Longford (continued)

ACTIONS	PRIORITY	ID
Consider the creation of an overland flow path linking Arthur Street to the western rail line and culvert. An upgrade of the pipes and pits may be needed – if additional stormwater can be directed to the rail easement No. 41-43 Arthur Street may be protected. An additional rail culvert may also help, although additional flow to the southern side of the line may adversely impact properties downstream of that point	MEDIUM	EP05
Ensure the open drain and potential wider flow path within No. 48 George Street is protected. This includes ensuring the DN900 culvert inlet adjacent to Fairtloug	MEDIUM	EP06
Consider the construction of a detention basin within No. 48 George Street. The property may have sufficient size to hold a detention basin. A basin could reduce downstream overland flows and provide a buffer for the future intensification of development likely within the catchment	MEDIUM	EP07
Inspect the road pit adjacent to No. 143 Fairtlough Street. Blockage of this pit could contribute to private property flooding between Fairtlough Street and Clarence Street. Consider upgrading the stormwater main within No. 143 from DN750 to DN900 or DN1050	LOW	EP08
Consider conversion of the manholes within Nos. 24A and 24B George Street to grated inlets in order to capture flooding within the natural gully	LOW	EP09
Inspect the pits in the sag of Clarence Street. Consider upgrading the pits and downstream pipework as necessary	LOW	EP10
Inspect open drain within No. 1-3 George Street. Consider the acquisition of a formal easement, remove barriers as necessary, and undertake regular maintenance	HIGH	EP11
Consider the provision of additional pit/pipe capacity in Fairtlough Street, adjacent Perth Football Club	LOW	EP12
When As-Constructed data is available include the subdivision opposite No. 18 Clarence Street in the model. Ensure the designed overland flow path allows road flows to pass through the subdivision and into the open drain with No. 1-3 George Street	LOW	EP13
ARTHUR STREET		
Consider linking the stormwater system at the intersection of Clarence Street and Arthur Street either to the eastern end of Arthur Street, or southwards to the sag pits adjacent No. 16 George Street in Clarence Street Consider linking the stormwater system at the intersection of Clarence Street and Arthur Street either to the eastern end of Arthur Street, or southwards to the sag pits adjacent No. 16 George Street in Clarence Street	LOW	EP14
Consider upgrading the Samclay Court sag pit to an LGAT standard grated SEP. Consider providing additional pits and raising the highpoint of the driveway of No. 8 if necessary	LOW	EP15
OLD BRIDGE ROAD		
Confirm the size of the pipeline inf front of Nos. 17 and 19 Old Bridge Road. Update the asset data and remodel if necessary	LOW	EP16
Consider upgrading the ungrated side-entry pit (SEP) at the southern end of Old Bridge Road with an LGAT standard grated SEP	LOW	EP17
SECCOMBE STREET WEST		
Obtain As-Built drawings and/or undertake survey to determine any changes to the stormwater system as a result of highway works. Update Council asset and GIS data and the model as required. Update the ground model and 2D mesh when new LiDAR is available. Rerun the model and updated this report in due course	LOW	WP01
Update model to include the Muirton Way 2D components, and Seccombe Street kerb and channel. Review the potential for flooding between No. 82 Seccombe Street and No. 4 Muirton Way. Rerun the model and updated the report as necessary	MEDIUM	WP02

Longford (continued)

ACTIONS	PRIORITY	ID
YOUL ROAD		
Check pipe and pit levels at the intersection of Main Road and Arthur Street and update model if necessary	LOW	WP03
Consider the upgrade of the Cootamundra Drive and Acacia Court road pits to LGAT standard grated SEPs. Also consider upgrading the DN300 pipeline behind Nos. 58 to 82 Arthur Street	LOW	WP04
PHILLIP STREET (WEST)		
Confirm the existence of a gully pit adjacent to No. 5 Napoleon Street and add data to the GIS and the model. Re-run the model and review impacts to Napoleon Street and private properties	LOW	WP05
NAPOLEON STREET		
Inspect the headwalls on the western side of Napoleon Street. Ensure they are effective and well maintained. Consider upgrades to these inlets (e.g., installation of headwalls to LGAT standards) and ensure open drains are maintained	LOW	WP06
Consider the effects of increase stormwater on the downstream system from any proposed development on the western side of Napoleon Street	MEDIUM	WP07
EDWARD STREET		
Consider upgrades to pipe network on the northern side of Edward Street in conjunction with any infill development. It may be possible to link this network to the pipeline on the southern side of the road to provide relief	LOW	WP08
CROMWELL STREET		
Undertake programmed capital works to replace the Cromwell Street culverts with a box culvert. Realignment of the drain upstream of the new culvert will improve efficiency	LOW	WP09
Ensure any development of No. 1-13 Cromwell Street considers potential breakout from the dam and the interaction between Sheepwash Creek flows, and the flows from the direction of Cromwell Street	MEDIUM	WP10
EFFRA COURT		
Consider upgrades to the DN150 which collects the western side of Effra Court	LOW	WP11
NORFOLK STREET		
Consider upgrades to the Fredrick Street gully pits to standard LGAT SEPs. Currently the road pits are gully pits only with capacity for side-entry. Consider adding addition pits in the sag in Norfolk Street adjacent to no. 69 Frederick Street and upgrading the pipework as required	LOW	WP12
Consider directing kerb connections in Frederick Street directly to the adjacent pipelines where possible	LOW	WP13
DRUMMOND CRESCENT		
Consider upsizing the pipe network on the eastern side of Drummond Crescent. It is noted that the topography in this area is very flat and the outfall is restricted by the depth of the open drain on the southern side of Drummond Street	LOW	WP14
Undertake an investigation to determine options, if any, to alleviate the internal flood of the properties at No. 58 Drummond Street. This may include the installation of additional kerb and channel, better collection and diversion of flows from the Drummond Crescent intersection, and upsizing and lowering the DN225 culvert	LOW	WP15
Provide new SEPs between Scone Street and Drummond Crescent with links to the roadside drain on the southern side of Drummond Street	MEDIUM	WP16

APPENDIX C
10 Year Capital Works Program (Current January 2023)

FY BEGINNING	TOTAL
2023	950,000
2024	1,085,000
2025	720,000
2026	562,000
2027	555,000
2028	685,000
2029	530,000
2030	670,000
2031	615,000
2032	535,000
	6,907,000

REV. 3 NOVEMBER 2022

This program provides a preliminary list of potential projects derived from various sources:

1. Urban stormwater system flood and risk studies
2. Large projects based on other studies (e.g. Sheepwash Creek flood mapping)
3. Water quality (WSUD) projects targeting the removal of litter from waterways with installation of gross pollutant traps (GPTs) on networks which collect stormwater from commercial or industrial areas
4. Projects identified by the Works and General Managers

Council's understanding of the condition of its assets is very limited. Nominal items have been added to undertake rolling CCTV program which will help form the basis of condition-based renewal program.

The current costs associated with each line item are currently preliminary only. As the scope of each item is improved through further investigation and design, the program will be updated with improved estimates.

Future costs have not been discounted.

The west Perth (Sheepwash Creek) culvert projects for Drummond Street, the rail line, Youl Road, Edwards Street and for Phillip Street are high cost items for which we are seeking grant funding opportunities to help progress. Grants will be sought for other projects as appropriate.

Some 'placeholder' investigation items have been listed for 2023/2024. These may be done in-house or by consultants. These are strategic investigations which may lead to additional projects added to the program.

2023/2024

PROJECT NAME	TYPE	ESTIMATE	LOCATION	DESCRIPTION	TOWNSHIP	SSMP ACTION CODE	SSMP PRIORITY	STATUS	DESIGNED?	COMMENTS
High Street culvert upgrade	Acquisition	30000	West of 1a Bond Street	Upgrade of culvert and/or inlet and outlet headwalls and adjacent headwalls in order to reduce flood footprint on eastern side of highway	Campbell Town	NCT03	H	No design required?	No	State Growth road?
West Street culvert upgrade	Acquisition	20000	West 12 High Street	Upgrade of culvert and/or inlet and outlet headwalls	Campbell Town	NCT03	H	No design req?	No	
King Street stormwater system strategy	Investigation	20000	King Street stormwater system	Undertake assessment and design of upgrade of stormwater system in King Street catchment. Increase minor system capacity to at least 10% AEP, more if required, ensure existing and future development is properly serviced, and limit 1% CC overland flooding if possible. Include detailed design of Stage 1 of upgrades for construction in 24/25	Cressy	CR09, CR10, CR11, CR12	M	Options	N/A	
Road pit replacement program	Renewal/ upgrade	20000	Review SSFRS for key pits	Upgrade non-standard pits with appropriately sized grated side-entry pits (G-SEPs)	All	A02, CR21, NWL04, EV02	M	No design required?	N/A	Start with higher risk sag locations
Church Street / High Street network upgrade and GPT	Acquisition, Renewal/ upgrade	100000	Intersection of Church Street and High Street, and south-west corner of Memorial Ground	Provide duplicate culvert, upgrade pits (if necessary). Install GPT	Campbell Town	NCT05, NCT06	M	Design required	No	
Logan Road stormwater system strategy	Investigation	20000	Saddlers Reserve, Drovers Court, Shepherds Court, Stockmans Road	Undertake assessment for provision of additional capacity to pipes and inlets within Drovers Court and Stockmans Road. Upgrade existing pits within the system, particularly in Drovers Court and Stockmans Road, to LGAT standard SEPs	Evandale	EV07	M	Options	N/A	
Drummond Street bridge	Renewal/ upgrade	450000	Sheepwash Creek crossing of Drummond Street	Replacement of existing culverts with bridge. Includes creek realignment and stabilisation works up and downstream from Drummond Street	Perth		M	Design required	Concept	State Growth road? Design and construct, assumes 50% funding from NDRRGP Grant
Carins Street stormwater upgrades	Acquisition	30000	Carins Street, Union Street to end	Install low-flow pipes/s and V-pits, reshape open drains	Longford			Design	No	Design in progress
Arthur Street overland flow path	Acquisition	25000	43 Arthur Street	Construct overland flow path following demolition of building	Perth	EP04, EP05	M	Design required	No	
CCTV Program West Perth	Investigation	60000	West Perth		Perth			N/A	N/A	
Devon Hills urban stormwater modelling	Investigation	25000	Devon Hills	Survey and modelling of Devon Hills public SW system, production of report	Devon Hills			N/A	N/A	
East St (Rail) Table Drain	Renewal	100000	Against rail line, William Street south	Current drain is flat and under capacity, rock	Campbell Town			Design required	No	TasRail issues
Frederick Street open drain upgrade	Renewal	50000	Frederick Street road easement, Cromwell to Napoleon Street	Centralise open drain within road easement, connect to box culvert under Cromwell Street	Perth			Design required	Check	

2024/2025

PROJECT NAME	TYPE	ESTIMATE	LOCATION	DESCRIPTION	TOWNSHIP	SSMP ACTION CODE	SSMP PRIORITY	STATUS	DESIGNED?	COMMENTS
Road pit upgrade program	Renewal/ upgrade	20000	Review SSFRS for key pits	Upgrade non-standard pits with appropriately sized grated side-entry pits (G-SEPs)	All	BR24, CR03, CR06, CR08, EP16, EP17	M	No design required	N/A	Start with higher risk sag locations
Rail and Youl Road box culverts and walkway	Acquisition	400000	Sheepwash Creek crossing Youl Road and the rail line, adjacent to WSUD	Replacement of existing culverts with box culverts Youl Road may be new culvert or abandoned section. Includes creek realignment and transition to new culvert(s)	Perth		M	Design required	Concept	
North Translink GPT	Acquisition	75000	Translink Avenue	New GPT servicing a large section Translink subcatchment	Perth		WSUD	Design required	No	
48 George Street inlet	Renewal/ upgrade	10000	48 George Street	Formalise inlet, headwall and transition to DN900	Perth	EP06	M	No design required?	No	Is detention being considered?
Hudson-Fysh Drive basin expansion	Renewal/ upgrade	250000	No. 47 Hudson Fysh Dr	Augment detention basin	Translink	B23	M	Design required	Concept	Ties to subdivision works
Cracroft Street	Acquisition	250000	NE of racecourse to Macquarie River. Install raised grates on pits adjacent to racecourse	Collect racecourse pumpstation, Cracroft Street pits, directed to new main down boundary of 245 or 277 Wellington Street then open drain to river	Longford	SEL03, SEL04	L	Design required	No	Help deal with racecourse failing pump station, alleviate Cracroft Street flooding. May allow 245 and 277 rezoning above flood footprint
CCTV Program East Perth	Investigation	60000		Condition investigation	Perth		N/A	N/A	No	
Campbell Town pipeline extensions	Investigation	20000	Campbell Town	Improve drainage for existing, infill and future development	Campbell Town	SCT04, SCT05, SCT06	L	Design required	N	Improve drainage for existing, infill and future development

2025/2026

PROJECT NAME	TYPE	ESTIMATE	LOCATION	DESCRIPTION	TOWNSHIP	SSMP ACTION CODE	SSMP PRIORITY	STATUS	DESIGNED?	COMMENTS
Road pit upgrade program	Renewal/ upgrade	20000	Review SSFRS for key pits	Upgrade non-standard pits with appropriately sized grated side-entry pits (G-SEPs)	All	WP03, WP06, WP07	L	No design required	N/A	Start with higher risk sag locations
Edward Street box culvert	Renewal/ upgrade	200000	Sheepwash Creek crossing of Edward Street, adjacent to WSUD	Replacement of existing culverts with box culvert. Includes creek realignment and transition to new culvert(s)	Perth		M	Design required	Concept	
Drummond Street/ Scone Street stormwater upgrades	Acquisition	300000	Drummond Street (Drummond Crecent to Scone St), Drummond Street(Scone Streetto No. 18 Drummond St)	New stormwater pipe/pits	Perth	WP19	M	Design required	No	
NE Longford GPT	Acquisition	50000	Union Street	New GPT servicing a large section of Wellington Street	Longford		WSUD	Design required	No	
Edward Street main upgrade	Renewal/ upgrade	100000	Edward Street (Cromwell Streetto Sheepwash Ck)	Upgrade ex. main or new duplicate main on northern side of Edward Street plus new road crossing	Perth	WP09	M	Design required	No	
CCTV Program NW Longford	Investigation	50000		Condition investigation	Perth			N/A	N/A	

2026/2027

PROJECT NAME	TYPE	ESTIMATE	LOCATION	DESCRIPTION	TOWNSHIP	SSMP ACTION CODE	SSMP PRIORITY	STATUS	DESIGNED?	COMMENTS
Road pit upgrade program	Renewal/ upgrade	20000	Review SSFRS for key pits	Upgrade non-standard pits with appropriately sized grated side-entry pits (G-SEPs)	All			No design required	N/A	Start with higher risk sag locations
Phillip Street box culvert	Renewal/ upgrade	200000	Sheepwash Creek crossing of Phillip Street	Replacement of existing culverts with box culvert. Includes creek realignment and transition to new culvert(s)	Perth			Design required	Concept	
East Perth GPT	Acquisition	50000	George Street	New GPT servicing a large section Perth subcatchment	Perth		WSUD	Design required	No	
Falmouth Street (west) upgrades and extension	Acquisition	200000	Falmouth Street (St Pauls Place to Arthur St)	Upgrade pits, install new pits, pipeline extension	Avoca	A02, A04	L	Design required	No	
Richard Street	Acquisition	2000	Northern end/corner of Richard Street	Construct link from kerb/last SEP to open drain	Translink	B05	L	No design required	No	May be okay, check
CCTV Program NE Longford	Investigation	30000		Condition investigation	Longford			N/A	N/A	
King Street pipe upgrade	Renewal/ upgrade	60000	King Street (Western Line to (location to be confirmed))	Upgrade King Street main (western end)	Perth	WP13	M	Modelling/ design required	No	

2027/2028

PROJECT NAME	TYPE	ESTIMATE	LOCATION	DESCRIPTION	TOWNSHIP	SSMP ACTION CODE	SSMP PRIORITY	STATUS	DESIGNED?	COMMENTS
Road pit upgrade program	Renewal/ upgrade	20000	Review SSFRS for key pits	Upgrade non-standard pits with appropriately sized grated side-entry pits (G-SEPs)	All		M	No design required	N/A	Start with higher risk sag locations
NW Longford GPT	Acquisition	50000	Intersection of Gay Streetand Howick St, or western end of High Street	New GPT servicing a large section of Wellington Street	Longford		WSUD	Design required	No	
No. 16 Johns Street crossover	Renewal/ upgrade	5000	No. 16 Johns Street	Reconstruct crossover and driveway to boundary to provide min. 150mm freeboard from channel	Translink	B10	L	No design required	N/A	May be okay, check
Church Street upgrades 1	Renewal/ upgrade	200000	Northern end of Charles Street, western end of Church Street to Main Street	Upgrade/new pipes/pits	Cressy	CR13, CR14	L	Design required	N	Consider piping to edge of urban area while maintaining overland flow paths
Collins Street stormwater catchment upgrade 1	Renewal/ upgrade	150000	Upgrade/duplicate pipe from outlet in no. 93 Nile Road to Collins Street	Adding capacity to alleviate system issues upstream	Evandale	EV03, EV04	L	Modelling and design required	No	
CCTV Program SW Longford	Investigation	20000		Condition investigation	Longford			N/A	N/A	
Fairtlough Street and Arthur Street Pit upgrades	Renewal/ upgrade	10000	Outside no. 143 Fairtlough and 24A and B George Street	Upgrade pit outside no. 143 to double grated SEP. Downstream MH lids in 24A and B to grated lids	Perth	EP08, EP09	L	No design required	N	
Frederick Street stormwater upgrades	Renewal/ upgrade	100000	Corner Frederick Street to Charles Street	Upgrade non-standard road pits, intersection drainage, connect properties on southern side of the road to pipeline? (currently connected to kerb). Upgrade pipeline	Perth	WP14, WP15	M	Modelling and design required	N/A	

2028/2029

PROJECT NAME	TYPE	ESTIMATE	LOCATION	DESCRIPTION	TOWNSHIP	SSMP ACTION CODE	SSMP PRIORITY	STATUS	DESIGNED?	COMMENTS
Main Street-Jenson upgrade	Renewal/ upgrade	40000	No. 8 to No. 15 Main Street	Upgrade pipework in Main Street/Jenson Court intersection. New survey of network undertaken since modelling report was finished	Cressy	CR01, CR02	L	Design required	N	Remodel first
Collins Street stormwater catchment upgrade 2	Renewal/ upgrade	120000	Upgrade/duplicate pipe from Collins Street to Russell Street	Adding capacity to alleviate system issues upstream	Evandale	EV03, EV04	L	Modelling and design required	N	
Logan Road stormwater catchment upgrades 1	Renewal/ upgrade	120000	Upgrade/duplicate pipe through Saddlers Reserve to Stockmans Road	Adding capacity to alleviate system issues upstream	Evandale	EV05, EV06	L	Modelling and design required	N	
Hobhouse Street (West)	Renewal/ upgrade	20000	Pakenham to Marlborough Street	Upgrade road pits	Longford	NWL06	L	No design required	N	
Union Street K&C upgrade	Acquisition	10000	Outside no. 5 Union Street	Extend K&C and add SEP at end of kerb	Longford	NEL02	L	No design required	N	
3 Lewis Street headwall upgrade	Renewal/ upgrade	5000	No. 3 Lewis Street	Upgrade headwall	Longford	SEL08	L	No design required	N	
Drummond Street stormwater upgrades	Renewal/ upgrade	250000	Drummond Crescent to Drummond Crescent	K&C, lowering/upsize of DN225 culvert	Perth	WP17	L	Design required	N	Will help remove flooding issues at 58 Drummond Street
CCTV Program SE Longford	Investigation	50000		Condition investigation	Longford			N/A	N/A	
Campbell Town GPT	Acquisition	70000	High Street (Nth of outfall to Eizabeth River)	New GPT on DN375 main	Campbell Town			Design required	N	

2029/2030

PROJECT NAME	TYPE	ESTIMATE	LOCATION	DESCRIPTION	TOWNSHIP	SSMP ACTION CODE	SSMP PRIORITY	STATUS	DESIGNED?	COMMENTS
Road pit upgrade program	Renewal/ upgrade	20000	Review SSFRS for key pits	Upgrade non-standard pits with appropriately sized grated side-entry pits (G-SEPs)	All		M	No design required	N/A	Start with higher risk sag locations
Collins Street stormwater catchment upgrade 3	Acquisition, Renewal/ upgrade	120000	Upgrade/duplicate/ realign system between Russell Street and Murray Street	Adding capacity, reducing losses do to layout, pit upgrades etc	Evandale	EV03, EV04	L	Modelling and design required	N	
Logan Road stormwater catchment upgrades 2	Acquisition, Renewal/ upgrade	250000	Additional upgrades (detention?) in Saddlers Reserve and/or no. 38 Arthur Street	Adding capacity to alleviate system issues upstream	Evandale	EV05, EV06	L	Modelling and design required	N	
CCTV Program Evandale	Investigation	45000	Evandale	Condition investigation	Evandale			N/A	N/A	
Johns Street basin decommission outlet/ orifice resize	Investigation	10000	No's 2 Hughes Court and 17 Johns Street	When upstream diversion is complete and new Boral Road detention constructed, Johns Street basin may be able to be decommissioned, or the outlet adjusted to enable more effective detention	Translink	B12	L	Design required	N	Upstream diversion has to occur first
15 Hobhouse Street pipe upgrade	Renewal/ upgrade	75000	No. 15 Hobhouse Street	Upgrade/duplicate pipe in No. 15 through to Hobhouse Street. Add grates to pits in Countryfield Court and/or raise driveway	Longford	SEL03	L	Modelling and design required	N	Verify issues
Corner Bulwer Street and Wellington Street	Renewal/ upgrade	10000	Corner to No. 197	Upgrade pipe and pits between intersection of Bulwer and Wellington Streets to No. 197	Longford	SEL05	L	Modelling and design required	N	

2030/2031

PROJECT NAME	TYPE	ESTIMATE	LOCATION	DESCRIPTION	TOWNSHIP	SSMP ACTION CODE	SSMP PRIORITY	STATUS	DESIGNED?	COMMENTS
Road pit upgrade program	Renewal/ upgrade	20000	Review SSFRS for key pits	Upgrade non-standard pits with appropriately sized grated side-entry pits (G-SEPs)	All		M	No design required	N/A	Start with higher risk sag locations
Gay Street upgrades	Renewal/ upgrade	100000		Upgrade link to between Gay Street and rail line if possible, maybe downstream	Longford	NWL01	L	Modelling and design required	N	May be difficult as overflows from road sag make way to TasRail culvert
Smith Street pipe upgrade	Renewal/ upgrade	100000	Wellington Street to George Street	Plumb in properties to main if road flooding is an issue. Upgrade pipe and add pit on northern side of road if manholes popping	Longford	NEL05	L	Modelling and design required	N	Modelling based on direct connections. Looks like most are kerb adaptors
East Drummond Crescent pipe upgrades	Renewal/ upgrade	250000	Northern end to Drummond Street	Ex. DN150 is undersized. May include pipe and pit upgrades and new road crossing to open drain	Perth	WP16	L	Design required	N	Will help remove flooding issues at 58 Drummond Street
Falmouth Street (east) upgrades and extension	Acquisition	200000	Falmouth Street (corner Churchill Street)	Upgrade pits, install new pits, pipeline extension	Avoca	A05	L	Design required	N	Check ex. Network layout, may be wrong)

2031/2032

PROJECT NAME	TYPE	ESTIMATE	LOCATION	DESCRIPTION	TOWNSHIP	SSMP ACTION CODE	SSMP PRIORITY	STATUS	DESIGNED?	COMMENTS
Road pit upgrade program	Renewal/ upgrade	20000	Review SSFRS for key pits	Upgrade non-standard pits with appropriately sized grated side-entry pits (G-SEPs)	All		M	No design required	N/A	Start with higher risk sag locations
Bedford Street stormwater main	Acquisition	80000	Bedford Street (No. 24 to Montagu Street)	Extend Montague Street main to Bedford Street to drain low points	Campbell Town	SCT04	L	Design required	N	
Onyx Court upgrade	Renewal/ upgrade	5000	Cul-de-sac head to overland flow path	Make sure overland flow path works, reshape kerb/ crossover	Perth	EP02	L	No design required	N	
Cressy Road inlet upgrades	Renewal/ upgrade	10000	No. 4 Cressy Road to Summerfield Park	Upgrade pits/headwalls servicing open drains	Longford	SWL03	L	No design required	N	
Church Street upgrades 2	Acquisition	200000	Charles Street to Main Street	New pipeline, extend from intersection of Church and Charles to Main Street, collect bubble up pit	Cressy	CR15	L	Design required	N	
Smith Street	Renewal/ upgrade	150000	Longford Recreation Ground to Howick Street	Adding capacity to alleviate system issues upstream	Longford	NWL03	L	Modelling and design required	N	
North Cressy open drain works	Renewal/ upgrade	150000	No. 8 to No. 15 Main Street	Upgrade open drains	Cressy	CR02, CR04, CR07	L	Design required	N	Consider piping to edge of urban area while maintaining overland flow paths

2032/2033

PROJECT NAME	TYPE	ESTIMATE	LOCATION	DESCRIPTION	TOWNSHIP	SSMP ACTION CODE	SSMP PRIORITY	STATUS	DESIGNED?	COMMENTS
Road pit upgrade program	Renewal/ upgrade	20000	Review SSFRS for key pits	Upgrade non-standard pits with appropriately sized grated side-entry pits (G-SEPs)	All		M	No design required	N/A	Start with higher risk sag locations
Samclay Court upgrade	Renewal/ upgrade	150000	Upgrade Samclay Court line through and sag pit	Upgrade Samclay Court line through to George Street. Trapped low point	Perth	EP14	L	Modelling and design required	N	Verify issues
Effra Court DN150 upgrade	Renewal/ upgrade	75000	Rear of western Effra Court properties	Could be caused by backup from open drain?	Perth	WP12	L	No design required	N	Verify issues
Hay Street system upgrades	Renewal/ upgrade	100000	Upgrades system north of Longford Rec Ground	Add capacity. Realignment because of oval development?	Longford	NWL02	L	Modelling and design required	N	Surcharging in vicinity of proposed new oval.
Corner Union Street and Wellington Street	Renewal/ upgrade	150000	Intersection	Upgrade pipes and pits	Longford	NEL01	L	Modelling and design required	N	
St Pauls Place pipeline (or open drain)	Acquisition	40000	Opp. St Pauls Place	Link St Pauls Place network to river	Avoca	A06	L	Design required	N	

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The General Manager

Northern Midlands Council

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LONGFORD 7301

Via email: des.jennings@nmc.tas.gov.au

24th October 2022

Dear Sir,

Re: Avoca Primary School Site

Further to our previous discussions, I confirm that Scouts Tasmania wishes to be considered for a long-term Lease arrangement on the property, for the purpose of developing an Activity Centre, Training Facility and Campsite for use by Scouts, Schools and Community Groups.

Scouts Tasmania operates a voluntary, non-political educational movement for young people, open to all without distinction of origin, race or creed.

The Mission of Scouting is to contribute to the education of young people, through a value-based system, to help build a better world where people are self-fulfilled as individuals and play a constructive role in society.

We currently operate The Lea Scout Centre in Hobart (www.thelea.com.au) which has been built and designed to provide all ages, gender and ability, with challenging and adventurous opportunities so they may grow and develop to be resilient young leaders in our community.

The experience we have in operating that facility will be applied to this site and result in an ongoing asset for the whole Tasmania community. The plan includes engagement with the Avoca community to maximise the benefit to the local area.

The property will be managed to become financially self-sustaining and will come under Scouts Tasmania umbrella with regard to Insurance.

To enable us to finalise a full Business Plan, we are seeking the Councils agreement to consider our proposal, and an indication as to conditions that would be applied to any approval.

We are very confident of our ability to undertake this project and deliver a successful outcome.

I look forward to hearing from you at an early opportunity.

Yours sincerely,

Scouts
TASMANIA

Phil Harper
Chief Commissioner
0459 435 229
phil.harper@tas.scouts.com.au
Scouts Australia – Tasmanian Branch

Building inspections template

11 May 2020

Complete

Score	67.44%	Failed items	2	Actions	0
Conducted on				11th May, 2020 9:02 AM AEST	
Prepared by				**1055**	
Location				Avoca primary school. 26/30 St Paul's Street Avoca 7213. Australia	

Failed Items

2 failed

Light fittings? led, please make notes.	No
Older style lights fitted. New led external lights fitted.	
Security fitted on building?	No

Inspection

2 failed, 67.44%

Building construction, timber floor ? — Yes

The timber floors in the class rooms is structurally sound condition.
Rental properties on the title, we didn't access. Condition unknown.
Ground shed, has a timber floor in good condition.

Building construction, concrete footings? — Yes

School building constructed in 1951, has concrete footings, with toilet areas attached having concrete slab on ground.
Pool change rooms constructed in 2009/2010 has a concrete slab on ground. Good condition.
Pool shed 18/ 10m is constructed on concrete piers. Constructed 2007/08. Good condition.
Concrete tennis hit up wall also has a Concrete footing and slab construction.


Photo 1


Photo 2


Photo 3


Photo 4


Photo 5

Floor Ventalation present? — Yes

Weep holes visible — Yes

School house and pool change rooms, (yes) not required with weatherboard construction.

Concrete floor? — Yes

Concrete slab on ground construction in the pool change room/ toilets.
Concrete slab on ground construction for toilets attached to school classrooms. Concrete apron, attached to tennis hit up wall.

External cladding ? — Good

School building is clad with weather boards, in good condition, the will require painting every 8 to 10 years at a cost of approximately $25,000
Gardeners shed is clad with weather boards, in a poor condition and require painting now, at a cost of approximately $4,000
House is brick veneer construction, not requiring an work.
Pool change rooms/ shower/ toilets are colour bond and brick construction, not requiring any work.
Staff accommodation building is colour bond clad in a faded condition, no work required.


Photo 6


Photo 7


Photo 8


Photo 9


Photo 10


Photo 11


Photo 12

Brick, or render walls?	Good

Pool change rooms/toilets are brick veneer up to window height only.
School house is brick veneer.
Tennis hit up wall is constructed of block work, core filled with concrete.

Roof cladding, iron, please note. Colour and add photo.	Good

All roofs on all the dwellings on the property are in very good condition, no work required.
The roof on the school office/ classroom/ toilets has been replaced I would say in the last 5 to 8 years.
All the roofs are cladded with a custom orb iron.


Photo 13


Photo 14


Photo 15


Photo 16

Roof cladding, tile, please add photo.	N/A
Gutter and down pipes, please add photo of profile.	Good

All fascia and gutters in good condition, no work required.

Doors external.	Good

Doors are in good painted condition, painting required with general painting schedule.

Floor coverings, please add pictures.	Fair


Photo 17


Photo 18


Photo 19


Photo 20


Photo 21

Walkways clear of trip hazards?	Safe

Adequate lighting?	Safe
Appropriate non slip surfaces	Yes
Disable access provided?	Yes
Stairs, doors and handrails compliant?	N/A
Safety glass in place?	N/A

Glass is above the required height for safety glass in the hall way.
Recently fitted glass, meets the requirements.

Photo 22

Visible strips on glass if applicable?	N/A
Push pulls on doors?	Yes
Floor coverings sound? Please add photos.	
Walls and ceilings in good order? Please add picture of blemishes.	Fair

Any asbestos visible in the building?

Photo 23

Photo 24

Photo 25

Photo 26

Photo 27

Photo 28

Photo 29

Photo 30

Photo 31

Photo 32

Any asbestos visible external of building?	Yes

Asbestos present in the building as per the asbestos register supplied by the education department.
No work required immediately to remove the asbestos, the asbestos is in a good painted sealed condition.
Estimated cost to remove asbestos noted in the register would be around $15,000 to $20,000 this would include the re-lining of the areas.

Is there a asbestos register present?	Yes
Fire equipment serviced and tagged, please add photos.	Yes

The building is well equipped with fire safety.


Photo 33


Photo 34


Photo 35


Photo 36

Walk ways and exits unobstructed?	Yes
Emergency lighting in place?	Yes
Emergency lighting operational?	Yes
Emergency exits operating?	Yes
Electrical meter box in good condition?	Good
Rcd's fitted	Yes


Photo 37


Photo 38

Photo 39


Photo 40

Rcd's test date?	
All electrical items in test? Please add photos.	N/A
Heating type, please make notes.	Yes

The main school building is fitted with heat pump units, along with radiant ceiling heaters.
Pool is heated with a solar mat fitted on the roof of the shed construction above the pool.
Wood heater is fitted in the school house.
Staff accommodation, heating unknown.

Light fittings? led, please make notes.	No

Older style lights fitted. New
LED external lights fitted.

Security fitted on building?	No
Is the plumbing in good order? Please make notes.	Fair

The building property has 2 waste/ septic systems. One is attached to the older part of the school collecting waste water from the school toilets/ hand basins. This unit has had work carried out in the past, renewing drains.
The waste water unit fitted to the change rooms/ toilets attached to the pool room is only 10 years old, and I would suspect minimal use.
The structure above the pool has two 20,000L tanks attached in good condition.
The plumbing that is visible is in good condition.


Photo 41


Photo 42


Photo 43


Photo 44


Photo 45


Photo 46


Photo 47


Photo 48


Photo 49

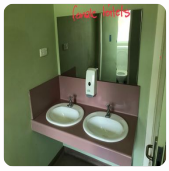
Photo 50

Is the water tempered? Yes

Trent Atkinson and myself inspected the property, we found the property in fair to good condition.

School house

The school house on the property looked to be in good condition from outside, the building is approximately 15sqr in size and is rented out currently.

No major works required.

Staff accommodation

This building is cladded with iron, has its own waste water system, estimated size 8/8 m and is currently rented out.

Tennis court

The tennis court surface is in good condition, opened in 2006, only needing a repair to the fence, at not a large cost.

Green house

The ground house a large green house, great construction but the cover has broken down over time. Not sure of a cost to rectify.

Pool

The above ground pool would require work, the liner looks like it would Leake in its current state.

Pool structure

The pool structure is a 18/10m shed with open front in great condition, the project was opened in 2008.

Grounds shed

The grounds shed is a weatherboard building with timber floors, custom orb roof. The weather boards are in a poor condition, needing painting, estimated cost $4000.

Site container.

Site container located behind the grounds shed is in good condition, estimated value $2000

Pool room change rooms/ toilets

The above building is in great condition, it accommodates the tennis court and pool very well housing toilets and shower/ change rooms. Nice low maintenance building opened 2010.

Tennis hit up wall.
The tennis hit up wall is in good condition, and would cost in excessive of $20,000 to construct in 2020.

Play equipment
Some play equipment is of the old log style some new style, all seemed safe, no damage or work required.
Please note I am note sure of all the regulations regarding to play equipment.

School building
The school building is in good condition for its age, with fire protection fitted, solar fitted, 14 roof panels, communication rack fitted, modern kitchen in the staff are.
The building has been well looked after in the past in regards to painting, some painting is required now and if not carried out soon deterioration will start.
The fascia/ gutter and roof on the school building has been replaced in the last 5/8 years I suspect, and is still in great condition. This I would expect too last 25/30
As noted earlier the building contains asbestos, this at present doesn't pose a large problem in its current state. If it was to be removed and areas made good by re sheeting I would estimate $15/20 thousand.

In closing
The buildings are in good condition, and well maintained in the past.
If the buildings area left vacant for periods of time with no heating, the building will get damp this causing problems with windows, mould and smell.
Please note the building waste water system is a standard septic, I am not sure of the capacity for larger usage or volumes of waste.


Photo 51

Photo 52


Photo 53


Photo 54


Photo 55


Photo 56


Photo 57


Photo 58


Photo 59


Photo 60


Photo 61


Photo 62


Photo 63


Photo 64


Photo 65


Photo 66


Photo 67

Photo 68


Photo 69


Photo 70

Photo 71


Photo 72


Photo 73


Photo 74

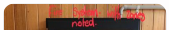


Photo 75


Photo 76


Photo 77


Photo 78


Photo 79


Photo 80


Photo 81


Photo 82


Photo 83


Photo 84


Photo 85


Photo 86


Photo 87

Photo 88


Photo 89


Photo 90


Photo 91


Photo 92


Photo 93


Photo 94


Photo 95


Photo 96


Photo 97


Photo 98


Photo 99


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Photo 101


Photo 102


Photo 103


Photo 104


Photo 105


Photo 106


Photo 107


Photo 108


Photo 109


Photo 110


Photo 111


Photo 112


Photo 113

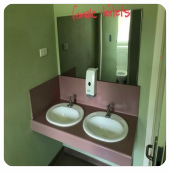
Photo 114

Photo 115

Photo 116

Photo 117

Photo 118

Photo 119

Photo 120

Photo 121

Photo 117	Photo 118	Photo 119	Photo 120	Photo 121

Comment

Appendix

Photo 1

Photo 2

Photo 3

Photo 4

Photo 5

Photo 6

Photo 7

Photo 8

Photo 9

Photo 10

Photo 11

Photo 12

Photo 13

Photo 14

Photo 15

Photo 16

Photo 17

Photo 19

Photo 21

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Photo 33

Photo 35

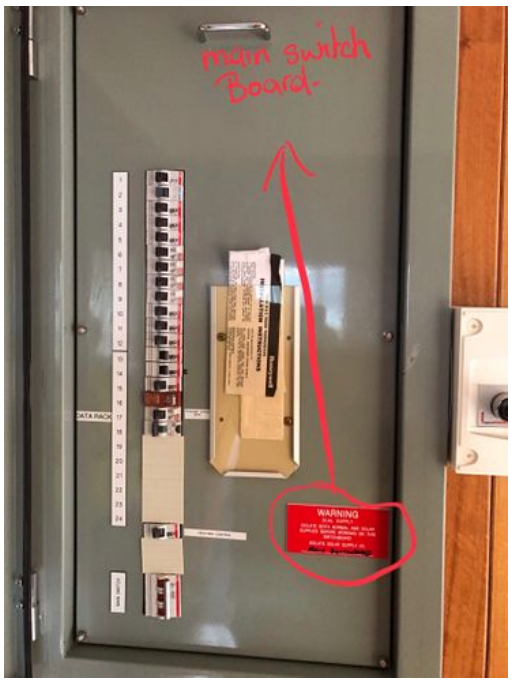

Photo 34

Photo 37

Photo 36

Photo 39

Photo 41

Photo 43

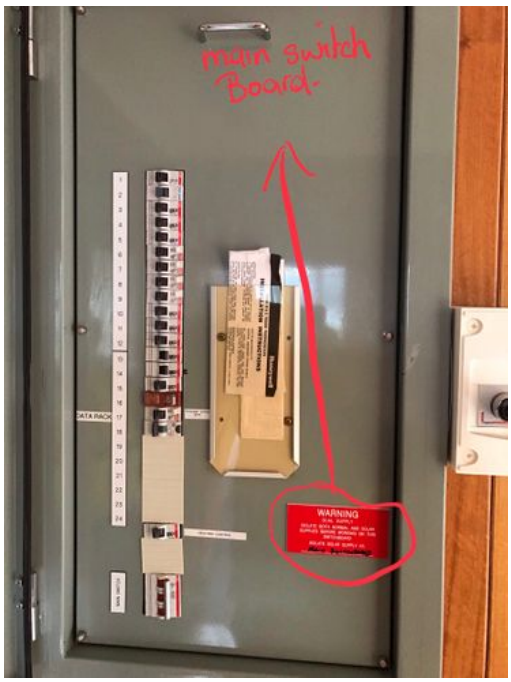

Photo 38

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Photo 56

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Photo 65

Photo 67

Photo 60

Photo 62

Photo 69

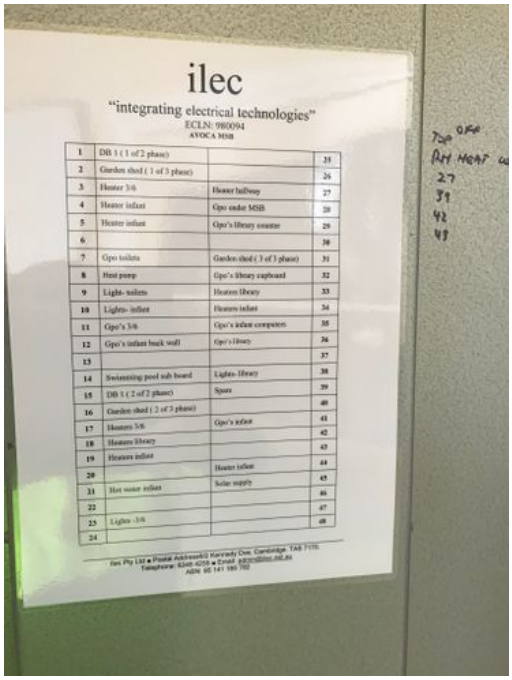

Photo 71

Photo 64

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Photo 91

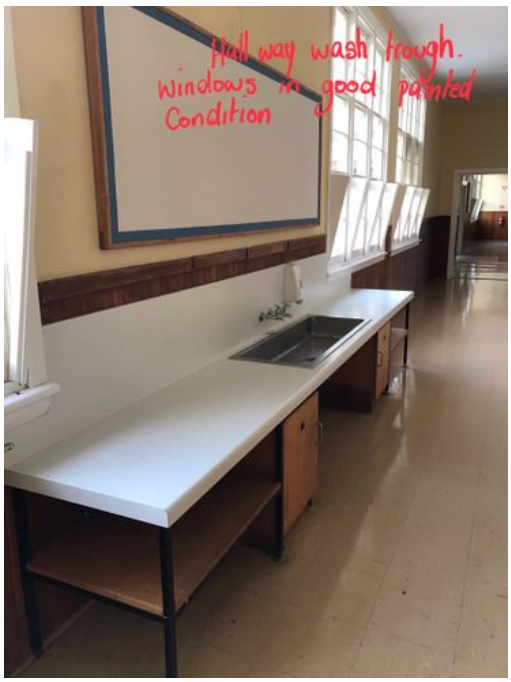

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Photo 93

Photo 95

Photo 97

Photo 84

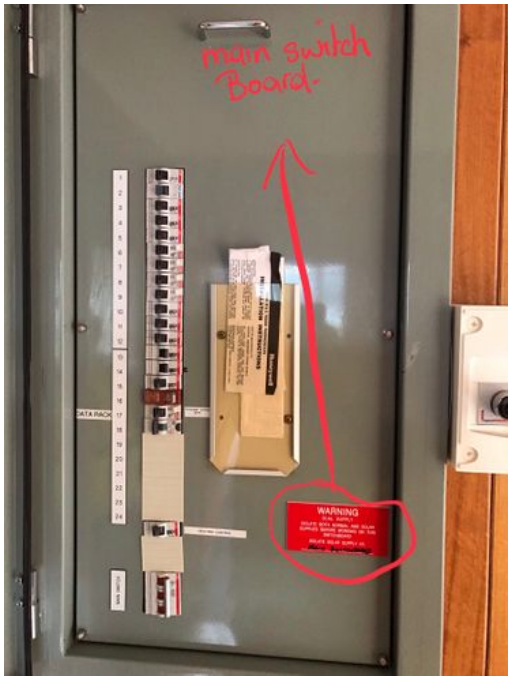

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Photo 103

Photo 105

Photo 107

Photo 92

Photo 94

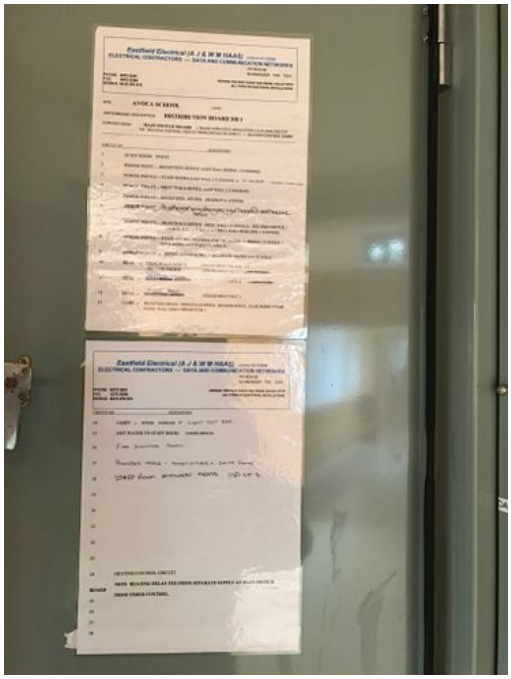

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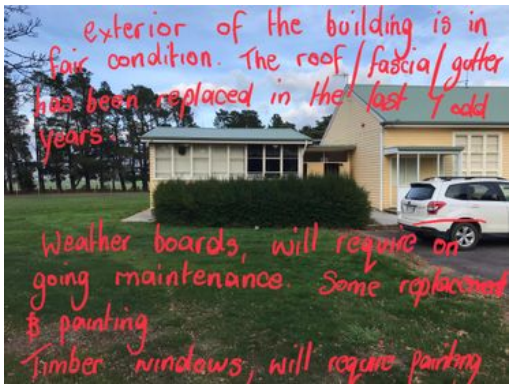
Photo 111

Photo 100

Photo 113



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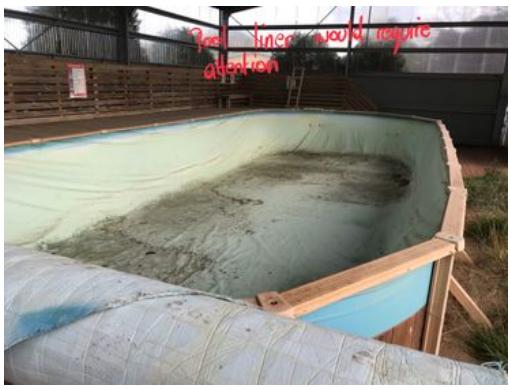


Photo 116

Photo 118

Photo 120

Tasmanian Branch
The Lea Scout Centre
330 Proctors Road
Kingston 7050

Phone 03 6229 9385 or 1800 072 688
Email office@tas.scouts.com.au
ABN 88 436 518 233

The General Manager
Northern Midlands Council
PO Box 156
LONGFORD 7301
Via email: des.jennings@nmc.tas.gov.au

16 March 2023

Dear Sir,

Re: Avoca Primary School Site

Thank you for the opportunity to address Council on Monday.

We appreciate the supportive feedback from Councillors.

The indication of favourable support for infrastructure improvements, and to enable public camping on the site, will enable us to further improve the property.

We confirm that Scouts Tasmania is in a position to Lease the Avoca School property and wishes to proceed with the necessary documentation for formal approval by DECYP & Council.

To enable our Board to formally approve the project we require:

- A copy of the proposed Lease for acceptance by our Properties Committee
- Confirmation that there are no matters outstanding that may affect our usage of the site.
- Confirmation that we will have vacant possession on the Lease commencement date.
- Council to confirm either a permit can be granted for public camping (visitor accommodation) or that Council will progress an amendment to the planning scheme or a Site-Specific Qualification to allow a permit to be granted.
- An indication of the timeframe expected to completion.
- Once a date is agreed, an onsite inspection with representatives from DECYP and Council to confirm the state of the property for handover.

We look forward to working with you.

Yours sincerely,

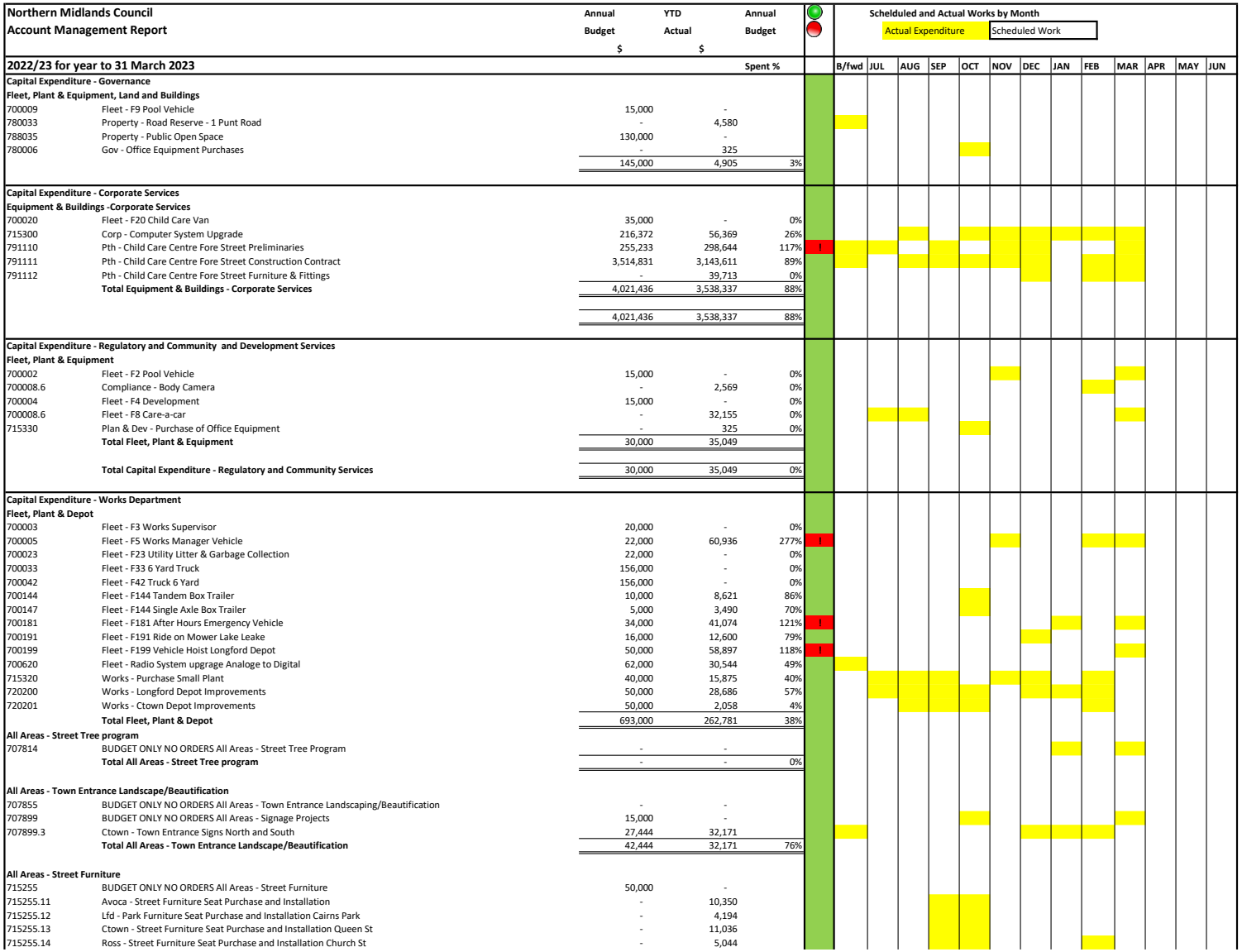
Nigel Clutterbuck
Branch President
Scouts Tasmania
0477505002

Phil Harper
Chief Commissioner
Scouts Tasmania
0459435229

Northern Midlands Council Account Management Report

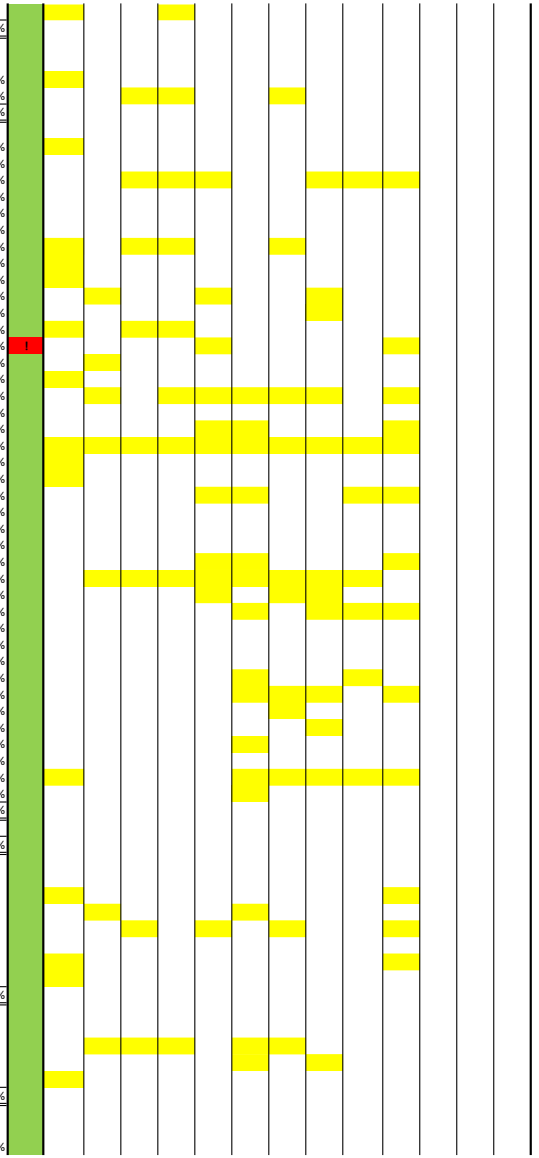
Income & Expenditure Summary for the Period Ended 31 March 2023 (75% of Year Completed)

Line Item Summary Totals	Operating Statement												
	Governance		Corporate Services		Regulatory & Community Servi		Development Services		Works & Infrastructure Services		Total Operating Statement		%
	2022/23 Budget	2022/23 Actual	2022/23 Budget	2022/23 Actual	2022/23 Budget	2022/23 Actual	2022/23 Budget	2022/23 Actual	2022/23 Budget	2022/23 Actual	2022/23 Budget	2022/23 Actual	of Budget
1 Wages	539,920	344,625	1,125,174	813,981	249,599	158,353	462,140	364,919	1,857,539	1,418,612	4,234,372.00	3,100,490.00	73.22%
2 Material & Services Expenditure	619,888	444,305	838,515	670,233	239,274	220,740	385,179	285,959	3,970,926	3,141,532	6,053,782.00	4,762,769.00	78.67%
3 Depreciation Expenditure	69,709	38,572	90,940	68,597	29,488	19,688	19,640	13,080	6,441,938	4,294,618	6,651,715.00	4,434,555.00	66.67%
4 Government Levies & Charges	110,000	98,954	919,869	691,969	2,000	2,413	0	442	154,093	129,726	1,185,962.00	923,504.00	77.87%
5 Interest Expenditure	0	0	100,368	137,174	0	0	0	0	0	0	100,368.00	137,174.00	136.67%
7 Councillors Expenditure	217,390	158,310	0	1,391	0	0	0	0	0	0	217,390.00	159,701.00	73.46%
9 Other Expenditure	674,608	101,588	511,745	536,176	283,356	188,336	10,390	8,368	108,900	50,722	1,588,999.00	885,190.00	55.71%
11 Oncost	269,960	165,745	546,255	391,657	119,665	72,572	228,570	170,895	842,734	587,504	2,007,184.00	1,388,373.00	69.17%
12 Internal Plant Hire/Rental	21,760	3,617	26,540	9,928	29,350	13,535	21,490	2,007	1,045,970	905,177	1,145,110.00	934,264.00	81.59%
13 Internal Rental/Rates	0	0	1,860	2,151	0	0	0	0	6,890	3,879	8,750.00	6,030.00	68.91%
10 Other Internal Transfers Expenditure	0	0	7,371,573	4,919,671	0	415	0	0	(150)	823	7,371,423.00	4,920,909.00	66.76%
14 Oncosts Paid - Payroll	98,099	45,345	237,943	183,943	57,342	13,146	118,415	84,263	419,213	393,332	931,012.00	720,029.00	77.34%
15 Oncost Paid - Non Payroll	136,338	96,398	293,712	217,542	68,568	34,742	154,766	105,477	597,228	391,048	1,250,612.00	845,207.00	67.58%
16 Plant Expenditure Paid	4,236	4,532	17,844	11,253	7,630	6,527	18,829	13,286	520,955	502,187	569,494.00	537,785.00	94.43%
	2,761,908	1,501,991	12,082,338	8,655,666	1,086,272	730,467	1,419,419	1,048,696	15,966,236	11,819,160	33,316,173.00	23,755,980.00	71.30%
17 Rate Revenue	0	0	(11,900,556)	(12,011,926)	0	0	0	0	(1,064,804)	(1,083,842)	(12,965,360.00)	(13,095,768.00)	101.01%
18 Recurrent Grant Revenue	0	0	(1,819,002)	(981,600)	0	(35,305)	0	0	(2,796,316)	(659,429)	(4,615,318.00)	(1,676,334.00)	36.32%
19 Fees and Charges Revenue	(100)	(468)	(1,156,994)	(799,041)	(171,559)	(169,162)	(569,256)	(409,669)	(654,483)	(599,802)	(2,552,392.00)	(1,978,142.00)	77.50%
21 Interest Revenue	(636,650)	(129,318)	(329,243)	(226,543)	0	0	0	0	0	0	(965,893.00)	(355,861.00)	36.84%
22 Reimbursements Revenue	(2,000)	(1,088)	(26,416)	(18,138)	(7,976)	(26,192)	0	(3,565)	(8,233)	(7,479)	(44,625.00)	(56,462.00)	126.53%
Interest Expenditure Reimbursed	0	0	(101,728)	(137,174)	0	0	0	0	0	0	(101,728.00)	(137,174.00)	134.84%
Oncost Recoveries - Internal Tfer	(219,961)	(191,541)	(546,998)	(404,209)	(116,202)	(53,128)	(268,515)	(203,731)	(1,059,664)	(683,161)	(2,211,340.00)	(1,535,770.00)	69.45%
Plant Hire Income - Internal Tfer	(10,132)	0	(28,339)	0	0	0	(19,955)	0	(1,374,500)	(1,075,869)	(1,432,926.00)	(1,075,869.00)	75.08%
10 Other Internal Transfers Income	(141,625)	(94,025)	(542,932)	4,678	(635,077)	(429,064)	(487,095)	(328,839)	(6,086,926)	(4,025,676)	(7,893,655.00)	(4,872,926.00)	61.73%
23 Other Revenue	(468,000)	(357,435)	(16,999)	(24,814)	(373)	(284)	0	0	(51,618)	(49,028)	(536,990.00)	(431,561.00)	80.37%
	(1,478,468)	(773,875)	(16,469,207)	(14,598,767)	(931,187)	(713,135)	(1,344,821)	(945,804)	(13,096,544)	(8,184,286)	(33,320,227.00)	(25,215,867.00)	75.68%
Underlying (Surplus) / Deficit Before	1,283,440	728,116	(4,386,869)	(5,943,101)	155,085	17,332	74,598	102,892	2,869,692	3,634,874	(4,054)	(1,459,887)	
20 Gain on sale of Fixed Assets	0	0	(160,000)	0	0	(1,187)	0	0	0	(7,096)	(160,000)	(8,283)	
6 Loss on Sale of Fixed Assets	0	0	0	90,561	0	0	0	0	426,581	751	426,581	91,312	
Net Loss On Disposal of Fixed Assets	0	0	(160,000)	90,561	0	(1,187)	0	0	426,581	(6,345)	266,581	83,029	
Underlying (Surplus) / Deficit	1,283,440	728,116	(4,546,869)	(5,852,540)	155,085	16,145	74,598	102,892	3,296,273	3,628,529	262,527	(1,376,858)	
Capital Grant Revenue	(17,944)	(17,944)	0	0	(50,000)	0	0	0	(8,618,778)	(2,601,389)	(8,686,722)	(2,619,333)	
Subdivider & Capital Contributions	0	0	0	0	0	0	0	0	(345,649)	0	(345,649)	0	
	(17,944)	(17,944)	0	0	(50,000)	0	0	0	(8,964,427)	(2,601,389)	(9,032,371)	(2,619,333)	
Operating (Surplus) / Deficit	1,265,496	710,172	(4,546,869)	(5,852,540)	105,085	16,145	74,598	102,892	(5,668,154)	1,027,140	(8,769,844)	(3,996,191)	

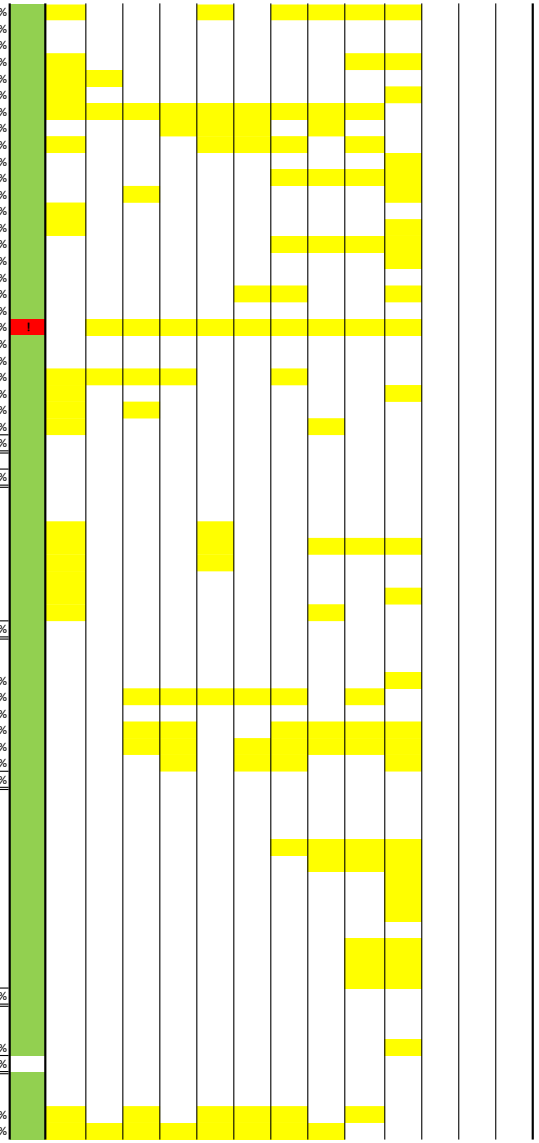


Northern Midlands Council Account Management Report		Annual Budget $	YTD Actual $	Annual Budget Spent %		Schelduled and Actual Works by Month Actual Expenditure / Scheduled Work	B/fwd	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2022/23 for year to 31 March 2023																			
Capital Expenditure - Governance																			
Fleet, Plant & Equipment, Land and Buildings																			
700009	Fleet - F9 Pool Vehicle	15,000	-																
780033	Property - Road Reserve - 1 Punt Road	-	4,580																
788035	Property - Public Open Space	130,000	-																
780006	Gov - Office Equipment Purchases	-	325																
		145,000	4,905	3%															
Capital Expenditure - Corporate Services																			
Equipment & Buildings -Corporate Services																			
700020	Fleet - F20 Child Care Van	35,000	-	0%															
715300	Corp - Computer System Upgrade	216,372	56,369	26%															
791110	Pth - Child Care Centre Fore Street Preliminaries	255,233	298,644	117%	!														
791111	Pth - Child Care Centre Fore Street Construction Contract	3,514,831	3,143,611	89%															
791112	Pth - Child Care Centre Fore Street Furniture & Fittings	-	39,713	0%															
	Total Equipment & Buildings - Corporate Services	4,021,436	3,538,337	88%															
		4,021,436	3,538,337	88%															
Capital Expenditure - Regulatory and Community and Development Services																			
Fleet, Plant & Equipment																			
700002	Fleet - F2 Pool Vehicle	15,000	-	0%															
700008.6	Compliance - Body Camera	-	2,569	0%															
700004	Fleet - F4 Development	15,000	-	0%															
700008.6	Fleet - F8 Care-a-car	-	32,155	0%															
715330	Plan & Dev - Purchase of Office Equipment	-	325	0%															
	Total Fleet, Plant & Equipment	30,000	35,049																
	Total Capital Expenditure - Regulatory and Community Services	30,000	35,049	0%															
Capital Expenditure - Works Department																			
Fleet, Plant & Depot																			
700003	Fleet - F3 Works Supervisor	20,000	-	0%															
700005	Fleet - F5 Works Manager Vehicle	22,000	60,936	277%	!														
700023	Fleet - F23 Utility Litter & Garbage Collection	22,000	-	0%															
700033	Fleet - F33 6 Yard Truck	156,000	-	0%															
700042	Fleet - F42 Truck 6 Yard	156,000	-	0%															
700144	Fleet - F144 Tandem Box Trailer	10,000	8,621	86%															
700147	Fleet - F144 Single Axle Box Trailer	5,000	3,490	70%															
700181	Fleet - F181 After Hours Emergency Vehicle	34,000	41,074	121%	!														
700191	Fleet - F191 Ride on Mower Lake Leake	16,000	12,600	79%															
700199	Fleet - F199 Vehicle Hoist Longford Depot	50,000	58,897	118%	!														
700620	Fleet - Radio System upgrage Analoge to Digital	62,000	30,544	49%															
715320	Works - Purchase Small Plant	40,000	15,875	40%															
720200	Works - Longford Depot Improvements	50,000	28,686	57%															
720201	Works - Ctown Depot Improvements	50,000	2,058	4%															
	Total Fleet, Plant & Depot	693,000	262,781	38%															
All Areas - Street Tree program																			
707814	BUDGET ONLY NO ORDERS All Areas - Street Tree Program	-	-																
	Total All Areas - Street Tree program	-	-	0%															
All Areas - Town Entrance Landscape/Beautification																			
707855	BUDGET ONLY NO ORDERS All Areas - Town Entrance Landscaping/Beautification	-	-																
707899	BUDGET ONLY NO ORDERS All Areas - Signage Projects	15,000	-																
707899.3	Ctown - Town Entrance Signs North and South	27,444	32,171																
	Total All Areas - Town Entrance Landscape/Beautification	42,444	32,171	76%															
All Areas - Street Furniture																			
715255	BUDGET ONLY NO ORDERS All Areas - Street Furniture	50,000	-																
715255.11	Avoca - Street Furniture Seat Purchase and Installation	-	10,350																
715255.12	Lfd - Park Furniture Seat Purchase and Installation Cairns Park	-	4,194																
715255.13	Ctown - Street Furniture Seat Purchase and Installation Queen St	-	11,036																
715255.14	Ross - Street Furniture Seat Purchase and Installation Church St	-	5,044																

715256.3	Cry - Barthomolew Park Swing Set Installation	-	4,761	
		50,000	35,385	71%
Cressy Recreation Ground Redevelopment				
707923	Cry - Recreation Ground Building Redevelopment	-	115	0%
707923.5	Cry - Recreation Ground Building Redevelopment Stage 2 BBQ Shelter	128,000	30,112	24%
		128,000	30,227	24%
Other Recreation Projects				
707717	Lfd - Rec Ground Training Oval Place fill and Formation	35,000	403	1%
707717.5	Lfd - Rec Ground Training Oval Fencing	20,000	-	0%
707758	Lfd - Caravan Park Amenities Improvement	450,000	19,879	4%
707801	All Areas - Private Power Pole Replacement	25,000	-	0%
707835	Lfd - Recreation Ground and Little Athletics Topdressing	15,000	-	0%
707889	BUDGET ONLY NO ORDERS All Areas - Playground Shelters	20,000	-	0%
707918	Evan - Morven Park RV Sewer Dump Point Relocation	-	5,396	0%
708025	Avoca - Boucher Park Side Fence Replacement	-	70	0%
708030	Ctown - Recreation Ground Main Entry Beautification	8,279	8,279	100%
708038	Evan - Recreation Ground Cricket Net Relocation	30,178	30,177	100%
708038.1	Evan - Recreation ground demolition old cricket nets and site rehab	10,000	45	0%
708040	Pth - Recreation Ground Goal Post Netting Upgrades	26,645	26,645	100%
708041	Pth - Train Park Sculpture Maintenance	8,000	15,230	190%
708042	Pth - Train Park Play Equipment Upgrades	100,000	54,200	54%
708044	Ross - Church St Nature Strip Irrigation Upgrades	10,000	5,075	51%
708045	Lfd - Road Safety Park St Georges Square	135,000	113,971	84%
708049	Lfd - Railway Bridge Pillar Restoration Project	50,000	-	0%
708054	Cry - Bartholomew Park Signage Installation	-	-	0%
708055	Tooms Lake - Facilities Improvements	120,000	98,790	82%
708056	Ross - Mens Shed Building Upgrades	210,000	870	0%
708057	All Areas Mobile Base Stations (Lake Leake Deddington Royal George)	181,818	870	0%
708058	Bishopsbourne - Community Centre Electric BBQ History Board & Church	33,293	1,429	4%
708059	Cry - Recreation Ground Fencing 180m	18,000	-	0%
708060	Cry - Macquarie Street River Reserve Fencing Carpark and Picnic Tables	17,000	-	0%
708061	Ctown - King St Oval Security Cameras	5,000	-	0%
708063	Evan - Pioneer Park Play Equipment and Masterplan Upgrades	-	-	0%
708064	Lfd - Tannery Road Boom Gate Replacement	40,000	20,309	51%
708065	Lfd - Recreation Ground Irrigation System	200,000	49,513	25%
708066	Pth - Rec Ground Scorers Box	20,000	13,955	70%
708067	Pth - Bicentenial Dog Park Separation Fence	7,550	-	0%
708068	Pth - Bicentenial Dog Park Culvert	15,000	-	0%
708069	Pth - Mural Project	5,500	-	0%
708070	Ross - Recreation Ground Dog Designated Area Fencing	11,730	11,812	101%
708071	Ross - Village Green BBQ	3,901	4,206	108%
708072	Ross - Pool Work Health and Safety Upgrades	10,000	3,709	37%
708073	All Areas - Dog Parks Upgrades Noticeboards and Fencing Upgrades	15,000	589	4%
708074	Ross - Recreation Ground Grand Stand	6,099	6,099	100%
715254	BUDGET ONLY NO ORDERS All Areas - Play Ground Equipment	50,000	-	0%
715255.4	Pth - William St Reserve BBQ	55,000	23,591	43%
715255.6	Pth - Train Park BBQ Shelter & Toilet Maintenance	85,000	17,076	20%
	Total - Other Recreation Projects	2,052,993	532,188	26%
	Total Recreation	2,273,437	629,971	28%
Buildings				
Ctown - War Memorial Oval Amenities Upgrade				
707805.3	Ctown - War Memorial Oval Amenities Upgrade - High St Access	-	-	
707805.56	Ctown - War Memorial Oval Tas Water upgrade and Irrigation System (Cenotaph & Tennis Areas)	45,000	26,614	
707805.89	Ctown - War Memorial Oval Amenities Memorabilia and joinery kitchen access acoustic upgrade	41,500	16,450	
707805.9	Ctown - War Memorial Oval Amenities Upgrade - Furniture & Fittings White Board	5,000	-	
707805.97	Ctown - War Memorial Oval Main Entry Beautification	-	-	
707805.99	Ctown - War Memorial Oval Kerb Extension entry to new toilet, cenotaph to existing carpark	67,775	67,775	
	Total Ctown - War Memorial Oval Amenities Upgrade	159,275	110,839	70%
Lfd - Longford Community Sports Centre Redevelopment				
707752.96	Lfd - Sports Centre Gym - Footpath and ramp to former gym at rear	7,000	6,765	
707752.97	Lfd - Sports Centre Gym - Exhaust Fan System	40,000	30,613	
707990.4	Lfd - Sports Centre - Gym Stage 4 - Level 1 User Ready Including Lift	270,000	282,184	
	Total Lfd - Longford Community Sports Centre Redevelopment	317,000	319,562	101%
Other Buildings				
707747	Lfd - Town Hall Improvements Exhibition Lighting Fitout	-	-	0%



707766	Lake Leake - Amenities Upgrade	145,256	136,886	94%
707775	Avoca - Hall Toilet Upgrade	50,000	-	0%
707808	Lfd - Library Entrance Ramp	60,000	-	0%
707867	Avoca - Public Toilets Upgrade of Septic Tank, Gates and Building	74,000	37,496	51%
707868	Cry - Town Hall Improvements Entrance Ramp	60,000	6,113	10%
707869	Cry - Pool Improvements State and Federal Funding	800,000	803,645	100%
707869.5	Cry - Pool Improvements Stage 2	673,000	679,424	101%
707869.6	Cry - Pool Improvements Stage 2 - Furniture Pool Surrounds	-	5,580	0%
707871	Evan - War Memorial Hall Improvements Roof Replacement	219,700	238,672	109%
707872	Evan - Falls Park Pavillion Improvements Painting	31,000	1,554	5%
707873	Ross - Town Hall Improvements Painting and Carpet	50,000	4,555	9%
707920	All Areas - Public Buildings Asbestos Removal	-	-	0%
707943	Bishopsbourne - Community Centre Skylight Replacement	10,000	4,446	44%
707947	Ctown - Pool Improvement Outside Shower and Additional Toilet	20,067	9,516	47%
707948	Ctown - Renovations/Upgrades William St Units	50,000	14,287	29%
707954	Evan - Renovations/Upgrades Murray St Units	-	2,057	0%
707955	Evan - Community & Visitor Centre Roof Works	20,000	-	0%
708039	Pth - Recreation Ground Amenities Painting and Crack Repairs	30,000	1,053	4%
708051	Ross - Drill Hall Roof Replacement	40,000	-	0%
715345	Public Building and Amemites Projects - Administration	90,000	101,936	113%
715350	All Areas - Public Building Improvements not yet allocated	-	-	0%
720132	Lfd - Cemetery Toilet Upgrade	5,000	-	0%
720133	Pth - Talisker Street Car Park Toilet Replacement	123,170	123,170	100%
720134	Pth - Seccombe St Reserve Toilet	-	-	0%
720135	Evan - Pioneer Park Toilets Upgrade Male and Disabled	130,000	4,747	4%
720144	Pth - Recreation Ground carpark, fence & lighting	167,100	32,534	19%
	Total Other Buildings	2,848,293	2,207,671	78%
	Total Buildings	3,324,568	2,638,072	79%
Longford Main Street Project				
707987.1	Lfd - Main Street Project - Preliminaries	-	99,909	
707987.2	Lfd - Main Street Project - Victoria Square Memorial Hall Upgrade Preliminaries	1,820,460	148,720	
707987.3	Lfd - Main Street Project - Road Infrastructure Upgrade Preliminaries	-	48,086	
707987.4	Lfd - Main Street Project - BBQ Upgrades Preliminaries	-	696	
707987.5	Lfd - Main Street Project - Victoria Square Additional Toilet Preliminaries	-	2,179	
707987.6	Lfd - Main Street Project - Fred Davies Memorial Preliminaries	-	72,685	
	Total Longford Main Street Project	1,820,460	372,275	20%
Waste Management				
712949	FOGO - Service Establishment Initial Bin Purchase	310,060	275,819	89%
712950	Recycling - Bin Purchase (Replacements Only)	-	4,023	0%
712951	Recycling - Bin Purchase (New Services)	12,500	-	0%
712952	Waste - Bin Purchase (Replacements Only)	12,500	3,207	26%
712953	Waste - Bin Purchase (New Services)	-	4,811	0%
728770	All Areas - Recycling Initatives	10,000	-	0%
	Total Waste Management	345,060	287,860	83%
Roads				
Evan - Glenesk Road Ch 7.530 to 9.870 Reconstruction				
750503	Evan - Glenesk Road Ch 7.530 to 9.870 Reconstruction	714,800	41,890	
750503.1	Evan - Glen Esk Road Ch 7.530 to 9.870 Reconstruction Excavation	-	38,697	
750503.2	Evan - Glen Esk Road Ch 7.530 to 9.870 Reconstruction Subbase	-	223,538	
750503.3	Evan - Glen Esk Road Ch 7.530 to 9.870 Reconstruction Base	-	151,483	
750503.4	Evan - Glen Esk Road Ch 7.530 to 9.870 Reconstruction Prep for Seal	-	7,905	
750503.5	Evan - Glen Esk Road Ch 7.530 to 9.870 Reconstruction Seal	-	-	
750503.8	Evan - Glen Esk Road Ch 7.530 to 9.870 Reconstruction Driveways	-	3,027	
750503.9	Evan - Glen Esk Road Ch 7.530 to 9.870 Reconstruction Other	-	44,926	
750503.91	Evan - Glen Esk Road Ch 7.530 to 9.870 Reconstruction Stormwater	-	26,157	
	Total Evan - Glenesk Road Ch 7.530 to 9.870 Reconstruction	714,800	537,623	75%
Lfd - Park Street Goderich ti Hay Reconstruct Verg				
750984	Lfd - Park Street Goderich ti Hay Reconstruct Verg Cemetry Side	-	11,322	0%
		-	11,322	0%
Perth Bypass - Associated Works				
751433	Lfd - Marlborough/Wellington St Intersection Pedestrian Protection	76,116	80,077	105%
751498	Pth - Drummond St K&G and Verge Seal No 58d to Drummond Cres	134,022	60,536	45%



751498.1	Pth - Drummond St K&G and Verge Seal No 58d to Drummond Cres Excavation	-	13,743	0%	
751498.2	Pth - Drummond St K&G and Verge Seal No 58d to Drummond Cres sub-base	-	25,375	0%	
751498.3	Pth - Drummond St K&G and Verge Seal No 58d to Drummond Cres Base	-	1,536	0%	
751498.4	Pth - Drummond St K&G and Verge Seal No 58d to Drummond Cres Prep for Seal	-	3,868	0%	
751498.5	Pth - Drummond St K&G and Verge Seal No 58d to Drummond Cres Seal	-	28,964	0%	
751614	Lfd - Entrance Roundabout Landscaping	-	4,075	0%	
751614.6	W/Junct - Hobart Road Shared Path Way	250,000	-	0%	
752010	Perth Bypass - Planting Vegetation Corridors	-	959	0%	
752015	Perth - Bypass Associated Works	-	134,864	0%	
752016	Perth Bypass - Planting Vegetation Corridors Land	-	3,372	0%	
752017	Budget Only Perth Bypass Roundabout Landscaping	300,000	-	0%	
752017.1	Perth Bypass Roundabout Landscaping - Eskleigh	-	23,848	0%	
752017.2	Perth Bypass Roundabout Landscaping - Seccombe Street	-	3,639	0%	
752025	Pth - Main Street Program	1,141,000	107,910	9%	
752026	Pth - Fairtlogh Street - Construction pf a school crossing and associated works	-	4,960	0%	
	Perth Bypass - Associated Works	1,901,138	497,726	26%	
Resealing Program					
715005	Roads - Resealing All Areas	806,284	-		
715005.0062	Ross - Reseal Auburn Road Chn 3.085 to Chn 3.465	-	8,385	0%	
715005.0064	Ross - Reseal Auburn Road Chn 3.670 to Chn 5.300	-	28,488	0%	
715005.0065	Ross - Reseal Auburn Road Chn 5.300 to Chn 5.490	-	6,204	0%	
715005.0066	Ross - Reseal Auburn Road Chn 5.490 to Chn 6.630	-	25,118	0%	
715005.0067	Ross - Reseal Auburn Road Chn 6.630 to Chn 8.500	-	33,208	0%	
715005.0068	Ross - Reseal Auburn Road Chn 8.483 to Chn 8.970	-	11,689	0%	
715005.007	Ross - Reseal Auburn Road Chn 9.045 to Chn 9.385	-	9,002	0%	
715005.0071	Ross - Reseal Auburn Road Chn 9.385 to Chn 9.710	-	7,869	0%	
715005.0564	Lfd - Reseal High St Ch 0.784 to 0.845	-	29,595	0%	
715005.1081	Avoca - Reseal Royal George Rd, Ch 2.065 to Ch 3.190	-	23,061	0%	
715005.1082	Avoca - Reseal Royal George Rd, Ch 3.190 to Ch 4.530	-	27,182	0%	
715005.1083	Avoca - Reseal Royal George Rd, Ch 4.530 to Ch 4.955	-	11,883	0%	
	Total Resealing Program	806,284	221,684	27%	
Resheeting Program					
715125	Southern - Resheeting	244,007	34,165		
715460	Roads Northern - Resheeting	244,007	47,162		
	Total Resheeting Program	488,014	81,327	17%	
Footpath Construction Program					
750000	BUDGET ONLY NO ORDERS All Areas - Asphalt Footpath Replacements	42,000	-	0%	
750092.6	Evan - Barclay St No 46 towards White Hills Rd Eastern Side Gravel Footpath	46,000	-	0%	
750213.6	Lfd - Bulwer St Wellington to 0.172 footpath south side	45,000	-	0%	
750214.6	Lfd - Bulwer St 0.172 to Laycock footpath south side	49,000	-	0%	
750215.6	Lfd - Bulwer St Laycock to Stocker footpath south side	20,000	-	0%	
750216.6	Lfd - Bulwer St Stocker to Marlborough footpath south side	70,000	254	0%	
750395.6	Pth - Edward St Napoleon to Cromwell footpath north side	62,000	-	0%	
750458.6	Pth - Footpath Frederick St, Scone to Clarence North Side	46,000	-	0%	
750507.6	Lfd - Goderich St William to Archer Footpath	17,500	-	0%	
750713.6	Pth - Little Mulgrave St Main to north footpath western side	40,000	-	0%	
750796.6	Cry - Main St Saundridge to Church St Footpath	70,000	-	0%	
750910.8	Evan - Murray St Off Street Parking Pioneer Park	57,000	662	1%	
750977.6	Lfd - Pakenham St Hobhouse to Bulwer footpath eastern side	-	-	0%	
751037.6	Lfd - Pultney Street Wellington to Marlborough Footpath North Side	-	152	0%	
751038	Lfd - Pultney Street Wellington to Marlborough Kerb associated with F/Path Works North Side	-	8,191	0%	
751038.6	Lfd - Pultney Street Marlborough to Pakenham Footpath North Side	136,000	68,032	50%	
751040.6	Lfd - Pultney Street Catherine to Burghley Footpath North Side	55,000	112,383	204%	!
751498.6	Pth - Drummond St No 58D to Drummond Crescent Footpath	98,000	55,809	57%	
751498.8	Pth - Drummond St K&G and Verge Seal No 58d to Drummond Cres Driveways	-	21,522	0%	
751498.9	Pth - Drummond St K&G and Verge Seal No 58d to Drummond Cres Other	-	17,050	0%	
751498.91	Pth - Drummond St K&G and Verge Seal No 58d to Drummond Cres Stormwater	-	3,622	0%	
751613	Pth - William St Reserve Footpath Bridge Access	40,000	-	0%	
751613.6	Pth - William St Reserve Footbridge Footpath	-	42,032	0%	
	Total Footpath Construction Program	893,500	329,709	37%	
Other Road Projects					
707805.88	Ctown - War Memorial Oval Public Toilet Carpark Sealing	126,000	106,812	85%	
707899.2	Ross - Signage Project Highway	10,000	-	0%	
707987	Lfd - Urban Street Design Wellington StmFootpaths Outstands Landscaping	1,293,628	-	0%	
750131	Lfd - Bishopsbourne Re Ch 5.080 to 7.375 Reconstruction	504,900	-	0%	
750441	Avoca - Falmouth St Churchill to Gray Kerb & Gutter and Verge Replacement	50,000	-	0%	
750441.1	Avoca - Falmouth St Churchill to Gray Kerb & Gutter and Verge Replacement - Excavation		-	0%	
750441.3	Avoca - Falmouth St Churchill to Gray Kerb & Gutter and Verge Replacement - Subbase	-	-	0%	
750536	Lfd - Hay Street Park to End Reconstruct Verge	70,000	97	0%	

750536.1	Lfd - Hay Street Park to End Reconstruct Verge Excavation	-	9,586	0%	
750536.2	Lfd - Hay Street Park to End Reconstruct Verge Subbase	-	1,124	0%	
750536.3	Lfd - Hay Street Park to End Reconstruct Verge Base	-	-	0%	
750536.8	Lfd - Hay Street Park to End Reconstruct Verge Driveways	-	-	0%	
750544	Ctown - High St Streetscape Improvements (Bridge St to King St) Inc Rec Ground Turning Lane	1,450,000	164,711	11%	
750559	Lfd - High St Burghley to Carpark K&G & Verge	30,000	-	0%	
750579	Lfd - Hobhouse St Reconstruction Catherine to Burghley	121,000	-	0%	
750910	Evan - Murray St & Scone St Verge Parking Spaces	50,000	-	0%	
751043	Ctown - Queen St On Street Car Parking Upgrades	-	1,317	0%	
751043.9	Ctown - Queen St Pedestrian Safety Fencing	-	26,932	0%	
751354	Lfd - Wellington and Laycock St Verge K&G and Footpath Around Public Open Space	80,000	54,307	68%	
751354.1	Lfd - Wellington and Laycock St Excavation	-	1,764	0%	
751354.2	Lfd - Wellington and Laycock St Subbase	-	3,123	0%	
751354.3	Lfd - Wellington and Laycock St Base	-	1,357	0%	
751354.4	Lfd - Wellington and Laycock St Prep for Seal	-	4,360	0%	
751354.5	Lfd - Wellington and Laycock St Seal	-	12,870	0%	
751354.92	Lfd - Wellington and Laycock St Landscaping	-	1,726	0%	
751615	Lfd - Waste Transfer Station Sealing of Entrance & Ramps plus Eastern Security Fence	80,500	-	0%	
751616	Pth - Rec Ground Carpark	167,100	35,878	21%	
	Total Other Road Projects	4,033,128	425,964	11%	
	Total Roads	8,836,864	2,105,355	24%	
Bridges					
740050	All Areas - Bridge Guard Rail Replacement Allocation (Budget Only)	105,000	5,651	5%	
741172	Lfd - Bridge 1172 : Blackwood Crk Road, Brumbys	-	9,450		
743473	Lfd - Bridge 3473 - Jones Road	-	-		
744927	Lfd - Bridge 4927 - Liffy Road - Over Bates Creek replace culverts with bridge	-	6,450		
745045	Cry - Bridge 5045: Saundridge Road, Palmers Rivulet (Brumby's Tailrace)	51,000	1,375	3%	
745517	Cry - Delmont Road Bridge (Guardrail Replacement)	51,000	5,810	11%	
749963	Pth - William Street Reserve Bridge No 9963	270,000	127,809	47%	
	Total Bridges	477,000	156,545	33%	
Urban Stormwater Drainage					
788575	BUDGET ONLY NO ORDERS Storm Water Drainage - Unallocated Projects	40,000	-	0%	
788601	Evan - Stormwater Translink 4a Gatty Street Detention Basin	252,540	328,435	130%	!
788621	Lfd - NDRG Automate Gate Back Creek Flood Levy	144,137	149,396	104%	
788623	Pth - Stormwater Philip St Culvert Extension	28,500	42,619	150%	!
788625	Ctown/Ross - Macquarie River Flood Modeling	-	-	0%	
788632	Evan - Stormwater Barclay St Subdivision Contribution	385,030	35,242	9%	
788633	All Areas - Stormwater Side Entry Pit Renewals Program	100,000	-	0%	
788643	Avoca - St Pauls Place Stormwater	20,000	23,974	120%	!
788644	Lfd - NDRG Penstock Valve Union Street Flood Levee	91,140	69,255	76%	
788646	Pth - Stormwater - Arthur Street detention	-	600	0%	
788647	Cry - Stormwater Pipe Upgrade School from Main Street	145,000	121,125	84%	
788648	Ctown - Stormwater High St Esplanade Humceptor Installation	45,000	-	0%	
788649	Ross - Stormwater Waterloo St Culvert	20,000	-	0%	
788650	Cry - Stormwater Extension 136 Main St	-	19,336	0%	
788651	Lfd - Stormwater Kerb and associated road widening Anstey Street	25,000	-	0%	
788652	Lfd - Stormwater Extension 7 Laycock (Opposite 2 to 4 Laycock)	-	3,418	0%	
	Total Urban Stormwater Drainage	1,296,347	793,400	61%	
	Total Capital - Works Department	19,066,736	7,246,258	38%	
	Total Capital Works All Departments	23,263,172	10,824,549	47%	

Tasmanian Heritage Council

Tasmanian Heritage Council
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www.heritage.tas.gov.au

PLANNING REF: PLN-20-0273
THC WORKS REF: 6641
REGISTERED PLACE NO: 5585
FILE NO: 10-48-87THC
APPLICANT: Doug Fotheringham obo 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 PLN-20-0273, 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.

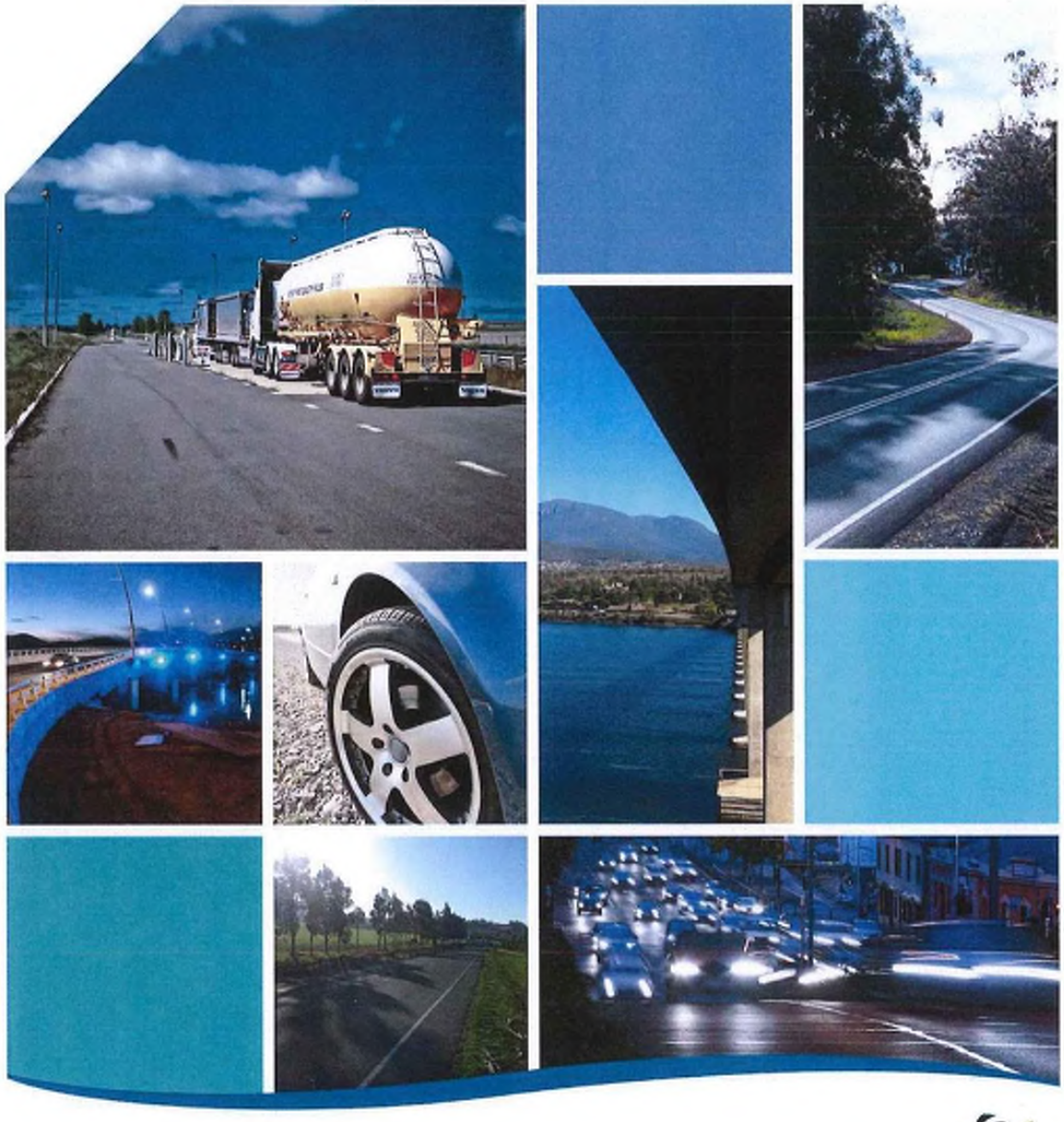
Should you require clarification of any matters contained in this notice, please contact Russell Dobie on 1300 850 332.

Genevieve Lilley
Chair
Under delegation of the Tasmanian Heritage Council

Blackman River Bridge
Renewal of timber superstructure and barriers

Report Supporting Planning Permit Application

September 2020



Department of State Growth

Tasmanian Government

EXHIBITED

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Tasmanian Government

1. Introduction

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 Northern 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.

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.

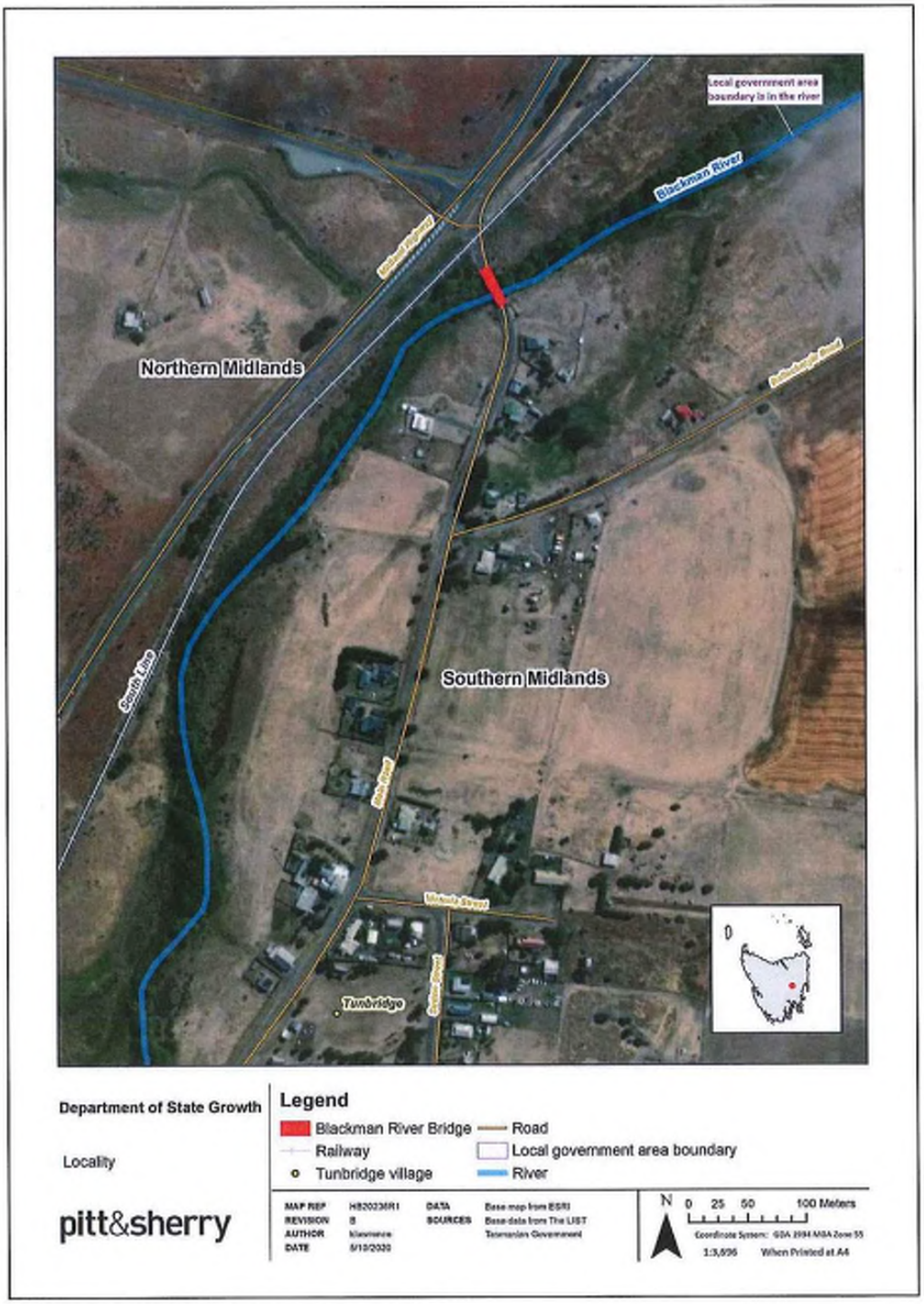

FIGURE 1 LOCATION OF BLACKMAN RIVER BRIDGE

3. Proposed works

The proposed plans are provided in Appendix A of this report. 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 these will be somewhat narrower than contemporary design lanes. This construction will achieve a lifespan of 80 – 100 years. Plans showing the proposed works are provided at Appendix A.

The proposed works subject to this permit application will occur to the north of the red line shown in Figure 2 below.

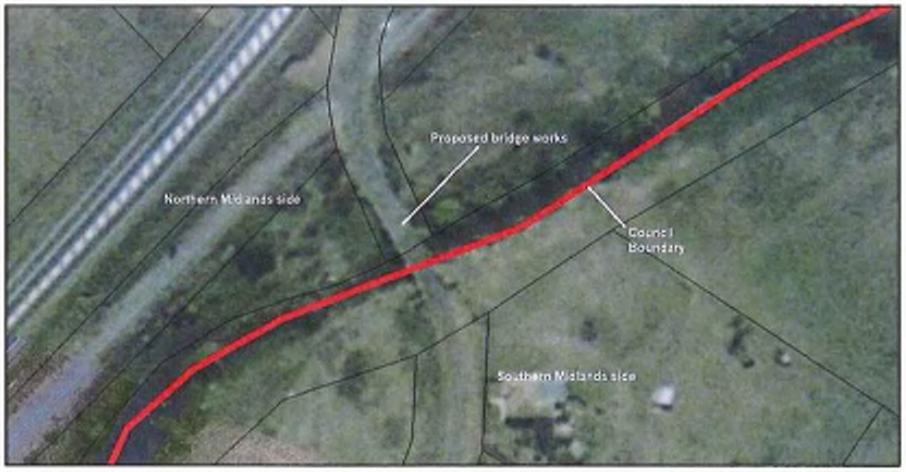

FIGURE 2 LOCATION OF BRIDGE AND THE COUNCIL BOUNDARY

A cross section is provided in Figure 3 below.

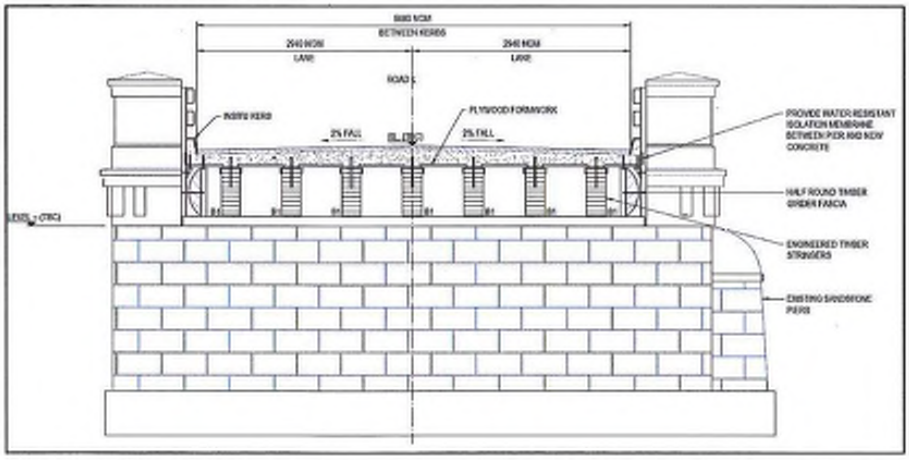

FIGURE 3 CROSS SECTION OF PROPOSED WORKS

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 in planned for the 2020/2021 financial year.

4. Title details

The bridge extends across two parcels of land, the details of which are shown in the **TABLE 1** below. A copy of all titles is provided in Appendix B of this report.

TABLE 1 LIST OF TITLES IMPACTED BY THE DEVELOPMENT

Address	Title Ref	PID	Tenure	Landowner / Management Authority
78 Tunbridge Tier Road, Tunbridge	170439/4	3438163	Private Freehold	Private
The bridge	None	None	User Road (within sealed plan of 170439/4)	Council
River parcel	None	None	Onshore Water Body	Crown (Department of Primary Industries Water, Parks and Environment)

5. Site Description

5.1 Location

The bridge spans Blackman River on Main Road, Tunbridge 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 relate 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.

5.2 Historic Heritage

The bridge was constructed in 1850 (approximately). While it is not listed under the Northern Midlands Interim Planning Scheme 2013 (Planning Scheme), it is listed on the Tasmanian Heritage Register. 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 the bridge 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).

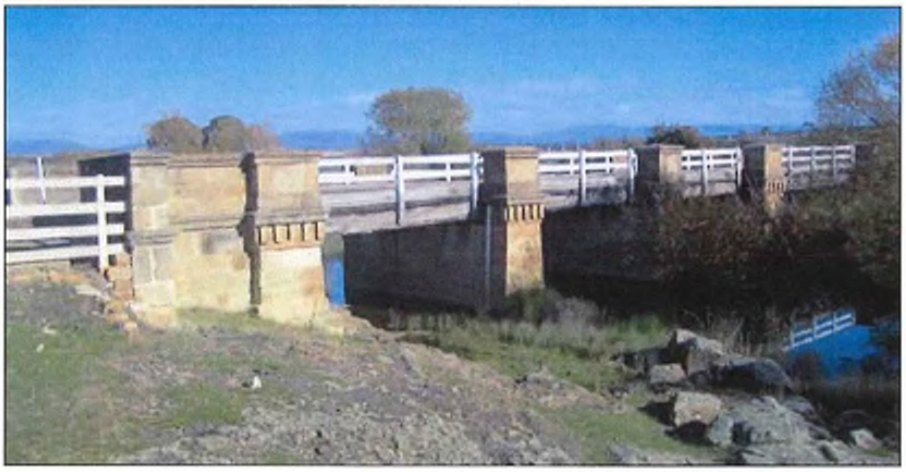

PLATE 1 VIEW OF THE BRIDGE FROM UPSTREAM (EASTERN BANK)

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 Irelanders.

A heritage assessment of the superstructure replacement was undertaken and is provided in Appendix C of this report.

5.3 Aboriginal Cultural Heritage

Under the planning scheme, the proposed road works will not affect an identified Archaeologically Significant Site. This means there is no requirement to address Aboriginal Cultural Heritage matters in the planning permit process.

6. Stakeholder Engagement

Heritage Tasmania have been consulted during the design process and are supportive of the option proposed.

7. Planning Scheme

7.1 Planning Scheme

The bridge straddles the boundary between Northern Midlands and Southern Midlands Local Government Areas (LGA's). This report supports an application for the proposed works within the Northern Midlands LGA and considers the requirements of the Northern Midlands Interim Planning Scheme 2013 (the Planning Scheme).

7.2 Zoning

The bridge is located within the Rural Resource zone under the Planning Scheme as demonstrated in Figure 3 below.

FIGURE 4 ZONING UNDER THE NORTHERN MIDLANDS INTERIM PLANNING SCHEME 2013

7.3 Land Use

As the proposed bridge works will form part of a transport network, the applicable land use classification is Utilities, which means use of land for utilities and infrastructure including:

(a) telecommunications;

(b) electricity generation;

(c) transmitting or distributing gas, oil, or power;

(d) transport networks;

(e) collecting, treating, transmitting, storing or distributing water; or

(f) collecting, treating, or disposing of storm or floodwater, sewage, or sullage.

(g) Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retarding basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir.

Given the significance of the bridge and its use as part of the road network, the Minor Utilities land use classification (a sub-class of the Utilities use) is not applicable.

7.4 Overlays

As shown in Figure 5 below, the following overlays are applicable:

- Bushfire-Prone Areas Overlay;
- Flood Prone Areas Overlay.

As no subdivision is proposed, and no vulnerable or hazardous use is proposed. The Bushfire-Prone Areas Code is not applicable.

FIGURE 5 BRIDGE AND OVERLAYS IN THE AREA

7.5 Requirement for a Planning Permit

The proposal requires a planning permit for the following reasons:

- Discretionary use in the Rural Resource Zone;
- the proposal is considered development, and there are no applicable exemptions; and
- the proposal relies on compliance with various performance criteria, as detailed in the subsections below.

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.

7.6 Rural Resource Zone

An assessment of the proposal against the zone's purpose, local area objectives, desired future character statement and standards is provided below.

7.6.1 Purpose

Purpose Statement	Assessment
26.1.1.1 To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.	The proposed bridge works will maintain transport links and enable the provision of these uses in an established Rural Resource Zone. Given this, the proposal is consistent with statement 26.1.1.1.
26.1.1.2 To provide for other use or development that does not constrain or conflict with resource development uses.	The proposed Utility land use is permissible within the zone. The narrow extent of the works will not constrain or conflict with existing or future resource development. Given this, the proposal is consistent with statement 26.1.1.2.
26.1.1.3 To provide for economic development that is compatible with primary industry, environmental and landscape values.	The proposed bridge works will maintain transport links and enable the provision of compatible economic development in an established Rural Resource Zone. Given this, the proposal is consistent with statement 26.1.1.3.
26.1.1.4 To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.	The proposed bridge works will maintain transport links and enable the provision of compatible tourism-related uses in an established Rural Resource Zone. One objective of the works is to provide a better impression of Tunbridge for arriving visitors which is consistent with this purpose statement. Given this, the proposal is consistent with statement 26.1.1.4.

7.6.2 Local Area Objectives or Desired Future Character Statements

Local Area Objectives	Assessment
a) Primary Industries: Resources for primary industries make a significant contribution to the rural economy and primary industry uses are to be protected for long-term sustainability.	The proposed bridge works will maintain transport links, which will help achieve the zone's objectives for Primary Industries.

The prime and non-prime agricultural land resource provides for variable and diverse agricultural and primary industry production which will be protected through individual consideration of the local context. Processing and services can augment the productivity of primary industries in a locality and are supported where they are related to primary industry uses and the long-term sustainability of the resource is not unduly compromised.	
b) Tourism Tourism is an important contributor to the rural economy and can make a significant contribution to the value adding of primary industries through visitor facilities and the downstream processing of produce. The continued enhancement of tourism facilities with a relationship to primary production is supported where the long-term sustainability of the resource is not unduly compromised. The rural zone provides for important regional and local tourist routes and destinations such as through the promotion of environmental features and values, cultural heritage and landscape. The continued enhancement of tourism facilities that capitalise on these attributes is supported where the long-term sustainability of primary industry resources is not unduly compromised.	The proposed bridge works will maintain transport links, which will help achieve the zone's objectives for Tourism.
c) Rural Communities Services to the rural locality through provision for home-based business can enhance the sustainability of rural communities. Professional and other business services that meet the needs of rural populations are supported where they accompany a residential or other established use and are located appropriately in relation to settlement activity centres and surrounding primary industries such that the integrity of the activity centre is not undermined and primary industries are not unreasonably confined or restrained.	The proposed bridge works will maintain transport links, which will help achieve the zone's objectives for Rural Communities.

Desired Future Character Statement	**Assessment**
The visual impacts of use and development within the rural landscape are to be minimised such that the effect is not obtrusive.	As the proposed works will be contained within the confines of the existing bridge, the visual impacts of the proposal will be minimised and the effect is not obtrusive.

Use Standards

The following standards are not applicable:

- 26.3.1 Discretionary Uses if not a single dwelling:
  - P1.2 (only applies to commercial uses)
  - P2.1 and P2.2 (the bridge is not on agricultural land)
  - P3 (the bridge is not on agricultural land).

26.3.1 Discretionary Uses if not a single dwelling

Objective

(a) To provide for an appropriate mix of uses that support the Local Area Objectives and the location of discretionary uses in the rural resources zone does not unnecessarily compromise the consolidation of commercial and industrial uses to identified nodes of settlement or purpose built precincts.
(b) To protect the long term productive capacity of prime agricultural land by minimising conversion of the land to non-agricultural uses or uses not dependent on the soil as a growth medium, unless an overriding benefit to the region can be demonstrated.
(c) To minimise the conversion of non-prime land to a non-primary industry use except where that land cannot be practically utilised for primary industry purposes.
(d) Uses are located such that they do not unreasonably confine or restrain the operation of primary industry uses.
(e) Uses are suitable within the context of the locality and do not create an unreasonable adverse impact on existing sensitive uses or local infrastructure.
(f) The visual impacts of use are appropriately managed to integrate with the surrounding rural landscape.

Acceptable Solution	Performance Criteria
A1 If for permitted or no permit required uses.	P1 P1.1 It must be demonstrated that the use is consistent with local area objectives for the provision of non-primary industry uses in the zone, if applicable
Assessment The assessment in subsection 7.6.2 above demonstrates compliance with P1.1.	
A4 If for permitted or no permit required uses.	P4 It must demonstrated that: (a) emissions are not likely to cause an environmental nuisance; and (b) primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and (c) the capacity of the local road network can accommodate the traffic generated by the use.
Assessment As the proposal is Discretionary, A4 is not applicable. The proposal complies with P4 for the following reasons: (a) the existing levels of traffic emissions will be maintained; (b) due to the minor scale of the proposed development and its location on an existing bridge, primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and (c) the proposed bridge works will maintain the capacity of the local road network.	

A5 If for permitted or no permit required uses.	P5 It must be demonstrated that the visual appearance of the use is consistent with the local area having regard to: (a) the impacts on skylines and ridgelines; and (b) visibility from public roads; and (c) the visual impacts of storage of materials or equipment; and (d) the visual impacts of vegetation clearance or retention; and (e) the desired future character statements.

Assessment

The proposed works are minor in scale, bulk and form and will be contained within the bridge's existing building form. Given this, the works will have no significant visual impacts on skylines or ridgelines or on views from public roads. The works do not result in the need for storage materials or equipment or result in the removal of native vegetation. Further, the assessment in subsection 7.6.2 demonstrates that the proposal is consistent with the zone's desired future character statements. Considering these matters, the proposal complies with P1.

26.3.3 Irrigation Districts

Objective: To ensure that land within irrigation districts proclaimed under Part 9 of the *Water Management Act 1999* is not converted to uses that will compromise the utilisation of water resources.

Acceptable Solution	Performance Criteria
A1 Non-agricultural uses are not located within an irrigation district proclaimed under Part 9 of the *Water Management Act 1999*.	P1 Non-agricultural uses within an irrigation district proclaimed under Part 9 of the Water Management Act 1999 must demonstrate that the current and future irrigation potential of the land is not unreasonably reduced having regard to: (a) the location and amount of land to be used; and (b) the operational practicalities of irrigation systems as they relate to the land; and (c) any management or conservation plans for the land.

Assessment

The land is in the Midlands Irrigation District, and the proposed Utilities use is an existing use and complies with P1 for the following reasons:

(a) the location and amount of land being used for the bridge will remain the same;
(b) there will be no change to the operation of irrigation systems and no irrigation infrastructure is located adjacent the bridge; and
(c) there are no known management or conservation plans for the land on which the northern part of the bridge stands (i.e. the part that is subject to this application). The southern portion of the bridge, located within Southern Midlands LGA is a publicly managed informal reserve with no applicable conservation plan.

Development Standards

The following development standards do not apply to the proposed bridge works:

- 26.4.1 Building Design and Siting (no new buildings are proposed)
- 26.4.2 Subdivision (no subdivision is proposed).

7.7 Codes

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
E1.0 Bushfire-Prone Areas Code	Not applicable
E2.0 Potentially Contaminated Land Code	Not applicable
E3.0 Landslip Code	Not applicable
E4.0 Road and Railway Assets Code	**Applicable - see below**
E5.0 Flood Prone Areas Code	**Applicable - see below**
E6.0 Car Parking and Sustainable Transport Code	Not applicable
E7.0 Scenic Management Code	**Applicable - see below**
E8.0 Biodiversity Code	Not applicable
E9.0 Water Quality Code	**Applicable – see below**
E10.0 Recreation and Open Space Code	Not applicable
E11.0 Environmental Impacts and Attenuation Code	Not applicable
E12.0 Airports Impact Management Code	Not applicable
E13.0 Heritage Code	Not applicable
E14.0 Coastal Code	Not applicable
E15.0 Signs Code	Not applicable

7.7.1 Road and Railway Assets Code

As 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.

To assist with the assessment below it should be noted that the bridge is within 50m of the railway and the Midland Highway, which is a category 1 road with a speed limit of 110km/h.

Use Standards

The following standards are not applicable:

- E4.6.1 Use and road or rail infrastructure:
  - A1/P1 (the Utilities use is not a sensitive use)
  - A3/P3 (the speed limit on the bridge is not more than 60km/h)

E4.6.1 Use and road or rail infrastructure

Objective: To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.

Acceptable Solution	Performance Criteria
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.

Assessment

Main Road and the bridge have a speed limit of 60km/h or less. The proposed works will not significantly alter the current design of the bridge, and will maintain the existing, acceptable level of safety for all road users, including pedestrians and cyclists. Given this, the proposal complies with P2.

Development Standards

The following standards are not applicable:

- E4.7.2 Management of Road Accesses and Junctions:
  - A1/P1 because there will be no new accesses and no change to the use of existing accesses;
  - A2/P2 because the speed limit for Main Road and the bridge is 60km/h; a
- E4.7.3 Management of Rail Level Crossings because no level crossings are proposed and no existing level crossings will be impacted by the development;
- E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings because sight distances at accesses, rail level crossings will be impacted, and no temporary accesses are proposed.

E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways

Objective: To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:

a) ensure the safe and efficient operation of roads and railways; and
b) allow for future road and rail widening, realignment and upgrading; and
c) avoid undesirable interaction between roads and railways and other use or development.

Acceptable Solution	Performance Criteria
A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h: a) new road works, buildings, additions and extensions, earthworks and landscaping works; and b) building areas on new lots; and c) outdoor sitting, entertainment and *children's* play areas	P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to: a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.

Assessment

The proposal complies with P1 for the following reasons:

(a) The proposal involves minor development within the confines of the existing bridge structure that will maintain the safety and efficiency of the road or railway or future road or railway, including line of sight from trains;
(b) The proposal involves minor development that will have no significant transport-related environmental impacts;
(c) N/A as the proposed development is not an addition or extension of a building;
(d) The Department of State Growth is the relevant authority for the railway and the highway and the proposed development is a Department of State Growth project. All temporary buildings and works will be removed in accordance with the requirements set out by the Department of State Growth.

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

Acceptable Solution	Performance Criteria
A1 Sight distances at	P1 The design, layout and location of an access, junction or rail level crossing must provide

a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or c) If the access is a temporary access, the written consent of the relevant authority has been obtained.	adequate sight distances to ensure the safe movement of vehicles.

Assessment

The proposed development will not create any new junctions or accesses. All existing accesses are noted to have sufficient sight distance in accordance with Table E4.7.4.

7.7.2 Flood Prone Areas Code

As shown in Figure 6 below, a small portion of the bridge is within the Flood Prone Areas Overlay (blue hatched area), which means this code applies to the proposal. As the proposal meets the requirements of the applicable standards, it is consistent with the code's purpose, which is to:

(a) ensure that use or development subject to risk from flooding is appropriately located and that adequate measures are taken to protect human life and property and to prevent adverse effects on the environment.

(b) determine the potential impacts of flooding through the assessment of risk in accordance with the Australian Standard.

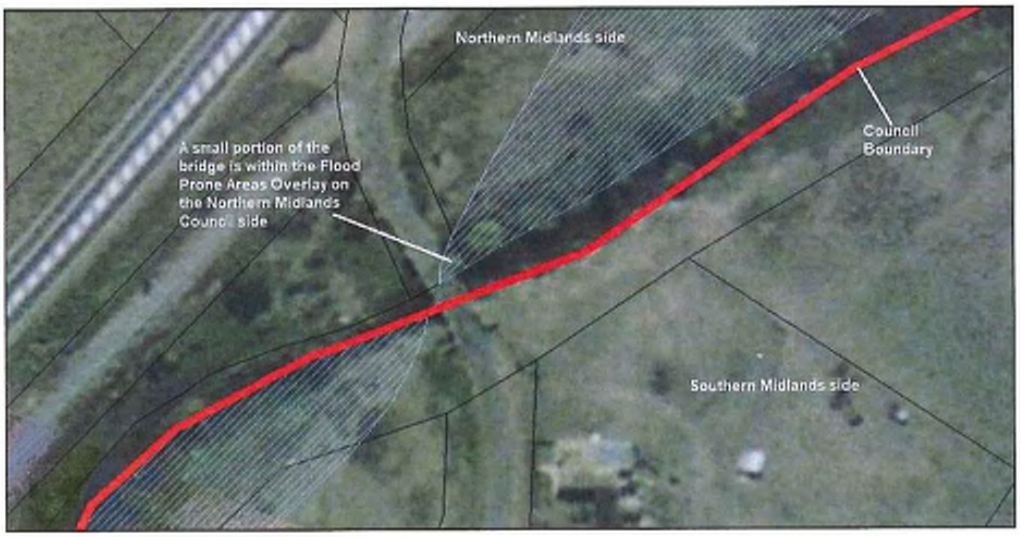

FIGURE 6 FLOOD PRONE AREAS OVERLAY AND BRIDGE

Stormwater Design

The proposed bridgeworks do not modify the existing stormwater arrangement. Rainwater falling on the bridge will be permitted to runoff in Blackman River via scuppers installed at the edges of the deck.

Flood Risk Assessment

The proposed bridgeworks do not significantly modify the flood risk to the road and adjoining areas. The depth of the bridge superstructure will be largely identical to that of the existing bridge and thereby will not impede the Blackman River flow path any more than the existing structure. The new barriers will likewise be of similar shape and size, and will thus not impede over-deck flow significantly differently than the existing barriers.

In terms of the required criteria in Table E5.1 below, the risk to human life, property and the environment up to the 1% AEP are as follows:

	Human life	Property	Environment
Consequence	Unchanged compared with existing	Unchanged compared with existing	Unchanged compared with existing
Likelihood	Unchanged compared with existing	Unchanged compared with existing	Unchanged compared with existing

Use Standards

As the proposal does not include habitable rooms, A1/P1 of standard E5.5.1 Use and flooding are not applicable.

E5.5.1 Use and flooding

Objective: To ensure that use does not compromise risk to human life, and that property and environmental risks are responsibly managed.

Acceptable Solution	Performance Criteria
A2 Use must not be located in an area subject to a medium or high risk in accordance with the risk assessment in E5.7.	P2 Use must demonstrate that the risk to life, property and the environment will be mitigated to a low risk level in accordance with the risk assessment in E5.7.

Assessment

The above Flood Risk Assessment demonstrates that the risk to human life, property and the environment will not change compared with the existing situation.

Given this, the proposed bridge works will not compromise risk to human life, and property and environmental risks will be responsibly managed, thereby complying with the objective of use standard E5.5.1.

Development Standards

E5.6.1 Flooding and Coastal Inundation

Objective: To protect human life, property and the environment by avoiding areas subject to flooding where practicable or mitigating the adverse impacts of inundation such that risk is reduced to a low level.

Acceptable Solution	Performance Criteria
A1 No acceptable solution.	P1.1 It must be demonstrated that development: (a) where direct access to the water is not necessary to the function of the use, is located where it is subject to a low risk, in accordance with the risk assessment in E5.7 a); or

	(b) where direct access to the water is necessary to the function of the use, that the risk to life, property and the environment is mitigated to a medium risk level in accordance with the risk assessment in E5.7. P1.2 Development subject to medium risk in accordance with the risk assessment in E5.7 must demonstrate that the risk to life, property and the environment is mitigated through structural methods or site works to a low risk level in accordance with the risk assessment in E5.7. P1.3 Where mitigation of flood impacts is proposed or required, the application must demonstrate that: (a) the works will not unduly interfere with natural coastal or water course processes through restriction or changes to flow; and (b) the works will not result in an increase in the extent of flooding on other land or increase the risk to other structures; (c) inundation will not result in pollution of the watercourse or coast through appropriate location of effluent disposal or the storage of materials; and (d) where mitigation works are proposed to be carried out outside the boundaries of the site, such works are part of an approved hazard reduction plan covering the area in which the works are proposed.

Assessment

With regard to P1.2, Direct access to the water for bridge maintenance is required. However, as the bridge is existing and only minor works are proposed, the proposal complies with P1.2.

The proposal complies with P1.3 as there is no interference with water course processes or increase in the extent or risk of flooding due to the proposed works.

P1.1 is not applicable.

7.7.3 Scenic Management Code

This code applies to the whole of the proposed works because they are located within the Scenic Management – Tourist Road Corridor, defined as the area of land within 200m from the frontage of the Midland Highway scenic corridor, as shown in Figure 7 below.

FIGURE 7 SCENIC CORRIDOR OVERLAY AND BRIDGE

An assessment of the proposal against the code's purpose and applicable standards is provided below. As the proposal complies with the requirements of these standards, it consistent with the code's purpose, which is to:

(a) ensure that siting and design of development protects and complements the visual amenity of defined tourist road corridors; and

(b) ensure that siting and design of development in designated scenic management areas is unobtrusive and complements the visual amenity of the locality and landscape.

Use Standards

This code has no use standards.

Development Standards

The following development standards are not applicable:

- E7.6.1 Scenic Management – Tourist Road Corridor A2/P2 (no subdivision is proposed)
- E7.6.2 Local Scenic Management Areas. (the area is not listed in listed in Table E7.1)

E7.6.1 Scenic Management – Tourist Road Corridor

Objective:

(a) To enhance the visual amenity of the identified tourist road corridors through appropriate:

i. setbacks of development to the road to provide for views that are significant to the traveller experience and to mitigate the bulk of development; and

ii. location of development to avoid obtrusive visual impacts on skylines, ridgelines and prominent locations within the corridor; and
iii. design and/or treatment of the form of buildings and earthworks to minimise the visual impact of development in its surroundings; and
iv. retention or establishment of vegetation (native or exotic) that mitigates the bulk or form of use or development; and
v. retention of vegetation (native or exotic) that provides amenity value to the road corridor due to being in a natural condition, such as native forest, or of cultural landscape interest such as hedgerows and significant, exotic feature trees; and

(b) To ensure subdivision provides for a pattern of development that is consistent with the visual amenity objectives described in (a).

Acceptable Solution	Performance Criteria
A1 Development (not including subdivision) must be fully screened by existing vegetation or other features when viewed from the road within the tourist road corridor.	P1 Development (not including subdivision) must be screened when viewed from the road within the tourist road corridor having regard to: (a) the impact on skylines, ridgelines and prominent locations; and (b) the proximity to the road and the impact on views from the road; and (c) the need for the development to be prominent to the road; and (d) the specific requirements of a resource development use; and (e) the retention or establishment of vegetation to provide screening in combination with other requirements for hazard management; and (f) whether existing native or significant exotic vegetation within the tourist road corridor is managed to retain the visual values of a touring route; and (g) whether development for forestry or plantation forestry is in accordance with the 'Conservation of Natural and Cultural Values – Landscape' section of the Forest Practices Code; and (h) the design and/or treatment of development including: (i) the bulk and form of buildings including materials and finishes; (j) earthworks for cut or fill; (k) complementing the physical (built or natural) characteristics of the site.

Assessment

As the proposed bridge works, which will be within the confines of the existing bridge, cannot be screened from the road due to the presence of road and rail assets, it is not possible to apply A1 or P1. Further, Objective 1(b) of this standard is not applicable, as it only applies to subdivision.

The proposal is consistent with Objective 1(a) of this standard for the following reasons:

- the setbacks of the bridge to the road will not change and available views will remain largely the same; and
- the proposed works are minor and there will be no adverse visual impacts on skylines, ridgelines or prominent locations within the corridor; and
- the proposed bridge works have been designed to closely match the existing design, which will minimise the visual impact of development in its surroundings; and
- there will be no loss of or adverse impacts on adjacent vegetation (native or exotic).

7.7.4 Water Quality Code

As the proposed road works is within 50m of the river, the proposal must be assessed against this code.

An assessment of the proposal against the code's applicable standards is provided below. As the proposal meets the requirements of the applicable standards, it is consistent with the code's purpose, which is to:

consider the impacts of development to limit adverse effects on the following:

(a) wetland and watercourse ecosystems; and

i. flow regimes, water levels, biological activity and physical characteristics; and

ii. the variety of flora and fauna; and

iii. the role of wetlands and watercourses for water supply, flood mitigation, environmental protection, water regulation and nutrient filtering, as resources for recreational activities and as attractive features in the landscape; and

(b) improve the sustainable management of surface water through development.

Use Standards

There are no use standards under this code.

Development Standards

The following standards do not apply:

- E9.6.1 Development and Construction Practices and Riparian Vegetation A2/P2 (no wetlands will be impacted)
- E9.6.2 Water Quality Management A3/P3 (no quarries or borrow pits will be impacted)
- E9.6.5 Sediment and Erosion Control (only relates to subdivision)
- E9.6.6 Ben Lomond Water Catchment Areas (the proposal is outside this area)

E9.6.1 Development and Construction Practices and Riparian Vegetation

Objective: To protect the hydrological and biological roles of wetlands and watercourses from the effects of development.

Acceptable Solution	Performance Criteria
A1 Native vegetation is retained within: a) 40m of a wetland, watercourse or mean high water mark; and b) a Ben Lomond Water catchment area - inner buffer.	P1 Native vegetation removal must submit a soil and water management plan to demonstrate: a) revegetation and weed control of areas of bare soil; and b) the management of runoff so that impacts from storm events up to at least the 1 in 5 year storm are not increased; and c) that disturbance to vegetation and the ecological values of riparian vegetation will not detrimentally affect hydrological features and functions.

Assessment

The proposal complies with A1 for the following reasons:

(a) No native vegetation will be removed within 40m of a wetland, watercourse or mean high water mark; and
(b) The bridge is not located within a Ben Lomond Water catchment area - inner buffer.

A3 A watercourse must not be filled, piped or channelled except to provide a culvert for access purposes.	P3 A watercourse may be filled, piped, or channelled: a) within an urban environment for the extension of an existing reticulated stormwater network; or b) for the construction of a new road where retention of the watercourse is not feasible.

Assessment

As no watercourse will be filled, piped or channelled, proposal complies with A3.

E9.6.2 Water Quality Management

Objective: To maintain water quality at a level which will not affect aquatic habitats, recreational assets, or sources of supply for domestic, industrial and agricultural uses.

Acceptable Solution	Performance Criteria
A1 All stormwater must be: a) connected to a reticulated stormwater system; or b) where ground surface runoff is collected, diverted through a sediment and grease trap or artificial wetlands prior to being discharged into a natural wetland or watercourse; or c) meet emission limit guidelines from the Board of the Environment Protection Authority in accordance with the State Policy for Water Quality Management 1997.	P1 Stormwater discharges to watercourses and wetlands must minimise loss of hydrological and biological values, having regard to: a) natural flow regimes, water quality and biological diversity of any waterway or wetland; b) design and operation of any buildings, works or structures, on or near the wetland or waterway; c) sources and types of potential contamination of the wetland or waterway; d) devices or works to intercept and treat waterborne contaminants; e) opportunities to establish or retain native riparian vegetation or continuity of aquatic habitat.

Assessment

The proposal complies with P1 for the following reasons:

a) The proposed works will not result in any change to existing flow regimes, water quality and biological diversity

b) The proposed works will be within the confines of the existing bridge and will not result in any change to the design and operation of any buildings, works or structures in the waterway (other than the bridge itself). There will be no significant change to the existing stormwater flows.

c) The works will not result in any change to the sources and types of contamination in the waterway

d) The works will not result in any change to devices or works to intercept or treat waterborne contaminants

e) The works will not result in any change to opportunities to establish or retain native riparian vegetation or continuity of aquatic habitat.

A2.1 No new point source discharge directly into a wetland or watercourse. A2.2	P2 New and existing point source discharges to wetlands or watercourses must implement appropriate methods of treatment or management to ensure point sources of discharge:

For existing point source discharges into a wetland or watercourse there is to be no more than 10% increase over the discharge which existed at the effective date.	a) do not give rise to pollution as defined under the *Environmental Management and Pollution Control Act 1994*; and i. are reduced to the maximum extent that is reasonable and practical having regard to: ii. best practice environmental management; and iii. accepted modern technology; and b) meet emission limit guidelines from the Board of Environmental Management and Pollution Control in accordance with the *State Policy for Water Quality Management 1997*. P2.2 Where it is proposed to discharge pollutants into a wetland or watercourse, the application must demonstrate that it is not practicable to recycle or reuse the material.

Assessment

The proposal complies with A2.1 because the bridge in general is taken as a source of discharge, there is no new source of discharge into the watercourse

E9.6.3 Construction of Roads

Objective: To ensure that roads, private roads or private tracks do not result in erosion, siltation or affect water quality

Acceptable Solution	Performance Criteria
A1 A road or track does not cross, enter or drain to a watercourse or wetland	P1 Road and private tracks constructed within 50m of a wetland or watercourse must comply with the requirements of the *Wetlands and Waterways Works Manual*, particularly the guidelines for siting and designing stream crossings.

Assessment

The road on the bridge will be constructed of concrete with an asphalt cover. The road will drain to scuppers at the edges of the deck and, in a similar way to the existing bridge, will thence drain directly to the watercourse below.

E9.6.4 Access

Objective: To facilitate appropriate access at suitable locations whilst maintaining the ecological, scenic and hydrological values of watercourses and wetlands.

Acceptable Solution	Performance Criteria
A1 No acceptable solution.	P1 New access points to wetlands and watercourses are provided in a way that minimises: a) their occurrence; and b) the disturbance to vegetation and hydrological features from use or development.

Assessment

No new access points are required or proposed.

A2 No acceptable solution.	P2 Accesses and pathways are constructed to prevent erosion, sedimentation and siltation as a result of runoff or degradation of path materials.

Assessment

No pedestrian pathways are proposed and there will be no changes to the stream banks.

8. Historic Cultural Heritage Act 1995

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 B.

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. The impact assessment in Appendix B 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.

9. Other Planning Provisions

9.1.1 State Policy on Water Quality Management

The purpose of this state policy 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.

As demonstrated in the above sections of this report, the proposed bridge works have been designed to avoid significant impacts on the qualities of surface water and groundwater resources. In this context, the proposal is consistent with the purpose of the policy.

9.1.2 State Policy on the Protection of Agricultural Land 2009

The purpose of this policy is to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land.

As the proposed works will be within the confines of the existing bridge, there will be no adverse impacts on adjacent agricultural land.

10. 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.

Appendix A

Proposed Plans

Report Title

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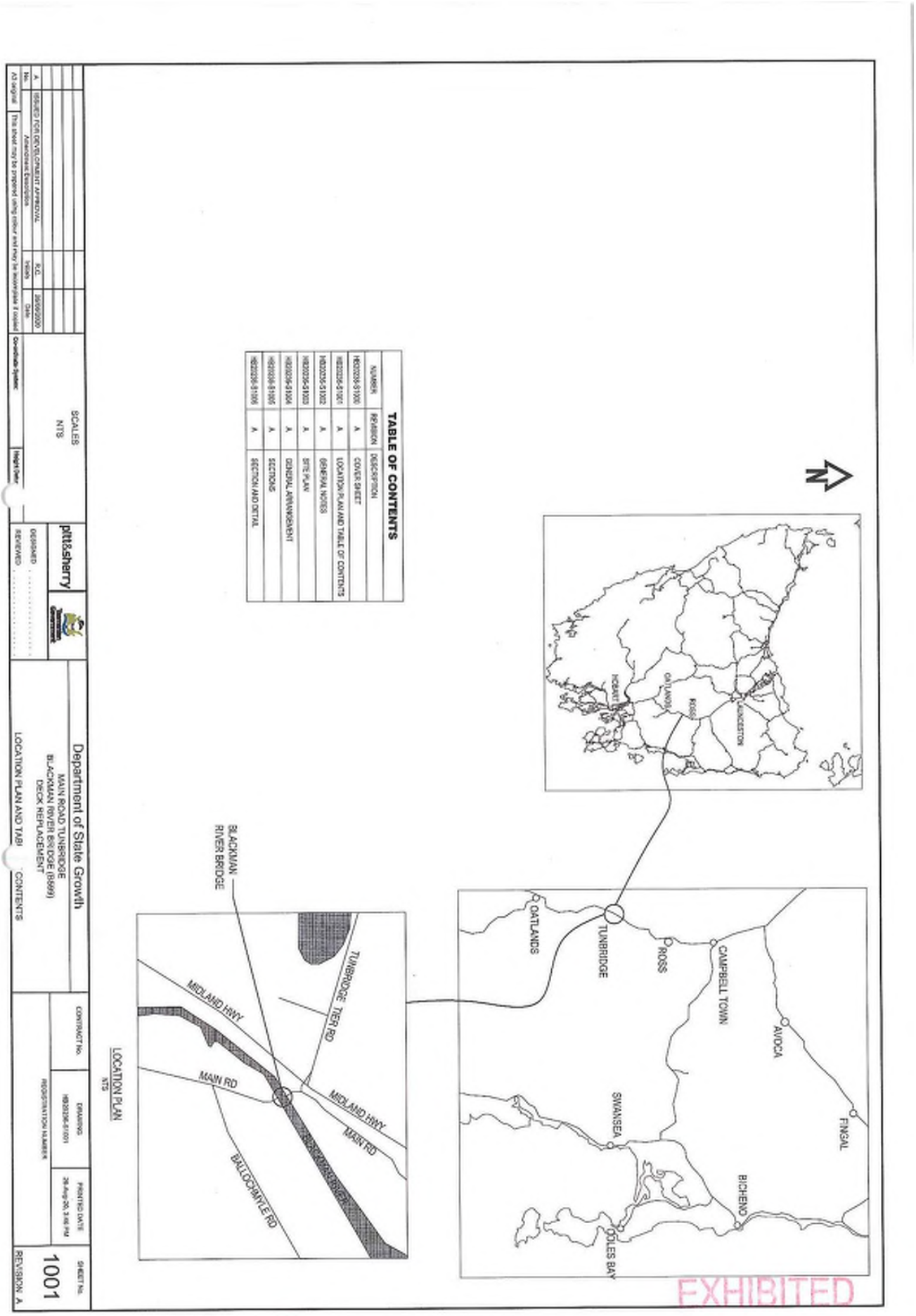
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SITE PLAN
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SECTION AND DETAIL
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Department of State Growth
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BLACKMAN RIVER BRIDGE (8569)
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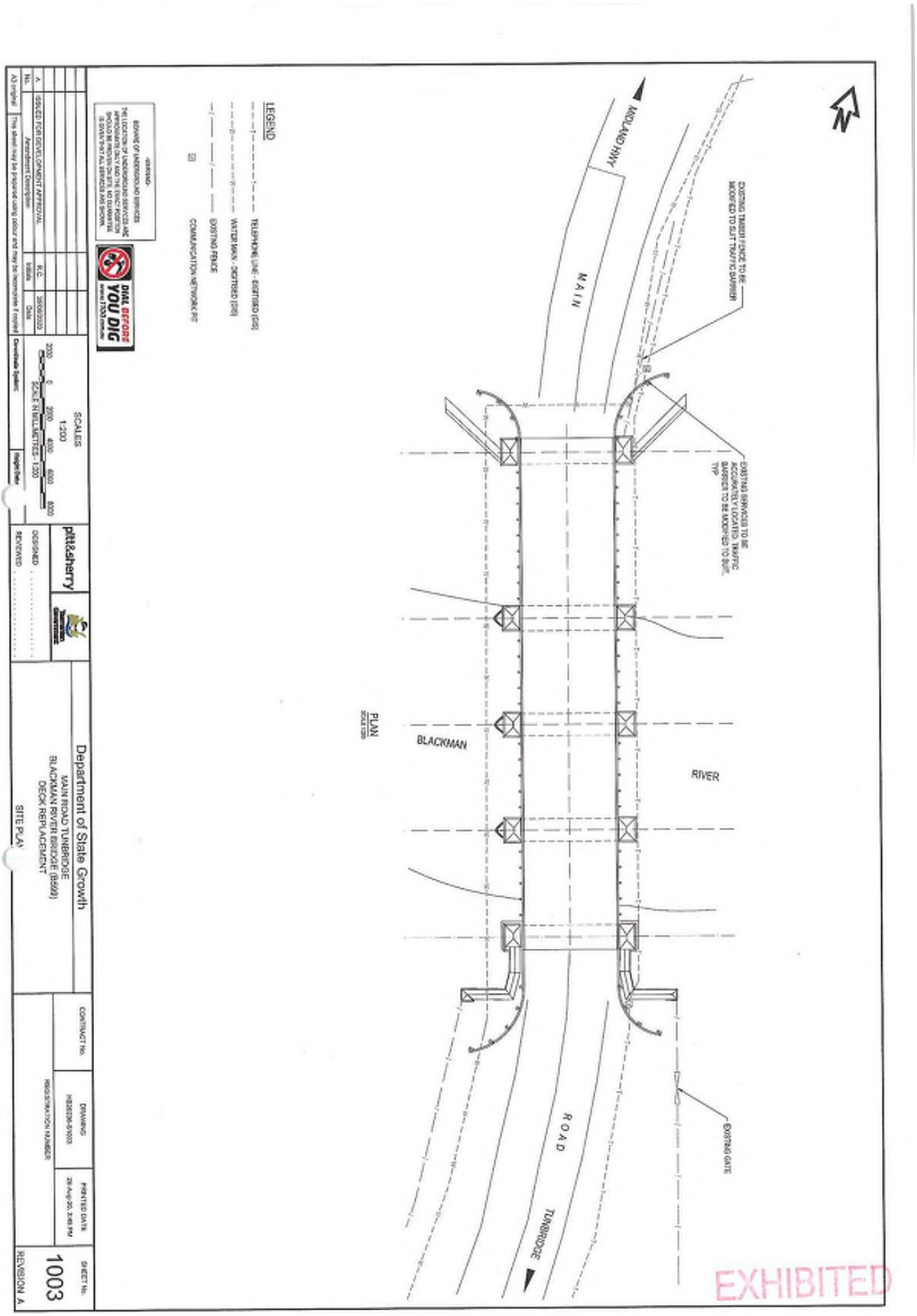
BALLOCHMYLE RD
LOCATION PLAN
NTS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MOLAND HWY
MAIN
EXISTING SERVICES TO BE ACCURATELY LOCATED. TRAFFIC BARRIER TO BE MODIFIED TO SUIT.
TYP
LEGEND
TELEPHONE LINE - BURIED (SS)
WATER MAIN - DIGITISED (SS)
EXISTING FENCE
COMMUNICATION NETWORK PIT
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BLACKMAN
RIVER
ROAD
TUNBRIDGE
EXISTING GATE
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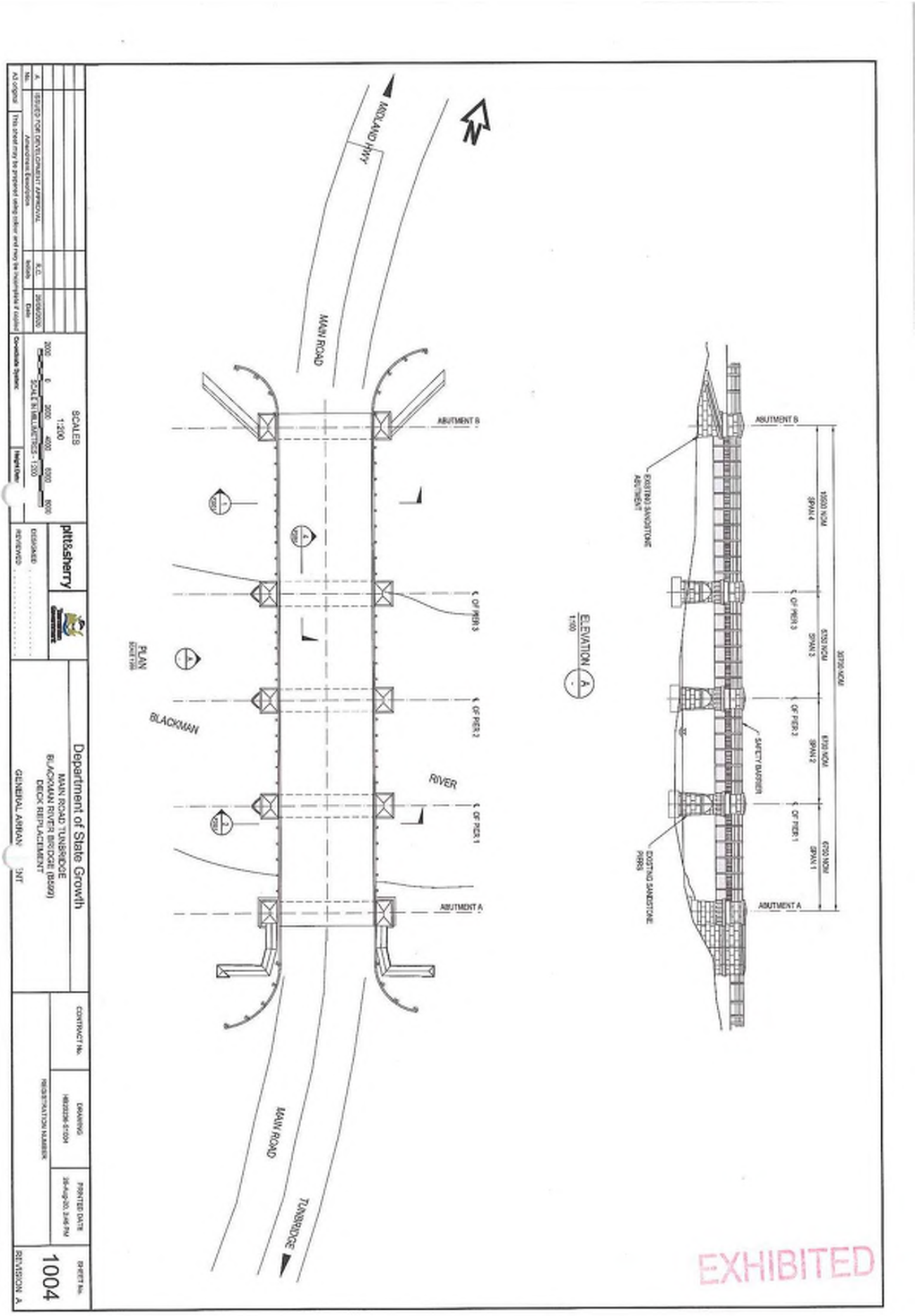
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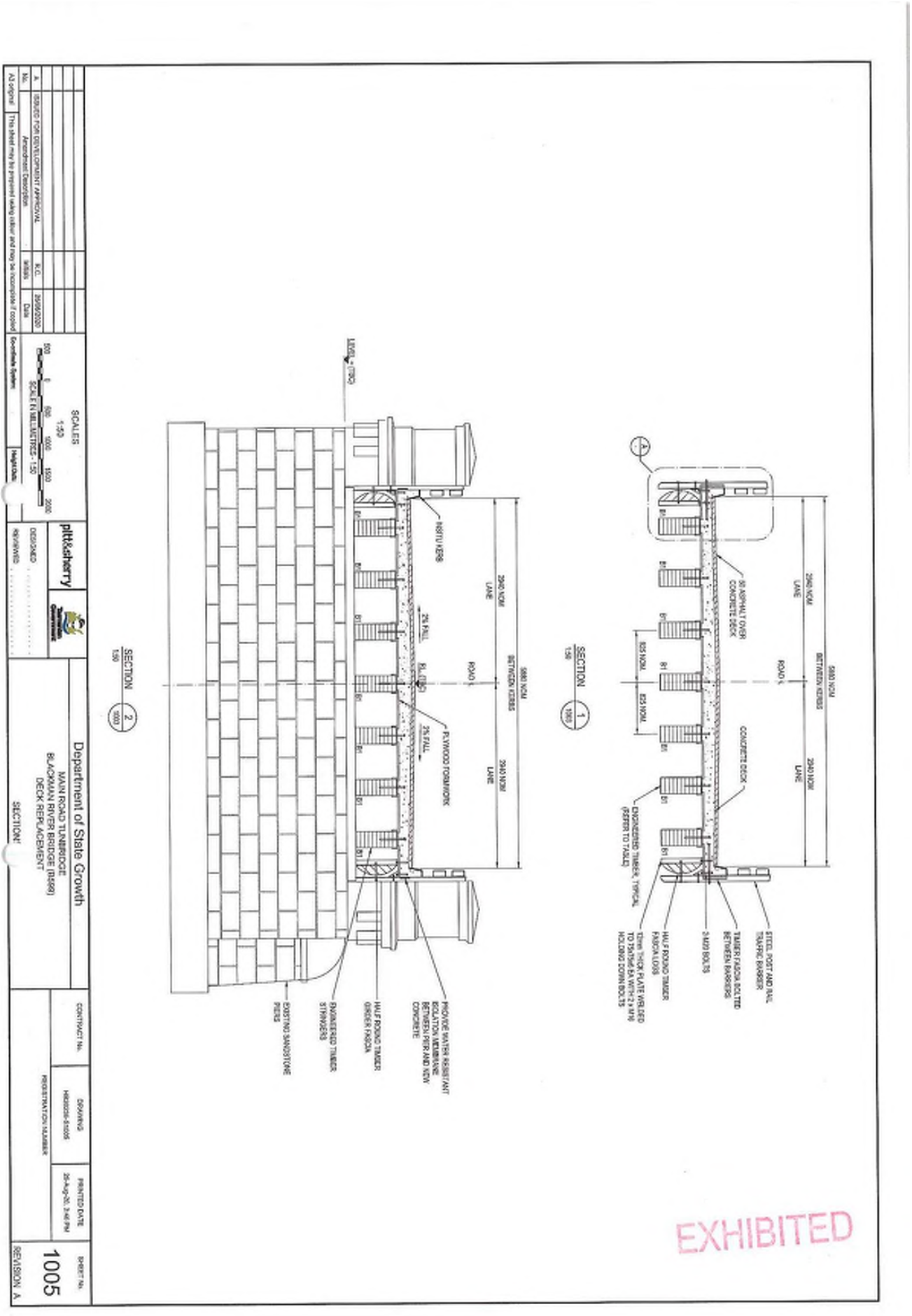
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HALF ROUND TIMBER GIRDER FASCIA
PROVIDE WATER RESISTANT ISOLATION MEMBRANE BETWEEN PIER AND NEW CONCRETE
EXISTING SANDSTONE PIERS
STEEL POST AND RAIL TRAFFIC BARRIER
TIMBER FASCIA BOLTED BETWEEN BARRIERS
M20 BOLTS
HALF ROUND TIMBER FASCIA LOGS
10mm THICK PLATE WELDED TO 75x75x6 EA WITH 2 x M16 HOLDING DOWN BOLTS
ENGINEERED TIMBER, TYPICAL (REFER TO TABLE)
RIGHT HERB
LEFT HERB
2% FALL
PLYWOOD FORMWORK
ROAD
LANE
5980 NOM BETWEEN KERBS
2540 NOM
825 NOM
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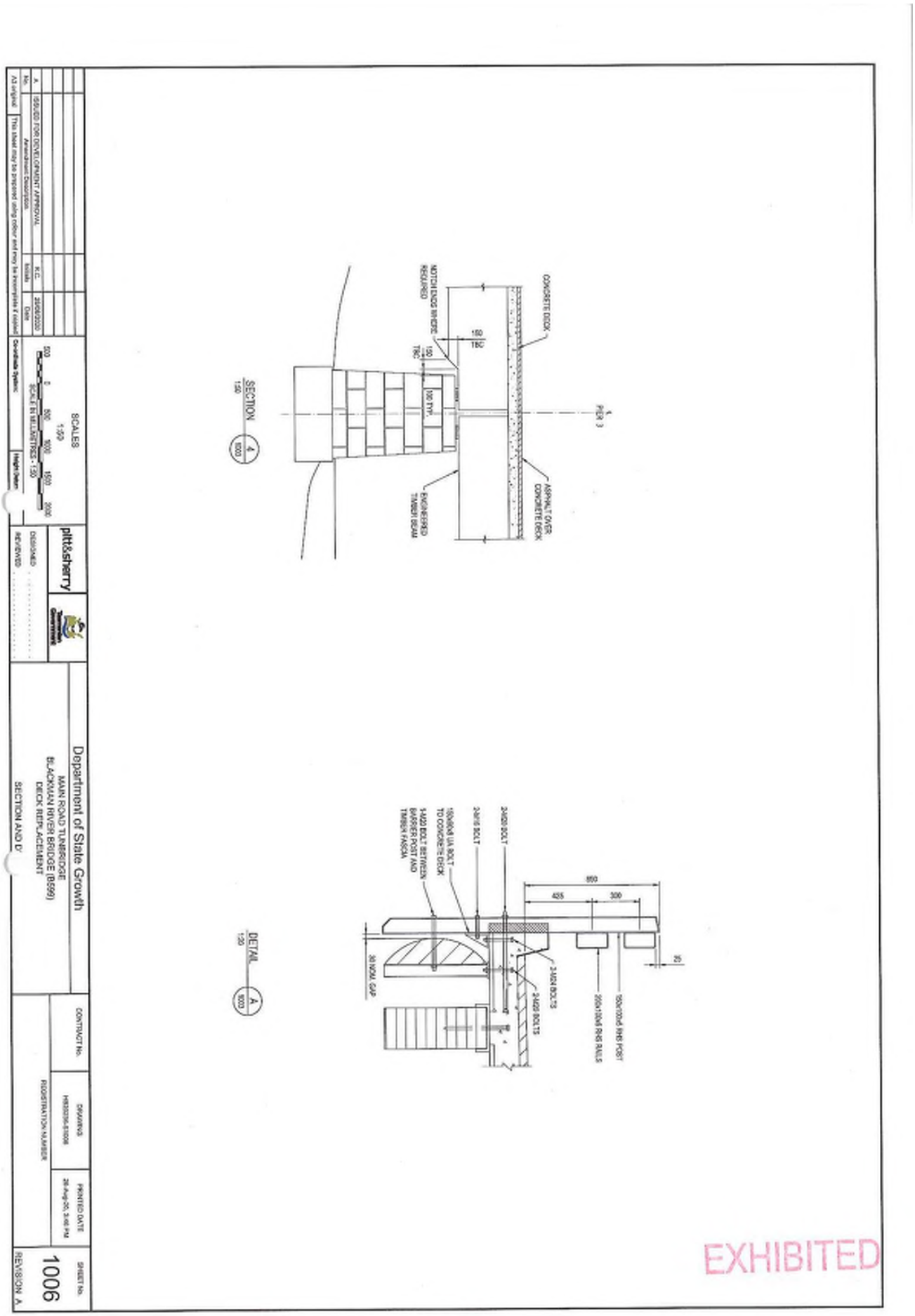
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M16 BOLT
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M20 BOLT BETWEEN BARRIER POST AND TIMBER FASCIA
30 NOM. GAP
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200x150x6 RHS RAILS
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Appendix B

Title Details

Report Title

EXHIBITED

the LIST

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

OWNER
EUSTACE ALLAN CAMERON

FOLIO REFERENCE
CT:131849/2, CT:131849/3, CT:131849/4

GRANTEE
PART OF 100ACRES LOC.TO W.MILNE.
PART OF 1000 ACRES GTD TO G.W.CARTWRIGHT.
PART OF 1921 ACRES GTD TO R.Q.KERMODE.

PLAN OF TITLE

LOCATION
LAND DISTRICT SOMERSET
PARISH OF PAKENHAM
CONVERTED BY PLAN No. P.131849

COMPILED BY JACOBS GROUP (AUST.) PTY. LTD.

NOT TO SCALE LENGTHS IN METRES

REGISTERED NUMBER
P170439

APPROVED 13 JAN 2016
Alice Kawa
Recorder of Titles

MAPSHEET MUNICIPAL CODE No.129 (5233)	LAST UPI No	LAST PLAN No. P.131849 P170388	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

SKETCH BY WAY OF ILLUSTRATION ONLY

BALANCE PLAN

"EXCEPTED LANDS"
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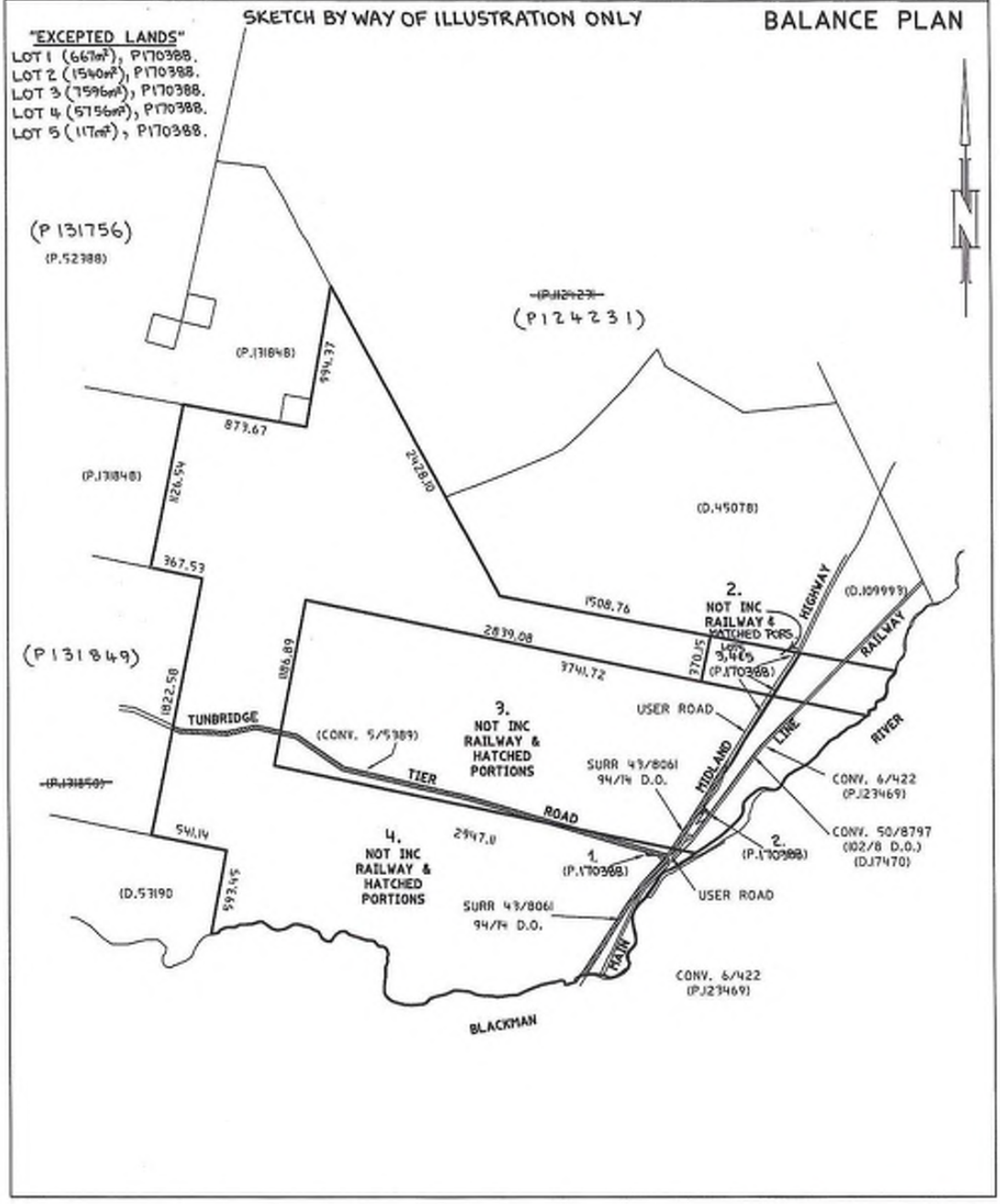
LOT 3 (7596m²), P170388.
LOT 4 (57156m²), P170388.
LOT 5 (117m²), P170388.



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Department of Primary Industries, Parks, Water and Environment www.thelist.tas.gov.au

Appendix C

Assessment of heritage impacts

Report Title

PETER SPRATT
CONSULTING CHARTERED ENGINEER
P. Spratt AM M.Env.St. Dip.CE FIE Aust. MASCE A.I.Arb.A FAIB

25 Gourlay Street
Blackmans Bay
TAS 7052

Ph 03 6229 7280
Email p.spratt@bigpond.net.au
ABN 55 120 015 973

17th. June 2014

Ref No 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.