USE AND DEVELOPMENT
Commercial, Industrial, Forestry and other Non- Residential development

Use this form to apply for planning approval in accordance with section 57 and 58 of the *Land Use Planning and Approvals Act 1993*

Applicant / Owner Details:

Owner / s Name

Postal Address

Phone No:

Fax No:

Email address

Applicant Name

Leigh Knight @ pitt&sherry on behalf of Department of State Growth

(if not owner)

Postal Address

PO Box 94

Phone No:

03 6323 1973

Hobart

7000

Fax No:

Email address:

lknight@pittsh.com.au

Description of proposed use and/or development:

Blackman River Bridge - renewal
of timber superstructure and
barriers

Address of new use
and development:

Blackman River Bridge - partly Old Main Rd, Tunbridge and extending over the Public Reserve (River Reserve)

Certificate of Title
No

Volume No

None available

Lot No:

Description of Use

Utility - renewal of timber superstructure and barriers

Development on site

Blackman River Bridge - Refer to attached report

current use of land
and building

Bridge – no change to use

Refer Definitions in Clause 8.2 of
the Southern Midlands Planning
Scheme 2015
Attach additional information if
required.

E.g. Are there any existing
buildings on this title?
If yes, what is the main building
used as?

Is the property
Heritage Listed

Please tick ✓ answer

Yes



No

Signage

Is any signage proposed?

Please tick ✓ answer

Yes

No

Business Details	Existing hours of operation				Proposed hours of new operation 05/11/2020			
	Hours	am	to	pm	Hours	am	to	pm
	Weekdays				Weekdays			
	Sat				Sat			
	Sun				Sun			
Number of existing employees	N/A				Number of proposed new employees :	N/A		
Traffic Movements	Number of commercial vehicles serving the site at present		N/A		Approximate number of commercial vehicles servicing the site in the future			
	Number of Car Parking Spaces		How many car spaces are currently provided		How many new car spaces are proposed			

Please tick ✓ answer

Is the development to be staged: Yes No

Is the development to be staged, If yes	Described proposed stages	Described period of proposed stages
---	---------------------------	-------------------------------------

Proposed Material Types	What are the proposed external wall colours	Refer attached report	What is the proposed roof colour	N/A
	What is the proposed external wall materials		What is the proposed roof materials	N/A
	What is the proposed new floor area m ²	No change	What is the estimated value of all the new work proposed	\$600,000

If yes attach details: size, colours, fonts, location

Please attach any additional information that may be required by Part 8.1 Application Requirements of the Planning Scheme.

Signed Declaration	
--------------------	--

I/we hereby apply for a planning approval to carry out the use or development described in this application and in the accompanying plans and documents, accordingly I declare that:

1. The information given is a true and accurate representation of the proposed development. I understand that the information and materials provided with this development application may be made available to the public. I understand that the Council may make such copies of the information and materials as, in its opinion, are necessary to facilitate a thorough consideration of the Development Application. I have obtained the relevant permission of the copyright owner for the communication and reproduction of the plans accompanying the development application, for the purposes of assessment of that application. I indemnify the Southern Midlands Council for any claim or action taken against it in respect of breach of copyright in respect of any of the information or material provided.
2. I am the applicant for the planning permit and I have notified the owner/s of the land in writing of the intention to make this application in accordance with Section 52(1) of the *Land Use Planning Approvals Act 1993* (or the land owner has signed this form in the box below in "Land Owner(s) signature");

Applicant Signature 	Applicant Name (print) Leigh Knight	Date 21/10/2020
Land Owner(s) Signature 	Land Owners Name (please print) Jane Hicks <i>At Manager School Plains</i>	Date 5.11.2020.
Land Owner(s) Signature	Land Owners Name (please print)	Date

05/11/2020

DEVELOPMENT – Information & Checklist sheet

Use this check list for submitting your application

Submitting your application ✓

1. All plans and information required per Part 8.1 Application Requirements of the Planning Scheme ✓
2. Copy of the current Certificate of Title, Schedule of Easements and Title Plan (Available from Service Tasmania Offices) ✓
3. Any reports, certificates or written statements to accompany the Application (if applicable) required by the relevant zone or code. ✓
4. Prescribed fees payable to Council

Information

If you provide an email address in this form then the Southern Midlands Council ("the Council") will treat the provision of the email address as consent to the Council, pursuant to Section 6 of the Electronic Transactions Act 2000, to using that email address for the purposes of assessing the Application under the Land Use Planning and Approvals Act 1993 ("the Act").

If you provide an email address, the Council will not provide hard copy documentation unless specifically requested.

It is your responsibility to provide the Council with the correct email address and to check your email for communications from the Council.

If you do not wish for the Council to use your email address as the method of contact and for the giving of information, **please tick** ✓ the box

Heritage Tasmania

If the Property is listed on the Tasmanian Heritage Register then the Application will be referred to Heritage Tasmania unless an Exemption Certificate has been provided with this Application. (Phone 1300 850 332 (local call cost) or email enquires@heritage.tas.gov.au)

TasWater

Depending on the works proposed Council may be required to refer the Application to TasWater for assessment (Phone 136992)

PRIVACY STATEMENT

The Southern Midlands Council abides by the Personal Information Protection Act 2004 and views the protection of your privacy as an integral part of its commitment towards complete accountability and integrity in all its activities and programs.

Collection of Personal Information: The personal information being collected from you for the purposes of the Personal Information Protection Act, 2004 and will be used solely by Council in accordance with its Privacy Policy. Council is collecting this information from you in order to process your application.

Disclosure of Personal Information: Council will take all necessary measures to prevent unauthorised access to or disclosure of your personal information. External organisations to whom this personal information will be disclosed as required under the Building Act 2000. This information will not be disclosed to any other external agencies unless required or authorised by law.

Correction of Personal Information: If you wish to alter any personal information you have supplied to Council please telephone the Southern Midlands Council on (03) 62545050. Please contact the Council's Privacy Officer on (03) 6254 5000 if you have any other enquires concerning Council's privacy procedures.

Address all correspondence to:
The General Manager, PO Box 21, Oatlands, Tasmania 7120
Or by Email Address: mail@southernmidlands.tas.gov.au 'in single PDF file format'
Phone (03) 62545050

Department of State Growth

Salamanca Building Parliament Square
4 Salamanca Place, Hobart TAS
GPO Box 536, Hobart TAS 7001 Australia
Email eda@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au

Attachment
AGENDA ITEM 12.1.1



Tim Kirkwood
General Manager
Southern Midlands Council
71 High Street
OATLANDS TAS 7120

Dear Mr Kirkwood

Crown Landowner Consent Granted

I, Jane Hicks, Acting Manager Network Planning, State Roads, the Department of State Growth, having been duly delegated by the Minister under Section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of Section 52 (1B) (b) of the Act, hereby give my consent to the making of the development application for the renewal of the timber superstructure and barriers of the Blackman River Bridge, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the **making of the application only** insofar as that it impacts Department of State Growth administered Crown land.

Yours sincerely

Jane Hicks
ACTING MANAGER NETWORK PLANNING

Delegate of
Minister for Infrastructure and Transport
Michael Ferguson MP

29 October 2020

05/11/2020

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4 November 2020

Mr Tim Kirkwood
General Manager
Southern Midlands Council
mail@southernmidlands.tas.gov.au

Dear Mr Kirkwood

Re: Planning permit application for alterations to Blackman River Bridge



Please find enclosed a planning permit application form and a report on behalf of the Department of State Growth. The application is in support of the upgrade works to the Blackman River Bridge in Tunbridge.

We are currently awaiting Crown Consent to progress the work, as part of the land (the river below the bridge), is managed by the Department of Primary Industries, Parks, Water and Environment. Once we receive it, we will forward it to accompany the application.

We are experiencing some time constraints associated with the project, so would be very grateful if Council would initiate the assessment process prior to receiving payment, which will be made immediately on submission of the Crown Consent.

Please note: It would be appreciated if Council could delay its process of publicly advertising the application until State Growth has undertaken further stakeholder engagement. This will support our 'no surprises' approach and promote positive outcomes. We anticipate that the Department's stakeholder engagement activities will be carried out quickly and we will advise Council as soon as this is complete.

Feel free to contact me if you have further questions or wish to discuss the application in more detail.

Yours sincerely

Handwritten signature of Leigh Knight.

Leigh Knight
Principal Environmental and Land Use Planner

Enc. Planning permit application form and report supporting the planning permit application

Blackman River Bridge
Renewal of timber superstructure and barriers
05/11/2020

Report Supporting Planning Permit Application to Southern Midlands Council
October 2020



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05/11/2020

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1. Introduction

05/11/2020

1.1 Purpose of this report

The purpose of this report is to support a planning permit application for replacement works on the bridge over Blackman River north of Tunbridge village. The works involve replacement of the timber superstructure with new engineered timber beams, a concrete deck and new barriers. Blackman River forms the boundary between the Northern Midlands and Southern Midlands local government areas (LGA) and works are proposed within each. The location of the bridge is shown in Figure 1.

This report supports the application for a planning permit for works within the Southern Midlands LGA. The bridge is permanently listed on the Tasmanian Heritage Register as Tunbridge Bridge (Blackman River) Old Main Rd Tunbridge, Place ID 5,585. A Discretionary permit or a certificate or exemption is required under the *Historic Heritage Act 1995* to undertake works on a site listed under that act. This report also supports the referral of the application to the Tasmanian Heritage Council (THC) for assessment.

1.2 Title Details

The bridge extends between road parcels which have no titles. The river is identified partly as 'on-shore water body' (on northern side) and partly as land managed by the Department of Primary Industry, Parks, Water and Environment (DPIPWE). The DPIPWE managed land is Public Reserve (River Reserve) under the *Crown Lands Act 1975*. There is no title for either parcel in the river. All works are occurring on the existing bridge and adjacent road formation which are contained within the public reserve. No disturbance within the watercourse is proposed.

The boundary between the on-shore water body and the DPIPWE land forms the LGA boundary. Land owner consent has been provided and is attached at Appendix A.

2. Strategic Rationale

The bridge is a four span supported timber girder bridge with sandstone abutments and piers. Following an inspection in 2012 a 5 tonne load limit was imposed on the bridge due to the condition of the timber superstructure and bridge barriers. Following a fire in 2019 the bridge was closed to all traffic. It is proposed to replace the superstructure and barriers to achieve a load capacity suitable for highway standard freight vehicles. An options assessment was undertaken to determine a cost effective design that was suitable for the loading required, safe for users and sympathetic to the heritage status of the bridge. The need for long term maintenance and repair was also a consideration.

05/11/2020



Department of State Growth

Locality

pitt&sherry

Legend

- Blackman River Bridge
- Railway
- Local government area boundary
- Tunbridge village
- Road
- River

MAP REF	HB20236R1	DATA	Base map from ESRI
REVISION	B	SOURCES	Base data from The LIST
AUTHOR	klawrence		Tasmanian Government
DATE	5/10/2020		

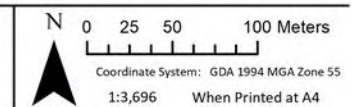


FIGURE 1 LOCATION OF BLACKMAN RIVER BRIDGE

3. Proposed works

05/11/2020

The timber decking of the bridge has been replaced four times over the life of the bridge, however, long lasting timbers similar to those used in the original construction are not readily available in Tasmania and any replacement timbers will have a shorter life span, in the order of only 20-25 years. Alternative materials were considered and a design incorporating the use of engineered timber beams and a concrete deck with asphalt over was determined to be the most feasible in terms of meeting design objectives, durability and life span requirements. Concrete kerbs will be installed with scuppers at approximately thirds along the spans to allow water to drain from the bridge surface. A steel traffic barrier 850 mm high will be installed, and this will be painted to match the colour of the current barrier. A fascia of a half round girder will be mounted to the outside of the structural beams to provide consistency with the current appearance of the bridge. Every attempt will be made to salvage existing timber to be used as fascia boards. The bridge will accommodate two lanes of traffic, albeit with narrow lanes, in order to avoid impacts to the sandstone abutments and piers. This construction will achieve a lifespan of 80 – 100 years. Plans showing the proposed works are provided at Appendix B. A cross section is provided in Figure 2.

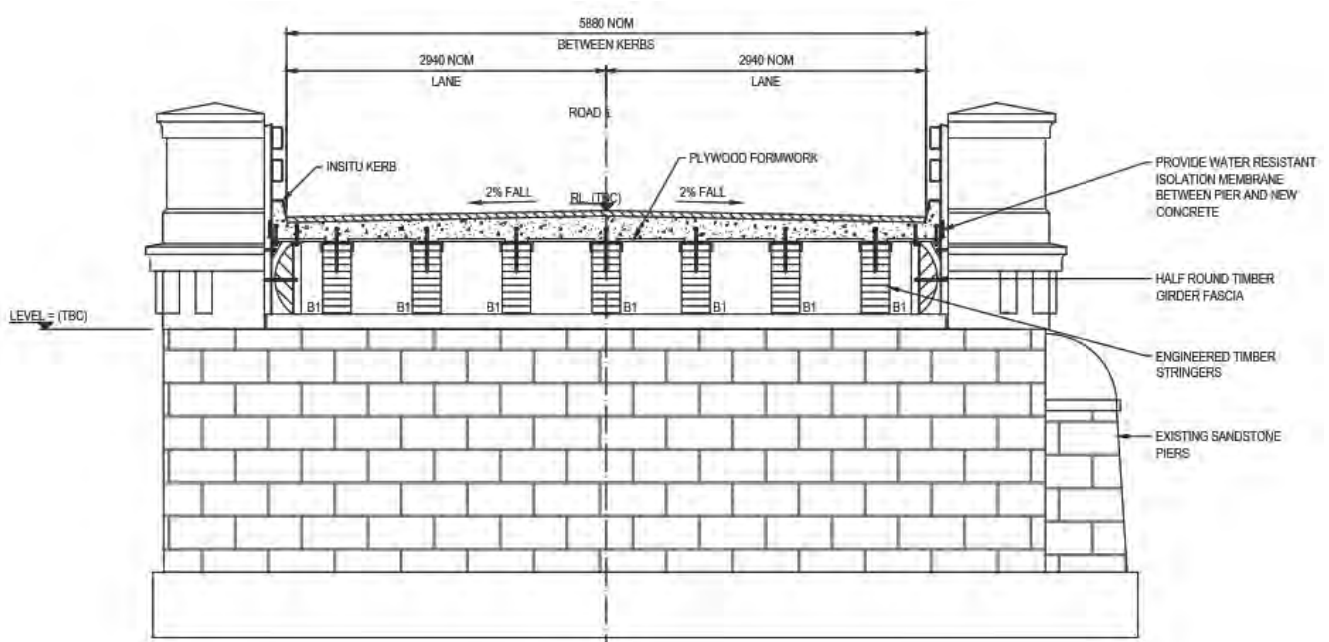


FIGURE 2 CROSS SECTION OF PROPOSED WORKS

3.1 Construction Management

The works will involve removal of the existing superstructure and barriers and this will be disposed of at an appropriate facility. No works are proposed to the piers and no works will occur within the watercourse.

The road is currently closed due to the condition of the bridge. Access to Tunbridge from the Midland Highway is via the southern end of Main Road. Construction is planned for the 2020/2021 financial year.

4. Site Description

4.1 Location

The bridge spans Blackman River on Main Road, just north of Tunbridge village. To the north west of the bridge the river is separated from the South Line railway line and the Midland Highway by rural land. To the south east is the outskirts of the village of Tunbridge, comprised of single dwellings on large residential holdings (in excess of 3000 m²).

Areas adjacent the bridge abutments have been cleared of native vegetation. Vegetation within the watercourse upstream and downstream of the bridge is identified on LISTmap as weed infestation. This appears to be due to large stands of willow trees within the river, with individuals located nearer the bridge. There are no threatened flora or fauna recorded in proximity to the bridge.

4.2 Historic Heritage

The bridge was constructed in 1849 (approximately) and is listed on the Tasmanian Heritage Register and in the Historic Heritage Code of the Southern Midlands Interim Planning Scheme 2015 (Planning Scheme). The Tasmanian Heritage Register Datasheet provides the following Statement of Significance for the bridge:

The Tunbridge Bridge is of historic cultural heritage significance for its ability to demonstrate the development of the former Main Line of Road between Hobart and Launceston, the bridge being a key river crossing and stopover point on the Road from c1822 to c1970. The bridge is also of engineering significance as one of the oldest surviving timber spanned bridges in Australia, and in demonstrating engineering construction methods and detailing from the mid-nineteenth century. It also has associations with the Young Irelander rebels who were exiled to Van Diemens Land in the late 1840s. Two of their number met regularly on the bridge in 1849.

Tunbridge was bypassed by the Midland Highway in 1972, and in 1973 was restored to a condition more consistent with its original appearance. The bridge is one of the oldest timber spanned bridges in Australia and is shown in Plate 1 and Plate 2 (photos taken by Peter Spratt in 2014).



PLATE 1 VIEW OF THE BRIDGE FROM UPSTREAM (EASTERN BANK)



PLATE 2 VIEW OF THE DOWNSTREAM SIDE OF THE BRIDGE TOWARD THE HIGHWAY

The bridge addressed a number of the criteria for listing on the Tasmanian Heritage Register, with key points being:

- it demonstrates the development of the former Main Line of Road between Hobart and Launceston - the bridge was a key river crossing and the township was a key stopover point from c1822 to c1970
- it demonstrates the working of the convict labour system in the first half of the 19th century and the evolution of public infrastructure
- the flat timber girder bridge is of a type favoured in Tasmanian road works from the 1840s (as opposed to masonry arch)
- the bridge has retained its timber decking
- it demonstrates the principal characteristics of a simple bridge constructed with a whole-log deck laid between a series of stone piers
- the decorative treatment of the stonework is of special interest
- the special association with the Young Irishmen.

The Planning Scheme describes it as a 'Rare early Sandstone Bridge'.

A heritage assessment of the superstructure replacement was undertaken and is provided in Appendix C. Impacts on heritage values are assessed in Sections 6.5.2 and 7.

4.3 Aboriginal Cultural Heritage

The replacement of the superstructure is unlikely to impact on any items or places of Aboriginal cultural heritage significance.

5. Stakeholder Engagement

05/11/2020

An overview of the proposed works was presented to a full meeting of Council in February 2020. At that meeting questions were received from a number of community members relating to the nature of the proposed works, the need for the works and suggested alternatives. The option presented at that meeting is the option presented in this application. Heritage Tasmania have been consulted during the design process and are supportive of the option proposed.

6. Planning Scheme

6.1 Planning Scheme

The bridge straddles the boundary between Northern Midlands and Southern Midlands LGAs. This report supports an application for the proposed works within the Southern Midlands LGA and considers the requirements of the Planning Scheme.

6.2 Zoning and Land Use

The bridge is located within the Village zone under the Planning Scheme as demonstrated in Figure 3. Maintenance and Repair of Linear and Minor Utilities and Infrastructure such as roads is generally exempt under Clause 5.4 of the Planning Scheme, however, in this instance, the proposed works rely on Performance Criteria within the Historic Heritage Code (as there are no Acceptable Solutions) and a Discretionary permit is required. Given the significance of the bridge's use as part of the road network, the proposed works are considered to fall within the Utilities (not minor) use class and are a Discretionary use in the Village zone.

The bridge is also listed on the Tasmanian Heritage Register and works must be approved by the THC. Approval is sought through the Discretionary permit application process.

6.3 Overlays

The bridge is impacted by the Bushfire-Prone Areas overlay (Figure 4). As no subdivision is proposed, and no vulnerable or hazardous use is proposed, the Bushfire-Prone Areas Code is not applicable.

6.4 Village Zone

6.4.1 Purpose Statements

Purpose Statement	Assessment
To provide for small rural centres with a mix of residential, community services and commercial activities.	The proposed bridge upgrade works will not prevent achievement of this purpose.
To provide for residential and associated development in small communities.	The proposed bridge upgrade works will not prevent achievement of this purpose.
To ensure development is accessible by walking and cycling.	The proposed works will allow the re-opening of the bridge to all traffic and will facilitate achievement of this purpose statement.
To allow for a small shopping precinct that may include supermarket, tourism related business and a range of shops and rural services.	The proposed bridge upgrade works will not prevent achievement of this purpose.

To allow for office based employment provided that it supports the viability of the centre and the surrounding area and maintains an active street frontage.	The proposed bridge upgrade works will not prevent achievement of this purpose. 05/11/2020
To provide for the efficient utilisation of existing reticulated services in the serviced villages of Bagdad, Campania, Colebrook, Kempton and Tunbridge.	The proposed works will return the bridge to use and make the most effective use of existing infrastructure.

6.4.2 Local Area Objectives or Desired Future Character Statements

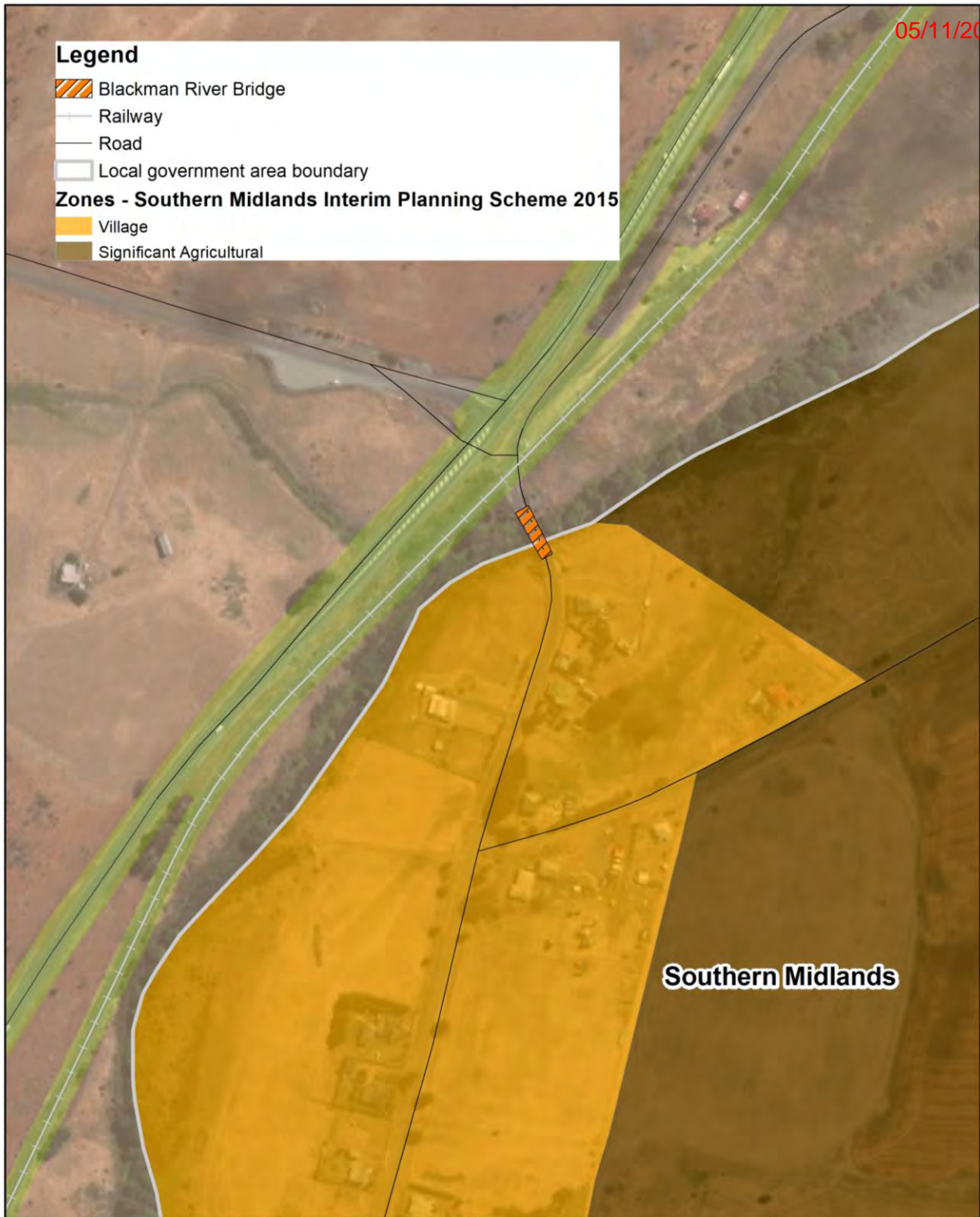
There are no Local Area Objectives or Desired Future Character Statements for this zone.

6.4.3 Use Standards

No new use is proposed, and no use standards are applicable to the proposed works.

6.4.4 Development Standards

Development standards 16.4.1 (building height) and 16.4.3 (setbacks) are not relevant as no changes to the overall dimension and location of the bridge are proposed. 16.4.3 relates to design elements of buildings, none of which are applicable to the bridge. Standards 16.4.4 – 16.4.6 relate to landscaping, outdoor storage and fencing, none of which are relevant to the proposal. Clause 16.5 relates to subdivision and is not applicable.



Department of State Growth

Zoning

pitt&sherry



MAP REF	HB20236R2	DATA	Base map from ESRI
REVISION	A	SOURCES	Base data from The LIST
AUTHOR	klawrence		Tasmanian Government
DATE	7/10/2020		

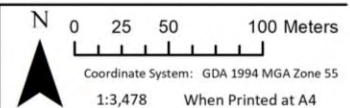


FIGURE 3 ZONING UNDER SOUTHERN MIDLANDS INTERIM PLANNING SCHEME 2015

05/11/2020



Department of State Growth

Overlays

pitt&sherry



MAP REF	HB20236R4	DATA	Base map from ESRI
REVISION	A	SOURCES	Base data from The LIST
AUTHOR	klawrence		Tasmanian Government
DATE	7/10/2020		

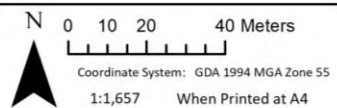


FIGURE 4 OVERLAYS FROM THE SOUTHERN MIDLANDS PLANNING SCHEME

6.5 Codes

05/11/2020

Within the Planning Scheme, there are a number of codes which relate to the proposed works and use and the applicable overlays. Only those which may have some application to the proposal are considered. These are addressed below and comments provided where applicable.

Code	Comment
Bushfire-Prone Areas	Not applicable - no subdivision is proposed, and no vulnerable or hazardous use is proposed.
Potentially Contaminated Land	Not applicable
Landslide	Not applicable
Road and Railway Assets	Applicable – see below
Parking and Access	Not applicable
Stormwater Management	Not applicable
Electricity Transmission Infrastructure Protection	Not applicable
Attenuation	Not applicable
Biodiversity	Not applicable
Waterway and Coastal Protection	Not applicable
Historic Heritage	Applicable – see below
Scenic Landscapes	Not applicable
Inundation Prone Areas	Not applicable
Signs	Not applicable
Wind and Solar Energy	Not applicable
Telecommunications	Not applicable
Acid Sulfate Soils	Not applicable
Dispersive Soils	Not applicable

6.5.1 Road and Railway Assets Code

05/11/2020

The proposed development includes works within 50m metres of a Utilities zone that is part of the Southern Line rail network and the Midland Highway, a category 1 - Trunk Road subject to a speed limit of more than 60km/h kilometres per hour. This code applies to the proposed development

There are no applicable use standards. The only relevant development standard is E5.6.1 Development adjacent to roads and railways.

E5.6.1 Development adjacent to roads and railways

Objective:

To ensure that development adjacent to category 1 or category 2 roads or the rail network:

- (a) ensures the safe and efficient operation of roads and the rail network;
- (b) allows for future road and rail widening, realignment and upgrading; and
- (c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.

Acceptable Solution	Performance Criteria
<p>A1.1</p> <p>Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots. <p>A1.2</p> <p>Buildings, may be:</p> <ul style="list-style-type: none"> (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: <ul style="list-style-type: none"> (i) the existing building; or (ii) an immediately adjacent building. 	<p>PI</p> <p>The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the proposed setback; (b) the existing setback of buildings on the site; (c) the frequency of use of the rail network; (d) the speed limit and traffic volume of the road; (e) any noise, vibration, light and air emissions from the rail network or road; (f) the nature of the road; (g) the nature of the development; (h) the need for the development; (i) any traffic impact assessment; (j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and (k) any written advice received from the rail or road authority.

Assessment

The proposed new superstructure, deck and barrier will be constructed within the confines of the existing bridge structure. Setbacks to the rail and Midland Highway will not be altered as a consequence of the proposal. The proposal complies with A1.2.

05/11/2020

6.5.2 Historic Heritage Code

The following development standard is applicable.

E13.7.2 Buildings and Works other than Demolition	
<p>Objective:</p> <p>To ensure that development at a heritage place is:</p> <p>(a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and</p> <p>(b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics.</p>	
Acceptable Solution	Performance Criteria
<p>A1</p> <p>No Acceptable Solution.</p>	<p>P1</p> <p>Development must not result in any of the following:</p> <p>(a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;</p> <p>(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.</p>

Assessment

The main structural elements and features of the bridge, the sandstone piers, will be retained. The new materials will retain the form of the bridge superstructure but have been designed to provide increased strength and durability. The lack of availability of suitable replacement timbers makes the use of engineered beams and concrete deck the most feasible option for long term use and protection of the bridge. The works have been designed to provide some consistency with the appearance of the bridge, and much of the superstructure will be concealed and is not visible. The new barriers will be steel construction but formed and painted to resemble the current timber posts and rails. The significance of the bridge relates in part to its role in maintaining the road connection between Hobart and Launceston and its link to convict history. This will not be altered as a consequence of the works. There will be no substantial diminution of the historic cultural heritage significance of the place due to the alteration of some construction elements of the superstructure. The works will result in the continued use of the bridge as a functioning heritage item and satisfies P1.

<p>A2</p> <p>No Acceptable Solution.</p>	<p>P2</p> <p>Development must be designed to be subservient and complementary to the place through characteristics including:</p> <p>(a) scale and bulk, materials, built form and fenestration;</p>
--	--

- | | |
|---|------------|
| (b) setback from frontage;
(c) siting with respect to buildings, structures and listed elements;
(d) using less dominant materials and colours. | 05/11/2020 |
|---|------------|

Assessment

The materials chosen will fit within the existing bridge form. They will replace materials no longer available or suited for the intended use of the bridge. These elements will largely be concealed (eg engineered beams under the deck) or design to reflect the original design elements. The simple barrier design reflects the original but satisfies regulatory requirements as well as incorporating elements to achieve longevity. The siting, built form and colours used will not alter. The deck will appear similar to the current bridge with the dominant features being the sandstone piers and columns. The proposal satisfies P2.

A3

No Acceptable Solution.

P3

Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

Assessment

The concrete decking will be visibly different but is a minor component of the overall appearance of the bridge. The metal barriers will be painted to match the current colour and will by necessity of design (safety requirements predominantly) be required to resemble the original form. These will be readily identifiable as new if inspected. The dominant heritage characteristics are informed by the sandstone piers and columns and the importance of these in the appearance of the bridge will not be diminished by the proposed works. The proposal satisfies P2.

A4

No Acceptable Solution

P4

Extensions to existing buildings must not detract from the historic cultural heritage significance of the place.

Assessment

Not applicable as no extensions to any building are proposed

A5

New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence

P5

New front fences and gates must be sympathetic in design, (including height, form, scale and materials), to the style, period and characteristics of the building to which they belong.

Assessment

Not applicable – no fences or gates are proposed.

7. Historic Cultural Heritage Act 1995

05/11/2020

Under Part 6 the *Historic Cultural Heritage Act 1995* (the Act), a person must not carry out any ‘works’ to a place entered on the Tasmanian Heritage Register (‘heritage works’) unless those heritage works are approved by the THC. Approval may be in the form of a certificate of exemption or a discretionary permit. This report provides information to allow an assessment by the THC and is supported by the impact assessment in Appendix C.

The works involve repair and reconstruction to address damage from gradual decay and from fire. The THC Works Guidelines outline appropriate outcomes for the various types of works involving heritage items. For works involving repair by select replacement these include:

The amount of historic fabric replaced should be kept to a minimum so as to retain the authenticity of the place. Repairs that involve the introduction of discreet amounts of new material with little or no removal of the original should be pursued as the first option rather than replacement. Significant fabric should generally only be replaced where it has degraded to such an extent that it can no longer be repaired.

Appropriate outcomes for repair after damage include:

Minimise changes to the significant features of a place. Changes in concealed areas will in many cases be acceptable.

Damaged elements that are still structurally viable should be retained and incorporated into the “rebuild” in their original location so that they can still contribute to the place’s authenticity.

The design addresses these outcomes through the maintenance of existing fabric where it is suitable for retention. The superstructure is degraded to an extent that it cannot be repaired, and the use of the materials proposed will extend the useful life of the bridge. These will be concealed as far as practical by the fascia proposed on the side of the superstructure to conceal the engineered beams using salvaged timbers where possible. The impact assessment in Appendix C demonstrates that the superstructure cannot be retained in its current form but notes that the dominant stonework features of the bridge are in generally good condition. The works proposed have been designed to be sympathetic to the original design and all features to be replaced are not capable of repair, many having been replaced previously. If the works do not proceed the bridge cannot be used for traffic and a key component of its significance will be diminished. It is considered that the works proposed are appropriate.

8. Other Planning Provisions

8.1 State Policies

State policies have been prepared in relation to coastal protection, protection of agricultural land and water quality management. The site of the works is not located within the coastal zone. The policy related to agricultural land is not applicable as no prime agricultural land is affected.

The purpose of the State Policy on Water Quality Management is to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System. No use of groundwater or point source water discharges are proposed. The proposed works have limited potential for any impacts on surface or ground waters. The surface area of the bridge will not increase and existing drainage systems will be maintained.

9. Conclusion

This report supports an application for a planning permit for replacement of the superstructure and barriers on the Blackman River Bridge. The proposal satisfies the requirements of the Planning Scheme and information is included supporting a request for approval from the THC. The works proposed will allow the bridge to be used by locals and visitors and reinstate it as a functional asset of heritage significance.

05/11/2020

Appendix A

Landowner Consent Details

Appendix B

05/11/2020

Proposed Plans

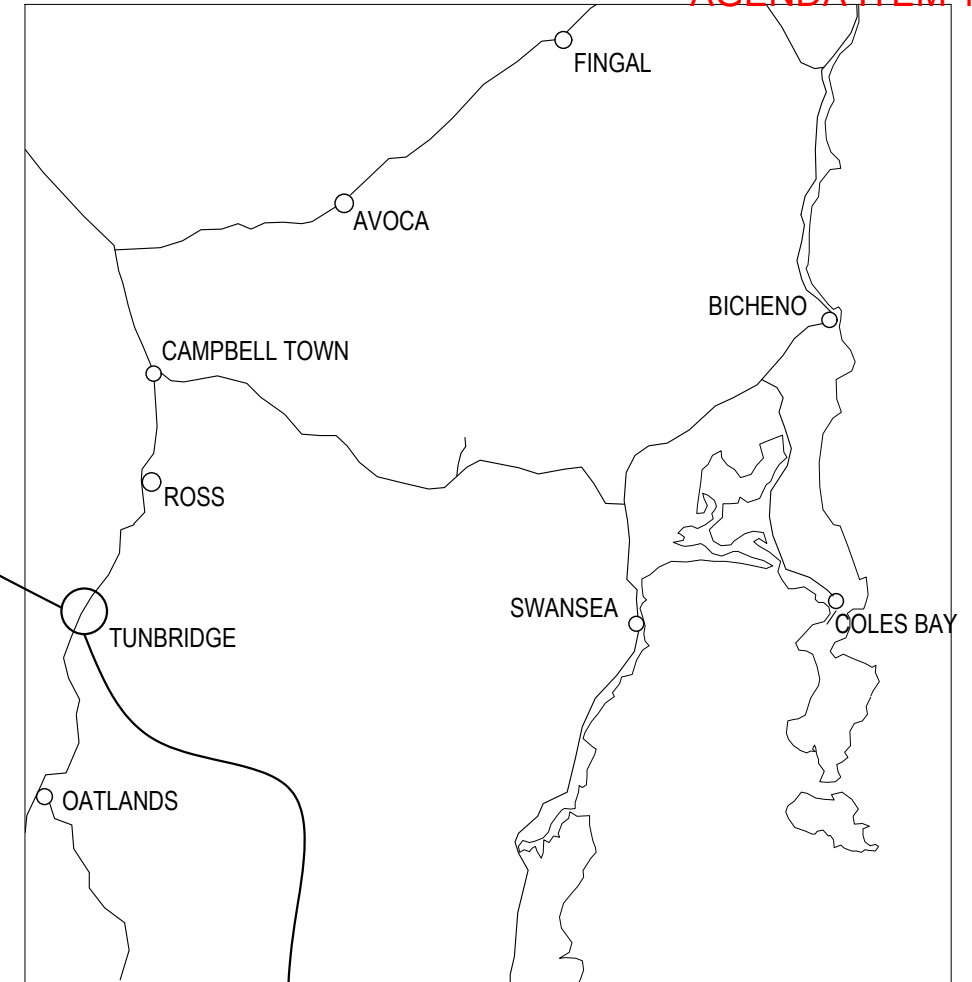
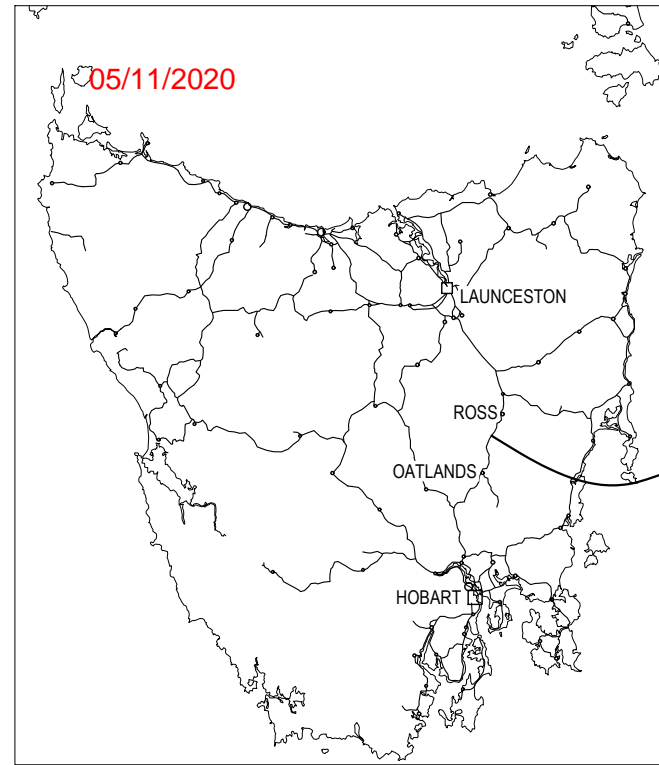
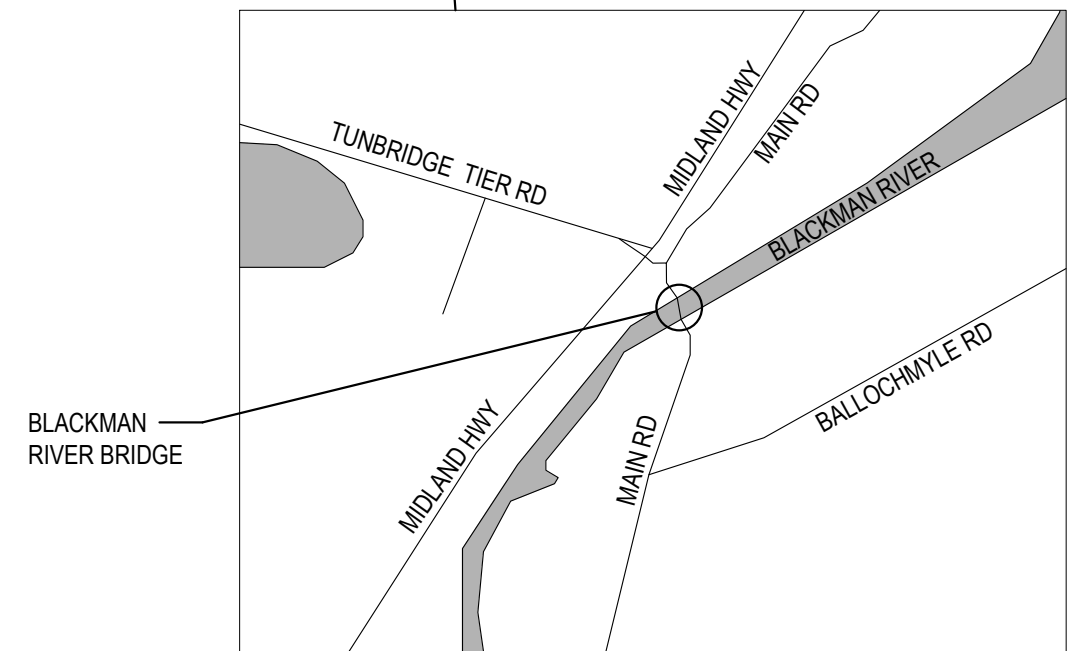
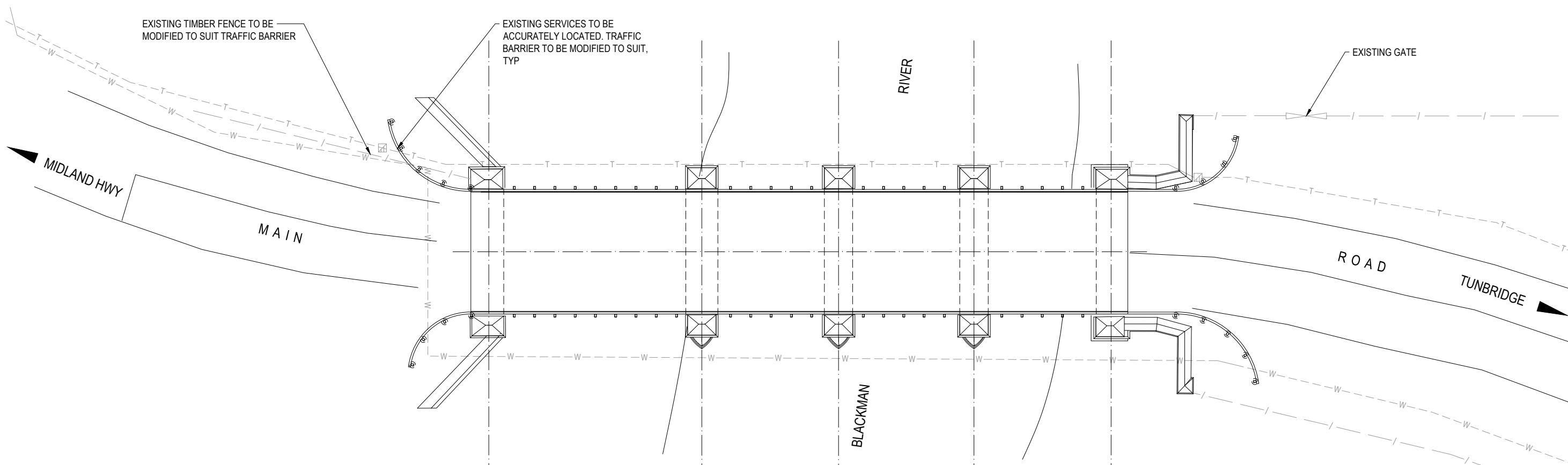


TABLE OF CONTENTS		
NUMBER	REVISION	DESCRIPTION
HB20236-S1000	A	COVER SHEET
HB20236-S1001	A	LOCATION PLAN AND TABLE OF CONTENTS
HB20236-S1002	A	GENERAL NOTES
HB20236-S1003	A	SITE PLAN
HB20236-S1004	A	GENERAL ARRANGEMENT
HB20236-S1005	A	SECTIONS
HB20236-S1006	A	SECTION AND DETAIL



LOCATION PLAN
NTS

05/11/2020



PLAN
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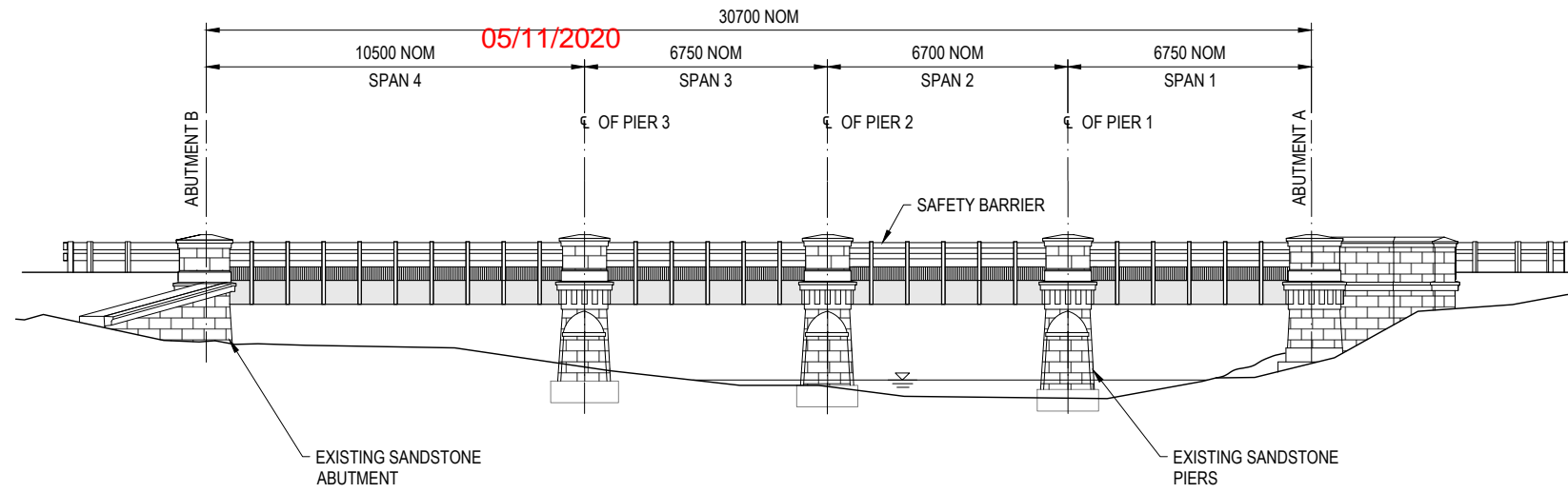
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- W---W--- WATER MAIN - DIGITISED (GIS)
- / - - - - - EXISTING FENCE
- ☐ COMMUNICATION NETWORK PIT

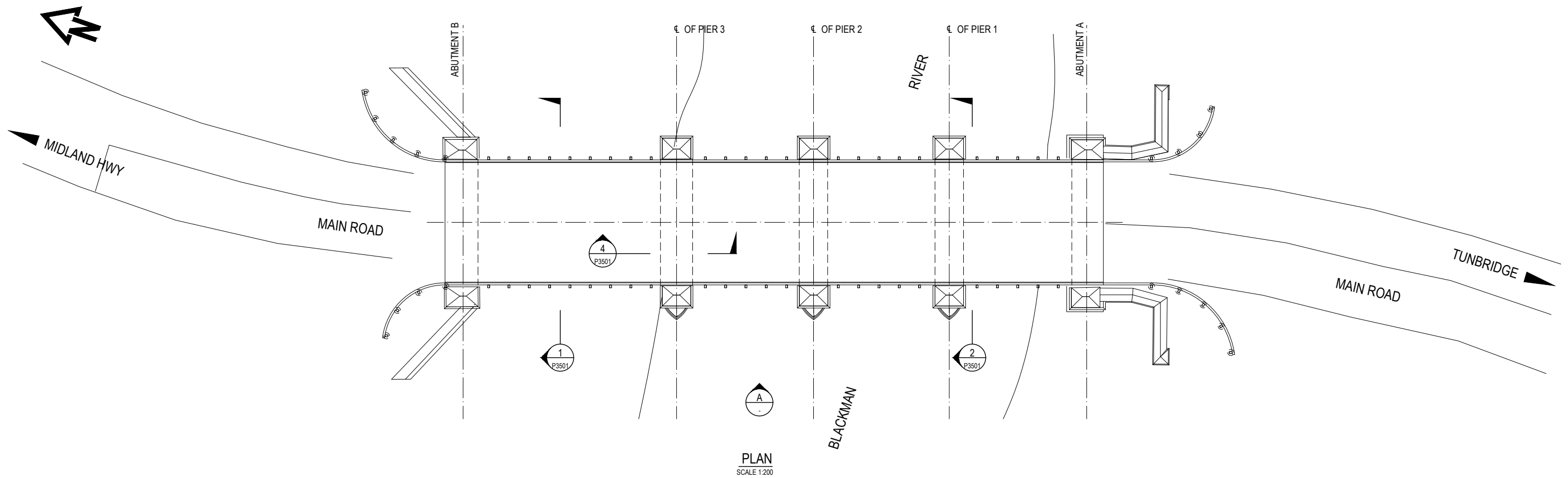
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BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.



				SCALES 1:200 SCALE IN MILLIMETRES - 1:200	 	Department of State Growth MAIN ROAD TUNBRIDGE BLACKMAN RIVER BRIDGE (B599) DECK REPLACEMENT SITE PLAN	CONTRACT No. HB20236-S1003	DRAWING HB20236-S1003	PRINTED DATE 26-Aug-20, 3:46 PM	SHEET No. 1003
A ISSUED FOR DEVELOPMENT APPROVAL R.C. 26/08/2020 No. Amendment Description Initials Date				DESIGNED REVIEWED	REGISTRATION NUMBER				REVISION A	
A3 original This sheet may be prepared using colour and may be incomplete if copied				Co-ordinate System:	Height Datum:					



ELEVATION A
1:100



No.	Amendment Description	Initials	Date
A	ISSUED FOR DEVELOPMENT APPROVAL	R.C.	26/08/2020
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Height Datum: _____

ptt&sherry

Tasmanian Government

DESIGNED _____

REVIEWED _____

Department of State Growth

MAIN ROAD TUNBRIDGE
BLACKMAN RIVER BRIDGE (B599)
DECK REPLACEMENT

GENERAL ARRANGEMENT

CONTRACT No. _____

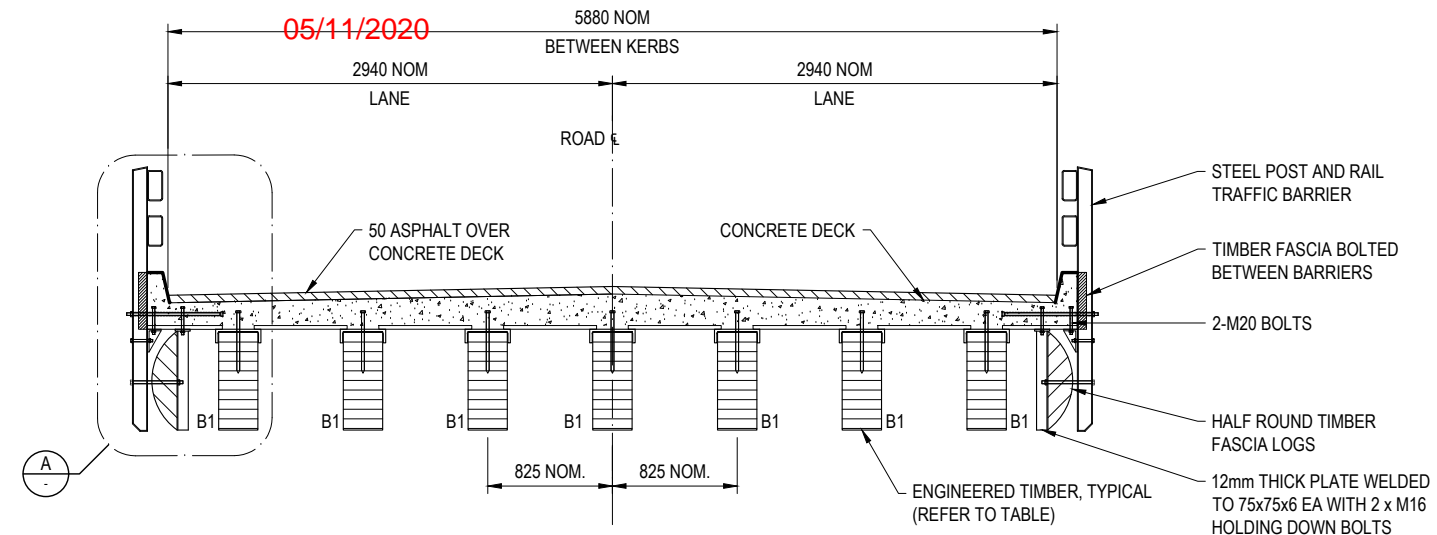
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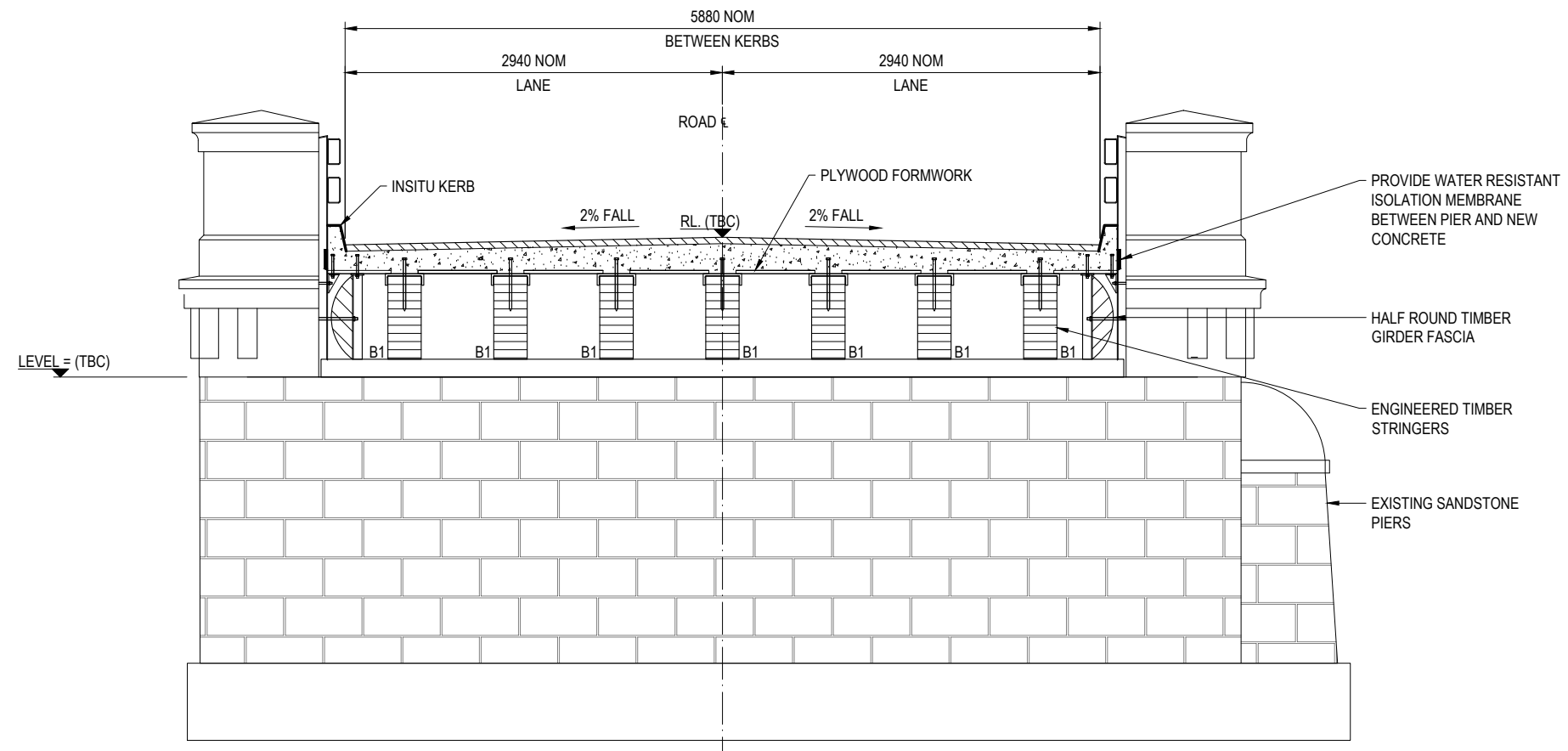
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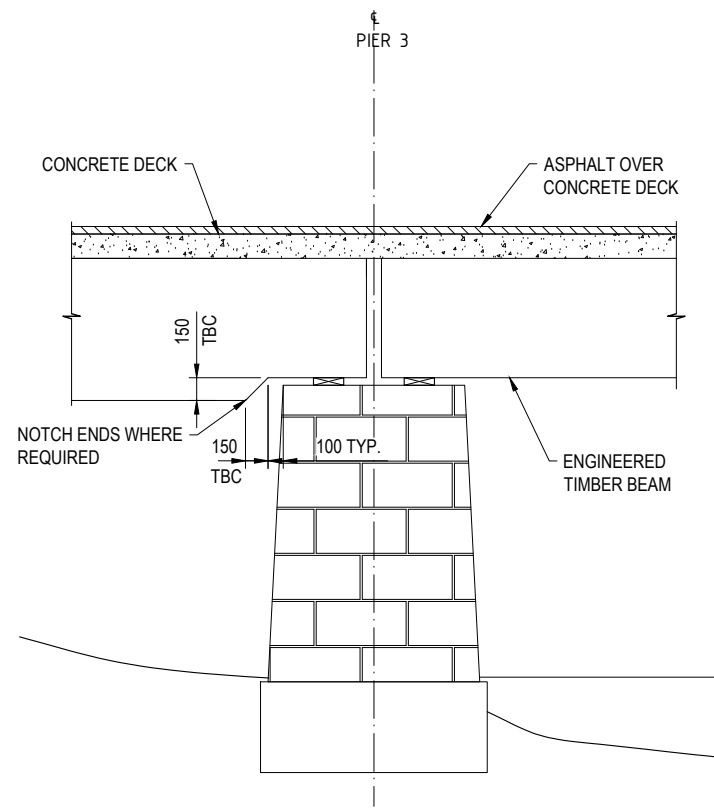
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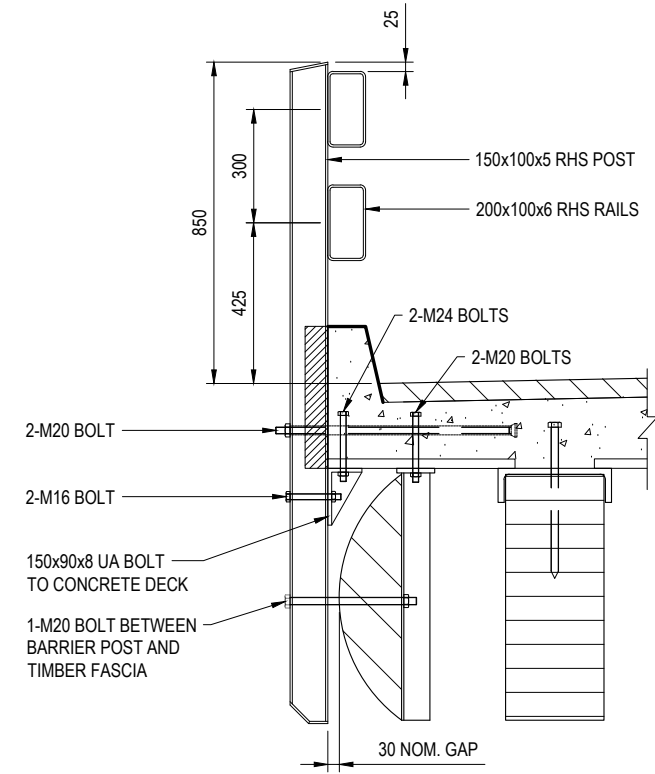
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05/11/2020



SECTION 4
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DETAIL A
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<p>A ISSUED FOR DEVELOPMENT APPROVAL R.C. 26/08/2020</p> <p>No. Amendment Description Initials Date</p>				<p>DESIGNED</p> <p>REVIEWED</p>		<p>SECTION AND DETAIL</p>			<p>REGISTRATION NUMBER</p>			<p>REVISION A</p>		
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Appendix C

05/11/2020

Assessment of heritage impacts

PETER SPRATT

CONSULTING CHARTERED ENGINEER

P. Spratt AM M.Env.St. Dip.CE FIE Aust. MASCE A.I.Arb.A FAIB

05/11/2020

25 Gourlay Street
Blackmans Bay
TAS 7052

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ABN 55 120 015 973

17th. June 2014

RefNo 7775

Mr. Richard Cassidy
Pitt and Sherry Engineers
PO Box 94
Hobart
TAS 7001

***Blackman River Bridge, Tunbridge
Heritage Assessment of Superstructure Replacement***

Dear Sir,

I have, to your request carried out the above assessment.

I visited the bridge on the 6th. June last and carried out a visual inspection in your company and that of Mr. Andrew Hargrave of DIER.

I advise that:-

1. Bridge History

Extracted from Trove Newspapers.

- 1849. The Director of Public Works reported construction completed.
- 1894. Major repairs.
- 1907. Repairs
- 1922. Bridge declared unsafe by local Council.
- 1923. Bridge declared unsafe by local Council.
- 1933. Urgent repairs to bridge deck.
- 1934. Oatlands Council Request PWD to widen bridge for footpath.
- 1935. Decking partially removed, some planks replaced longitudinally and bridge level raised.
- 1938. Truck hit two stone abutments. One pushed out of position.
- 1939. Motor cyclist killed hitting and dislodging portion of abutment.

DIER. No records.

2. Construction

The bridge is of four spans with large tree trunks in each span supporting timber bearers on which are laid longitudinal timber deck planks. Timber guard rails, fixed to the outer tree trunks, are set between large stone posts on top of the stone supporting piers.

The bridge has the longest span on its NW end.

The construction has high visual impact of its stonework and timber construction details.

05/11/2020



Photograph 1. NE downstream face of bridge.



Photograph 2. View of detail of upstream face.

05/11/2020

3. Heritage

- The Bridge is on the Tasmanian Heritage Register ID 5585. The data sheet is attached as Appendix A.

The Registration has three criteria of significance relating to the bridge construction as-

1. *The flat timber girder bridge is of a type favoured in Tasmanian road works from the 1840's, distinct from the masonry arch road bridges such as the one at Kempton which preceded it.*
 2. *The Tunbridge Bridge is of historical heritage significance because it is one of the oldest surviving timber spanned bridges in Australia. Unlike the road bridges at Melton Mowbray and Jericho, this bridge has retained its timber decking.*
 3. *The Tunbridge Bridge is of historic cultural heritage significance because it demonstrates the principal characteristics of a simple bridge constructed with a whole log deck laid between a series of stone piers. The decorative treatment of the stonework is of special interest.*
- Readily available Tourist information incorrectly describes the bridge as the oldest single span timber bridge in Australia.
 - The historical record indicates the timbers have been replaced at intervals ranging from around 45 years for the original construction to 40 years or less for later works with other repairs in between. This implies a replacing of all of the timbers to date at least 4 times since the original construction.
 - The historical record also indicates the bridge deck has been raised so that the only original materials are the stone constructions with the timbers representing an original building technique.

4. Present Condition of the Bridge.

The following comments are illustrated by photographs 3-9.

- The bridge stonework is in generally good condition.
- The sandstone is not good quality and is subject to fretting where weather and sun exposed areas have lost pointings and where water retention occurs. An air vent drain has recently been installed to my recommendation on the NE corner abutment to relieve water stress and associated stone fretting. Repointing and minor repairs were carried out to this stonework at the same time. There is no present indication of fretting.
- There is no indication of structural cracking in any of the bridge stonework.
- There is work required to make good minor pointing defects.
- Minor insert repair and crack repair is need to cracked cap stones on some stone posts.
- There is indication of movement of some of the stone posts with lateral displacement. The historic record states damage has occurred to some due to vehicle impact and works of raising the deck and of inserting large logs are likely to have moved the posts laterally where movement has been observed. It is evident that the posts would not meet current vehicle impact standards.
- Concrete infill has been inserted around log landings onto the piers and abutments and needs to be evaluated on remedial works uncover. The posts are not supported by these concrete pieces and new work should see the original support replaced.
- The timber deck planks are rotted beyond repair and deflection of the deck bearers suggests most have rot. The timber logs, where accessible, are shown to be rotting on their top surfaces.

05/11/2020

Photograph 3.
NE abutment. Recent works have been to install an air vent drain behind and to do minor pointing repairs. This is the most weather and sun exposed location on the bridge and was in the worst condition. There is no present fretting but repointing needs to be done wherever defective on the whole bridge.



Photograph 4.
Damaged cap stone on post requiring repair. It is likely evidence of past vehicle impact.



Photograph 5.
View along bases of posts upstream SE side of bridge. Some posts have been displaced laterally by around 50mm.



Photograph 6.
View of log landing onto pier. The post support has partially been removed and the later work with concrete, likely inserted when the deck was raised, is not supporting the post.



Photograph 7.
View of deflected longitudinal deck planks with deflections due to wood rot .It is likely all of the bridge timbers require replacing.
The longitudinal planking is a visual indication of how the bridge was constructed.



Photograph 8. Side view showing how the bridge was constructed. This is girder bridge construction.

Photograph 9.

An earlier work was to prop the long span on the NW end with a timber cross beam and three timber posts. The concrete footing, one of three, is a record of that past alteration.



5. Bridge Significant Items

The items of significance are the elegant stonework and the visual views showing how a timber girder bridge was constructed.

6. Heritage Considerations

- Removal of the timbers and constructing in a different material or materials will diminish the cultural significance of the Bridge.
- The Tasmanian Heritage Council, under the Cultural Heritage Act, cannot approve a work which diminishes cultural significance unless there is no prudent or feasible alternative.
- The bridge has a history of needing expensive replacement of timbers at periods of around 30 years and likely less now that the good timber of the past is not available.
- Tasmania does not have long lasting structural timbers which are classified as Durability Class 4 as against mainland Australian timbers, some of which are Class 1. A Class 4 timber has a life span of 5 years as against 50 years for a Class 1 where in harsh unprotected locations. Even with protection, it is unlikely that better than 20 to 25 years can be achieved with presently available Tasmanian timbers.
- The prudent and feasible alternative approach must be used in evaluating options.
- The Bridge must, as a public safety requirement, meet current safety standards for operation. This is a mandatory requirement and the heritage conservation should comply with it.
- The challenge is to find an option which retains the items of significance, meets operating and maintenance requirements, and which minimises the diminishment of the bridge cultural heritage.
- An option is to use new materials for the deck but to provide timbers fixed to their visible sides to demonstrate the original construction and to have a decking appearance showing the original longitudinal planking construction.

Yours faithfully

A handwritten signature in black ink that reads "Peter Spratt".

PETER SPRATT AM



103 Macquarie Street (GPO Box 618)
Hobart Tasmania 7001
Phone: 1300 850 332 (local call cost)
Fax: 6233 3186 | Email: enquiries@heritage.tas.gov.au
Web: www.heritage.tas.gov.au

Name: Tunbridge Bridge
Status: Permanently registered - Replacement entry
Tier: State

THR ID Number: 5585
Municipality: Southern Midlands Council
Date Listed: 03-February-2010

Location Addresses

Old Main RD, , Tunbridge 7120 TAS

Title References

Property Id
2085706



Side view



Tunbridge Bridge pier



Stone blocks



Timber deck and stone pier



Roadway

Setting: This bridge spans the Blackman River at the northern end of Tunbridge . It provides a crossing for Tunbridge's Main Road, which was once the Midland Highway. It is an impressive structure encompassing a solid timber deck atop stone supports, and harks back to the period when the bridge was a key river crossing and the township was a key stopover on the major transport route between Hobart and Launceston, prior to twentieth century developments in transport and the construction of the Tunbridge bypass .

Description: The Tunbridge Bridge has three intermediate piers of picked stone with four spans . Each intermediate stone pier is topped with a short tower with corbelled top. Timber balustrades link the towers on either side of the bridge.

The deck is constructed of squared whole logs, covered with hardwood planking. At about the level of the wooden deck, stringcourses are blocked out on the piers above oblong dentils. On the upstream side only, the piers have cut waters finishing with weathered tops below the dentil course. The stonework of the bridge has been finished with strong attention to decorative detail, well in excess of the bridge's functional needs.

The bridge is subject to ongoing conservation and maintenance. A considerable number of the main supporting logs have been replaced since the 1970s, most of the remaining timberwork (deck, handrails) is subject to cyclical replacement and the stonework subject to repointing or replacement of deteriorated individual stones.

History:

The first bridge across the Blackman River, very close to the location of the present bridge, was constructed by convict road gangs working under Major Thomas Bell, Van Diemen's Land's Acting Engineer and Inspector of Public Works, who had the task of building the first line of road between Hobart and Launceston. This bridge was a primitive timber causeway about 30 metres long and was finished by 1822 (John Thompson, *A Road in Van Diemen's Land*, Department of Infrastructure, Resources and Energy, Hobart, 2004, p.45).

Attachment
AGENDA ITEM 12.1.1

05/11/2020

By the mid-1840s the town of Tunbridge was established; there was an inn there, a police station, a convict barracks and a few cottages. Captain Frederick Forth, the Superintendent of Public Works, had charge of repairs and rerouting of the Main Road. He had completed a lot of this work with the use of convict labour, when in July 1847 he was dismissed from his position for incompetence. At the time, the bridge across the Jordan River at Jericho was underway and Forth had developed designs and specifications for a new Blackman River bridge at Tunbridge.

The incoming Superintendent of Public Works was William Pordon Kay, whom Lt-Governor Franklin had brought out to Van Diemen's Land as Colonial Architect a few years earlier. On 12 August 1847 Kay reported to the Colonial Secretary that in his view the completion of a new bridge across the Blackman River was secondary in importance to the completion of the main road; he thought that the old timber bridge could be made passable, and that with low river levels in the summer the Tunbridge ford could be used as an alternative.

Kay recommended that when the bridge was built, the work should be carried out not by convicts but by private contract. He advised that there was a good supply of local freestone that could be quarried within a mile of the bridge site, as well as ironstone on the spot if that were required. Sawn timber, though, was double the Hobart price and lime had to be brought in from either Launceston or Bothwell.

Lt-Governor Eardley-Wilmot took Kay's advice and tenders were called. On 12 September the plan and specifications (drawn up by Forth) as well as four tenders were passed to the Colonial Secretary. It is recorded that Graham Walker was contracted to deliver 1,000 bushels of lime needed for the bridge, but the name of the successful tenderer for the actual bridge building has not come to light (TAHO: CSO 24/16/354). The bridge was probably completed in 1848.

Within a few years, the Blackman River bridge featured in the Tasmanian story of the Young Irelanders. These seven leaders of the failed 1848 uprising at Ballinacorney, County Tipperary, were exiled to Van Diemen's Land, arriving between 1849 and 1850. Initially, each was sentenced to reside within a separate district of the island, the boundaries of which he was not permitted to cross. One of the rebels, Thomas O'Meagher, lived at Ross, and another, Kevin O'Doherty, lived at Oatlands in the district immediately to the south. The border between the two districts was the Blackman River, and there at the middle pier of the Blackman River Bridge at Tunbridge O'Meagher and O'Doherty used to meet on Mondays, while technically not leaving their allotted districts. At their second such meeting, the pair christened the middle pier of the bridge the Irish Pier. The Monday meetings continued for several months until they transferred to Lake Sorell, the meeting point of three districts, O'Meagher's, O'Doherty's and that of another exiled Irish rebel, John Martin, who lived at Bothwell (Thomas Francis Meagher: *the Making of an Irish American* (eds. John M Hearne & Rory T Cornish), Irish Academic Press, Dublin, 2005, p.106-122; Blanche M Touhill, William Smith O'Brien and His Irish Revolutionary Companions in Penal Exile, University of Missouri Press, Columbia, 1981, p.41). The meetings of O'Meagher and O'Doherty on the Blackman River Bridge at Tunbridge have been the subject of re-enactments (pers. com., Mary Ramsay, 19 Jan 2010).

The Blackman River bridge at Tunbridge was used by vehicular traffic passing between Hobart and Launceston until 1972, when the town was bypassed by the new Midland Highway. At about this time, the three bays of the bridge were supported by steel cylinders filled with concrete (Roy Smith, *Early Tasmanian Bridges*, self-published, Launceston, 1969, p.37). These were probably installed to support the heavy trucks which then used the road. Such trucks caused considerable damage to the bridge when it formed part of the main Hobart to Launceston road, several of its freestone blocks having been knocked into the Blackman River.

In 1973 the bridge was restored to close to its original condition, and the blocks in the river were hoisted up and replaced in their former positions (Mercury, 11 April 1973). The steel cylinders were probably removed at the same time. They were certainly no longer in place in 2009, and the bridge is now much as it was when constructed. It is often described as the oldest timber spanned bridge in Australia

Constructed: c.1850

**Statement of
Significance:**
(*non-statutory
summary*)

The Tunbridge Bridge is of historic cultural heritage significance for its ability to demonstrate the development of the former Main Line of Road between Hobart and Launceston, the bridge being a key river crossing and stopover point on the Road from c1822 to c1970. The bridge is also of engineering significance as one of the oldest surviving timber spanned bridges in Australia, and in demonstrating engineering construction methods and detailing from the mid-nineteenth century. It also has associations with the Young Irelander rebels who were exiled to Van Diemens Land in the late 1840s. Two of their number met regularly on the bridge in 1849.

05/11/2020

Significance:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

a) The place is important to the course or pattern of Tasmania's history.

The Tunbridge Bridge is of historic cultural heritage significance because it demonstrates the development of the former Main Line of Road between Hobart and Launceston, the bridge being a key river crossing and the township being a keystone stopover point on the Road from c1822 to c1970. It also demonstrates the working of the convict labour system in the first half of the 19th century and the evolution of public infrastructure. The flat timber girder bridge is of a type favoured in Tasmanian road works from the 1840s, distinct from the masonry arch road bridges such as the one at Kempton which preceded it.

b) The place possesses uncommon or rare aspects of Tasmania's history.

The Tunbridge Bridge is of historic cultural heritage significance because it is one of the oldest surviving timber-spanned bridges in Australia. Unlike the road bridges at Melton Mowbray and Jericho, this bridge has retained its timber decking.

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

The Tunbridge Bridge is of historic cultural heritage significance because it demonstrates the principal characteristics of a simple bridge constructed with a whole-log deck laid between a series of stone piers. The decorative treatment of the stonework is of special interest.

e) The place is important in demonstrating a high degree of creative or technical achievement.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

The Tunbridge Bridge is of historic cultural heritage significance because of its special association with the Young Irelanders, who were exiled to Van Diemen's Land following the failed rebellion of 1848. During 1849, two of their number, Thomas O'Meagher and Kevin O'Doherty, met on the bridge regularly, it being the border of the separate districts to which the pair had been exiled. These meetings have been the subject of re-enactments.

h) The place is important in exhibiting particular aesthetic characteristics.

PLEASE NOTE

This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

05/11/2020



Department of State Growth

GPO Box 536

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23/07/2021

pitt&sherry

**DA 2020/145 - Alterations to
Blackman River Bridge
Tunbridge**

Additional Information Response

Prepared for
Department of State Growth

Client representative
Darren McConnon

Date
22 July 2021

Rev00



23/07/2021

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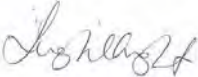


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- Appendix A — Blackman River Bridge B599 Structural Assessment**
- Appendix B — Preferred proposal drawings**
- Appendix C — Detailed Fabric Assessment**
- Appendix D — Conservation Management Plan & Heritage Impact Statement**

Prepared by — Leigh Knight		Date — 19 July 2021
Reviewed by — Bjorn Jensen		Date — 22 July 2021
Authorised by — Bjorn Jensen		Date — 22 July 2021

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1. Background

A planning permit application was submitted to Southern Midlands Council in November 2020 for replacement works on the bridge over Blackman River north of Tunbridge village. The works involve replacement of the timber superstructure with new engineered timber beams, a concrete deck and new barriers. Blackman River forms the boundary between the Northern Midlands and Southern Midlands local government areas (LGA) and works are proposed within each.

The bridge is permanently listed on the Tasmanian Heritage Register as Tunbridge Bridge (Blackman River) Old Main Rd Tunbridge, Place ID 5,585. A Discretionary permit is required under the *Historic Heritage Act 1995* and the application was referred to the Tasmanian Heritage Council (THC) for consideration. THC indicated on 22 December 2021 that it wished to be involved in determining the planning permit application.

2. Tasmanian Heritage Council requirements

The THC requested the following additional information:

1. *evidence from a suitably qualified structural engineer that the historic sandstone bridge components have the structural adequacy to bear the loads of the proposed new superstructure and the intended design traffic loads;*
2. *details of any fixings required between the new superstructure and the historic sandstone substructure;*
3. *details of any conservation works required to the existing historic structures;*
4. *details of any finishes or colours proposed for the steel post-and-rail traffic barrier.*

The following comments are provided on each point:

2.1 Structural adequacy

pitt&sherry prepared the Blackman River Bridge B599 Structural Assessment in May 2021 (Appendix A) to examine the ability of the existing bridge to be reused for future ongoing use. The assessment confirmed that the timber superstructure is considered unsuitable for vehicular loads in its present state, with rot present in all girders and extending at least 125 mm in some. The timber spreader beams (sitting on top of the piers and abutments) are also deeply rotted and collapsing under the weight of the superstructure. The deck is also in poor condition with many missing planks and rot through both layers in some places.

The sandstone substructure is in good condition – the sandstone blocks are solid and there is no evidence of significant movement or cracking in the abutments or piers. The load carrying capacity of the sandstone piers and abutments is assessed to be fully intact although some minor repairs of jointing and blockwork are necessary, particularly to the sandstone columns. The piers and abutments lacked cracking, rotation or other signs of movement after more than 170 years of service; which is a primary indication that the founding conditions are good. The existing sandstone abutments and piers are founded on solid rock and have capacity to carry the significant vertical and horizontal loads into the future.

2.2 Details of fixings

It is proposed that the new beams bear on the existing piers/abutments by the intermediary of a cementitious mortar pad and a lime mortar pad. The lime mortar pad will be applied to the top of the competent sandstone and is intended to prevent locking of moisture into the top of the sandstone. The cementitious mortar pad is intended to competently transfer loads into the top of the substructure. Details of fixings between the substructure and proposed new superstructure are provided in Appendix B.

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2.3 Conservation works required

An updated Detailed Fabric Assessment was undertaken by Peter Spratt in April 2021 (Appendix C). This assessment determined:

- There is no structural cracking and no defects requiring attention in the piers and abutments other than the pointings.
- There is substantial pointing loss in all stone faces
- There is some damage from water retention and fretting where cement mortars have been used and replacing these mortars in fretting locations is warranted

It was recommended that the following remedial works on the sandstone abutments and piers be undertaken:

- Replace and make good missing, defective and cracked stonework to posts.
- Reface stonework on eastern abutment where face fretting exceeds 15mm.
- Remove cement pointings where fretting is occurring.
- Make good defective pointings in piers and abutments.

2.4 Barrier finishes or colours

A steel traffic barrier 850 mm high is proposed and this will be painted to match the current timber barrier which is white. Dulux colour "Natural white" or similar is proposed (RGB: 238,236,229).

3. Council requirements

Southern Midlands Council, on 22 December 2020, requested the following additional information:

1. *Further to Clause E.13.5.1 (a) of the scheme – a conservation management plan (CMP) for the bridge. This must be in accordance with the methodology of J.S. Kerr, as endorsed by ICOMOS Australia and include (but not be limited to):*
 - *A detailed history of the bridge, setting and relevant contexts.*
 - *A detailed fabric assessment (the 2014 Spratt report should be further expanded and detailed to provide this).*
 - *A comparative analysis of early timber bridges of Tasmania.*
 - *Detailed and expanded statements of significance (based on the Tasmanian Government Assessing Historic Heritage Significance for Application with the Historic Cultural Heritage Act 1995 (also further to Clause E.13.5.1(d)).*
 - *A detailed constraints, opportunities and requirements assessment.*
 - *Conservation policies.*

The CMP must be formulated independently of any predefined repair options and provide an objective assessment of how heritage values must be managed within the context of the ongoing use of the bridge.

2. *Further to Clause E.13.5.1(i) of the scheme - detail of any alternative approaches for structural, deck and railing replacement that have informed the design decision, specifically those which may utilise more traditional methods/materials.*
3. *A report by a structural engineer with heritage experience which considers the capacity/ability of the original structure (i.e. the stone piers) to carry the proposed new superstructure and also giving consideration to the maximum traffic loading afforded by the proposed load rating. This must demonstrate the ability for the retained*

structure to sustain such loading for at least the lifecycle of the proposed new works. 23/07/2021

4. Further to Clause E.13.5.1(d) – a heritage impact statement for the proposed works.
5. Further to Clause E.13.5.1(e) – a statement of compliance against the provisions of Clause E.13.7.1 and E.13.7.2 of the scheme.

The following comments are provided on each point:

3.1 Conservation Management Plan

A Conservation Management Plan and Heritage Impact Statement was prepared by Austral Australia (“Final” revision dated 19 July 2021). This document is attached at Appendix D. That management plan references both the detailed fabric assessment and the structural assessments mentioned in Section 2 above. Section 5.2 of the management plan provides a comparative analysis of early timber bridges and concludes that the Blackman River bridge is one of the oldest of its type in Australia. The assessment of significance in sections 5.4 – 5.6 of Appendix D concluded that:

- The bridge satisfied six of the eight criteria in the *Historic Cultural Heritage Act 1995* to be considered of State significance. One criteria was not satisfied (high degree of creative or technical achievement) and the remaining one (special association for community or group) was not assessed but was considered likely to be satisfied.
- Some elements of the bridge (sandstone features, the setting and area of archaeological potential) were assessed to have a high level of significance. This means those elements considered representative of key functions or thematic contributions of the place relating to the construction and provision of transport infrastructure. Elements of high significance demonstrate earliness, intactness, rarity/representativeness and high aesthetic qualities and must be conserved. These elements are proposed to be conserved.
- The timber superstructure, timber railings and timber decking were assessed as having a high level of significance in terms of traditional materials, but low in terms of historic fabric. These are elements that contribute to the significance of the bridge and its setting, although have little heritage value in their own right. These elements may be recent introductions, or may have been so modified that they no longer have the ability to demonstrate their thematic context. These elements may be retained, modified or removed provided a conservation benefit can be demonstrated by the action. These are the elements that are degraded and are to be replaced.

3.2 Application requirements Consideration of alternatives

Clause E13.5.1 (i) of the Southern Midlands Interim Planning Scheme 2015 (the planning scheme) requires:

A report outlining environmental, social, economic or safety reasons claimed to be of greater value to the community than the historic cultural heritage values of a place proposed to be demolished or partly demolished, and demonstrating that there is no prudent and feasible alternatives

Specifically, Council has requested “detail of any alternative approaches for structural, deck and railing replacement that have informed the design decision, specifically those which may utilise more traditional methods/materials”.

An assessment of alternative proposals, including doing nothing, is present in Table 1. This indicates that leaving the bridge in its current condition is not acceptable due to the safety risks posed and the likelihood that damage to the high value sandstone structures would occur as the bridge collapses. This would also reduce the value of the bridge to the community and its significance overall. Removing the rotted elements but not replacing them would have a similar result but would offer a degree of protection to the sandstone substructure by avoiding collapse.

Replacement ‘like for like’ will result in an asset that is expensive to build and which has a shorter life span. This would require ongoing monitoring for condition, potential limitations on loads toward the end of the life span and is a high cost option – at each necessary point of replacement. The resultant bridge would not meet all current safety specifications and could not carry the same load, making the bridge unsuitable as a large vehicle detour in the event of emergencies or works on the highway and bridges between the northern and southern accesses to Tunbridge.

A number of deck options were considered, each offering variations in load limits, costs and lifespan. The superstructure elements are those identified as being of low significance in terms of historic fabric. This is due to the

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previous replacement works conducted on the bridge over its lifespan. These are the elements that the assessment of significance indicates may be modified or removed provided a conservation benefit can be demonstrated by the action. Removal of the superstructure prevents potential damage to the sandstone substructure resulting from collapse. Replacement of the superstructure will allow the continued functioning of the bridge and the external appearance proposed will be very similar to existing bridge, while offering economic and lifespan benefits. The preferred option is not the most expensive but is not the least expensive. A balance between longevity, cost and heritage considerations was sought.

The availability of a second entry to Tunbridge is valuable as it ensures access if there are any issues with the southern entry. The approach to the village via the country road and crossing the bridge complements the nature of the existing development in the north of Tunbridge. The ability to safely use the bridge is also a key consideration and the preferred option allows for the greatest achievement of compliance with current standards. If the bridge cannot be safely used there is no impetus for the repair and it is likely that the first two options would be the outcome, neither of which offers the best in terms of community needs or maintenance of heritage values.

Table 1: Assessment of alternatives

Option	Result	Pros	Cons
Do nothing	Timber superstructure will collapse over time	Least cost	No ability for the bridge to be used by the public, including pedestrians and vehicles
			Likely damage to sandstone substructure as bridge collapses
			Significant safety risk as bridge collapses
			River blockage
			Unightly, loss of community pride
			Loss of heritage value
Demolish timber superstructure and leave sandstone substructure	Sandstone superstructure will stand alone for a long time to come	Low cost Retains the permanent elements of heritage values (sandstone)	No ability for the bridge to be used by the public, including pedestrians and vehicles
			Liability risk associated with the unused but retained structures
			Ongoing sandstone maintenance costs with no community benefit
			Loss of heritage value and community pride
Replace timber superstructure with new timber superstructure (log beams)	Bridge will be very similar to the original bridge and appropriate for most contemporary loads	Retains heritage values Likely lower embodied carbon than other replacement options (but reduced by the replacement frequency required)	Load carrying capacity will be limited compared with other replacement options
			Likely steel traffic barriers but with significantly reduced capacity compared with current standards
			The bridge superstructure will likely last 20-30 years (untreated) before requiring replacement again (additional lifespan can be achieved with treatment and special details but at additional cost)
			Loads will need to be limited as the bridge approaches the end of its life
			High cost

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Option	Result	Pros	Cons
Replace timber superstructure with new treated timber (log) beams and thin concrete deck	Bridge available for use by the public and for most contemporary loads	Retains elements of heritage values (sandstone substructure and timber beams) Expected to achieve up to a 50 year life span Concrete deck provides protection to timber beams	Load carrying capacity will be limited compared with other replacement options
			Likely steel traffic barriers but with reduced capacity compared with current standards
			The bridge superstructure will likely last 20-30 years before requiring replacement again
			Timber beams will be coloured by the treatment process
			Loads will need to be limited as the bridge approaches the end of its life
			High cost of timber beams and additional cost of future replacement of the beams due to concrete deck
Replace timber superstructure with concrete formed to look like timber beams and planks	Bridge available for use by the public and for all contemporary loads	Retains elements of heritage values (sandstone substructure and the form of the existing timber elements)	Loses elements of heritage values (timber material)
		Load carrying capacity can be selected up to current standards	Likely steel traffic barriers with somewhat reduced serviceability compared with current standards
		Can achieve 100 year life of full bridge structure	Highest cost
Replace timber superstructure with concrete deck on glue laminated timber beams with external façade timber (current proposed design)	Bridge available for use by the public and for all contemporary loads	Retains elements of heritage values (sandstone substructure and timber beams). External appearance will be very similar to existing bridge	Loses elements of heritage values (timber deck material and form of timber beams) Likely steel traffic barriers with somewhat reduced serviceability compared with current standards Timber façade will need to be replaced periodically
		Load carrying capacity can be selected up to current standards	
		Moderate cost, especially over the long term	
		Future strengthening of beams (steel plates or carbon fibre) is possible if required	
		Easiest maintenance	
Expected to achieve 80-100 year life of full bridge structure			

3.3 Structural adequacy

This is addressed by the *Blackman River Bridge B599 Structural Assessment* in Appendix A.

3.4 Heritage impact statement

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This is included in the Conservation Management Plan at Appendix D.

3.5 Demonstrate compliance with the provisions of Clause E.13.7.1 and E.13.7.2 of the scheme.

Section 8 of the Conservation Management Plan demonstrates compliance with Clause E.13.7.1 and E.13.7.2. This is informed by the information provided in Section 3.2 above.

4. Conclusion

The above information and the attached appendices address the requirements of the information request from the Tasmanian Heritage Council and Southern Midlands Council.

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Blackman River Bridge B599 Structural Assessment

Appendix A

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Blackman River Bridge B599

Structural Assessment

Prepared for
Department of State Growth

Client representative
Darren McConnon

Date
13 May 2021

Rev00



23/07/2021

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1. Introduction

The Blackman River Bridge at Tunbridge (Department of State Growth bridge number B599) is located at the northern end of the township, on the boundary between the LGA's of Southern Midlands Council (SMC) and Northern Midlands Council (NMC).

Due to the current condition of the bridge, Department of State Growth (DSG) commissioned pitt&sherry to provide engineering design support for a significant refurbishment. Following discussions with the two councils in late 2020, SMC requested that a Conservation Management Plan (CMP) be prepared for the bridge. At DSG's request, pitt&sherry engaged Austral Archaeology to prepare the CMP.

This report is a necessary input to the CMP.

2. The Bridge

The first iteration of the present Blackman River Bridge at Tunbridge was constructed in June 1848¹. Initially the bridge consisted of a 3-span (equal span lengths) timber bridge with sandstone abutments and piers². Between 1894 and 1897, the bridge was modified to its current arrangement, whereby the northern sandstone abutment was converted to a pier and a new abutment was constructed to create an additional span.

Figure 1 shows the location of the bridge.



Figure 1: Location of bridge (Source: LISTmap, 2021)

¹ Peter Spratt, *Blackman River Bridge, Tunbridge – Detailed Fabric Assessment*, April 2021

² Roy Smith, *Early Tasmanian Bridges*, 1969, Foot & Playsted

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Figures 2 to 4 are images of the extant bridge and are sourced from *Blackman River Bridge (B599), Renewal of Timber Superstructure and Barriers – Concept Design Report*, pitt&sherry, October 2019.

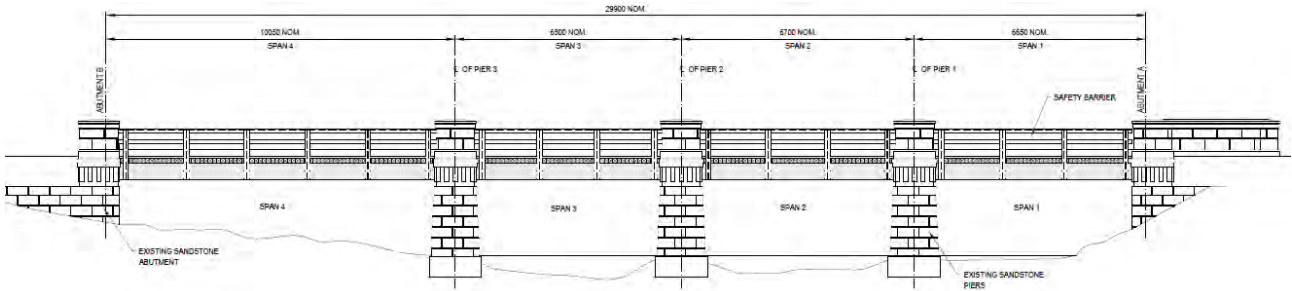


Figure 2: Elevation of existing bridge

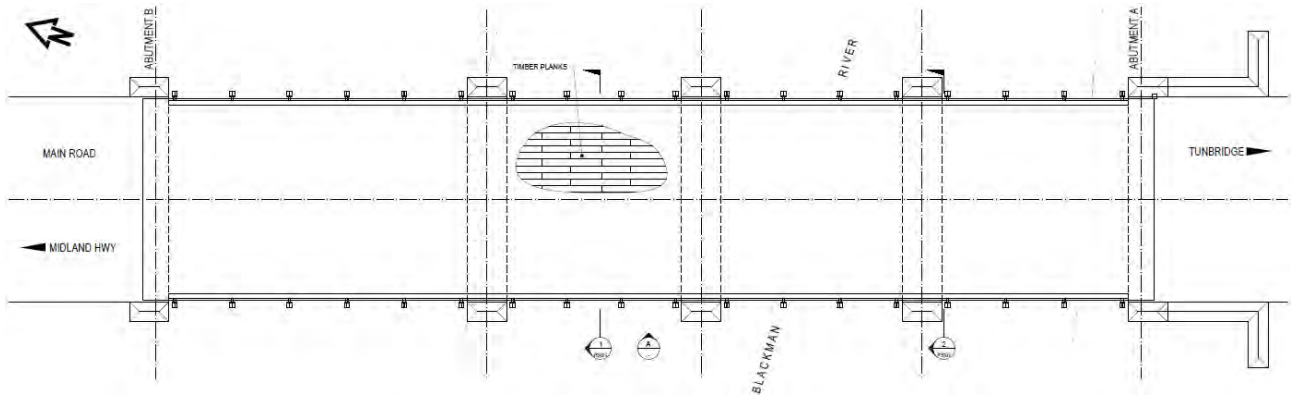


Figure 3: Plan of existing bridge

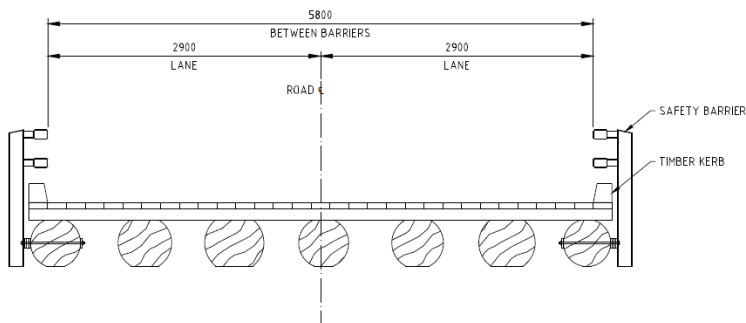


Figure 4: Cross-section of existing bridge

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Since its construction, the timber and sandstone portions of the bridge have required regular maintenance and repair activities³. These include the following:

- Timber decking and fencing replaced 1879
- Major repairs in 1894
- Repairs in 1906-7
- Various timbers girder, decking and rails replaced between 1914-19
- Bridge declared unsafe in 1922
- Various girders and decking planks replaced between 1922-28
- Urgent repairs to bridge deck in 1933
- Decking partially replaced in 1935
- Stone abutment damaged by truck in 1938
- Extensive repairs and replacement of timber girders and decking as well as sandstone repairs between 1943-51
- More girders and decking replaced between 1956-61
- Temporary propping was installed to allow heavy loads to cross in 1962
- Permanent propping installed in 1966-67
- Damaged stonework (due to vehicle impacts) repaired in 1972
- Decking replaced in 1994
- Seven girders replaced in 2007-08; and
- The bridge was narrowed to reduce load on a damaged girder in 2014-15.

Following a report⁴ prepared for DSG in 2018, the bridge was found to be unsuitable for traffic due to timber rot and was subsequently closed to all users. The bridge continues in this state to the present day.

3. Structural Assessment

This report seeks to examine the ability of the existing bridge to be reused for future ongoing use.

3.1 Timber Superstructure

From the findings of the January 2018 pitt&sherry letter, the timber superstructure is considered unsuitable for vehicular loads in its present state.

This viewpoint was further reinforced following several more recent visits to the site by pitt&sherry staff including in August 2020, December 2020 and April 2021. It is apparent that the timber rot in the beams and deck planks is progressing, as indicated in Figure 5 below.

³ *Blackman River Bridge, Tunbridge – Historic Heritage Impact Assessment* – Austral Tasmania April 2015

⁴ *B599 Blackman River Bridge Inspection Post Fire* – pitt&sherry letter to Aaron Percy – 15 January 2018

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Figure 5: Condition of girder - northern span, western external girder

A series of holes drilled into various girders indicated that the rot extends, in layers, to at least 125 mm inside the girders. Although some girders are in better condition than others (in particular the internal girders are generally in better condition than external girders), all show signs of rot.

The timber spreader beams, which sit on the top of the piers and abutments and support the main girders, are deeply rotted. Due to the rot, these beams are, in places, collapsing under the weight of the superstructure above. Refer to Figure 6 below, where the spreader beam at the southern abutment is seen to be folding under load.



Figure 6: Timber girders and spreader at southern abutment

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Similarly, the deck of the bridge is in very poor condition, as shown in Figure 7 below. Many top layer deck planks are missing. In some places, both layers of the deck planks are holed and the river below is visible through the deck.



Figure 7: Deck condition

With the foregoing observations and in consideration of the previous reports, this report will not attempt to assess the load carrying capacity of the existing timber superstructure. It is assumed that the existing superstructure will be fully replaced as part of any future remediation as it does not appear economical to reuse any parts of it.

3.2 Sandstone Substructure

The sandstone substructure is in good condition. The sandstone blocks are solid and there is no evidence of significant movement or cracking in the abutments or piers, despite their use for over 170 years.

An inspection involving Peter Spratt, Edrei Stanton (Tasmanian Heritage Masonry) and Bjorn Jensen (pitt&sherry) on 1 April 2021, found that some repairs of jointing and blockwork are necessary, particularly to the sandstone columns. Nonetheless, the load carrying capacity of the sandstone piers and abutments is assessed to be fully intact. Figure 8 and Figure 9 below show examples of the sandstone substructure and its condition.

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Figure 8: Southern face of the southern pier 1



Figure 9: Face of northern abutment

Advice obtained from Peter Spratt¹, utilising his extensive database of Tasmanian sandstones, indicates that the unconstrained compressive strength of the sandstone used at this bridge is likely to be in the order of 15 MPa.

During the April 2021 inspection, an assessment of the founding conditions was made. The existing condition of the piers and abutments lacked cracking, rotation or other signs of movement after more than 170 years of service; this is a primary indication that the founding conditions are good.

The southern abutment clearly sits directly on solid bedrock. Likewise, solid rock was observed around the northern abutment and northernmost pier. The area adjacent to the two southern piers is underwater and cannot be directly viewed. This area was sounded using a long steel rod and solid rock was typically indicated at 0.5 to 0.75 m below water level.

Given the above observations, it is our opinion that the existing sandstone abutments and piers are founded on solid rock and have capacity to carry the significant vertical and horizontal loads into the future.

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3.3 Loading

3.3.1 Vertical loading

The current Australian Standard for bridges, AS5100, specifies several loading configurations. In addition, DSG regularly assesses existing Tasmanian bridges using other more typical heavy truck loads.

The application of vehicular loading is dependent on roadway width, as wider roads are capable of carrying 2 or more lanes of vehicles.

The width of the bridge roadway is currently approximately 5.8 m between barriers (refer to Figure 4). AS5100.2 (*Bridge Design – Part 2: Design loads*) proscribes a “design” lane width of 3.2 m, thus the existing bridge is capable of carrying only a single design lane of vehicles.

The *Standard* recommends the use of a quasi-realistic truck load known as M1600 for bridges with span lengths in the range of those at the Blackman River Bridge (refer to Figure 10).

Whilst the M1600 load is highly unlikely to ever traverse the bridge, we propose to assess the sandstone substructure for this load arrangement, as that is considered to be a conservative approach.

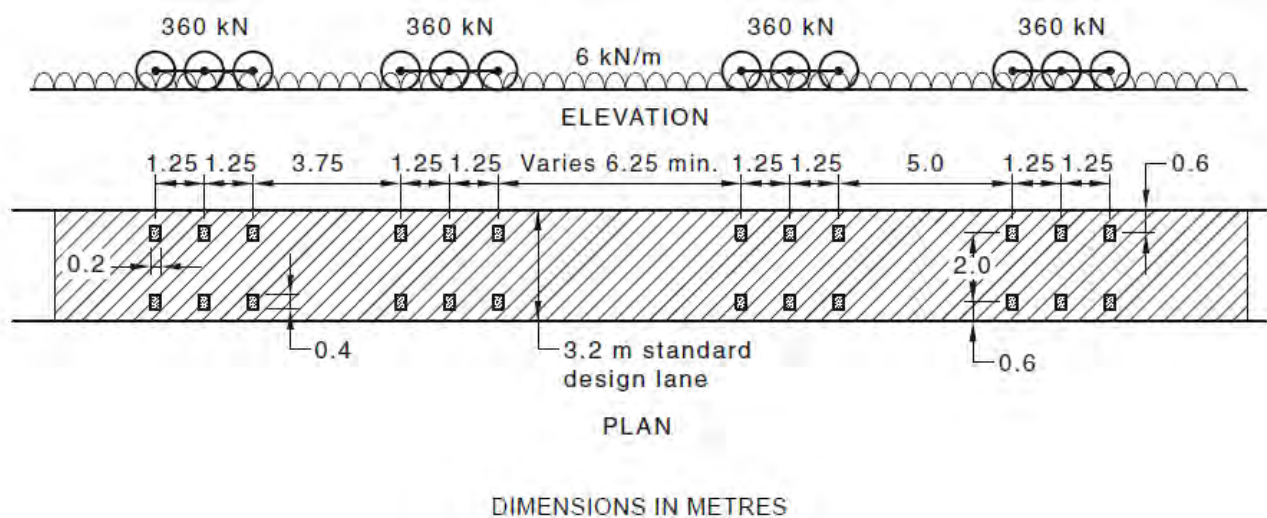


Figure 10: M1600 design vehicle load (Source: Australian Standard AS 5100.2-2017)

3.3.2 Horizontal Loading

Horizontal loading generally consists of two possible components, stream flow and braking and/or centrifugal loads.

Horizontal transverse forces due to stream flow are unlikely to significantly change into the future. Given the age of the existing structure, it has undoubtedly withstood a wide range of stream flow scenarios within its lifetime.

The consideration of horizontal loads due to centrifugal forces is not necessary for this structure, as it is not positioned on a curve.

The possibility exists for braking forces on the bridge. In accordance with AS5100.2-2017, an unfactored design braking force of 325 kN is proposed.

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3.4 Structural Assessment of sub-structure

For brevity, this report considers only the load effects at the northernmost pier. Pier 3 receives the highest forces as it supports the 10.05 m span and a 6.5 m span.

The load factors to be added to this vehicle load case, along with dead load, are as shown in Table 1.

Table 1: Applicable Load Factors

	Dynamic Load Allowance*	Ultimate Load Factor
M1600 vehicle load	0.3	1.8
Dead load	0	1.2

* DLA applied only to vertical loads

3.4.1 Vertical Forces

The calculated total unfactored vertical load at the pier due to the M1600 vehicle is 590 kN. Thus, the factored ultimate load is 1380 kN. Given the spacing of the bridge girders, this load is conservatively estimated to be distributed over the equivalent of 3 beams, or 2 m width.

Over the same width, the total ultimate dead load (assuming a future concrete deck on timber beams) is estimated to be 225 kN over a 2 m width.

Hence, over the estimated 2 m width, the pier experiences an ultimate vertical load of 1605 kN = 802 kN/metre equivalent loading on the pier top surface. Assuming that this loading can be distributed reasonably evenly to the top of the pier (approximately 1.2 m wide), the loaded ultimate pressure on the top of the pier is in the order of 0.7 MPa, which is significantly less than the assumed UCS of the stone noted in Section 3.2 above. This force will spread further as it descends through the sandstone pier to the foundation rock below. Hence, in terms of carrying vertical load, the existing piers are assessed to be sufficient for future heavy vehicle loading.

Any future superstructure replacement should account for adequate load spreading from the beams into the top of the sandstone piers and abutments. Currently this is achieved by means of timber spreader beams, however the ongoing use of this same timber is clearly unsatisfactory given the amount of rot noted whilst on site. Alternative options may include timber of a more durable nature, galvanised steel or a cast in situ concrete spreader (with due consideration given to preventing moisture from accumulating at the concrete/sandstone interface).

3.4.2 Horizontal Forces

Horizontal forces due to stream flow are considered to be adequately carried by the existing piers and abutments. Given the range of stream flow forces these elements have carried in the past 170 years, without apparent degradation, it is unlikely that future forces will exceed the capacity of the sandstone substructure.

Braking forces are resisted by a combination of passive soil pressure at one abutment, along with sliding/overturning resistance at piers and abutments. The factored design braking force is 585 kN. The factored resistance to the braking forces due to the combined actions of the substructure (passive soil resistance and overturning) is estimated to be in the order of 765 kN (of which 740 kN is attributable to overturning and 35 kN is attributable to passive soil resistance). These figures are considered to be conservative in that they do not take into account the contribution of the wing walls, the mass of the columns above the deck level or mass of the vehicle itself. The sliding capacity resistance (sandstone on sandstone) is greater than the overturning resistance. These calculations assume that the deck is a monolithic structure, capable of efficient horizontal load transfer.

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3.5 Traffic barriers

The Australian Standard AS5100.1 defines road barriers categories. Given the situation of this bridge, “Low performance level” barriers are considered necessary.

It is noted that, over its life, the sandstone columns projecting above the substructure of the existing bridge have been struck and moved several times by vehicular traffic. Hence it would seem that traffic barriers could serve a useful purpose both in terms of traffic safety and protection of the historic structure.

The existing traffic barriers are of timber construction and are attached to the timber deck. The barrier rails terminate each side of the sandstone columns and thus currently provide no protection to the columns. By inspection, the capacity of the existing timber barriers is not sufficient to carry the loads required for “Low performance level” barriers in accordance with the *Standard*. Neither the posts, the rails, nor the connection of the posts to the bridge deck are considered satisfactory. The barriers as constructed would likely not prevent an errant vehicle, especially not a heavy vehicle, from breaking through and plunging into the river below.

It is recommended that the existing barriers be replaced with other barriers capable of higher load capacity. Depending on the final deck configuration chosen, it may be difficult to fully achieve compliance with the “Low performance level” barrier requirements, but additional capacity, and a design that carries the rail past the sandstone columns, would significantly improve public safety and assist in the preservation of the historic structure.

Any design of future barrier will need to confirm that the additional strength or stiffness of the barrier does not have unintended negative consequences for the sandstone substructure. These may include the transfer of additional load to the substructure, resulting in sliding and/or shearing of the sandstone.

4. Conclusion

At over 170 years old, the Blackman River Bridge at Tunbridge is a significant historic structure. Nonetheless, during its lifetime, the timber portions of the bridge have been fully replaced several times. The sandstone components have been repaired in some places but are largely in their original form. Each time the timber portions of the bridge have required replacement, the serviceability of the structure has been impacted for a period of time until the bridge could be returned to a safe condition (i.e. load carrying capacity reduced or bridge completely closed, as at present).

The existing timber structure, including the existing traffic barriers, is unfit for purpose in nearly all aspects. The bridge is currently closed to both vehicles and pedestrians and this is justified due to rotting girders and rotting or missing deck planks. It is recommended that all timber components of the bridge be replaced.

The sandstone sub-structure of the bridge is in very good condition given its age. There is no evidence of structural degradation in the sandstone sub-structure, although we note that the recent *Detailed Fabric Assessment*, recommends that preventative maintenance should be carried out to the sandstone elements.

The sandstone sub-structure, along with its foundations, is considered to have adequate vertical strength to carry contemporary loads. The design of any superstructure replacement should provide for adequate spreading of loads under beams, preferably using a structural material that is more degradation resistant than the existing timber spreader beams. The use of in situ cast concrete spreaders would not only allow such load spread but also permit the top of the piers and abutments to be well tied together, thus reducing the risk of future movement degrading the sandstone. It will be necessary to give careful consideration to avoiding future degradation to the sandstone by preventing the movement of moisture.

The sandstone substructure has sufficient capacity to resist expected horizontal loads due to stream flow and vehicles braking.

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The existing timber traffic rails are unfit for purpose and should be replaced as part of any future superstructure replacement. Future "Low performance level" barriers may not fully comply with Australian Standards or DSG requirements but should provide the best outcome possible for traffic safety and protection of the sandstone bridge columns.

In summary, it is our opinion that the existing sandstone substructure has sufficient capacity to carry contemporary traffic loads, but that special consideration should be given to the design of the interface between the superstructure and the piers/abutments to prevent long term damage to the sandstone. The sandstone substructure, along with any future superstructure, should continue to be inspected regularly to allow early intervention should degradation become evident.

Blackman River Bridge B599 Structural Assessment

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(Operations) Pty Ltd**
ABN 67 140 184 309

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Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport



23/07/2021

Preferred proposal drawings

Appendix B

23/07/2021



BLACKMAN RIVER BRIDGE (B599)

MAIN ROAD TUNBRIDGE

BRIDGEWORKS

DESIGN

pitt&sherry

SETOUT REVIEW NAME SIGNED DATE	DESIGNED NAME SIGNED DATE	THESE DRAWINGS HAVE BEEN CHECKED, TAKEN TO SITE AND VERIFIED THAT THEY ARE APPROPRIATE FOR SITE CONDITIONS AND CONSTRAINTS. THE DRAWINGS ARE RECOMMENDED FOR ACCEPTANCE.	I CERTIFY THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE BRIEF AND AS DETAILED IN THE FINAL DESIGN REPORT.	Department of State Growth		CONTRACT No. HB20236-S1000	DRAWING HB20236-S1000	PRINTED DATE 24-Jun-21, 5:05 PM	No. of SHEETS -
STRUCTURAL REVIEW NAME R. CASSIDY SIGNED DATE	DESIGN REVIEW NAME R. CASSIDY SIGNED DATE	DESIGN MANAGER (DESIGN ORGANISATION) SIGNED DATE	PRINCIPAL (DESIGN ORGANISATION) SIGNED DATE	THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE DESIGN BRIEF AND PROJECT SCOPE. THE DRAWINGS ARE RECOMMENDED FOR ACCEPTANCE.		REGISTRATION NUMBER			SHEET No. 1000
				PROJECT MANAGER SIGNED DATE	ACCEPTED MANAGER SIGNED DATE	ROAD LINK No.			REVISION B
				START:			FINISH:		

23/07/2021

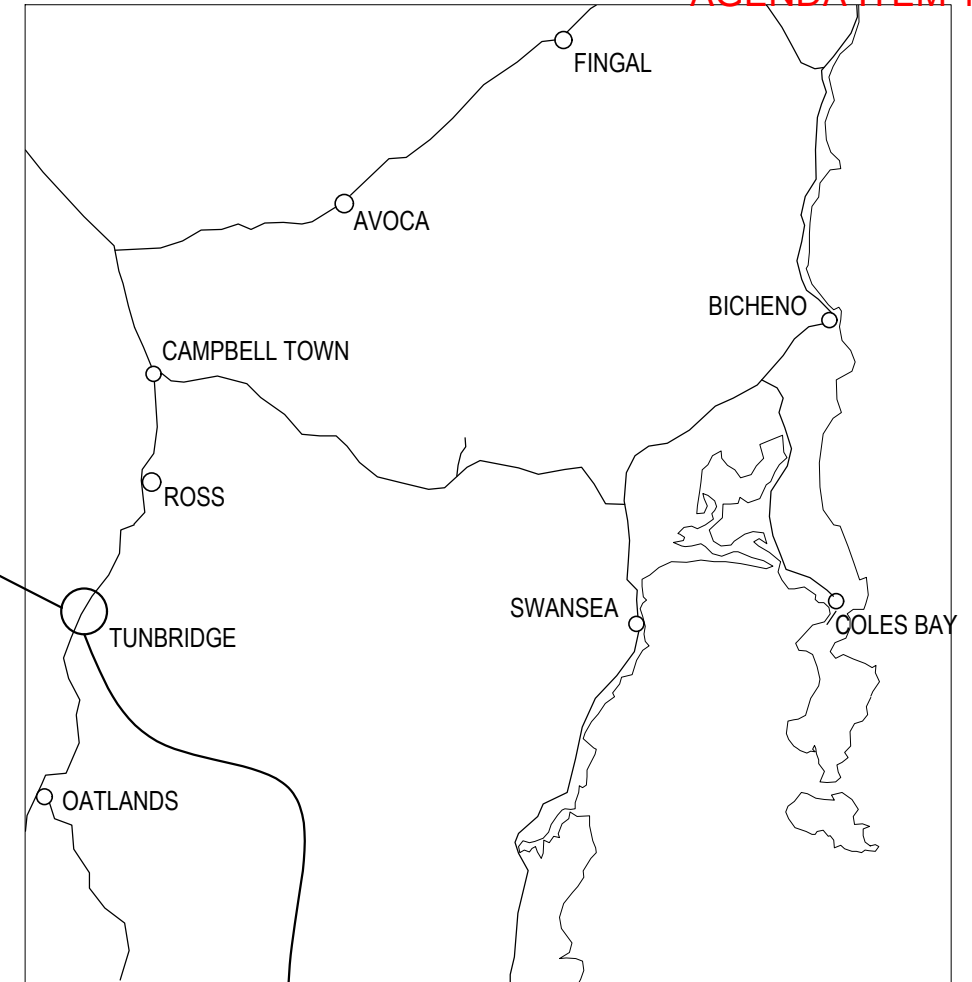
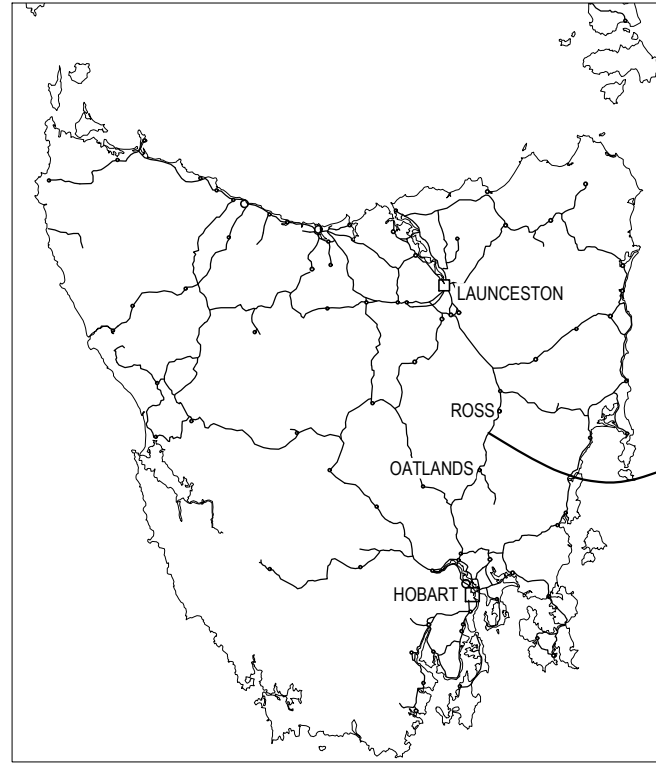
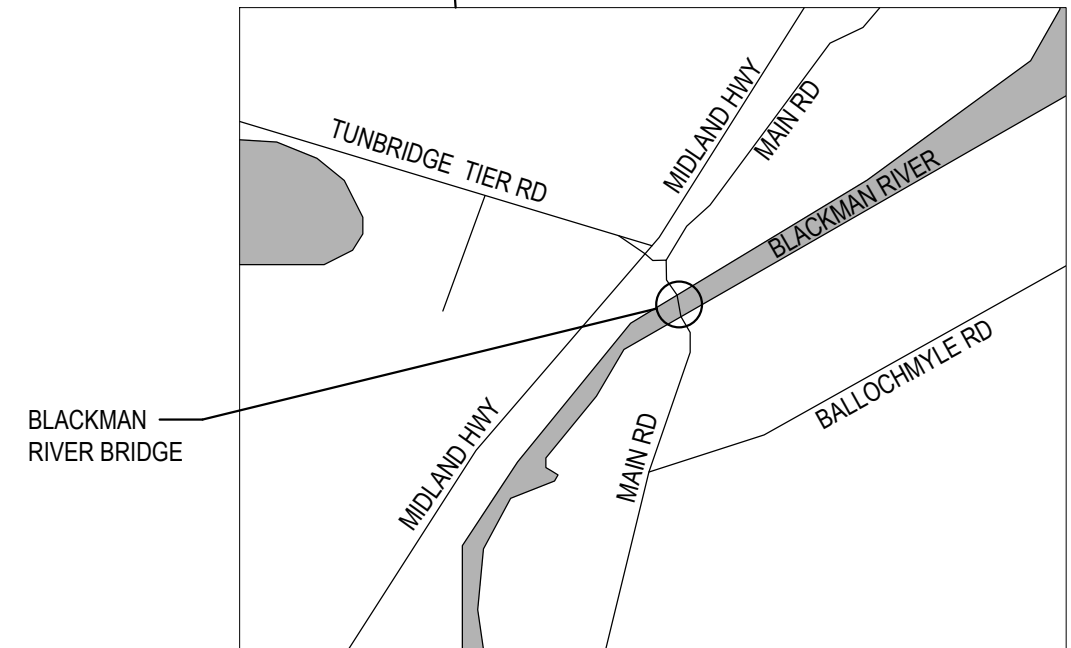


TABLE OF CONTENTS		
NUMBER	REVISION	DESCRIPTION
HB20236-S1000	B	COVER SHEET
HB20236-S1001	C	LOCATION PLAN AND TABLE OF CONTENTS
HB20236-S1002	B	GENERAL NOTES
HB20236-S1003	C	SITE PLAN
HB20236-S1004	C	GENERAL ARRANGEMENT
HB20236-S1005	C	SECTIONS
HB20236-S1006	C	SECTION AND DETAIL
HB20236-S1007	B	BEAM LAYOUT
HB20236-S1008	B	BEAM DETAILS
HB20236-S1009	B	DECK CONCRETE DETAILS
HB20236-S1010	B	DECK CONCRETE DETAILS
HB20236-S1011	B	DECK REINFORCEMENT DETAILS
HB20236-S1012	B	BARRIER LAYOUT AND DETAILS
HB20236-S1013	B	OFF STRUCTURE BARRIER



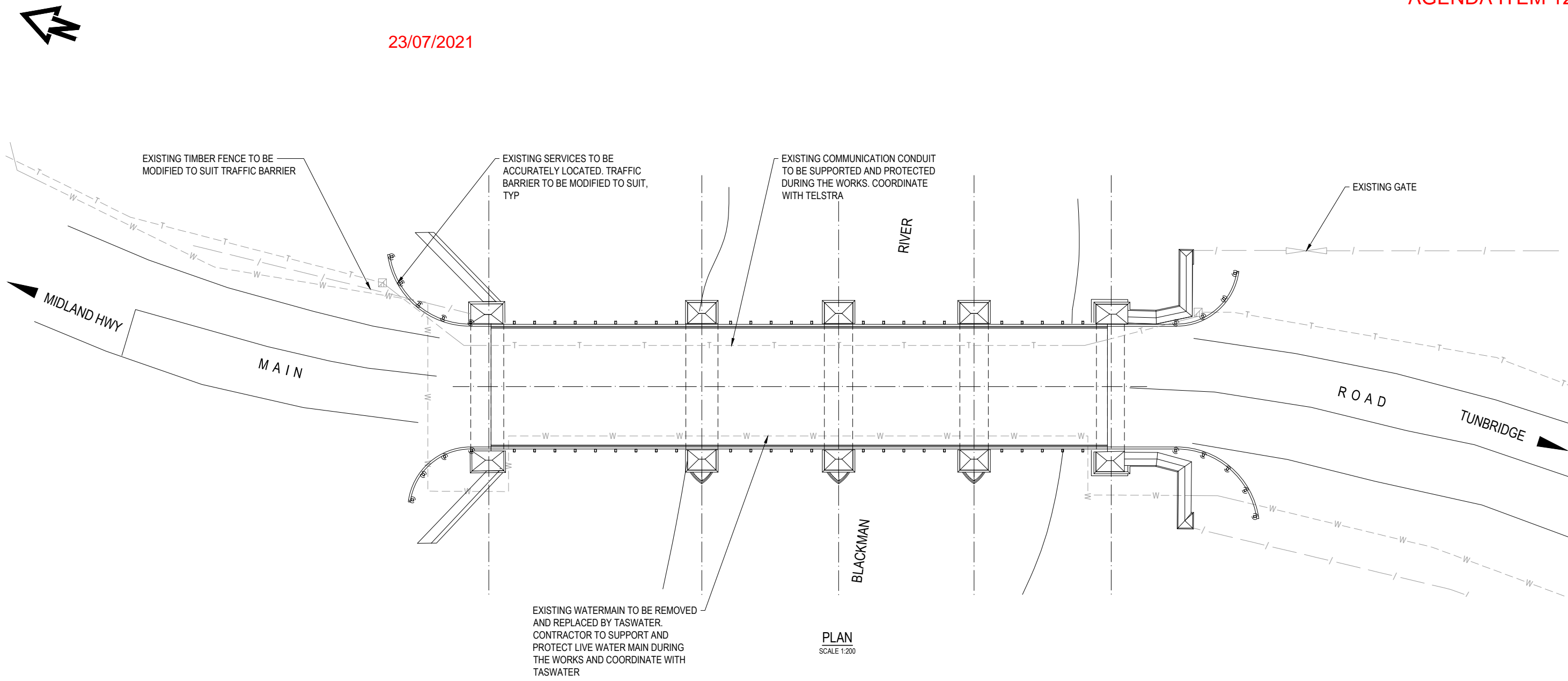
LOCATION PLAN
NTS

				SCALES NTS				Department of State Growth BLACKMAN RIVER BRIDGE (B599) MAIN ROAD TUNBRIDGE BRIDGEWORKS		CONTRACT No.	DRAWING HB20236-S1001	PRINTED DATE 24-Jun-21, 11:59 AM	SHEET No. 1001
C	REISSUED FOR DEVELOPMENT APPROVAL	B.J.	24/06/2021			DESIGNED		LOCATION PLAN AND TABLE OF CONTENTS		REGISTRATION NUMBER			
B	ISSUED FOR CLIENT REVIEW	M.R.	11/12/2020			REVIEWED							
A	ISSUED FOR DEVELOPMENT APPROVAL	R.C.	26/08/2020										
No.	Amendment Description	Initials	Date	Co-ordinate System:		Height Datum:							REVISION C
A3 original	This sheet may be prepared using colour and may be incomplete if copied												

<p>GENERAL</p> <p>G1. CONTRACTOR SHALL CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK.</p> <p>G2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE STRUCTURE IN A STABLE CONDITION AND ENSURING NO PART BE OVERSTRESSED DURING CONSTRUCTION ACTIVITIES.</p> <p>G3. WORKMANSHIP AND MATERIALS FOR ALL WORKS (TEMPORARY OR OTHERWISE) ARE TO BE IN ACCORDANCE WITH (IN ORDER OF PRECEDENCE) THE PROJECT SPECIFICATION, THE DRAWINGS, DEPARTMENT OF STATE GROWTH STANDARD SPECIFICATIONS AND THE BRIDGE DESIGN CODE.</p> <p>G4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY WORKS.</p> <p>G5. THE CONTRACTOR SHALL ONLY BUILD FROM DRAWINGS WITH THE STATUS "FOR CONSTRUCTION". DRAWINGS HAVING ANY OTHER STATUS, INCLUDING "ISSUED FOR TENDER", "DRAFT" OR "FOR APPROVAL" ARE SUBJECT TO CHANGE.</p>	<p>STRUCTURAL STEELWORK</p> <p>SW1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE NOTES, THE SPECIFICATION AND AS5100.</p> <p>SW2. WELDING SHALL BE PERFORMED BY A QUALIFIED OPERATOR IN ACCORDANCE WITH AS 1554.</p> <p>SW3. STRUCTURAL STEEL SHALL BE GRADE 300, UNO.</p> <p>SW4. BOLT AND NUTS TO AS 1252 CLASS 8.8/S, UNO. WASHERS TO AS 1252.</p> <p>SW5. STEEL PLATE SHALL BE GRADE 300 AND COMPLY WITH AS 3678, UNO.</p> <p>SW6. ALL BOLTS, NUTS AND WASHERS TO BE HOT DIPPED GALVANISED.</p> <p>SW7. ALL WELDS TO BE 6mm CONTINUOUS FILLET WELDS UNO.</p> <p>SW8. GALVANIZING SHALL COMPLY WITH AS/NZS 4680.</p> <p>SW9. WELDING SHALL BE CATEGORY SP TO COMPLY WITH AS/NZS 1554 PART 1.</p> <p>SW10. ALL STRUCTURAL STEELWORK SHALL BE HOT DIP GALVANIZED AFTER FABRICATION</p>	<p>LAP LENGTHS FOR REINFORCEMENT (CONTINUED)</p> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th>BAR DIAMETER</th> <th>MIN. LAP LENGTH</th> </tr> </thead> <tbody> <tr><td>12</td><td>450</td></tr> <tr><td>16</td><td>600</td></tr> <tr><td>20</td><td>800</td></tr> <tr><td>24</td><td>1000</td></tr> <tr><td>28</td><td>1200</td></tr> <tr><td>32</td><td>1500</td></tr> </tbody> </table> <p>(NOTE: THE MINIMUM LAP LENGTH SHOWN SHALL BE INCREASED BY 30% FOR HORIZONTAL BARS WITH 300mm OR MORE CONCRETE CAST BELOW THE BAR.)</p> <p>2. REINFORCEMENT SPLICES SHALL BE STAGGERED AND NO MORE THAN 50% OF SPLICES SHALL BE AT ANY ONE SECTION UNLESS SHOWN OTHERWISE.</p> <p>3. WHERE MORE THAN HALF THE BARS ARE SPLICED AT ANY ONE SECTION, THE SPLICE LENGTHS SHALL BE INCREASED BY 30%.</p>	BAR DIAMETER	MIN. LAP LENGTH	12	450	16	600	20	800	24	1000	28	1200	32	1500	<p>SAFETY IN DESIGN (SiD)</p> <p>SD1. SiD GENERALLY THIS STRUCTURE HAS BEEN DESIGNED TO ELIMINATE HAZARDS TO HEALTH AND SAFETY WHEREVER POSSIBLE. WHERE THIS HAS NOT BEEN POSSIBLE, THE RISK TO HEALTH AND SAFETY OF PERSONS HAS BEEN MINIMISED TO BE REASONABLY PRACTICABLE FOR THE LIFE OF THE STRUCTURE.</p> <p>SD2. WORK HEALTH AND SAFETY: THE CONTRACTOR SHALL ENSURE THAT THE CONSTRUCTION OF THIS PROJECT IS CARRIED OUT UNDER A WORK HEALTH AND SAFETY CO-ORDINATION PLAN AND COMPLIANT WITH ANY 'SAFETY IN THE WORKPLACE LEGISLATION' APPLICABLE IN THE STATE IN WHICH THE WORK IS CARRIED OUT.</p> <p>SD3. IDENTIFY HAZARDS: THE CONTRACTOR SHALL MAKE EVERY EFFORT TO ENSURE THAT ALL PERSONS WHO ENTER THE CONSTRUCTION SITE ARE MADE AWARE ABOUT THE RISK OF HAZARDS AND POTENTIAL HAZARDS WHICH MAY OCCUR ON THE SITE. ANY SUCH HAZARD SHALL BE ISOLATED AND CLEARLY IDENTIFIED. THE CORRECT LEVEL OF TRAINING SHALL BE MANDATORY BEFORE ANY PERSON ENTERS THE CONSTRUCTION AREA. ALL PERSONS SHALL WEAR THE APPROPRIATE SAFETY PROTECTION APPAREL SPECIFIED BY THE CONTRACTOR BEFORE ENTERING THE SITE. A QUALIFIED GUIDE SHALL ACCOMPANY ALL NEW CONSTRUCTION WORKERS DURING THEIR INITIATION AND ALL SITE VISITORS WHILE ON THE SITE.</p> <p>SD4. STABILITY OF THE STRUCTURE: TEMPORARY MEASURES ARE REQUIRED DURING CONSTRUCTION AND DEMOLITION TO ENSURE THE STABILITY OF THE STRUCTURE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND THE CONTRACTOR'S ERECTION DESIGN ENGINEER TO TAKE ALL MEASURES NECESSARY TO MAINTAIN STRUCTURAL INTEGRITY DURING ALL PHASES OF DECONSTRUCTION AND CONSTRUCTION. TEMPORARY SUPPORT IS EXPECTED TO BE NECESSARY.</p> <p>SD5. TEMPORARY SUPPORT REQUIRED: CONCRETE FORMWORK TO FACILITATE CONCRETE PLACEMENT TIMBER ELEMENTS STATIC OR OPERATING PLANT AND EQUIPMENT STORED MATERIALS STABILITY OF THE EXISTING STRUCTURE.</p> <p>SD6. SPECIALIST CONTRACTOR: SOME ACTIVITIES REQUIRED TO BE CARRIED OUT DURING THE CONSTRUCTION ARE NOT CONSIDERED TO BE NORMAL BUILDING PRACTICE. THEREFORE ENGAGEMENT OF A SPECIALIST CONTRACTOR, IS EXPECTED TO BE NECESSARY FOR THE FOLLOWING ACTIVITIES, BUT NOT LIMITED TO:</p> <p>LIFTING AND PLACEMENT OF HEAVY ELEMENTS USE OF HAZARDOUS MATERIALS USE OF HEAVY EQUIPMENT DEMOLITION WORKS DRILLING ANCHOR INSTALLATION WORK NEAR LIVE EQUIPMENT, INCLUDING COMMS AND WATER SUPPLY.</p>																																																																															
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ALL REINFORCEMENT IS DESIGNATED AS FOLLOWS UNLESS IT IS DESCRIBED FULLY IN ACCORDANCE WITH AS 4671 SECTION 5.</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">SYMBOL</td> <td style="width: 40%;">DESCRIPTION</td> <td style="width: 30%;">TYPE TO AS 4671</td> </tr> <tr> <td>SL</td> <td>MESH-SQUARE GRID</td> <td>D500L</td> </tr> <tr> <td>RL</td> <td>MESH-RECTANGULAR GRID</td> <td>D500L</td> </tr> <tr> <td>R</td> <td>PLAIN BARS</td> <td>R250N</td> </tr> <tr> <td>S</td> <td>DEFORMED BARS</td> <td>D250N</td> </tr> <tr> <td>N</td> <td>DEFORMED BARS</td> <td>D500N</td> </tr> </table> <p>2. ALL REINFORCEMENT IS DESIGNATED AS FOLLOWS:</p> <p>e.g. 8-N12-150 T</p> <ul style="list-style-type: none"> THE NUMBER PRECEDING THE BAR SYMBOL (8) IS THE NUMBER OF BARS THE NUMBER FOLLOWING THE BAR SYMBOL (12) IS THE NOMINAL BAR DIAMETER IN MILLIMETRES THE NUMBER FOLLOWING THE 'DASH' (150) IS THE SPACING IN MILLIMETRES THE LETTER FOLLOWING THE SPACING (T) IS THE LOCATION OF THE BAR IN THE ELEMENT AS FOLLOWS: <table border="1" style="margin: 10px auto; border-collapse: collapse; text-align: center;"> <tr><td>T</td><td>TOP</td></tr> <tr><td>B</td><td>BOTTOM</td></tr> <tr><td>NF</td><td>NEAR FACE</td></tr> <tr><td>FF</td><td>FAR FACE</td></tr> <tr><td>EF</td><td>EACH FACE</td></tr> <tr><td>LV</td><td>LENGTH VARIES</td></tr> </table> <p>STRUCTURAL ELEMENT CODES A : ABUTMENT W : WINGWALLS C : COLUMNS B : BEAMS H : CROSSHEAD S : SLAB R : RUN ON SLAB T : TRAFFIC BARRIER P : PILES</p>	SYMBOL	DESCRIPTION	TYPE TO AS 4671	SL	MESH-SQUARE GRID	D500L	RL	MESH-RECTANGULAR GRID	D500L	R	PLAIN BARS	R250N	S	DEFORMED BARS	D250N	N	DEFORMED BARS	D500N	T	TOP	B	BOTTOM	NF	NEAR FACE	FF	FAR FACE	EF	EACH FACE	LV	LENGTH VARIES	<p>SITE SAFETY</p> <p>SS1. ALL WORK SITES CAN BE POTENTIALLY HAZARDOUS TO PEOPLE, PROPERTY AND EQUIPMENT. ALL PEOPLE WHO ARE AUTHORISED TO BE ON A WORK SITE MUST CAREFULLY CONSIDER, DOCUMENT AND ADOPT SUITABLE SAFE WORK PROCEDURES FOR ALL REQUIRED ACTIVITIES.</p> <p>SS2. CURRENT LEGISLATION: CURRENT LEGISLATION REQUIRES THAT ALL PERSONS ARE TO CONSIDER THEIR ACTIONS OR INACTION ON THE HEALTH AND SAFETY OF OTHERS AND THEMSELVES.</p> <p>SS3. THE CONTRACTOR SHALL ABIDE WITH AND IS BOUND BY THE CURRENT SAFE WORK AUSTRALIA ACT, REGULATIONS AND CODES OF PRACTICE ISSUED BY STATE GOVERNMENTS AND / OR THEIR AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IMPLEMENTATION, DOCUMENTATION AND MAINTENANCE OF WORK SAFETY PROCEDURES AND OTHER RELEVANT DOCUMENTATION. THE CONTRACTOR SHALL ENSURE THAT ALL SUB CONTRACTORS AND OTHER AUTHORISED PEOPLE COMPLY WITH THE ABOVE.</p> <p>SS4. THE CONTRACTOR SHALL BE ALERT AND PROACTIVE TO IDENTIFY HAZARDS AND MANAGE THE ASSOCIATED RISKS TO ELIMINATE THEM OR MINIMISE THEM TO AN AGREED RISK LEVEL.</p> <p>SS5. THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IF THERE IS ANY PERCEIVED RISK RELATING TO THE DESIGN OR CONSTRUCTION OF THE DESIGN. THE CONTRACTOR SHALL ENGAGE SUITABLY QUALIFIED ENGINEERS TO CERTIFY ALL TEMPORARY STRUCTURAL WORKS.</p> <p>SS6. THE CONTRACTOR SHALL ENGAGE WITH THE SUBCONTRACTOR AND OTHER AUTHORISED PEOPLE WHO USE THE SITE TO IDENTIFY THEIR RISKY WORK PROCEDURES AND OTHER ACTIVITIES.</p> <p>SS7. SUBCONTRACTORS AND OTHER AUTHORISED PEOPLE SHALL PROVIDE DOCUMENTATION ABOUT THEIR RISK ASSESSMENTS AND RISK MINIMISATION.</p> <p>SS8. PUBLIC SAFETY: A LIVE SITE THAT HAS WORK UNDERWAY OR IS UNATTENDED HAS A STRONG ATTRACTION TO THE PUBLIC IN GENERAL. THE CONTRACTOR SHALL TAKE ALL REASONABLE PRECAUTIONS TO PREVENT UNAUTHORISED PEOPLE ENTERING THE SITE. EXCAVATIONS, STRUCTURES AND ACCESS EQUIPMENT SHALL BE LEFT IN A SECURE MANNER AS IS REASONABLY PRACTICABLE TO PREVENT ANY UNAUTHORISED PEOPLE FROM ENTERING, CLIMBING OR FALLING. THE SITE SHALL HAVE CLEAR WARNING SIGNS IN APPROPRIATE LOCATIONS, E.G. - "DANGER KEEP OUT" AND BE SECURELY BARRICADED AND WHEN UNATTENDED LEFT IN A LOCKED CONDITION AS IS REASONABLY PRACTICABLE.</p> <p>SS9. SPECIFIC ATTENTION SHALL BE PAID TO RISKY ACTIVITIES INCLUDING BUT NOT LIMITED TO: SITE ESTABLISHMENT DEMOLITION, RECYCLING AND REMOVAL TEMPORARY WORKS EXCAVATION AND TRENCHING - CONSTRUCTION PROCESSES TRIPS AND FALLS (GENERAL) WORKING AT HEIGHT WORKING OVER WATER.</p>	<p>ELASTOMERIC BEARING PADS</p> <p>1. ALL ELASTOMERIC BEARINGS SHALL BE SOURCED FROM A REPUTABLE SUPPLIER, COMPLY WITH AS5100.4 AND THE SPECIFICATION AND HAVE THE FOLLOWING MINIMUM PROPERTIES:</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>PROPERTY</th> <th>VALUE</th> <th>TOLERANCE</th> </tr> </thead> <tbody> <tr> <td>HARDNESS</td> <td>60</td> <td>IRHD +/- 5</td> </tr> <tr> <td>ELASTIC MODULUS (E)</td> <td>3.8</td> <td>MPa</td> </tr> <tr> <td>SHEAR MODULUS (G)</td> <td>0.9</td> <td>MPa</td> </tr> <tr> <td>BULK MODULUS (B)</td> <td>2000</td> <td>MPa</td> </tr> <tr> <td>ULTIMATE TENSILE STRENGTH (Fu)</td> <td>3.8</td> <td>MPa</td> </tr> <tr> <td>ELONGATION AT BREAK</td> <td>475</td> <td>%</td> </tr> </tbody> </table> <p>2. ALL PROPERTIES NOT PROVIDED IN THE ABOVE TABLE MUST COMPLY WITH THE HIGHEST VALUES PROVIDED IN AS5100.4 AND THE SPECIFICATION.</p>	PROPERTY	VALUE	TOLERANCE	HARDNESS	60	IRHD +/- 5	ELASTIC MODULUS (E)	3.8	MPa	SHEAR MODULUS (G)	0.9	MPa	BULK MODULUS (B)	2000	MPa	ULTIMATE TENSILE STRENGTH (Fu)	3.8	MPa	ELONGATION AT BREAK	475	%
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<p>GLUE-LAMINATED BEAM NOTES</p> <p>1. ALL TIMBER BEAMS SHALL BE GRADE GL18, BE SOURCED FROM A REPUTABLE SUPPLIER, BE CONSTRUCTED IN ACCORDANCE WITH AS 1328.1 AND HAVE THE FOLLOWING MINIMUM PROPERTIES:</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>PROPERTY</th> <th>VALUE</th> <th>UNIT</th> </tr> </thead> <tbody> <tr> <td>MODULUS OF ELASTICITY (E)</td> <td>18500</td> <td>MPa</td> </tr> <tr> <td>CHARACTERISTIC BENDING STRENGTH (fb)</td> <td>45</td> <td>MPa</td> </tr> <tr> <td>CHARACTERISTIC SHEAR STRENGTH (fs)</td> <td>5</td> <td>MPa</td> </tr> <tr> <td>CHARACTERISTIC COMPRESSIVE STRENGTH (fb)</td> <td>45</td> <td>MPa</td> </tr> <tr> <td>CHARACTERISTIC TENSILE STRENGTH (fc)</td> <td>25</td> <td>MPa</td> </tr> </tbody> </table> <p>2. ALL PROPERTIES NOT PROVIDED IN THE ABOVE TABLE MUST COMPLY WITH THE HIGHEST VALUES PROVIDED IN AS5100.9:2017, AS1720.1:2010 AND THE SPECIFICATION.</p> <p>3. ALL TIMBER BEAMS SHALL BE TREATED IN ACCORDANCE WITH AS1604.1 FOR HAZARD CLASS H4</p> <p>4. ALL BEAMS TO BE STRENGTH GROUP SD1, SD2 OR SD3.</p> <p>5. ALL BEAMS TO BE JOINT GROUP JD1, JD2 OR JD3.</p> <p>6. ALL GLUE-LAMINATED BEAMS SHALL BE BONDED WITH TYPE1 ADHESIVE IN ACCORDANCE WITH AS/NZS 1328.1.</p>	PROPERTY	VALUE	UNIT	MODULUS OF ELASTICITY (E)	18500	MPa	CHARACTERISTIC BENDING STRENGTH (fb)	45	MPa	CHARACTERISTIC SHEAR STRENGTH (fs)	5	MPa	CHARACTERISTIC COMPRESSIVE STRENGTH (fb)	45	MPa	CHARACTERISTIC TENSILE STRENGTH (fc)	25	MPa	<p>LAP LENGTHS FOR REINFORCEMENT</p> <p>1. LAPS AND OTHER SPLICES IN REINFORCEMENT SHALL ONLY BE MADE AT THE POSITION SHOWN ON THE DRAWINGS, UNLESS ALTERNATIVE OR EXTRA LOCATIONS ARE APPROVED IN WRITING BY THE DESIGNERS. LAP LENGTHS SHALL BE AS TABULATED BELOW UNLESS SHOWN OTHERWISE ON THE DRAWINGS:</p>	<p style="text-align: center; border: 1px solid black; padding: 5px;">REFER ALSO TO THE PROJECT SiD REPORT</p>																																																																												
PROPERTY	VALUE	UNIT																																																																																														
MODULUS OF ELASTICITY (E)	18500	MPa																																																																																														
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CHARACTERISTIC TENSILE STRENGTH (fc)	25	MPa																																																																																														
<p>CONCRETE NOTES</p> <p>1. MAXIMUM AGREGATE SIZE SHALL BE 20 mm UNLESS NOTED OTHERWISE</p> <p>2. CONCRETE FOR DECK ELEMENTS SHALL BE GRADE VR450/50, HAVE A MINIMUM COMPRESSIVE STRENGTH OF 50 MPa AT 28 DAYS AND HAVE A MINIMUM COVER OF 40mm</p> <p>3. EXPOSURE CLASSIFICATION B1</p>																																																																																																

	SCALES	NTS			Department of State Growth	CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
					BLACKMAN RIVER BRIDGE (B599) MAIN ROAD TUNBRIDGE BRIDGEWORKS	HB20236-S1002	24-Jun-21, 11:59 AM		1002
			DESIGNED	REVIEWED	GENERAL NOTES	REGISTRATION NUMBER			REVISION B
A3 original	This sheet may be prepared using colour and may be incomplete if copied	Co-ordinate System:	Height Datum:						

23/07/2021



PLAN
SCALE 1:200

LEGEND

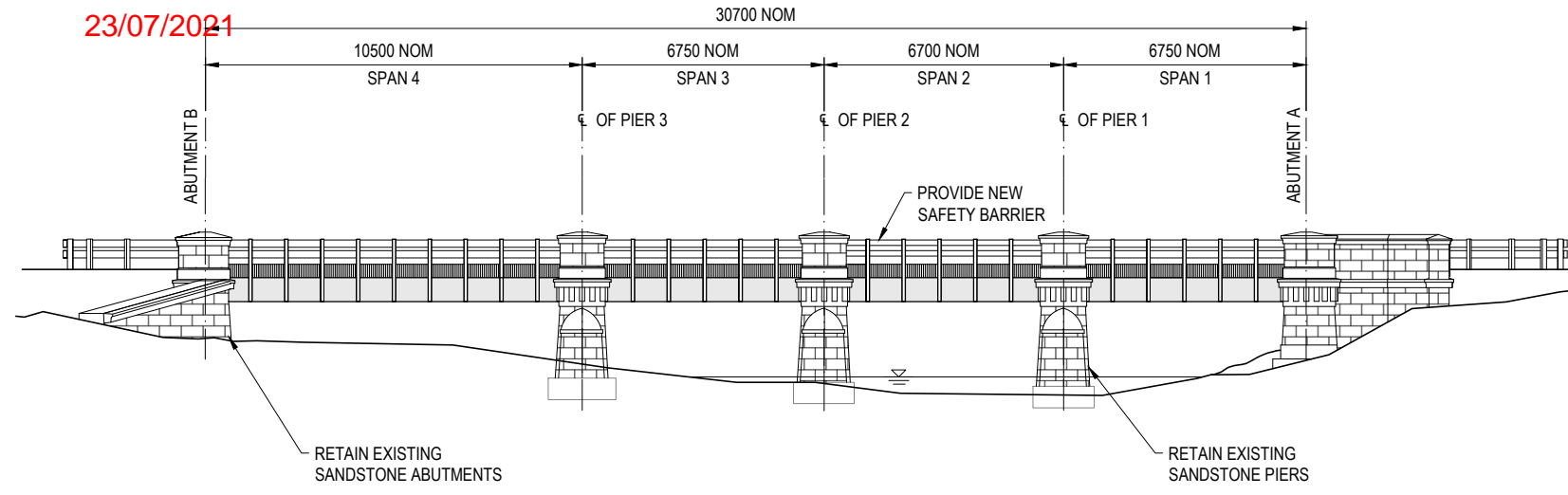
- - - - T - - - - TELEPHONE LINE - DIGITISED (GIS)
- - - - W - - - - WATER MAIN - DIGITISED (GIS)
- / - - - / - - - - EXISTING FENCE
- ☒ COMMUNICATION NETWORK PIT

-WARNING-
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

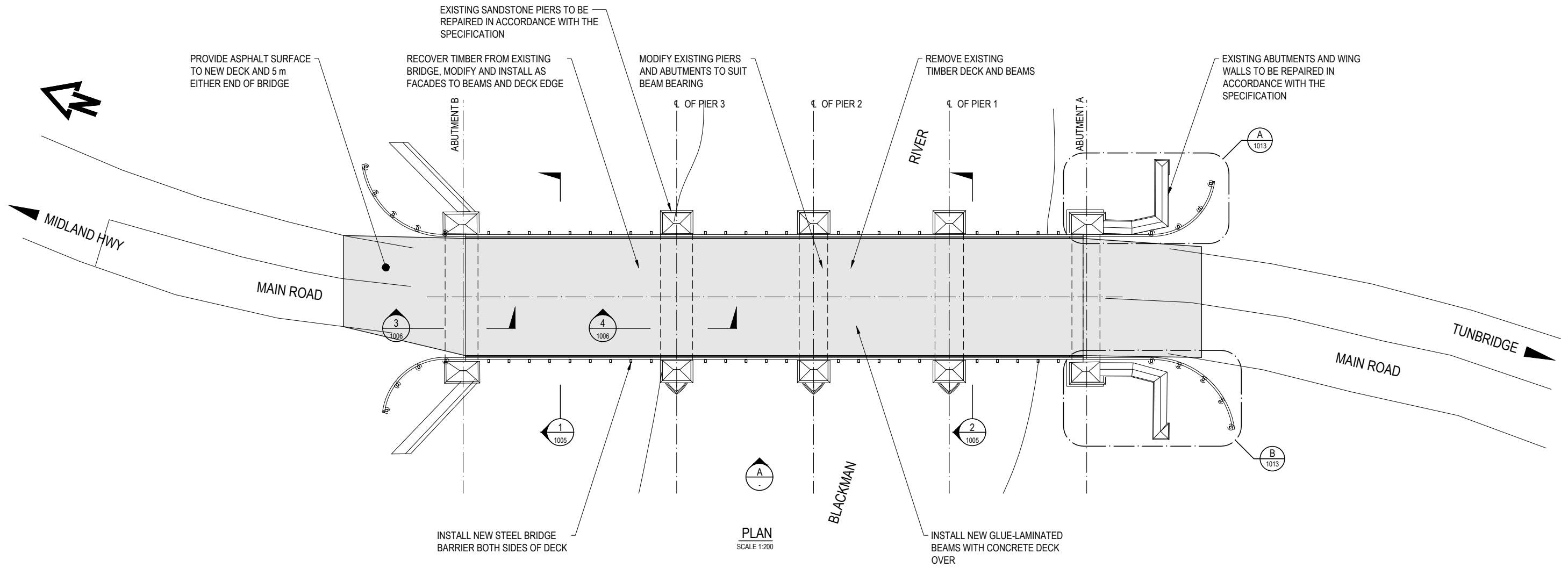


NOTES:
1. SERVICES BELONGING TO TASWATER AND TELSTRA ARE ATTACHED TO THE SOFFIT OF THE EXISTING BRIDGE. THE CONTRACTOR SHALL COORDINATE WORKS WITH THESE SERVICE OWNERS.

				<p>SCALES 1:200</p> <p>SCALE IN MILLIMETRES - 1:200</p>		<p>ptt&sherry</p>		<p>Department of State Growth BLACKMAN RIVER BRIDGE (B599) MAIN ROAD TUNBRIDGE BRIDGEWORKS</p>			<p>CONTRACT No.</p>	<p>DRAWING HB20236-S1003</p>	<p>PRINTED DATE 24-Jun-21, 12:20 PM</p>	<p>SHEET No. 1003</p>
C	REISSUED FOR DEVELOPMENT APPROVAL	B.J.	24/06/2021											
B	ISSUED FOR CLIENT REVIEW	M.R.	11/12/2020											
A	ISSUED FOR DEVELOPMENT APPROVAL	R.C.	26/08/2020											
No.	Amendment Description	Initials	Date											
A3 original	This sheet may be prepared using colour and may be incomplete if copied			Co-ordinate System:		Height Datum:		DESIGNED			REVIEWED		REVISION C	



ELEVATION A
1:100



No.	Amendment Description	Initials	Date
C	REISSUED FOR DEVELOPMENT APPROVAL	B.J.	24/06/2021
B	ISSUED FOR CLIENT REVIEW	M.R.	11/12/2020
A	ISSUED FOR DEVELOPMENT APPROVAL	R.C.	26/08/2020

SCALES
1:200

2000 0 2000 4000 6000 8000

SCALE IN MILLIMETRES - 1:200

Co-ordinate System: Height Datum:

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Tasmanian Government

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REVIEWED

Department of State Growth

BLACKMAN RIVER BRIDGE (B599)
MAIN ROAD TUNBRIDGE
BRIDGEWORKS

GENERAL ARRANGEMENT

CONTRACT No. DRAWING PRINTED DATE

HB20236-S1004 HB20236-S1004 24-Jun-21, 5:07 PM

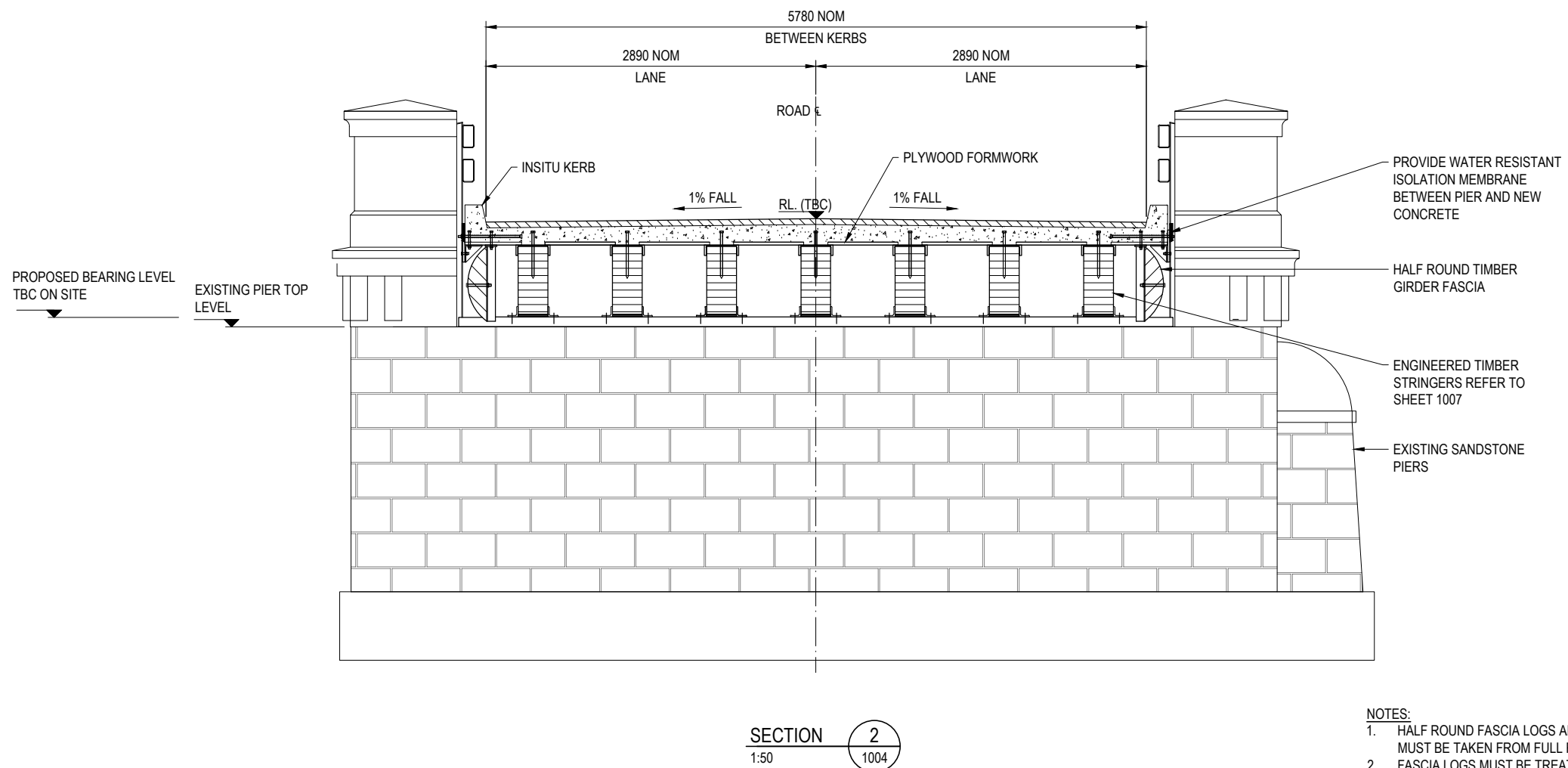
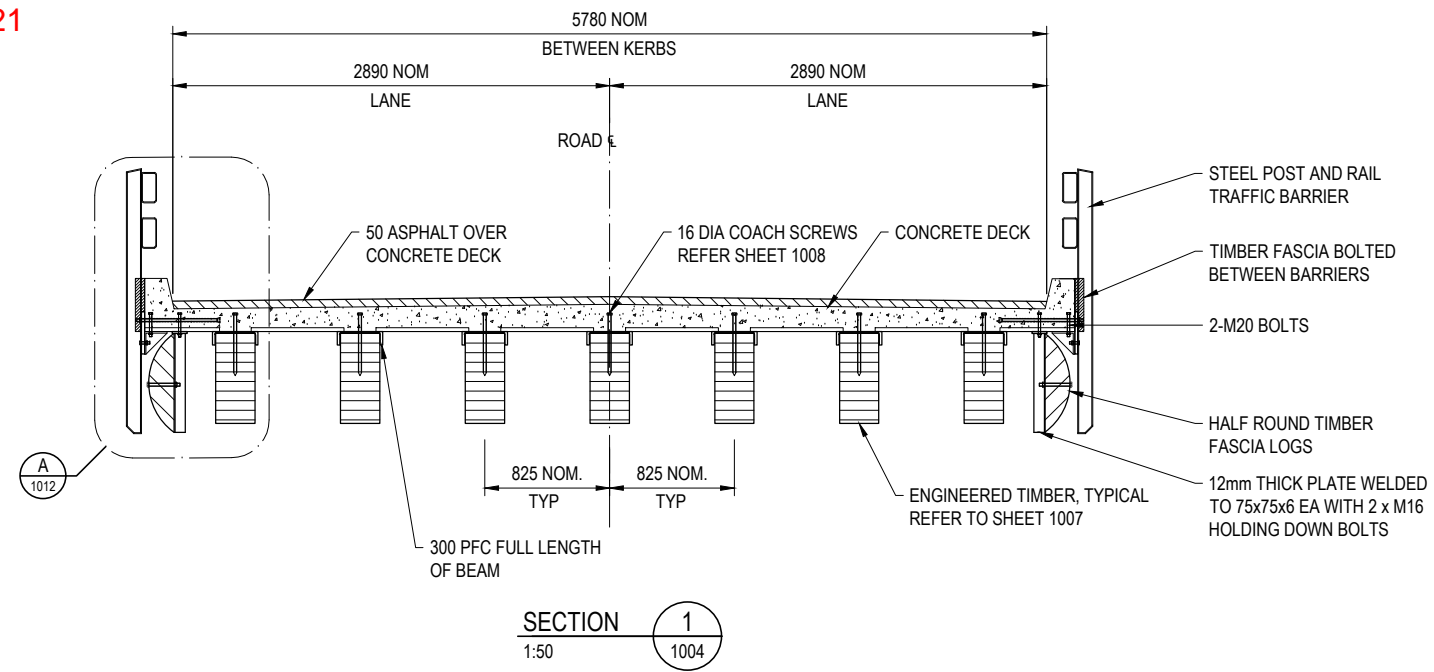
REGISTRATION NUMBER

SHEET No.

1004

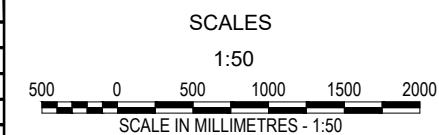
REVISION C

23/07/2021



- NOTES:
1. HALF ROUND FASCIA LOGS ARE NON STRUCTURAL. THESE MEMBERS MUST BE TAKEN FROM FULL ROUND LOGS.
 2. FASCIA LOGS MUST BE TREATED IN ACCORDANCE WITH AS1604.1 FOR HAZARD CLASS H4.

C	REISSUED FOR DEVELOPMENT APPROVAL	B.J.	24/06/2021
B	ISSUED FOR CLIENT REVIEW	M.R.	11/12/2020
A	ISSUED FOR DEVELOPMENT APPROVAL	R.C.	26/08/2020
No.	Amendment Description	Initials	Date
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REVIEWED

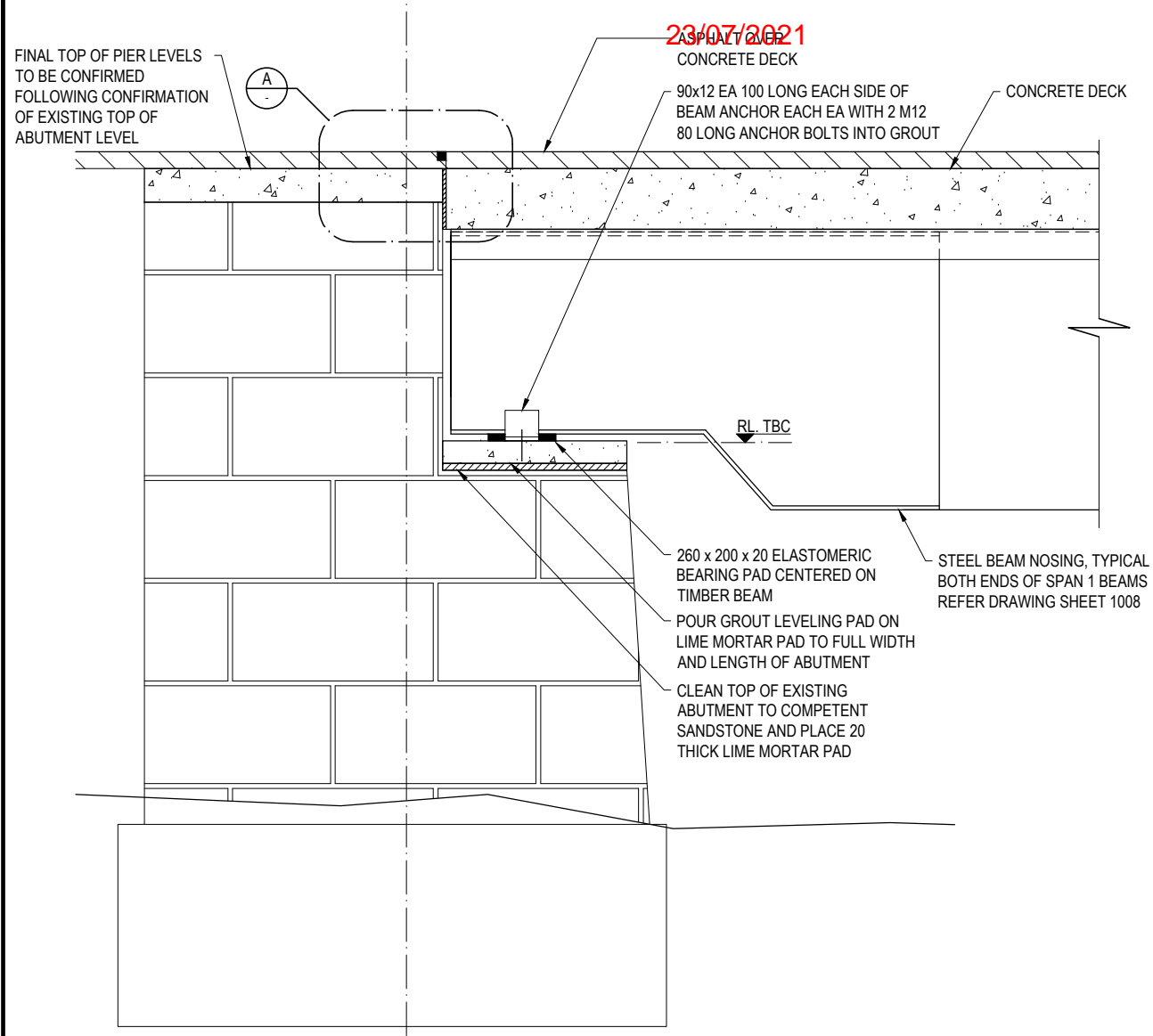
Department of State Growth

BLACKMAN RIVER BRIDGE (B599)

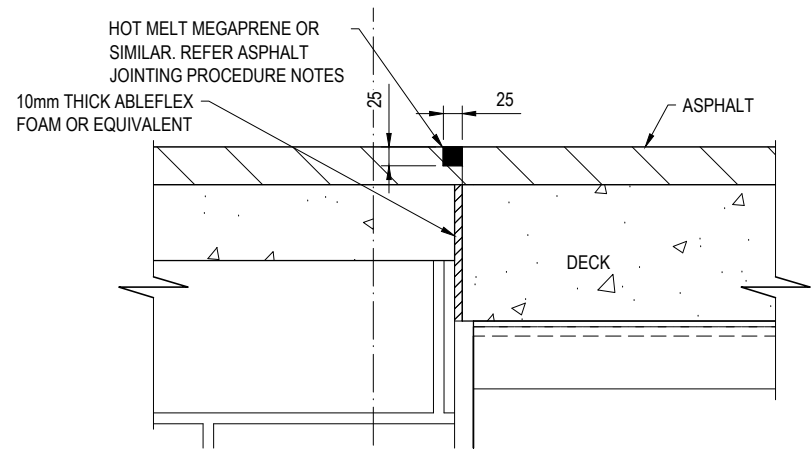
MAIN ROAD TUNBRIDGE BRIDGEWORKS

SECTIONS

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	HB20236-S1005	24-Jun-21, 5:08 PM	1005
REGISTRATION NUMBER			REVISION C

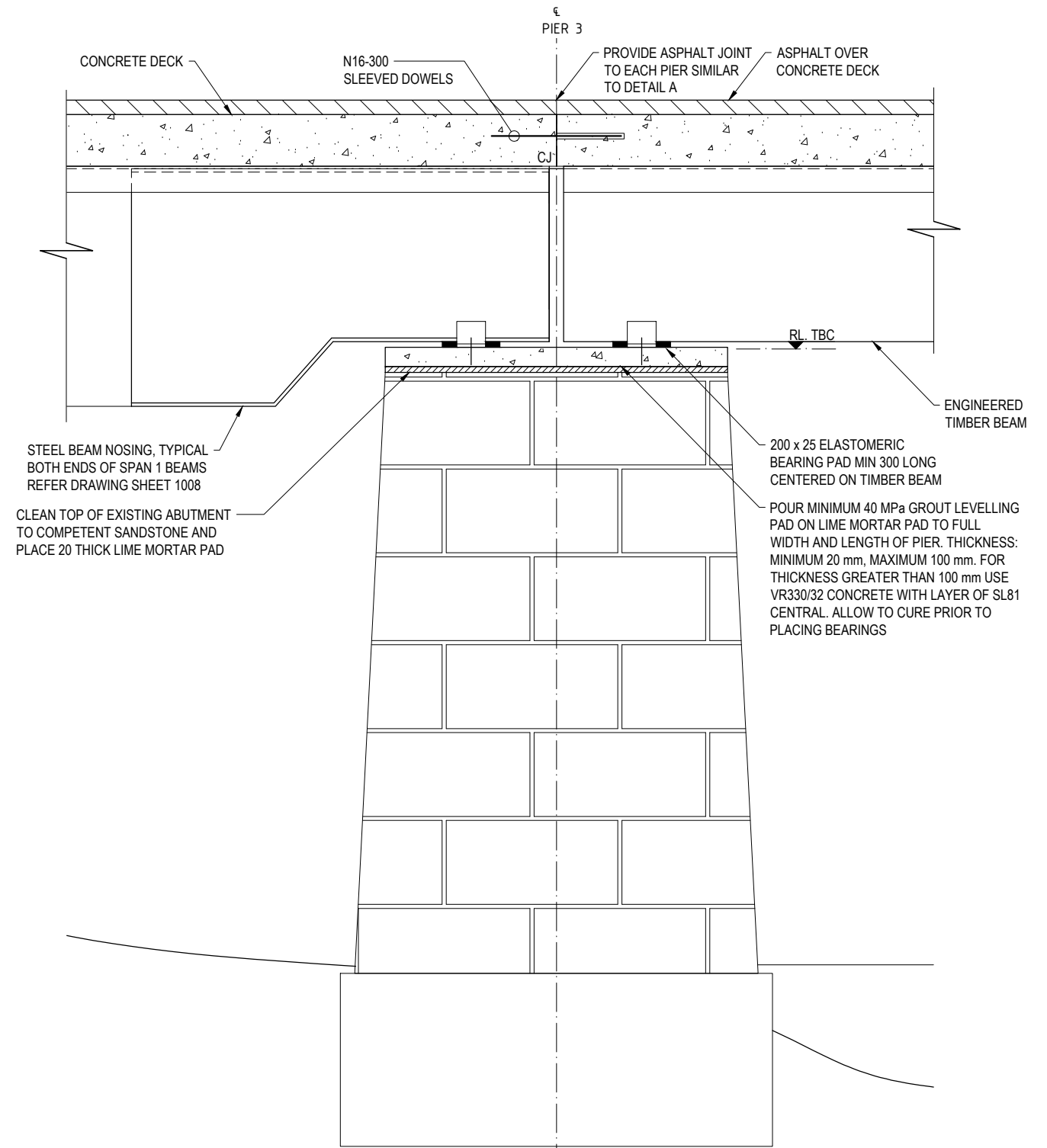


SECTION 3
1:20



DETAIL A
SCALE 1:10

- ASPHALT JOINTING PROCEDURES:
1. PRIMARY CUT TO FULL DEPTH OF ASPHALT.
 2. SECONDARY CUT, 25mm DEEP.
 3. NEATLY AND CAREFULLY REMOVE MATERIAL BETWEEN CUTS TO A DEPTH OF 25mm.
 4. CLEAN JOINT OF ANY LOOSE STONES GRIT, DUST, ETC. ENSURE CAVITY IS DRY, PLACE 20mm MAX. WIDTH DEBONDING TAPE STRIP IN BOTTOM AND IMMEDIATELY APPLY SEALANT "HOT MELT MEGAPRENE" OR SIMILAR AND ALLOW TO SET.
 5. ADHERE TO MANUFACTURERS INSTRUCTIONS AT ALL TIMES.



SECTION 4
1:20

No.	Amendment Description	Initials	Date
C	REISSUED FOR DEVELOPMENT APPROVAL	B.J.	24/06/2021
B	ISSUED FOR CLIENT REVIEW	M.R.	11/12/2020
A	ISSUED FOR DEVELOPMENT APPROVAL	R.C.	26/08/2020

SCALES
1:50
200 0 200 400 600 800
SCALE IN MILLIMETRES - 1:20

Co-ordinate System: Height Datum:

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Tasmanian Government

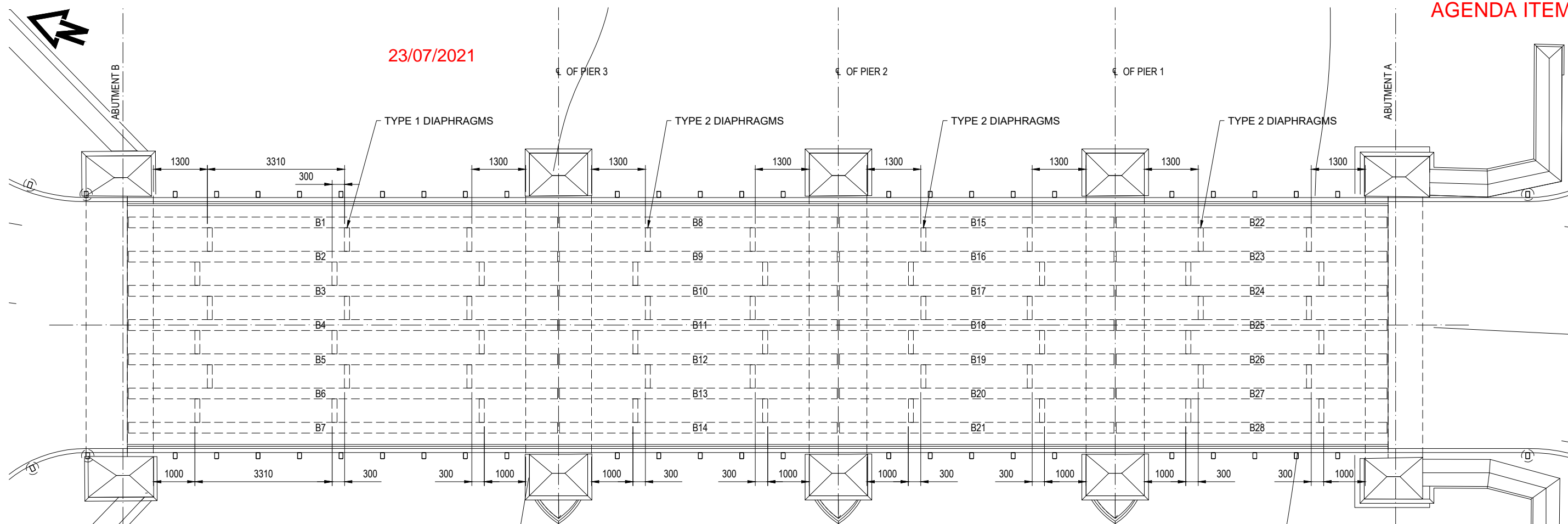
DESIGNED:
REVIEWED:

Department of State Growth
BLACKMAN RIVER BRIDGE (B599)
MAIN ROAD TUNBRIDGE
BRIDGEWORKS

SECTION AND DETAIL

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
	HB20236-S1006	24-Jun-21, 12:08 PM	1006
REGISTRATION NUMBER			REVISION C

23/07/2021



PLAN
SCALE 1:100

BEAM SCHEDULE

SPAN 1				SPAN 2				SPAN 3				SPAN 4			
BEAM NUMBER	BEAM DEPTH (mm)	BEAM WIDTH (mm)	BEAM LENGTH (mm)	BEAM NUMBER	BEAM DEPTH (mm)	BEAM WIDTH (mm)	BEAM LENGTH (mm)	BEAM NUMBER	BEAM DEPTH (mm)	BEAM WIDTH (mm)	BEAM LENGTH (mm)	BEAM NUMBER	BEAM DEPTH (mm)	BEAM WIDTH (mm)	BEAM LENGTH (mm)
B1	825	260	10350	B8	600	260	6700	B15	600	260	6620	B22	600	260	6530
B2	825	260	10350	B9	600	260	6700	B16	600	260	6620	B23	600	260	6530
B3	825	260	10350	B10	600	260	6700	B17	600	260	6620	B24	600	260	6530
B4	825	260	10350	B11	600	260	6700	B18	600	260	6620	B25	600	260	6530
B5	825	260	10350	B12	600	260	6700	B19	600	260	6620	B26	600	260	6530
B6	825	260	10350	B13	600	260	6700	B20	600	260	6620	B27	600	260	6530
B7	825	260	10350	B14	600	260	6700	B21	600	260	6620	B28	600	260	6530

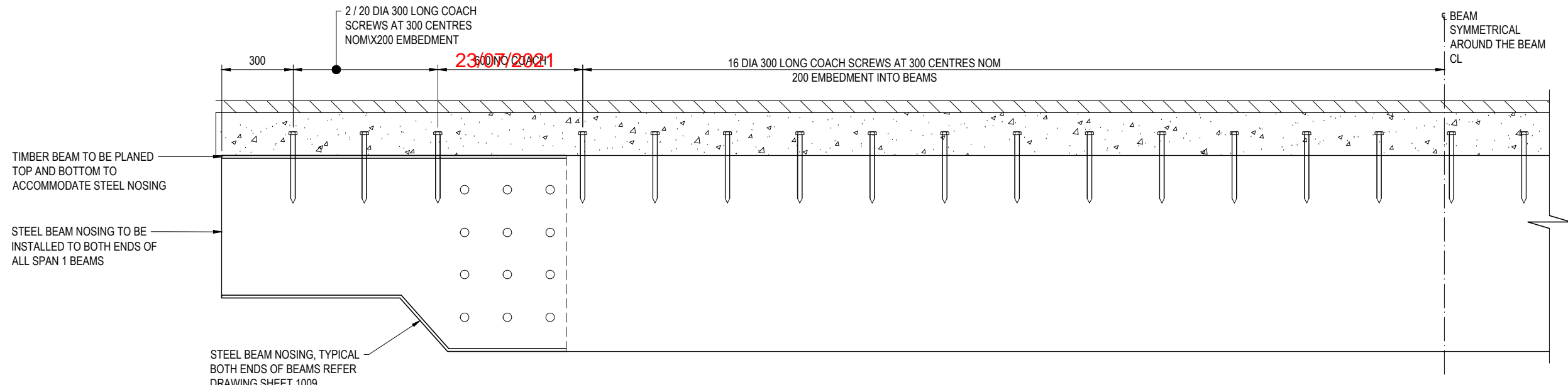
DIAPHRAGM SCHEDULE

DIAPHRAGM	DIAPHRAGM DEPTH (mm)	DIAPHRAGM WIDTH (mm)	DIAPHRAGM LENGTH (mm)
1	625	120	545
2	400	120	545

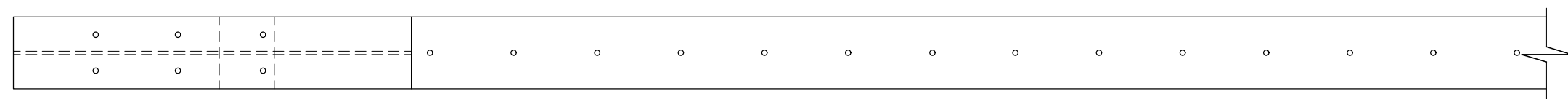
NOTES:

- FOR DIAPHRAGM DETAILS REFER SHEET 1009.
- ALL BEAMS TO HAVE 10mm HOG PRIOR TO INSTALLATION OF CONCRETE DECK.

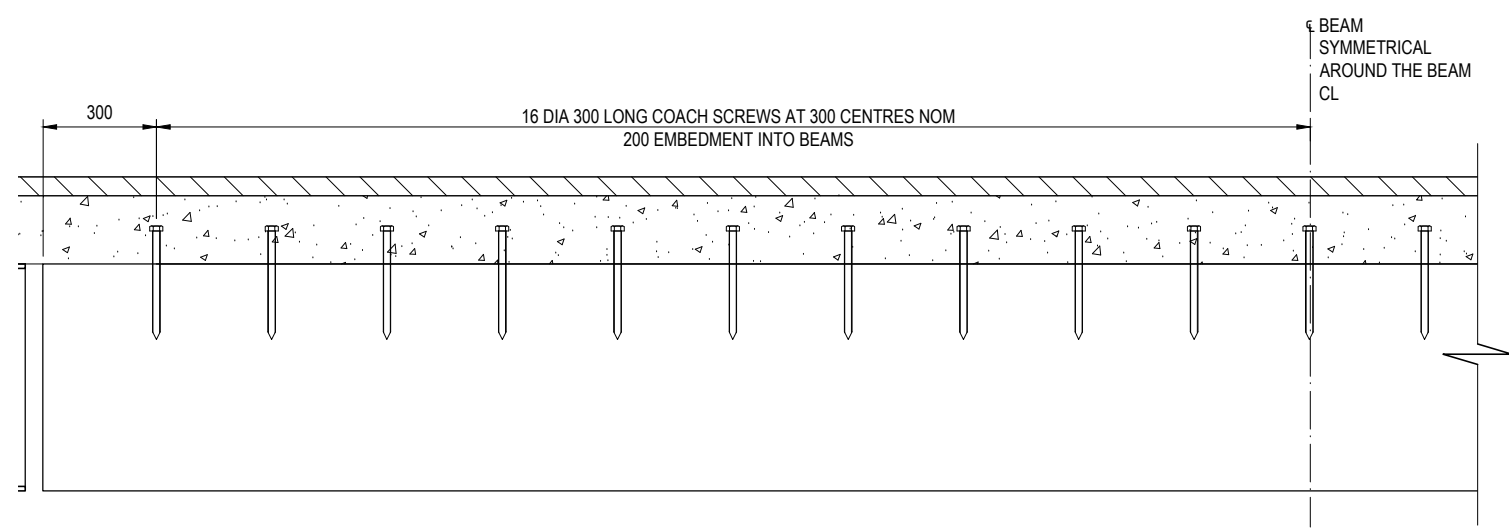
		SCALES 1:100 SCALE IN MILLIMETRES - 1:100			Department of State Growth BLACKMAN RIVER BRIDGE (B599) MAIN ROAD TUNBRIDGE BRIDGEWORKS		CONTRACT No.	DRAWING HB20236-S1007	PRINTED DATE 24-Jun-21, 12:01 PM	SHEET No.
B	ISSUED FOR DEVELOPMENT APPROVAL	B.J.	24/06/2021		DESIGNED	BEAM LAYOUT		REGISTRATION NUMBER		1007
A	ISSUED FOR CLIENT REVIEW	M.R.	11/12/2020	REVIEWED					REVISION B	
No.	Amendment Description	Initials	Date	Co-ordinate System: Height Datum:						
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SPAN 1 (BEAMS B1 - B7) - ELEVATION
SCALE 1:20



SPAN 1 (BEAMS B1 - B7) - PLAN
SCALE 1:20

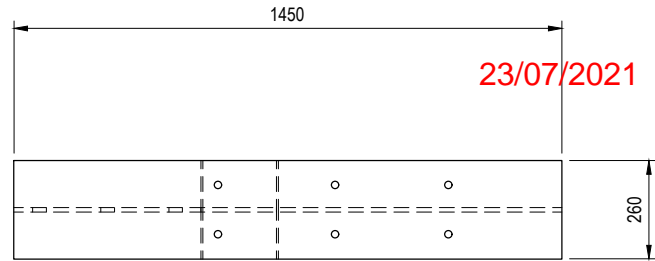


SPAN 2 (BEAMS B8 - B14)
SCALE 1:20
(SPAN 3, 4 SIMILAR)

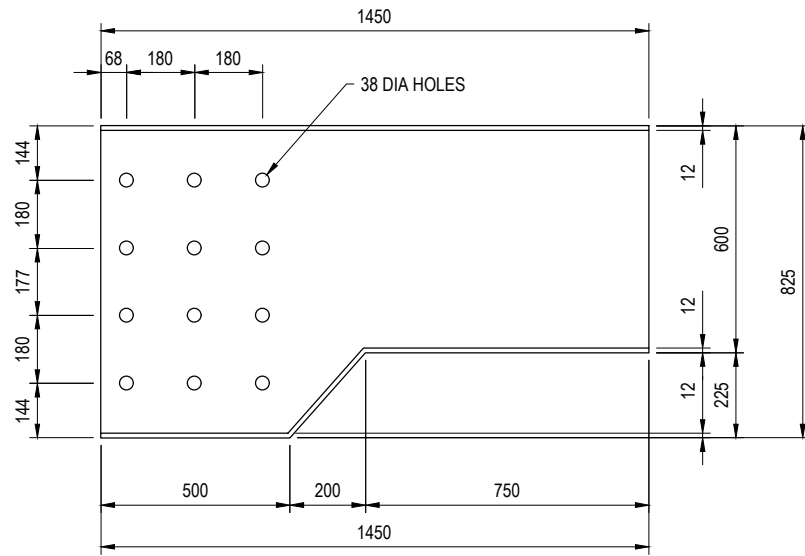
- NOTES:
STEEL NOSING INSTALLATION
1. DRILL BOLT HOLES INTO TIMBER BEAM.
 2. SAW CUT ALONG CENTERLINE OF SPAN 1 TIMBER BEAMS TO LENGTH OF NOSING.
 3. PLANE TOP AND BOTTOM TIMBER BEAM TO ACCOMMODATE NOSING FLANGES TO LENGTH OF NOSING.
 4. INSTALL STEEL NOSING IN SAW CUT AND INSTALL BOLTS.

				<p>SCALES 1:20</p> <p>SCALE IN MILLIMETRES - 1:20</p>		<p>pitt&sherry</p>		<p>Department of State Growth</p> <p>BLACKMAN RIVER BRIDGE (B599)</p> <p>MAIN ROAD TUNBRIDGE BRIDGEWORKS</p>		<p>CONTRACT No.</p> <p>HB20236-S1008</p>	<p>DRAWING</p> <p>HB20236-S1008</p>	<p>PRINTED DATE</p> <p>24-Jun-21, 12:08 PM</p>	<p>SHEET No.</p> <p>1008</p>										
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No.	Amendment Description	Initials	Date																				
B	ISSUED FOR DEVELOPMENT APPROVAL	B.J.	24/06/2021																				
A	ISSUED FOR CLIENT REVIEW	M.R.	11/12/2020																				
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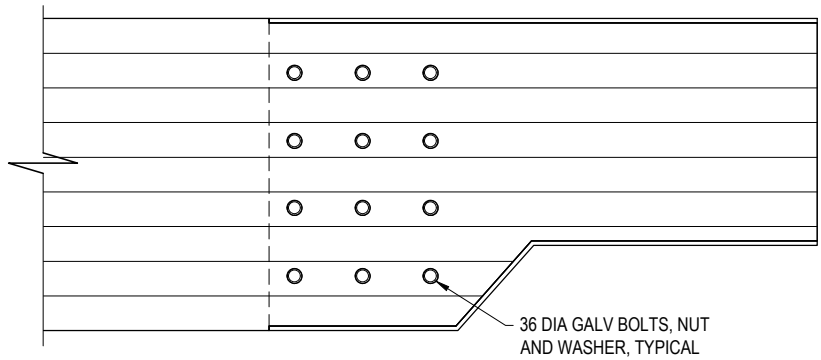


PLAN
SCALE 1:20

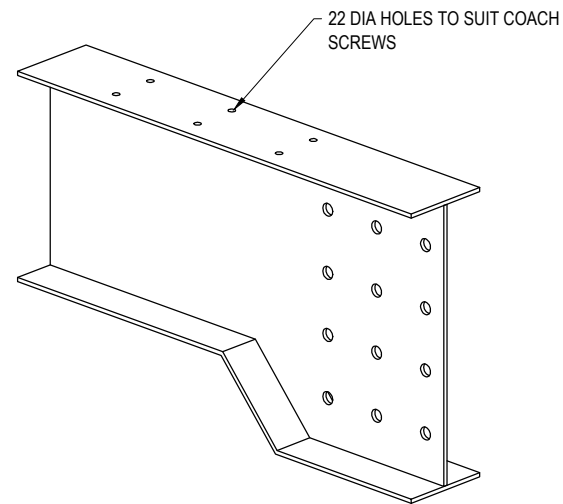


ELEVATION A
SCALE 1:20

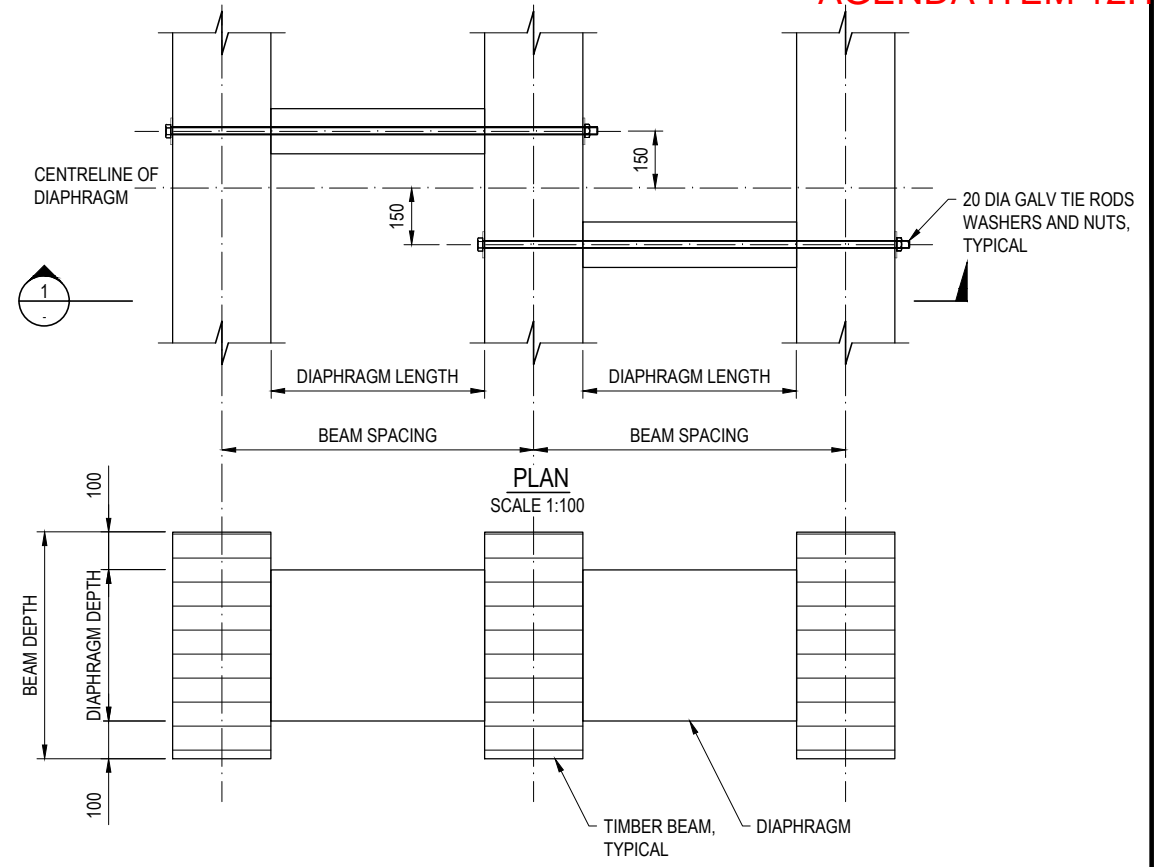
STEEL BEAM NOSING - TYPICAL DETAILS
SCALE 1:20



ELEVATION A
SCALE 1:20
SHOWING TIMBER BEAM



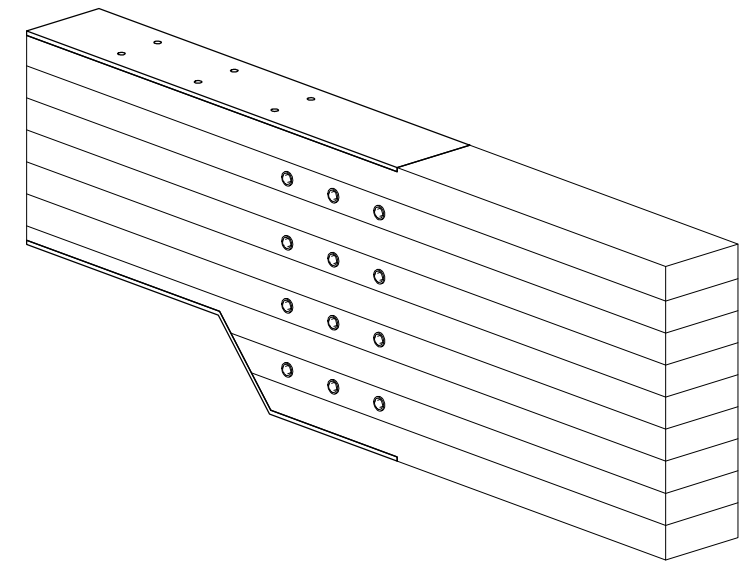
ORTHOGRAPHIC - SHOWING STEEL NOSING
SCALE 1:20



SECTION 1
SCALE 1:20

DIAPHRAGM DETAILS

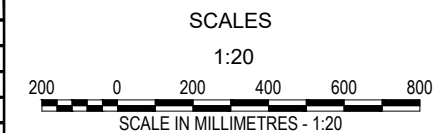
FOR DIAPHRAGM LENGTH AND DEPTH REFER TO SHEET 1007.



ORTHOGRAPHIC - SHOWING TIMBER BEAM
SCALE 1:20

- NOTES:
- ALL WELDS TO BE 6mm FILLET WELD.
 - ALL WELDS TO BE CATEGORY SP.

B	ISSUED FOR DEVELOPMENT APPROVAL	B.J.	24/06/2021
A	ISSUED FOR CLIENT REVIEW	M.R.	11/12/2020
No.	Amendment Description	Initials	Date
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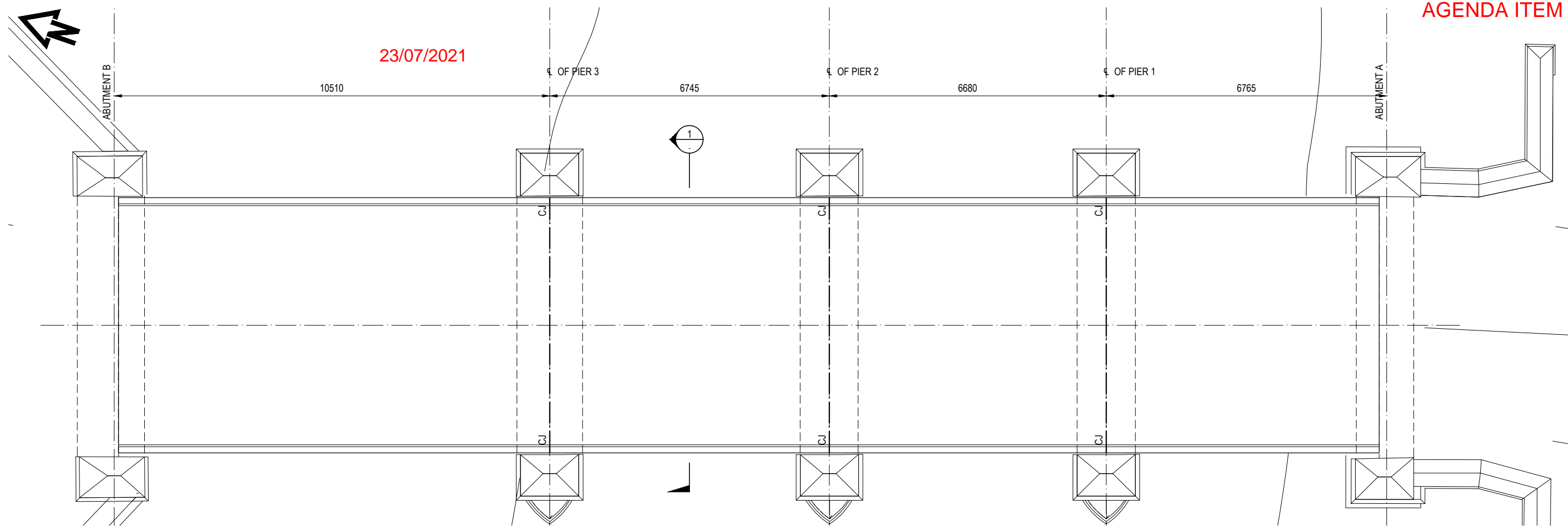
BLACKMAN RIVER BRIDGE (B599)
MAIN ROAD TUNBRIDGE
BRIDGEWORKS

DESIGNED
REVIEWED

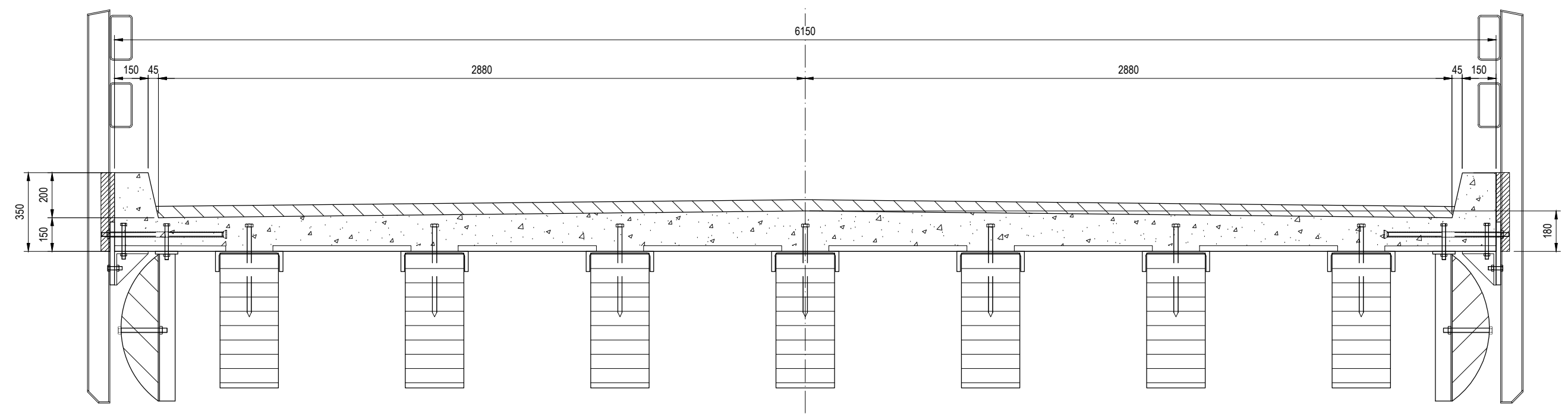
DECK CONCRETE DETAILS

CONTRACT No.	DRAWING HB20236-S1009	PRINTED DATE 24-Jun-21, 12:01 PM	SHEET No. 1009
REGISTRATION NUMBER			REVISION B

23/07/2021



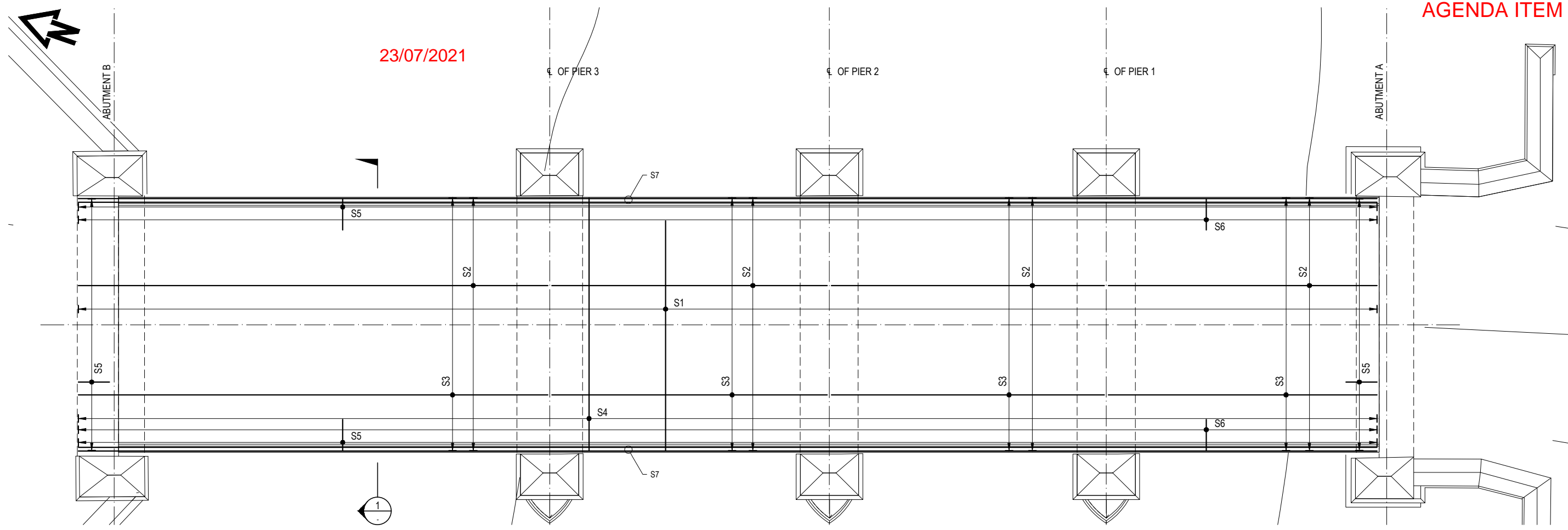
PLAN
SCALE 1:100



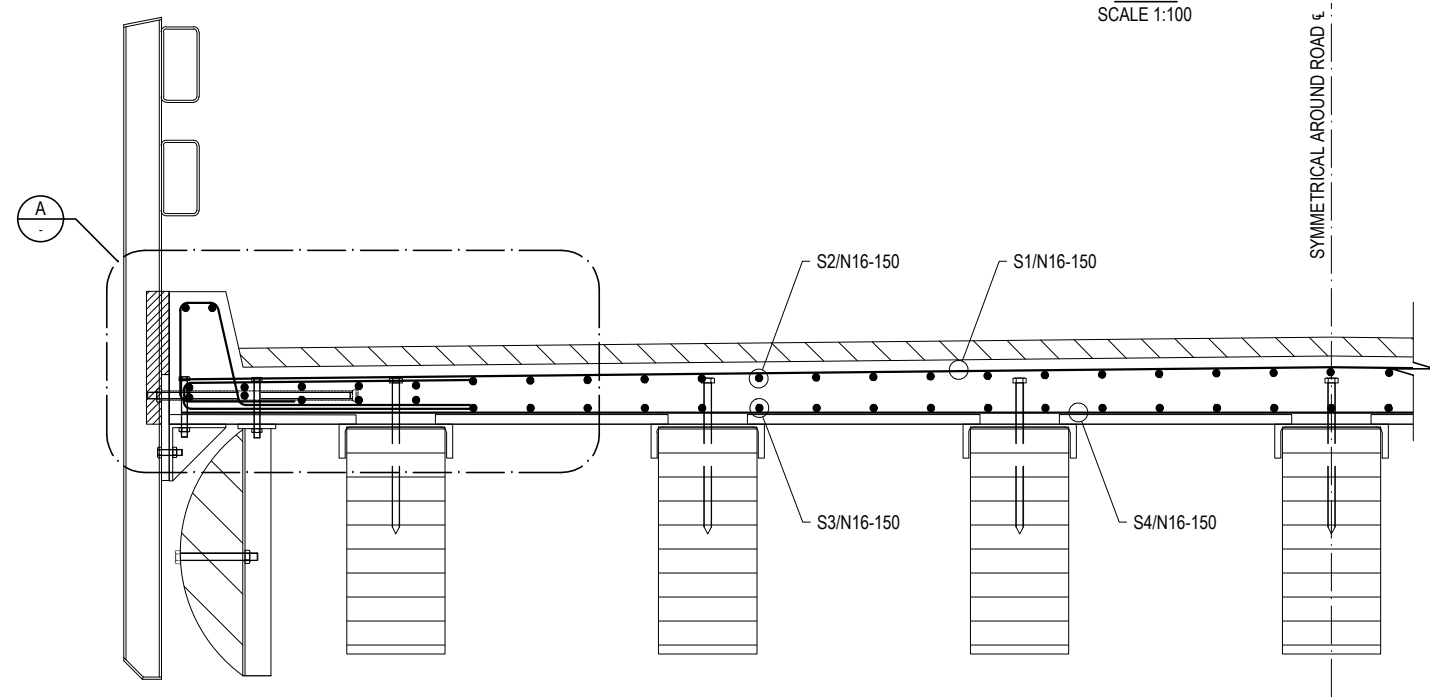
SECTION 1
SCALE 1:20

		<p>Department of State Growth</p> <p>BLACKMAN RIVER BRIDGE (B599)</p> <p>MAIN ROAD TUNBRIDGE BRIDGEWORKS</p> <p>DECK CONCRETE DETAILS</p>		<p>CONTRACT No.</p> <p>HB20236-S1010</p>	<p>DRAWING</p> <p>HB20236-S1010</p>	<p>PRINTED DATE</p> <p>24-Jun-21, 12:01 PM</p>	<p>SHEET No.</p> <p>1010</p>
<p>SCALE 1:100</p> <p>SCALE IN MILLIMETRES - 1:100</p>		<p>DESIGNED</p> <p>REVIEWED</p>		<p>REGISTRATION NUMBER</p>		<p>REVISION B</p>	
<p>Amendment Description</p> <p>Initials</p> <p>Date</p>		<p>Co-ordinate System:</p> <p>Height Datum:</p>		<p>A3 original</p> <p>This sheet may be prepared using colour and may be incomplete if copied</p>		<p>1010</p>	

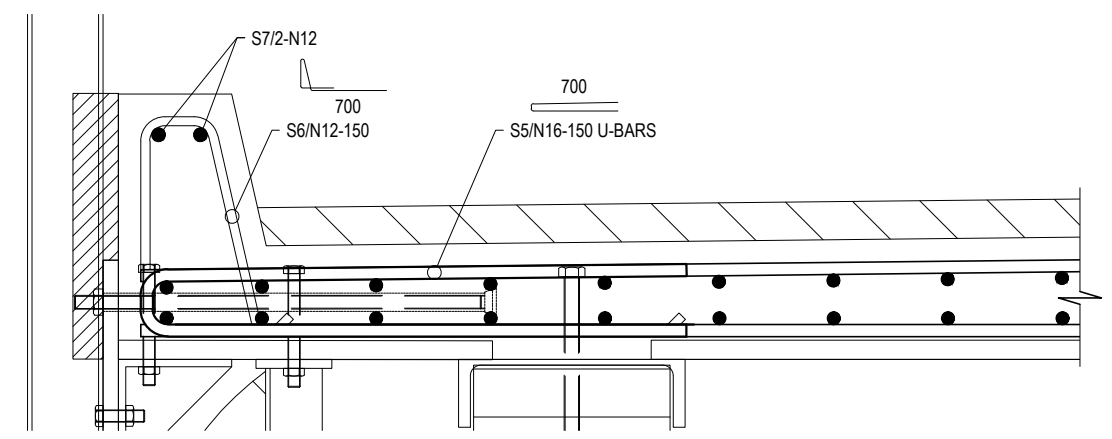
23/07/2021



PLAN
SCALE 1:100



SECTION 1
SCALE 1:20



DETAIL A
SCALE 1:10

No.	Amendment Description	Initials	Date
B	ISSUED FOR DEVELOPMENT APPROVAL	B.J.	24/06/2021
A	ISSUED FOR CLIENT REVIEW	M.R.	11/12/2020
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SCALES
1:100

SCALE IN MILLIMETRES - 1:100

Co-ordinate System: Height Datum:

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Department of State Growth
BLACKMAN RIVER BRIDGE (B599)
MAIN ROAD TUNBRIDGE
BRIDGEWORKS

DECK REINFORCEMENT DETAILS

CONTRACT No. DRAWING PRINTED DATE

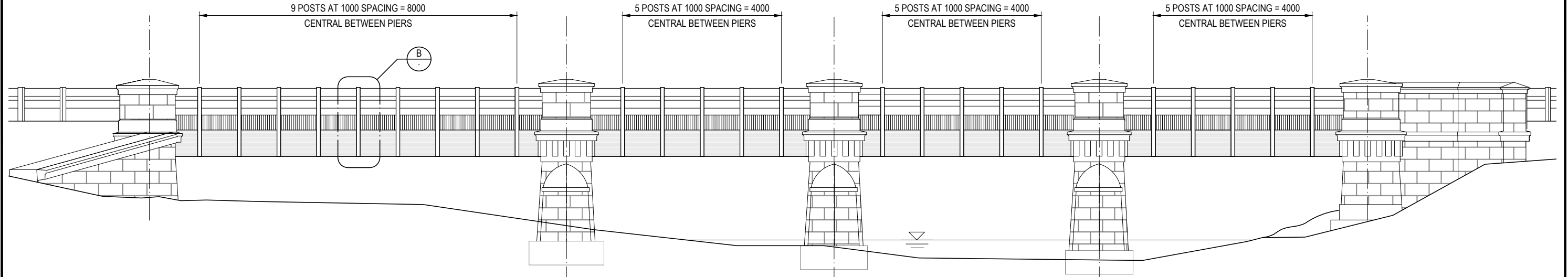
 HB20236-S1011 24-Jun-21, 12:01 PM

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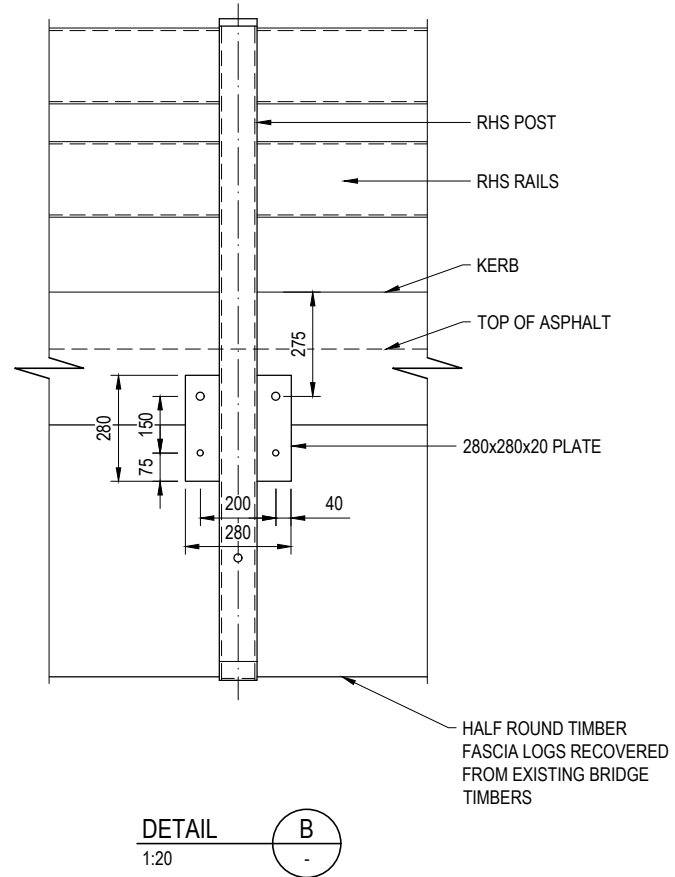
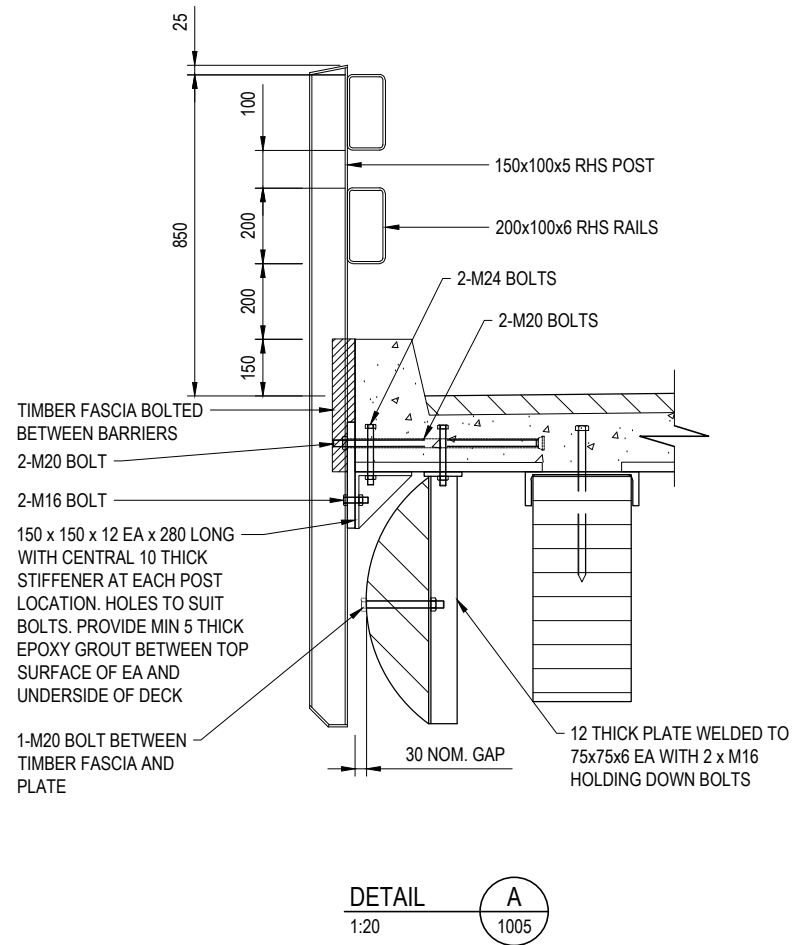
SHEET No.
1011

REVISION B

23/07/2021



BARRIER LAYOUT
SCALE 1:100



		<p>SCALES 1:100</p> <p>SCALE IN MILLIMETRES - 1:100</p>		<p>ptt&sherry</p>	<p>Department of State Growth</p> <p>BLACKMAN RIVER BRIDGE (B599) MAIN ROAD TUNBRIDGE BRIDGEWORKS</p>	<p>CONTRACT No.</p> <p>HB20236-S1012</p>	<p>DRAWING</p> <p>HB20236-S1012</p>	<p>PRINTED DATE</p> <p>24-Jun-21, 12:01 PM</p>	<p>SHEET No.</p> <p>1012</p>
B	ISSUED FOR DEVELOPMENT APPROVAL	B.J.	24/06/2021	DESIGNED		REGISTRATION NUMBER			REVISION B
A	ISSUED FOR CLIENT REVIEW	M.R.	11/12/2020	REVIEWED					
No.	Amendment Description	Initials	Date						

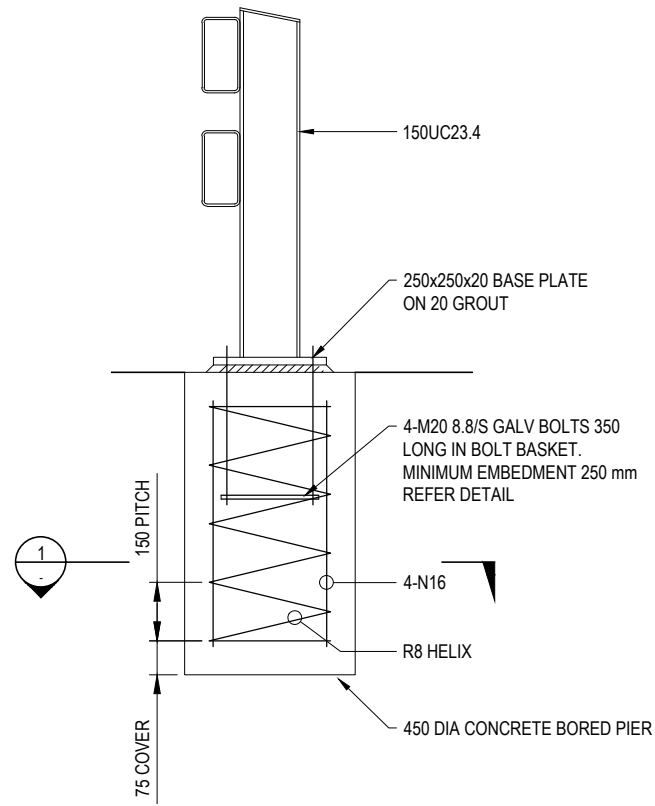
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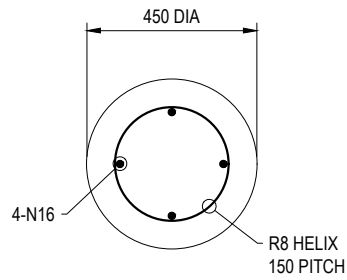
DESIGNED
REVIEWED

BARRIER LAYOUT AND DETAILS

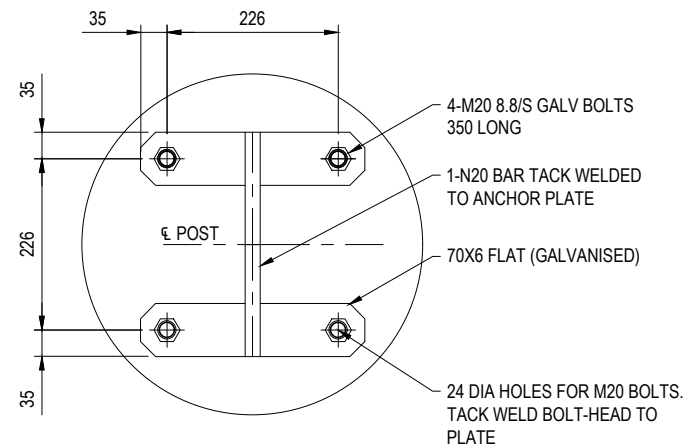
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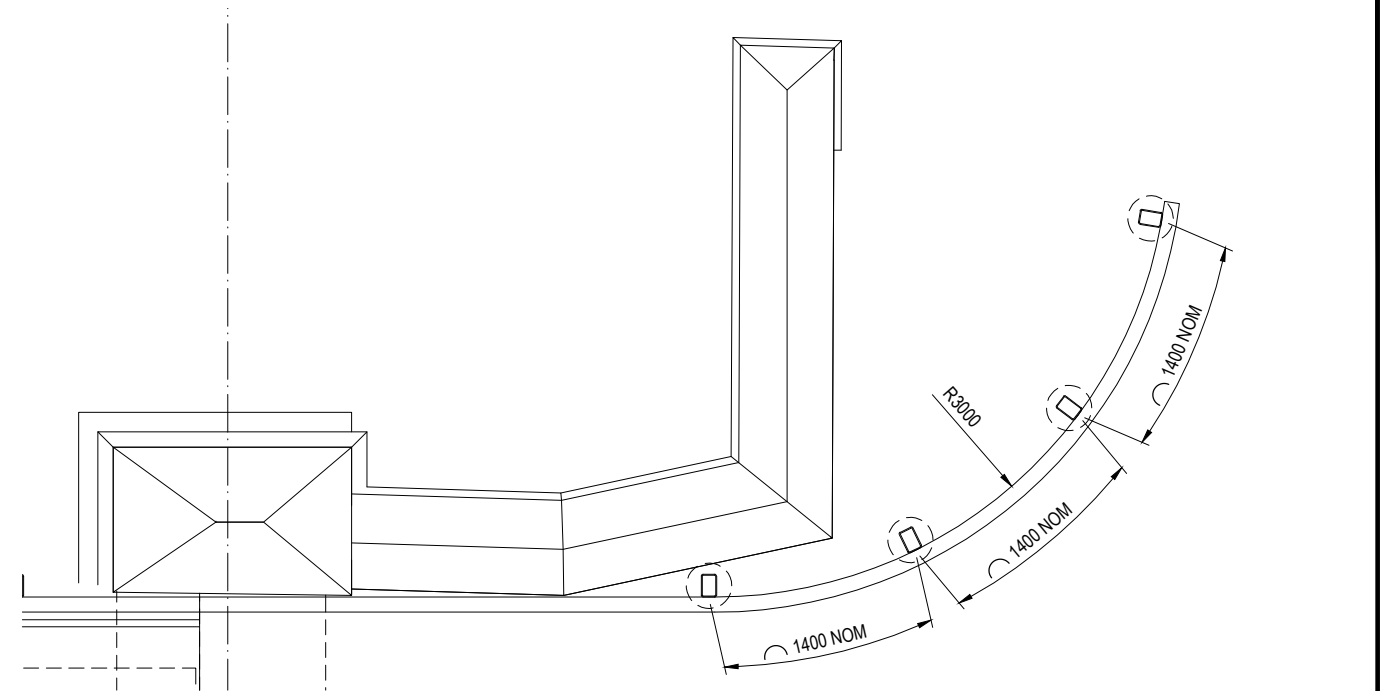
OFF STRUCTURE BARRIER DETAILS
SCALE 1:20



SECTION 1
1:20

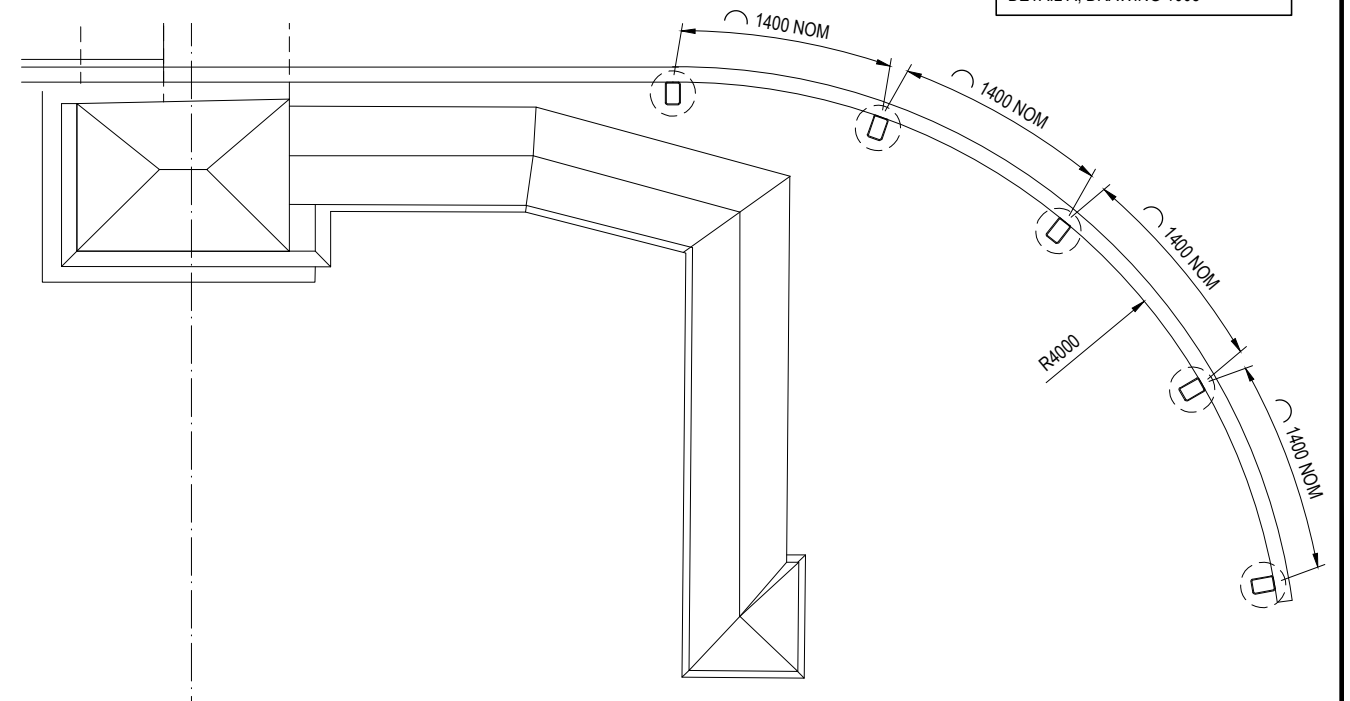


POST ANCHOR PLATE DETAIL - PLAN
SCALE 1:10



DETAIL A
1:20

NOTE
OFF-STRUCTURE BARRIER RAIL TO MAINTAIN CONSISTENT GROUND CLEARANCE +50 mm. REFER TO DETAIL A, DRAWING 1005



DETAIL B
1:50

No.	Amendment Description	Initials	Date
B	ISSUED FOR DEVELOPMENT APPROVAL	B.J.	24/06/2021
A	ISSUED FOR CLIENT REVIEW	M.R.	11/12/2020
A3 original This sheet may be prepared using colour and may be incomplete if copied			

SCALES
1:20
200 0 200 400 600 800
SCALE IN MILLIMETRES - 1:20

Co-ordinate System: Height Datum:

ptt&sherry
Tasmanian Government

DESIGNED
REVIEWED

Department of State Growth
BLACKMAN RIVER BRIDGE (B599)
MAIN ROAD TUNBRIDGE
BRIDGEWORKS
OFF STRUCTURE BARRIER

CONTRACT No. DRAWING PRINTED DATE
HB20236-S1013 HB20236-S1013 24-Jun-21, 12:01 PM

REGISTRATION NUMBER

SHEET No.
1013
REVISION B

23/07/2021

Detailed Fabric Assessment

Appendix C

PETER SPRATT

CONSULTING CHARTERED ENGINEER 23/07/2021

P. Spratt AM M.Env.St . Dip.CE FIEAust . LFAIB MASCE A.I.Arb.A

25 Gourlay Street
Blackmans Bay
TAS 7052

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ABN 55 120 015 973

14th. April 2021

Ref No 7775

Mr Bjorn Jensen
Pitt and Sherry
Level 1 Surrey House
199 Macquarie Street
Hobart TAS 7001

*Blackman River Bridge, Tunbridge
Detailed Fabric Assessment*

Dear Sir,

I have, to your request, carried out the above assessment.

I visited the site on the 1st. April last and carried out a visual inspection with some fabric testing in your company and that of Stonemason Edrei Stanton.

I advise that –

1. Previous Assessments.

I have had reference to the following-

- Blackman River Bridge. Historic Survey Report to Department of Transport. Lindy Scripps 1996.
- Blackman River Bridge, Heritage Assessment of Superstructure Replacement. Peter Spratt. June 2014.
- Blackman River Bridge, Historic Heritage Impact Assessment. Austral Archaeology. April 2015.
- Blackman River Bridgeworks- Concrete Slab Design Plans. Pitt and Sherry December 2020.
- Request for Additional Information. Southern Midlands Council December 2020.

2. Bridge Alterations

- The original bridge, of timber, was constructed in June 1841 and was damaged by a fire leading to a lengthy period of dilapidation until 1848 when the first iteration of the present sandstone foundation/timber girder planked deck bridge was constructed.
- The present four span bridge has sandstone abutments and three piers with superstructure of longitudinal timber beams supporting a timber planked deck set across the beams with longitudinal planks forming the roadway.
There are large stone posts set on top of the piers.
- The first sandstone/timber girder bridge had only two piers giving three spans.
- From 1894 to 1897 the bridge was altered to the 1889 specification-
 - the wing walls of the abutment on the Ross side to be taken down
 - a cutwater to be built to the existing abutment to match the other piers
 - excavation of the embankment for new abutment
 - a new abutment and wingwall to be built using the stone obtained from the demolition of the existing wing walls and to correspond with the old work

- two columns to with caps to correspond with the old ones
 - two plates 10" x 3" x 23 feet long to be fixed on new pier and abutment to carry girders
 - the seven girders to be 18" x 10" x 35 feet long and placed similarly to the old ones
 - the decking to comprise planks 6" x 4" fastened to the girders with 8" spikes.
 - a fence to be erected to the new span with 5" x 3" rails let into the stonework
 - both old and new sections of the fence to be painted
 - the girders to receive protective coatings of chenam and tar
 - gravel boards to be laid on the whole length of deck with metal laid in between [see Appendix 1 for complete specification]²
- Periodic replacement of rotted timbers has been necessary to the present day.
 - In 1940, following a number of motor vehicle impacts, it was found necessary to repair cracked post stones, rebuild a south side post and pull three posts back into alignment.
 - In 1943 the fourth span was given 5 timber piles at midspan to support the rotted girders.
 - In 1951 work was carried out as -
 - filling in the centre of the upstream centre cap and replacing the back flagstone block
 - repairing the upstream intermediate cap and refacing the corners with sandstone rendering
 - reassembling the downstream pier and cap and replacing in its original position
 - refacing with rendering sections of the abutment on the southern side.
 - In 1962 the bridge was temporarily tommed to allow for a heavy load and in 1996-7 concrete and steel toms were placed under each span.
 - In 1972 further vehicle damage repairs to the posts were carried out with some stones replaced.
 - The toms were removed in 1983.

3. Assessment of Alterations

The original section of the bridge is the Eastern abutment but it appears to have been raised as indicated in photographs 6 and 9 below. This aligns with the 1889 specification requiring level adjustments. The three present piers are not equally spaced. It is unknown as to whether the present spacing reflects foundation conditions, which pier has been inserted or whether new piers were constructed. The piers were not mentioned in the 1889 specification.

The western abutment and its wing wall are an 1894-97 construction.



The original design of a timber girder bridge with longitudinal timber planked deck has been kept.

The bridge construction using timber has never been satisfactory with a record of continuing timber replacement at regular short intervals due to rot.

The massive stone posts have a record of damage, of movement and repairs due to motor vehicle impact.

The bridge load capacity has been severely impacted over its life due to timber rot with consequent usage limitations being imposed.

Tasmanian structural timbers are of low durability Class 4 giving an effective life span of only 5 years in harsh conditions. This compares with the 50 year durability of Class 1 timbers, such as Blackbutt and Ironbark, in other Australian States.

4. Inspection Observations

The following comments are illustrated by photographs 1-10.

- Trial drilling of stretcher pier stones shows them to be 370 thick with a small gap to other stone. There are full pier header stones under the posts suggesting that the piers have full width headers with little rubble infill between stretchers giving good solid construction.

View of full width header stone in pier.

Photograph 1.



- Drilling through bed joints in the piers shows the bedding is site soil with very little quicklime. This was common practice at the time but gives no bond strength and little resistance to washout with water entry following pointing loss.
- There is no structural cracking and no defects requiring attention in the piers and abutments other than the pointings.
- Pointing of stonework is a mix of good quality quicklime and later cement. There is substantial pointing loss in all stone faces.
- There is some damage from water retention and fretting where cement mortars have been used and replacing these mortars in fretting locations is warranted

Fretting at cement pointing.

Photograph 2.



- There is severe rot in all deck timbers and drilling of the girders shows severe internal rot.

Photograph 3.



- All of the posts exhibit horizontal movements consistent with the historical record of vehicle impact. The posts have been altered with removal of supporting edge stones to allow for the insertion of the timber girders.

Photograph 4.



- Concrete has been placed around some girders to support the cut back post edge. The work is clearly inadequate.

Photograph 5.



- The change in stone heights on the eastern abutment suggests an alteration in adding height with a later extra height stone course.

Photograph 6.



- There is significant rainwater runoff onto the eastern abutment.

Photograph 7.



- Cracked and previously repaired post cap stone.

Photograph 8.



- View of eastern abutment, northern wall. Previous extensive stone fretting from rising damp due to downhill water runoff has been controlled by an air vent drain installed by Spratt around 8 years ago. Note stone height change.

Photograph 9.



- This post is recorded as being render repaired in 1940 after vehicle damage. It is severely cracked and distorted. It has no visible cracking to the render but will have no strength.

Photograph 10.



5. Strength of Tasmanian Sandstones

Compression The typical compressive strength of Tasmanian Sandstones is 60 MPa.

Tension Measured by - Dry Point Load Strength Index. (I_s) on 50dia.x50 specimens.

This is a good criteria for durability and varies widely in Tasmanian Sandstone.

Examples	Plummers Quarry	0.25MPa
	Tea Tree	1.13
	Ross	0.64
	Campania	0.31
	Waterworks	0.91
	Knocklofty	2.42
	Oatlands	0.90
	Melton Mowbray	1.51

I suggest the Ross data as best choice for the area.

Source - *Sharples, Green, Spratt, Banks - Tasmanian Building Sandstones Vol 2. Dept of Mines Tas Unpub. Report September 1984*

This source gave the Uniaxial Compressive Strength (UCS), as $=24X I_s=15.36$ for Ross.

The data and testing is 1984 and recent work has shown large errors may occur.

The (UCS), from recent testing, varies from 15-24x I_s giving large inaccuracy.

Current practice, for accuracy, is to measure the UCS directly and this is recommended.

6. Recommendations

The bridge is to have a major overhaul with new deck designed and constructed for a long life span.

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This warrants remedial works to the sandstone abutments and piers to match this lifespan.

Making good the sandstone requires works as –

1. Replace and make good missing, defective and cracked stonework to posts.
2. Reface stonework on eastern abutment where face fretting exceeds 15mm.
3. Remove cement pointings where fretting is occurring.
4. Make good defective pointings in piers and abutments.

Cost Estimate

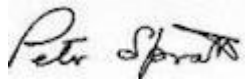
The costs are subject to uncovering to determine unknowns and no detail work has been done.

The estimate is subject to the above, is preliminary and suitable only for budget purposes.

Based on similar works I expect costs to be-

	\$95,000
Contingency	\$9000
Fees	\$7000
GST	<u>\$11,000</u>
TOTAL	\$122,000

Yours faithfully,

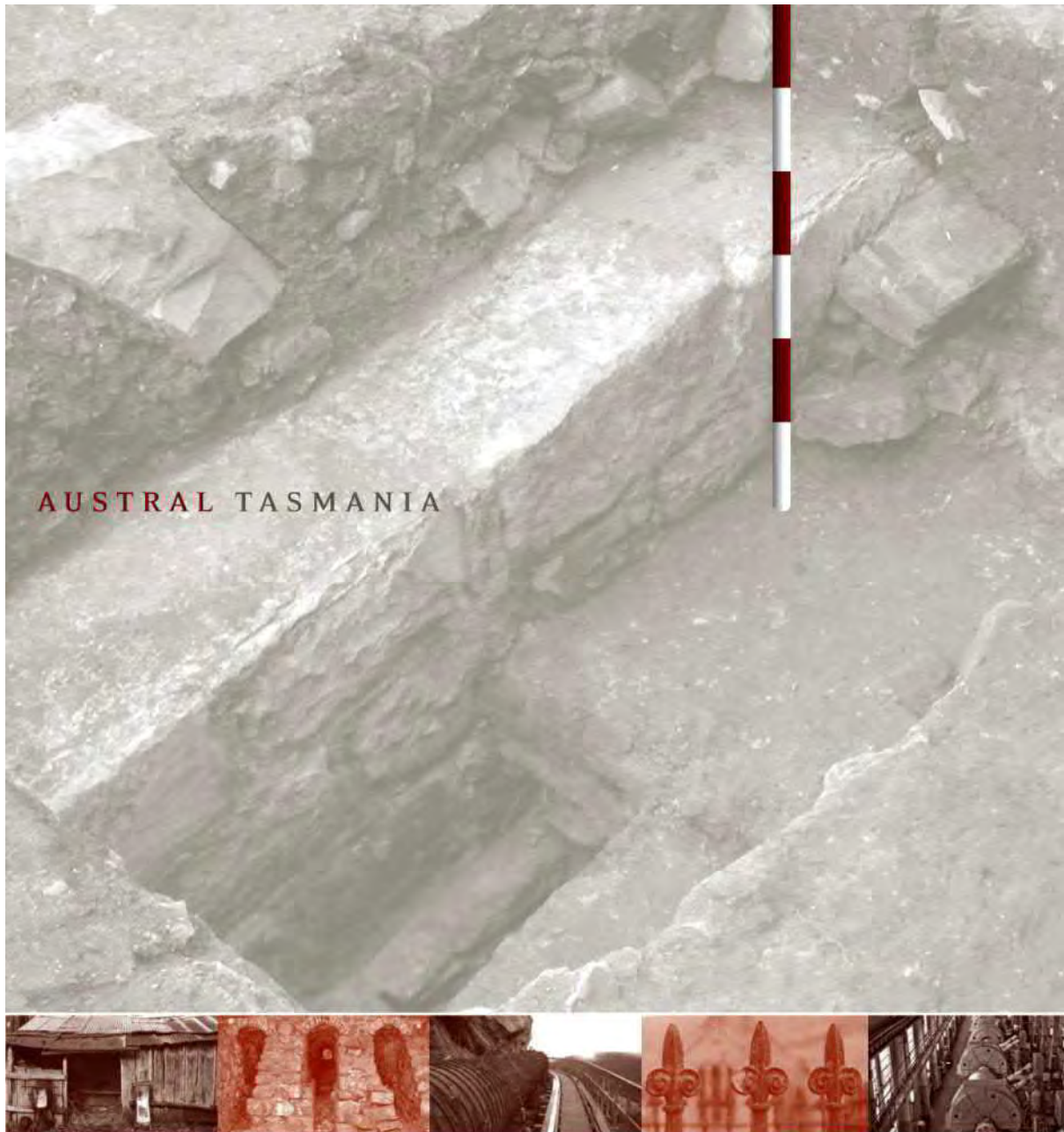


PETER SPRATT AM

23/07/2021

Conservation Management Plan & Heritage Impact Statement

Appendix D



Blackman River Bridge, Tunbridge Conservation Management Plan and Heritage Impact Statement

Draft Report prepared for Pitt & Sherry
AT03012
April 2021

Archaeological &
Heritage Consultants
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23/07/2021

Document Version	Date	Review Reason	Prepared By	Reviewed and Approved By
Draft V1	27 May 2021	Quality Assurance	James Puustinen, Alan Hay	Justin McCarthy
Final	19 July 2021	Client Review	Alan Hay, Justin McCarthy	Justin McCarthy

23/07/2021

EXECUTIVE SUMMARY

Introduction

The Department of State Growth (DSG) has proposed works to the Blackman River Bridge in Tunbridge, Tasmania. DSG maintains the bridge on behalf of the Southern Midlands Council and submitted a number of renewal options for consideration. This option provides the best life cycle cost. The proposed works involve the replacement of the current timber elements with glue laminated timber beams supporting a concrete deck. The bridge is subject to statutory heritage management at both State and Local levels of government.

Following submission of a Development Application, Southern Midlands Council and Heritage Tasmania have requested DSG to provide additional information. This includes, in part, the preparation of a Conservation Management Plan (CMP) and a Heritage Impact Statement (HIS). Working in conjunction with Pitt & Sherry and Mr Peter Spratt, Consulting Chartered Engineer, Austral Tasmania Pty Ltd has been commissioned to prepare this documentation.

The Bridge and its Significance

The Blackman River Bridge was completed in 1849 and is a simply supported timber girder bridge using sandstone piers and abutments. An additional span was constructed on the northern end of the bridge in 1894.

The Bridge is permanently included in the Tasmanian Heritage Register and identified as a Heritage Place in the *Southern Midlands Interim Planning Scheme 2015*. The bridge has been re-assessed for its significance as part of this current project, finding that the place has historical value; rarity; research potential; demonstrates a class of place; potential social significance; has associative significance; and important aesthetic characteristics. Part of this significance relates to the bridge retaining its timber superstructure. Although not historic fabric, it is unusual in Tasmania and more broadly, being one of the oldest surviving timber-spanned bridges in Australia.

Conservation Policies

The purpose of the policies put forward in this CMP are to state how the conservation of the Blackman River Bridge and its setting may be achieved, and are based on an understanding of the cultural significance of the place.

The policies address a range of issues including recognition of the significance of the place; conservation processes and the management of change; use; and utilising suitable expertise during works.

A policy has also been included which specifies that heritage impacts should be avoided wherever possible, unless it is established that there are no prudent and feasible alternatives to these works. This policy recognises that the replacement of the existing timber structure with non-traditional materials will result in a heritage impact, but has been arrived at following the consideration of other options that may have resulted in a lesser heritage impact. Essentially, like-for-like timber replacement is deemed to be no longer suitable for economic or safety reasons.

Heritage Impact Statement and Statement of Compliance

A Heritage Impact Statement (HIS) has been prepared, along with a Statement of Compliance which considers the proposed works against the relevant provisions of the Heritage Code of the Planning Scheme.

The HIS concludes that the proposed glue laminated timber beams, concrete deck and painted steel railings will reduce or diminish the heritage significance of the bridge with regards to its historical values; rarity; representativeness; likely social values; associative values; and aesthetic characteristics. Some heritage benefits are however achieved by the proposal, specifically, that the use of the bridge will be restored which is of historical significance, and the bridge will continue to demonstrate its type of structure as a simply supported timber bridge, but utilising new technology of glue laminated beams as opposed to timber logs.

In recognising these potential impacts, State Growth has made efforts to minimise their extent. Existing timber girders will be salvaged and split to provide facades to the external faces of the glue laminated beams. The steel barricades will be of a similar colour and arrangement to what currently exists in

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timber. These works will assist in maintaining the visual impression of the bridge as an historic structure, and be similar in form, details and patina to what currently exists. Perceptions of the success of these techniques are likely to be most effective for casual visitors, as opposed to closer inspection.

A review against the relevant Performance Criteria has been carried out, concluding that there are no prudent or feasible alternatives that would result in a lesser heritage impact, and that mitigation techniques can lessen the extent of impact.

State Growth has also indicated that economic and safety reasons for the proposed works are of greater value to the community than maintaining the heritage values related to the timber components of the bridge. Pitt & Sherry has found: that the existing timber structure, including the existing traffic barriers, is unfit for purpose in nearly all aspects; the sandstone sub-structure of the bridge is in very good condition given its age. There is no evidence of structural degradation in the sandstone sub-structure, although they note that the recent *Detailed Fabric Assessment* recommends that preventative maintenance should be carried out to the sandstone elements; the sandstone sub-structure, along with its foundations, is considered to have adequate vertical strength to carry contemporary loads and has sufficient capacity to resist expected horizontal loads due to stream flow and vehicles braking.

Recommendations

This report has been prepared to provide State Growth with advice as to the management of the heritage values of the Blackman River Bridge. It should be used to inform further planning work. The following recommendations have been made to assist with this process.

Recommendation 1

Sound timber work from the Blackman River Bridge should be salvaged for reuse as facades to conceal the external faces of the proposed glue laminated timber beams.

Recommendation 2

State Growth should investigate the feasibility of cutting or inscribing the asphalt deck surface to give the appearance of timber planks.

Recommendation 3

A detailed extant recording of the bridge should be made during the processes of the removal and renewal of the superstructure of the bridge. The recording should be made with reference to the Tasmanian Heritage Council's Practice Note 3: *Procedure for Recording a Heritage Place*.

Recommendation 4

The bridge barricade should be constructed from white painted, square or rectangular steel. Roads and Maritime Services (NSW) have previously designed steel barricades which resemble timber ones, which may be of assistance to this project.

Recommendation 5

All ground disturbances should avoid adjacent sites of archaeological potential. This includes potential remains of the first c.1822 bridge immediately downstream of the existing bridge; burials which were located at the end of the first bridge; and the convict road station at 132 Main Road, Tunbridge. These areas should be designated in the project specifications as 'Works Exclusion Areas' and be fenced off for the duration of works.

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1.0 INTRODUCTION

1.1 Client and project details

The Department of State Growth (DSG) has proposed works to the Blackman River Bridge in Tunbridge, Tasmania. DSG maintains the bridge on behalf of the Southern Midlands Council and submitted a number of renewal options for consideration. This option provides the best life cycle cost. The proposed works involve the replacement of the current timber elements with glue laminated timber beams supporting a concrete deck. The bridge is subject to statutory heritage management at both State and Local levels of government.

Following submission of a Development Application, Southern Midlands Council and Heritage Tasmania, DPIPWE have requested State Growth to provide a series of additional information. This includes, in part, the preparation of a Conservation Management Plan (CMP) and a Heritage Impact Statement (HIS). Working in conjunction with Pitt & Sherry and Mr Peter Spratt, Consulting Chartered Engineer, Austral Tasmania Pty Ltd has been commissioned to prepare this documentation.

This report has been prepared according to established guidelines and standards including Semple Kerr's *The Seventh Edition Conservation Plan* and the *Australia ICOMOS Burra Charter 2013*. The CMP accounts for the following key objectives:

- Understanding significance;
- Understanding condition; and
- A framework for management and change.

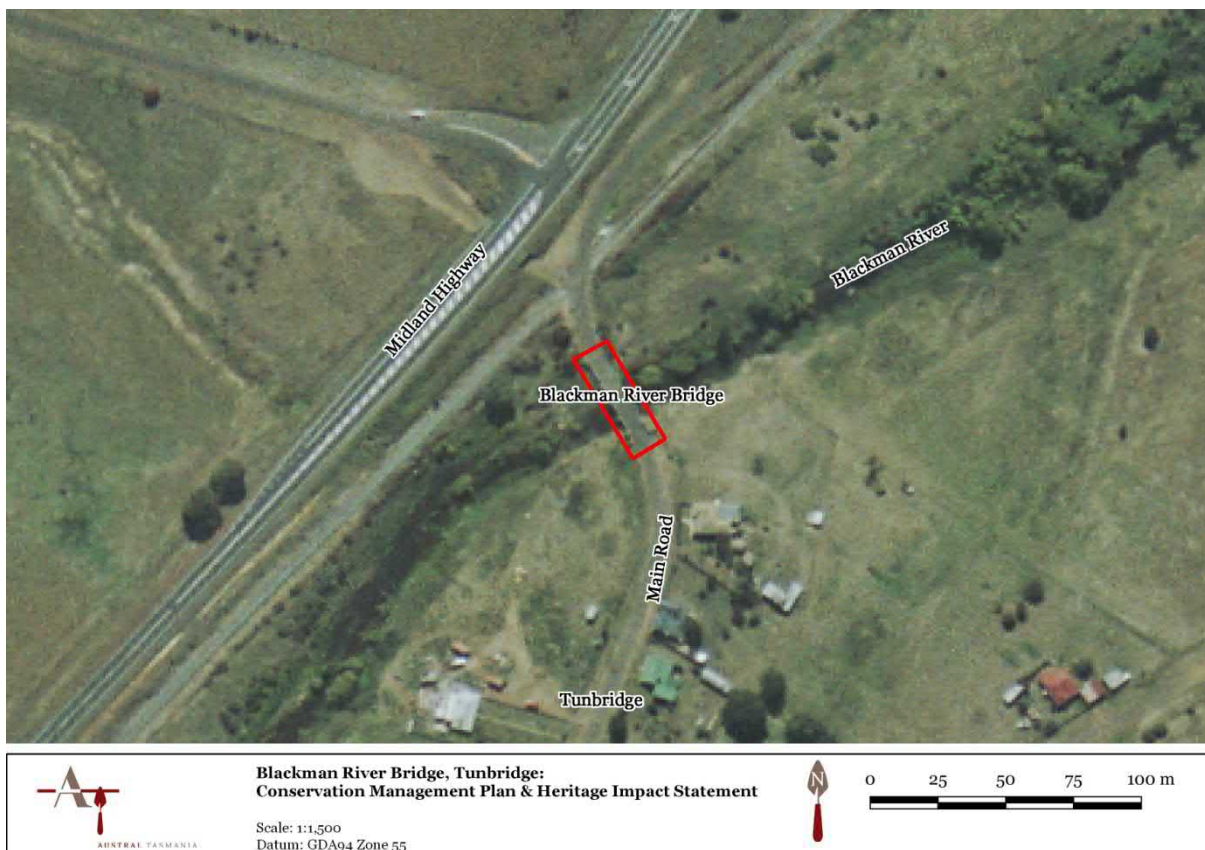


Figure 1: Blackman River Bridge, Tunbridge, highlighted red (Base image by TASMAR (www.tasmap.tas.gov.au), © State of Tasmania).



Figure 2: The Blackman River Bridge view of the upstream facade, looking to the north east (2015).

1.2 Authorship

This report was written by Justin McCarthy, Alan Hay and James Puustinen.

1.3 Limitations and Constraints

The advice, representations and recommended actions contained in this Conservation Management Plan are aimed at conserving the cultural heritage values of the Blackman River Bridge, and the management of change. The responsibility for assessing risks (real and/or perceived) arising from implementation of the report or aspects thereof rest solely with the owners and managers of the place.

No legal liability whatsoever is accepted by Austral Tasmania Pty Ltd for any direct or consequential loss, damage or injury (including without limitation any costs incurred in connection with proceedings either legal or arbitration) suffered by any person or entity which arises as a result of implementation of heritage conservation related advice at or about the place.

This report includes information summarised from previous investigations. Full and direct reference to the original source material is recommended.

Whilst every effort has been made to gain insight to the historic heritage profile of the subject study area, Austral Tasmania Pty Ltd cannot be held accountable for errors or omissions arising from such constraining factors.

1.4 Acknowledgements

The assistance of the following people and organisations is gratefully acknowledged:

- Mr Bjorn Jensen, Pitt & Sherry.
- Mr Peter Spratt, Consulting Chartered Engineer.

23/07/2021

2.0 HISTORIC HERITAGE ASSESSMENT

2.1 Desktop review of registered and listed heritage places

Both Federal and State Acts of Parliament may have a bearing on the management of cultural heritage within or adjacent to the subject study area. Key legislation is summarised below. The summary is intended as a guide only and should be confirmed with the administering agency and, where necessary, specialist legal opinion.

Statutory heritage management applies at a State level under the *Historic Cultural Heritage Act 1995*, and also at a local level under the *Southern Midlands Interim Planning Scheme 2015*.

2.2 National Heritage Management Provisions

2.2.1 World/National/Commonwealth Heritage Lists

There is an established framework for the identification, protection and care of places of significance to the nation and/or Commonwealth. Entry in the National and/or Commonwealth Heritage Lists triggers statutory processes under the terms and provisions of the *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*. Actions which will or may have a significant impact upon the recognised values of a listed place are required to be referred to the Australian Government Minister for the Environment, after which a judgement will be made as to whether the proposed action will require formal assessment and approval. The Act also provides for consideration of actions that may occur outside of a listed place that may have significant impact upon national heritage values, or actions taken on Commonwealth land or by Commonwealth agencies that are likely to have a significant impact on the environment (anywhere). Listing occurs by nomination, which may be made by any one at any time. The Act also provides for emergency listing where National Heritage values are considered to be under threat.

As at March 2021, the Blackman River Bridge is not included in or nominated to the World, National or Commonwealth Heritage Lists.

2.3 State Heritage Management Provisions

2.3.1 *Historic Cultural Heritage Act 1995*

The *Historic Cultural Heritage Act 1995 (HCH Act)* is the key piece of Tasmanian legislation for the identification, assessment and management of historic cultural heritage places.

The *HCH Act* establishes the THR as an inventory of places of State significance; to recognise the importance of these places to Tasmania; and to establish mechanisms for their protection. 'State historic cultural heritage significance' is not defined, however the amended Act allows for the production of 'Guidelines', which presumably will use the existing assessment guidelines for the purposes of defining State level significance.¹

A place of historic cultural heritage significance may be entered in the THR where it meets one of eight criteria. The criteria recognise historical significance, rarity, research potential, important examples of certain types of places, creative and technical achievement, social significance, associations with important groups or people, and aesthetic importance.

Works to places included in the THR require approval, either through a Certificate of Exemption for works which will have no or negligible impact, or through a discretionary permit for those works which may impact on the significance of the place.

Discretionary permit applications are lodged with the relevant local planning authority. On receipt, the application is sent to the Heritage Council, which will firstly decide whether they have an interest in determining the application. If the Heritage Council has no interest in the matter, the local planning authority will determine the application.

If the Heritage Council has an interest in determining the application, a number of matters may be relevant to its decision. This includes the likely impact of the works on the significance of the place; any

¹ Assessing historic heritage significance for Application with the *Historic Cultural Heritage Act 1995*

23/07/2021

representations; and any regulations and works guidelines issued under the *HCH Act*. The Heritage Council may also consult with the planning authority when making a decision.

In making a decision, the Heritage Council will exercise one of three options: consent to the discretionary permit being granted; consent to the discretionary permit being granted subject to certain conditions; or advise the planning authority that the discretionary permit should be refused.

The Heritage Council's decision is then forwarded to the planning authority, which will incorporate the decision into any planning permit.

As at March 2021, the Blackman River Bridge is permanently entered in the THR. The assessment is detailed in its site history, description and assessment of significance, to the exclusion of aesthetic significance which was not a criterion at the time of registration. The registration datasheet and boundary plan for the bridge is included at Appendix 1.

2.3.2 Works Guidelines for Historic Heritage Places

The Tasmanian Heritage Council and Heritage Tasmania, DPIPWE, have issued *Works Guidelines for Historic Heritage Places* which must be applied when considering an application for an exemption or a discretionary permit. The guidelines provide a general reference for the types of works which may be exempt, or those where a permit will be required. They also define appropriate outcomes for a range of different works and development scenarios. Although specifically designed for places included in the THR, the guidelines provide useful advice for the management of heritage places generally.

The overarching guiding principles of heritage management are applicable to the proposed road improvements, specifically:

1: Understand why the place is significant

Understand what makes a place significant before making any changes to the place. This can be done through historical research and examining the details of the place itself. Use this information to think about what components or spaces are the most significant, interesting and meaningful.

2: Changes to a place should be sympathetic to its significance

Any changes to a place should be sympathetic to its significance. Avoid changes that will compromise and erode the place's significance; that will obscure significant features; or that will confuse understanding of the nature and evolution of the place.

....

4: Protect significant settings and significant views

For many heritage places, it is important to protect its visual setting and any relationships to other significant elements. Demolition, alterations, new structures, landscaping or other changes that remove screen or impact on a place's significance should be avoided.

The guidelines do not include bridge works as a specific type of works. The following information is most applicable within the context of the proposed works and the identified heritage places:

Type of Works	What is generally eligible for an exemption?	Where is a discretionary application required by the Tasmanian Heritage Council and what are appropriate outcomes?
<i>1. Maintenance and Repair of Built Elements</i>		
1.1 Repair by select replacement	<p>Selectively replacing sections or units of historic building fabric that are broken or decayed, where: -</p> <ul style="list-style-type: none"> • the sections or units are demonstrably defective; and • repair is not feasible; and • the new work will match the material, detail, colour or finish of the original; and • the area of the replacement fabric is less than 25% of that part of the 	<p>Removing and replacing large sections of significant fabric.</p> <p><i>Appropriate outcomes:</i></p> <p>The amount of historic fabric replaced should be kept to a minimum so as to retain the authenticity of the place. Repairs that involve the introduction of discreet amounts of new material with little or no removal of the original should be pursued as the first option rather than replacement. Significant fabric should generally only be replaced where it has</p>

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Type of Works	What is generally eligible for an exemption?	Where is a discretionary application required by the Tasmanian Heritage Council and what are appropriate outcomes?
	structure on which the work occurs (ie: partial replacement).	<p>degraded to such an extent that it can no longer be repaired.</p> <p>Where new works will be of a minor nature or are small in scale, it is preferable that there is a higher level of conformity between the new fabric and the original. New fabric and minor works can be distinguished by subtle means. For example, by distinguishing minor differences in construction, stylistic details, colour, material, and the junction between old and new. New fabric can also be distinguished by incorporating date or marking devices and by keeping records to document the feature as new works. Where significant elements (eg: historic doors, panelling etc.) are to be removed, it is preferable that they be kept on site in a secure location, so that they can be returned to their original location if required.</p>
3. Restoration and Reconstruction		
3.1 Repair after minor damage (eg: resulting from fire, storm, but not gradual decay).	<p>Salvage involving the removal of loose debris (resulting from a storm/fire etc.), where significant elements are retained and/or identified and safely stored.</p> <p>Reinstatement of significant elements to their original context.</p> <p>Reconstruction of significant elements (in which the form, detail and materials will be consistent with a known earlier state).</p> <p>See also section '1 Maintenance and repair of built elements' for repair of decayed elements.</p>	<p>Rebuilding to an altered form.</p> <p><i>Appropriate outcomes:</i></p> <p>Minimise changes to the significant features of a place. Changes in concealed areas will in many cases be acceptable.</p> <p>Damaged elements that are still structurally viable should be retained and incorporated into the "rebuild" in their original location so that they can still contribute to the place's authenticity.</p> <p>See also section '1 Maintenance and repair of built elements' for repair of decayed elements.</p>
3.2 Restoration (ie: reinstating original fabric, possibly involving the removal of accretions)	<p>Restoration in which:</p> <ul style="list-style-type: none"> • suitably qualified and experienced trades people are employed to carry out the work; • the fabric is still in existence and is able to be re-used; • reconstruction is minimal, involving the substitution of missing or defective components with replica elements in a way that does not diminish the integrity of the whole; • accretions needing to be removed are clearly not historic fabric. 	<p>Reinstatement of elements (including original fabric) where the context of that fabric has substantially changed since it was removed.</p> <p><i>Appropriate outcomes:</i></p> <p>Traces of the place's evolution and history of use, which provide an important tangible illustration of its history and significance, should not to be stripped away to facilitate a preferred presentation of the place.</p> <p>In some cases it may be appropriate to demolish later additions that have little or no significance in order to restore or reconstruct elements that will reveal or enhance more significant aspects of the place.</p>

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Type of Works	What is generally eligible for an exemption?	Where is a discretionary application required by the Tasmanian Heritage Council and what are appropriate outcomes?
		<p>Avoid adding details that are out of harmony with the place's architectural period as this will lead to confusion when trying to understand how a place has evolved.</p> <p>The new work should be materially compatible with what exists so as not to create conditions that will result in the decay of existing fabric.</p>
<p>3.3 Reconstruction (ie: new material introduced to replicate an element that is missing)</p>	<p>Reconstruction in which:</p> <ul style="list-style-type: none"> • suitably qualified and experienced trades people are employed to carry out the work; • clear documentation exists to enable an earlier state to be reproduced • the reconstructed fabric is visually and physically compatible with the existing fabric; • the new work will be identifiable on close inspection or through interpretation. 	<p>Reconstruction where some aspects of the place's significance may be compromised.</p> <p><i>Appropriate outcomes:</i></p> <p>The work should be preceded by an investigation of the place's heritage significance and an analysis of competing or conflicting aspects of significance.</p> <p>In some cases it may be appropriate to demolish later additions that have little or no significance in order to restore or reconstruct elements that will reveal or enhance more significant aspects of the place.</p> <p>Material salvaged from other places and used in reconstruction should not be treated in a manner that conveys a false impression of the history and characteristics of the place. Interpretation can be used to counter any likely misconceptions.</p>
<p>6. Demolition, Relocation and Moveable Heritage</p>		
<p>6.2 Partial demolition</p>	<p>Demolishing or removing non-significant additions to heritage structures, where the work involved will not result in damage to historic fabric or will not markedly impact on the ability to understand the historical evolution of the place.</p> <p>Removing non-significant building fabric, applied finishes, fixtures or fittings.</p>	<p>Demolishing significant elements of a place.</p> <p><i>Appropriate outcomes:</i></p> <p>This should be avoided or minimised as far as practicable, so as to retain the heritage significance of the place.</p> <p>Partial demolition may be justifiable where it can achieve a greater conservation benefit; for example, where the partial demolition will allow for the sustainable use and conservation of the more significant parts of the place.</p> <p>Where an internal wall or other structural element is removed, it is desirable to keep vestiges (ie: traces) of the removed element as evidence of the past form of the building. Vestiges may be patches in the floor, wall nibs and ceiling bulkheads. In most cases the retention of vestigial elements is preferable to the complete removal of significant fabric.</p> <p>Where the fabric proposed to be removed is significant and has the potential to be</p>

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Type of Works	What is generally eligible for an exemption?	Where is a discretionary application required by the Tasmanian Heritage Council and what are appropriate outcomes?
		reinstated or meaningfully reused at the place, or if it has archaeological value (ie: as an artefact), the Heritage Council may require that fabric to be stored in good condition at the place.

Table 1: Relevant Information extracted from Works Guidelines

2.4 Local Heritage Management

2.4.1 Southern Midlands Interim Planning Scheme 2015

The Blackman River Bridge is located within the planning area of the *Southern Midlands Interim Planning Scheme 2015 (SMIPS 2015)*, however the bridge is an asset of the Northern Midlands Council.²

The *SMIPS 2015* includes a Local Historic Heritage Code, establishing local heritage places, heritage precincts, cultural landscape precincts and places of archaeological potential. Table E13.1 contains the list of heritage places. The Bridge is included on the list (No.380) with the general description noting it as a 'rare early sandstone bridge'.

The Scheme establishes a series of acceptable solutions and performance criteria for various proposed development scenarios of heritage places. Of most relevance to the Bridge are E13.7.1 Demolition and E13.7.2 Buildings and Works other than Demolition.

Clause E13.7.1: 'Demolition' has the objective To ensure that demolition in whole or part of a heritage place does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.

There are no acceptable solutions under this standard for demolition and it must be assessed against the following performance criteria:

P1

Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;

- (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
- (b) there are no prudent and feasible alternatives;
- (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;
- (d) significant fabric is documented before demolition.

Clause E13.7.2: 'Building and Works Other than Demolition' has the dual objectives of ensuring that development of a heritage place is:

- (a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and
- (b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics.

There are no acceptable solutions under this standard and the works must be assessed against the following performance criteria:

P1

Development must not result in any of the following:

² ABC, Australia's oldest single span wooden bridge facing concrete future after Christmas eve fire:
<https://www.abc.net.au/news/2020-02-21/tasmania-tunbridge-wooden-span-bridge-fight-over-fix/11982966>

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- (a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;
- (b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.

P2

Development must be designed to be subservient and complementary to the place through characteristics including:

- (a) scale and bulk, materials, built form and fenestration;
- (b) setback from frontage;
- (c) siting with respect to buildings, structures and listed elements;
- (d) using less dominant materials and colours.

P3

Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

P4

Extensions to existing buildings must not detract from the historic cultural heritage significance of the place.

P5

New front fences and gates must be sympathetic in design, (including height, form, scale and materials), to the style, period and characteristics of the building to which they belong.

2.5 Non-Statutory Management and Identification

2.5.1 Register of the National Estate

The Register of the National Estate (RNE) was established in 1976 as a list of natural, Indigenous and historic heritage places throughout Australia, with limited statutory mechanisms relating to actions taken by the Commonwealth. As of February 2007, the RNE ceased to be an active register, with places no longer able to added or removed and the expectation that the States and Territories would consider places included on the RNE for management under relevant State legislation. The RNE ceased to exist as a statutory register on 19 February 2012 and references to the RNE were removed from the *EPBC Act*. The RNE continues to exist as a non-statutory information source. Coincidence with other heritage lists and registers (including the THR and planning scheme heritage schedules) is not uncommon. The bridge is included on the RNE.³

2.6 Section Summary

The following table summarises the various statutory and non-statutory mechanisms and identifies those in which part of the site is listed.

Register/Listing	Inclusion	Statutory Implications
National Heritage List	No	No
Commonwealth Heritage List	No	No
Tasmanian Heritage Register	Yes	Yes
<i>Southern Midlands Interim Planning Scheme 2015</i>	Yes	Yes
Register of the National Estate	Yes	No

Table 2: Summary of statutory and non-statutory mechanisms

³ RNE, Bridge over Blackman River, Main Street, Tunbridge, TAS, Australia, 11637

3.0 HISTORICAL CHRONOLOGY

3.1 Introduction

A detailed history of the Blackman River Bridge was previously prepared by Scripps in 1996.⁴ The Tasmanian Heritage Register entry also notes significant additional information regarding the association between the bridge and the Young Irishmen, who were exiled to Van Diemen's Land in 1848. The following provides a chronological summary of the key events relevant to the bridge.

3.2 Chronology

- 1811 Governor Lachlan Macquarie named the Blackman River during his first tour of Van Diemen's Land in 1811.
- 1822 The first Blackman's River Bridge was completed in 1822 by a convict road gang working under the director of Major Thomas Bell. The bridge was 'nearly one hundred feet long' (i.e., approximately 30 m), and described by Thompson as a primitive timber causeway.⁵ The first bridge was located close to the current structure, Stancombe describing it as being slightly downstream.⁶ An accurate plan showing the location of the first bridge is not known to exist, although it was depicted on large scale plans of the period, such as the 1829 map below.



Figure 3: Detail from 1829 plan with Blackman River Bridge location highlighted. North to top of Figure (TAHO, AF395/1/14, Map - Exploration Chart 2 - South Esk, Macquarie and Elizabeth Rivers - surveyor W Wedge Darke)

- 1824-27? Previous histories have suggested that two Europeans were fatally speared by a group of Aboriginal people and were buried at the end of the original bridge.⁷ Scripps disputes the veracity of this event, suggesting instead that a legend evolved from a known incident in 1816 when a party of two men and two women came under attack from a group of more

⁴ Scripps, L, *Historic Surveys for Historic Tasmanian Bridges. Blackman River Bridge*, report prepared for the Department of Transport Contract No 492, January 1996

⁵ Thompson, J, *A Road in Van Diemen's Land*, Tasmanian Government (DIER): Hobart, 2004, p.45

⁶ Stancombe, GH, *Highway in Van Diemen's Land*, Stancombe: Glendessary: Western Junction, 1964, p.106

⁷ *Ibid*

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than 50 Aboriginal people in the vicinity of Salt Pan Plains, but escaped without loss of life or property.⁸

There may however be some truth in the story. Ross wrote in his 1829 almanac that:

Almost in the centre of the plain, and at the 65th mile post on the Blackman's River, is the scite [*sic*] of the new township of Tunbridge. Across the stream is a bridge or platform of 5 or 6 arches. Formerly the native blacks had been very troublesome in this neighbourhood, as the traveler will remark by the melancholy appearance of some graves at the end of the bridge of the unfortunate herdsman who had been murdered by them.⁹

Stacombe dates the above attack and burial to 1824, but the source is not cited. Confirmation of this event for this year has not been located. The closest event matching location and year that has been found so far occurred in 1827. Thomas Anstey, the Police Magistrate for Oatlands recorded an attack in June 1827 at the Arthur Mill, a property owned by William Lackey, on the Blackman River and to the west of Tunbridge. A newspaper account suggests that a group of about 100 Aborigines led by Kickerterpoller (also known as Black Tom/Tom Birch) were responsible for the attack. Two sawyers were speared during the event, resulting in the death of John Flood. A newspaper report noted that his colleague was unlikely to survive the wounds. It remains unconfirmed if it was Flood and his colleague who were buried near the bridge, as recorded by Ross above.¹⁰

1841 The timber bridge was badly damaged by fire in 1841. Repairs required its closure for one month, and it was described as being in a 'dilapidated state'. Plans to construct a new bridge were put on hold owing to difficulties in finding a suitable place to accommodate the convict road gang. In the meantime, traffic was redirected to cross the Blackman River by way of a ford, a dangerous exercise when the river was high.¹¹

1846-49 Plans for a new bridge were prepared by James Victor of the Royal Engineers. Victor, in conjunction with the Superintendent of Public Works, Captain Frederick Forth had set the location of the new bridge as being near the old ford crossing. The Legislative Council voted £500 for the construction of a new bridge in 1846 and tenders for the supply of timber and lime were called for in May of that year.¹²

Construction of the new bridge was delayed however by planned reorganisation of the department. Responsibility for the Main Road and bridge works was transferred from Forth and the Roads Department to William Porden Kay, sometime Director of Public Works. Kay's focus appears to have been in the formation of the road leading from the south to the Blackman River and from there continuing to Ross in the north. Kay did note that sandstone for the bridge was readily available nearby and recommended that the bridge consist of two main stone arches in preference to wood. Public tenders for the bridge construction were called for in January 1847.¹³ Copies of these plans have not been located as part of the research carried out for this current or previous projects.¹⁴

Works on constructing the new bridge appear to have begun in c.1847-48. Although public tenders had previously been called for its construction, it was built by a convict workforce supervised by John M Grant. The supply of the lime and timber was awarded to private contractors.¹⁵

A convict road station was established at Tunbridge for both constructing the bridge and the Main Road. This station was located adjacent to the bridge site, at the property now

⁸ Scripps, *op. cit.*, p.1; Bonwick, J, *The Black war of Van Diemen's Land: with numerous illustrations and coloured engravings*, London: Sampson Low, Son, & Marston, 1870, p. 125

⁹ Ross, J, *The Hobart Town Almanack, for the year 1829*, James Ross: Hobart Town, 1829, p.43

¹⁰ Stacombe, *op. cit.*, p.106; TAHO, CSO1/1/316/7578, Nominal List of Inquisitions held by Mr Anstey on the bodies of twenty two persons murdered by the Aborigines from the 8th November 1826 to the 31st December 1830; *Colonial Times and Tasmanian Advertiser*, Friday 29 June 1827, p.3; *Colonial Times and Tasmanian Advertiser*, Friday 6 July 1827, p.4

¹¹ Scripps, *op. cit.*, p.3

¹² *The Courier*, Wednesday 27 May 1846, p.2; *Colonial Times*, Friday 29 May 1846, p.2; *Colonial Times*, Tuesday 19 January 1847, p.2

¹³ *The Courier*, Wednesday 27 May 1846, p.2; *Colonial Times*, Friday 29 May 1846, p.2

¹⁴ Copies of the bridge plans do not appear to have been transferred from the Royal Engineers to the Public Works Department. Indexes to the Colonial Secretaries Office, Public Works Department and Lands Survey Department have been reviewed in an attempt to locate the plans.

¹⁵ Scripps, *op. cit.*, p.5

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defined as 132 Main Road, Tunbridge. Moveable wooden buildings were initially erected on site to house the convicts whose job it was to erect permanent accommodation for the bridge and road gangs. The site included four large huts, intended to house 200 convicts, although by the end of 1848, a total of 310 men were stationed at the site. In addition to providing convict housing, the station was to include a senior assistant superintendent, an assistant superintendent, four overseers, a school master, a storekeeper and four watchmen.¹⁶

The bridge was nearing completion by early 1849. A description from this time noted that it would be:

... a good addenda to colonial work of ornament and utility. There are four pillars of freestone masonry, forming three arches or passages for the water, which is very inconsiderable except in flood seasons. Each arch is about four feet wide, covered over with tarred planks, four inches thick. The road in the immediate vicinity is nearly laid out and bounded, and formed ready for metalling.¹⁷

Kay reported on the completion of the bridge in August 1849.¹⁸

1849-50 Bridges provide a vital role in transport, communications and trade. The Blackman River bridge however also became an important meeting point for exiled members of the Young Ireland movement. The nationalist group emerged during the 1830s, supporting the repeal of the Act of Union which joined the Kingdoms of Great Britain and Ireland. The eruption of violence was prompted by the 1845 potato blight famine, eviction of tenant farmers, and the inspiration of other 1848 revolutions which gripped much of Europe.

A failed rebellion in July 1848 resulted in seven leaders of the movement being transported to Van Diemen's Land between 1849-50. The members of the group were deliberately separated in the colony and prevented from crossing the county borders to meet. Thomas O'Meagher lived at Ross, while Kevin O'Doherty lived in Oatlands. The boundary between the two counties was the Blackman River. In circumventing the restriction, the two used to meet mid-way across the bridge on Mondays. On their second meeting, the middle pier of the bridge was christened the Irish Pier. Meetings in Tunbridge continued for several months, until being relocated to Lake Sorell, which formed the boundary of three districts, and allowed John Martin to join the gatherings.¹⁹

1879 Like all similar structures, it is likely that maintenance, repair and renewal of the timber elements occurred periodically over the coming decades. The first documented major works occurred in 1879 with the renewal of the timber decking and fencing for three spans.²⁰

1894 Tenders were called in 1894 to increase the size of the bridge to allow floodwaters to more easily pass through the spans. These works resulted in the construction of an additional span at its northern end. The specifications for the works required:

- Removal of the abutment on the Ross side of the bridge.
- Construction of a cutwater on the existing abutment to match the existing cutwaters on the other piers.
- Excavation of the embankment for a new abutment.
- A new abutment and wing wall using stone recycled from the existing wing walls.
- Two new columns with caps to match the existing.
- Installation of two new timber plates fixed on the new pier and abutment to carry the girders.

¹⁶ Tasmanian Heritage Register, former Tunbridge Police & Convict Road Station, 119 Main Road Tunbridge, THR ID No. 10202; Scripps, *op. cit.*, p. 5

¹⁷ *The Cornwall Chronicle*, Saturday 13 January 1849, p. 300

¹⁸ *The Cornwall Chronicle*, Wednesday 22 August 1849, p.807

¹⁹ Tasmanian Heritage Register, Tunbridge Bridge, THR ID No. 5585

²⁰ Scripps, *op. cit.*, p.6

- The replacement of seven girders, 35 feet long (i.e., approximately 10.7 m) and to receive a protective coating of chenam (i.e., prepared lime) and tar.
- Replacement of the timber decking and installation of gravel boards along its length.
- Installation of fencing along the new span and painting of all the fencing.²¹

Plans for these works do not appear to have been retained. The earliest depiction of the bridge which has been located dates from 1917 and shows the 1894 works (Figure 4). The modified bridge was described in 1938 as being:

... a masonry substructure with timber top, there are two abutments and three piers, with pillars rising from the ends of the abutments and piers acting as posts for the handrails of the bridge.²²

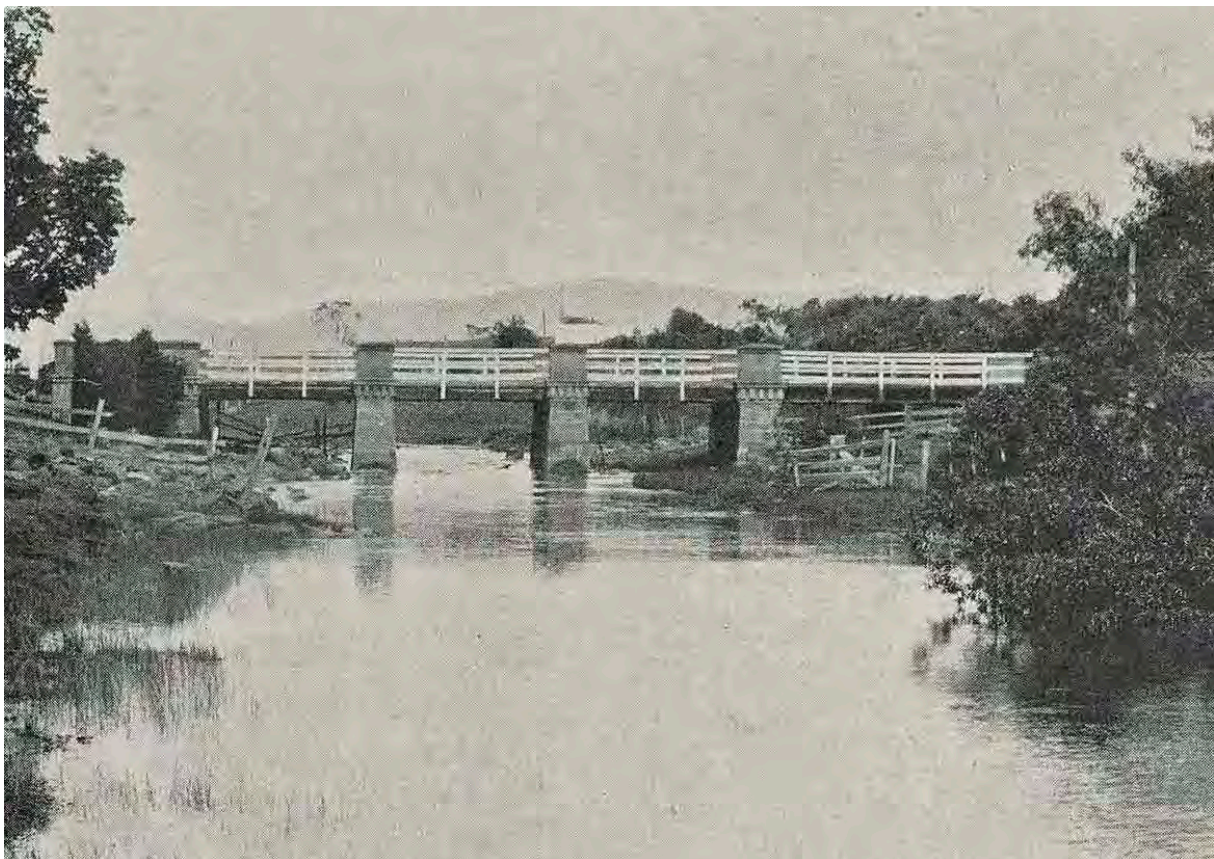


Figure 4: 1917 photograph of the Blackman River Bridge showing the downstream or eastern face of the bridge. The wall on the Tunbridge side can be seen on the left, while the new 1894 span is located on the right (TAHO, *The Weekly Courier*, Thursday 22 November 1917, p.17).

- 1906 Repair works were carried out to the handrails in 1906, and later that year the Tunbridge Road Trust reported on the dangerous condition of the bridge. The Minister authorised £50 for repair works, which included the replacement of a large part of the decking.²³
- 1914-19 An inspection of the bridge in 1914 revealed that 16 of the girders had rotted and need replacement, while seven others were rotten on the top, but could be retained for another four or five years. Some of the renewal works appear to have been carried out, but both the Ross and Oatlands Councils complained about the dangerous state of the bridge in 1919, with insecure or missing side walls, and rotten decking and beams. The condition of the bridge was again investigated and it was recommended that eight girders be replaced and new decking installed. Some new hand rails were installed at this time.

²¹ *Ibid*, p.8

²² *Ibid*, p.10

²³ *Ibid*, p.11

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- 1922-28 The Ross Council again brought the condition of the bridge to the attention of the Department in 1922. The bridge was inspected, and it was noted that urgent repairs were required, including renewing one girder, 70 pieces of decking and some of the posts for the handrail.²⁴
- Another section of decking was replaced in 1926, but further inspections in 1928 showed that it was futile to carry out further works to the decking, without replacing 11 of the girders. Approval was given to install two 36 feet (i.e., approximately 10.9 m) girders and nine 22 feet long (i.e., approximately 6.7 m) girders.²⁵
- 1933-34 Partial replacement of the decking was carried out in 1933. The works however were unsuccessful, contributing to the unevenness of the deck. A request to carry out extensive deck replacement was rejected, on the basis that the entire superstructure would need to be renewed within six years. Instead, partial deck replacement and repairs to the kerbs and handrails was approved.²⁶
- 1938-40 The advent of motor vehicle transport resulted in increased numbers of collisions with the bridge. Damage was caused to two pillars on its eastern side in 1938. The central pillar had been struck several times before, but a collision in June 1938 resulted in one of the large stones being displaced and falling into the river. The pillar was pulled back into position, and the missing stone retrieved. Further accidents over the next few years resulted in a pier on the south end being destroyed to the base, which was rebuilt in 1940, with three other pillars pulled back into alignment.²⁷
- 1943-51 Extensive repair works were carried out in 1943. The Department advised that a completely new superstructure was required, with most of the timber work being rotten. The beams in spans 3 and 4 at the Ross end were in the worst state, some resting directly on the stone piers, without timber plates to fix them in place. The works were urgent and £445 was authorised to repair the two spans, in addition to replacing 50 % of the deck and adding runways to the bridge to keep vehicles in line. A new pier was added to support the fourth span at the Ross end of the bridge as part of these works. New packing timbers were also installed at the edge of each pier and abutment, with space between the timber and stone work filled with concrete.
- In 1946 the sandstone wall on the Tunbridge approach to the bridge and a pier were damaged following a vehicle accident. Repair works were not considered urgent at the time, however by 1949 there was a risk that the pier would be lost completely. Consideration was given to rebuilding it using concrete bricks as an easier option than retrieving the displaced stones in the river, but was found to be impracticable. Instead, in 1951 a decision was made to restore the bridge to its historical shape, requiring:
- Filling in the centre of the upstream centre cap and replacing the sandstone capping block.
 - Repairing the upstream intermediate cap and refacing the corners with sandstone rendering.
 - Reassembling the downstream pier and cap and replacing in the original position.
 - Refacing with render the abutment on the southern side.²⁸
- 1956-61 Major repair works to the superstructure were carried out in 1956-57. Nine beams were replaced and the decking was renewed and sealed. The joints in the upstream ends of the piers were re-mortared. The works however were only partially successful. By 1961 the decking had shrunk with gaps up to 1.5 inches (i.e., approximately 3.8 cm) between the individual pieces, resulting in the road surface breaking up. The gaps were filled and the decking resealed.

²⁴ *Ibid*, p.12

²⁵ *Ibid*, p.13

²⁶ *Ibid*, pp. 13-14

²⁷ *Ibid*, p.14

²⁸ *Ibid*, pp.15-16

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- 1962-66 Temporary propping or 'toms' was installed under the girders in 1962 to allow heavy loads to be transported over the bridge. However, more permanent solutions were put in place in 1966-67, when each span of the bridge was strengthened with concrete and steel props in order to obtain the maximum life out of the timber superstructure. This method was adopted to minimise disruptions to traffic movements on the highway.²⁹
- 1972 By 1972 further damage had been done to the stonework on the downstream, southern side of the bridge following several vehicle collisions, some of which displaced stone work into the river. The damaged piers were repaired, including the installation of some new stones. Major upgrades were carried out to the Midland Highway during this period, resulting in the bypassing of a number of towns, including Tunbridge. The redirection of the highway removed most of the traffic from the Blackman River Bridge.³⁰
- 1980s-2000s Approval was given in 1980 to remove the steel and concrete toms and renew the timber superstructure. The decking was resealed in 1984. The bridge was declared an historic bridge by the Tasmanian Government in 1989.
- The decking was again renewed in 1994. Plans to seal the bridge decking to improve skid resistance were initially delayed, owing to community and National Trust concern that the decking should be left unsealed in the interest of its historic character. A meeting was held in February 1995 with representatives from the Department, community and Southern Midlands Council to discuss the issues and a petition was presented signed by a large majority of Tunbridge residents opposing sealing the deck. The following month an arsonist attempted to burn down the bridge but was unsuccessful. Ultimately, the Minister decided that the deck would be sealed and it remains in this state to the present.³¹
- More recent works have also taken place. Guard rails were installed at the end of the bridge and between the piers in 2002-03; vegetation on the upstream side was removed in 2004-05; timber elements were renewed, including the replacement of seven crushed beams in 2007-08; stonework on the eastern abutment and some of the upstream side superstructure was re-pointed in 2009-10; an air vent drain to remove dampness was installed in 2011-12; and, a new kerb was installed to move vehicular traffic off a crushed beam in 2014-15.³²
- 2019-2021 An arson attack on Christmas Eve severely damaged the wooden spans and decking.³³ The bridge remains closed to the present in 2021.

²⁹ *Ibid*, pp.16-17

³⁰ *Ibid*, pp.17-18

³¹ *Ibid*, pp.18-19; *The Mercury*, Friday 3 February 1995, p.1; *The Mercury*, Saturday 4 February 1995, p.5; *The Mercury*, Saturday 18 February 1995, p.5; *The Mercury*, Monday 20 March 1995, p.5

³² Pers. Comm., Vincent Tang (State Growth) 25 March 2015; Email, Lillian Reardon (State Growth) to Darren McConnon (State Growth), 15 April 2015; Email, Darren McConnon (State Growth) to Lillian Reardon (State Growth), 16 April 2015

³³ ABC, Australia's oldest single span wooden bridge facing concrete future after Christmas eve fire:

<https://www.abc.net.au/news/2020-02-21/tasmania-tunbridge-wooden-span-bridge-fight-over-fix/11982966>

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4.0 FABRIC OF THE PLACE

4.1 Description of the Blackman River Bridge

The Blackman River Bridge is located on a bypassed section of the old Midland Highway, at the northern end of Tunbridge. The old highway, now 'Main Road', approaches the bridge by way of a wide 'S' turn, with post and rail fencing on the southern approach and at the north-eastern end. Because of the curves in the approaches, pedestrian views to the bridge piers and timber substructure are available from the road reserves. Access to the riverbanks to view the bridge is limited or restricted. The northern riverbank is private freehold property and lawful access requires owner permission. The southern riverbank on the Tunbridge side of the bridge is classified as a 'public reserve', but access is restricted by fencing.³⁴

Three late nineteenth, early twentieth century timber houses are located on the southern approaches and the Main Line Railway crosses near its northern end. The immediate setting is largely cleared open pasture with exotic plantings (mostly willows) naturalised along the course of the Blackman River. The River is located in a shallow valley, and extended views up and down the river are available from the bridge.

Schematic diagrams of the existing general arrangement of the bridge are included in Figures 5-6. The bridge has three sandstone piers and stone abutments at both ends. It has a simply supported timber superstructure and is of four spans. Commencing at the southern, or Tunbridge end, span 1 is approximately 6.650 m long, span 2 is 6.700 m long, span 3 is 6.500 m long, and span 4 at the Ross end is approximately 10.050 m long. Span 4 and the northern abutment relates to the 1894 bridge works. The bridge is approximately 5.710 m wide between the timber railings.

The southern, Tunbridge approach to the bridge has sandstone walls lining both sides of the old highway. These walls were removed from the northern, Ross end of the bridge resulting in the current lower abutments which are not readily visible from the road.

The sandstone piers are tapered with cutwaters on their western, or upstream side. The piers extend in height and form the posts or pillars for the timber railings. Each pier includes sandstone corbels located at the same height as the timber girders. This detailing is not readily apparent when crossing the bridge by vehicle, but can be appreciated by pedestrians when the bridge is viewed from either end, or the river banks. Concrete infill has been placed on the inner side of each pier, around the log landings. The concrete work is crude in its appearance, and has an adverse visual impact on the bridge.

The bridge superstructure is of timber. Timber bearers are placed on each pier with the spans crossed by seven large timber logs or girders. The girders have been roughly formed to provide level tops and bottoms to attach to both the bearers and transverse decking. The girders have diameters ranging from 500mm - 650 mm for spans 1 to 3, and 520 mm - 700 mm for span 4.

Transverse decking has been placed across the girders, with the cut ends left exposed. The decking of the bridge is also timber. It has been laid longitudinally and then covered with a road surface. The decking material is readily appreciable, with gaps apparent between each plank, most notably towards the centre of the bridge. Timber kerbing lines each side of the road, with two rails of timber fencing placed within each stone pier.³⁵

³⁴ LISTMap

³⁵ Peter Spratt Consulting Chartered Engineer, *Blackman River Bridge, Tunbridge. Heritage Assessment of Superstructure Replacement*, unpublished report to Pitt & Sherry, 17 June 2014; Pitt & Sherry, *Blackman River Bridge (B599) Renewal of Timber Superstructure and Barriers Concept Design Report*, unpublished report prepared for the Department of State Growth, 25 August 2014; Pitt & Sherry, *Level 3 Condition Inspection Report. Bridge No. 599 Blackman River Bridge*, unpublished report prepared for the Department of Infrastructure, Energy & Resources, May 2012

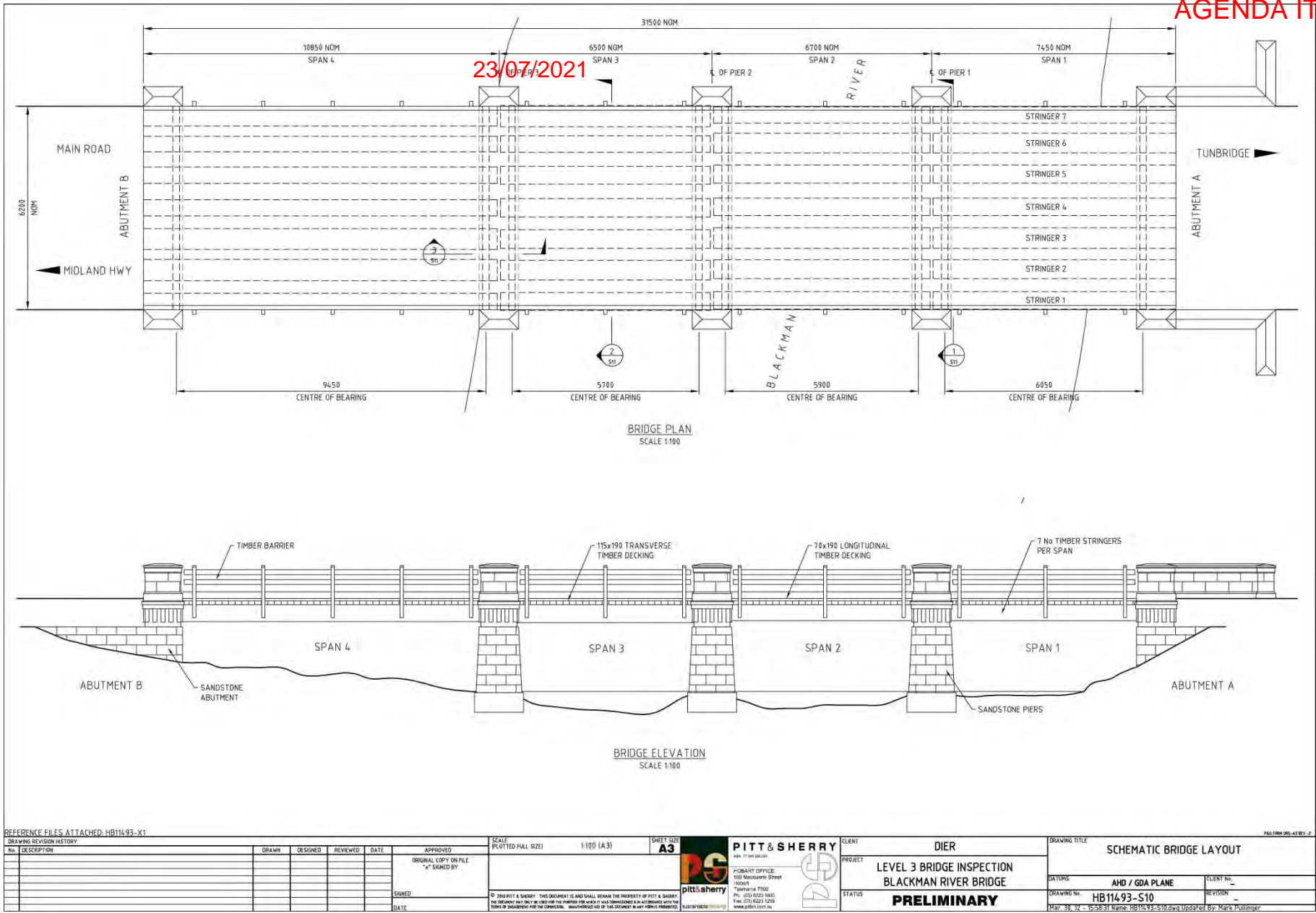
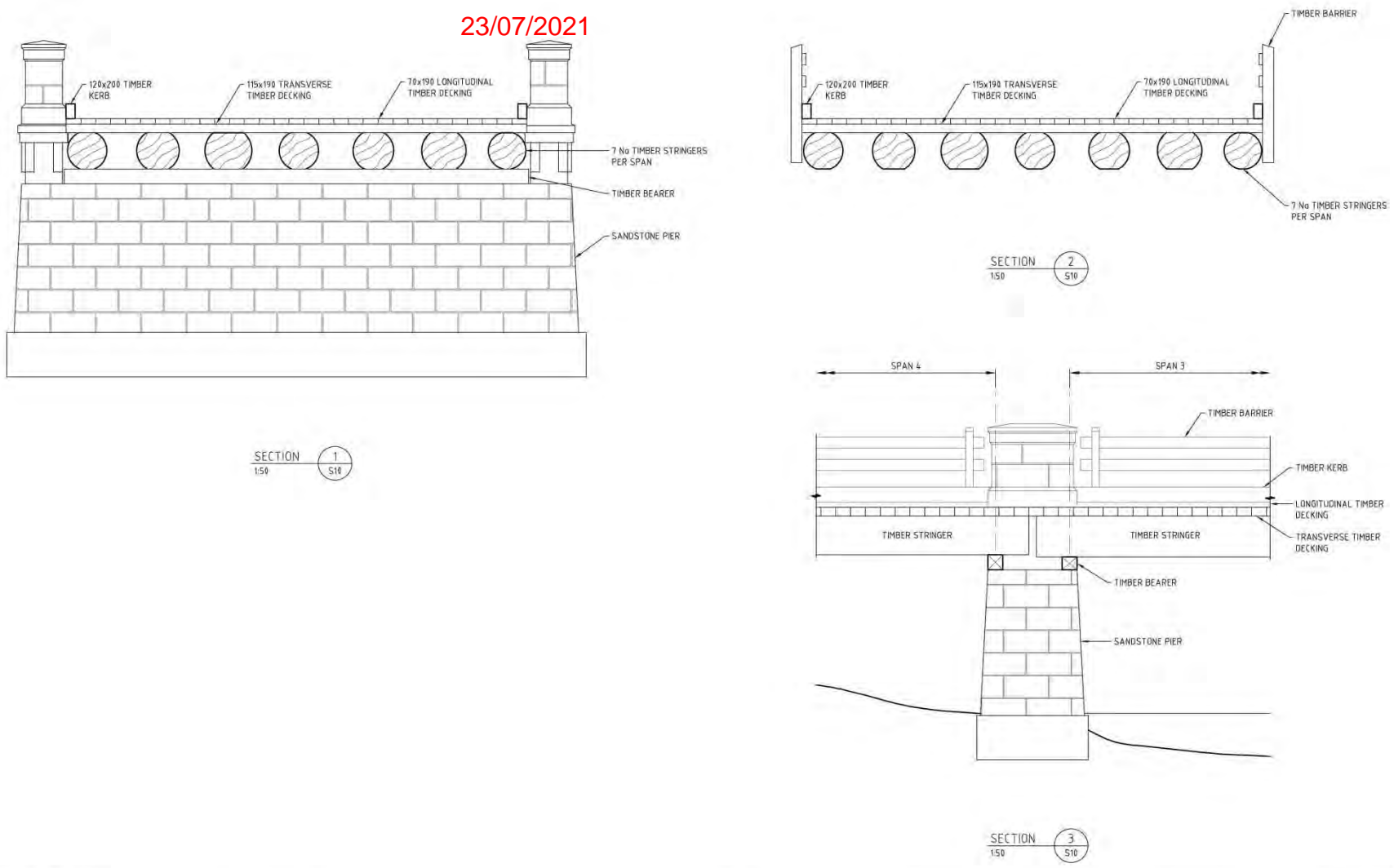


Figure 5: Schematic layout of the existing bridge, Pitt & Sherry, 2012

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DRAWING REVISION HISTORY						SCALE	1:100 (A3)	SHEET SIZE	A3	CLIENT	DIER	DRAWING TITLE	BRIDGE SECTIONS
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE	APPROVED				PROJECT	LEVEL 3 BRIDGE INSPECTION BLACKMAN RIVER BRIDGE	STATUS	PRELIMINARY
						ORIGINAL COPY ON FILE SIGNED BY				STATUS	PRELIMINARY	SET/DATE	AHD / GDA PLANE
						SIGNED				DRAWING No.	HB114-93-S11	CLIENT No.	-
						DATE				REVISION	-	REVISION	-
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Figure 6: Schematic sections of the existing bridge, Pitt & Sherry, 2012

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4.2 Fabric Assessment of the Blackman River Bridge

Two condition assessments of the Blackman River Bridge have previously been undertaken. Spratt provided an overview of the condition of the stonework in 2014, whilst Pitt & Sherry assessed the timber superstructure in detail in 2012.³⁶ A recent fabric assessment report of the structure, 'Blackman River Bridge B599: Structural Report,' has also been completed this year and documents findings that were similar to those identified in the earlier works.³⁷ This report is based in part on 'Blackman River Bridge, Tunbridge Detailed Fabric Assessment' by Peter Spratt.³⁸ The original report by Spratt will be considered first.

The observations made by Spratt were:

- The stretcher piers were of solid construction with little fill or quicklime.
- No structural cracking or defects.
- Pointing of stonework is a mix of good quality quicklime and later cement with pointing loss on all stone faces.
- Some damage has occurred from water retention and fretting where cement mortar was used and replacement of these cement mortars is warranted.
- There is severe rot in all deck timbers and girders.
- All the posts exhibit movement consistent with vehicle impact, these posts have been altered for the insertion of timber girders.
- Concrete has been placed around some girders, but this work is inadequate.
- Evidence of an extra course of stone added in eastern abutment.
- There is significant rainwater runoff on to eastern abutment.
- Capstones have cracked and been repaired.
- Previous stone fretting of northern wall has been controlled by new air vent.
- A sandstone post damaged by vehicle is considered to have no strength.

Spratt provides the following conclusions:

The bridge is to have a major overhaul with new deck designed and constructed for a longlife span.

This warrants remedial works to the sandstone abutments and piers to match this lifespan.

Making good the sandstone requires works as –

1. Replace and make good missing, defective and cracked stonework to posts.
2. Reface stonework on eastern abutment where face fretting exceeds 15mm.
3. Remove cement pointings where fretting is occurring.
4. Make good defective pointings in piers and abutments.³⁹

In the Pitt and Sherry Fabric assessment report the sandstone substructure was considered to be in good condition 'with no significant movement of cracking in the abutments or piers.'⁴⁰ Although repairs to jointing and blockwork, especially in regards to the sandstone columns are necessary the load carrying capacity of both the piers and abutments were considered to be fully intact. The southern abutment rests on solid bedrock with solid rock adjacent to the northern abutment and northernmost pier. The area around the two southern piers could not be viewed directly but was instead sounded to a depth of 0.75m below water level with solid rock being indicated at this depth.

³⁶ Pitt & Sherry, May 2012, *op. cit.*; Spratt, *op. cit.*

³⁷ Pitt & Sherry, 'Blackman River Bridge B599: Structural Report,' unpublished report prepared for State Growth, May 2021

³⁸ Spratt, P. 'Blackman River Bridge, Tunbridge Detailed Fabric Assessment,' unpublished report prepared for Pitt & Sherry, April 2021.

³⁹ Spratt, April 2021, p.7.

⁴⁰ Pitt & Sherry, May 2021

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The timber superstructure of the bridge is considered to be unsuitable for vehicular loads.⁴¹ Earlier noted rotting of beams and deck planks was noted to have advanced from a 2018 site inspection. Drill testing of timber material to a depth of 125mm showed evidence of rot in every case. The spreader beams are heavily rotted and collapsing with the spreader beam at the southern abutment visibly folding under the load.

This report concludes that:

The sandstone sub-structure, along with its foundations, is considered to have adequate vertical strength to carry contemporary loads. The design of any superstructure replacement should provide for adequate spreading of loads under beams, preferably using a structural material that is more degradation resistant than the existing timber spreader beams. The use of in situ cast concrete spreaders would not only allow such load spread but also permit the top of the piers and abutments to be well tied together, thus reducing the risk of future movement degrading the sandstone. It will be necessary to give careful consideration to avoiding future degradation to the sandstone by preventing the movement of moisture.

The sandstone substructure has sufficient capacity to resist expected horizontal loads due to stream flow and vehicles braking. The existing timber traffic rails are unfit for purpose and should be replaced as part of any future superstructure replacement. Future "Low performance level" barriers may not fully comply with Australian Standards or DSG requirements but should provide the best outcome possible for traffic safety and protection of the sandstone bridge columns.⁴²

⁴¹ Pitt & Sherry, May 2021

⁴² Pitt & Sherry, May 2021, pp.12-13

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5.0 THE SIGNIFICANCE OF THE BLACKMAN RIVER BRIDGE

5.1 Assessing Significance

The assessment of cultural significance is a pivotal part of any Conservation Management Plan. In this report significance is firstly expressed in terms of the *Australia ICOMOS Burra Charter 2013* (the *Burra Charter*) definition of cultural significance Article 1.2 of the *Burra Charter* defines:

Cultural significance means aesthetic, historic, scientific, social, or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.⁴³

The *Southern Midlands Interim Planning Scheme 2015* defines 'historic cultural heritage significance' as having the same meaning as in the *Historic Cultural Heritage Act 1995* (HCHA 1995), namely, its significance in terms of the registration criteria, which are:

- a) the place is important to the course or pattern of Tasmania's history;
- b) the place possesses uncommon or rare aspects of Tasmania's history;
- c) the place has the potential to yield information that will contribute to an understanding of Tasmania's history;
- d) the place is important in demonstrating the principal characteristics of a class of place in Tasmania's history;
- e) the place is important in demonstrating a high degree of creative or technical achievement;
- f) the place has a strong or special association with a particular community or cultural group for social or spiritual reasons;
- g) the place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history;
- h) the place is important in exhibiting particular aesthetic characteristics.

The most useful and detailed elaboration of the difference between State and Local significance is the Tasmanian Heritage Council's *Assessing Historic Heritage Significance for application with the Historic Cultural Heritage Act*. At its simplest, the distinction between State and local is a question of whether the heritage values are important to a region or local community, or extend to being important to the whole of Tasmania.

In applying this distinction, thresholds have been developed to define the minimum required value/s that a place must possess to be considered as having heritage significance at either State or local levels.⁴⁴ This Conservation Management Plan has had regard to the principles contained in these Guidelines.

5.2 Comparative Analysis

As part of this assessment, a comparative analysis has been carried out as a useful means in understanding why the place and its components may have heritage significance, and how important they are, when compared with other similar places. In making comparisons, it is important to attempt to refer to a data set that will support 'like with like' evaluations. Within this report, the comparative analysis largely relates to the Tasmanian context.

The two components under consideration of this analysis are:

- Stone bridges; and
- Timber decked bridges.

The earliest Tasmanian bridges were poorly constructed of timber with earth covered timber decks resulting in continuous problems. These bridges were short lived, and were quickly replaced with more permanent stone or brick arches constructed under convict labour. With responsible Government in

⁴³ Australia ICOMOS *Burra Charter*, Art. 1.2

⁴⁴ DPIPWE, *op. cit.*

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1856 came the need to locally finance construction. Timber again became the predominate material. Wrought iron and steel remained reserved for special situations.⁴⁵

Comparatively, Tasmania is fortunate in retaining a number of stone bridges constructed between 1838 and 1847. These include a timber and stone/earth causeway constructed in c.1823 in Campbell Town;⁴⁶ the Richmond Bridge (1825); the Strathroy Bridge at Kerry Lodge (1834); the Ross Bridge (1830-36); the Tacky Creek Bridge (1836); the Little Quoin Rivulet Road Bridge, Kempton (1840); the Lovely Banks Bridge (1840); Spiky Bridge (1845-48); the Stone Bridge, East Derwent Highway, Risdon (c.1840); the Jericho Bridge (c.1840); the Jordan River Bridge, Pontville (1848); the Three Arch Bridge, Little Swanport (c.1840s); and the Melton Mowbray Bridge (c.1840).⁴⁷ The Blackman River Bridge can be considered a representative example of a nineteenth century bridge constructed (or largely constructed) in permanent materials, and utilising convict labour in its construction.

Of these bridges, the Blackman River bridge most closely resembles the Pontville, Melton Mowbray and Jericho bridges, and in these cases the timber superstructures have all been replaced with concrete decks. The Blackman River Bridge is unusual in that it retains its timber superstructure, noting that this is quite recent fabric.

Previous publications and tourism promotional material claim that the bridge is Australia's oldest timber girder bridge.⁴⁸ This is incorrect. Two older bridges are known to exist in New South Wales. These are the Thomas James Bridge which is a single span timber deck bridge constructed on stone abutments (1830) and Clares Bridge, which has two spans over a stone pier and abutments, also constructed in 1830.⁴⁹

The only other possible Tasmanian candidate that has been identified and which predates the Blackman River bridge is a small structure located at Campbell Town which possibly relates to the first timber and stone/earth causeway constructed in c.1823.⁵⁰

Whilst not Australia's oldest timber girder bridge, the Tasmanian Heritage Register (THR) statement that the Blackman River Bridge is one of the oldest such bridges would be correct.

5.3 Existing Assessments of Significance for the Blackman River Bridge

The THR entry for the Blackman River Bridge is detailed in its analysis of the place – its history, fabric and values. The bridge has been included on the THR against four criteria: (a.) historical importance; (b.) rarity; (d.) importance in demonstrating a class of place; and (g.), associative significance. The existing THR entries have formed the basis of the assessment of significance prepared for this CMP. In addition, the RNE includes a brief statement, describing the values of the bridge as:

A stone bridge of Colonial design, spanning the Blackman River on the old Midland Highway at Tunbridge. The bridge is still in use for local traffic and contributes to the townscape of Tunbridge.⁵¹

5.4 Assessment of Significance for the Blackman River Bridge

The following assesses the significance of the Blackman River Bridge against the eight criteria of the *Historic Cultural Heritage Act 1995*. It is substantially informed by the existing THR entry, and has been prepared with regard to the Tasmanian Heritage Council's *Assessing Historic Heritage Significance for application with the Historic Cultural Heritage Act* which assists in articulating statements of significance.

⁴⁵ Balsille, GD, 'Notes on Tasmanian Highway Bridges', *Transactions of the Institution*, Vol XV, 1934, pp.1-2

⁴⁶ Evans, K, *Old Bridge, Bridge Street Campbell Town, Historical Review*, Tasmanian Heritage Council, 1998, pp.3-5

⁴⁷ Register of the National Estate

⁴⁸ O'Connor, C, *Spanning Two Centuries: Historic Bridges of Australia*, St. Lucia, Qld.: University of Queensland Press, 1985, p.75; http://www.heritagehighway.com.au/d/towns_and_history/tunbridge#.VRSjOeG9ueA; ABC, Australia's oldest single span wooden bridge facing concrete future after Christmas eve fire: <https://www.abc.net.au/news/2020-02-21/tasmania-tunbridge-wooden-span-bridge-fight-over-fix/11982966>

⁴⁹ <http://www.environment.nsw.gov.au/nswcultureheritage/ConvictSitesAlongTheWay.htm>; Email, Ian Berger (RMS) to James Puustinen (Austral Tasmania), 27 March 2015

⁵⁰ Evans, *op. cit.*, pp.3-5

⁵¹ RNE, Bridge over Blackman River, Main St, Tunbridge, TAS, Australia, 11637

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HCH Act Criteria	Key State/Local Threshold Indicators ⁵²	Statement
(a.) The place is important to the course or pattern of Tasmania's history	<p>State</p> <p><i>A notable example of regional settlement that demonstrates an important period or phase in the wider settlement and development of Tasmania.</i></p> <p><i>Demonstrates an important historical period or phase in the history of Tasmania.</i></p> <p><i>Demonstrates a notable period in the governance and administration of Tasmania.</i></p> <p><i>Notable example of the development of maritime and terrestrial civil infrastructure, transport and communications in Tasmania.</i></p>	<p>The Blackman River Bridge is of historic cultural heritage significance because it demonstrates the development of the former Main Line of Road between Hobart and Launceston, the bridge being a key river crossing and the township being a key stopover point on the Road from c.1822 to c.1970. It also demonstrates the working of the convict labour system in the first half of the 19th century and the evolution of public infrastructure. The flat timber girder bridge is of a type favoured in Tasmanian road works from the 1840s, distinct from the masonry arch road bridges such as the one at Kempton which preceded it.⁵³</p>
(b.) The place possesses uncommon or rare aspects of Tasmania's history	<p>State</p> <p><i>One of few comparable places across Tasmania that demonstrates any evidence of this event, etc Or a place that is unusually extensive, intact or undisturbed which demonstrates evidence of this event, etc Or the movement, custom or way of life is of particular interest to a community group.</i></p> <p><i>Demonstrates a composition of attributes that is unique or uncommon in its occurrence across Tasmania.</i></p>	<p>The Blackman River Bridge is of historic cultural heritage significance because it is one of the oldest surviving timber-spanned bridges in Australia. Unlike the road bridges at Melton Mowbray and Jericho, this bridge has retained its timber decking.⁵⁴</p>
(c.) The place has the potential to yield information that will contribute to an understanding of Tasmania's history	<p>State</p> <p><i>A comparative analysis suggests that further research at the place has the potential improve our understanding of Tasmania's past or archaeology of:</i></p> <p><i>a little-recorded aspect of Tasmania's past</i></p> <p><i>to fill gaps in our existing knowledge of Tasmania's past.</i></p> <p><i>to inform/confirm unproven historical concepts or research questions relevant to Tasmania's past.</i></p> <p><i>to provide information about single or multiple periods of occupation or use.</i></p> <p><i>to yield site specific information which would contribute to an understanding of significance against other criteria.</i></p>	<p>The Blackman River Bridge has potential to provide new information related to the construction of bridges during the mid-nineteenth century and the major 1894 modifications. The importance of this information would be most relevant to the 1840s original construction, for which no plans or specifications appear to have been retained.</p> <p>The original c.1822 bridge location downstream may also have research potential. Little is known about this structure, and even its exact location has not been determined, simply noting that it was slightly downstream of the current bridge. Given its construction method (a timber causeway), archaeological evidence of the former crossing may be minimal.</p> <p>There is some potential that burial sites may be located on the river banks. An 1829 almanac noted that marked graves existed at the end of the c.1822 bridge, which - should evidence of the burials continue to</p>

⁵² Department of Primary Industries, Parks, Water and Environment, October 2011, *Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995*

⁵³ THR 5585, Tunbridge Bridge (Blackman River), Old Main Road, Tunbridge, 7120 Tas

⁵⁴ *Ibid*

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HCH Act Criteria	Key State/Local Threshold Indicators ⁵²	Statement
		exist - would place them close by, but slightly downstream of the current bridge.
(d.) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history	<p>State</p> <p><i>A particularly fine example of the class in a state wide context, demonstrating a broad range of characteristics that are typical of the class such as aesthetic composition, design, architectural style, applied finish or decoration of historical importance.</i></p>	The Blackman River Bridge is of historic cultural heritage significance because it demonstrates the principal characteristics of a simple bridge constructed with a whole-log deck laid between a series of stone piers. The decorative treatment of the stonework is of special interest. ⁵⁵
(e.) The place is important in demonstrating a high degree of creative or technical achievement	<p><i>Does not meet the criterion threshold</i></p> <p><i>The place has only an indirect or loose association with creative or technical achievement.</i></p>	<p>Although the Blackman River bridge is distinctive in the applied decoration of corbels to the piers, it cannot be considered to be an innovative or creative design solution.</p> <p>This criterion is not met.</p>
(f.) The place has strong or special association with a particular community or cultural group for social or spiritual reasons	<p><i>Unassessed but potential value</i></p> <p><i>A place that symbolically represents some aspect of the past that a community or cultural group feels contributes to the identity of the local community.</i></p> <p><i>A place that is known, used and valued as a link between the past and present by the local community.</i></p>	The potential social values of the bridge have not been assessed. However, the local community may associate itself with the bridge for its importance in the establishment of Tunbridge; as one of the key structures within the town; and for the value attached to the bridge for its association with the Young Irelander movement, demonstrated by re-enactment events. The community concern demonstrated when the bridge was sealed in 1995 could also suggest that the bridge has strong or special meaning to the community.
(g.) The place has a special association with the life or work of a person, or group of persons, or importance in Tasmania's history	<p>State</p> <p><i>A key phase(s) in the establishment or subsequent development of the place were undertaken by, or directly influenced by, the important person(s) or organisation and that person(s) or organisation made an important contribution to the history of Tasmania or the local area.</i></p> <p><i>One or more achievements for which the person(s) or organisation are considered important are directly linked to the place and that person(s) or organisation made an important contribution to the history of Tasmania or the local area.</i></p>	The Blackman River Bridge is of historic cultural heritage significance because of its special association with the Young Irelanders, who were exiled to Van Diemen's Land following the failed rebellion of 1848. During 1849, two of their number, Thomas O'Meagher and Kevin O'Doherty, met on the bridge regularly, it being the border of the separate districts to which the pair had been exiled. These meetings have been the subject of re-enactments. ⁵⁶
(h.) The place is important in exhibiting particular aesthetic characteristics	<p>State</p> <p><i>A particularly fine and intact example of a place within a state wide context where its qualities such as form, scale, setting, unity, contrast, colour, texture and material combine to be visually distinctive.</i></p>	The Blackman River Bridge is important for exhibiting particular aesthetic characteristics. The bridge is distinctive in its use of materials, combining sandstone and timber elements which have weathered to achieve a complementary patina, yet retain a contrast between the crisp ashlar stonework and the roughly worked timber

⁵⁵ *Ibid*

⁵⁶ *Ibid*

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HCH Act Criteria	Key State/Local Threshold Indicators ⁵²	Statement
		girders. Stonework details seen on the tapered cutwaters, and in particular the corbels attached to the piers, demonstrate a decorative design intent rarely seen elsewhere in nineteenth century bridges. The historic form of the bridge can be readily viewed from publicly accessible places. The curves in the road approaches allows for both faces of the bridge to be viewed and the construction methods, materials and detailing appreciated. Extended views are available from the bridge along the willow-lined Blackman River.

Table 3: Assessment of Significance

5.5 Levels of Significance

The various elements that form the Blackman River Bridge and setting have different levels of cultural significance. Understanding this hierarchy of significance provides guidance on the appropriate conservation processes. That is, proposed actions, works, or development potentially affecting the cultural significance of the place should be consistent with the relative levels of cultural significance of the elements of the place.

Providing levels of significance can also allow for the prioritisation of conservation works and the sound allocation of resources. Specific policies have been prepared on how the levels of significance are to be applied.

Each element has been given a rating of significance, from high, moderate to low. Neutral and intrusive elements are similarly identified. In combination, the various elements form a place of State and local level significance.

High Significance

Those elements considered representative of key functions or thematic contributions of the place relating to the construction and provision of transport infrastructure.

Elements of high significance will demonstrate earliness, intactness, rarity/representativeness and high aesthetic qualities. Elements of high cultural significance must be conserved.

Moderate Significance

Those elements considered representative of secondary functions or thematic contributions of the place. Elements may be described as being of moderate significance where they date from later periods of development, have a lower level of integrity, are typical of their form or type and do not have high aesthetic qualities. Although not being of high significance, these elements contribute to an understanding of the place. Elements of moderate cultural significance should be conserved wherever possible.

Low Significance

Those elements that contribute to the significance of the bridge and its setting, although have little heritage value in their own right. These elements may be recent introductions, or may have been so modified that they no longer have the ability to demonstrate their thematic context.





Elements of low significance should not be confused with neutral or intrusive elements. Elements of low cultural significance may be retained, modified or removed provided a conservation benefit can be demonstrated by the action.

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Neutral and Intrusive Elements

Neutral elements make no contribution to the significance of the place, nor do they have an adverse impact on the place. Conversely, intrusive elements do have an adverse impact and should be removed.

5.6 Levels of Significance for Elements of the Blackman River Bridge and its Setting

Element	Level of Significance	Photograph
Sandstone bridge piers and wingwalls	High	
Timber superstructure	High in terms of traditional materials, but low in terms of historic fabric	
Timber railings	High in terms of traditional materials, but low in terms of historic fabric	
Timber decking	High in terms of traditional materials, but low in terms of historic fabric	

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Element	Level of Significance	Photograph
Setting of bridge	High	
Area of Archaeological Potential – downstream from bridge (historic bridge alignment and burials)	High	

Table 4: Significance of Elements

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6.0 CONSERVATION POLICIES

6.1 Introduction

The purpose of the conservation policies is to state how the conservation of the Blackman River Bridge may be achieved both in the short, medium and long term, and is based on an understanding of the cultural significance of the place. Conservation policies provide the philosophical basis for heritage management based on an understanding and recognition of the cultural significance of the place. Policies are not theoretical, but must take cognisance of the conservation needs of the place and relevant operational requirements.

The policies cover many aspects of the conservation of the bridge; these range from recognition of the significance, to the physical conservation needs and operational requirements.

6.1.1 Terminology

Much of the terminology used in conservation practice is standardised. The meanings of key terms used in this document are summarised below. The definitions are taken (almost verbatim) from the *Australia ICOMOS Burra Charter, 2013*.

<i>Place</i>	means a geographically defined area. It may include elements, objects, spaces and views. <u>Place</u> may have tangible and intangible dimensions.
<i>Cultural significance</i>	means aesthetic, historic, scientific, social or spiritual values for past, present or future generations. <u>Cultural significance</u> is embodied in the <u>place</u> itself, its <u>fabric</u> , <u>setting</u> , <u>use</u> , <u>associations</u> , <u>meanings</u> , <u>records</u> , <u>related places</u> and related objects. <u>Places</u> may have a range of values for different individuals or groups.
<i>Fabric</i>	means all the physical material of the <u>place</u> including elements, fixtures, contents and objects.
<i>Related Place</i>	means a <u>place</u> that contributes to the <u>cultural significance</u> of another place.
<i>Associations</i>	means the connections that exist between people and a <u>place</u> .
<i>Setting</i>	means the immediate and extended environment of a <u>place</u> that is part of or contributes to its <u>cultural significance</u> and distinctive character.
<i>Conservation</i>	means all the processes of looking after a <u>place</u> so as to retain its <u>cultural significance</u> .
<i>Maintenance</i>	means the continuous protective care of a <u>place</u> , and its setting. <u>Maintenance</u> is to be distinguished from repair which involves restoration or <u>reconstruction</u> .
<i>Preservation</i>	means maintaining a <u>place</u> in its existing state and retarding deterioration.
<i>Restoration</i>	means returning the a <u>place</u> to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
<i>Reconstruction</i>	means returning a <u>place</u> to a known earlier state and is distinguished from <u>restoration</u> by the introduction of new material.
<i>Adaptation</i>	means modifying a <u>place</u> to suit the existing <u>use</u> or a proposed <u>use</u> .
<i>Use</i>	means the functions of a <u>place</u> , including the activities and traditions and customary practices that may occur at the <u>place</u> or are dependent on the place
<i>Compatible use</i>	means a <u>use</u> which respects the <u>cultural significance</u> of a <u>place</u> . Such a <u>use</u> involves no, or minimal, impact on <u>cultural significance</u> .

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6.2 Conservation Policies

Policy 1	<p>The Blackman River Bridge should be actively conserved as a place of cultural significance primarily through preservation and maintenance, and otherwise managed in accordance with the guidelines and philosophy of the ICOMOS Burra Charter.</p> <p>All elements of cultural significance that form part of the Bridge and its setting should be retained and conserved.</p>
Reason for Policy	<p>The Blackman River Bridge is a place of heritage significance at both State and local levels. This significance should guide decisions about its future conservation, use and development.</p> <p>The Burra Charter contains the accepted basis for the conservation of heritage places in Australia.</p>
Policy 2	<p>The cultural significance of the bridge is embodied in the place itself, its fabric, setting, use, associations, meanings, and related places.</p>
Reason for Policy	<p>To recognise that the cultural significance of the place exists in certain elements of the fabric, setting, use, associations and meanings.</p>
Policy 3	<p>Elements of high cultural significance must be conserved.</p> <p>Elements of moderate cultural significance should be conserved wherever possible.</p> <p>Elements of low cultural significance may be retained, modified or removed provided a conservation benefit can be demonstrated.</p> <p>Neutral elements neither contribute nor have an adverse impact on the cultural significance of the place and may be retained or removed.</p> <p>Elements intrusive to the cultural significance of the place should be removed or modified in a sensitive manner that enhances the cultural significance of the place.</p>
Reason for Policy	<p>The cultural significance of the place should guide decisions about its future conservation, use and development.</p>
Policy 4	<p>Preservation, restoration and reconstruction (in that order) are the preferred conservation processes for elements of cultural significance.</p>
Reason for Policy	<p>The order of conservation actions represents the most desirable heritage outcomes.</p>
Policy 5	<p>The Blackman River Bridge should be repaired to allow for continued vehicle and pedestrian use.</p>
Reason for Policy	<p>To ensure that the significant use of the bridge for vehicles and pedestrians is maintained.</p>
Policy 6	<p>Works or developments which would result in heritage impacts should be avoided, unless established that there are no prudent and feasible alternatives to these works.</p>
Reason for Policy	<p>Heritage impacts should be avoided wherever possible, however in some circumstances there may be no prudent and feasible alternatives that would result in a lesser heritage impact.</p>
Policy 7	<p>A detailed cyclical monitoring, maintenance and works program be prepared establishing the priorities and timeframes for implementing the policies of this plan.</p>
Reason for Policy	<p>The effectiveness of this Conservation Management Plan relies on the implementation of the policies by State Growth.</p>
Policy 8	<p>As required, an appropriately skilled stonemason with experience in working on historic structures undertakes conservation works to the stonework.</p>

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Reason for Policy	The significance of the bridge requires that conservation works utilise the best available expertise.
Policy 9	As required, an appropriately skilled stonemason with experience in working on historic structures replace badly decayed stones when subject to a 50mm surface loss. New stones should use 100mm thick inserts of a better quality stone.
Reason for Policy	Badly decayed stones pose a weakness to the structural capacity of the bridge.
Policy 10	As required, an appropriately skilled stonemason should replace lost bedding with a quicklime grout to make loose stonework solid.
Reason for Policy	To maintain the structural integrity of the bridge.
Policy 11	As required, the removal of cement and defective pointing of mortar joints and the repointing of same be undertaken by an appropriately skilled stonemason using a permeable quick lime based mortar coloured to match the recent repointing work. Repointing works should have a weather struck finish.
Reason for Policy	Effective pointing is required to prevent water entry into the bridge stonework.
Policy 12	The road surface is to be continually maintained.
Reason for Policy	To maintain the structural integrity of the bridge.
Policy 13	All actions, works or development affecting the fabric of the bridge are to be appropriately recorded.
Reason for Policy	The recording of works to the bridge is important in documenting the nature of the bridge and changes over time, and understanding past conservation works.
Policy 14	As required, organic growth is to be cleaned from the bridge. Care should be taken to ensure that the contractor is skilled in working on historic structures and that the methods and materials are appropriate to the cultural significance of the bridge and any necessary environmental considerations.
Reason for Policy	Care is required to ensure cleaning methods and materials do not damage the stonework or the environment.
Policy 15	The cultural significance of the Blackman River Bridge should be adequately interpreted to managers, users and visitors.
Reason for Policy	Sympathetic interpretation options for the place should be considered, provided they are planned and implemented for an identified purpose and audience.
Policy 16	All ground disturbances should avoid adjacent sites of archaeological potential. This includes potential remains of the first c.1822 bridge immediately downstream of the existing bridge; burials which were located at the end of the first bridge; and the convict road station at 132 Main Road, Tunbridge.
Reason for Policy	To avoid archaeological impacts and conserve the archaeological resource.
Policy 17	Missing, defective and cracked stonework to posts should be made good by an appropriately skilled stonemason.
Reason for Policy	To prevent further degradation and harm to the fabric of this structure and risk to the public.
Policy 18	Stonework should be refaced where face fretting exceeds 15mm, with the work undertaken by an appropriately skilled stonemason.
Reason for Policy	Refacing will help prevent further loss of the bridge's fabric through fretting.
Policy 19	This Conservation Management Plan should be reviewed at least once every ten years, or where new evidence is discovered that has the potential to impact on the present policies.

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Reason for Policy Conservation Management Plans should not be static documents but be regularly reviewed to ensure they remain relevant.

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7.0 HERITAGE IMPACT STATEMENT

7.1 Introduction and Definitions

In its request for further information, Southern Midlands Council has required the preparation of a Heritage Impact Statement (HIS) (a report from a suitably qualified person setting out the effect of the proposed development on the historic cultural heritage significance of the place) for the proposed works.

Heritage Tasmania has not requested the preparation of a HIS, however the Works Guidelines provide the following definition:

[An] Heritage Impact Statement (HIS) refers to a report that determines whether a proposed development will impact on a place's historic cultural heritage values, and if so, how these impacts might be avoided or ameliorated. A HIS is a clear and concise account of the proposed work that addresses four basic questions: (i) what is significant about the place in terms of its heritage values and are some parts more significant than others?; (ii) will the proposed works adversely affect the significance and if so how? (iii) what measures, if any, are proposed to ameliorate any adverse impacts; and (iv) will the proposal result in any heritage conservation benefits that might offset any adverse impacts?⁵⁷

7.2 Description of the Proposed Works

The following description should be read in conjunction with the bridge plans which are reproduced in full in Appendix 3. The proposal is to renew the existing timber superstructure and railings with new materials. The bridge will be 30.7m long and have a two lane deck, nominally 5.78m wide between the kerbs.

The existing sandstone piers and abutments will be retained. The existing timber deck and beams will be removed. These will be replaced by glue laminated beams which will support a concrete deck above. In turn, a layer of asphalt will cover the deck. Seven beams will cross each span. The timber laminate beams will be 26cm wide and vary from 60cm – 82.5 cm in depth. The new beams will be connected to the sandstone abutments and piers via anchor bolts. New grout will be installed at the junction between the two materials. Steel beam nosings will be used to connect the beams with the sandstone abutments at either end. Stone work will be cleaned and repairs will be carried out as necessary.

Timber work will be salvaged during the renewal, and will be cut down into half round fascias and placed on the exterior of the glue laminated beams to conceal these elements, and give the impression that the bridge remains a simply supported timber beam bridge.

The timber post railings will be removed and replaced with steel equivalents.

A visualisation of the completed bridge deck is included in the following Figure.

⁵⁷ Tasmanian Heritage Council, Heritage Tasmania, DPIPWE, *Works Guidelines for Historic Heritage Places*, November 2015, p.3

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Figure 7: Visualisation of the renewed deck and railings (Pitt & Sherry)

7.3 Capacity of the Bridge to Carry the New Superstructure

The reports prepared by suitably qualified and experienced engineers Peter Spratt and Pitt & Sherry indicate that the original structure (i.e. the stone piers) have the capacity/ability to carry the proposed new superstructure and the maximum traffic loading afforded by the proposed load rating for the lifecycle of the proposed new works.

7.4 Responses to Heritage Tasmania's Request for Information

Heritage Tasmania have requested the following information:

1. Please provide evidence from a suitably qualified structural engineer that the historic sandstone bridge components have the structural adequacy to bear the loads of the proposed new superstructure and the intended design traffic loads;
2. Please provide details of any fixings required between the new superstructure and the historic sandstone substructure;
3. Please provide details of any conservation works required to the existing historic structures;
4. Please provide details of any finishes or colours proposed for the steel post-and-rail traffic barrier.

The structural fabric reports,⁵⁸ summarised in Section 4.2 and included in Appendix 3, provide a detailed assessment of the structural integrity of the sandstone bridge components and effectively responds to the first point of specific information required.

Information relating to the second point is included in the design plans shown in Appendix 1 of this report and summarised in Section 7.2 above.

⁵⁸ Pitt & Sherry, 'Blackman River Bridge B599: Structural Report' May 2021

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The third point is also addressed by the structural fabric reports in Appendix 3, and detailed descriptions of these conservation works are included in Appendix 1 of this report as part of the design plans for the proposed works and summarised in Section 7.2 above.

Currently the steel post and rail traffic barriers are to be formed from hot dipped galvanised materials and no specific colour or treatment scheme is proposed over and above this.

7.5 Constraints and Opportunities Analysis

Within a conservation management framework, the significance of the bridge represents both constraints and opportunities which are summarised below:

1. The Blackman River Bridge is a place of heritage significance and the retention of heritage values should always be pursued where prudent and feasible.
2. The use of timber in the superstructure of the bridge is of heritage significance and a form that has existed since 1849. However, the timber elements themselves are of relatively recent construction and constitutes fabric of low significance.
3. Like-for-like replacement would typically be a desirable heritage outcome, however this would not meet current Australian Standards for either load capacity or bridge barrier capacity. The lifecycle of the new works (if completed in like-for-like timber) is estimated to be 20 to 25 years and like-for-like replacement would have significant cost implications into the future. The need for significant maintenance and substantial renewal at comparatively short intervals is not considered a sustainable long-term solution.
4. Where a timber girder bridge cannot be achieved as part of bridge upgrades, other timber technologies such as glue laminated girders are a viable alternative, and retain the substantial use of timber within the structure of the bridge which is significant.
5. Retaining the existing appearance of the bridge as proposed through the use of timber facades to the external faces of the girders will assist in minimising heritage visual impacts. However, the lack of authenticity in form, design and materials may have an adverse impact on the community appreciation of the bridge.
6. The use of timber traffic barriers on the bridge structure would be unlikely to meet any current traffic safety standards. This is due to the strength of the posts and rails themselves, but also the ability to anchor the posts into the deck. Besides safety, this has implications for the protection of the sandstone pillars into the future.

7.6 Assessment of Potential Heritage Impacts against Criteria

The following table quantifies the extent of possible impacts to the Blackman River Bridge, which considers impacts against each criterion, or value of significance.

Value	Potential for Heritage Impacts
Criterion (a.) Historical values	<p>The renewal of the bridge superstructure in either traditional or new materials will result in a positive heritage impact by maintaining the use of the place for road transport, a function which has existed since 1849. The continued use of the place is a conservation benefit.</p> <p>The timber superstructure has been renewed multiple times and is not early fabric. It is however consistent with the original form and materials.</p> <p>The installation of a glue laminated beams and a concrete deck will not impact on those elements of the bridge constructed by convict labour (i.e., Abutment A and the piers), but would alter the way in which these elements are perceived, that is, the deck would appear different to what currently exists, and on close inspection beneath the bridge, so to would the beams.</p> <p>The use of glue laminated beams, although a twentieth century technology, will retain the substantial use of timber in the bridge which is significant.</p>
Criterion (b.) Rarity	<p>The bridge is listed for its rarity values because it is one of the oldest surviving timber spanned bridges in Australia. The value relates to the bridge still retaining a timber</p>

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Value	Potential for Heritage Impacts
	<p>superstructure (which is unusual) and not the actual timber work itself, which is of a recent origin.</p> <p>The renewal of the existing timber girders with glued timber laminated beams will retain use of timber materials in the construction of the bridge. This is consistent with the continual process of renewal and refurbishment. Replacement of the timber deck with a concrete deck will have some heritage impact, although the bridge would remain a timber spanned structure which is a heritage benefit.</p>
<p>Criterion (c.) Research Potential</p>	<p>The research potential of the bridge does not form one of the formally listed values. However, the bridge (and surrounds) have been identified in this report as having research potential.</p> <p>The potential of the bridge to provide new important information regarding nineteenth century bridge construction largely relates to the original 1840s sandstone elements, aspects which are not well documented through the historical record. No, or very minor impact will occur to these elements through the superstructure renewal. The manner of attaching the laminated beams to the sandstone abutments and piers will cause a minor interference with this historic fabric.</p> <p>As recent fabric, the existing timber superstructure has no, to very little research potential.</p> <p>Research potential may exist on the adjacent riverbanks related to the earlier bridge/causeway crossing (c.1822); potential burial locations; and the convict road station site. The superstructure renewal will have no impact on these potential values, and any ancillary impacts can be avoided by designating these as 'works exclusion zones'.</p>
<p>Criterion (d.) Characteristics of a class of place</p>	<p>There will be some impact to this formally listed value. The bridge is listed in part for its ability of the demonstrate the principal characteristics of a simply supported sandstone and timber girder bridge. The use of glued timber laminated beams retains the substantial use of timber in the bridge which is a positive heritage outcome. The introduction of a concrete deck does introduce a substantial component of new materials, however the bridge would retain the use of timber in the girders which is a heritage benefit.</p>
<p>Criterion (f.) Social value</p>	<p>The social values of the bridge do not form one of the listed values. It is acknowledged however that the bridge may have strong or special meaning to the community, demonstrated by community concern during the 1995 sealing works and the use of the place for re-enactments of the Young Irelander meetings.</p> <p>The renewal option may impact on the social significance of the bridge by altering the appearance of the place. The bridge deck will no longer have the appearance of being formed from timber planks. It should be noted however that the current prominence of the planking has been caused by timber shrinkage and is not a desirable outcome.</p> <p>The works aim to replicate visual qualities achieved through existing construction methods and detailing through installing timber facades to the outer faces of the glue laminated beams and painting the steel barrier white to provide a similar appearance to the existing timber fencing.</p> <p>The above mitigation techniques are likely to assist in maintaining the visual impression of the bridge as an historic structure. This impression is likely to be most effective for casual visitors, but would not withstand close inspection.</p>
<p>Criterion (g.) Special association</p>	<p>The bridge is listed for its associative values because it was the meeting place for members of the Young Ireland movement during the late 1840s.</p> <p>The relevant question is the ability of the bridge through its fabric to demonstrate the time and place of these meeting events.</p> <p>The bridge does not appear as it did in 1849, following its extension in 1894. Nonetheless, a design unity exists between the two phases of works. Likewise, the timber superstructure is recent fabric, but is consistent with the original form and materials of the 1849 bridge. The bridge remains evocative of its 1849 form.</p> <p>The proposed mitigation techniques will assist in retaining the historic appearance of the bridge. However, the lack of authenticity in form, design and materials arising from this</p>

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Value	Potential for Heritage Impacts
	option may have an adverse impact on the community appreciation of the bridge as the place of meeting for Irish exiles.
Criterion (h.) Aesthetic characteristics	<p>The aesthetic characteristics of the bridge do not form one of the listed values. However the bridge has been assessed in this report as having aesthetic significance from its distinctive use of materials which create a strong visual impression; the patina achieved from weathered stone and timber; creative details seen in the corbels placed on the piers (a design detail not seen in other bridges from this period); and the complementary relationship between the bridge and its rural setting with significant views available to the bridge piers and timber components.</p> <p>The proposed mitigation techniques are likely to assist in maintaining the visual impression of the bridge as an historic structure, and be similar in form, details and patina to what currently exists. Perceptions of the success of these techniques are likely to be most effective for casual visitors, as opposed to closer inspection.</p>

Table 5: Assessment of Impacts Against Criteria

7.7 Options to Minimise Heritage Impacts

The concept design for the superstructure renewal already demonstrates an attempt to minimise heritage impacts, essentially by replicating the appearance of the existing bridge through concealing the beams with timber facades. This is a positive outcome and one which would satisfy passing inspection of the bridge, but not close examination. The following mitigation options are recommended:

- The reuse of existing sound timber work to create facades to the glue laminated beams;
- Cutting or inscribing the asphalt deck surface to give the appearance of timber planks;
- Creating a detailed photographic record documenting the processes of superstructure removal and renewal;
- Avoiding subsurface ground disturbances on the adjacent riverbanks to avoid impacts to potential archaeological resources; and
- Using white painted, square or rectangular steel to construct the bridge barricades. Roads and Maritime Services (NSW) have previously designed steel barricades which resemble timber ones, which may be of assistance to this project.

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8.0 STATEMENT OF COMPLIANCE

8.1 Introduction

Southern Midlands Council has requested the preparation of a Statement of Compliance which sets out an assessment of the proposed development's compliance with the Heritage Code against the provisions of Clause E.13.7.1 and E.13.7.2 of the scheme. This is contained in the following table.

Performance Criteria	Statement
<p>E13.7.1: Demolition</p> <p>Objective: To ensure that demolition in whole or part of a heritage place does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.</p>	
<p>P1</p> <p>Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;</p> <p>(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;</p> <p>(b) there are no prudent and feasible alternatives;</p> <p>(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;</p> <p>(d) significant fabric is documented before demolition.</p>	<p>The proposed development will result in the loss of significant fabric and forms which contribute to the historic cultural heritage significance of the place.</p> <p>However, it is considered that the following criteria are satisfied:</p> <p>(a) environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; (see separate document)</p> <p>(b) The 'prudent and feasible alternatives' test is acknowledged by the Resource Management and Planning Appeal Tribunal (RMPAT) as a concept that is difficult to apply, but requires a value judgment on the part of the planning authority, and at the very least evidence to demonstrate that the question has been addressed. The RMPAT has also recognised that the extent of heritage significance is a relevant factor, namely, the greater the significance, the greater would be the prudence of adopting alternatives.⁵⁹ A range of options have previously been considered by the Department and found not to be viable. This includes a like-for-like replacement of the timber superstructure. The existing timber superstructure has reached the end of its serviceable life and requires renewal. It is not feasible to replace the current superstructure with a new timber structure. The construction of timber bridges on public roads has generally not occurred in Tasmania during the last 15 years. The reasons for this are due to economic, engineering and other practical aspects. A new timber superstructure would not meet the Australian standards for load capacity. With regard to economic aspects, life cycle costing analysis, whereby the present value of alternatives are compared using a common discount factor for future costs, has demonstrated construction in materials, such as glue laminated beams, pre-cast concrete and steel, are far superior option and reduces the ongoing asset management costs to the bridge owner. This principle has been established and accepted by both State and local governments. The key issue is that scarcity of timber resource suitable for bridges has occurred and driven up timber</p>

⁵⁹ S Visagie v Hobart City Council and Ors [2017] TASRMPAT 2, pp.29-30

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Performance Criteria	Statement
	<p>sourcing costs whilst the quality has gone down, resulting in expected lives of only 15 years for a timber bridge. Practically, timber bridges create many challenges to build, especially those of a significant size (i.e. greater than single span, single lane). Timber bridges are very labour intensive with many occupational health and safety issues, whereas timber laminated girders and pre-cast concrete designs are mostly pre-formed off site and installed on site in much shorter timeframes, again reducing costs. The skills required to build timber bridges has also diminished as a result.</p> <p>(c) Important structural elements will be retained and reused in the new bridge superstructure. The existing timber girders will be split and form facades which conceal the external faces of the glue laminated beams. On passing inspection, the bridge will appear very similar to its current form.</p> <p>(d) An extant record will be produced prior to demolition of the timber superstructure.</p>
<p>E13.7.2: Buildings and Works other than Demolition</p> <p>Objective: To ensure that development at a heritage place is:</p> <p>(a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and</p> <p>(b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics.</p>	
<p>P1</p> <p>Development must not result in any of the following:</p> <p>(a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;</p> <p>(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.</p>	<p>(a) The proposed works will not result in heritage impacts through height, scale, bulk, form, and siting. The use of timber laminated beams is a new technology for the bridge, but retains the substantial use of timber materials in the bridge which is a key part of its significance and represents a heritage benefit. The visual changes from timber laminated beams will be minimised through the recycling of existing beams to form facades for the new structure. The new deck will be in concrete, which is not a traditional material on the bridge. However, on balance, this will not result in a substantial loss of historic heritage significance as the structure will still be able to demonstrate the key characteristics of a simply supported timber beamed bridge. A recommendation has been made to cut or inscribing the asphalt deck surface to give the appearance of timber planks.</p> <p>(b) The only relevant consideration for criterion (b.) is the replacement of the timber barricades with steel structures. This will not result in a substantial diminution of the heritage significance of the place, where the form and colour of the timber barricades is replicated in steel. The new barricades will continue to appear in a manner that is similar, and consistent with their existing form.</p>

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Performance Criteria	Statement
<p>P2</p> <p>Development must be designed to be subservient and complementary to the place through characteristics including:</p> <ul style="list-style-type: none"> (a) scale and bulk, materials, built form and fenestration; (b) setback from frontage; (c) siting with respect to buildings, structures and listed elements; (d) using less dominant materials and colours. 	<p>Criterion P2 is partly relevant to the proposed works, with development being subservient and complementary and with regard to materials as referred to in criteria (a.) and (d.).</p> <p>The design attempts to visually replicate what currently exists with a simply supported timber beam bridge. Retaining the existing appearance of the bridge as proposed through the use of timber facades to the external faces of the girders will assist in minimising heritage visual impacts, that is, the new structure is designed to be subservient and complementary to the existing characteristics of the place. Perceptions of the success of these techniques are likely to be most effective for casual visitors, as opposed to closer inspection.</p>
<p>P3</p> <p>Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.</p>	<p>Not relevant to the proposed works.</p>
<p>P4</p> <p>Extensions to existing buildings must not detract from the historic cultural heritage significance of the place.</p>	<p>Not relevant to the proposed works.</p>
<p>P5</p> <p>New front fences and gates must be sympathetic in design, (including height, form, scale and materials), to the style, period and characteristics of the building to which they belong.</p>	<p>Not relevant to the proposed works.</p>

Table 6: Statement of Compliance

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9.0 REFERENCES

9.1 Secondary Materials

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The Mercury, Friday 3 February 1995, p.1

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The Mercury, Monday 20 March 1995, p.5

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9.2 Primary Materials

9.2.1 Published Sources

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9.2.2 Archival Materials

TAHO, CSO1/1/316/7578, Nominal List of Inquisitions held by Mr Anstey on the bodies of twenty two persons murdered by the Aborigines from the 8th November 1826 to the 31st December 1830

9.2.3 Historic Plans, Images etc

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TAHO, *The Weekly Courier*, Thursday 22 November 1917, p.17

9.2.4 Personal Communications

Pers. Comm., Vincent Tang (State Growth) 25 March 2015

Email, Darren McConnon (State Growth) to Lillian Reardon (State Growth), 16 April 2015

Email, Ian Berger (RMS) to James Puustinen (Austral Tasmania), 27 March 2015

Email, Lillian Reardon (State Growth) to Darren McConnon (State Growth), 15 April 2015

**Tasmanian Heritage Register
Datasheet**



134 Macquarie Street (GPO Box 618)
Hobart Tasmania 7001
Phone: 1300 850 332 (local call cost)
Email: enquiries@heritage.tas.gov.au
Web: www.heritage.tas.gov.au

Name: Tunbridge Bridge (Blackman River)
Status: Permanently Registered
Tier: State
State

THR ID Number: 5585
Municipality: Southern Midlands Council

Location Addresses

Old Main RD, Tunbridge 7120 TAS

Title References

Property Id

2085706



Side view



Tunbridge Bridge pier



Stone blocks



Timber deck and stone pier



Roadway

Setting: This bridge spans the Blackman River at the northern end of Tunbridge. It provides a crossing for Tunbridge's Main Road, which was once the Midland Highway. It is an impressive structure encompassing a solid timber deck atop stone supports, and harks back to the period when the bridge was a key river crossing and the township was a key stopover on the major transport route between Hobart and Launceston, prior to twentieth century developments in transport and the construction of the Tunbridge bypass.

Description: The Tunbridge Bridge has three intermediate piers of picked stone with four spans. Each intermediate stone pier is topped with a short tower with corbelled top. Timber balustrades link the towers on either side of the bridge.

The deck is constructed of squared whole logs, covered with hardwood planking. At about the level of the wooden deck, stringcourses are blocked out on the piers above oblong dentils. On the upstream side only, the piers have cut waters finishing with weathered tops below the dentil course. The stonework of the bridge has been finished with strong attention to decorative detail, well in excess of the bridge's functional needs.

The bridge is subject to ongoing conservation and maintenance. A considerable number of the main supporting logs have been replaced since the 1970s, most of the remaining timberwork (deck, handrails) is subject to cyclical replacement and the stonework subject to repointing or replacement of deteriorated individual stones.

History: The first bridge across the Blackman River, very close to the location of the present bridge, was constructed by convict road gangs working under Major Thomas Bell, Van Diemen's Land's Acting Engineer and Inspector of Public Works, who had the task of building the first line of road between Hobart and Launceston. This bridge was a primitive timber causeway about 30 metres long and was finished by 1822 (John Thompson, *A Road in Van Diemen's Land*, Department of Infrastructure, Resources and Energy, Hobart, 2004, p.45).

By the mid-1840s the town of Tunbridge was established; there was an inn there, a police station, a convict barracks and a few cottages. Captain Frederick Forth, the Superintendent of Public Works, had charge of repairs and rerouting of the Main Road. He had completed a lot of this work with the use of convict labour, when in July 1847 he was dismissed from his position for incompetence. At the time, the bridge across the Jordan River at Jericho was underway and Forth had developed designs and specifications for a new Blackman River bridge at Tunbridge.

The incoming Superintendent of Public Works was William Pardon Kay, whom Lt-Governor Franklin had brought out to Van Diemen's Land as Colonial Architect a few years earlier. On 12 August 1847 Kay reported to the Colonial Secretary that in his view the completion of a new bridge across the Blackman River was secondary in importance to the completion of the main road; he thought that the old timber bridge could be made passable, and that with low river levels in the summer the Tunbridge ford could be used as an alternative.

Kay recommended that when the bridge was built, the work should be carried out not by convicts but by private contract. He advised that there was a good supply of local freestone that could be quarried within a mile of the bridge site, as well as ironstone on the spot if that were required. Sawn timber, though, was double the Hobart price and lime had to be brought in from either Launceston or Bothwell.

Lt-Governor Eardley-Wilmot took Kay's advice and tenders were called. On 12 September the plan and specifications (drawn up by Forth) as well as four tenders were passed to the Colonial Secretary. It is recorded that Graham Walker was contracted to deliver 1,000 bushels of lime needed for the bridge, but the name of the successful tenderer for the actual bridge building has not come to light (TAHO: CSO 24/16/354). The bridge was probably completed in 1848.

Within a few years, the Blackman River bridge featured in the Tasmanian story of the Young Irelanders. These seven leaders of the failed 1848 uprising at Ballingarry, County Tipperary, were exiled to Van Diemen's Land, arriving between 1849 and 1850. Initially, each was sentenced to reside within a separate district of the island, the boundaries of which he was not permitted to cross. One of the rebels, Thomas O'Meagher, lived at Ross, and another, Kevin O'Doherty, lived at Oatlands in the district immediately to the south. The border between the two districts was the Blackman River, and there at the middle pier of the Blackman River Bridge at Tunbridge O'Meagher and O'Doherty used to meet on Mondays, while technically not leaving their allotted districts. At their second such meeting, the pair christened the middle pier of the bridge the Irish Pier. The Monday meetings continued for several months until they transferred to Lake Sorell, the meeting point of three districts, O'Meagher's, O'Doherty's and that of another exiled Irish rebel, John Martin, who lived at Bothwell (Thomas Francis Meagher: *the Making of an Irish American* (eds. John M Hearne & Rory T Cornish), Irish Academic Press, Dublin, 2005, p.106-122; Blanche M Touhill, William Smith O'Brien and His Irish Revolutionary Companions in Penal Exile, University of Missouri Press, Columbia, 1981, p.41). The meetings of O'Meagher and O'Doherty on the Blackman River Bridge at Tunbridge have been the subject of re-enactments (pers. com., Mary Ramsay, 19 Jan 2010).

The Blackman River bridge at Tunbridge was used by vehicular traffic passing between Hobart and Launceston until 1972, when the town was bypassed by the new Midland Highway. At about this time, the three bays of the bridge were supported by steel cylinders filled with concrete (Roy Smith, *Early Tasmanian Bridges*, self-published, Launceston, 1969, p.37). These were probably installed to support the heavy trucks which then used the road. Such trucks caused considerable damage to the bridge when it formed part of the main Hobart to Launceston road, several of its freestone blocks having been knocked into the Blackman River.

In 1973 the bridge was restored to close to its original condition, and the blocks in the river were hoisted up and replaced in their former positions (Mercury, 11 April 1973). The steel cylinders were probably removed at the same time. They were certainly no longer in place in 2009, and the bridge is now much as it was when constructed. It is often described as the oldest timber spanned bridge in Australia (<http://www.tasmaniacentral.tas.gov.au/site/page.cfm?u=245>).

23/07/2021

Statement of Significance:
(non-statutory summary)

The Tunbridge Bridge is of historic cultural heritage significance for its ability to demonstrate the development of the former Main Line of Road between Hobart and Launceston, the bridge being a key river crossing and stopover point on the Road from c1822 to c1970. The bridge is also of engineering significance as one of the oldest surviving timber spanned bridges in Australia, and in demonstrating engineering construction methods and detailing from the mid nineteenth century. It also has associations with the Young Irelander rebels who were exiled to Van Diemens Land in the late 1840s. Two of their number met regularly on the bridge in 1849.

Significance:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

a) The place is important to the course or pattern of Tasmania's history.

The Tunbridge Bridge is of historic cultural heritage significance because it demonstrates the development of the former Main Line of Road between Hobart and Launceston, the bridge being a key river crossing and the township being a keystone point on the Road from c1822 to c1970. It also demonstrates the working of the convict labour system in the first half of the 19th century and the evolution of public infrastructure. The flat timber girder bridge is of a type favoured in Tasmanian road works from the 1840s, distinct from the masonry arch road bridges such as the one at Kempton which preceded it.

b) The place possesses uncommon or rare aspects of Tasmania's history.

The Tunbridge Bridge is of historic cultural heritage significance because it is one of the oldest surviving timber-spanned bridges in Australia. Unlike the road bridges at Melton Mowbray and Jericho, this bridge has retained its timber decking.

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

No Data Recorded

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

The Tunbridge Bridge is of historic cultural heritage significance because it demonstrates the principal characteristics of a simple bridge constructed with a whole-log deck laid between a series of stone piers. The decorative treatment of the stonework is of special interest.

e) The place is important in demonstrating a high degree of creative or technical achievement.

No Data Recorded

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

No Data Recorded

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

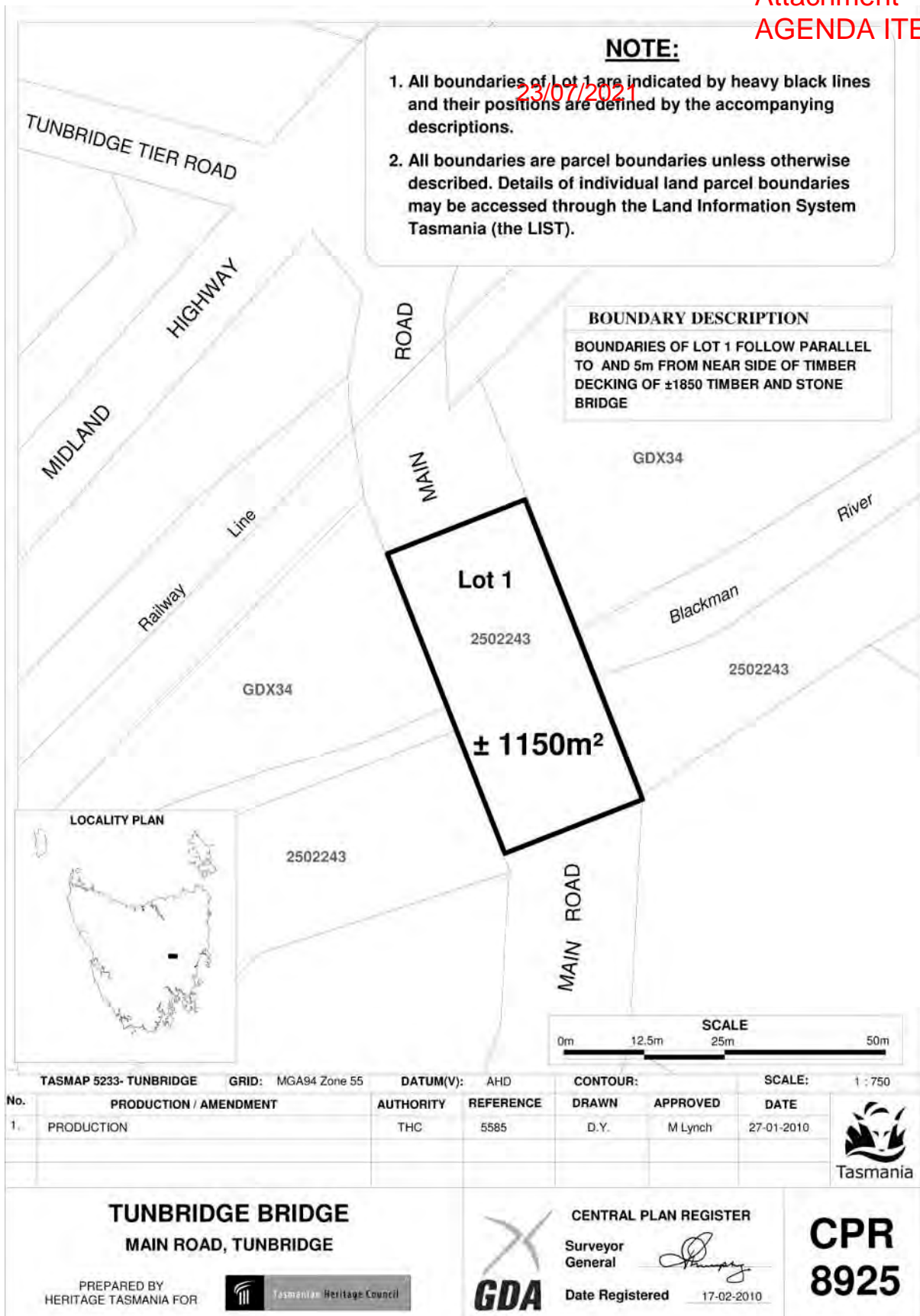
The Tunbridge Bridge is of historic cultural heritage significance because of its special association with the Young Irelanders, who were exiled to Van Diemen's Land following the failed rebellion of 1848. During 1849, two of their number, Thomas O'Meagher and Kevin O'Doherty, met on the bridge regularly, it being the border of the separate districts to which the pair had been exiled. These meetings have been the subject of re-enactments.

h) The place is important in exhibiting particular aesthetic characteristics.

No Data Recorded

PLEASE NOTE

This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.



APPENDIX 2: DESIGN PLANS

23/07/2021



BLACKMAN RIVER BRIDGE (B599)
MAIN ROAD TUNBRIDGE
BRIDGEWORKS

DESIGN

plm&cherry

SETOUT REVIEW NAME: SIGNED: DATE:		DESIGNED NAME: SIGNED: DATE:		THESE DRAWINGS HAVE BEEN CHECKED, TAKEN TO SITE AND VERIFIED THAT THEY ARE APPROPRIATE FOR SITE CONDITIONS AND CONSTRAINTS. THE DRAWINGS ARE RECOMMENDED FOR ACCEPTANCE.		I CERTIFY THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE BRIEF AND AS DETAILED IN THE FINAL DESIGN REPORT.		Department of State Growth		CONTRACT No.	DRAWING HB20236-S1000	PRINTED DATE 24-Jun-21, 5:05 PM	No. of SHEETS -	
STRUCTURAL REVIEW NAME: R. CASSIDY SIGNED: DATE:		DESIGN REVIEW NAME: R. CASSIDY SIGNED: DATE:		DESIGN MANAGER (DESIGN ORGANISATION)		PRINCIPAL (DESIGN ORGANISATION)		THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE DESIGN BRIEF AND PROJECT SCOPE. THE DRAWINGS ARE RECOMMENDED FOR ACCEPTANCE.		REGISTRATION NUMBER		SHEET No. 1000		
				SIGNED: DATE:		SIGNED: DATE:		PROJECT MANAGER SIGNED: DATE:		MANAGER SIGNED: DATE:		ROAD LINK No. START: FINISH:		REVISION B

23/07/2021

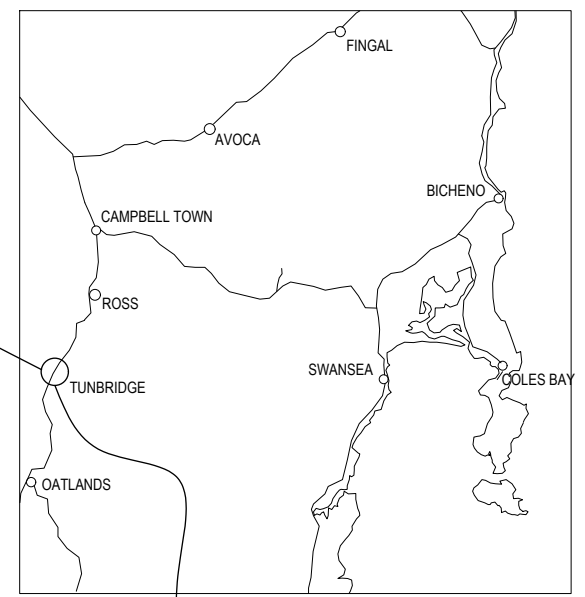
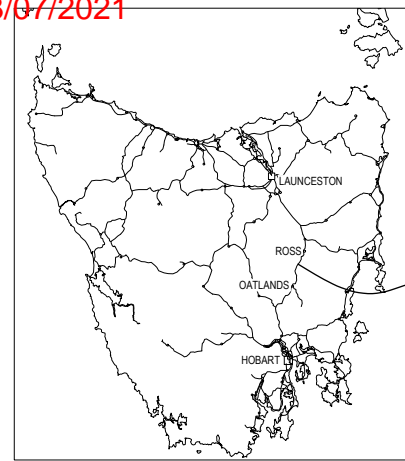
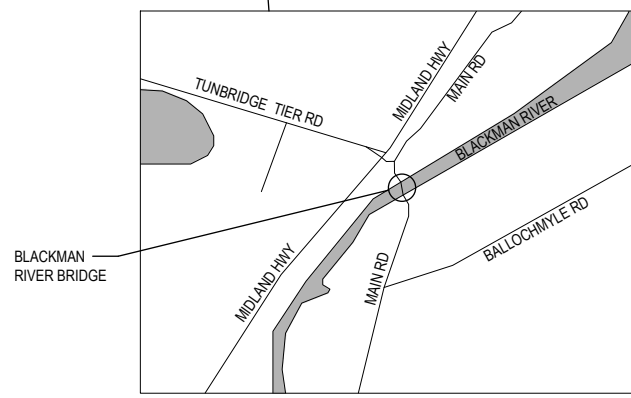


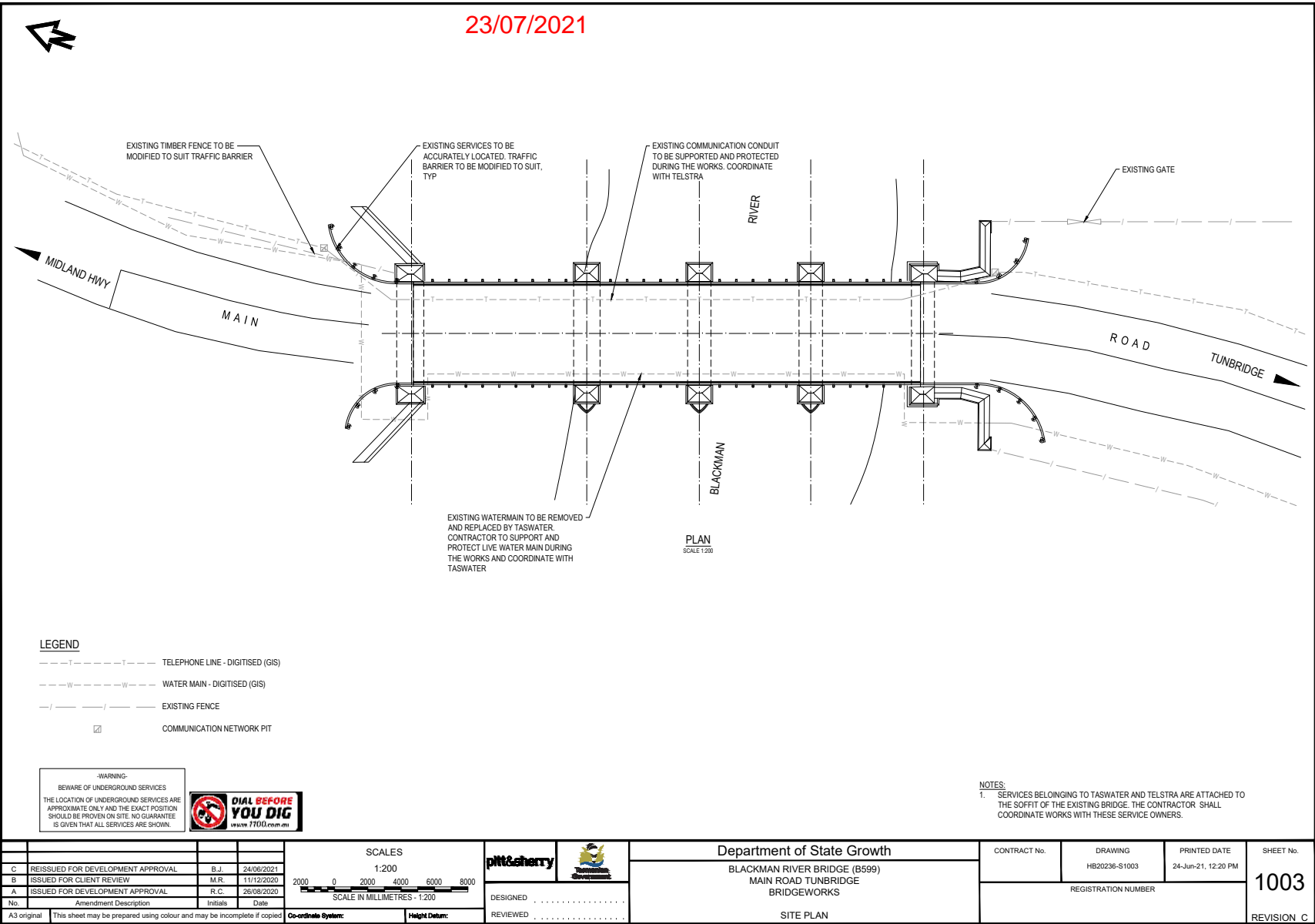
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HB20236-S1003	C	SITE PLAN
HB20236-S1004	C	GENERAL ARRANGEMENT
HB20236-S1005	C	SECTIONS
HB20236-S1006	C	SECTION AND DETAIL
HB20236-S1007	B	BEAM LAYOUT
HB20236-S1008	B	BEAM DETAILS
HB20236-S1009	B	DECK CONCRETE DETAILS
HB20236-S1010	B	DECK CONCRETE DETAILS
HB20236-S1011	B	DECK REINFORCEMENT DETAILS
HB20236-S1012	B	BARRIER LAYOUT AND DETAILS
HB20236-S1013	B	OFF STRUCTURE BARRIER

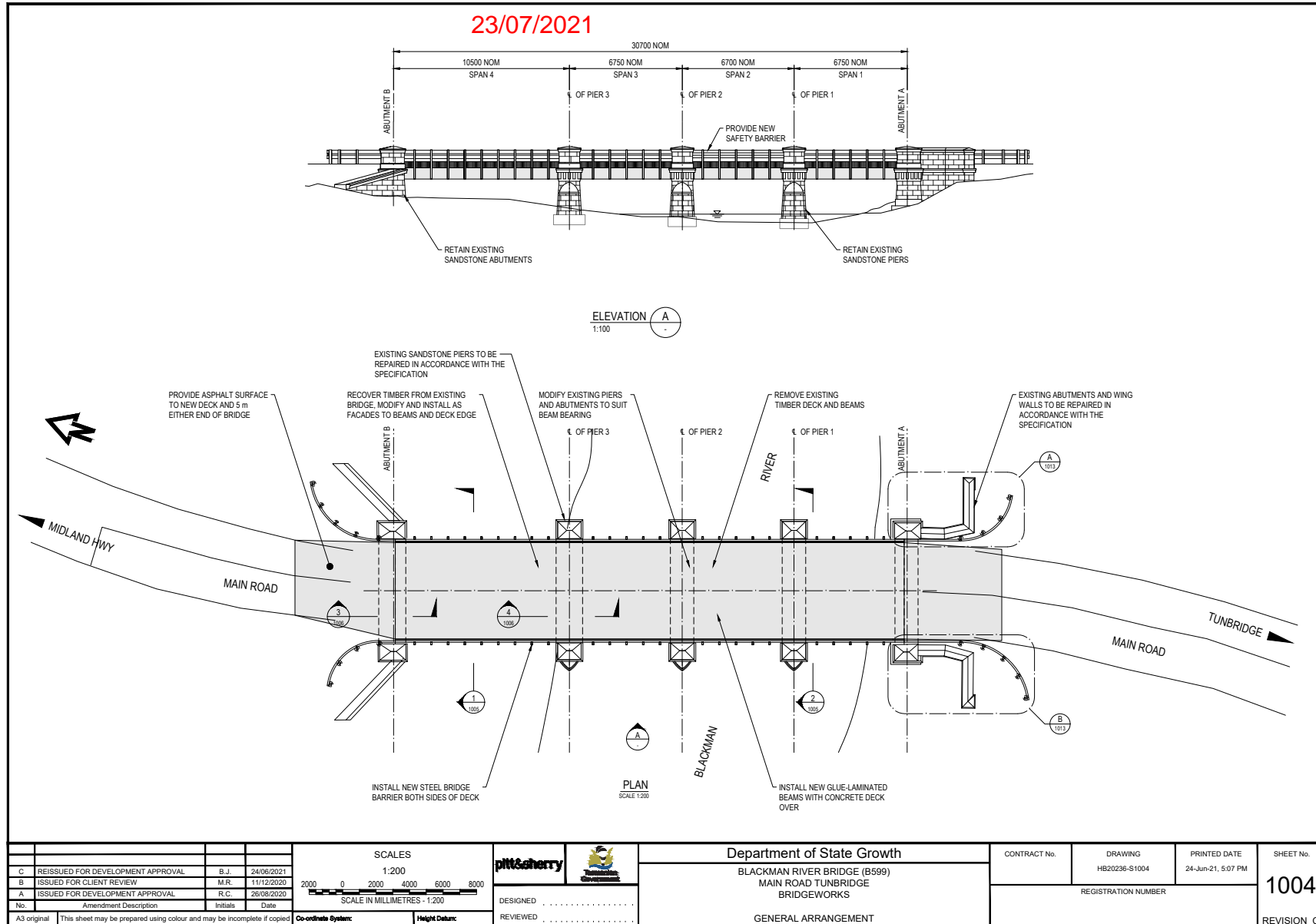


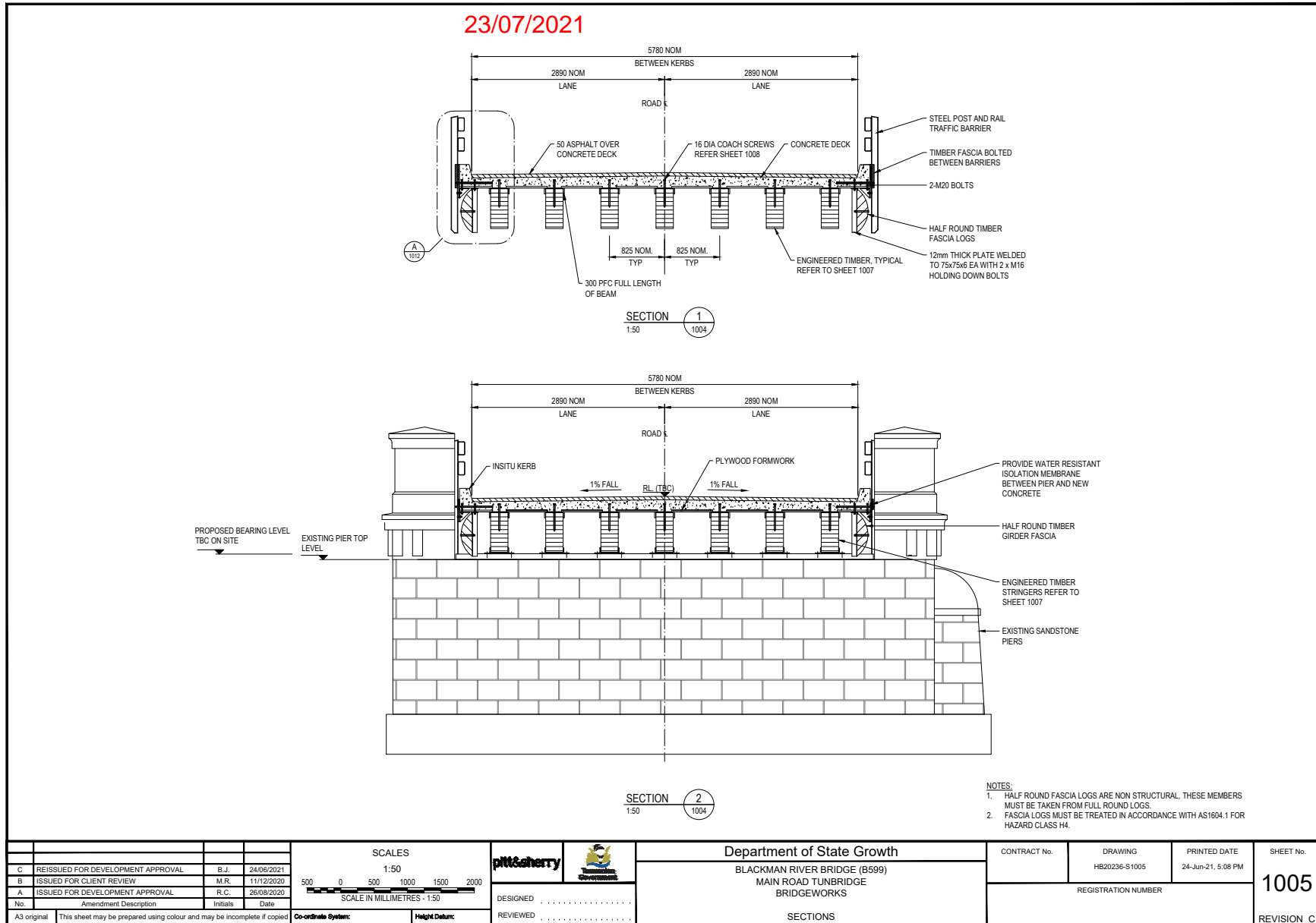
LOCATION PLAN
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A3 original This sheet may be prepared using colour and may be incomplete if copied		Co-ordinate System:	Height Datum:	DESIGNED REVIEWED	REGISTRATION NUMBER		REVISION C																
				LOCATION PLAN AND TABLE OF CONTENTS																			

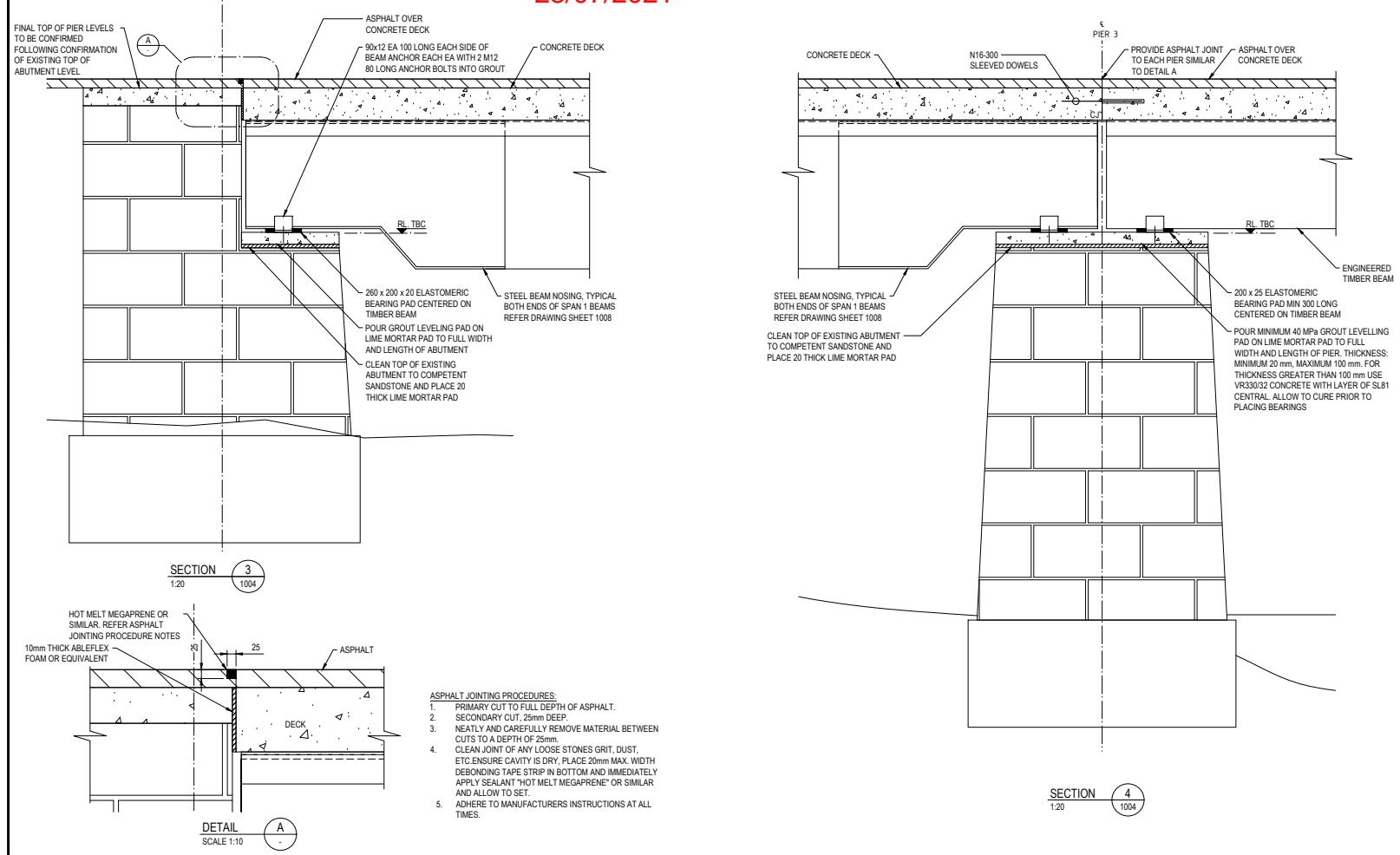
GENERAL	STRUCTURAL STEELWORK 23/07/2021	LAP LENGTHS FOR REINFORCEMENT (CONTINUED)	SAFETY IN DESIGN (SID)																																																																																																																						
<p>G1. CONTRACTOR SHALL CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK.</p> <p>G2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE STRUCTURE IN A STABLE CONDITION AND ENSURING NO PART BE OVERSTRESSED DURING CONSTRUCTION ACTIVITIES.</p> <p>G3. WORKMANSHIP AND MATERIALS FOR ALL WORKS (TEMPORARY OR OTHERWISE) ARE TO BE IN ACCORDANCE WITH (IN ORDER OF PRECEDENCE) THE PROJECT SPECIFICATION, THE DRAWINGS, DEPARTMENT OF STATE GROWTH STANDARD SPECIFICATIONS AND THE BRIDGE DESIGN CODE.</p> <p>G4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY WORKS.</p> <p>G5. THE CONTRACTOR SHALL ONLY BUILD FROM DRAWINGS WITH THE STATUS "FOR CONSTRUCTION", "DRAWINGS HAVING ANY OTHER STATUS, INCLUDING "ISSUED FOR TENDER", "DRAFT" OR "FOR APPROVAL" ARE SUBJECT TO CHANGE.</p>	<p>SW1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE NOTES, THE SPECIFICATION AND ASS100.</p> <p>SW2. WELDING SHALL BE PERFORMED BY A QUALIFIED OPERATOR IN ACCORDANCE WITH AS 1554.</p> <p>SW3. STRUCTURAL STEEL SHALL BE GRADE 300, UNO.</p> <p>SW4. BOLT AND NUTS TO AS 1252 CLASS 8.8/8, UNO, WASHERS TO AS 1252.</p> <p>SW5. STEEL PLATE SHALL BE GRADE 300 AND COMPLY WITH AS 3678, UNO.</p> <p>SW6. ALL BOLTS, NUTS AND WASHERS TO BE HOT DIPPED GALVANISED.</p> <p>SW7. ALL WELDS TO BE 6mm CONTINUOUS FLLET WELDS UNO.</p> <p>SW8. GALVANIZING SHALL COMPLY WITH AS/NZS 4680.</p> <p>SW9. WELDING SHALL BE CATEGORY SP TO COMPLY WITH AS/NZS 1554 PART 1.</p> <p>SW10. ALL STRUCTURAL STEELWORK SHALL BE HOT DIP GALVANIZED AFTER FABRICATION</p>	<table border="1" data-bbox="1189 225 1435 389"> <thead> <tr> <th>BAR DIAMETER</th> <th>MIN. LAP LENGTH</th> </tr> </thead> <tbody> <tr> <td>12</td> <td>450</td> </tr> <tr> <td>16</td> <td>600</td> </tr> <tr> <td>20</td> <td>800</td> </tr> <tr> <td>24</td> <td>1000</td> </tr> <tr> <td>28</td> <td>1200</td> </tr> <tr> <td>32</td> <td>1500</td> </tr> </tbody> </table> <p>(NOTE: THE MINIMUM LAP LENGTH SHOWN SHALL BE INCREASED BY 30% FOR HORIZONTAL BARS WITH 300mm OR MORE CONCRETE CAST BELOW THE BAR.)</p> <p>2. REINFORCEMENT SPLICES SHALL BE STAGGERED AND NO MORE THAN 50% OF SPLICES SHALL BE AT ANY ONE SECTION UNLESS SHOWN OTHERWISE.</p> <p>3. WHERE MORE THAN HALF THE BARS ARE SPLICED AT ANY ONE SECTION, THE SPLICE LENGTHS SHALL BE INCREASED BY 30%.</p>	BAR DIAMETER	MIN. LAP LENGTH	12	450	16	600	20	800	24	1000	28	1200	32	1500	<p>SD1. SID GENERALLY THIS STRUCTURE HAS BEEN DESIGNED TO ELIMINATE HAZARDS TO HEALTH AND SAFETY WHEREVER POSSIBLE. WHERE THIS HAS NOT BEEN POSSIBLE, THE RISK TO HEALTH AND SAFETY OF PERSONS HAS BEEN MINIMISED TO BE REASONABLY PRACTICABLE FOR THE LIFE OF THE STRUCTURE.</p> <p>SD2. WORK HEALTH AND SAFETY: THE CONTRACTOR SHALL ENSURE THAT THE CONSTRUCTION OF THIS PROJECT IS CARRIED OUT UNDER A WORK HEALTH AND SAFETY CO-ORDINATION PLAN AND COMPLIANT WITH ANY "SAFETY" IN THE WORKPLACE LEGISLATION APPLICABLE IN THE STATE IN WHICH THE WORK IS CARRIED OUT.</p> <p>SD3. IDENTIFY HAZARDS: THE CONTRACTOR SHALL MAKE EVERY EFFORT TO ENSURE THAT ALL PERSONS WHO ENTER THE CONSTRUCTION SITE ARE MADE AWARE ABOUT THE RISK OF HAZARDS AND POTENTIAL HAZARDS WHICH MAY OCCUR ON THE SITE. ANY SUCH HAZARD SHALL BE ISOLATED AND CLEARLY IDENTIFIED. THE CORRECT LEVEL OF TRAINING SHALL BE MANDATORY BEFORE ANY PERSON ENTERS THE CONSTRUCTION AREA. ALL PERSONS SHALL WEAR THE APPROPRIATE SAFETY PROTECTION APPAREL SPECIFIED BY THE CONTRACTOR BEFORE ENTERING THE SITE. A QUALIFIED GUIDE SHALL ACCOMPANY ALL NEW CONSTRUCTION WORKERS DURING THEIR INITIATION AND ALL SITE VISITORS WHILE ON THE SITE.</p> <p>SD4. STABILITY OF THE STRUCTURE: TEMPORARY MEASURES ARE REQUIRED DURING CONSTRUCTION AND DEMOLITION TO ENSURE THE STABILITY OF THE STRUCTURE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND THE CONTRACTOR'S ERECTION DESIGN ENGINEER TO TAKE ALL MEASURES NECESSARY TO MAINTAIN STRUCTURAL INTEGRITY DURING ALL PHASES OF DECONSTRUCTION AND CONSTRUCTION. TEMPORARY SUPPORT IS EXPECTED TO BE NECESSARY.</p> <p>SD5. TEMPORARY SUPPORT REQUIRED: CONCRETE FORMWORK TO FACILITATE CONCRETE PLACEMENT TIMBER ELEMENTS STATIC OR OPERATING PLANT AND EQUIPMENT STORED MATERIALS STABILITY OF THE EXISTING STRUCTURE.</p> <p>SD6. SPECIALIST CONTRACTOR: SOME ACTIVITIES REQUIRED TO BE CARRIED OUT DURING THE CONSTRUCTION ARE NOT CONSIDERED TO BE NORMAL BUILDING PRACTICE. THEREFORE ENGAGEMENT OF A SPECIALIST CONTRACTOR, IS EXPECTED TO BE NECESSARY FOR THE FOLLOWING ACTIVITIES, BUT NOT LIMITED TO: LIFTING AND PLACEMENT OF HEAVY ELEMENTS USE OF HAZARDOUS MATERIALS USE OF HEAVY EQUIPMENT DEMOLITION WORKS DRILLING ANCHOR INSTALLATION WORK NEAR LIVE EQUIPMENT, INCLUDING COMMS AND WATER SUPPLY.</p>																																																																																																								
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<p>DESIGN SPECIFICATIONS</p> <p>BRIDGE DESIGN STANDARD : AS5100-2017 DESIGN LOADS:</p> <table border="1" data-bbox="271 507 687 603"> <thead> <tr> <th>DESIGN LANE VEHICLE</th> <th>LLD</th> <th>DLA</th> <th>ACCOMPANYING VEHICLE</th> <th>LLF</th> <th>DLA</th> <th>ALF</th> </tr> </thead> <tbody> <tr> <td>SM1600</td> <td>1.8</td> <td>0.35</td> <td>NIL</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>PBS-3A HML (PBS RV2)</td> <td>2</td> <td>0.4</td> <td>PBS-3A HML (PBS RV2)</td> <td>2</td> <td>0.4</td> <td>0.8</td> </tr> <tr> <td>PLATFORM RV28</td> <td>1.5</td> <td>0.4</td> <td>NIL</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>PLATFORM RV28</td> <td>1.5</td> <td>0.4</td> <td>NIL</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>SPV RV6</td> <td>1.6</td> <td>0.4</td> <td>NIL</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table> <p>BARRIERS ARE DESIGNED FOR LOW LEVEL BARRIER PERFORMANCE.</p>	DESIGN LANE VEHICLE	LLD	DLA	ACCOMPANYING VEHICLE	LLF	DLA	ALF	SM1600	1.8	0.35	NIL	-	-	-	PBS-3A HML (PBS RV2)	2	0.4	PBS-3A HML (PBS RV2)	2	0.4	0.8	PLATFORM RV28	1.5	0.4	NIL	-	-	-	PLATFORM RV28	1.5	0.4	NIL	-	-	-	SPV RV6	1.6	0.4	NIL	-	-	-	<p>REINFORCEMENT</p> <p>1. ALL REINFORCEMENT IS DESIGNATED AS FOLLOWS UNLESS IT IS DESCRIBED FULLY IN ACCORDANCE WITH AS 4671 SECTION 5.</p> <table border="1" data-bbox="705 491 1003 576"> <thead> <tr> <th>SYMBOL</th> <th>DESCRIPTION</th> <th>TYPE TO AS 4671</th> </tr> </thead> <tbody> <tr> <td>SL</td> <td>MESH-SQUARE GRID</td> <td>D500L</td> </tr> <tr> <td>RL</td> <td>MESH-RECTANGULAR GRID</td> <td>D500L</td> </tr> <tr> <td>R</td> <td>PLAIN BARS</td> <td>R250N</td> </tr> <tr> <td>S</td> <td>DEFORMED BARS</td> <td>D250N</td> </tr> <tr> <td>N</td> <td>DEFORMED BARS</td> <td>D500N</td> </tr> </tbody> </table> <p>2. ALL REINFORCEMENT IS DESIGNATED AS FOLLOWS: e.g. 8#12-150 T</p> <ul style="list-style-type: none"> THE NUMBER PRECEDING THE BAR SYMBOL (8) IS THE NUMBER OF BARS THE NUMBER FOLLOWING THE BAR SYMBOL (12) IS THE NOMINAL BAR DIAMETER IN MILLIMETRES THE NUMBER FOLLOWING THE "DASH" (150) IS THE SPACING IN MILLIMETRES THE LETTER FOLLOWING THE SPACING (T) IS THE LOCATION OF THE BAR IN THE ELEMENT AS FOLLOWS: <table border="1" data-bbox="757 703 1111 842"> <thead> <tr> <th></th> <th>T</th> <th>TOP</th> <th>STRUCTURAL ELEMENT CODES</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>B</td> <td>BOTTOM</td> <td>A : ABUTMENT</td> </tr> <tr> <td>W</td> <td></td> <td>WINGWALLS</td> <td>W : WINGWALLS</td> </tr> <tr> <td>C</td> <td></td> <td>COLUMNS</td> <td>C : COLUMNS</td> </tr> <tr> <td>B</td> <td></td> <td>BEAMS</td> <td>B : BEAMS</td> </tr> <tr> <td>H</td> <td></td> <td>CROSSHEAD</td> <td>H : CROSSHEAD</td> </tr> <tr> <td>S</td> <td></td> <td>SLAB</td> <td>S : SLAB</td> </tr> <tr> <td>R</td> <td></td> <td>RUN ON SLAB</td> <td>R : RUN ON SLAB</td> </tr> <tr> <td>T</td> <td></td> <td>TRAFFIC BARRIER</td> <td>T : TRAFFIC BARRIER</td> </tr> <tr> <td>P</td> <td></td> <td>PILES</td> <td>P : PILES</td> </tr> </tbody> </table>	SYMBOL	DESCRIPTION	TYPE TO AS 4671	SL	MESH-SQUARE GRID	D500L	RL	MESH-RECTANGULAR GRID	D500L	R	PLAIN BARS	R250N	S	DEFORMED BARS	D250N	N	DEFORMED BARS	D500N		T	TOP	STRUCTURAL ELEMENT CODES	A	B	BOTTOM	A : ABUTMENT	W		WINGWALLS	W : WINGWALLS	C		COLUMNS	C : COLUMNS	B		BEAMS	B : BEAMS	H		CROSSHEAD	H : CROSSHEAD	S		SLAB	S : SLAB	R		RUN ON SLAB	R : RUN ON SLAB	T		TRAFFIC BARRIER	T : TRAFFIC BARRIER	P		PILES	P : PILES	<p>SS1. ALL WORK SITES CAN BE POTENTIALLY HAZARDOUS TO PEOPLE, PROPERTY AND EQUIPMENT. ALL PEOPLE WHO ARE AUTHORISED TO BE ON A WORK SITE MUST CAREFULLY CONSIDER, DOCUMENT AND ADOPT SUITABLE SAFE WORK PROCEDURES FOR ALL REQUIRED ACTIVITIES.</p> <p>SS2. CURRENT LEGISLATION: CURRENT LEGISLATION REQUIRES THAT ALL PERSONS ARE TO CONSIDER THEIR ACTIONS OR INACTION ON THE HEALTH AND SAFETY OF OTHERS AND THEMSELVES.</p> <p>SS3. THE CONTRACTOR SHALL ABIDE WITH AND IS BOUND BY THE CURRENT SAFE WORK AUSTRALIA ACT, REGULATIONS AND CODES OF PRACTICE ISSUED BY STATE GOVERNMENTS AND / OR THEIR AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IMPLEMENTATION, DOCUMENTATION AND MAINTENANCE OF WORK SAFETY PROCEDURES AND OTHER RELEVANT DOCUMENTATION. THE CONTRACTOR SHALL ENSURE THAT ALL SUB CONTRACTORS AND OTHER AUTHORISED PEOPLE COMPLY WITH THE ABOVE.</p> <p>SS4. THE CONTRACTOR SHALL BE ALERT AND PROACTIVE TO IDENTIFY HAZARDS AND MANAGE THE ASSOCIATED RISKS TO ELIMINATE THEM OR MINIMISE THEM TO AN AGREED RISK LEVEL.</p> <p>SS5. THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IF THERE IS ANY PERCEIVED RISK RELATING TO THE DESIGN OR CONSTRUCTION OF THE DESIGN. THE CONTRACTOR SHALL ENGAGE SUITABLY QUALIFIED ENGINEERS TO CERTIFY ALL TEMPORARY STRUCTURAL WORKS.</p> <p>SS6. THE CONTRACTOR SHALL ENGAGE WITH THE SUBCONTRACTOR AND OTHER AUTHORISED PEOPLE WHO USE THE SITE TO IDENTIFY THEIR RISKY WORK PROCEDURES AND OTHER ACTIVITIES.</p> <p>SS7. SUBCONTRACTORS AND OTHER AUTHORISED PEOPLE SHALL PROVIDE DOCUMENTATION ABOUT THEIR RISK ASSESSMENTS AND RISK MINIMISATION.</p> <p>SS8. PUBLIC SAFETY: A LIVE SITE THAT HAS WORK UNDERWAY OR IS UNATTENDED HAS A STRONG ATTRACTION TO THE PUBLIC IN GENERAL. THE CONTRACTOR SHALL TAKE ALL REASONABLE PRECAUTIONS TO PREVENT UNAUTHORISED PEOPLE ENTERING THE SITE. EXCAVATIONS, STRUCTURES AND ACCESS EQUIPMENT SHALL BE LEFT IN A SECURE MANNER AS IS REASONABLY PRACTICABLE TO PREVENT ANY UNAUTHORISED PEOPLE FROM ENTERING, CLIMBING OR FALLING. THE SITE SHALL HAVE CLEAR WARNING SIGNS IN APPROPRIATE LOCATIONS, E.G. "DANGER KEEP OUT" AND BE SECURELY BARRICADED AND WHEN UNATTENDED LEFT IN A LOCKED CONDITION AS IS REASONABLY PRACTICABLE.</p> <p>SS9. SPECIFIC ATTENTION SHALL BE PAID TO RISKY ACTIVITIES INCLUDING BUT NOT LIMITED TO: SITE ESTABLISHMENT DEMOLITION, RECYCLING AND REMOVAL TEMPORARY WORKS EXCAVATION AND TRENCHING - CONSTRUCTION PROCESSES TRIPS AND FALLS (GENERAL) WORKING AT HEIGHT WORKING OVER WATER.</p>	<p>ELASTOMERIC BEARING PADS</p> <p>1. ALL ELASTOMERIC BEARINGS SHALL BE SOURCED FROM A REPUTABLE SUPPLIER, COMPLY WITH ASS100.4 AND THE SPECIFICATION AND HAVE THE FOLLOWING MINIMUM PROPERTIES:</p> <table border="1" data-bbox="1592 1102 1906 1225"> <thead> <tr> <th>HARDNESS</th> <td>60</td> <th>IRHD +/- 5</th> </tr> </thead> <tbody> <tr> <th>ELASTIC MODULUS (E)</th> <td>3.8</td> <th>MPa</th> </tr> <tr> <th>SHEAR MODULUS (G)</th> <td>0.9</td> <th>MPa</th> </tr> <tr> <th>BULK MODULUS (B)</th> <td>2000</td> <th>MPa</th> </tr> <tr> <th>ULTIMATE TENSILE STRENGTH (Fu)</th> <td>3.8</td> <th>MPa</th> </tr> <tr> <th>ELONGATION AT BREAK</th> <td>475</td> <th>%</th> </tr> </tbody> </table> <p>2. ALL PROPERTIES NOT PROVIDED IN THE ABOVE TABLE MUST COMPLY WITH THE HIGHEST VALUES PROVIDED IN ASS100.4 AND THE SPECIFICATION.</p>	HARDNESS	60	IRHD +/- 5	ELASTIC MODULUS (E)	3.8	MPa	SHEAR MODULUS (G)	0.9	MPa	BULK MODULUS (B)	2000	MPa	ULTIMATE TENSILE STRENGTH (Fu)	3.8	MPa	ELONGATION AT BREAK	475	%
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<p>DIMENSIONS</p> <p>1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.</p> <p>2. REDUCED LEVELS, CHAINAGES & COORDINATES ARE ALL IN METRES. ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM.</p> <p>3. DIMENSIONS SHALL NOT BE SCALED FROM DRAWINGS.</p> <p>4. ANY DISCREPANCIES SHALL BE BROUGHT IMMEDIATELY TO THE ATTENTION OF THE DESIGNERS.</p> <p>5. ALL CHAINAGES REFER TO THE ROAD DESIGN LINE AND ARE IN METRES.</p>	<p>3. REINFORCEMENT SPACING NOT SHOWN SHALL BE TAKEN AS EQUAL.</p> <p>4. REINFORCING BAR SHOWN ON THESE DRAWINGS ARE DIAGRAMMATIC ONLY. IT IS NOT NECESSARILY SHOWN IN TRUE PROJECTION.</p> <p>5. BARS SHOWN MAY REPRESENT MORE THAN ONE LENGTH AND/OR PROFILE.</p> <p>6. BARS MAY NOT BE SHOWN IN TRUE POSITION FOR CLARITY.</p> <p>7. ALL HOOKS, BENDS AND COSS ARE STANDARD AND SHALL BE IN ACCORDANCE WITH ASS100 BRIDGE DESIGN 2017 UNLESS NOTED OTHERWISE.</p> <p>8. ALL REINFORCEMENT IS DIMENSIONED OUT-TO-OUT ALONG EACH STRAIGHT PORTION OF THE BAR.</p> <p>9. WELDING OF REINFORCEMENT NOT PERMITTED UNLESS NOTED OTHERWISE.</p>	<p>REFER ALSO TO THE PROJECT SID REPORT</p>																																																																																																																							
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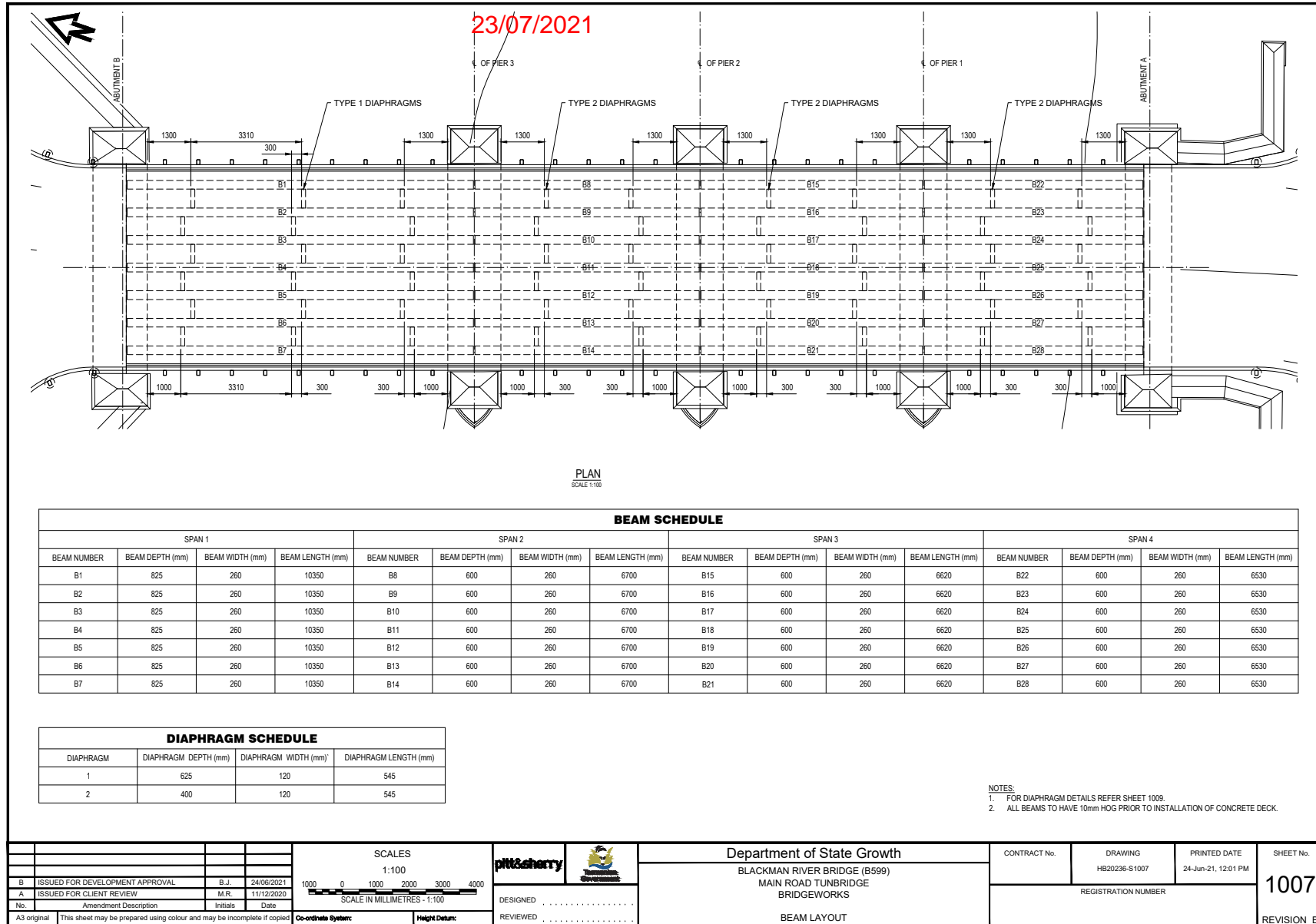


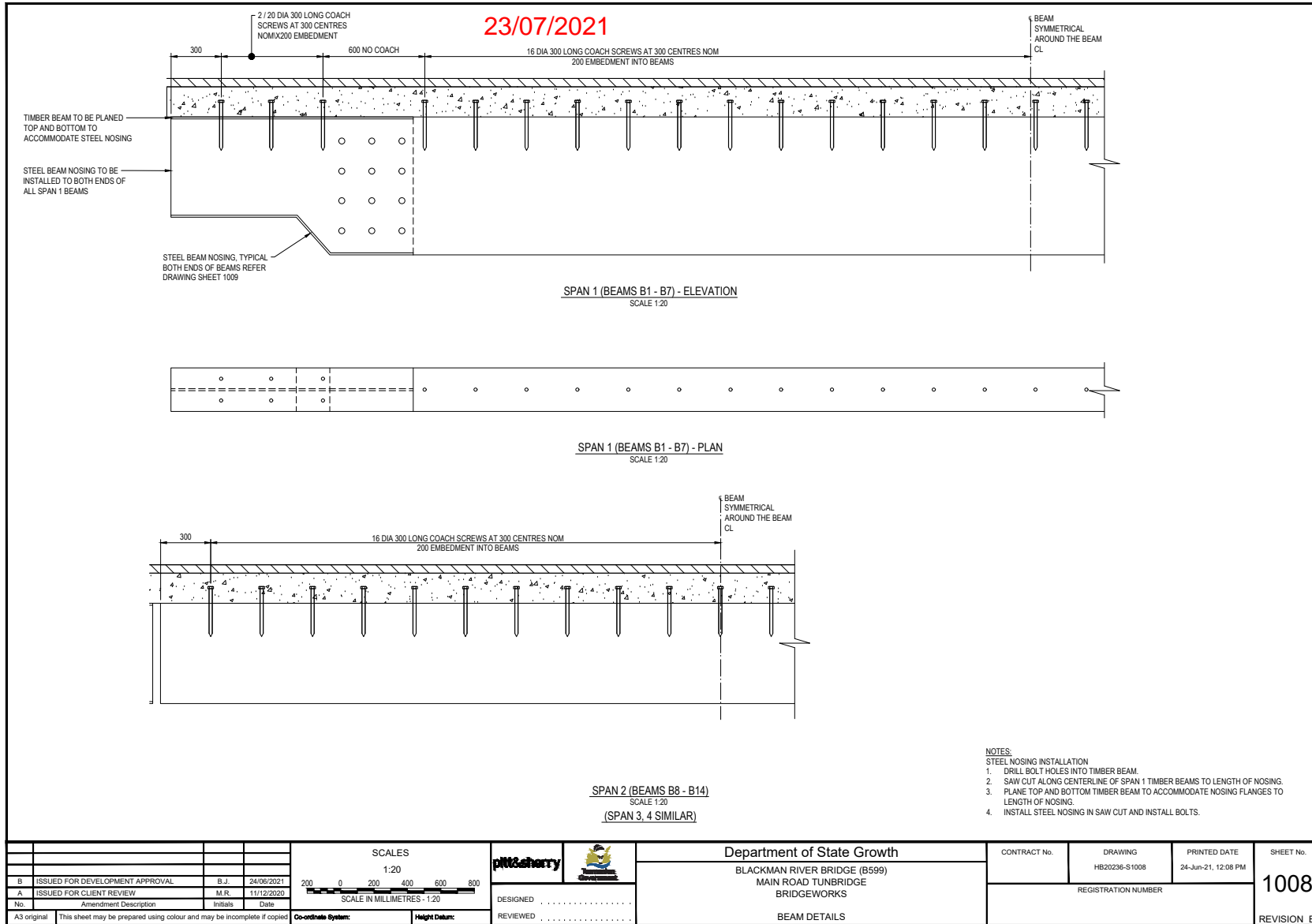


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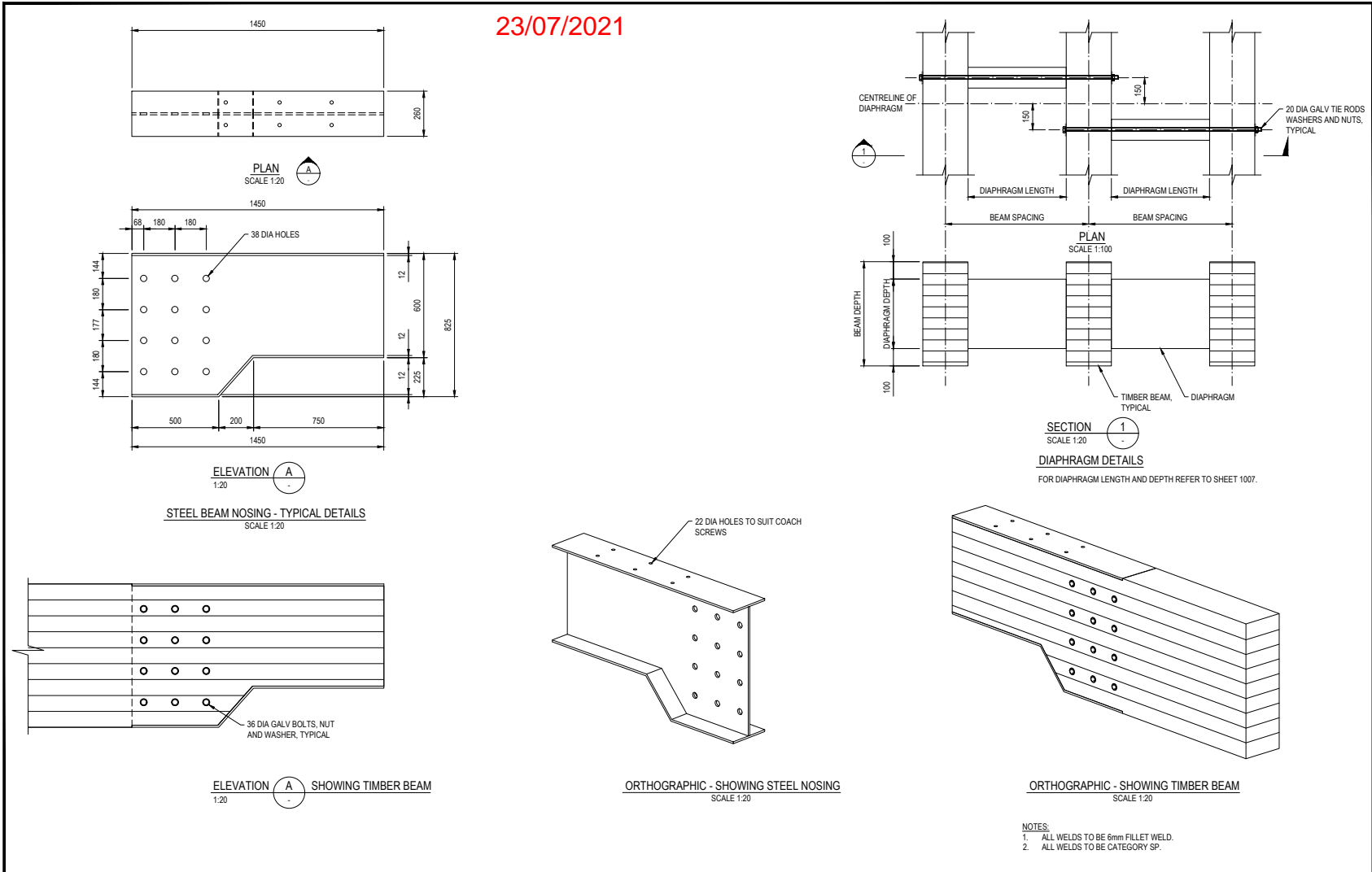


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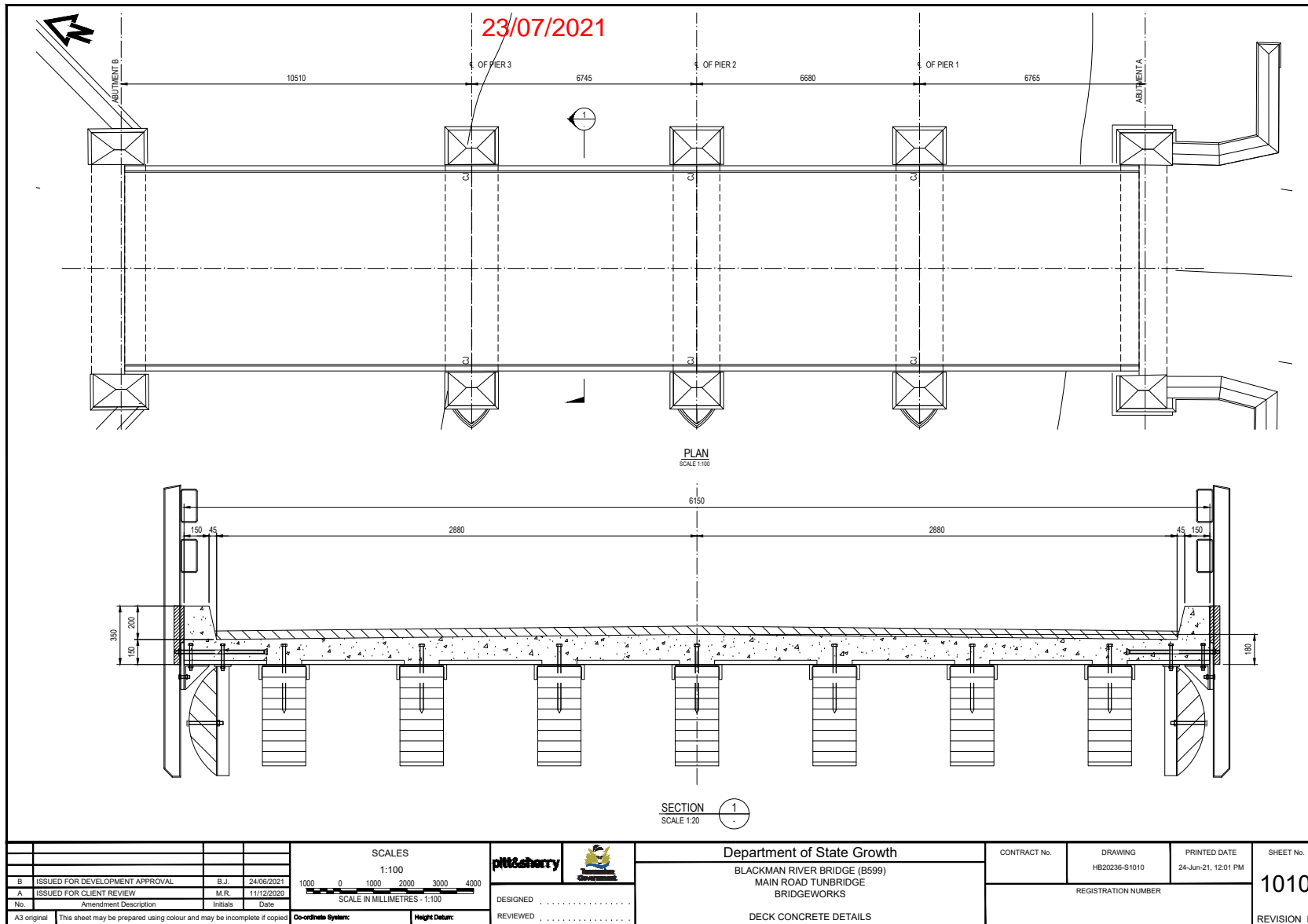


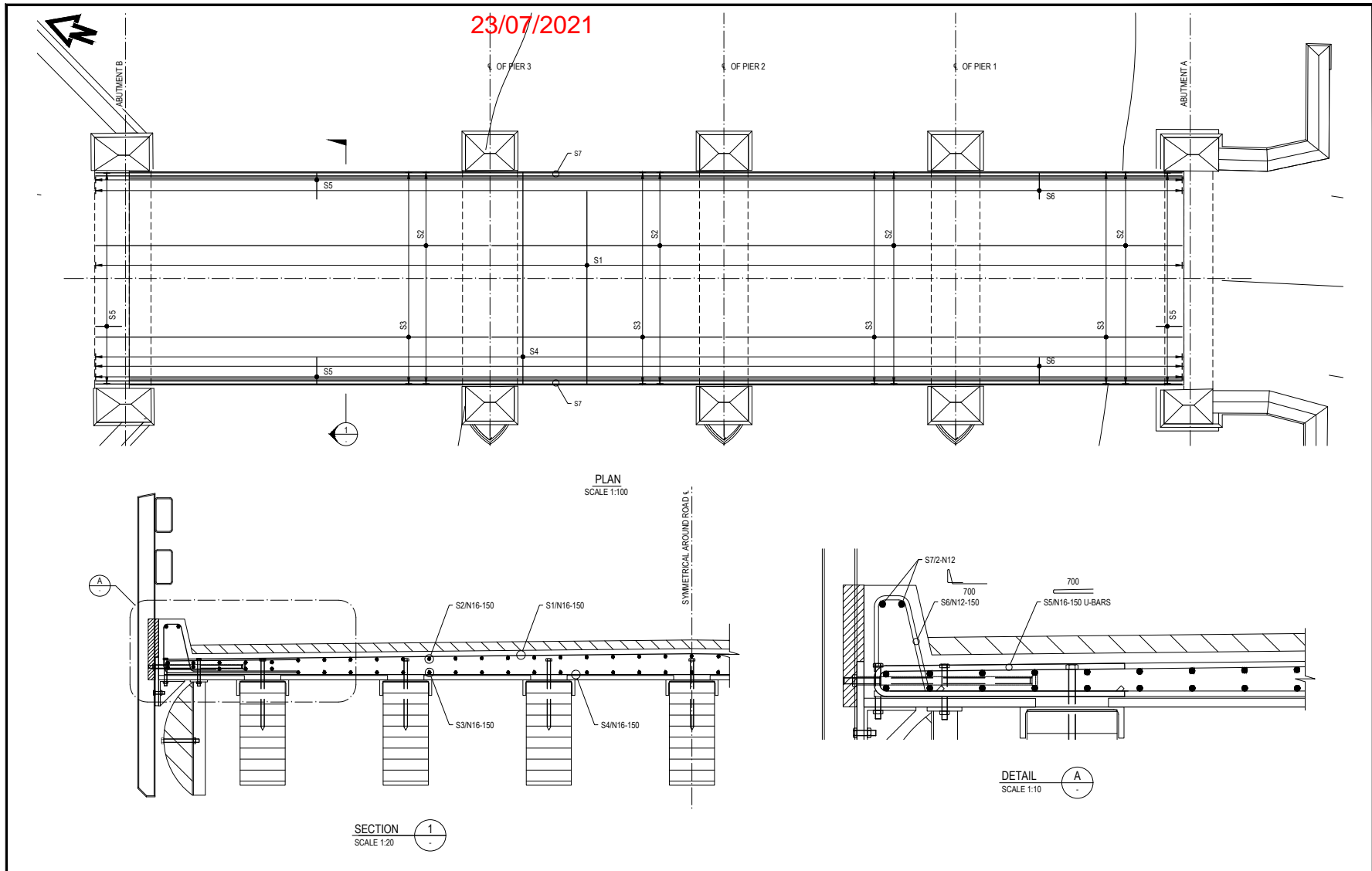
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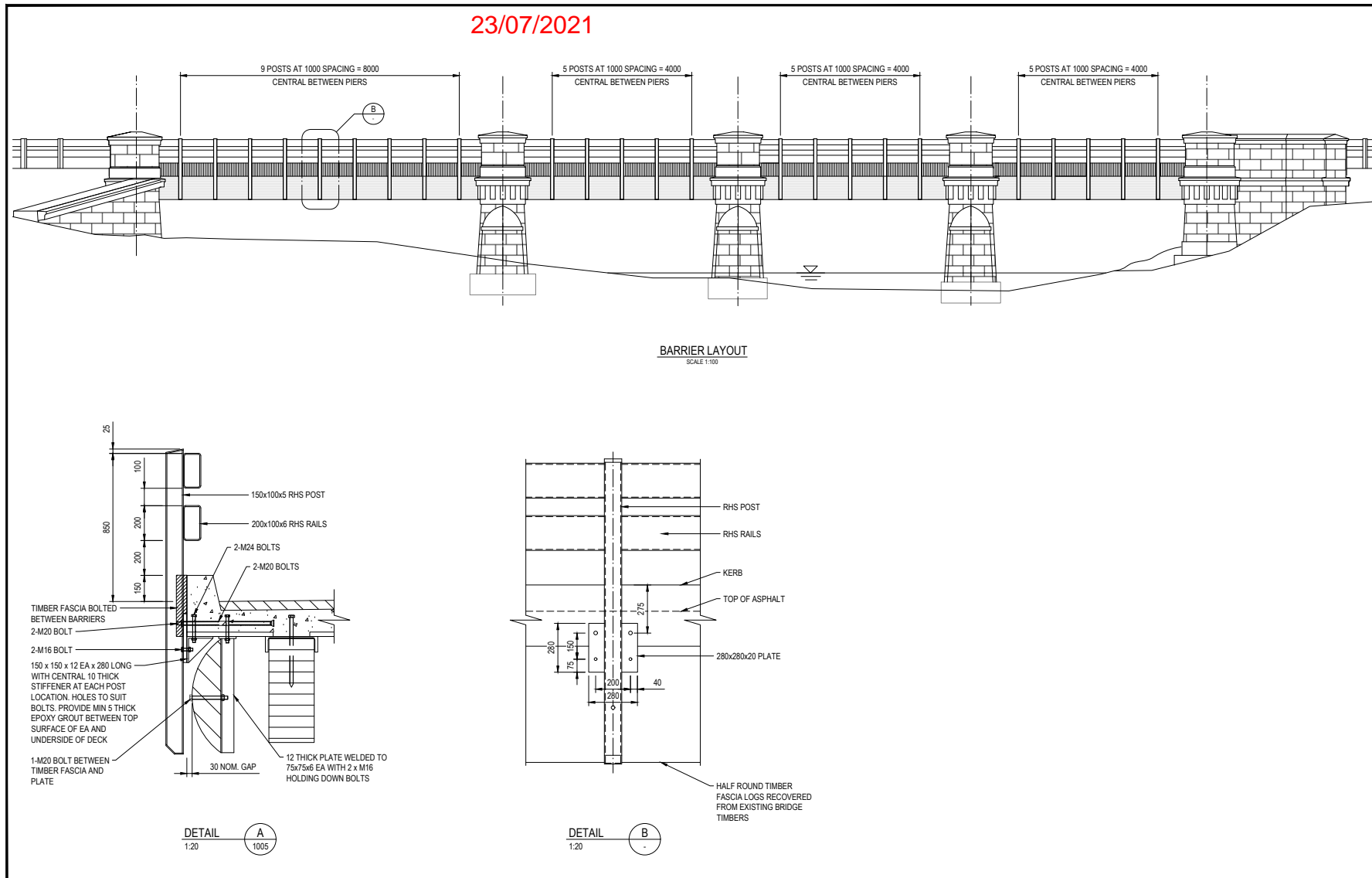
- NOTES:
 1. ALL WELDS TO BE 6mm FILLET WELD.
 2. ALL WELDS TO BE CATEGORY SP.

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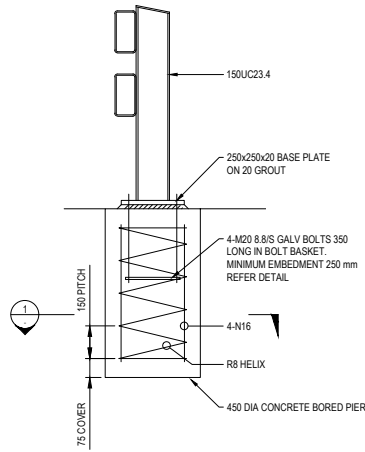


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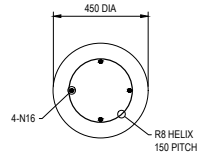


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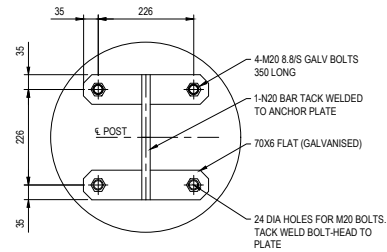
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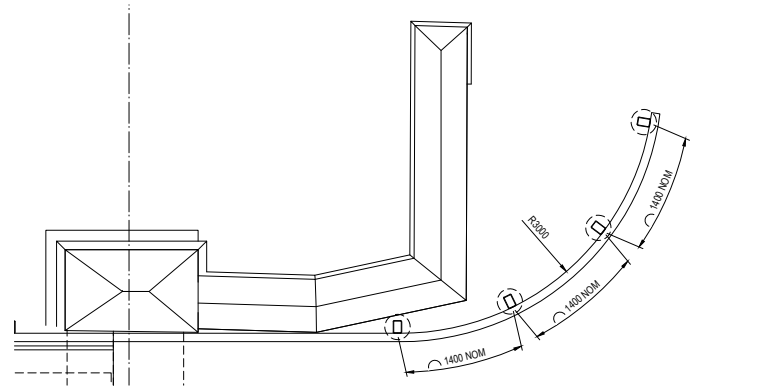
OFF STRUCTURE BARRIER DETAILS
SCALE 1:20



SECTION 1
SCALE 1:20

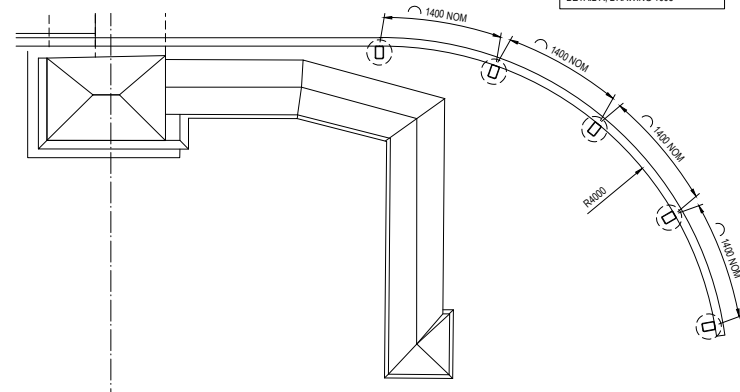


POST ANCHOR PLATE DETAIL - PLAN
SCALE 1:10



DETAIL A
SCALE 1:20

NOTE
OFF-STRUCTURE BARRIER RAIL TO MAINTAIN CONSISTENT GROUND CLEARANCE +/- 50 mm. REFER TO DETAIL A, DRAWING 1005



DETAIL B
SCALE 1:50

		<p>SCALES 1:20</p> <p>SCALE IN MILLIMETRES - 1:20</p>				<p>Department of State Growth BLACKMAN RIVER BRIDGE (B599) MAIN ROAD TUNBRIDGE BRIDGEWORKS</p>		<p>CONTRACT No.</p>	<p>DRAWING HB20236-S1013</p>	<p>PRINTED DATE 24-Jun-21, 12:01 PM</p>	<p>SHEET No. 1013</p>
<p>B ISSUED FOR DEVELOPMENT APPROVAL A ISSUED FOR CLIENT REVIEW</p>		<p>B.J. 24/06/2021 M.R. 11/12/2020</p>		<p>DESIGNED</p> <p>REVIEWED</p>		<p>OFF STRUCTURE BARRIER</p>		<p>REGISTRATION NUMBER</p>		<p>REVISION B</p>	
<p>A3 original This sheet may be prepared using colour and may be incomplete if copied</p>		<p>Co-ordinate System: Height Datum:</p>									

APPENDIX 3: CONDITION ASSESSMENT REPORTS

23/07/2021

pitt&sherry

Blackman River Bridge B599

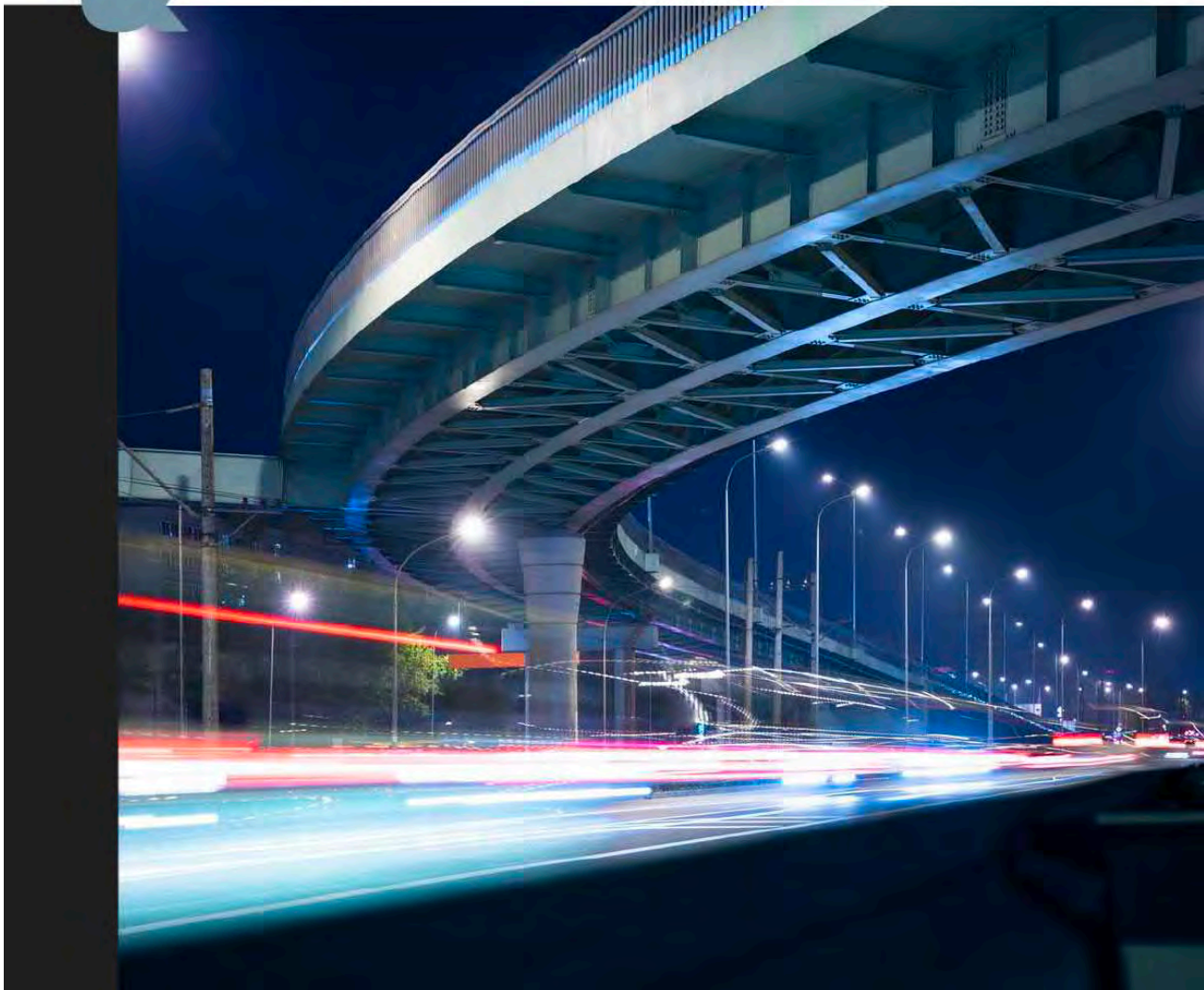
Structural Assessment

Prepared for
Department of State Growth

Client representative
Darren McConnon

Date
13 May 2021

Rev00



23/07/2021

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Prepared by — Bjorn Jensen

Bjorn Jensen

Date — 13 May 2021

Reviewed by — Noel Carroll

N. Carroll

Date — 13 May 2021

Authorised by — Richard Cassidy

Richard Cassidy

Date — 13 May 2021

ref: T-P.20.0707.003-STR-REP-001/BHJ/mjs

23/07/2021

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Client issue	B. Jensen	N. Carroll	R. Cassidy	13/05/2021

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23/07/2021

1. Introduction

The Blackman River Bridge at Tunbridge (Department of State Growth bridge number B599) is located at the northern end of the township, on the boundary between the LGA's of Southern Midlands Council (SMC) and Northern Midlands Council (NMC).

Due to the current condition of the bridge, Department of State Growth (DSG) commissioned pitt&sherry to provide engineering design support for a significant refurbishment. Following discussions with the two councils in late 2020, SMC requested that a Conservation Management Plan (CMP) be prepared for the bridge. At DSG's request, pitt&sherry engaged Austral Archaeology to prepare the CMP.

This report is a necessary input to the CMP.

2. The Bridge

The first iteration of the present Blackman River Bridge at Tunbridge was constructed in June 1848¹. Initially the bridge consisted of a 3-span (equal span lengths) timber bridge with sandstone abutments and piers². Between 1894 and 1897, the bridge was modified to its current arrangement, whereby the northern sandstone abutment was converted to a pier and a new abutment was constructed to create an additional span.

Figure 1 shows the location of the bridge.



Figure 1: Location of bridge (Source: LISTmap, 2021)

¹ Peter Spratt, *Blackman River Bridge, Tunbridge – Detailed Fabric Assessment*, April 2021

² Roy Smith, *Early Tasmanian Bridges*, 1969, Foot & Playsted

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Figures 2 to 4 are images of the extant bridge and are sourced from *Blackman River Bridge (B599), Renewal of Timber Superstructure and Barriers – Concept Design Report*, pitt&sherry, October 2019.

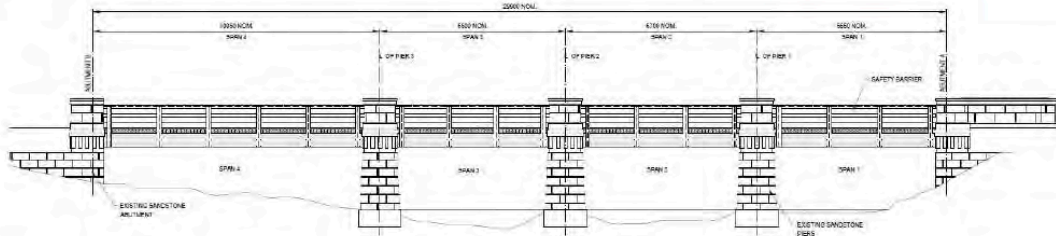


Figure 2: Elevation of existing bridge

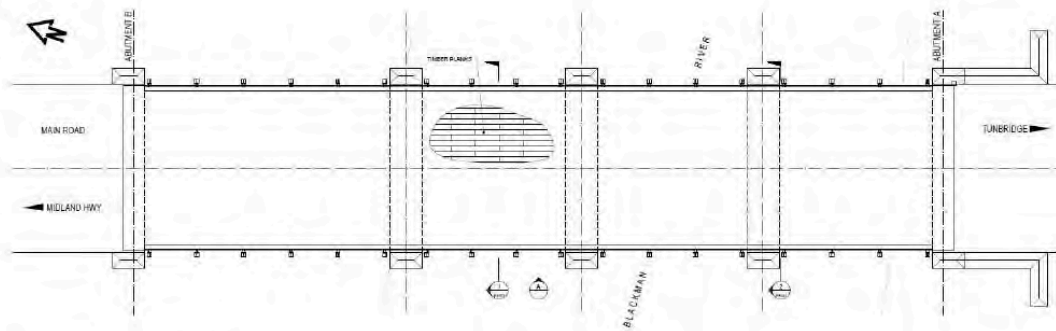


Figure 3: Plan of existing bridge

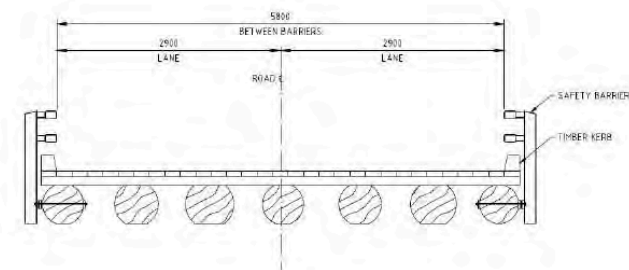
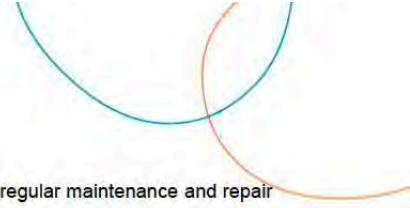


Figure 4: Cross-section of existing bridge

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Since its construction, the timber and sandstone portions of the bridge have required regular maintenance and repair activities³. These include the following:

- Timber decking and fencing replaced 1879
- Major repairs in 1894
- Repairs in 1906-7
- Various timbers girder, decking and rails replaced between 1914-19
- Bridge declared unsafe in 1922
- Various girders and decking planks replaced between 1922-28
- Urgent repairs to bridge deck in 1933
- Decking partially replaced in 1935
- Stone abutment damaged by truck in 1938
- Extensive repairs and replacement of timber girders and decking as well as sandstone repairs between 1943-51
- More girders and decking replaced between 1956-61
- Temporary propping was installed to allow heavy loads to cross in 1962
- Permanent propping installed in 1966-67
- Damaged stonework (due to vehicle impacts) repaired in 1972
- Decking replaced in 1994
- Seven girders replaced in 2007-08; and
- The bridge was narrowed to reduce load on a damaged girder in 2014-15.

Following a report⁴ prepared for DSG in 2018, the bridge was found to be unsuitable for traffic due to timber rot and was subsequently closed to all users. The bridge continues in this state to the present day.

3. Structural Assessment

This report seeks to examine the ability of the existing bridge to be reused for future ongoing use.

3.1 Timber Superstructure

From the findings of the January 2018 pitt&sherry letter, the timber superstructure is considered unsuitable for vehicular loads in its present state.

This viewpoint was further reinforced following several more recent visits to the site by pitt&sherry staff including in August 2020, December 2020 and April 2021. It is apparent that the timber rot in the beams and deck planks is progressing, as indicated in Figure 5 below.

³ *Blackman River Bridge, Tunbridge – Historic Heritage Impact Assessment – Austral Tasmania April 2015*

⁴ *B599 Blackman River Bridge Inspection Post Fire – pitt&sherry letter to Aaron Percy – 15 January 2018*

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Figure 5: Condition of girder - northern span, western external girder

A series of holes drilled into various girders indicated that the rot extends, in layers, to at least 125 mm inside the girders. Although some girders are in better condition than others (in particular the internal girders are generally in better condition than external girders), all show signs of rot.

The timber spreader beams, which sit on the top of the piers and abutments and support the main girders, are deeply rotted. Due to the rot, these beams are, in places, collapsing under the weight of the superstructure above. Refer to Figure 6 below, where the spreader beam at the southern abutment is seen to be folding under load.



Figure 6: Timber girders and spreader at southern abutment

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Similarly, the deck of the bridge is in very poor condition, as shown in Figure 7 below. Many top layer deck planks are missing. In some places, both layers of the deck planks are holed and the river below is visible through the deck.



Figure 7: Deck condition

With the foregoing observations and in consideration of the previous reports, this report will not attempt to assess the load carrying capacity of the existing timber superstructure. It is assumed that the existing superstructure will be fully replaced as part of any future remediation as it does not appear economical to reuse any parts of it.

3.2 Sandstone Substructure

The sandstone substructure is in good condition. The sandstone blocks are solid and there is no evidence of significant movement or cracking in the abutments or piers, despite their use for over 170 years.

An inspection involving Peter Spratt, Edrei Stanton (Tasmanian Heritage Masonry) and Bjorn Jensen (pitt&sherry) on 1 April 2021, found that some repairs of jointing and blockwork are necessary, particularly to the sandstone columns. Nonetheless, the load carrying capacity of the sandstone piers and abutments is assessed to be fully intact. Figure 8 and Figure 9 below show examples of the sandstone substructure and its condition.

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Figure 8: Southern face of the southern pier 1



Figure 9: Face of northern abutment

Advice obtained from Peter Spratt¹, utilising his extensive database of Tasmanian sandstones, indicates that the unconstrained compressive strength of the sandstone used at this bridge is likely to be in the order of 15 MPa.

During the April 2021 inspection, an assessment of the founding conditions was made. The existing condition of the piers and abutments lacked cracking, rotation or other signs of movement after more than 170 years of service; this is a primary indication that the founding conditions are good.

The southern abutment clearly sits directly on solid bedrock. Likewise, solid rock was observed around the northern abutment and northernmost pier. The area adjacent to the two southern piers is underwater and cannot be directly viewed. This area was sounded using a long steel rod and solid rock was typically indicated at 0.5 to 0.75 m below water level.

Given the above observations, it is our opinion that the existing sandstone abutments and piers are founded on solid rock and have capacity to carry the significant vertical and horizontal loads into the future.

ref: T-P.20.0707.003-STR-REP-001-Rev00/BHJ/mjs

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3.3 Loading

3.3.1 Vertical loading

The current Australian Standard for bridges, AS5100, specifies several loading configurations. In addition, DSG regularly assesses existing Tasmanian bridges using other more typical heavy truck loads.

The application of vehicular loading is dependent on roadway width, as wider roads are capable of carrying 2 or more lanes of vehicles.

The width of the bridge roadway is currently approximately 5.8 m between barriers (refer to Figure 4). AS5100.2 (*Bridge Design – Part 2: Design loads*) proscribes a “design” lane width of 3.2 m, thus the existing bridge is capable of carrying only a single design lane of vehicles.

The *Standard* recommends the use of a quasi-realistic truck load known as M1600 for bridges with span lengths in the range of those at the Blackman River Bridge (refer to Figure 10).

Whilst the M1600 load is highly unlikely to ever traverse the bridge, we propose to assess the sandstone substructure for this load arrangement, as that is considered to be a conservative approach.

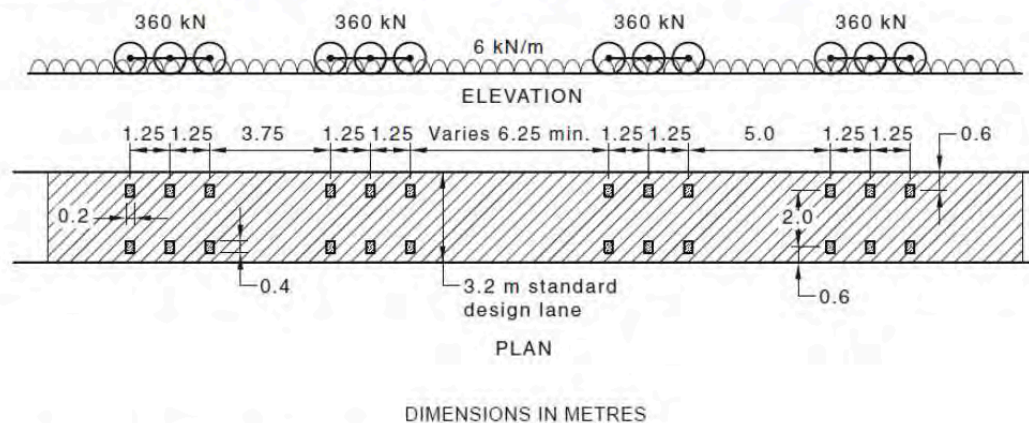


Figure 10: M1600 design vehicle load (Source: Australian Standard AS 5100.2-2017)

3.3.2 Horizontal Loading

Horizontal loading generally consists of two possible components, stream flow and braking and/or centrifugal loads.

Horizontal transverse forces due to stream flow are unlikely to significantly change into the future. Given the age of the existing structure, it has undoubtedly withstood a wide range of stream flow scenarios within its lifetime.

The consideration of horizontal loads due to centrifugal forces is not necessary for this structure, as it is not positioned on a curve.

The possibility exists for braking forces on the bridge. In accordance with AS5100.2-2017, an unfactored design braking force of 325 kN is proposed.

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3.4 Structural Assessment of sub-structure

For brevity, this report considers only the load effects at the northernmost pier. Pier 3 receives the highest forces as it supports the 10.05 m span and a 6.5 m span.

The load factors to be added to this vehicle load case, along with dead load, are as shown in Table 1.

Table 1: Applicable Load Factors

	Dynamic Load Allowance*	Ultimate Load Factor
M1600 vehicle load	0.3	1.8
Dead load	0	1.2

* DLA applied only to vertical loads

3.4.1 Vertical Forces

The calculated total unfactored vertical load at the pier due to the M1600 vehicle is 590 kN. Thus, the factored ultimate load is 1380 kN. Given the spacing of the bridge girders, this load is conservatively estimated to be distributed over the equivalent of 3 beams, or 2 m width.

Over the same width, the total ultimate dead load (assuming a future concrete deck on timber beams) is estimated to be 225 kN over a 2 m width.

Hence, over the estimated 2 m width, the pier experiences an ultimate vertical load of 1605 kN = 802 kN/metre equivalent loading on the pier top surface. Assuming that this loading can be distributed reasonably evenly to the top of the pier (approximately 1.2 m wide), the loaded ultimate pressure on the top of the pier is in the order of 0.7 MPa, which is significantly less than the assumed UCS of the stone noted in Section 3.2 above. This force will spread further as it descends through the sandstone pier to the foundation rock below. Hence, in terms of carrying vertical load, the existing piers are assessed to be sufficient for future heavy vehicle loading.

Any future superstructure replacement should account for adequate load spreading from the beams into the top of the sandstone piers and abutments. Currently this is achieved by means of timber spreader beams, however the ongoing use of this same timber is clearly unsatisfactory given the amount of rot noted whilst on site. Alternative options may include timber of a more durable nature, galvanised steel or a cast in situ concrete spreader (with due consideration given to preventing moisture from accumulating at the concrete/sandstone interface).

3.4.2 Horizontal Forces

Horizontal forces due to stream flow are considered to be adequately carried by the existing piers and abutments. Given the range of stream flow forces these elements have carried in the past 170 years, without apparent degradation, it is unlikely that future forces will exceed the capacity of the sandstone substructure.

Braking forces are resisted by a combination of passive soil pressure at one abutment, along with sliding/overturning resistance at piers and abutments. The factored design braking force is 585 kN. The factored resistance to the braking forces due to the combined actions of the substructure (passive soil resistance and overturning) is estimated to be in the order of 765 kN (of which 740 kN is attributable to overturning and 35 kN is attributable to passive soil resistance). These figures are considered to be conservative in that they do not take into account the contribution of the wing walls, the mass of the columns above the deck level or mass of the vehicle itself. The sliding capacity resistance (sandstone on sandstone) is greater than the overturning resistance. These calculations assume that the deck is a monolithic structure, capable of efficient horizontal load transfer.

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3.5 Traffic barriers

The Australian Standard AS5100.1 defines road barriers categories. Given the situation of this bridge, "Low performance level" barriers are considered necessary.

It is noted that, over its life, the sandstone columns projecting above the substructure of the existing bridge have been struck and moved several times by vehicular traffic. Hence it would seem that traffic barriers could serve a useful purpose both in terms of traffic safety and protection of the historic structure.

The existing traffic barriers are of timber construction and are attached to the timber deck. The barrier rails terminate each side of the sandstone columns and thus currently provide no protection to the columns. By inspection, the capacity of the existing timber barriers is not sufficient to carry the loads required for "Low performance level" barriers in accordance with the *Standard*. Neither the posts, the rails, nor the connection of the posts to the bridge deck are considered satisfactory. The barriers as constructed would likely not prevent an errant vehicle, especially not a heavy vehicle, from breaking through and plunging into the river below.

It is recommended that the existing barriers be replaced with other barriers capable of higher load capacity. Depending on the final deck configuration chosen, it may be difficult to fully achieve compliance with the "Low performance level" barrier requirements, but additional capacity, and a design that carries the rail past the sandstone columns, would significantly improve public safety and assist in the preservation of the historic structure.

Any design of future barrier will need to confirm that the additional strength or stiffness of the barrier does not have unintended negative consequences for the sandstone substructure. These may include the transfer of additional load to the substructure, resulting in sliding and/or shearing of the sandstone.

4. Conclusion

At over 170 years old, the Blackman River Bridge at Tunbridge is a significant historic structure. Nonetheless, during its lifetime, the timber portions of the bridge have been fully replaced several times. The sandstone components have been repaired in some places but are largely in their original form. Each time the timber portions of the bridge have required replacement, the serviceability of the structure has been impacted for a period of time until the bridge could be returned to a safe condition (i.e. load carrying capacity reduced or bridge completely closed, as at present).

The existing timber structure, including the existing traffic barriers, is unfit for purpose in nearly all aspects. The bridge is currently closed to both vehicles and pedestrians and this is justified due to rotting girders and rotting or missing deck planks. It is recommended that all timber components of the bridge be replaced.

The sandstone sub-structure of the bridge is in very good condition given its age. There is no evidence of structural degradation in the sandstone sub-structure, although we note that the recent *Detailed Fabric Assessment*, recommends that preventative maintenance should be carried out to the sandstone elements.

The sandstone sub-structure, along with its foundations, is considered to have adequate vertical strength to carry contemporary loads. The design of any superstructure replacement should provide for adequate spreading of loads under beams, preferably using a structural material that is more degradation resistant than the existing timber spreader beams. The use of in situ cast concrete spreaders would not only allow such load spread but also permit the top of the piers and abutments to be well tied together, thus reducing the risk of future movement degrading the sandstone. It will be necessary to give careful consideration to avoiding future degradation to the sandstone by preventing the movement of moisture.

The sandstone substructure has sufficient capacity to resist expected horizontal loads due to stream flow and vehicles braking.

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The existing timber traffic rails are unfit for purpose and should be replaced as part of any future superstructure replacement. Future "Low performance level" barriers may not fully comply with Australian Standards or DSG requirements but should provide the best outcome possible for traffic safety and protection of the sandstone bridge columns.

In summary, it is our opinion that the existing sandstone substructure has sufficient capacity to carry contemporary traffic loads, but that special consideration should be given to the design of the interface between the superstructure and the piers/abutments to prevent long term damage to the sandstone. The sandstone substructure, along with any future superstructure, should continue to be inspected regularly to allow early intervention should degradation become evident.

23/07/2021

pitt&sherry

Blackman River Bridge B599
Structural Assessment

Contact

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(Operations) Pty Ltd**
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Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport



ref: T-P.20.0707.003-STR-REP-001-Rev00/BHJ/mjs

23/07/2021

PETER SPRATT

CONSULTING CHARTERED ENGINEER

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Ph. 03 6229 7280 M 0418 124 363
Email p.spratt@bigpond.net.au
ABN 55 120 015 973

14th. April 2021

Ref No 7775

Mr Bjorn Jensen
Pitt and Sherry
Level 1 Surrey House
199 Macquarie Street
Hobart TAS 7001

***Blackman River Bridge, Tunbridge
Detailed Fabric Assessment***

Dear Sir,

I have, to your request, carried out the above assessment.

I visited the site on the 1st. April last and carried out a visual inspection with some fabric testing in your company and that of Stonemason Edrei Stanton.

I advise that –

1. Previous Assessments.

I have had reference to the following-

- Blackman River Bridge. Historic Survey Report to Department of Transport. Lindy Scripps 1996.
- Blackman River Bridge, Heritage Assessment of Superstructure Replacement. Peter Spratt. June 2014.
- Blackman River Bridge, Historic Heritage Impact Assessment. Austral Archaeology. April 2015.
- Blackman River Bridgeworks- Concrete Slab Design Plans. Pitt and Sherry December 2020.
- Request for Additional Information. Southern Midlands Council December 2020.

2. Bridge Alterations

- The original bridge, of timber, was constructed in June 1841 and was damaged by a fire leading to a lengthy period of dilapidation until 1848 when the first iteration of the present sandstone foundation/timber girder planked deck bridge was constructed.
- The present four span bridge has sandstone abutments and three piers with superstructure of longitudinal timber beams supporting a timber planked deck set across the beams with longitudinal planks forming the roadway.
There are large stone posts set on top of the piers.
- The first sandstone/timber girder bridge had only two piers giving three spans.
- From 1894 to 1897 the bridge was altered to the 1889 specification-
 - the wing walls of the abutment on the Ross side to be taken down
 - a cutwater to be built to the existing abutment to match the other piers
 - excavation of the embankment for new abutment
 - a new abutment and wingwall to be built using the stone obtained from the demolition of the existing wing walls and to correspond with the old work

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Peter Spratt
ABN 55 120 015 973

- two columns to with caps to correspond with the old ones
 - two plates 10" x 3" x 23 feet long to be fixed on new pier and abutment to carry girders
 - the seven girders to be 18" x 10" x 35 feet long and placed similarly to the old ones
 - the decking to comprise planks 6" x 4" fastened to the girders with 8" spikes.
 - a fence to be erected to the new span with 5" x 3" rails let into the stonework
 - both old and new sections of the fence to be painted
 - the girders to receive protective coatings of chenam and tar
 - gravel boards to be laid on the whole length of deck with metal laid in between [see Appendix 1 for complete specification]²
- Periodic replacement of rotted timbers has been necessary to the present day.
 - In 1940, following a number of motor vehicle impacts, it was found necessary to repair cracked post stones, rebuild a south side post and pull three posts back into alignment.
 - In 1943 the fourth span was given 5 timber piles at midspan to support the rotted girders.
 - In 1951 work was carried out as -
 - filling in the centre of the upstream centre cap and replacing the back flagstone block
 - repairing the upstream intermediate cap and refacing the corners with sandstone rendering
 - reassembling the downstream pier and cap and replacing in its original position
 - refacing with rendering sections of the abutment on the southern side.
 - In 1962 the bridge was temporarily tinned to allow for a heavy load and in 1996-7 concrete and steel toms were placed under each span.
 - In 1972 further vehicle damage repairs to the posts were carried out with some stones replaced.
 - The toms were removed in 1983.

3. Assessment of Alterations

The original section of the bridge is the Eastern abutment but it appears to have been raised as indicated in photographs 6 and 9 below. This aligns with the 1889 specification requiring level adjustments. The three present piers are not equally spaced. It is unknown as to whether the present spacing reflects foundation conditions, which pier has been inserted or whether new piers were constructed. The piers were not mentioned in the 1889 specification. The western abutment and its wing wall are an 1894-97 construction.



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The original design of a timber girder bridge with longitudinal timber planked deck has been kept.

The bridge construction using timber has never been satisfactory with a record of continuing timber replacement at regular short intervals due to rot.

The massive stone posts have a record of damage, of movement and repairs due to motor vehicle impact.

The bridge load capacity has been severely impacted over its life due to timber rot with consequent usage limitations being imposed.

Tasmanian structural timbers are of low durability Class 4 giving an effective life span of only 5 years in harsh conditions. This compares with the 50 year durability of Class 1 timbers, such as Blackbutt and Ironbark, in other Australian States.

4. Inspection Observations

The following comments are illustrated by photographs 1-10.

- Trial drilling of stretcher pier stones shows them to be 370 thick with a small gap to other stone. There are full pier header stones under the posts suggesting that the piers have full width headers with little rubble infill between stretchers giving good solid construction.

View of full width header stone in pier.

Photograph 1.



- Drilling through bed joints in the piers shows the bedding is site soil with very little quicklime. This was common practice at the time but gives no bond strength and little resistance to washout with water entry following pointing loss.
- There is no structural cracking and no defects requiring attention in the piers and abutments other than the pointings.
- Pointing of stonework is a mix of good quality quicklime and later cement. There is substantial pointing loss in all stone faces.
- There is some damage from water retention and fretting where cement mortars have been used and replacing these mortars in fretting locations is warranted

Fretting at cement pointing.

Photograph 2.



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- There is severe rot in all deck timbers and drilling of the girders shows severe internal rot.

Photograph 3.



- All of the posts exhibit horizontal movements consistent with the historical record of vehicle impact. The posts have been altered with removal of supporting edge stones to allow for the insertion of the timber girders.

Photograph 4.



- Concrete has been placed around some girders to support the cut back post edge. The work is clearly inadequate.

Photograph 5.



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ABN 55 120 015 973

- The change in stone heights on the eastern abutment suggests an alteration in adding height with a later extra height stone course.

Photograph 6.



- There is significant rainwater runoff onto the eastern abutment.

Photograph 7.



- Cracked and previously repaired post cap stone.

Photograph 8.



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- View of eastern abutment, northern wall. Previous extensive stone fretting from rising damp due to downhill water runoff has been controlled by an air vent drain installed by Spratt around 8 years ago. Note stone height change.

Photograph 9.



- This post is recorded as being render repaired in 1940 after vehicle damage. It is severely cracked and distorted. It has no visible cracking to the render but will have no strength.

Photograph 10.



5. Strength of Tasmanian Sandstones

Compression The typical compressive strength of Tasmanian Sandstones is 60 MPa.

Tension Measured by - Dry Point Load Strength Index. (I_s) on 50dia.x50 specimens.

This is a good criteria for durability and varies widely in Tasmanian Sandstone.

Examples		
Plummers Quarry	0.25MPa	
Tea Tree	1.13	
Ross	0.64	
Campania	0.31	
Waterworks	0.91	
Knocklofty	2.42	
Oatlands	0.90	
Melton Mowbray	1.51	

I suggest the Ross data as best choice for the area.

Source - Sharples, Green, Spratt, Banks - *Tasmanian Building Sandstones Vol 2. Dept of Mines Tas Unpub. Report September 1984*

This source gave the Uniaxial Compressive Strength (UCS), as $\approx 24X I_s = 15.36$ for Ross.

The data and testing is 1984 and recent work has shown large errors may occur.

The (UCS), from recent testing, varies from $15-24x I_s$ giving large inaccuracy.

Current practice, for accuracy, is to measure the UCS directly and this is recommended.

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Peter Spratt
ABN 55 120 015 973

6. Recommendations

The bridge is to have a major overhaul with new deck designed and constructed for a long life span.

This warrants remedial works to the sandstone abutments and piers to match this lifespan.

Making good the sandstone requires works as –

1. Replace and make good missing, defective and cracked stonework to posts.
2. Reface stonework on eastern abutment where face fretting exceeds 15mm.
3. Remove cement pointings where fretting is occurring.
4. Make good defective pointings in piers and abutments.

Cost Estimate

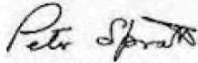
The costs are subject to uncovering to determine unknowns and no detail work has been done.

The estimate is subject to the above, is preliminary and suitable only for budget purposes.

Based on similar works I expect costs to be-

	\$95,000
Contingency	\$9000
Fees	\$7000
GST	<u>\$11,000</u>
TOTAL	\$122,000

Yours faithfully,



PETER SPRATT AM

DA 2020/145 - Alterations to Blackman River Bridge
Tunbridge
Additional Information Response

Contact

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Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport



DA2020/145 Tunbridge Bridge Representation 1

Louisa Brown

From: Rachael Barwick on behalf of SMC Mail
Sent: Monday, 16 August 2021 11:11 AM
To: Development and Building
Subject: FW: DA 2020 / 00145 - Submission

-----Original Message-----

Sent: Saturday, 14 August 2021 4:55 PM
To: SMC Mail <mail@southernmidlands.tas.gov.au>
Subject: DA 2020 / 00145 - Submission

To The General Manager:

We have yesterday learnt that application for discretionary planning permit for alterations to the Blackman River Bridge has now been made to your Council.

As residents of Tunbridge we are disappointed not to have received a notice under SR 262 considering the significance of this application to the town of Tunbridge. We believe all local stakeholders should have been notified.

Having examined the application we are unable to ascertain the existence of the following:-

1. Provision of Crown Consent from the Department of Primary Industries, Parks, Water and Environment; and
2. Assessment of application by the Tasmanian Heritage Council.
3. A clear explanation as to the reason for the significant change to the fabric of the bridge to facilitate usage by "highway standard freight vehicles" (T44 included).
4. Main Rd traffic volume report on usage post upgrade AND structural engineers report on road suitability/road category change recommendation to carry vehicles mentioned in 3 above. It is our understanding that certain types of heavy vehicle require a permit to travel on suburban streets.
5. An assessment of lane width on the bridge as it will not comply with Australian Standards for dual carriageway usage.

We are further wishing to express our disappointment at the lack of stakeholder engagement mooted by Pitt & Sherry in letter to Mr Kirkwood of 4 November 2020.

Finally, the upgrade to allow the bridge to be used by locals and visitors whilst retaining the bridge's heritage fabric and characteristics would suggest a different type of upgrade than what is proposed.

Yours faithfully

Sent from my iPhone

DA2020/145
Heritage Referral
prepared by Brad Williams

DEVELOPMENT APPLICATIONS**HERITAGE REFERRAL**

DA No:		Date Referred:	
Planner:	Louisa Brown	To Be Returned By:	
Heritage Officer:	Brad Williams	Date Returned:	16/09/21
Property File No:			

Application Details:	Applicant's Name:	Pitt & Sherry, obo Department of State Growth
	Business Contact Name:	Leigh Knight
	Contact Phone No	63231973
	Address of Development:	Property described as Blackman River Bridge, Tunbridge.
	Proposal:	Renewal of timber superstructure and barriers.

Recommendation:	Approval with conditions.
------------------------	---------------------------

HERITAGE LISTINGS:

- Tasmanian Heritage Register
- SMIPS – Heritage Place
- SMIPS – Heritage Precinct
- SMIPS – Cultural Landscape Precinct

Table E13.1 Ref.	Name/location/address	C/T	General description
380	Tunbridge Bridge	Road reserve	Rare early sandstone bridge.

Note that part (approx. 2/3) of the bridge is within the Northern Midlands Council LGA. The bridge is not included as a local heritage place under the Northern Midlands Interim Planning Scheme 2013.

BRIEF DESCRIPTION OF PLACE & HISTORICAL CONTEXT:

A detailed description of the place, its history and evolution is provided in the conservation management plan (CMP) by Austral Tasmania (April 2021 – forming part of the further information provided as part of the current application). This has been reviewed by Council's Manager Heritage Projects and found to be a satisfactory basis upon which the history and significance of the structure (and associated contexts) can be understood. Further a history of the bridge was undertaken by Lindy Scripps in 1994 which has been used here as background information (as cited below – not forming part of the application documentation).

Key historical background points:

1822 – Construction of the original log bridge across the Blackman River at Tunbridge.

1846 – After the original bridge was damaged by fire in 1841, plans were drawn for a new bridge by James Victor of the Royal Engineers. The Legislative Council allowed 500 pounds for the construction of the new bridge.

1847 – Construction began on the bridge by convict gang under the supervision of John Grant. A convict road station capable of holding 310 men was established on the north-eastern bank adjacent to the bridge and a superintendent's cottage built to the south (still standing). The bridge completed in early 1849, and was described as comprising of four freestone pillars and being 'decked with tarred planks, four inches thick'.

1849/50 – The bridge deck achieved notoriety as a meeting place of members of the exiled 'Young Irelander' group, Thomas O'Meagher and Kevin O'Doherty who met in the middle of the bridge – technically each not leaving their assigned districts to which they were banished (i.e. the boundary between the Ross and Oatlands districts). The group later met at Lake Sorell which is the boundary of three districts so that John Martin could join the gatherings, all three technically remaining in their assigned districts.

1879 – First major repair of the bridge with replacement of the deck.

1894 – The northern end of the bridge was extended, with the abutment disassembled and moved and an additional pier added. Seven of the timber beams were replaced at that time and again the timber decking was replaced.

1906 – Railings were replaced.

1914 – 14 timber beams were replaced.

1919 – Further replacement of beams and decking.

1922-28 – A further 13 beams and 70 lengths of decking were replaced.

1933-34 – Further decking replacement.

1938-40 – At least two instances of vehicular impact to the pylons (one knocked into the river). A motorcyclist killed in 1939 die to impact with a pylon.

1943-51 – Extensive repairs undertaken to replace most of the timber superstructure. Extensive repairs to the sandstone (following a defeated recommendation to replace some of the pylons with concrete brick).

1956-7 – Further decking replacement.

1962-66 – With an increase in loading demand, concrete and steel toms were added to increase the strength of the bridge.

1972 – Midlands Highway bypassed. Restoration work undertaken to the bridge.

1983 – Further restoration work undertaken and the 1960s concrete and steel toms removed.

1994 – Decking replaced. Plans to bitumen seal the deck were opposed by Tunbridge residents and National Trust, but were overruled by the Department.

2007-8 – Seven beams replaced.

It should be noted that the historical nature of the bridge has been recognised by its various administrators since the mid c20th. In 1951 the bridge was ‘restored to its historical shape’ by the Public Works Department.¹ In 1973 following the bypass of Tunbridge, extensive stonework restoration was undertaken as well as subsequent repairs to the timber decking. A proposal for a concrete deck was dismissed at that time. After steel and concrete toms had been installed in 1966, these were removed in a restoration program in 1983.

The current decking was renewed in 1995, at which time the Tunbridge community objected to the sealing of the decking with bitumen, given that would inhibit he interpretation of the timber bridge, however the following year bitumen seal was added due to concerns regarding lack of skid resistance.

This proposal as it stands is counter to the 1970-80s initiatives of providing a more traditional appearance to the bridge. Whilst the current proposed works seek to maintain the use of the bridge and ensure the cultural continuity of its purpose – the specifications of these works are driven by a desire to obtain an unprecedented load limit and by lifecycle costing considerations – it appears that restoration programs through the 1970s, 80s and 90s were all driven by preservation of the heritage character of the bridge and ensuring its continued recognition as a historic timber span bridge – noting that it is no longer part of the highway the bypassing of Tunbridge was seen as an impetus to restore the bridge as a heritage asset for the town.

¹ See Scripps, L. (1996): *Historic Surveys for Tasmanian Bridges, Blackman River Bridge, A report for the Department of Transport.*

STATEMENT OF SIGNIFICANCE

As per above, the CMP includes detailed statements of significance for the place. The Tasmanian Heritage Register datasheet also contains a well-articulated statement of significance. Both of those documents have been used in the current assessment to understand significance and possible heritage impact.

The Tasmanian Heritage Register datasheet provides the following summary statement of significance:

The Tunbridge Bridge is of historic cultural heritage significance for its ability to demonstrate the development of the former Main Line of Road between Hobart and Launceston, the bridge being a key river crossing and stopover point on the Road from c1822 to c1970. The bridge is also of engineering significance as one of the oldest surviving timber spanned bridges in Australia, and in demonstrating engineering construction methods and detailing from the mid nineteenth century. It also has associations with the Young Irelander rebels who were exiled to Van Diemens Land in the late 1840s. Two of their number met regularly on the bridge in 1849.

Key points of state significance as further explored in the THR datasheet are:

- *it demonstrates the development of the former Main Line of Road between Hobart and Launceston the bridge was a key river crossing and the township was a key stopover point from c1822 to c1970*
- *it demonstrates the working of the convict labour system in the first half of the 19th century and the evolution of public infrastructure*
- *the flat timber girder bridge is of a type favoured in Tasmanian road works from the 1840s (as opposed to masonry arch)*
- *the bridge has retained its timber decking*
- *it demonstrates the principal characteristics of a simple bridge constructed with a whole-log deck laid between a series of stone piers*
- *the decorative treatment of the stonework is of special interest*
- *the special association with the Young Irelanders.*

PRE-APPLICATION CONSULTATION

Extensive pre-application consultation was undertaken between various representatives of the Department of State Growth (DSG) and SMC officers (namely David Cundall, Brad Williams, Damian Mackey and Jacqueline Tyson – initials used below) over several years from 2014. The following is an overview compiled from various file notes, Council meeting minutes and correspondence back to DSG.

The first meeting between SMC officers (DC & BW) on the required upgrade works to the Tunbridge Bridge were held at the request of the Department of State Growth in September 2014 – being an initial concept design discussion. That discussion considered three options:

1. A timber superstructure and barrier railing (generally like-for-like with existing).
2. Concrete structure and concrete plank decking with a steel railing (bitumen road surface sawn to resemble timber planks).
3. Stress laminated timber decking on timber girders with a steel railing.

These options were considered in light of the following criteria:

- To be suitable to carry a minimum of 25t with the preferable design load of T44
- To be safe for users
- To be sympathetic to the heritage status of the structure
- To be cost effective.

DSG stated that their preferred option was Option 2 which could achieve the desired T44 rating, allow steel railings to meet safety requirements and provide the most effective lifecycle costing (albeit more expensive than Option 1).

Council officer feedback indicated that Option 2 could not meet the requirements of the (then) planning scheme (i.e. Southern Midlands Planning Scheme 1995). The tenor of that advice included:

- That the bridge is well-renowned as one of Australia's earliest timber span bridges. Replacement of the decking system with concrete would likely be unacceptable.
- Further, that the historic heritage significance of the bridge is inadequately known/documented. Other significant bridges managed by State Growth have conservation management plans and it was recommended that they commission a CMP for the Tunbridge Bridge (in follow up State Growth provided a 1994 historical survey of the bridge authored by Lindy Scripps – whilst a useful historical background, that did not constitute a CMP nor make any management recommendations).
- That there was reluctance with the steel railing system, however consideration of the safety issues may be paramount if an acceptable aesthetic solution could be achieved.

The next correspondence with State Growth was in November 2015, where a further option of a timber superstructure with a concrete deck was tabled, as well as a draft Historic Heritage Impact Assessment (Austral Tasmania 1/4/2015). Council officers (DC and DM) again met with State Growth in December 2015 to discuss this additional option (BW was on leave at the time but was provided with the Austral document in follow-up ahead of the subsequent presentation and next meeting).

Representatives of the Department of State Growth made a presentation to the February 2016 meeting, the minutes of that meeting noting the following:

Matt Davis (Manager Environment & Development Approvals) & Andrew Hargrave (Asset Engineer, Bridges) from State Growth at 10.45 am. Mr Matt Davis and Mr Andrew Hargrave from the Department of State Growth addressed Council in regard to the Blackman River bridge renewal and presented a number of options to Council. They advised that discussions have occurred with Heritage Tasmania and Council officers and they are keen to preserve the heritage aspects of the bridge. An option put forward to maximise the life of the timber bridge is a concrete deck on timber beams to maintain the original look and heritage value of the bridge, noting that the concrete deck (with bitumen overlaid) will preserve and waterproof the integrity of the timber beams. This option would provide a lifespan of approximately 30-35 years. In thanking the DSG officers for their presentation and attendance at the meeting, the Mayor asked that State Growth provide a final options paper for a community consultation session (including Northern Midlands Council). Southern Midlands Council will facilitate this session at Tunbridge.

A further meeting was held between SMC Officers (BW and JT) in September 2017. The following formal advice was provided in follow-up to that meeting (authored by BW):

Further to the meeting on 14/9 regarding the refurbishment of the Blackman River bridge, attended by Council's Planning Officer (J Tyson) and Manager Heritage Projects (B Williams) with various Department of State Growth staff (and Russell Dobie of Heritage Tasmania), I provide the following notes. These are informed by the discussions, as well as the options paper provided by Austral Tasmania (J Puustinen 27/4/15).

- I note that the discussion was generally limited to Option 1 (like-for-like replacement) and Option 4 (timber girder and concrete deck). I agree that options 2-3 are not feasible/desirable based on what we discussed.*
- From a heritage perspective, Option 1 is the best outcome. Generally like-for-like replacement, retaining the 'timber bridge' that the structure is renowned for (and a key part of its significance). This is well articulated in the Options paper by Austral so I won't repeat that here.*

- *It is certain that should the bridge fall into disrepair, or not be serviceable, and/or close, that this would be a very bad heritage outcome – so a ‘do nothing’ approach is not an option.*
- *I note that the discussion paper suggested that timbers sourced on the mainland may have a greater longevity than the currently available Tasmanian timbers - has this been pursued and costed as an option? I note that Peter Spratt states that these may have a 50 year serviceable life.*
- *The history of the bridge shows that it has had complete timber replacement a number of times. These maintenance events are part of the history of the bridge and further maintenance continues that tradition. These need not be precisely 'like for like' and may represent changing technologies of timber procurement, bridge building, maintenance etc. however the tenor of it being a timber bridge is very significant even with the regular replacement of elements.*
- *Whilst I am uncomfortable with the notion of the metal railings (as opposed to timber), I think a case can be made for safety and the protection of the bridge pylons and why this is necessary. I do suggest however that the design of these somehow respond to the locations of the pylons to maintain some notion of the articulation and location of these - given that the railing will somewhat obscure them.*
- *From the heritage perspective, I have concerns at the amount of intervention and change to the fabric of, and general tenor of a 'timber bridge' which would result from Option 4. Nonetheless, it seems that from a practical perspective this is the option that DSG are pursuing. A case of why this is absolutely necessary needs to be made. Heritage assessments will not consider the costs of replacement, cyclical maintenance etc. (Council as a planning authority may do however under wider mandates). Therefore a detailed argument as to why DSG are pursuing a non-optimum heritage outcome is required.*

I suggest that if DSG wish to pursue Option 4, then any submission to Council (e.g. at a workshop) and indeed a DA must include:

- *A detailed 'prudent and feasible alternatives' analysis of why the proposal is being pursued (the Austral report provides a substantive basis for this).*
- *Detail as to why the bridge needs to be upgraded to a standard above and beyond what it has ever been. Put simply, the bridge has served for 170 years as a timber span bridge with a timber deck, why (beyond costs) is it absolutely necessary that the loading ratings (etc.) needs to occur and consequently a new material approach is to be taken?*
- *Further to the above, noting that the bridge is not the only access to Tunbridge, then why does this bridge need to equal the rating of the other access? I note that this is responsive to the possibility of highway closure on the Tunbridge bypass, but Council will need to know how often this does (or is expected to) occur. For instance, Council may question whether the heritage impact of getting the bridge to a 25 or 44T load is necessary, if such loading only occurs very infrequently and for very short periods.*

We highly recommend that DSG take their penultimate proposal (with consideration of the above) to a Council workshop prior to lodgment of a DA. This will gain substantial public interest and it would be good to gauge Council's reaction ahead of a formal process. We are more than happy to assist in facilitating this.

No further contact between DSG and SMC occurred until January 2019 when DC approached DSG in response to community concerns about the condition of the bridge – there was a desire to have DSG speak at the February 2019 Council meeting to update the Tunbridge community. DSG indicated that they were pursuing mainland timber sources with view of finalising their design position. DSG were unable to attend that meeting however DC provided the Mayor with a briefing for use in question time if necessary. The tenor of DC's discussion with DSC, as provided to the Mayor was:

Development and Environmental Services contacted the Department of State Growth in January in anticipation of the February Tunbridge Council meeting to get an update on the progress of the bridge repairs. The Departments Manager of Bridge Assets provided the following:

- *Currently finalising a couple of designs that they can bring to both SMC and NMC to discuss.*
- *Have also been in discussion with timber suppliers to see if we can get logs/beams of the required sizes*
- *Should be in a position to come and speak with Council in April 2019*
- *Would want Heritage Tas, NMC, SMC and State Growth to all agree to final design details*
 - *The update is further to the discussions which formally commenced in 2014 with State Growth and Heritage Tasmania. At that time State Growth had settled on a final design in 2016 and were preparing to submit a DA for the works. No further action since September 2017.*
 - *The 2016 design was to replace the timber with a like for like timber girders. Either laminated/engineered beams or actual long timber span timbers. Surface treatment was a simple concrete deck sitting on the timber girders. Possible spray seal on top with design treatment to maintain heritage appeal.*
 - *State Growth have a number of objectives:*
 - *Aiming for a T44 design load (44 tonne)*
 - *Safe for users – meets AS*
 - *Heritage considerations*
 - *Cost effective and long life*
 - *Design agreeable with NMC and SMC and Heritage Tas*
 - *Meets planning requirements for works to heritage place*

State Growth approached Northern Midlands Council in January 2020 with a further refinement of the previous 'Option 4' (having then evolved to 'Option 3' given the dismissal of a full-concrete structure

and deck) – i.e. the laminated beam structure with a concrete deck. SMC was not approached for comment at that time. Subsequently DSG were invited by SMC to address the February 2020 Council meeting at Tunbridge. The minutes recorded:

Permission was granted for the following person(s) to address Council:

- *Representatives from the Department of State Growth (DSG) & Pitt & Sherry regarding the Blackman River Bridge at 10.15 a.m.*

Note: It is confirmed that the Local Government (Highways) Order 1994 (Schedule 2) includes the Blackman River Bridge, Main Road, Tunbridge (Bridge No 599) as being within the Northern Midlands Council area. This schedule lists the Bridges that are to be maintained or renewed by the State.

The representatives from the Department of State Growth (Aaron Percy) and Pitt & Sherry (Nathaniel) presented the history relating to the Blackman River Bridge at Tunbridge and addressed the issues as contained in the Concept Design Report prepared by Pitt & Sherry dated 2nd December 2019.

The Concept Design Report provides three options for renewal of the bridge:-

Option 1 like for like – timber superstructure and barrier

Option 2 timber girders with thin concrete deck

Option 3 engineered timber girders with concrete deck

In reference to the report, Option 3 is the recommended renewal option and is the Department's preferred option. The DSG representative also advised that following referral of the report to Heritage Tasmania, and through subsequent discussions, Heritage Tasmania have indicated that they are agreeable to Option 3 as this is the best option in terms of impact on heritage significance.

Option 3 is the most cost efficient and effective way of renewing the bridge, noting that all three options within the report have the bridge remaining as a timber span bridge.

DSG acknowledged that the bridge is within the Northern Midlands Council area, but also recognised that the Bridge is listed in the Southern Midlands Council Planning Scheme [note that this is not entirely correct, approx. 1/3 of the bridge is within the SM municipal area]. Hence, a Development Application will be submitted to both Northern Midlands and Southern Midlands Councils.

The Department position is that all consultation/stakeholder issues will be directed through the Northern Midlands Council.

Questions from Council related to the likely timeframe for replacement and how long does the Department anticipate it take to be repaired? It was advised that both Options 1 and 2 will take considerable time due to the difficulty in sourcing timber. Option 3 can be progressed in the relatively short-term.

All Options within the report include visualisations of how the bridge may look, noting that the external appearance will be similar for all options. The final surface of the deck can be modified to enhance appearance.

A summary of the tenor of repeated SMC officer advice to DSG over a several year period is provided in the following dot points:

- That Council and the community will certainly support the concept of repair of the bridge and that loss of the amenity of the bridge would not be palatable.
- It is accepted that the timber elements of the bridge need to be renewed on a cyclical basis and that this has been done several times during the life of the bridge.
- That a key attribute of the heritage significance of the bridge is that it is timber spanned and decked bridge – probably the third oldest surviving in Australia and probably the oldest in Tasmania. Advice that a concrete deck is unlikely to meet the requirements of the planning scheme have been constantly provided by SMC in all consultation.
- Council officer advice has always supported the like-for-like replacement (i.e. timber structure and deck) and has always called into question the concrete deck and advised that factors such as ‘lifecycle cost’ and ‘design life’ that compromises heritage value is not a heritage consideration.
- That DSG need to clearly explain why the bridge now needs to achieve highway standard load ratings, when in the 170-year life of the bridge (even before the bypass) it has never achieved that rating. What has changed?
- It is agreed that some concession to heritage values may need to be made to achieve safety requirements (e.g. railings).

Despite advice from DSG that they wished to continue dialogue with SMC/NMC and Heritage Tasmania to reach an agreeable way forward that met heritage requirements, no further correspondence occurred between DSG and SMC on this matter until the application was lodged in December 2020. That application included a planning report, the design and a brief heritage assessment from 2014. This information was not considered sufficient for an assessment of the application as it included no rigorous conservation planning nor detailed options assessment.

Further to s.54 of LUPAA, a request for further information was sent to the applicant on 22nd December 2020 which sought (in relation to heritage):

Please provide the planning authority with:

1. *Further to Clause E.13.5.1(a) of the scheme – a conservation management plan (CMP) for the bridge. This must be in accordance with the methodology of J.S. Kerr, as endorsed by ICOMOS Australia and include (but not be limited to):*
 - o *A detailed history of the bridge, setting and relevant contexts.*

- *A detailed fabric assessment (the 2014 Spratt report should be further expanded and detailed to provide this)*
- *A comparative analysis of early timber bridges of Tasmania*
- *Detailed and expanded statements of significance (based on the Tasmanian Government Assessing Historic Heritage Significance for Application with the Historic Cultural Heritage Act 1995 (also further to Clause E.13.5.1(d)).*
- *A detailed constraints, opportunities and requirements assessment.*
- *Conservation policies*

The CMP must be formulated independently of any predefined repair options and provide an objective assessment of how heritage values must be managed within the context of the ongoing use of the bridge.

2. *Further to Clause E.13.5.1(i) of the scheme - detail of any alternative approaches for structural, deck and railing replacement that have informed the design decision, specifically those which may utilise more traditional methods/materials.*
3. *A report by a structural engineer with heritage experience which considers the capacity/ability of the original structure (i.e. the stone piers) to carry the proposed new superstructure and also giving consideration to the maximum traffic loading afforded by the proposed load rating. This must demonstrate the ability for the retained structure to sustain such loading for at least the lifecycle of the proposed new works.*
4. *Further to Clause E.13.5.1(d) – a heritage impact statement for the proposed works.*
5. *Further to Clause E.13.5.1(e) – a statement of compliance against the provisions of Clause E.13.7.1 and E.13.7.2 of the scheme.*

A response to the RFI was received on the 24th July 2021. Council's Manager Heritage Projects confirmed on the 27th July that the information submitted had satisfied the intent of the RFI and that the application could proceed to assessment.

SCOPE OF APPLICATION

The proposed development is detailed in the design and planning submission provided by Pitt and Sherry, namely:

- *Blackman River Bridge Renewal of timber superstructure and barriers. Report Supporting Planning Permit Application to Southern Midlands Council. Pitt and Sherry, October 2020.*
- *Department of State Growth, Main Road Tunbridge, Blackman River Bridge (B599) Deck Replacement. Drawings*

HB20236-81001

HB20236-81003

HB20236-81004

HB20236-81005

HB20236-81006

(all 24/6/21 Rev. C – provided in response to RFI and superseding earlier drawing set Rev. A 26/8/20).

HB20236-81007

HB20236-81008

HB20236-81009

HB20236-81010

HB20236-81011

HB20236-81012

HB20236-81013

(all 24/6/21 Rev. B – provided in response to RFI).

- *Blackman River Bridge, Heritage Assessment of Superstructure Replacement. Peter Spratt Consulting Chartered Engineer, 17/6/2014.*
- *DA2020/145 – Alterations to Blackman River Bridge Tunbridge. Additional Information Response. Pitt and Sherry, 22/7/2021.*
- *Blackman River Bridge B599, Structural Assessment. Pitt and Sherry, 13/5/2021.*
- *Blackman River Bridge, Tunbridge, Detailed Fabric Assessment. Peter Spratt, Consulting Chartered Engineer, 14/4/21.*

The proposal involves:

- Demolition of all timber elements of the bridge, including decking, railings, log girders and spreader beams.
- Installation of a lime mortar bed, topped with a concrete pad on the bearing ledges of each buttress and top of each pier to accommodate the steel nosing which will carry each new laminated timber beam.
- Replacement of the log span structure with glue laminated timber beams, with steel nosings on each end. Seven rows of these beams will span the length of the bridge, each being 260mm wide and 825mm deep (varying lengths).
- Installation of a half-round log veneer to the exposed outer face of the outermost beams.
- Installation of a concrete deck with a 2-degree camber from the centre to the bridge decking. A concrete kerb will run along each edge of the deck and the road surface will be asphalt.
- Installation of a steel RHS post and rail guard fence on the inside edge of the pylons running the length of the bridge and splaying beyond the ends of the bridge upon approach.
- Repair and restoration of the sandstone elements of the bridge.

The proponent has stated that the proposal provides the best life cycle cost for the ongoing use of the bridge, consistent with the strategic rationale of achieving a load capacity suitable for highway standard freight vehicles.

ASSESSMENT OF POSSIBLE HERITAGE IMPACT ARISING FROM THE DEVELOPMENT

As part of the fulfillment of the request for further information, DSG provide a clear and concise options table articulating the pros and cons of the various options considered. It is a valuable preface to the consideration of heritage impact and suitability of the proposal to consider each of those options and make commentary as to fit with previous advice and possible ability to adequately address the relevant performance criteria of the scheme. The following is an excerpt from the RFI submission with comments added:

Option	Result	Pros	Cons
Do nothing	Timber superstructure will collapse over time	Least cost	No ability for the bridge to be used by the public, including pedestrians and vehicles
			Likely damage to sandstone substructure as bridge collapses
			Significant safety risk as bridge collapses
			River blockage
			Unsanitary, loss of community pride
			Loss of heritage value

It is agreed that a 'do nothing' approach is not as it is unlikely that the community will tolerate such an approach, and this will result in degradation and loss of the cultural continuity of bridge use.

Option	Result	Pros	Cons
Demolish timber superstructure and leave sandstone substructure	Sandstone superstructure will stand alone for a long time to come	Low cost Retains the permanent elements of heritage values (sandstone)	No ability for the bridge to be used by the public, including pedestrians and vehicles
			Liability risk associated with the unused but retained structures
			Ongoing sandstone maintenance costs with no community benefit
			Loss of heritage value and community pride

It is agreed that this option is not desirable as it is unlikely that the community will tolerate such an approach, and this will result in loss of the cultural continuity and amenity of bridge use.

Option	Result	Pros	Cons
Replace timber superstructure with new timber superstructure (log beams)	Bridge will be very similar to the original bridge and appropriate for most contemporary loads	Retains heritage values Likely lower embodied carbon than other replacement options (but reduced by the replacement frequency required)	Load carrying capacity will be limited compared with other replacement options
			Likely steel traffic barriers but with significantly reduced capacity compared with current standards
			The bridge superstructure will likely last 20-30 years (untreated) before requiring replacement again (additional lifespan can be achieved with treatment and special details but at additional cost)
			Loads will need to be limited as the bridge approaches the end of its life
			High cost

This is the preferred option in terms of the clear ability to adequately address the heritage performance criteria of the scheme and will result in the best heritage outcome. It is acknowledged however that there may be some compromise on this ‘pure’ heritage outcome in order to deliver a pragmatic outcome and one which as best as practicable achieves performance and safety objectives. **Note the statement that the result of this option would be ‘appropriate for most contemporary loads’.**

Option	Result	Pros	Cons
Replace timber superstructure with new treated timber (log) beams and thin concrete deck	Bridge available for use by the public and for most contemporary loads	Retains elements of heritage values (sandstone substructure and timber beams) Expected to achieve up to a 50 year life span Concrete deck provides protection to timber beams	Load carrying capacity will be limited compared with other replacement options
			Likely steel traffic barriers but with reduced capacity compared with current standards
			The bridge superstructure will likely last 20-30 years before requiring replacement again
			Timber beams will be coloured by the treatment process
			Loads will need to be limited as the bridge approaches the end of its life
			High cost of timber beams and additional cost of future replacement of the beams due to concrete deck

The use of treated timber logs for the structure is likely to be an acceptable outcome in preserving the timber span qualities of the bridge. The use of a concrete deck is considered to not adequately address the heritage performance criteria of the scheme as it is considered an incompatible and unsympathetic material in the context of a timber decked bridge.

Option	Result	Pros	Cons
Replace timber superstructure with concrete formed to look like timber beams and planks	Bridge available for use by the public and for all contemporary loads	Retains elements of heritage values (sandstone substructure and the form of the existing timber elements)	Loses elements of heritage values (timber material)
		Load carrying capacity can be selected up to current standards	Likely steel traffic barriers with somewhat reduced serviceability compared with current standards
		Can achieve 100 year life of full bridge structure	Highest cost

The use of a concrete deck and structure is considered to not adequately address the heritage performance criteria of the scheme as it is considered an incompatible and unsympathetic material in the context of a timber span and decked bridge.

Option	Result	Pros	Cons
Replace timber superstructure with concrete deck on glue laminated timber beams with external façade timber (current proposed design)	Bridge available for use by the public and for all contemporary loads	Retains elements of heritage values (sandstone substructure and timber beams). External appearance will be very similar to existing bridge	Loses elements of heritage values (timber deck material and form of timber beams) Likely steel traffic barriers with somewhat reduced serviceability compared with current standards Timber façade will need to be replaced periodically
		Load carrying capacity can be selected up to current standards	
		Moderate cost, especially over the long term	
		Future strengthening of beams (steel plates or carbon fibre) is possible if required	
		Easiest maintenance	
		Expected to achieve 80-100 year life of full bridge structure	

This is the option chosen by DSG and assessed below.

The following will consider the various lines of heritage assessment relating to the proposal:

Demolition

The proposal involves the demolition of the following parts of the existing bridge:

- The timber decking
- The large 'log' beams/girders supporting the timber decking
- The transverse timber spreader beams interfacing the logs and sandstone pylons/abutments.
- The timber railings.

A thorough and competent history of the bridge has been provided with the application (both within the CMP and in the *Detailed Fabric Assessment* by Mr. Peter Spratt) which clearly demonstrates that all of these elements are comparatively ephemeral in relation to the more robust stone elements of the bridge and that these have all been replaced on multiple (at least four) occasions in the life of the bridge as part of cyclical maintenance. Other historical sources also confirm this. The timber elements of the bridge are not considered to be significant in terms of *fabric*, however the significance is embodied in the fact that the Tunbridge Bridge is one of the oldest timber span and decked bridges in Australia – therefore the presence of timber elements (not necessarily the original timber) is of significance in providing the tenor of a timber bridge.

Appendix A of the additional information supplied as part of this application details clearly that the existing timber elements of the bridge are beyond feasible repair and not fit for purpose. **That conclusion is not disputed here.**

Accordingly, the proposed demolition of timber elements is not considered to have an adverse heritage impact as it represents the ongoing maintenance and evolution of the bridge as part of 'natural' cyclical maintenance. The issue here is *what* the timber elements may be replaced with.

Development and works other than demolition

The proposal is considered here in three broad categories of work:

- The replacement of the transverse timber log beams with glue laminated engineered timber stringers (the outside fascias to be clad in a half-round log girder, possibly recycled from existing log beams). These will have steel nosings on either end and are to be installed onto a lime mortar and concrete bedding pad on the top of each pier and on the bearing edge of each abutment.
- Installation of a concrete deck with asphalt surface and a concrete kerb.
- Installation of a steel two-rail safety barrier to each side of the bridge to extend beyond the ends of the bridge splaying outwards for several metres (i.e. on approach to each side of the bridge).

Installation of glue laminated beams	<p>This includes the use of an unprecedented, engineered timber approach to the structure of the bridge to replace the existing log beams. DSG has indicated that it is not possible to source such beams in Tasmania which will provide an adequate design life and performance qualities. These beams will have a much different appearance to those existing and will also utilise steel nosings where they intersect with stonework. Visual impact will be mitigated by use of half-round logs on the two outer edges.</p> <p>This is considered to be an acceptable heritage outcome as it utilises timber as the predominant material and therefore maintains the tenor of a timber spanned bridge. It is accepted that the evolution of the bridge via cyclical maintenance results in subtle changes to the timber elements which reflect changes in timber availability, technology etc.</p>
Installation of concrete deck	<p>Consistent with the advice provided to DSG over a number of years, the installation of a concrete deck is considered to be unreasonably detrimental to the heritage values of the bridge as it will completely destroy this significant attribute of a ‘timber decked bridge’ and severely inhibit the interpretation of the bridge as a timber span and decked bridge. It is clear that the key drivers of this option are lifecycle costing and a desire to achieve certain unprecedented loading for the bridge. The documentation provided has stated that a timber deck will be less expensive in the short term, but the lifecycle costing of a concrete deck is far superior. This is not a heritage consideration. DSG have failed to adequately explain why, after 170 years of not achieving a T44 loading, it is suddenly required – apart from a desire to be equivalent to the loading of the highway and the southern Tunbridge Bridge. It has been stated by DSG that a like-for-like approach to replacement would be ‘appropriate for most contemporary loads’ but that load limits may need to imposed later as the elements inevitably deteriorate. Elsewhere in the documentation it has been implied that a like-for-like approach would not meet Australian standards for loading – but the idea of imposing a load limit has not been explored in the documentation as an option. DSG has not provided any comment on what, if any, detriment to highway users or the residents of Tunbridge would arise if an eventual lesser loading could be achieved. The proposed option is clearly an engineering solution based on load calculations and lifecycle costing and whilst heritage impacts have been noted, these have been dismissed. Note that the change in material from timber to concrete has no overriding public safety considerations (noting that a non-skid surface would be required for both options). The installation of a concrete deck is considered to be an unacceptable heritage outcome.</p>

Installation of a steel safety barrier	<p>The use of steel in a safety railing is unprecedented on the bridge and represents a distinct change in the material of the bridge. There is a history of damage to the bridge pylons from vehicle strike as well as the possibility of personal injury in the event that the timber railings fail. Originally timber railings were housed into the pylons; however it seems that for quite some time now the timber railings have been fixed into the bridge beams. It is accepted that this system does not provide adequate safety performance nor protection of the pylons. Further, the existing (non-significant) fencing on the approach to the bridge appears wholly inadequate for safety performance. The proposal will use steel railings, extending beyond the end of the bridge, which run just on the inside of the pylons. Whilst there are concerns as to the change of material, and the alignment of the railing inside the inner-line of the pylons (visual impact of 'cluttering' the view of the pylons) it is accepted that public safety and protection of the pylons is paramount. This is considered to be an acceptable heritage outcome provided that any condition of approval requires the following mitigation strategies:</p> <ul style="list-style-type: none"> - The steel is to be designed to resemble timber (e.g. with an impressed wood grain, comparable dimensions and painted an appropriate colour). The Austral report provides guidance on this and the current assessment concurs with that recommendation.
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Consideration against recognised heritage values

The following table summarises the historic heritage significance of the Tunbridge Bridge, as articulated in the Tasmanian Heritage Register datasheet and in some cases expanded in the CMP:

Attribute of significance	Impact of proposal
<p>Criterion A (Historic): The Blackman River Bridge is of historic cultural heritage significance because it demonstrates the development of the former Main Line of Road between Hobart and Launceston, the bridge being a key river crossing and the township being a key stopover point on the Road from c.1822 to c.1970. It also demonstrates the working of the convict labour system in the first half of the 19th century and the evolution of public infrastructure. The flat timber girder bridge is of a type favoured in Tasmanian road works from the 1840s, distinct from the masonry arch road</p>	<p>The proposed works will ensure the continuity of bridge use and therefore maintain this element of the significance of the bridge. A do-nothing approach (i.e. let the bridge fall to ruin) would greatly impact this significance.</p> <p>Whilst the proposed works would maintain the general form of the bridge as distinct from a masonry arch bridge, the loss of the tenor of a timber decked bridge would impact the ability of the bridge to demonstrate this style of historic bridge.</p>

bridges such as the one at Kempton which preceded it.	
<p>Criterion B (Rarity): The Blackman River Bridge is of historic cultural heritage significance because it is one of the oldest surviving timber-spanned bridges in Australia. Unlike the road bridges at Melton Mowbray and Jericho, this bridge has retained its timber decking.</p>	<p>The proposal would completely destroy this attribute of significance. The CMP provides a comparative assessment of several contemporary bridges of a similar type to the Tunbridge Bridge, citing a large number of historic Tasmanian bridges, but from a typology perspective of timber spanned and decked bridges examined only Pontville, Melton Mowbray and Jericho retain trafficable bridges of that type and approximate era. All of which have been modified for concrete decks and superstructure – therefore <u>Tunbridge is the only colonial-era timber span and decked bridge remaining in Tasmania.</u></p>
<p>Criterion C (Research Potential): The Blackman River Bridge has potential to provide new information related to the construction of bridges during the mid nineteenth century and the major 1894 modifications. The importance of this information would be most relevant to the 1840s original construction, for which no plans or specifications appear to have been retained. The original c.1822 bridge location downstream may also have research potential. Little is known about this structure, and even its exact location has not been determined, simply noting that it was slightly downstream of the current bridge. Given its construction method (a timber causeway), archaeological evidence of the former crossing may be minimal.</p> <p>There is some potential that burial sites may be located on the river banks. An 1829 almanac noted that marked graves existed at the end of the c.1822 bridge, which should evidence of the burials continue to exist - would place them close by, but slightly downstream of the current bridge.</p>	<p>It is considered that research potential/archaeology could be adequately managed and impact mitigated during the course of any works.</p>
<p>Criterion D (Representative): The Blackman River Bridge is of historic cultural heritage</p>	<p>The proposal would substantially impact the ability of the bridge to demonstrate the principal characteristics of a</p>

<p>significance because it demonstrates the principal characteristics of a simple bridge constructed with a whole-log deck laid between a series of stone piers. The decorative treatment of the stonework is of special interest.</p>	<p>simple log constructed bridge. The introduction of concrete decking is unprecedented and is considered a wholly inappropriate material for the repair of the bridge.</p> <p>The proposal has the positive heritage outcome of repairing and protecting this stonework.</p>
<p>Criterion F (Community): The potential social values of the bridge have not been assessed. However, the local community may associate itself with the bridge for its importance in the establishment of Tunbridge; as one of the key structures within the town; and for the value attached to the bridge for its association with the Young Irelander movement, demonstrated by re-enactment events. The community concern demonstrated when the bridge was sealed in 1995 could also suggest that the bridge has strong or special meaning to the community.</p>	<p>The maintenance and repair of the bridge is certainly an essential action to ensure the ongoing amenity of the bridge to Tunbridge residents (and other highway users/visitors). Loss of the ability to use the bridge would severely impact its community value. Nonetheless, there is recognition within the community of the heritage values of the bridge (expressed at the various forums where the bridge has been discussed) and as also acknowledge in the application documentation. It is essential that a balance between bridge use and conservation of heritage values be achieved. The current proposal appears to favour a 'practical' approach to bridge repairs in a manner which does not have adequate regard to heritage values.</p>
<p>Criterion G (Associative): The Blackman River Bridge is of historic cultural heritage significance because of its special association with the Young Irelanders, who were exiled to Van Diemen's Land following the failed rebellion of 1848. During 1849, two of their number, Thomas O'Meagher and Kevin O'Doherty, met on the bridge regularly, it being the border of the separate districts to which the pair had been exiled. These meetings have been the subject of re-enactments.</p>	<p>The bridge as the meeting place of the Young Irelanders has been recognised in the THR datasheet and CMP. What has been largely overlooked is the symbolism of the bridge as being the physical manifestation of the 'north/south divide' – originating with the division of the colony into North/South with Hobart Town and Port Dalrymple as each 'capital' – each with their own Lieutenant Governor. With the unification of Van Diemen's Land, this divide still endured, with the Blackman River still representing a number of administrative boundaries. The local folklore of the north/south divide still manifests in everyday culture – 62 vs 63 phone districts, Examiner vs Mercury readership, Boags vs Cascade, etc. 'Town' means Launceston to people at Ross, but it means Hobart to people at Oatlands. The bridge with its historic appearance provides a symbol of that enduring division – any works actions which diminish that appearance are detrimental to that value.</p>

	<p>Note also however that disuse of the bridge would have equal, or probably more impact with loss of cultural continuity.</p>
<p>Criterion H (Aesthetic): The Blackman River Bridge is important for exhibiting particular aesthetic characteristics. The bridge is distinctive in its use of materials, combining sandstone and timber elements which have weathered to achieve a complementary patina, yet retain a contrast between the crisp ashlar stonework and the roughly worked timber girders. Stonework details seen on the tapered cutwaters, and in particular the corbels attached to the piers, demonstrate a decorative design intent rarely seen elsewhere in nineteenth century bridges. The historic form of the bridge can be readily viewed from publicly accessible places. The curves in the road approaches allows for both faces of the bridge to be viewed and the construction methods, materials and detailing appreciated. Extended views are available from the bridge along the willow-lined Blackman River.</p>	<p>The proposal would retain most of the aesthetic values of the bridge, with restoration of the stone elements, mitigation of the visual impact of laminated beams (i.e. by outer log veneer) and as discussed above the impact of the proposed guard rails could be mitigated.</p> <p>The works will not greatly alter the form and dimensions of the bridge, so its aesthetic values in the landscape will remain.</p> <p>The installation of a concrete decking and kerb will have a major impact upon the aesthetics of the bridge from close vantage points. Currently the timber construction of the deck is very obvious when approaching and crossing the bridge with the individual planks discernible beneath the bitumen surface. Whilst this would be less obvious on a replaced (i.e. consistent) timber deck) it would still provide a textural quality which is consistent with the interpretation of a timber decked bridge. A concrete deck would provide a uniform and less ephemeral looking deck which would not have that textural appearance. Further, the side elevations of the bridge where currently the two layers of timber and deep timber kerb are a prominent linear feature topping the structure. No proposal to mitigate the impact of the exposed concrete edge and back of the kerb have been proposed and these would be a very stark and inconsistent element on each elevation of the bridge. It is concluded that a concrete deck and kerb will have an unreasonable impact upon the aesthetic values of the bridge.</p>

Consideration against the conservation policies of the CMP:

Policy	Compliance with policy
<p>The Blackman River Bridge should be actively conserved as a place of cultural significance primarily through preservation and maintenance, and otherwise managed in accordance with the guidelines and philosophy of the ICOMOS Burra Charter.</p> <p>All elements of cultural significance that form part of the Bridge and its setting should be retained and conserved.</p>	<p>The proposal is accompanied by a CMP, which was formulated in response to a request for further information following submission of the proposal. This approach does not follow due conservation planning process where the heritage values of a place are articulated and conservation policy set which guides the design process. Production of a CMP and conservation policy following a predefined scheme is not consistent with Burra Charter Process.</p> <p>The CMP clearly states that timber decking and the tenor of a timber framed bridge is a significant attribute of the bridge, however the proposal does not retain and conserve that attribute (it should be noted that the CMP does not ascribe significance of the fabric itself, but to the fact that timber is used – acknowledging the need to replace such elements). The proposal does not comply with this policy.</p>
<p>The cultural significance of the bridge is embodied in the place itself, its fabric, setting, use, associations, meanings, and related places.</p>	<p>As per above, the proposal intends to reinstate elements of the bridge in a manner which is inconsistent with the maintenance of the significance of the bridge. The tenor of a timber bridge is of high significance – the introduction of major concrete elements compromises this.</p> <p>The proposal does not comply with this policy.</p>
<p>Elements of high cultural significance must be conserved.</p> <p>Elements of moderate cultural significance should be conserved wherever possible.</p> <p>Elements of low cultural significance may be retained, modified or removed provided a conservation benefit can be demonstrated.</p> <p>Neutral elements neither contribute nor have an adverse impact on the cultural significance of the place and may be retained or removed.</p> <p>Elements intrusive to the cultural significance of the place should be removed or modified in a sensitive manner that enhances the cultural significance of the place.</p>	<p>The proposal does not represent any of these approaches and is considered to be adaptation of the bridge – i.e. all</p>
<p>Preservation, restoration and reconstruction (in that order) are the preferred conservation processes for elements of cultural significance.</p>	<p>The proposal does not represent any of these approaches and is considered to be adaptation of the bridge – i.e. all</p>

	<p>different materials and specifications will be introduced.</p> <p>The proposal does not comply with this policy.</p>
<p>The Blackman River Bridge should be repaired to allow for continued vehicle and pedestrian use.</p>	<p>The proposal seeks to meet this conservation policy to allow ongoing use. The proposal complies with this policy.</p>
<p>Works or developments which would result in heritage impacts should be avoided, unless established that there are no prudent and feasible alternatives to these works.</p>	<p>The planning scheme allows consideration of prudent and feasible alternatives in regard to demolition. The proponent has provided an analysis of prudent and feasible alternatives to demolition which is considered to adequately explore options and to justify the demolition.</p> <p>It is clear that the installation of a concrete deck will have a heritage impact and in consultation with DSG over several years it has been repeatedly stated that this action would be unlikely to address the relevant performance criteria of the Historic Heritage Code of the scheme and would be unlikely to gain support. Whilst DSG have provided some commentary regarding 'prudent and feasible alternatives' to that action and have made it clear why a timber deck is not <i>desirable</i>, no case has been made as to why a timber deck is not <i>possible</i> – the preferred option is clearly driven by lifecycle costing and loading desires (despite DSG admitting that a like-for-like replacement could cater for 'most contemporary loads' in the short term at least). Note that the scheme allows consideration of prudent and feasible alternatives for demolition, however prudent and feasible alternatives for works and development other than demolition are not explicit in the scheme (nonetheless that consideration is useful when considering the merits of the proposal).</p> <p>The proposal has attempted to address this policy with some discussion around 'prudent and feasible alternatives' which is useful in considering the merit of the application, although not an explicit consideration for development and works other than demolition to a heritage place.</p>

<p>A detailed cyclical monitoring, maintenance and works program be prepared establishing the priorities and timeframes for implementing the policies of this plan.</p>	<p>The proposal does not preclude this policy being implemented in the future. The proposal can comply with this policy.</p>
<p>As required, an appropriately skilled stonemason with experience in working on historic structures undertakes conservation works to the stonework.</p>	<p>The proposal will achieve this. The proposal complies with this policy.</p>
<p>As required, an appropriately skilled stonemason should replace lost bedding with a quicklime grout to make loose stonework solid.</p>	<p>The proposal will achieve this. The proposal complies with this policy.</p>
<p>As required, the removal of cement and defective pointing of mortar joints and the repointing of same be undertaken by an appropriately skilled stonemason using a permeable quick lime based mortar coloured to match the recent repointing work. Repointing works should have a weather struck finish.</p>	<p>The proposal will achieve this. The proposal complies with this policy.</p>
<p>The road surface is to be continually maintained.</p>	<p>The proposal seeks to meet this conservation policy to allow ongoing use. The proposal complies with this policy.</p>
<p>All actions, works or development affecting the fabric of the bridge are to be appropriately recorded.</p>	<p>The proposal does not preclude this policy being implemented in the future. The proposal can comply with this policy.</p>
<p>As required, organic growth is to be cleaned from the bridge. Care should be taken to ensure that the contractor is skilled in working on historic structures and that the methods and materials are appropriate to the cultural significance of the bridge and any necessary environmental considerations.</p>	<p>The proposal will achieve this. The proposal complies with this policy.</p>
<p>The cultural significance of the Blackman River Bridge should be adequately interpreted to managers, users and visitors.</p>	<p>The proposal does not preclude this policy being implemented in the future. The proposal can comply with this policy.</p>

All ground disturbances should avoid adjacent sites of archaeological potential. This includes potential remains of the first c.1822 bridge immediately downstream of the existing bridge; burials which were located at the end of the first bridge; and the convict road station at 132 Main Road, Tunbridge.	The proposal does not preclude this policy being implemented in the future (e.g. via condition of any approval). The proposal can comply with this policy.
Missing, defective and cracked stonework to posts should be made good by an appropriately skilled stonemason.	The proposal will achieve this. The proposal complies with this policy.
Stonework should be refaced where face fretting exceeds 15mm, with the work undertaken by an appropriately skilled stonemason.	The proposal will achieve this. The proposal complies with this policy.
This Conservation Management Plan should be reviewed at least once every ten years, or where new evidence is discovered that has the potential to impact on the present policies.	The proposal does not preclude this policy being implemented in the future. The proposal can comply with this policy.

Other technical considerations with heritage consequences

Is the sandstone structure able to sustain the changed structural load (plus upgraded rated vehicular load rating)?

The development application did not include any information to answer this question, which was posed as part of the request for further information (see FRI Point 3 above). Pitt and Sherry prepared the *Blackman River Bridge B599 Structural Assessment* in May 2021 which was provided in response to the RFI. That report concludes that *in summary, it is our opinion that the existing sandstone substructure has sufficient capacity to carry contemporary traffic loads, but that special consideration should be given to the design of the interface between the superstructure and the piers/abutments to prevent long term damage to the sandstone* (noting that some remedial works are proposed to the sandstone, also noting the calculations in that report do also consider the difference in loading of the proposed concrete deck compared to the traditional timber deck). **The structural ability of the retained bridge elements to sustain the changed loading is not disputed here.**

Is the T44 loading really required? And if so could a like-for-like replacement achieve this?

As per the background presented above, this has been a question posed by Council officers over several years of discussion on the bridge repairs. The position of the proponent is that the bridge must be able to sustain a T44 load in the event of highway closure between the two entrances to Tunbridge (i.e. to allow highway traffic through the town). It should be noted that the bridge has never before achieved such a load rating. DSG has stated that a like-for-like replacement of the bridge (i.e. timber beams and decking) would be able to carry 'most contemporary loads' but has not explicitly stated whether a load limit would be required.

Whilst DSG has said that they wish the bridge to *achieve a load capacity suitable for highway standard freight vehicles*, no exploration of impact upon load limit (if any) to the residents of Tunbridge (or highway users) has been provided (noting that Tunbridge has two entrances which is a critical consideration here – with no load limit imposed on the southern access).

Will there be an obvious difference in the appearance of the bridge?

Beams: It is considered that the use of glue laminated timber beams in the structure of the bridge will not have a significant visual impact upon the bridge – being largely hidden below the decking, with the proposal to laminate a half-log to each edge which would essentially hide these beams. These would only be visible upon close inspection from the riverbed, which is not generally accessible to the public. Overall the beam arrangement is considered to have an acceptable/negligible heritage impact.

Railings: It is considered possible, as noted by the recommendation in the CMP, to install a profile of steel railing which has an impressed woodgrain to resemble timber which will achieve a satisfactory safety rating. Whilst on close inspection this would be discernible as a different material, its overall visual impact would likely be minimal/acceptable.

Decking: The removal of the timber decking and kerb and installation of concrete decking and kerb will have a major visual impact upon the bridge. Above the log beams, the current elevation of the bridge clearly shows the two layers of lapped timber decking boards installed at 90-degrees to each other. The timber kerb provides an added perception of depth to the deck. All of these elements are proposed to be replaced with concrete, so the elevation of the bridge will be dramatically changed – no attempt at mitigating that visual impact is proposed. Further, the timber decking when viewed from on/near the bridge has discernible individual boards (despite the bitumen coating) which clearly allow an interpretation of a timber decked bridge. A concrete surface will be very consistent and will not have that attribute. The timbers give the bridge a traditional and somewhat ephemeral look, which will not be achieved with a concrete deck (even if saw-cut to resemble boards as recommended in the CMP).

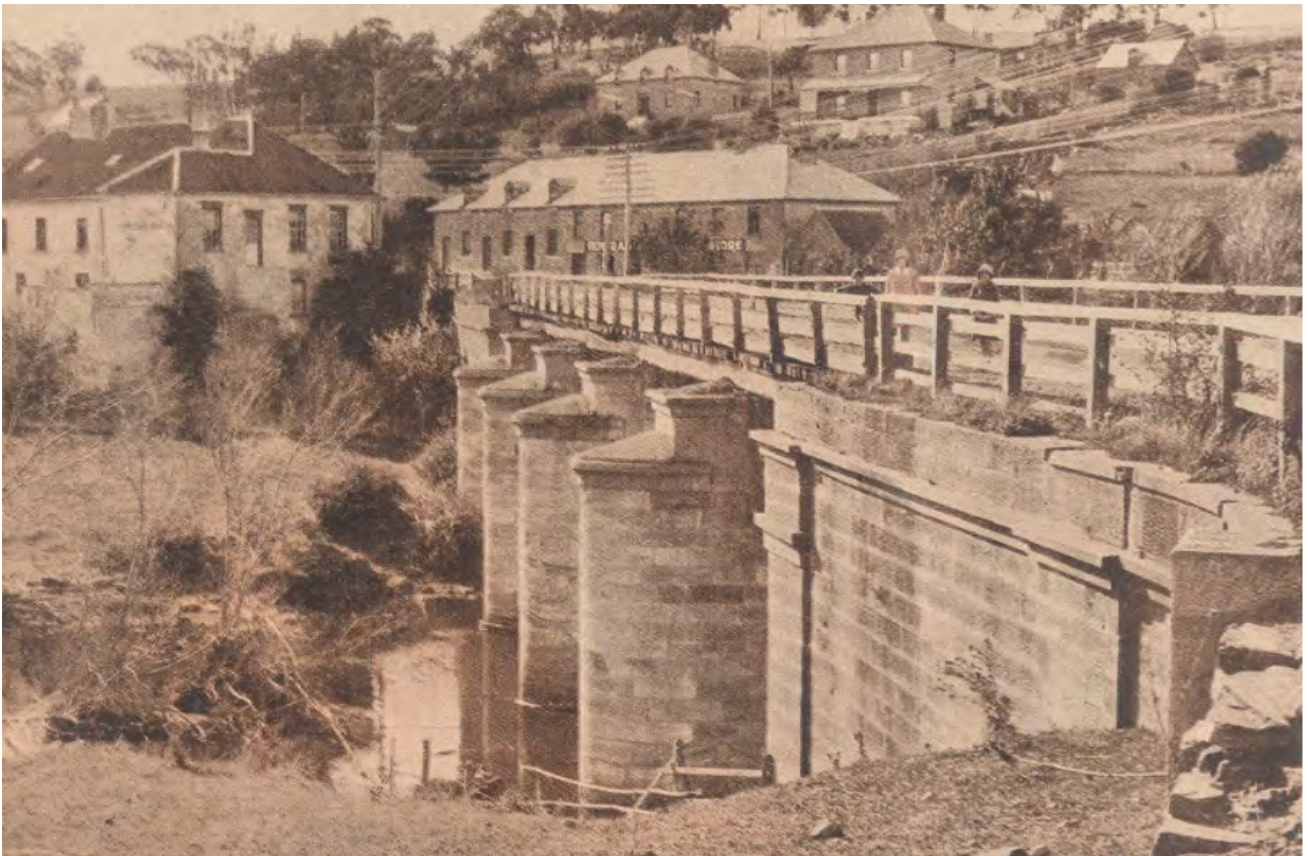
The CMP provides a comparative assessment of several contemporary bridges of a similar type to the Tunbridge Bridge, citing a large number of historic Tasmanian bridges, but from a typology perspective of timber spanned and decked bridges examined only Pontville, Melton Mowbray and Jericho retain trafficable bridges of that type and approximate era. All of those bridges now have concrete decks and superstructure. The question here is whether the installation of a timber deck will impact the attribute of that appearance:



Approximate area of visible concrete edge that would arise from this proposal.

The following examples are of similar colonial-era timber decked bridges which have been modified for concrete decks – which demonstrate the visual impact from the side and decking. Note that in the case of Tunbridge concession has been made in the proposal to mitigate impacts and does not take such a brutal approach – noting that the two examples below include concrete structure/girders which are not proposed in the case of Tunbridge (which will retain timber structure – albeit in a modern format). Note also that the Tunbridge proposal will have a more appropriate railing style (i.e. not concrete and steel pipe) and that the tops of most pylons of the Jericho bridge were removed which is not proposed at Tunbridge.

Example 1, Pontville bridge, c1930s and recent images:



Example 2, Jericho Bridge, c1950s and recent images:



Example 3, Melton Mowbray Bridge:



The importance of maintaining the bridge and community perceptions.

Clearly the ongoing use of the bridge for vehicular and pedestrian traffic is a critical part of its heritage significance and an essential amenity for the residents of Tunbridge (and others). Cultural continuity of bridge use far outweighs the presentation of the bridge as a ruin or an item not fit for purpose. There is no doubt that the Tunbridge community would not be satisfied with permanent closure of the bridge.

The Department of State Growth has indicated that the economic and safety reasons for the proposed works are of greater value to the community than maintaining the heritage values relating to the timber components of the bridge. Upon what consultation that community value has been obtained is not clear – whilst a presentation was made to the community at a council meeting in February 2016 and again in February 2020, and DSG were advised by Council officers on a number of occasions that community consultation should occur, and with an offer to assist in facilitation (see background above), Council is not aware of any such consultation. The application documentation (dated November 2020) included a note that:

It would be appreciated if Council could delay its process of publicly advertising the application until State Growth has undertaken further stakeholder engagement. This will support our 'no surprises' approach and promote positive outcomes. We anticipate that the Department's stakeholder engagement activities will be carried out quickly and we will advise Council as soon as this is complete.

The application was advertised as required under the Act once further information requirements were fulfilled in July 2021 (i.e. public advertising could not be delayed once the RFI was fulfilled). No further advice was received from DSG as to what stakeholder engagement had occurred during that (8 month) intervening period.

The application was advertised as per the requirements of the Act. As per below, only one representation was received. The fact that a large number of representations were not received *may* be seen as a sign that the community is not opposed to the proposal – however an expectation was built by the Department that targeted consultation with the community would occur, which did not happen (note that there is no requirement under the planning scheme nor LUPAA for this to occur, so technically due-process has been followed).

The lack of widespread representations is surprising, given past history of works to the bridge and the public participation in that process. For example, in 1995 when the bridge decking was repaired/replaced, the proposal to add bitumen to the deck was opposed by Tunbridge residents, with the issue making the front page of the Mercury in February 1995.

THE MERCURY
FRIDAY, FEBRUARY 3, 1995 60c

Plan to seal fate of old wood bridge sparks anger

By RACHAEL STANDEN

THE historic Tunbridge bridge, the oldest surviving timber bridge in Australia, will be sealed with bitumen — despite protests from locals who love its wooden surface.

The Department of Transport and Works made the decision after carrying out skid tests that showed the wooden surface was less resistant than a sealed surface.

But Tunbridge resident and horse breeder Suzanne Byron said the department had not consulted the public and had disregarded the 1848 bridge's significance.

"The bridge is very historic — Irish political exiles used to have secret meetings under it," she said.

"It is the oldest bridge of its type in Australia with a single timber span.

"It loses its historical significance, it loses its charm if they surface it."

Ms Byron said sealing would not make conditions safer and would result in cars travelling over it faster.

"We're not talking about a main highway and people usually travel over the bridge at a slow speed because they're looking at the historical buildings," she said. "It's structurally safe and resealing is totally unnecessary."

Ms Ryan suggested appropriate signage saying "Historic Bridge, 20 kilometres".

An on-site public meeting on February 17 to discuss the matter has been organised by the Southern Midlands Council and will be attended by members of Transport and Works and the council.

But Transport and Works spokesman Rod McGee said the bridge would be sealed in the next two weeks.

Conceding it was likely the bridge would be sealed before the meeting, he said. "We can't confirm whether it will be sealed before or after the meeting."

He also said an accident on the bridge had caused structural damage, but was unsure of the date or details.

However, Ms Byron said that, to her knowledge, there had not been an accident since it ceased to be a major highway more than 20 years ago.

Mr McGee said the call to leave the bridge unsealed was not rejected out of hand.

"We certainly can see where she's coming from — that was why we did the skid-resistance tests," he said.

"But we don't want people to be injured and we don't want the bridge to be damaged."



Tunbridge resident Suzanne Byron and her horse Deliverance on the historic bridge. Picture: BARRY WINBURN.

Note that the planning authority can only consider the representation from the current development application, however the 1995 scenario demonstrates that there is, or at least has been, a great community interest in the heritage values of the bridge.

REPRESENTATIONS

One representation was received during the public advertising period. The following table considers the merit of that representation:

Tenor of representation	Commentary/merit
<p><i>As residents of Tunbridge we are disappointed not to have received a notice under SR 262 considering the significance of this application to the town of Tunbridge. We believe all local stakeholders should have been notified.</i></p> <p><i>We are further wishing to express our disappointment at the lack of stakeholder engagement mooted by Pitt & Sherry in letter to Mr Kirkwood of 4 November 2020.</i></p>	<p>Notification as required pursuant to the Land Use Planning Approvals Act was correctly undertaken, with adjoining landowners directly notified, signage erected and a newspaper advertisement. Refer to the planning report.</p> <p>It appears correct that the further stakeholder engagement referred to in the Pitt and Sherry letter dated 4th November 2020 (and forming part of the application documentation) did not occur – however there is no requirement under the planning scheme nor the Act for this to occur.</p>
<p><i>Having examined the application we are unable to ascertain the existence of the following:</i></p>	
<p><i>1. Provision of Crown Consent from the Department of Primary Industries, Parks, Water and Environment.</i></p>	<p>Crown Land consent was provided on the 29th October 2020 with that letter forming part of the application documentation.</p>
<p><i>2. Assessment of application by the Tasmanian Heritage Council.</i></p>	<p>The Tasmanian Heritage Council has determined the application. Such a determination cannot occur until the public advertising period has closed; therefore it cannot be expected that the determination be made at the time this representation was written.</p>
<p><i>3. A clear explanation as to the reason for the significant change to the fabric of the bridge to facilitate usage by “highway standard freight vehicles” (T44 included).</i></p>	<p>The application documentation states that the Department wishes to achieve a T44 rating. It does state that a like-for-like repair of the bridge would be sufficient for ‘most contemporary loads’ but does not articulate what such load may be. Despite council officer advice suggesting that an argument for the necessity of a T44 rating be articulated as part of any application, no clear explanation was provided as to why that is necessary beyond a desire to emulate highway carrying ability. Whilst load limits of bridges are not a consideration under the historic heritage code (nor the wider planning scheme), interventions to the fabric of a bridge resulting from such a desire are a consideration.</p>

<p><i>4. Main Rd traffic volume report on usage post upgrade AND structural engineers report on road suitability/road category change recommendation to carry vehicles mentioned in 3 above. It is our understanding that certain types of heavy vehicle require a permit to travel on suburban streets.</i></p>	<p>This is not considered to be a heritage matter, nor one which is controllable under the planning scheme.</p>
<p><i>5. An assessment of lane width on the bridge as it will not comply with Australian Standards for dual carriageway usage</i></p>	<p>This is not directly a heritage matter, nor a consideration under the planning scheme - however this may have influenced the design process and the proposal and consequent planning for interventions to the fabric of a bridge. Consideration here is limited to those fabric interventions, not the compliance with Australian Standards.</p>
<p><i>6. Finally, the upgrade to allow the bridge to be used by locals and visitors whilst retaining the bridge's heritage fabric and characteristics would suggest a different type of upgrade than what is proposed.</i></p>	<p>The initial application was deficient on the information required for consideration of possible alternative approaches. Further information was requested from the applicant during the statutory timeframe (see Background above). That additional information formed part of the application documentation which was advertised and made publicly available. That documentation was considered adequate to inform the assessment as it provided detail of seven options. It is considered that the proponent has provided a suitable range of options for how the repairs to the bridge could be undertaken, however it is not considered here that heritage has been given sufficient weight in the analysis of these options and that the various engineering 'givens' have not been sufficiently justified.</p>

ASSESSMENT AGAINST APPLICABLE SMIPS HERITAGE STANDARDS

The proposal Involves:

- | | |
|--|--|
| Demolition (Heritage Place) | <input checked="" type="checkbox"/> (E.13.7.1) |
| Building and Works Other than Demolition (Heritage Place) | <input checked="" type="checkbox"/> (E.13.7.2) |
| Subdivision (Heritage Place) | <input type="checkbox"/> (E.13.7.3) |
| Demolition (Heritage Precinct) | <input type="checkbox"/> (E.13.8.1) |
| Building and Works Other than Demolition (Heritage Precinct) | <input type="checkbox"/> (E.13.8.2) |
| Subdivision (Heritage Precinct) | <input type="checkbox"/> (E.13.7.3) |
| Change of use of a heritage place | <input type="checkbox"/> (9.5) |

In achieving the objectives, the following Performance Criteria must be satisfied (note that where it is concluded the proposal adequately meets the performance criteria these are shaded green – where it is considered that proposal does not meet the performance criteria these are shaded red:

E.13.7.1 – Demolition	
Objective: To ensure that demolition in whole or part of a heritage place does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.	
Performance Criteria	Comments
<p>P1. Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;</p> <ul style="list-style-type: none"> (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; (b) there are no prudent and feasible alternatives; (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained; (d) significant fabric is documented before demolition. (e) there are, environmental, social, economic or safety reasons of greater value to the 	<p>The comprehensive history of the bridge provided as part of the conservation management plan (forming part of the application documentation) demonstrates that the timber elements of the bridge, including the bearers, beams, stringers, decking and railings have all been replaced several times in the lifespan of the bridge. It is accepted that the timber elements of the bridge require regular replacement and that their loss and replacement is part of the essential maintenance to provide for cultural continuity of the use of the bridge for its original and significant purpose. Accordingly, the following comments are made against the specific points of the Performance Criteria:</p> <ul style="list-style-type: none"> a. There is no doubt that much of the current bridge fabric is not fit for purpose and that replacement is necessary. It is essential that the bridge remain in use as abandonment of the bridge would result in an extremely adverse heritage impact in the loss of cultural continuity of use and loss of the ability to traverse an important icon to the Tasmanian ‘north-south divide’. b. As per above, and also further articulated in the application documentation, a ‘do nothing’ approach is not feasible and will result in further loss of heritage fabric, amenity and associative meaning. c. The proposal seeks to retain reused bridge beams in a ‘veneered’ façade of the new bridge beam structure. Noting that these existing beams are replacement and not significant fabric in their own right, this action is merely cosmetic, however is considered appropriate.

<p>community than the historic cultural heritage values of the place;</p> <p>(f) there are no prudent or feasible alternatives.</p>	<p>d. The application documentation is considered as providing sufficient existing condition documentation to adequately fulfil this requirement.</p> <p>e. Given that the fabric proposed for removal is not original, and its removal represents the continued precedent of replacement of fabric to maintain the amenity of the bridge, these actions resulting in demolition are not considered detrimental in comparison to the ongoing retention of the use of the bridge.</p> <p>f. A do-nothing approach is not considered feasible in maintaining the amenity of the bridge. Demolition is not considered to be an issue here in that it is only proposed to remove fabric which is not original and of low significance.</p>
<p>It is concluded that the proposal adequately meets this Performance Criterion as it does not result in the loss of any significant fabric and that the loss of fabric is necessary to retain the amenity of the bridge which is considered an overarching requisite when compared to demolition of non-original fabric.</p>	

The following will consider *building and works other than demolition* on various separate aspects of the proposal against the provisions of Clause E.13.7.2:

E.13.7.2 – Building and Works other than Demolition (note that there are no Acceptable Solutions for this Clause – excluding front fencing which is not applicable in the current case).			
Objectives: To ensure that development at a heritage place is:			
<ul style="list-style-type: none"> (a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and (b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics. 			
Performance Criteria	Bridge structure	Bridge decking	Bridge railings
P1. Development must not result in any of the following:			
Loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;	The proposal does not appreciably alter the height, scale, bulk and form of the bridge; therefore the proposal is acceptable from those perspectives. Alteration of fenestration and siting is not applicable in this case. The issue in this instance is whether the materials and finishes (lesser-so colours) result in the loss of historic cultural heritage significance of the bridge.		
	The discussion above concludes that the use of laminated timber beams with an edge-veneer of half-log timber is acceptable as a means of retaining a predominantly timber structure, acknowledging changing timber technologies/availability and providing a visually acceptable solution to maintaining the tenor of the timber bridge.	The use of a concrete deck is not considered to be an appropriate/compatible material in terms of maintaining the overall aesthetic of a timber bridge and there has been no compelling reason beyond build and life cycle cost as to why this is necessary. The use of concrete will <u>substantially alter the appearance of the bridge and is considered to be detrimental to heritage value.</u>	The proposal includes replacing the (non-original) timber railings with steel railings. It is agreed that a compelling case has been made for the need for steel railings for safety reasons – and there is a precedent of vehicular impact into railings which has previously damaged the stonework and could result in personal injury. It is accepted that the use of timber railings does not provide a sufficient safety

<p>Substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, out-buildings and other items that contribute to the significance of the place.</p>	<p>The underlying structure of the bridge will not be prominent with the use of half-logs on the outer edges to maintain the current appearance of a log structure. This is considered an acceptable outcome in conjunction with the laminated timber beams That the proposed repair of the sandstone elements of the bridge is a positive heritage outcome.</p>	<p>As per above. If the bridge can be described as a 'streetscape element' then the proposed concrete deck will result in the substantial diminution of the cultural heritage significance through loss of items that contribute to the place (i.e., the tenor of the timber bridge).</p>	<p>outcome. The heritage impact assessment has suggested that these may be achieved in steel that has an impressed finish which resembles timber graining – hence providing sufficient performance attributes but giving the appearance of timber. Whilst not an ideal heritage outcome, this is considered acceptable, and this minor use of a non-traditional material can be justified for overarching safety requirements with minimal visual impact and maintains the overall tenor of a timber bridge. Note that the Pitt & Sherry Structural Assessment (p11) states that further consideration will need to be given as to the stiffness of any new barriers to ensure that any impact of these does not adversely transfer additional load into the substructure and potentially impact the sandstone. A condition of any approval should seek clarification on this.</p>
<p>It is concluded that the proposal does not adequately meet this Performance Criterion as the concrete decking is considered to be unnecessarily detrimental to the tenor of the timber bridge, with the traditional materials being a key aspect of the historic cultural heritage of the place. Further the concrete decking is considered detrimental to the streetscape values of the bridge as it will markedly impact upon the visual characteristics of the deck and road profile.</p>			

<p>P2. Development must be designed to be subservient and complementary to the place through characteristics including:</p>			
<p>a) scale and bulk, materials, built form and fenestration;</p>	<p>The scale, bulk and built form of the proposed bridge structure will not be markedly different than existing (fenestration is not applicable). The use of laminated timber beams with an outer log veneer is considered an acceptable material which demonstrates the evolution of timber availability and technology through time. The continued use of timber structure is considered to be complimentary to the ongoing use of the bridge whilst maintaining the tenor of a timber bridge.</p>	<p>The scale, bulk and built form of the proposed bridge decking will not be markedly different than existing (fenestration is not applicable). The use of concrete decking is a markedly different approach than any deck which has previously been installed on the bridge. The use of concrete is not considered to be complementary to the bridge – with one of the key attributes of the significance of the bridge being its timber framing and decking. The use of concrete as a ‘dominant’ and permanent material is not considered to demonstrate ‘subservience’ in comparison to the softer and more ephemeral timber decking and therefore is not considered able to adequately address this performance criterion.</p>	<p>The scale, bulk and built form of the proposed railing will not be markedly different than existing (fenestration is not applicable) – provided that the recommendation to use steel with a timber profile/grain is used. It is accepted that there is a clear need for certain safety requirements dictating the use of steel over timber therefore the minor negative heritage impact of such can sustain the use of an alternate material.</p>
<p>b) setback from frontage;</p>	<p>Not applicable. The bridge is not considered to have ‘frontage’ by this definition.</p>		

<p>c) siting with respect to buildings, structures and listed elements;</p>	<p>Not applicable. The proposal is for works to the heritage item itself.</p>		
<p>d) using less dominant materials and colours.</p>	<p>The use of glue laminated timber beams is considered acceptable as it represents the evolution of timber technology that is preceded on the bridge. As per the history of the site, the timber structure has been replaced at least four times and this different approach is considered acceptable as it maintains the use of timber and visual impact is mitigated by the affixing of half-logs to the visible sides of the bridge.</p>	<p>A key attribute of the bridge is the use of timber in the decking and structure. The individual boards comprising the deck in particular are discernible which greatly assist in interpreting the heritage values of the bridge and the use of traditional materials. The use of concrete as a more robust and dominant material is inconsistent with the appreciation of that value.</p>	<p>Whilst the use of steel for guard rails is not a traditional material approach, if these are specified to resemble timber and that specification can achieve the required safety outcomes, then this is considered acceptable. If styled appropriately these are unlikely to look any more dominant than the current railings and the intent is that these be the same colour (white).</p>
<p>It is concluded that the proposal does not adequately meet this Performance Criterion as the concrete decking is considered to be an incompatible material to the heritage values of the bridge and will be an unreasonably dominant attribute which will inhibit the interpretation of a key aspect of the historic cultural heritage of the place.</p>			
<p>P3. Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.</p>	<p>The use of timber, albeit in a different form responds to the dominant heritage characteristics of the place as a timber span bridge. The laminated beams will be discernible from under the bridge as new fabric, but any visual impact will be</p>	<p>The use of concrete decking is inconsistent with the important attribute of the bridge as being a timber decked bridge.</p>	<p>The railings, if specified to resemble timber will respond to the dominate heritage characterises of the place as a timber span and decked bridge, but will be identifiable as new fabric.</p>

	<p>mitigated by the use of half-logs affixed to the outer edges.</p> <p>The proposed repair of the sandstone elements of the bridge is a positive heritage outcome.</p>		
<p>It is concluded that the proposal does not adequately meet this Performance Criterion as the concrete decking does not respond to the dominant heritage character of the place.</p>			
<p>P4. Extensions to existing buildings must not detract from the historic cultural heritage significance of the place.</p>	<p>Not applicable – the proposal does not constitute an extension to an existing building.</p>		
<p>P5. New front fences and gates must be sympathetic in design, (including height, form, scale and materials), to the style, period and characteristics of the building to which they belong.</p>	<p>Not applicable – the proposal does not constitute new front fences or gates.</p>		

The application was assessed by the Tasmanian Heritage Council, who have approved the proposal subject to the following conditions:

- 1. If practicable, the new timber fascia feature below the new bridge deck (as shown in detail drawing A 1005 on drawing no. HB20236-SI012, revision B, by Pitt & Sherry) must be made from timber bridge members salvaged from the demolition work.**

Reason for condition

To minimise the visual impact that the new works will have on the historic fabric of the place.

- 2. Recommendations 2 to 5 (inclusive) of the *Conservation Management Plan and Heritage Impact Statement* by Austral Tasmania (ref. AT03012, dated April 2021) must be implemented.**

Reason for condition

To ensure that the recommendations of the Conservation Management Plan for the place are followed.

- 3. A detailed specification for the masonry conservation works must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager prior to the commencement of these works.**

Reason for condition

To ensure that the works are carried out using appropriate materials and techniques, consistent with the appropriate outcomes described in Section 1.1 of the *Works Guidelines*.

- 4. A strategy for the interpretation of the place's cultural heritage significance must be prepared. This strategy must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager, and all components of the strategy must be fully implemented within 6 months of the completion of the construction work.**

Reason for condition

To ensure that the heritage values of the place are communicated to users of the place, as a public benefit, and to observe policy 15 of the Conservation Management Plan for the place.

Recommendations 2 to 5 of the CMP as cited in Condition 2 are:

Recommendation 2

State Growth should investigate the feasibility of cutting or inscribing the asphalt deck surface to give the appearance of timber planks.

Recommendation 3

A detailed extant recording of the bridge should be made during the processes of the removal and renewal of the superstructure of the bridge. The recording should be made with reference to the Tasmanian Heritage Council's Practice Note 3: *Procedure for Recording a Heritage Place*.

Recommendation 4

The bridge barricade should be constructed from white painted, square or rectangular steel. Roads and Maritime Services (NSW) have previously designed steel barricades which resemble timber ones, which may be of assistance to this project.

Recommendation 5

All ground disturbances should avoid adjacent sites of archaeological potential. This includes potential remains of the first c.1822 bridge immediately downstream of the existing bridge; burials which were located at the end of the first bridge; and the convict road station at 132 Main Road, Tunbridge. These areas should be designated in the project specifications as 'Works Exclusion Areas' and be fenced off for the duration of works.

Note that the determination by the Tasmanian Heritage Council under the Historic Cultural Heritage Act need not be an influencing factor in how Council determines the application under the planning scheme. Council is obliged to assess the proposal against the performance criteria of the scheme, the Tasmanian Heritage Council is not.

It is to be noted that this application has also been assessed by Northern Midlands Council under the Northern Midlands Interim Planning Scheme 2015 and conditionally approved (the only condition relating to heritage being that the Tasmanian Heritage Council conditions were tied into the planning permit). **It is important to note that the bridge is not listed as a heritage item under that scheme, therefore no heritage assessment was required, and the proposal was not required to address the performance criteria of the Historic Heritage Code of that scheme – i.e. NMC are not obliged to consider heritage in this case.**

Southern Midlands Council, as a planning authority, is not obliged to consider the outcomes of a proposal outside its jurisdiction – i.e. the NMC determination, particularly noting that the applicable Codes under each scheme differ. Similarly, SMC is not obliged to provide a determination consistent with that to the Tasmanian Heritage Council. Should discrepancies arise between approvals between the three authorities, there are certain means by which these may be aligned, including s.56 amendments to a permit, or through mediation of any appeal etc.

CONCLUDING REMARKS AND RECOMMENDATION:

It is concluded that the proposed development does not adequately meet the Performance Criteria of the applicable Clause E.13.7.2 P1, P2 and P3 of the Southern Midlands Interim Planning Scheme 2015, therefore the proposal as it stands must be **refused on heritage grounds**.

The key points where the proposal does not adequately meet the Performance Criteria are as per the table below, with suggestions as to how amendment of such may achieve compliance with the scheme;

Element	Suggested change
Concrete deck	A timber deck will maintain the heritage values of the bridge by retaining the tenor of a timber spanned and decked bridge. Whilst this may require variation of load limits and is not as desirable from a lifecycle cost perspective, an acceptable heritage outcome would arise from installation of a timber deck. This is considered to be the only way the applicable performance criteria may be adequately addressed. A concrete deck must be refused under those scheme provisions. This may form a condition of any approval.
Steel railings.	The impact of steel railings would be adequately mitigated by specifying a steel profile with an impressed woodgrain effect and by a suitable dimension and paint finish. This may form a condition of any approval.

If the above conditions are included on any permit, the application is not recommended for refusal on heritage grounds.

CONDITIONS:

1. That the installation of a **concrete deck is not approved**. Specifications for a timber deck must be provided to the satisfaction of Council's Planning Officer prior to the commencement of works. If possible, this is to be constructed by traditional methods using Australian hardwood, however an alternative methodology *may* be considered provided that timber is the predominant material.
2. That the steel railings must be of a specification which resembles timber and an assessment of their potential to negatively impact upon the stone bridge abutments and pylons must be undertaken further to Section 3.5 of the *Blackman River Bridge Structural Assessment*

(Pitt & Sherry 13/5/2021). Specifications to achieve this must be provided to the satisfaction of Council's Planning Officer prior to the commencement of works.

3. The recommendations for sandstone repair/conservation of Section 6 of the *Blackman River Bridge, Tunbridge, Detailed Fabric Assessment* (Peter Spratt, 14/4/2021) must be implemented as part of any superstructure renewal works.

ADVICE

None.

DA2020/145 Blackman River Bridge,
Tunbridge

Notice of Heritage Decision
Tasmanian Heritage Council



Tasmanian Heritage Council
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enquiries@heritage.tas.gov.au
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PLANNING REF: DA2020-145
THC WORKS REF: 6420
REGISTERED PLACE NO: 5585
FILE NO: 10-48-87THC
APPLICANT: Leigh Knight obh Pitt & Sherry & DSG
DATE: 24 August 2021

NOTICE OF HERITAGE DECISION

(Historic Cultural Heritage Act 1995)

The Place: Tunbridge Bridge (Blackman River), Old Main Road, Tunbridge
Proposed Works: Upgrade works to bridge

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application DA2020-145, advertised on 31/07/2021, subject to the following conditions:

- 1. If practicable, the new timber fascia feature below the new bridge deck (as shown in detail drawing A 1005 on drawing no. HB20236-S1012, revision B, by Pitt & Sherry) must be made from timber bridge members salvaged from the demolition work.**

Reason for condition

To minimise the visual impact that the new works will have on the historic fabric of the place.

- 2. Recommendations 2 to 5 (inclusive) of the *Conservation Management Plan and Heritage Impact Statement by Austral Tasmania* (ref. AT03012, dated April 2021) must be implemented.**

Reason for condition

To ensure that the recommendations of the Conservation Management Plan for the place are followed.

- 3. A detailed specification for the masonry conservation works must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager prior to the commencement of these works.**

Reason for condition

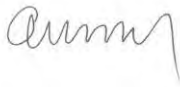
To ensure that the works are carried out using appropriate materials and techniques, consistent with the appropriate outcomes described in Section 1.1 of the *Works Guidelines*.

- 4. A strategy for the interpretation of the place's cultural heritage significance must be prepared. This strategy must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager, and all components of the strategy must be fully implemented within 6 months of the completion of the construction work.**

Reason for condition

To ensure that the heritage values of the place are communicated to users of the place, as a public benefit, and to observe policy 15 of the Conservation Management Plan for the place.

Should you require clarification of any matters contained in this notice, please contact Russell Dobie on 1300 850 332.



Genevieve Lilley

Chair

Under delegation of the Tasmanian Heritage Council