



Australian Government



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# RICHMOND BRIDGE

Conservation Management Plan  
Department of Infrastructure, Energy and Resources

January 2010

# Executive Summary

The Richmond Bridge is a place of outstanding significance to the people of Australia, Tasmania and Richmond. Constructed in 1823-1825, the Bridge is widely recognised as Australia's oldest bridge that continues to serve its essential role of providing transport infrastructure for locals and visitors alike.

In 2005, the Richmond Bridge was included on the National Heritage List, in recognition of its outstanding value to the nation. With the recognition of these values comes the responsibility to ensure that the place continues to be conserved for current and future generations. This responsibility is shared by managers, heritage and planning authorities and users of the Bridge.

The Conservation Management Plan is a way to analyse the values of the place, and develop appropriate policies for ongoing conservation. A Conservation Plan was prepared for the Richmond Bridge in 1997. Since that time, there have been substantial and significant changes in the ways in which heritage is assessed and managed in both State and National contexts. The Department of Infrastructure, Energy and Resources (DIER) with financial assistance from the Australian Government Department of the Environment, Water, Heritage and the Arts has commissioned GHD Pty Ltd to review the 1997 Conservation Plan and prepare this current Conservation Management Plan. Chiefly, this project aims to determine how the significance of the place has been retained; address how well the existing policies have been implemented; and as required, determine whether the policies remain appropriate to conserve the significance of the place. The existing 1997 Conservation Plan has been very useful in this respect.

## **The Significance of the Richmond Bridge**

The Richmond Bridge and its setting is a place of exceptional heritage significance at National, State and Local levels, across a range of values. The Bridge is also deeply valued by the local Richmond community.

The Richmond Bridge is Tasmania's, and Australia's oldest surviving large bridge, which retains a high degree of integrity and continues to serve its original function. At its completion in 1825, the Bridge had the record of having the longest span of Australia's bridges, a record not surpassed until 1836.

The Bridge is important in demonstrating the early development of Tasmania and the provision of transport infrastructure in response to the growing population and emerging agricultural industry by providing access to the east coast and later Tasman Peninsula.

The Bridge is a significant representative example of public works erected by convict labour under the direction of the Royal Engineers. It demonstrates the pivotal role played by convict labour in the early development of the colony. The continued operation of the Bridge since 1825 also demonstrates the skills and technical achievement of bridge design and construction.

The Richmond Bridge is an iconic place. The Bridge and its setting is an important place for its aesthetic significance, values that are appreciated locally, within Tasmania and nationally. Its picturesque image has been a continuing source of inspiration for painters, photographers and writers.

## **The Conservation of the Richmond Bridge**

The purpose of the policies put forward in this Plan are to state how the conservation of the Richmond Bridge and its setting may be achieved both in the short, medium and long term, and is based on an understanding of the cultural significance of the place. Some 103 policies have been prepared. These

vary from broad general considerations, to specific items requiring attention. The policies have been grouped into broad areas related to the Bridge and its management. The following summarises the key findings:

### ***General Policies***

The general conservation policies provide the overarching framework for managing the heritage significance of the Richmond Bridge and setting. It begins with recognition of the exceptional significance of the place. From this recognition, the general and detailed policies are developed. The Bridge and setting is comprised of multiple elements. These elements range in their levels of significance. Assessing the levels of cultural significance allows for an understanding the relative values of the elements that form the place and appropriate management practices.

### ***Management System***

The complexity of management for the Richmond Bridge and its setting has potential to cause duplication, a lack of clarity and inefficient processes. On this basis it has been recommended that a coordinated approach to the management and conservation of the Richmond Bridge be adopted. The formation of a management committee would be one way of assisting with this. It would also be one means of involving the community in the ongoing management of the Bridge and setting.

### ***Use of the Richmond Bridge and Setting***

The Bridge is currently used for both vehicular and pedestrian use. The continuing use of the Bridge since 1825 is part of the cultural significance of the place. The riverbank setting has a variety of uses, with tourism and passive recreation being predominant. The recreational use of the riverbanks also forms part of the cultural significance of the place.

### ***Managing the Fabric of the Richmond Bridge***

The Bridge is generally in good condition. However, certain areas require attention. Both broad and specific policies have been prepared. The highest priority has been given to those policies that address the weaknesses of the Bridge and will assist in preventing further damage and ongoing conservation.

A contentious issue remains the current 25 tonne vehicle load limit. The 1997 Conservation Plan recommended that the existing 25 tonne load limit should be reduced to 15 tonnes. DIER did not adopt this recommendation. A structural assessment of the Bridge has not been carried out for this Conservation Management Plan. It is recommended that a cautious approach be adopted and DIER should consider reducing the current load limit.

This Plan also recommends that a vibration meter be installed on the Bridge as a means of giving early warning of a potential problem resulting from excessive vibrations due to traffic load and speed. Vibration monitoring trials have shown this to be a practical management tool. Should vibration problems be detected, the load and speed limit will need to be reviewed to address the issue.

### ***Management of Public Riverbank Land and Infrastructure***

The public riverbank land forms a crucial part of the significance of the place. It also provides important tourism and passive recreation uses for relaxation, picnics and appreciating the Bridge and surrounds. Conservative policies have been recommended based on the significance, the physical nature of the place, and the limited compatible uses available.

### ***Vegetation Management***

Vegetation forms an important part of the setting of the Richmond Bridge. The vegetation varies from native riparian reeds along the River, to mature exotic trees. These plantings have heritage value, and varying degrees of significance. Specific vegetation management policies have been developed to assist land managers, including the preparation of a vegetation management plan. It includes general policies on the significance of the plantings; processes when works are proposed; and importantly, the need for long-term management and planning of the historic plantings.

### ***River Management***

After the Bridge, the Coal River is the dominant element of the place. It has important historical and aesthetic values. Enhancing the health of the Coal River brings both environmental and cultural benefits. A matter of concern is the risks the Coal River poses to the Bridge during times of flood. The community has also identified this as an area of concern. It has been recommended that a flood management plan be prepared.

### ***Traffic and Road Management***

Traffic management remains a key concern to the community in terms of damage to the Bridge, impacts on the setting through noise and visual pollution, and the lack of enforcement of speed and load limits. A Traffic Management Plan is currently under review by Clarence City Council and DIER to determine appropriate management solutions. As part of this review, it is recommended that DIER investigate a number of options, including the possibility of installing a permanent speed camera; pedestrian safety; and Intelligent Access Recording on permit vehicle movement.

### ***Interpretation***

Interpretation refers to all the ways of presenting the significance of the place. At present, there is limited on site interpretation. Careful consideration should be given to any further on-site interpretation structures that could potentially compromise the values and character of the place. There could be benefits from considering further interpretation of the Bridge and setting as part of Visitor Management and Interpretation Plan for Richmond as a whole.

### ***Further Assessment Work***

The current assessment of the heritage significance of the Richmond Bridge may not be representative of all the values that could be present at the place. Specifically, it is recommended that Aboriginal heritage and historic archaeological assessments be undertaken.

### ***Review and Reporting***

This Conservation Management Plan should be reviewed every five years to ensure its ongoing relevance. The community also have a demonstrated interest in the conservation of the Richmond Bridge and should be regularly informed of its current condition and works.

# Acknowledgements

GHD acknowledges the kind assistance of the following individuals:

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# Introduction

# 1. Introduction

## 1.1 Background

The Richmond Bridge is a place of exceptional significance. People have long appreciated the Bridge, both locals and visitors alike. The Bridge is an iconic heritage place, forming an integral part of Richmond, and providing a special sense of identity to the local community.

The heritage significance of the Bridge has also long been recognised by formal statutory means at all levels of Government. The Richmond Bridge was entered in the Register of the National Estate in 1979, and the Tasmanian Heritage Register in 1999. This formal recognition culminated in 2005 with the inclusion of the Richmond Bridge on the National Heritage List.

The National Heritage List recognises that the Richmond Bridge is of extraordinary significance to Australia. It joins a select group of places such as the Sydney Opera House and Bridge, Old Parliament House and the National War Memorial. In Tasmania, the Richmond Bridge is one of seven historic heritage places to be currently included on the National Heritage List.

On identifying the heritage values of a place comes the responsibility to ensure that those values are protected and retained for future generations. The Conservation Management Plan is the widely accepted means of firstly establishing the significance of the place, and then developing appropriate policies for the management of that significance.

In 1997 the then Department of Transport commissioned the *Richmond Bridge, Tasmania. Conservation Plan*<sup>1</sup> with financial assistance from the Commonwealth of Australia under the National Estate Grants Program. This document ('the 1997 Conservation Plan') provided a detailed and thorough assessment of the significance of the place and the development of broad and encompassing policies.

Conservation Plans are not static documents. Places can change over time in their values, uses, owner expectations and statutory requirements. A review of the 1997 Conservation Plan is the appropriate means to:

- ▶ Firstly, determine whether the significance of the place has been retained;
- ▶ Secondly, assess how the policies of the existing 1997 Conservation Plan have been implemented; and
- ▶ Thirdly, determine whether the policies remain appropriate to conserve the significance of the place.

The National Heritage listing of the Richmond Bridge encourages a cooperative approach between the Australian and Tasmanian Governments to ensure the preparation and implementation of a management plan that is consistent with the National Heritage Management Principles. On this basis, the Department of Infrastructure, Energy and Resources (DIER) with financial assistance from the Australian Government Department of the Environment, Water, Heritage and the Arts has commissioned GHD Pty Ltd to review the 1997 Conservation Plan. Peter Spratt (Consulting Chartered Engineer) has provided peer review for this Conservation Management Plan.

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<sup>1</sup> Nigel Lewis Richard Aitken Pty Ltd, Corney, G, Nichols, G, *Richmond Bridge, Tasmania. Conservation Plan*, Department of Transport, 1997

## 1.2 Purpose of the Study

The heritage significance of the Richmond Bridge has been officially recorded in various registers. The National Heritage Listing includes its values associated with its age and construction by convict labour, and its nationally recognised aesthetic characteristics. The bridge has been listed under two criteria. The Tasmanian Heritage Register lists the bridge against three criteria, with historical values for demonstrating the development of transport systems in colonial Tasmania; its rarity as the oldest surviving bridge in Australia, and the community significance of the place.

Other potential values at a range of levels have also been acknowledged in the previous management plan. The main aims of this Conservation Management Plan are to:

- ▶ Based on the official and potential values, provide an updated Statement of Significance of the cultural heritage significance of the Richmond Bridge; and
- ▶ Provide a policy document to guide conservation management of the Richmond Bridge (and its visual setting) for the next five years, ensuring that the significance of the place is retained.

In addition, a requirement of this Conservation Management Plan is to:

- ▶ Prepare a policy for community input; and
- ▶ Prepare a policy for monitoring and review of the Conservation Management Plan.

## 1.3 The Environment of the Coal River Valley

The geology of the Coal River Valley is characterised by dolerite ridges and rounded hills which fringe extensive quartz sandstone deposits with some shale and mudstone of the upper valley floor. Sedimentary deposits of basalt silts and fine sand are found around Pittwater with basalt extending between Campania and Richmond on the Coal River plain. Alluvial deposits are restricted to the stream valleys.<sup>2</sup>

The town of Richmond is located in an area termed the Coal River flats, characterised by its undulating plains, fringed by higher areas. These higher areas, or the 'upper terraces' have deep duplex soil with a sandy loam to clay loam surface over clay deposits. The upper terraces include woodlands, predominantly consisting of white gum, black peppermint and an understorey of silver and black wattle. At lower elevations, sandy terraces occur in localised areas, supporting similar vegetation, with the addition of the guitar plant as understorey growth.

On the Coal River flats, the soil is dark, heavy clay, with native vegetation populations of swamp and white gum and silver wattle. Surrounding the flats are low sandstone hills, typically formed during the Triassic period. Originally, these hills were named the Oven Hills by European explorers and settlers, owing to their caves and cliffs. Later, they were renamed Butcher's Hills or Hill and were the source of sandstone for the construction of most of the stone buildings in Richmond, including the Bridge.<sup>3</sup>

At a micro level, the Richmond Bridge is located across a narrow incised valley cut by the Coal River in soft sediments between two hard rock barriers. The upper upstream barrier is basalt. The lower rock barrier is dolerite. The upper basalt barrier has retreated upstream. Lag deposits of terrace gravels, silts

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<sup>2</sup> Clarence City Council, *Coal River Catchment: Planning and Implementation*. Rosny Park: Clarence City Council, 2005, p.4

<sup>3</sup> Snowden, D, *Richmond Cultural Resource Management Plan. Volume 3, A thematic history of the cultural resources of the township of Richmond*, Clarence City Council and Australian Heritage Commission, 2000, pp.14-15

and fine sands are developed downstream of the retreating basalt. The terrace silts and sands are easily eroded.<sup>4</sup>

The Coal River Valley is crossed by two small streams, the Coal River and Duck Hole Rivulet, which flow into Pittwater.

The Coal River originates on a range of hills east of Tunnack at an altitude of 580 metres. It travels its way south through undulating land before flowing into Craighourne Dam. From there the regulated river flows south through the Coal River valley, accepting unregulated inflows from its two main tributaries Native Hut and White Kangaroo rivulets before flowing through Richmond and into Pittwater. At Pittwater, the Coal River and Duckhole Rivulet form a shallow estuarine system that supports substantial numbers of waterfowl. The Pitt Water – Orielson Lagoon area is listed on the Register of the National Estate as a wetland of international significance.<sup>5</sup>

Prior to the construction of the Craighourne Dam in 1986, the Coal River was ephemeral for its entire length and usually dry during summer (November-April). Historical records indicate that stream flow was generally highly dependant on rainfall resulting from easterly winds bringing moist air over the catchment.

The Coal River catchment is one of the driest in Tasmania with annual rainfall averaging from 500mm to 700mm across the catchment. The distribution of rainfall is largely controlled by the topography, with higher rainfall occurring around the upland areas in the north, west and east of the catchment. Average monthly rainfall varies between 37mm and 71 mm. Due to its location in the rain shadow of the mountainous areas in the State's west, the Coal River catchment does not receive rain from the westerly weather that is largely responsible for rainfall in most other regions in Tasmania.<sup>6</sup>

#### **1.4 Location of the Richmond Bridge**

The Richmond Bridge crosses the Coal River in the small country town of Richmond, approximately 26 kilometres to the east of Hobart. Richmond is located in the Coal River Valley, an area of undulating cleared plains, fringed by low, sandstone hills with light vegetation cover. The broader locality of Richmond and its relationship with the surrounding district is shown in Figure 1.

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<sup>4</sup> File Note, P Spratt?, Heritage Tasmania File, Richmond Bridge

<sup>5</sup> West Pitt Water, Richmond, TAS, Australia, Register of the National Estate, 14595

<sup>6</sup> DPIWE, *State of the River Report for the Coal River Catchment*, Water Assessment and Planning Branch, Department of Primary Industries, Water and Environment, Hobart, 2003, pp.1-2

**Figure 1 Richmond, Hobart and the surrounding Area<sup>7</sup>**

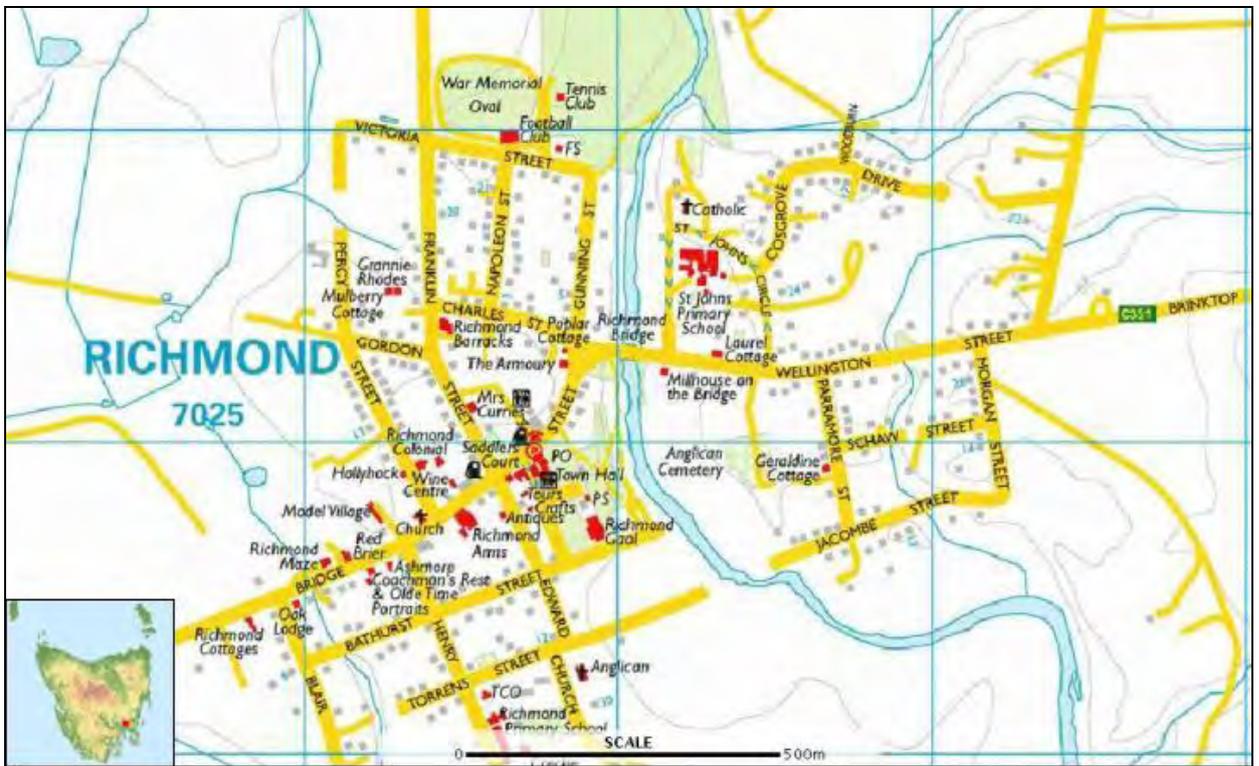


The Richmond town centre is located on a rise on the west bank of the Coal River. Established in 1824, Richmond played an important role in the European development of early Tasmania. The town was an important military and convict centre, strategically situated on the route between Hobart and the east coast and Tasman Peninsula. During the nineteenth century, Richmond developed into a significant population, service and civic centre. The lack of wide scale subsequent development has resulted in Richmond retaining a large number of early building and structures. The town has a great unity in building style, construction materials and period of construction. Today, Richmond has a population of some 880 people.<sup>8</sup> Figure 2 shows the street plan of Richmond and location of the Coal River and Bridge.

<sup>7</sup> Base image by TASMAR (www.tasmap.tas.gov.au), © State of Tasmania

<sup>8</sup> Australian Bureau of Statistics, 2006 Census of Population and Housing

**Figure 2 Street Atlas Map of Richmond<sup>9</sup>**



At the micro level, the Richmond Bridge is located across a narrow valley cut by the Coal River in soft sediments between two hard rock barriers. An escarpment follows the Coal River during its course through Richmond, varying in height before entering Pittwater.

## 1.5 Study Area

For the purpose of this Conservation Management Plan, the client brief established the study area as being from the bluff adjacent to the St John's Cemetery in the north to the weir in the south and the river valley contained by the escarpment. It also includes other areas visible from the Bridge, or from which the Bridge is visible. This was the same study area as used for the 1997 Conservation Plan. This study area is inclusive of the land included in the National Heritage List place boundaries.

Two approaches have been adopted to define this study area. Firstly is a definition of the physical boundaries of the study area. A sketch plan has been prepared defining the boundaries of the study area and included as Figure 3 as the solid shaded area.

Secondly, a visual assessment has been undertaken to fulfil the requirement to assess the areas visible from the Bridge, or from which the Bridge is visible. This assessment identified important views to and from the study area. The visual assessment is contained in Section 3.5 and the vantage points from which these views are available are shown in Figure 26.

The physical area of the defined study area includes the following components:

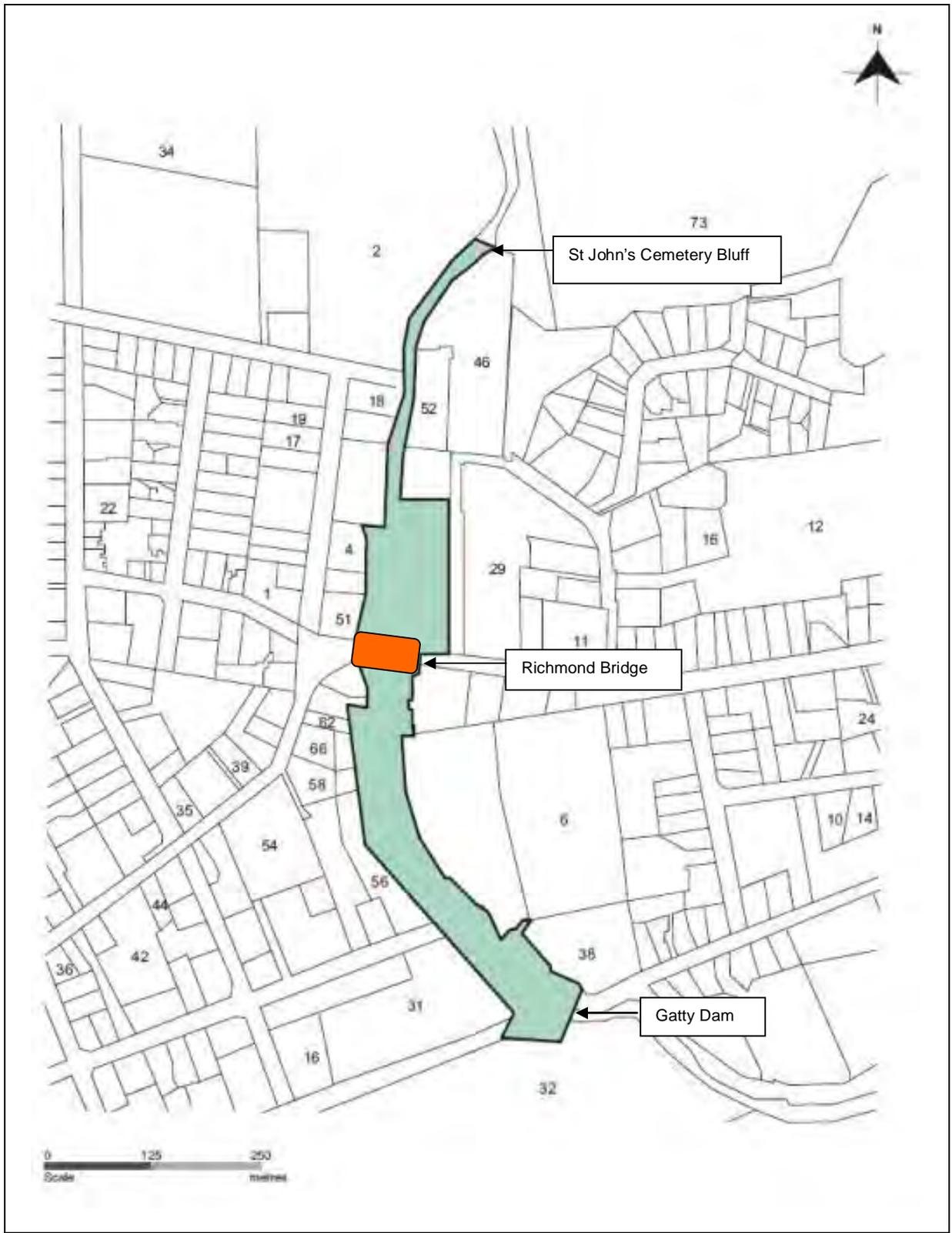
- ▶ The Richmond Bridge, crossing the Coal River and connecting Bridge and Wellington Streets;

<sup>9</sup> Base image by from LIST Map, © State of Tasmania

- ▶ The Coal River, commencing at a point in the north, adjacent to the bluff of St John's Church Cemetery at approximate Australian Map Grid coordinates 535996E/5268877N (AGD 66), and continuing to the Gatty Dam in the south at approximate Australian Map Grid coordinates 536093E/5268094N (AGD 66);
- ▶ The land on the north east river bank owned by the Archdiocese of Hobart and known as 64 St Johns Circle and defined by Certificate of Title 104610/1 (PID 5888635);
- ▶ The two parcels of land on the south east river bank owned by the Crown and defined by Certificate of Title 10089/3 (PID 2068981) and Certificate of Title 10089/4 (PID 2069001);
- ▶ The area of public land located on the south east river bank adjacent to the Gatty Dam between approximate Australian Map Grid coordinates 536030E/5268181N (AGD 66) in the north to approximate Australian Map Grid coordinates 536097E/5268110N (AGD 66) in the south;
- ▶ The three parcels of land on the north west bank river bank owned by the Crown and defined by Certificates of Title 66866 folios 1, 2 and 3 (PID 2799418); and
- ▶ The three parcels of land on the south west bank of the river. This includes:
  - The two parcels of land owned by the Crown and defined by Certificate of Title 146275/1 and potential PID 2068367; and
  - The narrow parcel of riverbank land owned by the Clarence City Council and defined by Certificate of Title 17/1777.

In combination, these various elements form the study area.

**Figure 3 Sketch Map of Study Area**



## 1.6 Description of the Richmond Bridge

The Richmond Bridge crosses the Coal River at a low point between the east and west escarpments. The Bridge was constructed from 1823 to 1825 and is an arched road Bridge constructed from locally sourced brown sandstone. The Bridge has six spans of 4.3, 8.1, 8.3, 8.5 and 4.1 metres respectively with four main semi-circular arches founded in the river bed, with two smaller arches founded on the east and west banks. It has been suggested that a cross section through the Bridge would show longitudinal walls built 600mm apart providing the structure with robust stiffness.<sup>10</sup> The fill of the Bridge is basalt and sandstone gravel of loose to medium density with sandy clay fines. The depth of the foundations is unknown and they have been subject to settlement, providing the Bridge with its asymmetrical and undulating outline.

The Bridge is faced with random coursed rough ashlar, with a darker stone chosen for the stringcourse. Above the stringcourse are the parapets, constructed from random course sandstone with coping stones. The parapets were raised in 1835. In 1884, the Bridge piers were encased and the riverbed paved in sandstone to improve water flow. The piers have sloping fins with angular leading edges to direct the water flow and are constructed from smooth faced ashlar sandstone.

The Bridge operates for vehicle and pedestrian uses with a current load limit of 25 tonnes. The Bridge has two traffic road lanes, originally 7.2 metres between the parapets and 41 metres in length with a bitumen road surface. Gravel footpaths flank the road deck. Terminating the parapets are circular bollards.

## 1.7 Structure of this Conservation Management Plan

This report has been commissioned as a review of the existing 1997 Conservation Plan. The 1997 Conservation Plan provides a sound and thorough source for much of the historical, landscape and significance assessments, and the broader conservation policies.

Because of the significant changes in cultural heritage management, most notably the National Heritage listing, this current Conservation Plan has been prepared as a stand alone document. This has required incorporating an extended historical, landscape and significance analysis. This Conservation Management Plan has been structured in the following manner:

- ▶ An overview of the methods used for the study, including external requirements, review of existing materials, consultation, and assessment of significance;
- ▶ An analysis of the setting of the Richmond Bridge. This has included an assessment of the cultural landscape values of the study area and the identification of significant views to and from the study area;
- ▶ An historical summary outlining the evolution of the Richmond Bridge and its setting to 2008;
- ▶ An assessment of the significance of the study area. The significance includes assessment at National, State and Local levels, considering the values against the criteria in the *Historic Cultural Heritage Act 1995*. The aesthetic significance has also been assessed;
- ▶ An overview of the management system for the Richmond Bridge and its setting at National, State and local levels;

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<sup>10</sup> Spratt in Nigel Lewis *et. al., op. cit.*, Appendix Four – Structural Analysis

- ▶ Conservation Policies to assist in ensuring that the significance is maintained for present and future generations; and
- ▶ Appendices that include the Site Inventory sheets, proposed road traffic upgrades, Peter Spratt's review of this report and current heritage listings.



# Methods

## 2. Methods

### 2.1 General Methods

This Section of the report provides an overview of the methods adopted for the study. This Conservation Management Plan has been prepared in accordance with the Australia ICOMOS *Burra Charter* 1999 (the *Burra Charter*), which establishes the first principles and standard of practice for heritage management in Australia. The study has been undertaken in eight main stages, as follows:

- ▶ Job inception meeting;
- ▶ Consultation;
- ▶ Review of the existing Conservation Management Plan and other relevant material;
- ▶ Historical research to inform the assessment of significance;
- ▶ Site visits;
- ▶ Documentation and recording of setting and visual elements;
- ▶ Assessment of significance; and
- ▶ Preparation of conservation policies and recommendations.

#### 2.1.1 Job Inception

At the outset of the project, GHD team members met with key staff members at DIER to:

- ▶ Confirm the proposed method and work program;
- ▶ Obtain relevant documents and reports; and
- ▶ Confirm the expected outputs of the project and reporting requirements.

### 2.2 Requirement of the Environment Protection and Biodiversity Conservation Act 1999

Once a place is listed on the National Heritage List, the *Environment Protection and Biodiversity Conservation Act 1999* (the *EPBC Act 1999*) creates requirements to ensure that the values of the place will be protected and conserved for future generations. The *EPBC Act 1999* provides for the preparation of management plans, which set out the significant heritage aspects of the place and how the values of the site will be managed.<sup>11</sup>

For National Heritage places located entirely within a State, the Commonwealth in cooperation with the State must use its best endeavours to ensure the preparation and implementation of a management plan that is not inconsistent with the National Heritage Management Principles.<sup>12</sup>

Essentially, a management plan analyses the significance of the place, and establishes how that significance will be protected and conserved. The National Heritage Management Principles provide overarching guidance for managing heritage places by setting standards for ongoing conservation. The

<sup>11</sup> Australian Government, Department of the Environment and Water Resources, *Environment Protection and Biodiversity Conservation Management 1999. Guide to the EPBC, 2007*

<sup>12</sup> *Environment Protection and Biodiversity Conservation Management 1999 Act*, s324X(2)

Principles are applicable in the preparation and implementation of a management plan, and in the absence of such a plan, they should guide the management of the heritage values of the place.<sup>13</sup>

The National Heritage Management Principles are:

1. The objective in managing National Heritage places is to identify, protect, conserve, present and transmit, to all generations, their National Heritage values.
2. The management of National Heritage places should use the best available knowledge, skills and standards for those places, and include ongoing technical and community input to decisions and actions that may have a significant impact on their National Heritage values.
3. The management of National Heritage places should respect all heritage values and seek to integrate, where appropriate, any Commonwealth, State, Territory and local government responsibilities for those places.
4. The management of National Heritage places should ensure that their use and presentation is consistent with the conservation of their National Heritage values. The management of National Heritage places should make timely and appropriate provision for community involvement, especially by people who:
  - (a) Have a particular interest in, or associations with, the place, and
  - (b) May be affected by the management of the place.
5. Indigenous people are the primary source of information on the value of their heritage and the active participation of Indigenous people in identification, assessment and management is integral to the effective protection of Indigenous heritage values.
6. The management of National Heritage places should provide for regular monitoring, review and reporting on the conservation of National Heritage values.

These Principles have been applied in the review of the existing 1997 Plan and the preparation of this Conservation Management Plan. For example:

- ▶ The need for current, and ongoing technical and community input has been identified in the conservation policies;
- ▶ Heritage values at National, State and local levels have been identified and recommendations have been made to coordinate the complex management responsibilities between the various authorities; and
- ▶ Recommendations have been made for monitoring, review and reporting on the conservation of the heritage significance of the Bridge and setting.

It is noted that at this stage, information about any indigenous heritage within the study area is unknown. A recommendation has been made for an Aboriginal heritage assessment to provide an inclusive understanding of the values of the place and to establish management practices where necessary.

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<sup>13</sup> <http://www.environment.gov.au/heritage/national/managing.html>

## 2.3 Consultation

An important policy of this Conservation Management Plan is involving the community in the ongoing management of the Richmond Bridge. The Richmond community continues to demonstrate a strong interest in the Bridge, and awareness of conservation issues. Potential options for community involvement have been included in the conservation policies. Recommendations have also been made for the community to comment and provide input into this Plan through the release of the draft report.

The consultant had the benefit of attending a public meeting about the Richmond Bridge and its protection held on Tuesday, 11 September 2007. The meeting was called by the Richmond Advisory Committee, in conjunction with the Richmond Residents Association, and included representatives from DIER, Tourism Tasmania, Heritage Tasmania, the Clarence City Council and the management of the Craigbourne Dam.

Each participant was asked to identify their role in the management of the Bridge and what planning was occurring for its current and future conservation. The meeting was highly useful to the consultant for highlighting issues of concern to the community, to be considered in the preparation of the conservation policies. Key public concerns raised at this meeting included:

- ▶ Questions as to the adequacy of the current load limit of the Richmond Bridge to prevent structural damage;
- ▶ The repeated damage to the parapets caused by vehicle damage;
- ▶ The inadequacy of the current traffic calming measures in preventing speeding over the Bridge;
- ▶ The lack of monitoring and enforcement of the speed limit over the Bridge;
- ▶ The risk of flood damage to the Bridge; and
- ▶ The issue of a by-pass of Richmond as a means of removing vehicle traffic from the Bridge.

These concerns largely replicate those issues raised during the consultation process for the 1997 Conservation Plan and have been considered in the development of the policies in this Conservation Management Plan.

The draft plan was made available to key stakeholders with a management responsibility in the Richmond Bridge with an invitation to provide comment. Stakeholders consulted with include the: Richmond Advisory Committee; Coal River Historical Society; Richmond Community Association; St John's the Evangelist Church; Water Resources Division; Heritage Tasmania; Tasmanian Heritage Council; Crown Land Services; Tourism Tasmania; and the Environment Protection Authority. The submissions of these groups were considered in the preparation of this Conservation Management Plan.

Informal consultation has also occurred with key authorities during the preparation of this Conservation Management Plan, including officers from DIER, Heritage Tasmania, officers of the Clarence City Council and Crown Land Services. This process was useful for the finalisation of the Conservation Management Plan.

During September 2009, the Draft Conservation Management Plan was made available to the broader community. Feedback was sought on the values of the Bridge and the adequacy of the plan to assist in its ongoing conservation. The community feedback was considered in the review of the draft Conservation Management Plan. A number of matters were raised as part of this process which were outside the scope of the study but were documented and noted by DIER.

## 2.4 Review of Existing Material

A conservation plan for the Richmond Bridge was prepared in 1997 by Nigel Lewis Richard Aitken Pty Ltd, Graeme Corney and Graeme Nichols. An early stage of this consultancy has involved the review of the 1997 Conservation Plan, to inform an understanding of current management policies for the Bridge. This review has been critical throughout subsequent stages of the project, in understanding areas and aspects of the Bridge, and setting, which have previously been addressed.

The 1997 Conservation Plan is a sound and thorough management document. It includes an extensive historical review and landscape analysis, detailed assessment of significance, conservation policies and a series of valuable appendices, including:

- ▶ A structural analysis;
- ▶ A hydraulic analysis;
- ▶ Stonework condition and fabric surveys; and
- ▶ The results of the photogrammetric survey.

These technical reports provide a solid understanding of the physical nature of the Richmond Bridge and conservation issues, and relevant findings have been incorporated in this Conservation Management Plan.

The previous 1997 Conservation Plan has also been reviewed with regard to the significance of the Bridge and setting. In addition, existing listings on heritage registers and schedules have also helped to inform the understanding and assessment of the significance of the Bridge.

The 1997 Conservation Plan was prepared prior to the enactment of the *Historic Cultural Heritage Act (Tas) 1995* and the *Environment Protection and Biodiversity Conservation Act (Comm) 1999*. Because of the then lack of formal statutory heritage protection mechanisms, the 1997 Conservation Plan provided a heritage assessment of places adjacent to the Richmond Bridge and the broader town and included detailed management principles for the townscape. The Richmond Bridge has an important relationship with its broader setting and recognition of these values is appropriate.

However, since the preparation of the 1997 Conservation Plan, there have been significant and substantial developments in the way in which heritage places are identified, assessed and managed, notably, the enactment of the *Historic Cultural Heritage Act (Tas) 1995 (HCH Act 1995)* and the *EPBC Act 1999*. At a local level, a new Clarence Planning Scheme 2007 came into operation on 2 April 2008 with an increased emphasis on historic heritage. These measures have greatly changed the statutory heritage regime in Tasmania and Australia. On this basis, this Conservation Management Plan does not provide detailed policies on managing the broader heritage values of Richmond. Protecting these values is the responsibility of the Clarence City Council and Tasmanian Heritage Council, or separate management plans.

In light of these developments, the recommendations and policies contained in the 1997 Conservation Plan have been reviewed, with the aim of retaining those that remain current, updating and renewing those that are in need, and the preparation of new policies as required.

### 2.4.1 Review of Existing Listings

The heritage significance of the Richmond Bridge has long been recognised, and the place is entered on various heritage registers and lists. This includes the:

- ▶ National Heritage List;
- ▶ Register of the National Estate;
- ▶ Tasmanian Heritage Register; and
- ▶ The Clarence Planning Scheme 2007: s7.5.6 – Heritage Register.

Each of these listings includes a different definition of the boundaries of the place, and varying levels of assessment. More detailed information on these listings is included in Section 6. The National Heritage List entry for the Richmond Bridge is the most comprehensive of these assessments, in terms of historical understanding and description of the place and its values at a National level. The review of the other existing listings has identified certain deficiencies, and the Tasmanian Heritage Council and Clarence City Council have an opportunity to reassess the significance and boundaries of the current listings. Specific policy recommendations have been made on this issue.

#### **2.4.2 Historical Research**

The history of Richmond and the Bridge has been documented in detail in a number of previous documents. For the purpose of this report, a review of existing historical information was undertaken to establish a chronological history for the various areas of the study area. Data were sourced from existing management documents, various relevant secondary sources, and primary materials from a variety of sources. Establishing a detailed chronological history is important in understanding the evolution of the site, and hence the cultural significance of the study area.

The historical information prepared by the existing 1997 Conservation Plan has proven an excellent and thorough source of much of the historical background for the purposes of this project. As necessary, limited further historical research has been undertaken to complement the existing knowledge of the Bridge and setting. The original references cited in the 1997 Conservation Plan have been provided and are included in the Bibliography.

In addition, historical images were sourced to inform a better understanding of the development of the Bridge, including its setting and landscape issues.

#### **2.4.3 Site Work**

Members of the team made site visits at various time during the consultancy. During these site visits, team members undertook an assessment, including physical description and preliminary assessment of the condition of the Bridge and its broader setting and visual elements.

#### **2.4.4 Assessment of Significance**

An assessment of significance has been undertaken for the Richmond Bridge, considering the Bridge itself, and also the landscape and setting. This assessment is crucial to the development of the conservation policies. In light of the heritage management regime for the study area at National, State and local government levels, the assessment of cultural significance includes the National Heritage Values, and the re-assessment within the State and local contexts. This process has followed the criteria of the *Historic Cultural Heritage Act 1995*. The assessment of significance is contained in Section 5 of this Conservation Plan.

The Richmond Bridge and its setting is a complex place with numerous individual elements contributing to the overall significance. Recognising this context, Appendix A includes the Site Inventory Sheets, which provide practical management advice for the individual elements of the study area.

In terms of management, each level of Government has different responsibilities for the conservation of heritage places. Section 6 of this Conservation Plan outlines the management system for the Richmond Bridge and setting at National, State and Local levels.

#### **2.4.5 Preparation of Conservation Policies**

The preparation of conservation policies and recommendations for the Richmond Bridge, including its visual setting, is based firstly on understanding the place. An appreciation of the place has been based on an understanding of the history of the Bridge and its setting; the identification of cultural landscape and visual qualities; and an assessment of significance. Following the preparation of the statements of significance, conservation policies have been prepared to assist in ensuring that these values are maintained for present and future generations.

#### **2.4.6 Limitations**

This project has been conducted largely as a review of the existing 1997 Conservation Plan. The primary purpose has been the establishment of policies for the conservation and preservation of the Bridge over the next five years. The existing 1997 Conservation Plan includes detailed structural and condition analysis. These assessments have not been repeated for the purpose of this report. However, specific policies have been prepared where general observations have been made regarding the potential need for further structural or condition assessment work. Similarly, the 1997 hydraulic analysis was referred to as part of this study as it was outside the scope to consider this issue further in a technical sense.

It is also acknowledged that the assessment of significance may not be representative of all the values that may be present in the study area. Specifically, Aboriginal heritage and historic archaeological assessments are desirable and recommendations have been made accordingly.



## Setting and Landscape Analysis

## 3. The Setting and Landscape of the Bridge

### 3.1 Introduction

The setting and landscape of the Richmond Bridge are important aspects of its significance. The 1997 Conservation Plan has considered these values, and the aesthetic significance of the Bridge within its setting has been formally recognised by the entry in the National Heritage List.

This section analyses two aspects of the setting and landscape of the Richmond Bridge.

Firstly, is an assessment of the cultural landscape of the Bridge and its setting. This part has considered the historical evolution of the setting of the Bridge and the ways in which this has shaped the landscape. The historical development of the Bridge and setting is outlined in Section 4. Historical descriptions and images of the Bridge and surrounds have been considered as part of this process. For the purposes of this Conservation Management Plan emphasis has been given to the cultural landscape values of the study area. It should be noted though, that the cultural landscape qualities of the Bridge extend well beyond this immediate area. The relationship between the Bridge, river, town and Coal River Valley form part of a broader cultural landscape.

Secondly, a visual assessment has been prepared to identify significant views to and from the Bridge and its setting. Site visits have occurred at various times of the year, which has been important in understanding the seasonal landscape changes.

### 3.2 Cultural Landscapes

The *Burra Charter* 1999 (Article 1.1) includes the notion of cultural landscapes in its definition of place, describing that a place is a 'site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views', and further describing that 'setting means the area around a place, which may include the visual catchment'.

Cultural landscapes are a broad and encompassing concept without a singular definition. Cultural landscapes have been defined in many different ways, though essentially they are continually evolving places and are usually constituted by a series of layers, or readable landscape elements. Perceptions of the landscape, and the ways in which people appreciate or have attachment to the place are also often recognised. In a broad sense, ICOMOS defines cultural landscapes as the 'interaction of people and nature over time'.<sup>14</sup>

Cultural landscapes can broadly be categorised in three ways. These categories have been developed by UNESCO within the context of the World Heritage List. These categories are:

#### ► The Designed or Created Landscape

Those landscapes that are designed and created intentionally by human activity.

This type of landscape can include trees, avenues, parks, gardens, cemeteries, plazas etc., and places constructed for aesthetic reasons, often designed or implemented at a distinct point or points in time. Examples of this type of landscape include botanic gardens, public designed landscapes,

<sup>14</sup> ICOMOS, 'Natchitoches Declaration on Heritage Landscapes', adopted at US/ICOMOS 7th International Symposium at Natchitoches, US (March 2004), 2004

residential and domestic designed landscapes including country estates, productive landscapes, and commemorative landscapes.

► **The Organically Evolved Landscape**

Those landscapes where historical layers of social, economic and administrative forces have evolved in association with and in response to the natural environment.

These landscapes may have developed over time often through incremental changes brought about by patterns of use, often including designed elements. Examples of organically evolved landscapes include rural community development and land use patterns, land units with a range of use over time, productive/industrial landscapes, linear landscapes such as irrigation systems or transport routes, and fence lines and property subdivision, windbreaks and hedges.

► **The Associative Cultural Landscape**

These landscapes may have little apparent human or material use of the land but where important associations nonetheless exist.

These landscapes may have strong religious, artistic or cultural associations with the place, related to both natural elements and material cultural evidence. Examples of associative landscapes include sites associated with historical events, sites of historically scientific value, scenic locations and elements, sites associated with significant people or cultural activities, and predominantly natural sites, which over a period of time have become associated with recreational use and other social activities.<sup>15</sup>

The Richmond Bridge and its setting demonstrates aspects of all three types of landscape: designed, organically evolved, and associative. The immediate riverbank environment of the Bridge demonstrates early attempts at providing public open space adjacent to the river, becoming a popular place of passive recreation. Both formal and naturalised exotic plantings have evolved over time, particularly during the late twentieth century to create the current landscape.

The Bridge and its setting also demonstrates an organically evolved landscape. The area of the Bridge was the historic location for crossing the Coal River, prior to the construction of the Bridge. The formalisation of the crossing point resulted in the township development and utilisation of both the river and riverbanks.

The Richmond Bridge and its setting also forms part of an associative landscape. The setting of the Bridge is a highly modified environment. The combination of Bridge, river, riverbank vegetation and the broader townscape, combine to form a landscape that has strong artistic associations. These scenic qualities were identified in both visual depictions and writings and continue to be valued today. The following section discusses in more detail the various cultural landscape elements of the Richmond Bridge and setting.

Cultural landscapes have been previously studied in Tasmania, although standard recognised and accepted methods for assessing these places is yet to be defined. General approaches involve considering the land shaping processes, and the resulting components, or character elements.

In analysing cultural landscapes, Lennon and Matthews identify the integrity of the relationship between the elements; the evidence of dynamic landscapes and visual changes of past land uses; the ability of

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<sup>15</sup> Heritage Victoria, *Landscape Assessment Guidelines for Cultural Heritage Significance*, prepared report for Heritage Victoria, 2002

the landscape to portray the different themes, activities and historical periods with which it is associated; and the comparing of information from different sources.

In discussing the significance of cultural landscapes, Lennon and Matthews follow the principles of the *Burra Charter*, describing the criteria identified by Australia ICOMOS, and those of the Australian Heritage Commission. Lennon and Matthews state that the main measures which can be used to assess the significance of a cultural landscape include 'rarity or uniqueness; representativeness; continuity of past and present; integrity of past and present; integrity of fabric and the relationship between components; interpretability; level of technical achievement; association; closeness and duration of association with event or theme; best expression of the type; how seminal or formative the activities, events, associations, and techniques evident in the landscape were; relative age; symbolic importance; and diversity represented in the landscape'.

In relation to the Richmond Bridge and its setting, strong emphasis is placed on the cultural/social aspects, which in turn inform on the perceptual/aesthetic components. An historical understanding of the evolution of the Richmond Bridge and its setting is particularly relevant for understanding the cultural/social aspects. Lennon and Matthews proposes that awareness of the historic importance of the character elements is the primary task in assessing the value of cultural landscapes. The historical elements are what provides the cultural landscape with meaning, by demonstrating past human activities, attitudes and perceptions of their environment.<sup>16</sup>

The following section summarises the historical evolution of the landscape setting of the Bridge. The previous work undertaken in the 1997 Conservation Plan is particularly valuable for this purpose.

### **3.3 Overview of the Evolution of the Richmond Bridge Setting and Landscape**

#### **3.3.1 The Natural Environment**

The Richmond Bridge is located in a narrow incised valley between two hard rock barriers. Upstream of the Bridge is a basalt barrier. The upstream retreat of the basalt has left deposits of terrace gravels, silts and fine sands. These unconsolidated deposits are easily eroded. Spratt considers that the paving under the Bridge was installed in response to this soft base. Consolidation movement in these sediments after construction probably accounts for the undulations across the Bridge.<sup>17</sup>

The Bridge crosses the Coal River at a point where the narrow valley is some 55 metres wide. Within Richmond, the valley extends up to 80 metres in width. The western bank of the river has gently sloping hills leading towards the river. On the east, the riverbanks rise to low escarpments, occupied by St John's Catholic Church in the north, and the Anglican Cemetery in the south.

Richmond is located in an area known as the Coal River flats, characterised by its undulating plains, fringed by higher areas. Native vegetation varies throughout the landscape, depending on elevation, geology and human activities. White gum, black peppermint and silver and black wattle are the predominate native species.

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<sup>16</sup> Lennon, J, Matthews, S, *Cultural Landscape Management: Guidelines for identifying, assessing and managing cultural landscapes in the Australian Alps National Parks*, report prepared for the Cultural Heritage Working Group of the Australian Alps Liaison Committee, 1996, pp.7, 30-33

<sup>17</sup> File Note, P Spratt?, Heritage Tasmania File, Richmond Bridge

Surrounding the flats are low sandstone hills, typically formed during the Triassic period. These hills have historically been the source of sandstone for the construction of most of the stone buildings in Richmond, including the Bridge.<sup>18</sup>

**Figure 4 180 Degree View of Coal River Valley and Hills**



The above image was taken from the end of Henry Street looking towards the broad, open valley floor with low flanking hills with light vegetation. Butchers Hill can be seen on the right.

The Coal River originates at an altitude of 580 metres to the east of Tunnack. It travels its way south through undulating land. Prior to the construction of the Craighourne Dam in 1986, the Coal River was ephemeral for its entire length and usually dry during summer. Historical records indicate that stream flow was highly dependant on rainfall resulting from easterly winds bringing moist air over the catchment. The Craighourne Dam has now regulated the water flow. The Coal River catchment is one of the driest in Tasmania with annual rainfall averaging from 500mm to 700mm across the catchment. Rainfall patterns are largely dictated by topography, located in the rain shadow of the mountainous areas of western Tasmania.<sup>19</sup>

### 3.3.2 Modifying the Environment

It is important to recognise that cultural landscapes in Tasmania have been formed by Aboriginal people over many thousands of years. Traditional land management practices are reflected in many Tasmanian landscapes. Fire was the predominant tool for land management, and for hunting and gathering purposes. These practices created open forests and grass plains, encouraging fauna. These practices also predisposed the Coal River Valley for early European settlement.<sup>20</sup>

European exploration of the Coal River Valley occurred shortly after European settlement at Risdon Cove in 1803. Settlers crossed the low hills to reach the valley, in search of game to supplement meagre supplies. The area was subject to early European settlement and the establishment of pastoralism and agriculture.

The light vegetation, excellent soils, water supply and proximity to the population centre on the Derwent made the Coal River Valley suitable for European settlement. Farming was seen as the foundation stone of the colony, firstly for survival, and later for export. Farms were established at Pittwater as early as 1808 for growing wheat and by 1816, grain was being exported to New South Wales. By 1820, all available land in the district was under cultivation. The region became known as the 'granary of Australia', supplying domestic needs as well as exporting to New South Wales.<sup>21</sup>

Richmond township maintains its strong sense of containment within the broader rural setting.

<sup>18</sup> Snowden, *op. cit.*, pp.14-15

<sup>19</sup> DPIWE, *op. cit.*, pp.1-2

<sup>20</sup> Morgan, S, *Land Settlement in Early Tasmania. Creating an Antipodean England*, Cambridge: Cambridge University Press, 1992, pp. 43-44, 109-110, 119-121

<sup>21</sup> Snowden, *op. cit.*, pp.17-18; Whishaw, MK, *History of Richmond and Recollections from 1898-1920*, Hobart: National Trust of Australia (Tas.), 1973, p.49

### 3.3.3 The Establishment of Richmond as a Crossing Place

A crossing point of the Coal River near the current Bridge location existed before the construction of the Bridge, and before the establishment of the town of Richmond. Access to the East Coast and Tasman Peninsula was available via two routes: the first overland via the Coal River Valley, the second, was across Pittwater by ferry. Fords were constructed across the Coal River, though these were unsatisfactory, and impassable during times of flood and high tides.

John Bigge identified the need for a permanent crossing point of the River in 1820 during his Commission of Inquiry. The chosen location was upstream of the fords. Under a convict workforce, construction of the Bridge commenced in December 1823, and was completed in 1825. The Bridge allowed for more rapid transportation between Hobart and the Coast. By 1826, the Bridge required extensive repairs following the settling of two of the piers caused by water undermining the foundations. Later repairs were required to raise the parapet of the Bridge.

The establishment of the town of Richmond followed the commencement of construction of the Bridge. The first buildings constructed were the gaol, court house, barracks and a watch house, demonstrating the penal nature of the early colony. Town development was focused south west of the Bridge. The early and continued growth of Richmond relied on its importance as a convict station and a military post. In time, Richmond became an important population and municipal centre, whilst acting as a regional supply and service centre for the surrounding agricultural districts. Several mills were established on the banks of the River. This growth ceased in the late nineteenth century with the construction of the Sorell causeway, which redirected traffic away from Richmond.

### 3.3.4 Interpretations of the Tasmanian Landscape

Historical written descriptions and visual depictions are important ways of understanding Tasmania's cultural landscapes. These accounts are very useful in understanding the past physical nature of the place. Importantly though, these descriptions are valuable in demonstrating how previous generations have perceived and interpreted their environment.

As Nevard writes:

One of the techniques one can use for tracing these cultural layers in the landscape is to use early colonial landscape pictures. In Tasmania we are very lucky in this context. Many of the early settlers who came here were well educated, had capital, were able to commission artists, and were also, having both capital and leisure, able to write down what they had and what they saw.<sup>22</sup>

European settlement of Tasmania was overwhelmingly British. This ethnic origin was fundamental to how the settlers viewed and shaped the land. Naturally, the agricultural and land management practices transplanted to Tasmania were English in origin. Land use practices, such as agriculture ensured vast changes to the environment, creating a landscape different to what existed before European settlement.

Tasmania was particularly suited to this imposed landscape, in terms of aesthetics, climate and geography. Finding similarities between Tasmania and Britain was common during the nineteenth century. Lieutenant Bowen was one of the first to find this resemblance when in 1803 he described

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<sup>22</sup> Nevard, T, 'Chapter 5: An Introduction to Cultural Landscapes in Tasmania, by Mr Tim Nevard, Honorary Project Director', in *Cultural Landscapes 2001: Consolidated Proceedings of a Series of Three Workshops on Cultural Landscapes in Tasmania*, Tasmanian Heritage Council, 2001, p.12

Risdon as 'more like a nobleman's park in England than uncultivated country'. England provided the context for judging new places against and the benchmark of beauty.

It is possible that the settlers described Tasmania in English terms because this was their frame of reference. Alternatively, an exaggerated perception of the colony could express both the joy of finding this 'new' land and the opportunities for its exploitation. Edward Curr expressed this sentiment when he wrote:

After all ... our highest aim is to exhibit on a small scale something like the beauties which rise at every step in the land to which we have bid adieu.<sup>23</sup>

It is also relevant to consider the prevailing thought of the day that nature could, and should be improved. Introducing exotic flora and fauna was one way of 'improving' the landscape, whilst also serving nostalgic or sentimental purposes of introducing elements from Britain. However, practical and economic considerations were also at play in creating the Tasmanian landscape. Although green fields and hawthorn hedgerows had a nostalgic quality, they were above all an attempt at greater productivity and profit.

### **3.3.5 Historical Perceptions of the Coal River Valley and Richmond**

The Coal River Valley and Richmond has historically been a focus of both written and visual depictions. Nineteenth century descriptions of Richmond and the Coal Valley often define the picturesque qualities of the area, regularly comparing it with England. The landscape was often described evocatively, drawing on painterly or literary allusions. The English picturesque qualities of Richmond were found in the combination of simple Georgian buildings constructed from the local, warm coloured stone, the small size of the village, the proximity of farmhouses, the valley setting with sparse tree cover and the focus on the Bridge.<sup>24</sup> Robinson noted this picturesque quality in 1829, describing Richmond as:

Being pleasantly situated on an eminence, and the buildings mostly constructed of brick or stone, comprising several neat villas, a courthouse (also used as a place of worship), a gaol and a windmill, the place somewhat resembling a country village in England, the serpentine course of the Coal River giving a picturesque effect.<sup>25</sup>

Likewise, the *Van Diemen's Land Anniversary and Hobart Town Almanack for the year 1831* described the combination of buildings, the Bridge and the windmill as giving Richmond 'the appearance of a thriving English village'.<sup>26</sup>

Visually, this picturesque effect was depicted in the sketches and watercolours by Thomas Chapman, produced c.1840. These artworks are the earliest known images of the Richmond Bridge. Chapman's watercolour *Richmond Van Diemen's Land* was painted in 1843. The painting is a romantic interpretation of Richmond and the evolving rural landscape. The country has been bought under production with grazing cattle, and fences erected demarking property boundaries. Trees are sparse; either in clumps or drifts, suggesting the Coal River Valley was sparsely covered. In the foreground is

<sup>23</sup> Morgan, *op. cit.* pp. 43-44, 109-110, 119-121

<sup>24</sup> Nigel Lewis *et al*, *op. cit.*, p.38

<sup>25</sup> Plomley, JJB, *Friendly Mission: the Tasmanian Journals and Papers of George Augustus Robinson 1829-1834*, Tasmanian Historical Research Association, 1966, p.81 in Nigel Lewis *et al*, *op. cit.*, p.33

<sup>26</sup> James Ross, *The Van Diemen's Land Anniversary and Hobart-Town Almanack for the year 1831* (Hobart Town, 1831), p.111, in Snowden, *op. cit.*, p.9

part of the tower of St Luke's Church, with its Gothic battlements. In the middle are the buildings of Richmond, simple prismatic shapes, in warm sandstone tones. Identifiable is the Old Rectory in Edward Street and the Richmond Gaol. The Richmond Bridge and Buscombe's windmill are also shown.

Notable for its historical importance as an early depiction of Richmond and the Bridge, Chapman's watercolour is also telling of the romanticisation of the landscape. The built elements tell of earlier times. Simple buildings, a Gothic Church and a vernacular Bridge, which Nigel Lewis *et. al.* describe as 'drawing on centuries of precedents in England and Europe'. A family group and grazing cattle are also shown, representing the rural ideal and the 'improvement' of nature.<sup>27</sup>

**Figure 5** 'Richmond Van Dieman's Land', 1843<sup>28</sup>



Through prose, Richmond and the landscape was also idealised. In 1869, Thomas published an excursion guide for Tasmania. He relates a journey from Hobart to Richmond, describing English features along the way, and quoting poets to support the imagery:

*And on one side a windmill in decay;  
Beyond a bridge that spans the river Cole.*

Supporting this picturesque sense of decay, Thomas mocks the pace of life in Richmond and the state of the shops:

<sup>27</sup> Nigel Lewis *et al.*, *op. cit.*, p.41

<sup>28</sup> Chapman, TE, *Richmond Van Dieman's Land*, 1843, State Library of Tasmania, Allport Library and Museum of Fine Arts, AUTAS001124066796

I suppose they are sometimes visited by customers. I did not see any; but I saw many commodities, fictile and textile, that might have been eligible for admission into a museum of antiquities.

Mention is also made of St John's cemetery and its situation on a:

lofty and insulated knoll, along the base of which "A broad brook brawls o'er a shingly bed". A scene more favourable to "meditation" can scarcely be imagined.

On the broader landscape, Thomas pays some attention where:

But what a contrast there must have been between the inward fret and repining stir in the exile's mind and the pastoral repose and tranquil beauty of the surrounding landscape – the sleek kine [cows], grazing with such placid enjoyment in the fat pastures; the river sparkling in the sunshine and wrinkling in the breeze; the cloud shadows lazily drifting over garth and croft, brown fallow and yellow stubble; the chirp and twitter of the birds among the wattles; the miller leaning over the parapet of the bridge, and looking as though himself were carved out of freestone like the structure itself ...<sup>29</sup>

By the twentieth century, Richmond Bridge and its landscape became a popular destination for photographers and artists. The Bridge was also featured in numerous postcards, testament to the growing tourism interest in Richmond. A 1940 article in the magazine *Woman's World* described the Bridge where:

The massive buttresses, generous spacing of the arches and bold outline of the parapet, although typical of old bridges in the north of England, are reinterpreted in colonial style.<sup>30</sup>

Eldershaw painted the site c.1930. His watercolour shows the Bridge with his Mill House in the background, surrounded by the poplars that had recently been planted. He included cows drinking from the river, a strong reference to the picturesque qualities of the landscape, and rural nature of Richmond. Other artists to depict the Bridge include Morton Herman who sketched the Bridge for his work *The Early Australian Architects and their Work*, and Michael Sharland in his publication *Stones of a Century*. Sharland also provided an evocative description of the Bridge where:

We need not be even mildly interested in architecture or history to appreciate its obvious age, the hallmark of antiquity in its graceful contours, and the imprint of apparent solidity, with massive arches spanning the gentle stream, its parapet polished by the elbows of many generations.<sup>31</sup>

The Bridge was also included in *Georgian Architecture in Australia*, a 1962 publication with images by leading architectural photographer, Max Dupain. Richmond Bridge was only one of three bridges to be included in this work.<sup>32</sup>

As shown in the following figures, popular, and now iconic images include St John's Church through the Bridge arch, and views incorporating the Mill House. These views continue to be appreciated. The community has previously demonstrated that the Richmond Bridge and its setting have strong and

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<sup>29</sup> Nigel Lewis *et al*, *op. cit.*, pp.41-42

<sup>30</sup> *Ibid*, p.55

<sup>31</sup> Sharland, M, *Stones of a Century*, Oldham, Beddome & Meredith Pty Ltd, Hobart, 1952, in Nigel Lewis *et al*, *op. cit.*, p.55

<sup>32</sup> Nigel Lewis *et al*, *op. cit.*, pp.55-56

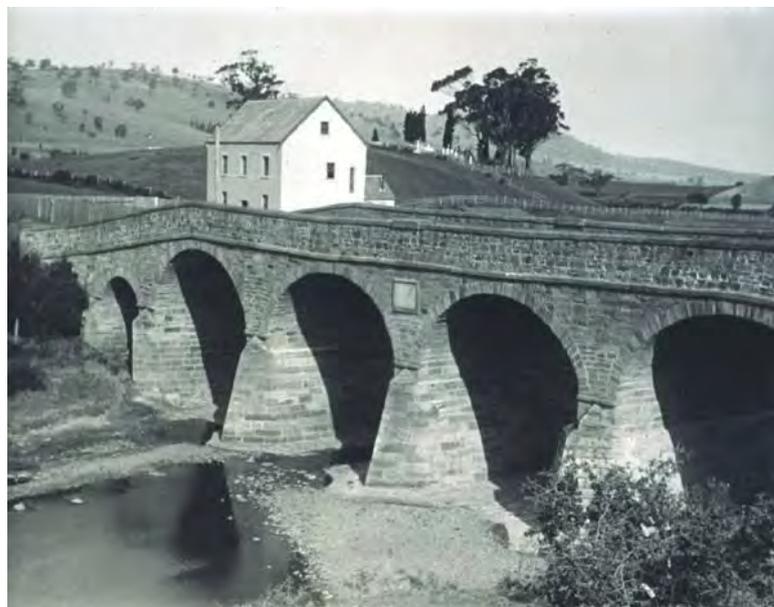
special meaning to their sense of place, and identity. The popularity of the Bridge as a visitor destination and subject of photos is also readily apparent.

**Figure 6 Richmond Bridge and the Mill House<sup>33</sup>**



The Mill prior to Eldershaw's conversion c.1920. Note the post and rail fencing on the western bank.

**Figure 7 Richmond Bridge and the Mill House, post Conversion<sup>34</sup>**



The above photograph would appear to date from the Eldershaw period, noting the modifications to the Mill House. The Anglican cemetery with mature *Eucalyptus globulus* can be seen in the background. Note the shallow depth of the river and paving between the piers.

<sup>33</sup> *Richmond Bridge: collection of postcards*, State Library of Tasmania, Tasmaniana Library, au-7-0016-125441733

<sup>34</sup> Unknown, *Bridge at Richmond*, 189-?, State Library of Tasmania, Allport Library and Museum of Fine Arts, AUTAS001126254416

**Figure 8 Richmond Bridge and the Mill House<sup>35</sup>**



Taken from a similar location as the previous photograph, the above image is useful for showing the vegetation on the east and west banks of the River. Note also the post and rail fence.

**Figure 9 St John's Church<sup>36</sup>**



The view of St John's Church through the arches of the Bridge has become an iconic image. The mature *Eucalyptus globulus* can be seen surrounding the Church.

<sup>35</sup> *Richmond Bridge: collection of postcards*, State Library of Tasmania, Tasmaniana Library, au-7-0016-125441733

<sup>36</sup> *Ibid*

**Figure 10 Richmond Bridge, 1949<sup>37</sup>**



Lloyd's painting is interesting for his interpretation of the riverbank landscape, thickly covered in vegetation.

**Figure 11 St John's Church through the Arch of the Bridge<sup>38</sup>**



Note the riverbank reeds on the left, and the poplars on the right, part of Eldershaw's landscaping of the Mill House.

<sup>37</sup> Lloyd, FJ, *Richmond Bridge, Cole River Tas : the oldest bridge in Aust*, 1949, State Library of Tasmania, WL Crowther Collection, AUTAS001125294637

<sup>38</sup> *Richmond Bridge: collection of postcards*, State Library of Tasmania, Tasmaniana Library, au-7-0016-125441733

**Figure 12 Various Views of the Bridge, c.1945<sup>39</sup>**



The above images date from c.1945, demonstrating riverside vegetation.

### **3.3.6 The Social Value of the Bridge and Setting**

The significance assessment contained in Section 5 of this report considers the social values of the Bridge. The 1997 Conservation Plan assessed the social significance of the Bridge and its setting. In summary, the Bridge was considered the most important structure in the town, providing the community with a special sense of identity and pride. The community also expressed their concern with ongoing management of the Bridge itself as well as the broader riverbank environment including visitor facilities.

<sup>39</sup> Unknown, various scenes of Richmond Bridge, c.1945, AOT PH30/1/2589C; PH30/1/1814; PH30/1/2589A ; PH30/1/2589B; AOT PH30/1/2589D; AOT PH30/1/5880

The condition of the riverbanks was identified as a concern in 1997, where the growth of weeds, trees and willows posed a danger to the Bridge in times of flood. The land around the Bridge was identified for its recreational uses, as was the need for a range of vantage points to view the Bridge. The growth of willows was viewed as a risk to these vantage points. Social values were also conveyed for the visual and historical links between the river and the two cemeteries.<sup>40</sup>

### 3.4 The Landscape Elements

#### 3.4.1 The Coal River

At the northern end of the study area, the Coal River is a narrow stream flanked by escarpments on the east and west bank. On the east, the escarpment rises to a cliff face, surmounted by the cemetery of St John's. As the River flows south, the escarpment varies in height, rising again at the Anglican cemetery. The Richmond Bridge crosses the river at a point where the escarpment is at its lowest, and narrowest, some 55 metres. The River supports native vegetation. Historic photographs of the Bridge show indigenous reeds, *Phragmites australis* (Common rush), *Juncus* sp. (Native rush) and *Triglochin procera* (Water Ribbon), an edible tuber eaten by Aborigines. Today, the native riparian vegetation is most apparent below the Gatty Dam, although native rush and Water Ribbon are prevalent around the Bridge.

**Figure 13 Native Rush, 2008**



Native rush on the north west bank, above the Bridge.

Historically, the Coal River was ephemeral in its flow, especially during the summer months. It was also tidal below the Bridge. Nigel Lewis *et al.* write of the several fords which crossed the river prior the construction of the Bridge, and indicated by several early road alignments leading towards the waters edge. These crossing points may have existed upstream of the Bridge, reached via the right of way. Another crossing point may have been at the end of Pembroke Street, on the east bank of the river, and slightly downstream from the Bridge. The third ford may have been near the present weir of the Gatty Dam, accessed from the west by Torrens Street.

The nature of the Coal River has changed dramatically during the twentieth century. Most notably was the construction of the Gatty Dam across the River, and the southern boundary of the study area.

<sup>40</sup> Nigel Lewis *et al*, *op. cit.*, pp.96-97

Constructed in late 1935, the dam was built to create a swimming pool, and also a footbridge across the river, named in honour of Warden Grice. The damming of the river raised the water level above the weir. This is clearly evident in historical photographs. Prior to its construction, the Coal River near the Bridge was characterised as a shallow stream with a rocky riverbed. After construction, the water level was raised above the piers of the Bridge, permanently inundating access under the main west arch and spillways, and removing the iconic vantage point for viewing St John's Church through the arch of the Bridge. The dam also caused erosion of the riverbanks. Initially, the weir was not used for irrigation purposes, but in 1986 it was converted and integrated in the South Eastern Irrigation Scheme. This conversion included the rebuilding of part of the wall to fit a penstock.<sup>41</sup>

**Figure 14 Gatty Dam, 2008**



The nature of the Coal River above the Bridge was also modified by the construction of the Craighourne Dam in 1986, located approximately one third of the way down the Coal River, near Colebrook. The Craighourne Dam created a lake covering some 4.1 x 1.5 kilometres, containing a water supply of 12,500 ML, with a catchment area around 24,700 ha. Irrigation water released from Craighourne Dam is pumped from the Coal River and supplied under pressure to the commercial farming properties within the District.<sup>42</sup>

### 3.4.2 The River Banks

Within the study area, the riverbanks of the Coal River form an important cultural landscape element. The riverbanks and alignment of the river have also been progressively modified through past human activities. Nigel Lewis *et al.* note several causes of these changes including:

- ▶ Short lived dams for mill races;
- ▶ Access points for fords or water collection; and
- ▶ Notably, the construction of the Gatty Dam which raised the water level and caused erosion, most noticeably on the west bank downstream from the Bridge.<sup>43</sup>

#### ***The West Bank***

<sup>41</sup> Nigel Lewis *et al, op. cit.*, pp.49, 76-77, 80

<sup>42</sup> <http://www.dpiw.tas.gov.au/inter.nsf/WebPages/LBUN-4Y44UZ?open>

<sup>43</sup> Nigel Lewis *et al, op. cit.*, p.65

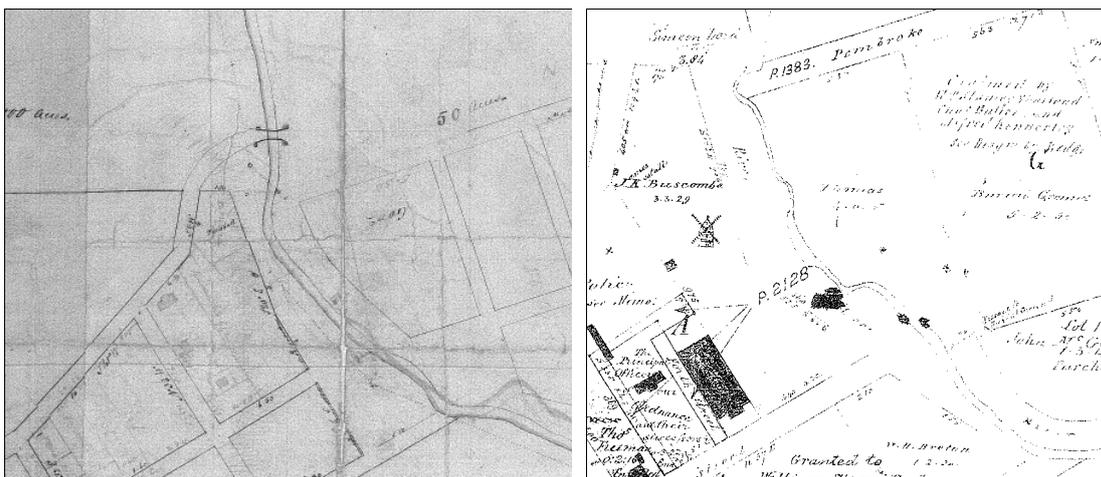
As noted in 3.3.3, several fords were constructed across the Coal River, corresponding to the early road alignments. These fords may have existed on the west bank, upstream of the Bridge, reached via the right of way; on the east bank at the end of Pembroke Street; and near the Gatty Dam.<sup>44</sup>

Public access to the riverbanks has also evolved over time. The original land grants from c.1815-1820 gave private ownership of the riverbanks on both sides of the Bridge until 1925. However, access was available on the south west and north east banks.

On the south west bank, early town planning intended to reserve the riverbanks for public use as early as 1831. What is known as River Place was shown on Scott's plan of c.1824-1825, excising large areas of land for public access on both sides of the river below the Bridge. A limited reserve was established on the west bank, although substantially reduced in size by land grants.

On the east side, these plans did not eventuate with Thomas acquiring land down to the river. The only point of access on the east side was via Pembroke Street, which continued to exist until 1969.

**Figure 15 Changes to Riverbank Reserves<sup>45</sup>**



Scott's plan of c.1824-25 shows large reservations below the Bridge on both the east and west banks of the river.

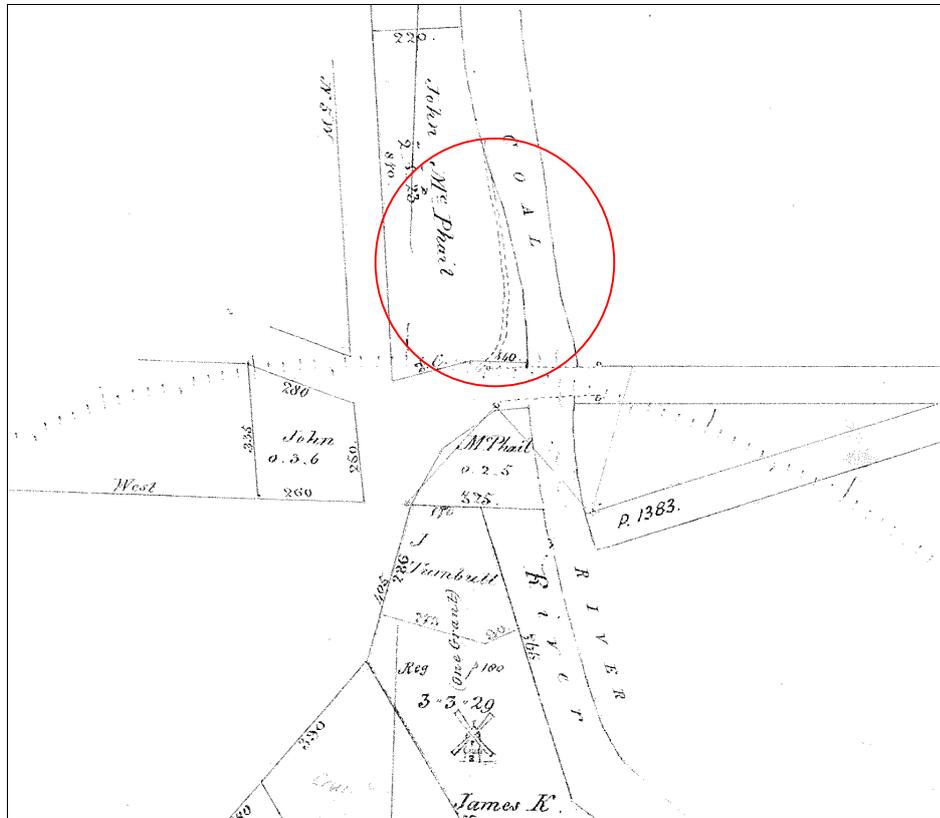
By 1842, the land on the east bank had been acquired by Thomas. On the west bank, it had been named 'River Street'.

On the north west bank above the Bridge, the land was also in private ownership as part of the 1815 grant to Surveyor Evans. This land was later subdivided with parcels accessed by Gunning Street. However, the public did have access to river from the north west bank, as a c.1840s plan notes a formed pathway, which was later formalised as a right of way. Nigel Lewis *et. al.* consider that this pathway may have originally been the ford crossing point. The Crown acquired these parcels in 1973.

<sup>44</sup> *Ibid*, pp.76-77, 80

<sup>45</sup> Richmond by Scott, R16 89379, c1825, CPO; Map of Richmond, R13 89376, 1842, CPO

Figure 16 North West Bank Right of Way<sup>46</sup>



<sup>46</sup> Plan of Richmond, c.1840s, R12 89375

**Figure 17 North West Bank Right of Way, 2008**



Note the road formation on the north west bank and line of pines.

On the south west bank, stone steps follow the form of the Bridge abutment. Nigel Lewis *et. al.* consider that these steps may have historically been part of the original roadside reservation extending to the riverbank.

Further south on River Place is an orchard with almond trees. It is discernable in a 1902 photograph. The Richmond Municipality acquired a 13 foot strip of land in 1925 along the west bank, downstream of the Bridge. Nigel Lewis *et. al.* believe that this acquisition formalised an historic path connected with the stone steps, and continuing under the Bridge. The construction of the Gatty Dam permanently inundated the 1925 Warden's pathway and caused erosion near the Bridge. It is likely that the sloping concrete apron within the main western arch was constructed as a result of the rise in water level.

Also on the west bank, the Crown acquired land adjacent to River Place in 1973 for 'Public Recreation and Amusement' uses. This land provided increased access by linking the lower car park below the gaol with the mill site behind the former Court House and the riverbank area. Picnic areas, shelters and barbeques have been constructed on the upper slopes of the escarpment.

Today, the west bank, in particular the south west bank, provides the greatest level of public access to the river, with walking tracks, viewing platforms, parking and barbeque facilities.

**Figure 18 South West River Bank, 2008**



Barbeque facilities on the south west escarpment.



Looking north from Gatty Dam.

### ***The East Bank***

As noted above, public access to the east bank has been curtailed to a greater extent than has occurred on the west bank. Above the Bridge, and on the east bank, the original grant extended to the riverbank. The Catholic Church acquired this land at an early date and used it for pasture. Currently, this area is open grass area, located adjacent to the car park.

**Figure 19 North East Bank, 2008**



North East bank of the river showing car park and St John's Church in the background. The area is popular for picnics and feeding the ducks.

A loss of public access to the river occurred in 1965-66, when 3 roods and 14 perches of land was sold. This land had historically formed part of the eastern approach to the River from Pembroke Street, with Nigel Lewis *et al.* describing it as a 'regrettable loss of potential public access to the river bank'.

On the south east bank, Thomas' land extended to the mill race, presumably east of the current river bank. The Municipality of Richmond negotiated a Crown Reserve in 1977, adjacent to the Mill House allotment. This was increased in 1990 by the addition of a small triangular piece of land.<sup>47</sup>

<sup>47</sup> Nigel Lewis *et al, op. cit.*, pp.57, 78

### 3.4.3 Vegetation

As shown in the 1835 watercolour of Richmond, and Chapman's 1843 *Richmond Van Dieman's Land* (Figure 49 and Figure 5), the hills surrounding Richmond had light tree cover, with the lower plains of the Coal Valley being bare.

The *Eucalyptus globulus* (Blue Gum) on St John's hill and in St Luke's cemetery do not appear in these images, but can be seen as large trees from photographs of the mid-nineteenth century, which suggests that they were planted around the late 1830s, or shortly afterwards. By the 1880s, the trees at St John's were higher than the nave of the Church, and Nigel Lewis *et. al.* conclude that they were planted around the time of the construction of the church in 1836. One of the trees to the west of the Church was removed in the 1970s and the growth rings showed that it had a possible age of c.120-150 years. Professor Jamie Kirkpatrick believes that because of the coastal environment, these trees may be indigenous. However they were also extensively planted in Tasmania from the earliest period of European settlement.

A c.1870-1884 photograph of Richmond Bridge shows indigenous reeds and woody plants, either Boxthorn or the indigenous *Leptospermum lanigerum* (Woolly Tea Tree). A later photograph from the 1890s also possibly shows the boxthorn or the Woolly Tea Tree. It also includes major early trees, including large White Gums along the river bank. On the north east bank, the grass of the Catholic Church land appears to be exotic pasture in this photograph. Boxthorn is readily apparent in photographs of the windmill by the 1890s. Beattie's c.1920s photograph of the Bridge shows regrowth Woolly Tea Tree and White Gums on the riverbanks. Photographs from around this time looking south east also shows the river bank with regrowth of Woolly Tea Tree and White Gum. Two views of similar date clearly depict the *Eucalyptus globulus* in St Luke's Cemetery.

Willows became dominant along the riverbanks by the late 1920s or early 1930s. Most of the willows on the western bank have now been removed, with isolated examples of Weeping Willows existing above the dam. After 1920, when John Eldershaw acquired the Mill House, *Cupressus macrocarpa* were planted along Wellington Street and returning along the River to enclose the mill. A 1940s photograph shows large Lombardy poplars near the south east abutment of the Bridge. Lombardy poplars were also established on the north east abutment by the 1950s. On the eastern bank of the river, below the Mill House, an extensive coppice of poplars is now established along the mill race, most likely because of the increased water following the construction of the Gatty Dam. Common rush is found extensively along the banks, particularly on the north west bank, below the Mill House, and south of the dam. Water Ribbon is prevalent around the Bridge.

A small orchard still exists on River Place, below the Bridge. A row of almond trees marks the boundary of the pathway along River Place. Continuing along the pathway is a mature English elm with a pepper tree behind. Further along, a large *Radiata* pine is planted on the site of Buscombe's windmill.<sup>48</sup>

The path then deviates: one track leading towards the car park, the other continuing along the river. Along the river, a coppice of poplar and elms encloses the path. These trees combine to form shady cover over the pathway, and framing views of the eastern bank of the river, and up to the Bridge. The pathway continues through the coppice and opens up to open space, before reaching a mature stand of weeping willows, which again provide shade. The pathway is largely open as it concludes at the dam.

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<sup>48</sup> Nigel Lewis *et al*, *op. cit.*, pp.80-81

**Figure 20 Vegetation, 2008**



South west bank of the river taken from the walking track. The viewing platform can be seen on the left, almond trees and orchard on the left, and a mature elm in the middle background.



The almond trees and orchard located below the south west escarpment.



Weeping willows on the south west bank above Gatty Dam.



Extensive coppice of poplars follows the mill race on the east bank of the River, below the Mill House.

The following aerial images demonstrate the changing vegetation of the riverbanks during the mid twentieth century to present.

**Figure 21 1955 aerial 1: Bridge, Coal River, Township and surrounding Country<sup>49</sup>**



The open pasture of the Catholic Church land north east of the Bridge is apparent. Vegetation is apparent on the riverbanks south of the Bridge.

<sup>49</sup> Richmond, Aerial View of Township, AOT PH30/1/5187

**Figure 22** 1955 aerial 2<sup>50</sup>



Indication of the density of vegetation on the east and west banks of the river, above, and below the Bridge.

**Figure 23** 2007 aerial 1<sup>51</sup>



Note the changes in density of vegetation on the east and west banks of the river, above the Bridge.

<sup>50</sup> Richmond, Aerial View of Township, AOT PH30/1/5189

<sup>51</sup> LIST Map 2007

**Figure 24** 2007 aerial 2<sup>52</sup>



East and west banks of the river, below the Bridge. Note the density of plantings on the east bank.

**Figure 25** 2007 aerial 3<sup>53</sup>



East and west banks of the river, to the Gatty Dam. The small group of weeping willows can be seen.

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<sup>52</sup> LIST Map 2007

<sup>53</sup> LIST Map 2007

### 3.4.4 Road Approaches

The road approaches to Richmond and the Bridge can be considered within both the macro and micro landscape setting.

At the broad level, the westerly route to Richmond via Cambridge travels through a variety of landscapes with the views across Pittwater being the dominant feature. The original route commenced at Bellerive. Approaching Richmond, the landscape changes to undulating farmland and the crossing the Pigeonhole and Duckhole Rivulets. Nigel Lewis *et. al.* write that this route was determined because of the position close to where the Coal River was narrow and ceased to be tidal and because Butcher's Hill to the south west prevented a river crossing further downstream towards Pittwater.

The other historical western route, via Grass Tree Hill makes a rapid descent from the hill through dry wooded slopes, down to the valley floor. Spectacular views are available during the descent to the east and north.

Within Richmond, the main landscape focus is Butcher's Hill to the south west. Further to the east, the landscape changes to open country of the valley floor. Historical buildings are located prominently within the rising topography. Travelling from the west, this includes Prospect House, Belmont and the series of early Georgian buildings along Bridge Street. As Bridge Street continues towards the Bridge, it makes a descent down the river escarpment. Mature elms on the Village Green conceal views of the western abutments of the Bridge.

Travelling from the north via Campania the road winds through farmland in the Coal River Valley before reaching the town through Franklin Street. Turning left into Charles Street, the road continues down to the western abutment of the Bridge.

Brinktop Road from Sorell to the east approaches the Bridge and Richmond more directly. From the elevated plain, views of Richmond are available.

On choosing the location for the Bridge, Nigel Lewis *et. al.* identify four factors:

- ▶ The location of early tracks and fords which served the earliest land grants prior to the establishment of Richmond;
- ▶ The land grant boundaries;
- ▶ Approach roads above flood levels; and
- ▶ The relatively low height of the river escarpment in this location.<sup>54</sup>

### 3.5 Visual Assessment

The Richmond Bridge and its setting is a rich cultural landscape. However, the setting of the Bridge is also notable for its important visual landscape qualities. These qualities come from the combination of built elements, topography and vegetation. The relationship with surrounding areas, such as the broader Coal River Valley landscape fringed by low hills and the Richmond township are important complementary elements.

The *Richmond Cultural Resource Management Plan (RCRMP)*<sup>55</sup> identified the major townscape elements of Richmond. The main thematic importance were those elements which demonstrated the

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<sup>54</sup> Nigel Lewis *et al, op. cit.*, pp.76-77

early nineteenth century establishment of Richmond as a significant service provider for Government, early settlers and the surrounding countryside. Eleven separate elements were identified which demonstrate this thematic context. These are:

1. Landform generally;
2. Richmond Bridge;
3. Coal River and environs;
4. Bridge Street;
5. Village Green;
6. Municipal Park;
7. Entrances: Richmond Road, Colebrook Road, Brinktop Road;
8. Churches, monuments and public buildings;
9. Commercial buildings;
10. Historic residential building stock; and
11. Significant vistas to and beyond the township provide the structure and intrinsic character that requires protection repair and enhancement.

From the identification of these elements, the RCRMP considered issues of view scapes and vistas, of both individual streetscape settings, but also the overall setting of the town. The RCRMP recognises the integral heritage value of view lines where they form an overview of a curtilage or a direct relationship with the property itself. The value of the important relationship between the town with its surrounding rural landscape was also recognised.<sup>56</sup>

For the purpose of this report, consideration has been given to identifying important views to and from the study area. Site visits to publicly accessible vantage points have occurred at several times during 2007 to allow for an appreciation of seasonal variations in both deciduous trees and the broader landscape.

From this process, thirteen important views have been identified. Largely depending on the elevation, these views vary from narrow vistas framed by vegetation and topography, to broader landscape and townscape appreciation. These views consider the Bridge itself, as well as the broader landscape elements within the study area. In this report, the following terms have been used:

- ▶ View: what can be seen;
- ▶ Vantage Point: the specific location from where the view is taken;
- ▶ Landscape: the subjective interpretation or perception of the view, for example, its aesthetic qualities.

The following figure indicates the location of each of these vantage points and the views available. Each of these views is described in the following section.

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<sup>55</sup> The *Richmond Cultural Resource Management Plan* (2001) was prepared in response to strong community interest in establishing the cultural values of the town and finding ways in which these values can be sustained.

<sup>56</sup> Michael Shield & Associates, *op. cit.*, pp.27-30

**Figure 26 Location of Significant Vantage Points**



**Key**

- |                                  |  |
|----------------------------------|--|
| 1 Views from the Richmond Bridge | 2 Views from the North East Bank             |
| 3 Views from the North West Bank | 4 Views from the Village Green to the Bridge |
| 5 Views from Wellington Street   | 6 Views from St John's Church                |
| 7 Views from St John's Cemetery  | 8 Views from Council Land, North West Bank   |

9 Views from South West Bank near Bridge

10 Views from Anglican Cemetery

11 Views from River Place

12 Views from Gatty Dam

13 Views from St Luke's Church

### 3.5.1 Vantage Point 1: Views from the Richmond Bridge

Within the study area, the most important views of the Coal River and its immediate setting are available from the Bridge itself. From the low rise of the centre of the Bridge, 360 degree views are available of the setting of the Bridge. To the north, the escarpment frames the river which continues for some distance, largely in a straight orientation and narrowing further upstream. On the north west bank can be seen the early road formation demarked by the group of pines. This extends down to the river bank with substantial areas of common rush.

On the north east bank, the large grass bank slopes towards the river, with some vegetation on the river edge. The car park exists at the top of the bank, with St John's Church located on a prominent ridge to the north east, surrounded by mature Blue Gums. The car park itself is a minor element which is largely neutral in its impact on the landscape. The gravel surfacing of the car park assists with this. However, the car park is frequently full to capacity and the cars themselves are visually intrusive.

To the south, views are taken of the river which continues downstream, largely in a straight direction for some distance. On the south east bank the Mill House provides an important built element. Its historical role as a Mill is indicated by the water tower. Mature macrocarpa along Wellington Street, Lombardy poplars and other plantings provide visual qualities with their varying forms, heights, colour and foliage. Large numbers of poplars extend below the Mill House and its garden.

On the south west bank, relatively long views of River Place and individual mature trees are taken. The escarpment rises sharply above the river flats in this area.

Views to the west reveal nineteenth century housing and the Village Green with its mature elms and formal rose garden.

**Figure 27 180 degree view from the centre of the Bridge looking south, 2008**



**Figure 28 Individual Views from the Bridge, 2008**



Coal River looking south. Note the extensive growth of Water Ribbons, and the viewing platform on the river. Butcher's Hill in the background, on the right.



Coal River looking north. Note the pines on the west bank, rushes located on the banks and open grassed bank on the east.



View from the Bridge looking east. The mature Lombardy poplar provide a strong vertical reference in the middle distance, and frame the view. Important views of the Mill House can be taken, and the visual impact of the car park can be noted.



View from the Bridge looking west. The formal rose gardens and two mature elms on the Village green are the prominent and important visual elements. The curve of Bridge street rises to the commercial area of Richmond. The traffic island and signage mar the view.

### **3.5.2 Vantage Point 2: Views from North East Bank**

The north east bank of the river is a very popular location for viewing the Bridge, picnics and feeding the ducks. The bank is an open grass area which is closely mown and easily accessible from the adjacent car park. Owing to the slope of the bank and its open nature, views of the entire north face of the Bridge are available. The north face also receives a greater amount of sunlight than the southern elevation. Views up to St John's Church and the mature Blue Gums are available from this location. Long views towards Butcher's Hill on the horizon are taken from the hill.

**Figure 29 Individual Views from the North East Bank, 2008**



North east bank of the Coal River, looking south towards the Bridge.



North east bank of the Coal River, looking north towards St Johns Church.

### **3.5.3 Vantage Point 3: Views from the North West Bank, 2008**

The north west bank of the Bridge contrasts strongly with the opposite eastern bank. The escarpment rises steeply to the west which encloses the space. The landscaping of the area is also less structured with informal groups of plantings, coarse grasses and an informal pathway. The early road way leads down towards the water edge, and the mature pines both conceal and reveal views of the Bridge. Large areas of common rush are located on the riverbank. Because of the topography and vegetation, relatively short views of the Bridge and surrounds are available from the north west bank.

**Figure 30 Individual Views from the North West Bank, 2008**



North west bank of the Coal River, looking south towards the Bridge.



North west bank of the Coal River, looking south towards the Bridge.



The landscaping of the area is informal with the steep escarpment rising to the west.

#### **3.5.4 Vantage Point 4: Views from the Village Green to the Bridge**

The village green is located on a slight elevation to the south west of the western Bridge abutments. Views are available to the east including the western Bridge approach with its wing walls and the circular bollards. The gentle rise of the Bridge is apparent. Views are also available to St John's Church hill. In the background are long views to the horizon formed by the lightly vegetated hills of the Brinktop Reserve and Strelley Hill.

**Figure 31 Individual Views from the Village Green to the Bridge, 2008**



View from the western end of the Village Green looking towards the hills in the east.

#### **3.5.5 Vantage Point 5: Views from Wellington Street**

From Wellington Street, long views of the Bridge are available because of the straightness of the road. The road has soft edges with gravel verges which complement the rural nature of Richmond. As the Bridge is approached, strong vertical elements are provided by the mature macrocarpa and the Lombardy poplar on the north east abutment of the Bridge.

Closer to the Bridge, the wavy outline of the Bridge parapet becomes apparent. The curve of the Bridge deck is also best appreciated from this perspective. Signage and the traffic management chicanes mar the view. The lightly wooded slopes of Jones Sugarloaf provide a background to the view.

**Figure 32 Individual Views from Wellington Street Looking West, 2008**



From a distance the Bridge location is highlighted by the mature vegetation.



The wavy outline of the northern parapet is apparent. Signage and the chicanes are negative impacts on the view.

### **3.5.6 Vantage Point 6: Views from St John's Church**

St John's Church and hill are located on a high point, to the north east of the Bridge. The elevated position of the Church provides expansive views of Butcher's Hill to the south west; Jones Sugarloaf to the west and the Brinktop Reserve and Strelley Hill on the east. In the middle distance, vegetation obscures views of the Coal River, although glimpses of the Bridge are available. This view changes seasonally with a large block of deciduous plantings at Yew Cottage.

The Church is located on the high point of the hill, with the mature Blue Gums surrounding. Their height, form and foliage strongly contrast with the exotic plantings.

**Figure 33 Panoramic View from St John's Church, 2008**



**Figure 34 Individual Views from St John's Church, 2008**



Glimpses of the eastern end of the Bridge are available from St John's. This view changes seasonally.



Jones Sugarloaf to the west of Richmond.



Mature blue gums to the west of the Church.



Brinktop Reserve and Strelley Hill on the east.

### **3.5.7 Vantage Point 7: Views from St John's Cemetery**

The St John's Church hill terminates in the dramatically located cemetery. At this point, the escarpment sharply falls away with a cliff face to the narrow river valley below. Unfortunately the escarpment edge is unstable and a tall and intrusive metal mesh fence has been installed. The river valley adjacent to the cemetery escarpment also forms the northern boundary of the study area.

Views of the Bridge are not available from the cemetery, although important and distant views are available of the river, and surrounding valley. Looking towards the north, the open country of the Coal River Valley is apparent, flanked on the west by extremity of Jones Sugarloaf.

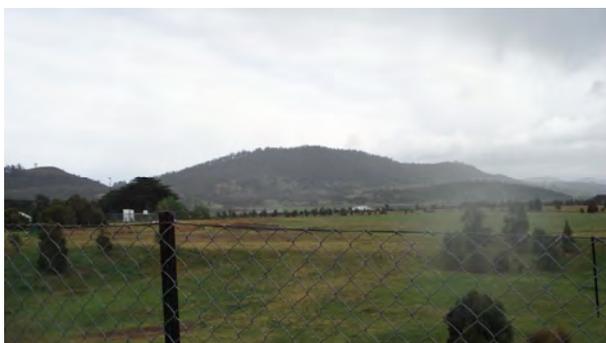
**Figure 35 Individual Views from St John’s Cemetery, 2008**



Looking south from the cemetery towards the Bridge, mature pines restrict the view. Note the wire mesh fence.



The Coal River narrows considerably as the escarpment rises.



Looking north through the Coal River Valley towards Jones Sugarloaf.

### **3.5.8 Vantage Point 8: Views from Council Land, North West Bank**

The Clarence City Council owns land on the north west bank of the Coal River, adjacent to the sports facility. The area is accessible via a walking track off Victoria Street. Here, the escarpment falls away sharply to the river floor. From the ridge of the escarpment, the cliff face of St John’s Church cemetery is apparent, with Brinktop Reserve and Strelley Hill to the east.

On descending the escarpment, the cliff face dominates views to the east and the view diminishes. The Coal River is a narrow stream at this point, and the combination of native and exotic vegetation and the curve of the river restrict views downstream. The riverbanks have populations of boxthorn, gorse and blackberry which prevents a close inspection of the area. The lack of formal plantings and landscaping in this area contrasts with other publicly accessible areas of the riverbank.

**Figure 36 Individual Views from Council Land, North West Bank, 2008**



From the ridge of the escarpment looking east to Brinktop Reserve and Strelley Hill in the distance and the cliff face of St John's cemetery in the middle.



From the valley floor looking towards the cliff face.



The valley floor, looking south.



The Coal River at this point is a narrow stream.

### **3.5.9 Vantage Point 9: Views from South West Bank near Bridge**

The south west bank of the river provides highly important views of the Bridge and the immediate setting. On descending the steps, full views of the southern face of the Bridge are available. This elevation does not receive the same level of sunlight as the northern elevation.

It is also from this location that important views are available through the arches of the Bridge to St John's Church. This is an iconic view of the Bridge, Richmond, and Tasmania. The rising of the water level has lessened this view, and a viewing platform has been constructed on the riverbank.

Important views are also taken from this location to the east bank of the River and the Mill House. The historic built form of the Mill House complements the Bridge structure. The Mill House has extensive plantings along the riverbank. These plantings would primarily date from post-1920 following the purchase of the property by John Eldershaw. The contrasting forms, height, colours and textures of the plantings combine with the river setting to create a highly aesthetic view. Beyond the garden of the Mill House are dense naturalised poplars which restrict views of the riverbank.

From the Bridge, looking south are the informal park areas of River Place. This begins as a largely open area with a gravel pathway following the riverbank. The riverbank area is relatively flat with individual, mature exotic specimen trees, before merging into denser groups of plantings. The escarpment rises sharply above the River.

**Figure 37 Individual Views from South West Bank near Bridge, 2008**



Southern face of the Bridge.



Looking through the western arch to St John's Church.



The eastern bank with the Mill House and gardens.



Pathway along River Place.

### 3.5.10 Vantage Point 10: Views from Anglican Cemetery

The escarpment located at the Anglican Cemetery provides expansive views of Richmond, the river valley and the surrounding countryside. It complements the similar values at the St John's Church and cemetery. The Anglican cemetery also has mature blue gums located on the crest of the escarpment.

Views of the Bridge are not available from the Anglican cemetery. To the north west, the roof line of the Mill House and its landscape setting are apparent. As the view moves south, an extensive and dense coppice of poplars on the east bank screens the River.

This opens up to reveal the southern extent of the study area which is at the Gatty Dam. In the middle distance the prominent built forms of St Luke's Anglican Church and the Richmond Gaol are apparent, while in the background, the view is enclosed by the lightly vegetated Butcher's Hill.

**Figure 38 180 degree view from Anglican Cemetery, 2008**



**Figure 39 Individual Views from Anglican Cemetery, 2008**



Mature blue gum through to the Mill House.



St Luke's Church and Butcher's Hill.



Dense vegetation screens the river. The Richmond Gaol can be seen on the escarpment.

### 3.5.11 Vantage Point 11: Views from River Place

The River Place pathway leads south of the Bridge through open grassed areas past specimen trees. At the bend in the river the path enters a coppice of poplars and elms. These trees collectively provide shade, a strong sense of enclosure, anticipation and a certain wildness to the landscape. Looking back towards the Bridge, the trees both conceal and frame views of the Bridge and the eastern bank of the river with open escarpment above.

From the coppice of trees the pathway opens again before entering a group of weeping willows. The pathway enters beneath these trees before reaching the dam.

#### Figure 40 Individual Views from River Place, 2008



From the coppice looking north towards the Bridge, framed by vegetation.



Glimpses of the eastern bank are available through the coppice.



The walking track leads through a coppice of elms and poplars providing both seasonal shade and a sense of enclosure.



Looking south, a group of weeping willows located on south west bank above the Gatty Dam.

### 3.5.12 Vantage Point 12: Views from the Gatty Dam

The Gatty Dam forms the southern boundary of the study area. Beyond the dam, there is dense indigenous and exotic vegetation that limits the view. To the north, the long, relatively straight length of the river allows views up to the bend. On the western bank is a group of weeping willows which shield the bank. The height, colour and texture of the willows create a valuable view when viewed from the Dam.

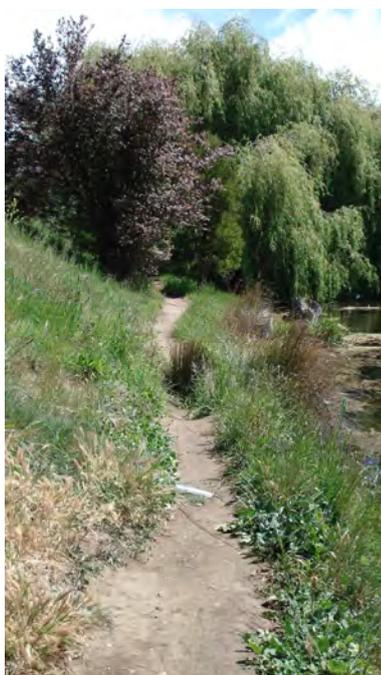
**Figure 41 Individual Views from Gatty Dam, 2008**



Gatty Dam forms the southern boundary of the study area. The surrounding countryside is sparsely covered.



Looking south of the Dam, the area has dense native riparian vegetation.



The pathway leading north from the dam through the weeping willows.



Views looking north to the weeping willows.



### 3.5.13 Vantage Point 13: Views from St Luke's Church<sup>57</sup>

Expansive views of the river valley are available from St Luke's Church. This same position was chosen by Chapman for his *Richmond Van Dieman's Land*. From the escarpment, the broad valley opens as it reaches towards the River. Market gardens complement the rural nature of the scene. To the left is the Old Rectory, and further, the Gaol in its elevated position. Vegetation obscures any view of the Bridge. On the opposite bank of the river can be seen the Anglican Cemetery with the vertical elements of the

<sup>57</sup> Note: the arrow position of this view line (13) on the plan 'Location of Significant Views' is indicative. St Luke's Church is located further to the west.

mature Blue Gums. Beyond the town, the open valley extends to the backdrop of Brinktop Reserve and Strelley Hill.

**Figure 42 Panorama from St Luke’s Church, 2008**



**Figure 43 Individual Views from St Luke’s Church, 2008**



Market gardens on the river valley.



Looking east to the open valley with Brinktop Reserve and Strelley Hill in the background.



View towards the gaol.



View towards the Anglican cemetery with the mature blue gums.

### **3.6 Summary**

The setting and landscape of the Richmond Bridge are important aspects of its significance, historically, aesthetically and socially. These values are elaborated in the assessment of significance.

#### **3.6.1 Summary Character Description of the Richmond Bridge Cultural Landscape**

The Richmond Bridge within its setting is a rich and significant cultural landscape. In turn, this landscape forms part of the broader Richmond township and Coal River Valley cultural landscape.

The Richmond Bridge within its setting can be considered to have aspects of all three types of cultural landscape: the organically evolved, designed, and associative cultural landscape. Natural and historical features combine to comprise the character of the place.

The organically evolved character of the setting of the Richmond Bridge is particularly strong. Here, various social, economic and administrative forces have combined and evolved in response to the natural environment. Within its immediate setting the landscape is linear. The Coal River provides the main north-south axis, flanked by narrow river banks with escarpments rising above.

The Coal River has been a source of water for humans, stock since European settlement, and later became the location for flour milling. The area around the Bridge has also been an early European crossing point to the East Coast and Tasman Peninsula. The river was originally crossed by several fords. Access from the north west bank to one of these fords may be indicated by the road formation leading down to the river and marked by the mature pine trees.

The Bridge location was chosen at a point where the river was narrow and the escarpments relatively low. The Bridge predated the township of Richmond, and its construction encouraged the development of the town as an administrative and service centre for the surrounding district.

Early town planning envisaged public access to the River. However this was later curtailed, most notably on the east bank. On the west bank, land acquisition also restricted access to the river. However, limited reserves were established, and in 1925 the Warden's path was constructed along the river bank providing greater public access. Further land acquisitions during the twentieth century supplemented public access. The construction of the Gatty Dam in 1935 resulted in major changes to the setting of the Bridge. Prior to the construction, the Coal River was ephemeral in its flow. However, the Gatty Dam raised the water level, flooding the Warden's pathway and causing riverbank erosion.

Agricultural development of the valley also encouraged industrial development and flour mills were established on the riverbanks with associated water races and dams. On the east bank, several mills were constructed, and the Mill House remains an extant demonstration of this activity. On the west bank was Buscombe's windmill, subsequently demolished and the location marked by a mature pine.

The designed landscape is particularly relevant to the riverbanks and evolution of these banks as public spaces in response to growing interest in the heritage and aesthetic qualities of the Bridge. The riverbanks can be characterised by their informality in layout and plantings providing spaces for passive recreation and appreciation of the Bridge. The late twentieth century rise in tourism has resulted in the provision of visitor facilities such as car parks, seating, and stairs down to the riverbanks. This infrastructure has had varying levels of impact on the cultural landscape.

Plantings form an important part of the landscape. Native riparian reeds are found along the river in certain locations, while mature exotic trees are located along the riverbanks providing shade, variations in height and form and seasonal transitions. These trees include both specifically planted specimens such as the pine trees, the almond orchard and poplars on the eastern Bridge abutments. Over time, exotic trees have also naturalised on the river banks. This is particularly evident on the south east river bank, with extensive stands of poplars following the alignment of the mill water race. Naturalised poplars, elms and weeping willows have established on the south west bank. The pathway leads through a coppice of dense growth which both obscures and reveals the Bridge. The naturalised plantings enhance the informal nature of the riverbanks.

Although the setting of the Bridge has been substantially modified, the place is an important associative landscape. This is particularly relevant for the aesthetic values of the place. Aesthetic significance is considered to be inclusive of views, and the form and layout and groupings of relations between different elements. Aesthetic significance may also be evident in design qualities of landscapes, or for their scenic beauty.

The aesthetic values of the Bridge and its setting can be considered for two reasons. Firstly, is the value of the Bridge and its setting as a place of inspiration for artists and writers. The Coal River valley has historically been depicted and described for its picturesque qualities, and similarities to an English village. The historic form of the Bridge with its multiple arches, coursed rubble and ashlar construction and wavy outline of the parapets forms a dominant visual element of great visual appeal. Views of St John's Church through the arches of the Bridge are iconic heritage images. Secondly, the landscape qualities of the Bridge and setting have aesthetic value in their own right. The relationship between the Bridge, river and the broader townscape of low scale, simple vernacular Georgian buildings constructed from local sandstone combine to demonstrate an historic landscape of a nineteenth century rural village. The aesthetic significance of the Richmond Bridge and its setting is addressed in section 5 of this report.

### **3.6.2 Summary Description of Important Views**

The visual assessment of the Richmond Bridge and its setting is closely related to its cultural landscape values, in particular, the aesthetic significance of the landscape. An analysis has been undertaken to identify important public views. This process has extended beyond the immediate setting of the Bridge and Coal River to identify vantage points within the surrounding township from where significant views can be obtained. From this method, thirteen vantage points were identified from where significant views to, or from the Bridge are available.

The setting of the Richmond Bridge has long been acknowledged for its scenic beauty. These views are appreciated for their landscape values, and represent a subjective interpretation of the aesthetic significance of the place. Significant views of the River, and immediate landscape are available from the Bridge.

The riverbanks also provide significant views towards the Bridge and beyond. The riverbanks have an informal landscape quality with numerous exotic plantings. The exotic plantings provide an immediate background for the riverbanks, with the escarpment rising above. The vegetation and escarpments both restrict and focus the views. Deciduous trees allow these views to change seasonally.

Beyond the immediate setting of the Bridge, the Richmond township is located on the west bank and at a height above the river escarpment. Similar rises in the topography occur on the east bank of the river. This elevation provides broad views of the River, the town, and the surrounding rural countryside.



## Historical Summary

## 4. Historical Summary

### 4.1 Chronology of the Richmond Bridge

1803	European exploration of the Coal River Valley.
1815	1,000 acre land grant to George William Evans, part of which now forms the north west portion of the Richmond township.
1819	Land grant to Lieutenant-Governor Sorell 'commencing at the crossing place on the Coal River in the District of Ulva', part of which now forms Richmond township.
18??	Land located to CW Murray, and subsequently granted to part of which now forms the north east portion of Richmond township.
1817	100 acre land grant? to David Lord (with an additional 700 acres grant in 1819), part of which now forms the eastern portion of Richmond township.
By 1820	Road construction to Richmond commenced.
1820	Visit by Bigge during his Commission of enquiry, recommending the erection of a bridge.
1823	first stone of Bridge laid (11 December 1823).
1824	Transfer of 90 acres by David Lord to the Government for the use as a township site, officially named Richmond by Lieutenant-Governor Sorell on 27 February 1824.
1824	Central part of township laid out.
1825	Bridge opens to traffic (1 January 1825).
1826	Report by Major Tobias Kirkwood on settlement on piers, water from mill dam may have caused damage.
1829-31	Windmill erected by Buscombe.
1834	New road from Hobart across Grass Tree Hill to Richmond, the Bridge was considered as the 'best and most substantial in the colony'.
1834	Foundation stone of St Luke's Church laid, church consecrated 19 May 1838.
1835	Parapets of Bridge raised at western end.
1836	Tenders for St John's church called, church opened 1837.
1843	Chapman watercolour, showing the Bridge, the earliest known view. Two sketches from a similar period show the Bridge and river.
1846	Possible flood damage to the Bridge.
1849	Correspondence and plan for 'proposed causeway across Pittwater'
By 1856	George Burn mill erected.
Post 1856	Photograph of Bridge from north, earliest known photograph of Bridge.
1859	The Bridge was dilapidated and unsafe. A report by Falconer recommends underpinning and use of concrete.

- 1861 Richmond becomes a municipality.
- 1872 Sorell causeway opened, railway opened to Campania.
- 1884 Cut water edge added to piers. Spratt concludes that the river paving dates from this time.
- 1908 Buscombe's Windmill dismantled.
- 1920 Eldershaw acquires and renovates Burns' mill.
- 1923 Centenary celebrations of Bridge (11 December). A commemorative stone is installed in the Bridge, on the west end, north parapet and lettering cut.
- 1925 Narrow strip of land acquired by Richmond Municipality along west bank of river, downstream from the Bridge.
- 1927-28 Repairs to the Bridge.
- 1935 Gatty Dam constructed downstream with consequent rise in water level.
- 1964 The Royal Australian Institute of Architecture calls meeting in July to consider the future of Richmond. An exhibition was held in February 1965, and a public meeting in March of that year. The Local Government Act was amended for preservation orders, and a public meeting was held in July 1967.
- 1969 Pembroke Street reservation of almost one acre was sold. This land once led to the eastern bank of the Coal River.
- 1969 Elizabeth Jones published 'A Guide to the History of Richmond, Tasmania', *Tasmanian Historical Research Association* (vol. 16, no. 4, May 1969)
- 1973 Public acquisition of land on west bank of the river, up and downstream of the Bridge.
- 1973 Recutting and 'darkening' of the inscription. The method to darken the inscription is unknown.
- 1977 30 km/hr speed restriction introduced.
- 1978 The Richmond Bridge was entered in the Register of the National Estate (21 March 1978).
- 1985 25 tonne limit on the Bridge.
- 1987 Car accident on the Bridge caused a 1.5 metre hole in the downstream parapet wall and some loosening in the stone work. Some 75% of the stone was able to be recovered for reconstruction, and new stones were sought locally.
- 1988 A vehicle accident dislodged some six metres of the south east parapet wall.<sup>58</sup>
- 1989 The Richmond Council constructs the viewing platform and staircase to the south west.
- 1993 Richmond Interim Order gazetted (March). The Richmond Municipality was absorbed within the city of Clarence (April).<sup>59</sup>

<sup>58</sup> Snowden, *op. cit.*, p.71

<sup>59</sup> Nigel Lewis *et al*, *op. cit.*, pp.8-10

1997	<i>Historic Cultural Heritage Act 1995</i> (Tas) proclaimed.
1999	The Richmond Bridge was permanently entered in the Tasmanian Heritage Register (22 September).
2005	The Richmond Bridge was entered on the National Heritage List (25 November).
2007	Vehicular accident on the Bridge (July) damaged the south western parapet wall above the first arch. Speeding was attributed as the cause of the accident.

## 4.2 Aboriginal History and Interaction with European Settlers

Although this study does not address issues of Aboriginal heritage within Richmond or the broader region, it is appropriate to acknowledge the traditional owners of the land. The Coal River Valley is part of the traditional territory of the Oyster Bay group of Tasmania. Located on the East Coast of Tasmania, their territory covered some 7,800 square kilometres, including 515 kilometres of coastline. Their lands extended from St Patricks Head in the north, to the east bank of the Derwent estuary. Inland, their country reached to St Peter's Pass in the Midlands, before following the Eastern Tiers to the Break O'Day River, where they returned to the coast at St Patricks Head.

Prior to European settlement, Ryan proposes that ten bands formed part of the Oyster Bay group with a population of between 700-800 people, the largest group in Tasmania. The Ridson and Pittwater areas were the home of the Moomairremener band. The Moomairremener band enjoyed a diet of shellfish from estuarine areas, possums and kangaroo from their hunting grounds of the open forests and plains, and a variety of vegetable foods.

The band moved seasonally to take advantage of available foods, spending winters on the coast where shellfish, coastal birds and vegetables were found, before moving inland around October when the warmer weather allowed them to hunt larger game. As the summers progressed, the group moved further west, hunting and firing the bush to flush out game. Using well defined routes, the Moomairremener band's route inland was west up to the Derwent River to New Norfolk, and then on to the Clyde and Ouse Rivers.<sup>60</sup>

The use of the land also shaped the Tasmanian landscape over many thousands of years. Traditional management practices such as firing the land for hunting and gathering purposes, cleared forests and the grass plains. These practices predisposed the area to the suitability for early land grants and settlement by Europeans.

In September 1803, Lieutenant John Bowen and a party of 49 convicts and military personnel established the first permanent European settlement in Tasmania. The chosen site was Risdon Cove, part of the Moomairremener lands. The land was subject to constant firing practices to flush out game. Bowen described the country as 'more like a nobleman's park in England than an uncultivated country'.<sup>61</sup> The Risdon settlement was also on one of the well established routes to the shellfish and lagoon areas of the Coal River and Pittwater and the hunting grounds of the east Derwent. Initial contact between the British and Aboriginal people was uneasy. However, conflict soon escalated over land and food.

<sup>60</sup> Ryan, L, *The Aboriginal Tasmanians*, Allen & Unwin, 1996, pp.15-17, 19

<sup>61</sup> Morgan, *op. cit.*, pp.43-44

European settlement and the acquisition of land was done at great cost to the Aboriginal people of the district. Violence ensued, and the resulting reports are written by the settlers, not from the Aborigines perspective. As early as 1806, the hunting of kangaroos around Pittwater led to conflict and violence between the Aborigines and Europeans. Conflicts increased with the growth of European population and the rapid expansion of land clearing, fencing and competition for land during the 1820s.

During the 1820s, the European population of the colony boomed. Large land grants encouraged the development of the pastoral industry. In turn, this led to violence between the Aboriginal people and European settlers over land and food supplies. This conflict culminated in Lieutenant-Governor Arthur's declaration of martial law in 1828.

By 1824, the violence had escalated to a state of guerrilla warfare. Members of the Oyster Bay Tribe attacked settlers, livestock was killed, crops and buildings destroyed. Field police and the military were sent to fight the Aboriginal resistance. In November 1826, fourteen members of the Oyster Bay Tribe were killed by the military, and a further ten were captured soon after. No Europeans were charged with the murder of the Aborigines.

Arthur set up parties to capture Aborigines in the areas settled by Europeans. The most prominent roving party was headed by the Richmond Chief District Constable, Gilbert Robertson. Some of the captured Aborigines were imprisoned at the Richmond Gaol.<sup>62</sup>

George Augustus Robinson visited the Aborigines held at the Richmond gaol in October 1829, returning again in January 1830. On his return to Hobart, he was accompanied by 'eight captive natives', three women, two infants, a man and two boys.

In September 1830, Major Douglas devised the 'Black Line' as a human chain of military, police, settlers and convicts that swept across the island in the aim of forcing the Aborigines into the Tasman Peninsula. The 'Black Line' failed in its purpose, capturing only two Aborigines. The violence declined after 1830.<sup>63</sup>

### 4.3 European Settlement

European settlement of Tasmania commenced with Lieutenant John Bowen's arrival at Risdon Cove in September 1803. Shortly after the arrival of the British at Risdon Cove, settlers crossed the hills to east and into the valley where Richmond is situated. The settlers were in search of game: kangaroo and the Tasmanian Emu. Coal was discovered along the riverbanks, and the district was named Coal River.<sup>64</sup>

In the first years of European settlement, food shortage reached famine proportions. As a result, rations were supplemented by hunting game: kangaroos and emus in the Coal River vicinity.

Whishaw writes that no attempts at European settlement were made in the Coal River district until the relocation of Norfolk Islanders to Van Diemen's Land in 1807-1808. The settlers were given grants throughout the colony, including in the Pittwater and Coal River areas. The land holdings of these early settlers were small, usually less than 50 acres, and housing was primitive – daub and split timber cottages.<sup>65</sup>

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<sup>62</sup> Ryan, L, *op. cit.*, pp. 7, 73, 75, 101

<sup>63</sup> Snowden *op. cit.*, pp.52-54

<sup>64</sup> Flinn, E, 'John Bowen (1780-1827)', in *Australian Dictionary of Biography, Volume 1: 1788-1850*, Melbourne University Press, 1966, pp.136-137, in Nigel Lewis *et al.*, *op. cit.*, p.17; Snowden, *op. cit.*, p.17

<sup>65</sup> Whishaw, *op. cit.*, p.48

As Snowden writes, early European settlement in the Richmond area was closely linked to the acquisition of land and the establishment of pastoralism and agriculture. However, she also notes that it was the convicts who provided the cheap labour required for successful settlement. This social distinction between convicts and masters has strongly influenced Richmond's cultural history, and social stratification with division based on both religion and wealth.

The acquisition and settlement of land was determined by British regulations. In the early years of British settlement, the approval of the Governor of New South Wales was required for a settler to be granted land. In time, the size of the land grant became proportional to the amount of capital the settler could bring to the colony.

Few land grants were made until 1813, when Macquarie issued 356 grants, many to the former Norfolk Islanders, resettled to Van Diemen's Land. In the Coal River district, Macquarie granted 1000 acres to George William Evans. Evans later sold this land to Simeon Lord.<sup>66</sup>

Grants were issued annually over the following years. In 1819, William Sorell, then Lieutenant Governor was granted land in the district. In February 1819, he was provided 710 acres of land 'commencing at the crossing place on the Coal River in the district of Ulva'. His grant did not come with the usual restrictive clauses. A further 1000 acres on the Coal River was later granted to Sorell in 1821. His holdings totalled 3,000 acres, going on to receive a further 3,200 in 1821.<sup>67</sup>

In 1820, over 60 grants were issued, mainly of smaller holdings to emancipated convicts and their children. Land grants reached their peak in 1823, when 1027 grants were issued. This was the first time that European settlement in Van Diemen's Land exceeded 10,000. It also marked the spread of settlement out from the centres of Hobart and Launceston, including into the Coal River Valley. The land granting system ended in 1832. Shortly before this, it was discovered that the previous grants were flawed. Legitimate grants were required to be made in the name of the King. In Van Diemen's Land, they had been made in the name of the Governor, rendering them void. As a result, the colonial administration had to investigate each grant individually, creating uncertainty for several years.<sup>68</sup>

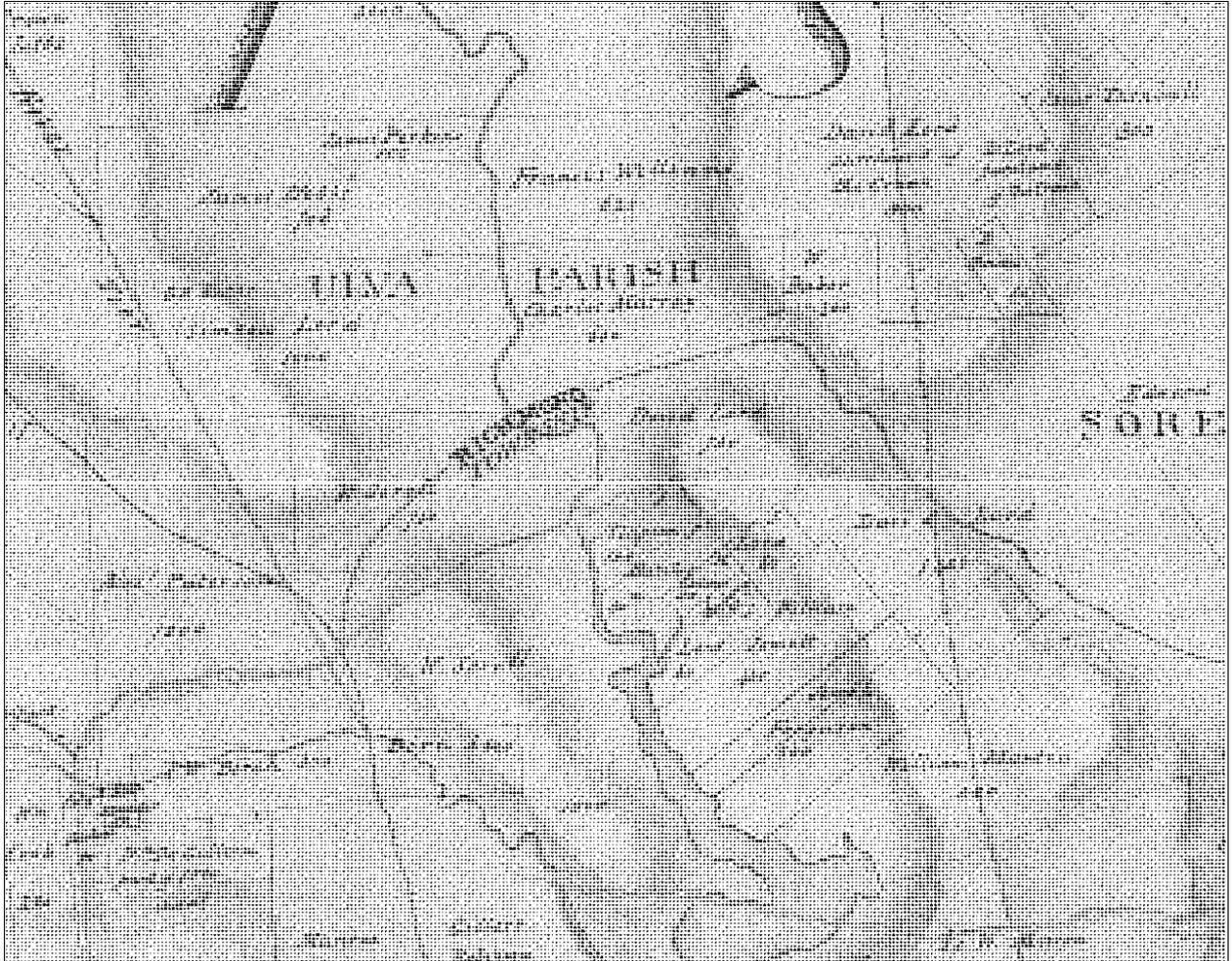
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<sup>66</sup> Snowden, *op. cit.*, p.18

<sup>67</sup> Jones, E.B, 'A Guide to the History of Richmond, Tasmania', *Tasmanian Historical Research Association Papers and Proceedings*, Vol. 16, No. 4, May 1969, pp.154, 157

<sup>68</sup> Snowden, *op. cit.*, pp.17-18

**Figure 44 Undated Police District Plan**<sup>69</sup>



The above plan shows the location of Richmond and the boundaries of the early surrounding grants.

The provision of cheap convict labour was crucial for successful settlement and economic development. Early land grants came with free convict labour for six months. Later, the settlers were required to provide for their convict labourers. Snowden's research has found that a high proportion of convicts in the Coal River district accompanied the spread of settlement.<sup>70</sup>

In 1821, 105 male, and five female convicts were recorded in the Coal River. The free population of the district in 1823 was only 127, of whom; 86 were born free or arrived free. In 1831, the population of the Richmond district was 2,800, comprising 1,700 free settlers and 1,100 convicts.

Some emancipists took up land in the Richmond area. However the size of their grants was often too small to make a success from farming. At least one-fifth, but more likely more than half of those granted land before 1824 were emancipated convicts. Some though were very successful, including James Lord who amassed a large fortune through both farming, and illegal dealing in spirits.

<sup>69</sup> 20074, No 7 Police Districts Plan ud, CPO

<sup>70</sup> Snowden, *op. cit.*, p.20

Although not part of the township of Richmond, these early rural land grants are closely tied with its history. The first stage of the development of the economy was the establishment of the large estates. Land was cleared for pastoralism and agriculture, and later sold, subdivided and traded. The large landholders became the dominant figures in colonial society: its economy, political life, and the social structure. Land along the Coal River was some of the earliest to be explored and acquired by the British. Many of the rural grants predate the township of Richmond, and were established as self sufficient communities. When Richmond was established, the large estates continued to play an important role in the development of the economy. Richmond provided the market facilities for these estates. Town residents were also employed on the estates as labourers, shepherds, blacksmiths, carpenters, servants and gardeners.<sup>71</sup>

#### 4.4 Establishment of Richmond

The development of the township of Richmond commenced in 1823 when land grants and construction of the Bridge was seen as a link to the south east region including a transit stop between Hobart, the east coast and the Tasman Peninsula. The area was also agriculturally productive, providing Richmond with a role as a supply and service centre. The establishment of the town is also closely related to the construction of the Bridge.<sup>72</sup>

The establishment of the township of Richmond has its origins in the early large rural grants. The Land Grant Commissioners recorded that Lieutenant-Governor Sorell sold his Richmond land to John Butcher and Dr Barnes. In settling a debt of 100 pounds, Butcher then sold 100 acres of land to David Lord, who appeared to already be aware that the land would be required for a township. Almost immediately, Lord exchanged the 90 acres for the township for a 1400 acre grant at York Plains, near Oatlands. The 90 acre piece of land formed the basis of Richmond. Of this land, 40 acres were on the west bank of the Coal River, the remaining 50 were from Lord's Richmond Park estate.<sup>73</sup>

It appears that the Crown's purchase of Lord's land was highly irregular and representative of the misuse of land grants during the early nineteenth century. Lord's biographer records this transaction as 'one of his more notable land deals'.<sup>74</sup> Even by the standards of the day, this transaction received comment. Crown Solicitor Alfred Stephen wrote in 1823: 'The transaction of purchase appears the most extraordinary I ever heard of in such a matter but, so far as my duty is concerned which is merely to get a proper conveyance and title, the case is not complicated.'<sup>75</sup> The Land Commissioners also reported on this sale:

20 May 1826: Mr Butcher paid us a visit about a piece of land adjoining his, which we conceived both from the extent of Butchers land and the Chart to belong to Government, consequently we valued it as such. Mr Butcher said he had given Col. Sorell two thousand acres and five hundred pounds for this land, and he was assured that the whole Peninsular was his, and that his Grant mentioned it. Of course we referred him to the Surveyor General. Major de Gillern mentioned that immediately after the sale of this Grant to Mr Butcher, it was found necessary, to buy one hundred

<sup>71</sup> Snowden, *op. cit.*, pp.21, 30-31

<sup>72</sup> Michael Shield & Associates in association with Don Goldworthy & Associates, *Richmond Cultural Resource Management Plan: a plan for managing the cultural resources of the township of Richmond, Tasmania*, Clarence Council, 2001, p.5

<sup>73</sup> Snowden, *op. cit.*, p.31-32

<sup>74</sup> Allen, S, 'Lord, David (1785 - 1847)', *Australian Dictionary of Biography Volume 2, 1788-1850*, Melbourne University Press, 1967, pp.126-127

<sup>75</sup> CSO 1/979/1283, in Jones, 'A Guide to the History of Richmond, Tasmania', p.155

acres from him for the Township of Richmond, but it might not look well on the part of the Government buying it directly from Butcher, a third person was employed, Mr David Lord bought it from Mr Butcher for one pound an acre, and it was shortly after disposed [of] to Government for two thousand acres.<sup>76</sup>

The Land Commissioners made further mention of the Richmond purchase in respect to Lord's York Plains holdings:

The Way in which Mr D. Lord has acquired his Property in this Quarter is so explanatory of the System that had heretofore acted on, that we beg to represent it. When at Richmond Township we informed his Excellency on the manner in which Mr D. Lord had possessed himself of fourteen hundred acres. Mr Butcher owed D. Lord, about one hundred acres, Mr Lord had been given to understand that one hundred acres of land were required for Richmond Township, Mr Butcher not having money to pay Mr Lord, sold him the land. Lord immediately exchanged it for four fourteen hundred acres which he located in York Plains.<sup>77</sup>

The township was named Richmond in 1824, when Lieutenant-Governor Sorell visited Pittwater and the Coal River and was present at the laying out of the township and its naming. The *Hobart Town Gazette* reported that 'The Township is advantageously situated on the bank of the river and the Coal River Bridge leads directly towards it'.<sup>78</sup> The township land was originally part of two areas of private land, David Lord to the east of the river, and Lieutenant-Governor Sorell to the west. The township was named 'Richmond' on 27 February 1824, generally assumed after Lord's Richmond Park property.<sup>79</sup>

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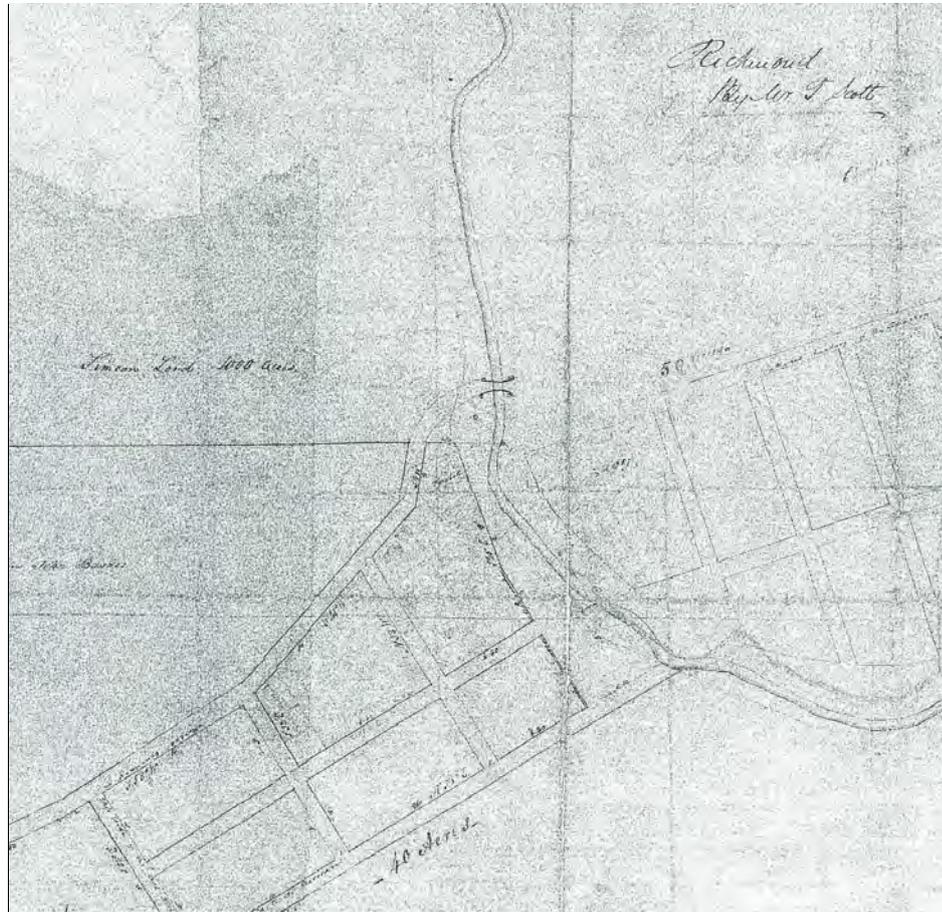
<sup>76</sup>Nigel Lewis *et al*, *op. cit.*, p.26

<sup>77</sup> *Ibid*

<sup>78</sup>Snowden, *op. cit.*, p.32

<sup>79</sup> *Ibid*; Nigel Lewis *et al*, *op. cit.*, p.28

**Figure 45 circa 1824 Plan of Richmond<sup>80</sup>**



Scott's plan shows the grid layout of the town blocks on both sides of the River. Note the Bridge under construction at this time. Large areas below the Bridge have been left open, later to become River Place, or Street. This reserve continues to exist to a limited extent on the west bank, but not the east.

Initial settlement and growth was largely due to geographical position and links between Port Arthur and Hobart. Construction of the Bridge provided impetus for expansion into the surrounding districts for agriculture whilst also stimulating town development as a service centre.<sup>81</sup>

#### **4.5 Construction of the Richmond Bridge**

Prior to the construction of the Bridge, the Coal River was crossed via fords. Nigel Lewis *et al.* write that the location of these fords was indicated by several early road alignments leading towards the waters edge. These crossing points may have existed upstream of the Bridge, reached via the right of way. Another crossing point may have been at the end of Pembroke Street, on the east bank of the river, and slightly downstream from the Bridge where the fresh and salt water met in the Coal River. The third ford may have been near the present weir of the Gatty Dam, accessed from the west by Torrens Street.<sup>82</sup>

<sup>80</sup> Richmond by Mr T Scott, undated, R16 89379, CPO

<sup>81</sup> Michael Shield & Associates, *op. cit.*, p.6

<sup>82</sup> Nigel Lewis *et al*, *op. cit.*, pp.49, 76-77, 80

However, these fords were not permanent crossing points of the river, and regular floods and high tides often held up traffic. The *Hobart Town Gazette* wrote in 1816 that a bullock drawn cart drifted down stream whist crossing the River. The cart was lost but the bullocks were able to swim ashore.<sup>83</sup>

The need for a permanent crossing point of the River was identified by the Royal Commissioner, John Thomas Bigge, during his visit to Van Diemen's Land in 1820 as part of the Commission of Inquiry on the State of Agriculture and Trade. Indeed, in its early days, the Bridge was known as 'Bigge's Bridge'. Commissioner Bigge visited the Richmond area in 1820. His report of 1823 noted that:

It is on the tract of land called Clarence's Plains, and more especially in the district of Pitt Water and the Coal River, that the pre-eminent fertility of the soil of Van Diemen's Land is exhibited. The surface of these tracts is sufficiently varied and open to prevent the stagnation of the water, but not to impede cultivation. The soil consists of sandy loam, and in Pitt Water of a rich and reddish loam of some depth and tenacity. The timber hardly exceeds the proportion that would be requisite for ornament, and at present is insufficient for the construction of buildings and fences. The farms here are of a larger extent than in the other districts of Van Diemen's Land, and the appearance of five or six farm-houses indicated attention to domestic comfort and agricultural improvement. ... The cultivated lands of each farm are entirely open, and except upon an estate of Colonel Davey and one of Mr Lord, I did not observe a single fence ... The cultivation of the other parts of the county of Buckinghamshire is extended to the banks of the Coal River, a small stream that falls into an arm of the sea at Pitt Water, on which there are some very fine and beautiful tracts of land, equally calculated for the purposes of grazing or tillage. In some portions of these tracts the effects of inundation are visible; but not more encumbered with wood that its wants will be found to require.<sup>84</sup>

In choosing the location for the Bridge, Von Stieglitz wrote that there was 'heated discussion' as property owners adjoining the river made claims for the crossing to be on their land, although the ford was obviously the best location.<sup>85</sup>

John Turnbull was appointed to the role of Superintendent of the Bridge Building, and the Superintendent of Stonemasons was William Wilson. The *Hobart Town Gazette and Van Diemen's Land Advertiser* recorded on 13 December 1823 that works on the construction of the Bridge had commenced. It published that:

The first stone of the bridge over the Coal River was laid on the 11<sup>th</sup> instant, there being present James Gordon, Esq. and G.W. Gunning Esq., Magistrates of the Pitt Water and Coal River Districts and a number of the respectable Settlers of the vicinity – this bridge secures a passage at all seasons to the fertile district on the farther side of the Coal River, Pitt Water and the township of Sorell, over a stream which is very generally flooded in the winter and spring. It received the name of Bigge's Bridge, in compliment to his Majesty's late Commissioner to these Colonies.<sup>86</sup>

The construction of the Bridge and development of the town are closely connected. Indeed, the commencement of construction in 1823 was closely followed by the gazettal of Richmond as a town.

<sup>83</sup> Wishaw, *op. cit.*, p.49; Jones, E.B, *Richmond – Tasmania: a Crossing Place*, Hobart: Richmond Preservation and Development Trust, 1973, p.22

<sup>84</sup> Bigge, JT, *Report of the Commissioner of Inquiry on the State of Agriculture and Trade in the Colony of New South Wales*, ordered by the House of Commons to be printed, 13 March 1823, p.25 in Nigel Lewis *et al*, *op. cit.*, p.25

<sup>85</sup> Von Stieglitz, KR, *Richmond: the story of its people and its places*, Launceston, 1953, p.15 in Nigel Lewis *et al*, *op. cit.*, p.24

<sup>86</sup> Jones, *Richmond – Tasmania: a Crossing Place*, p.22

With works on the Bridge underway, town development occurred on the Coal River, south west of the Bridge location. In 1824, Captain Sydney Cotton, Acting Engineer of the 3<sup>rd</sup> Regiment wrote to Lieutenant-Governor Sorell asking that tenders be called for the supply of eight bullocks and two carts for bringing stone from the quarry to the Bridge site. Progress on construction was being delayed by the lack of reliable transport of stone. These carts were provided.<sup>87</sup>

Governor Sorell also considered the development of the Pittwater area. In his briefing to incoming Governor Arthur, Sorell wrote:

Upon the commencement of the Emigration, I directed my attention to opening communications to the Districts first in order of settlement; a road to New Norfolk thence upwards on both sides of the Derwent; from Hobart town to Coal River and Pittwater, a stone bridge in progress over the Coal River; from Hobart Town to Launceston with good ferries and bridges.<sup>88</sup>

Progress was made on the Bridge, and within twelve months under Lieutenant Governor Arthur's term of office, the Bridge was nearing completion. On 18 June 1824, Colonial Architect, David Lambe reported to Lieutenant Governor Arthur that:

According to your Honour's instructions I have surveyed the bridge now building at the Coal River under the directions of the Acting Engineer, and beg to state it is my opinion, that the work is being carried on in a good and substantial manner.

I took the liberty of suggesting to the Acting Engineer two distinct alterations – the first was that the centering of the arch, the stonework of which was completed, should remain until the third arch might be begun, that the new additional centering should be made.

The next was, that instead of forming the extrados of the arches with loose stone rubbish, that the longitudinal walls should be built up about two feet part, and the spaces filled up with loam – this, with submission to your Honour, would be a great saving of expense in the carting of material, and would have a more equal bearing on the arches than loose angular stones. With these alterations and under the direction of the same overseer Mr. Turnbull, I trust that this bridge, on the largest scale ever undertaken in this colony, may in the ensuing spring, be finished to the satisfaction of your Honour.<sup>89</sup>

*The Return of Buildings erected and finished by the Convicts employed in the Engineer department of Van Diemen's Land from January 1824, to December 1826* noted:

A Stone Bridge of Six Arches over the Coal River: This work was Commenced in Novr. 1823 and Completed of Sepr. 1824.<sup>90</sup>

However, other commentators have provided different dates for the completion of the Bridge. Scripps writes that it was completed on 1 January 1825, Von Stieglitz considers 1 April 1825 to be the date, while Reed cites 4 April 1825. Jones also states that the Bridge opened to traffic of 1 April 1825, completed at a total cost of £2,000.

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<sup>87</sup> *Ibid*, p.23

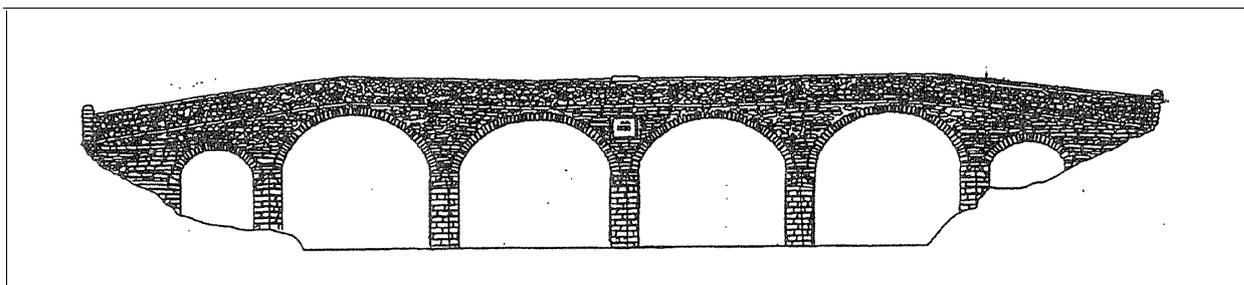
<sup>88</sup> HRA III, IV: 147 in Nigel Lewis *et al*, *op. cit.*, p.24

<sup>89</sup> Snowden, D, 'The Richmond Bridge 1823-1998', in *Coal River Valley Historical Society Inc. Journal*, No.1, 1999, p.4

<sup>90</sup> HRA III, IV: 374 in Nigel Lewis *et al*, *op. cit.*, p.24

The result of its construction was that heavy traffic could proceed without delay between Hobart and the east coast and Tasman Peninsula when the Coal River was in flood. Despite its construction, passenger ferries continued to operate at Pittwater.<sup>91</sup>

**Figure 46 Richmond Bridge from Upstream, 1825-1836<sup>92</sup>**



#### **4.5.1 The Design and Builders of the Bridge**

Who was responsible for the design of the Bridge remains a question of debate. Major Thomas Bell, David Lambe, and William Wilson have been credited as the designers of the Bridge.

At the time of construction, public works were the responsibility of the Engineers Department, engineers and soldiers of the Royal Engineers. Bell was a military officer and engineer, who arrived in Van Diemen's Land in 1818 to take control of the military garrison at Hobart Town. In the colony, Bell was appointed a justice of the peace, and acted as both engineer and inspector of public works. Under Lieutenant Governor Sorell he was responsible for public buildings in Hobart, and roads at Macquarie Plains, and Constitution and Spring Hills in the Midlands. He was also responsible for the completion of the Wellington Bridge, Hobart, the construction of the sandstone causeway to Hunter Island and a new brick bridge across the Hobart Rivulet in Argyle Street. Thompson considers that his major accomplishment was the construction of the 'Bell's Line of Road', later to become the main road to the north of the colony. Smith writes that it was Bell who was responsible for the Richmond Bridge. Bell was later criticised for his lack of technical skill and delegation of duties.<sup>93</sup>

David Lambe was an architect and farmer, born in London in 1803. He arrived in Van Diemen's Land in May 1824, where he was soon appointed Colonial Architect. His role was to 'draw out plans and specifications of all buildings proposed to be erected by the Crown, to inspect the progress of the work'. Lambe filled this position for over three years. Von Stieglitz writes that Lambe forwarded the plans for the Bridge from England.

As noted in the 1997 Conservation Plan, it seems highly unlikely that Lambe was responsible for the design of the Bridge. At the time he arrived in Van Diemen's Land he was only 21 years old. As Lewis *et. al.* propose, it is improbable for Lambe to have designed the Bridge from England, site unseen and prior to his appointment as Colonial Architect.

<sup>91</sup> Austral Archaeology, Spratt, P, Scripps, L, *Tasmanian Historic Bridges Heritage Surveys. Commission No C14-93*, 1994, p.19; Reed, TT, *Historic Churches of Australia*, MacMillan, South Melbourne, 1978, p.46; Von Stieglitz, *op. cit.*, p.15; Jones, 'A Guide to the History of Richmond, Tasmania', p.162; Snowden, *op. cit.*, pp.69-70

<sup>92</sup> Nigel Lewis *et al*, *op. cit.*, p.29

<sup>93</sup> Smith, R, *Early Tasmanian Bridges*, Launceston: Foot and Playsted, 1969, p.84; Smith, R, 'Lambe, David (1803-1843)', *Australian Dictionary of Biography, Volume 2, 1788-1850*, Melbourne University Press, 1967, pp.73-34; Newitt, L, *Convicts and Carriageways. Tasmanian Road Development until 1880*, Historical Committee of the Department of Main Roads, Tasmania, 1988, p.31

There is little evidence to assess Lambe's skills as an architect. He did inspect and report upon works under construction, which included the nave of St John's Church at Launceston, St Matthew's Church at New Norfolk, and the church and parsonage at Sorell. As Smith writes, Lambe's role with the Richmond Bridge was most likely that of inspection and reporting.<sup>94</sup>

More recent research has suggested that the designer of the Bridge was William Wilson. Wilson arrived in Van Diemen's Land in 1820. It is unclear if he was appointed to the position of Superintendent of Stonemasons before his arrival in the colony. At the time of his arrival, the colonial administration did not have the services of a suitably qualified architect. Although untrained, Wilson was a highly skilled stonemason and he became in effect the de facto Colonial Architect. Wilson is known to have been involved in the construction of early buildings in the colony including the original Scots Church in Bathurst Street, a brewery in Davey Street, and the original court house. There is strong evidence to suggest that it was Wilson who was responsible for the design of the Richmond Bridge.<sup>95</sup>

More is known about those in charge of the construction of the Bridge, than the convicts who actually built it. This lack of knowledge has given the Bridge its own local legend and folklore.

As Acting Engineer and Inspector of Public Works, Bell was responsible for choosing men fit for public works, and allocating the prisoners to their respective work gangs. The Gaol Gang was considered the harshest, where the prisoners were required to dig gravel and worked in the streets. Rations were allocated weekly. A convict in employment of the Crown received seven pounds of meat and seven pounds of flour a week. Each morning, the convicts were mustered and assigned to their different work gangs. The working day commenced at 5.00 a.m. and concluded at sunset, with breaks at breakfast and at lunch to avoid the heat of the midday sun. Bell was concerned with the lack of adequate supervision of the work gangs, as most overseers were convicts. He recommended that Members of the Royal Engineers should be sent out to the colony to supervise public works.<sup>96</sup>

The stone for the Richmond Bridge was quarried from the nearby Butcher's Hill, and Jones recalls the local legend of the Bridge being haunted by the ghost of a murdered overseer. In quarrying the stone, the convicts were required to haul the stone by hand cart, two pulling and one pushing. It is said that a particularly brutal overseer would ride on top of the load of stone being moved by the convicts. The convicts later attacked him and threw his body onto the rocks below the Bridge.<sup>97</sup>

One incident, which does have confirmation, was the murder of George Grover. Grover, was transported to Van Diemen's Land in 1825 for housebreaking. By 1829, he was in Richmond, employed as the Government flagellator, the most despised position amongst convicts. At the time of his death in 1832, Grover had visited the servants of Gilbert Robertson, where he proceeded to get drunk. An argument broke out with the Robertson's servants and on his way home, Grover reportedly fell asleep on the bridge. From here, he was thrown over the parapet. The inquest heard that Grover was still alive after being thrown off the Bridge. Before he died, Grover claimed that four men had committed the crime, although he was only willing to name two of them. The verdict of the inquest was 'wilful murder committed by James Coleman and other persons unknown'.<sup>98</sup>

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<sup>94</sup> Von Stieglitz, *op. cit.*, p.15; Nigel Lewis *et al*, *op. cit.*, p.25; Smith, R, 'Lambe, David (1803-1843)', *op. cit*, pp.73-74

<sup>95</sup> Wilson, L, 'Of Chapels and Bridges', in *Coal River Valley Historical Society Inc. Journal*, No.1, 1999, pp. 11, 15

<sup>96</sup> Newitt, *op. cit.*, 1988, pp.31-32

<sup>97</sup> CSO 1/705/2535, 21 February 1826 in Jones, , *Richmond – Tasmania: a Crossing Place*, pp.22-23

<sup>98</sup> McFie, P, 'Murder on the Bridge', in *Coal River Valley Historical Society Inc. Journal*, No.1, 1999, pp. 19-20

This event was included in the *Weekly Courier* as part of the centenary celebrations in 1923. The newspaper reported:

The bridge has also been the scene of tragedies. Shortly after the construction had been completed a number of ticket-of-leave men, who had been indulging freely in liquor, caused a quarrel with one of the flagellators named Groover and the fracas culminated in the man being thrown from the bridge into the shallow waters below. The injuries received by Groover caused his death and no doubt the culprits all had a morning appointment with the executioner.<sup>99</sup>

#### 4.6 Early Repairs to the Richmond Bridge

On its completion, Colonial Architect David Lambe reported on the Bridge that: 'The work stands very well and is found very convenient'. This however was a premature judgement. Structural problems began to occur almost as soon as the Bridge was completed. In February 1826, Acting Engineer Major Tobias Kirkwood reported that:

With regard to the bridge, I am sorry to say the report brought in on Monday was too true, the second and third piers from the opposite bank have settled in the foundation very considerably broken in as much as the stonework in both is considerably broken. I am much astonished that the arch has not been injured, the plan that occurs to me at the moment is to support the arch by upright pillars – while the piers are pulled down and re-built upon a better foundation, and by this process I am by no means confident of success.<sup>100</sup>

Lieutenant Governor Arthur provided the Colonial Secretary, Earl Bathurst with further information on 22 April 1826:

I have the honour to bring under the consideration of Your Lordship the urgent necessity that exists for inducing a Gentleman of talent and respectability to proceed to this Colony to undertake the duties of Civil engineer and Mineralogist ... A striking instance of the total absence of this description of Ability has been sadly ascertained in the construction of a Stone Bridge over the Coal River, which was commenced by my Predecessor, and was so far advanced that I was compelled to proceed with it. But it had scarcely been completed when a report was made of the necessity of immediate steps being taken to secure it from falling, the Piers having considerably sunk. The expense of Public Money on a fair Estimate of the Labour upon this bridge could not have been less than £2,000, and the importance of commencing other important operations of the same nature without some additional imported knowledge would involve me in much responsibility.<sup>101</sup>

Lambe and the Superintendent of Convict Stonemasons, JE Addison inspected the Bridge. Their investigation showed that all of the piers, except for the north eastern one had settled. The cause of the problem was diagnosed as water undermining the piers. The source of this water was thought to be from the mill dam, located 50 feet upstream from the Bridge. The Spring flood of 1828 worsened the problem. One local reported that the flood damage was so bad that the Bridge would not survive another flood. Extensive repair works took place from April-June 1829. Two of the piers were virtually rebuilt. The mill

<sup>99</sup> *Weekly Courier*, 13 December 1923, p.41

<sup>100</sup> Jones, *Richmond – Tasmania: a Crossing Place*, *op. cit.*, p.23

<sup>101</sup> HRA, III, V: 192 in Nigel Lewis *et al*, *op. cit.*, p.29

dam had also been damaged by the previous Spring flood. Colonial Architect, John Lee Archer insisted that the mill dam should not be rebuilt.

In analysing the damage caused by the mill and dam, Lambe recommended in March 1826 that the bed of the river from the Bridge site as far up as Walker's mill-dam should be paved with large and heavy blocks of stone.<sup>102</sup>

In 1834, the Van Diemen's Land Annual reported that the Bridge was 'considered to be the best and most substantial in the colony'.<sup>103</sup>

Further repairs were required in 1835. Although built as a symmetrical structure, the approaches from either side of the riverbank were different in height: the town side end of the Bridge being about one metre higher than the away side. The Bridge was originally constructed with a parapet. However, because of the differences in heights, the parapet at the town end was having little effect in preventing falls.<sup>104</sup>

As a consequence, in 1835 Overseer of Convicts Thomas De Little carried out works to raise the parapet on one end of the Bridge. The works took one mason a fortnight to finish, and the terminating columns at that end of the Bridge were also extended. De Little informed John Lee Archer that:

His Excellency, having approved the repair of the parapet walls of the Richmond Bridge in order to ensure the safety of the public – I beg leave to suggest this very necessary work be commenced immediately (say tomorrow) if it be possible, as the delay even a day under the circumstances of dark nights and the approach of winter renders it one of absolute necessity.<sup>105</sup>

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<sup>102</sup>Smith, *Early Tasmanian Bridges*, *op. cit.*, 1969, pp.14-16; Jones, *Richmond – Tasmania: a Crossing Place*, *op. cit.*, pp.24, 53; HRA, III, V: 192 in Nigel Lewis *et al*, *op. cit.*, p.30

<sup>103</sup> *Hobart Town Almanack and VDL Annual*, 1834, p.13 in Nigel Lewis *et al*, *op. cit.*, p.30

<sup>104</sup> Nigel Lewis *et al*, *op. cit.*, p.30

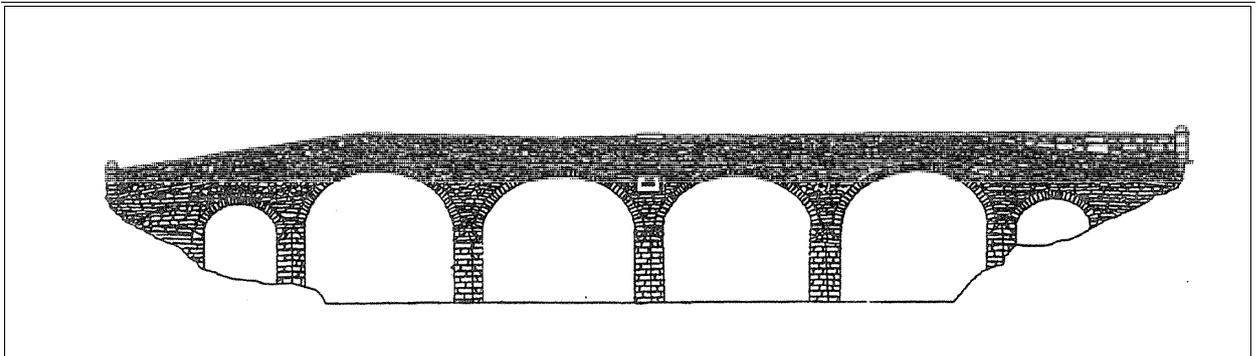
<sup>105</sup> CSO 1/105/2535 in Jones, *Richmond – Tasmania: a Crossing Place*, *op. cit.*, p.24

**Figure 47 Richmond Bridge, post-1856**<sup>106</sup>



One of the few photographs of the Bridge prior to the encasing of the piers. Note the two mills, and Buscombe's windmill with blades clearly evident. A path appears to lead down from the north west parapet towards the river bank. This may be the right of way indicated in the 1840s Plan of Richmond (R/12 89375 CPO.)

**Figure 48 Richmond Bridge from Upstream, 1836-1884**<sup>107</sup>



#### **4.7 Development of Richmond and the Coal Valley**

In the 1820s, Richmond became one of Lieutenant-Governor Arthur's police district resulting in the construction of the gaol, court house, barracks and a watch house. The early and continued growth of Richmond relied on its importance as a convict station and a military post.

The town was described in 1827 by the Land Commissioners who wrote that 'there is a large stone bridge over the coal river; a Brick court house, stables and stone jail recently built'. Other than this, the settlement was little more than an outstation, relying on Hobart for the supply of meat and flour.

<sup>106</sup> Unknown, *Richmond Bridge*, c.1855, AOT NS1013/1/26

<sup>107</sup> Nigel Lewis *et al*, *op. cit.*, p.30

Snowden analyses the relationship between the township growth and decline and the accompanying development of the broader agricultural settlement. She writes that from the official establishment of the township in 1823, Richmond grew slowly but steadily. This growth ceased with the opening of the Sorell Causeway which diverted through traffic away from Richmond. The role of the town refocussed as a service centre for the surrounding rural district.<sup>108</sup>

Early township plans indicate the town laid out in a grid pattern on both sides of the Coal River. Initially, development was centred on the road to Kangaroo Point on the western bank of the River, downstream of the Bridge. From Kangaroo Point, a ferry connected the settlement with Hobart. Various early writers have also described the town.

The first buildings to be constructed were the civic infrastructure required for the police and penal systems: the courthouse, gaol, gaoler's quarters and residence for the Police Magistrate. Soon after, private residences began to appear. Within ten years of establishment, two inns were in operation.<sup>109</sup>

The *Van Diemen's Land Anniversary and Hobart Town Almanack for the year 1831* described the town as:

The town of Richmond is situated on the river, near the point, where the salt water ceases to flow. The Court-house, (connected with which, is the residence of Mr. Gordon the Police Magistrate of the district) is a handsome building, and with the gaol, two large and commodious inns, a neat stone bridge of several arches, and the lofty stone tower of the windmill, situated conspicuously in the centre, already give the appearance of a thriving English village.<sup>110</sup>

This 'lofty stone tower' was James Kestall Buscombe's windmill, located on the escarpment on the western bank of the Coal River.<sup>111</sup>

Richmond became a convenient overnight resting place for both travellers and convicts on their way to the East Coast and Tasman Peninsula during the 1830s. By the 1830s, several roads led into and out of the town, and town services expanded with businesses including blacksmiths, wheelwrights, saddlers, stockyards, tanneries, a market place, a pound, brick and lime kilns, as well as general stores.

Richmond became a prominent settlement in Tasmania, and in 1835 was Tasmania's third largest town.

This rapid development was also noted by the Quaker traveller James Backhouse. In 1832, Backhouse visited Richmond commenting that the town consisted of a Court house, the gaol, a windmill and about thirty dwelling houses, of which three were inns. Within two years when Backhouse returned, the town had almost doubled in size.

The first commercial buildings to be constructed in Richmond were inns. Service industries were focussed on the main street, including the administrative centre of government. Most industry was related to primary production, a role that continued until the 1970s, when tourism began to have a major impact. On Bridge Street, Buscombe's Lennox Arms opened in 1827, the Bridge Hotel in c.1830, and the Star and Garter c.1830. The Richmond Hotel was erected c.1830 on the corner of Henry and Bathurst Streets. Also in 1830, Gaby's General Store was erected in 1830.<sup>112</sup>

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<sup>108</sup> Snowden, *op. cit.*, pp.78-79

<sup>109</sup> Nigel Lewis *et al*, *op. cit.*, p.28

<sup>110</sup> Ross, in Snowden, *op. cit.*, p.9

<sup>111</sup> McFie, P, *The Miller's Cottage (Milton Cottage) (1837) and Tower Windmill, Richmond (1831-32)*, Coal River National Trust Group, 1986, in Nigel Lewis *et al*, *op. cit.*, p.33

<sup>112</sup> Snowden, *op. cit.*, pp.8-9, 80-81

Residential buildings also began to appear during this time. Richmond includes a fine collection of residences built predominantly between the 1830s-1850s. These places are characterised by a uniformity of scale and simplicity in design, although more prominent and detailed examples were also erected. The first residence was Mayfield, which was set well back from Bridge Street. It was erected, c.1820 and preceded the establishment of Richmond. Other early housing including the 'Colonial Cottage' c.1830, Montacute's House c.1830s, Red Coats Cottage (built in 1825 to house army officers), the District Magistrate James Gordon's house 1831, the Police Barracks 1833, Emerald Cottage 1837, and Belmont 1837.<sup>113</sup>

Another early description of the town was given in 1833 by HW Parker, in his advice to immigrants to Van Diemen's Land. Parker wrote:

Richmond is situated on the banks of the Coal River, four miles from the coast, and fourteen miles from Hobart Town, and is the head-quarters of the district police. Among its public buildings are reckoned a bridge of stone, (the best in the Colony) a gaol and a court-house, which, together with two large and commodious inns, a windmill with a stone tower, and the residence of the police magistrate, make it a place of some consideration.<sup>114</sup>

Another publication also described Richmond in 1833 where:

Here are four Inns, besides several good houses. To the right, one mile, is Richmond Park, the seat of D Lord, Esq. Close to the town is Longlands [sic] JH Butcher, Esq., J.P., also a valuable property belonging to GW Gunning Esq., J.P., and over part of which is an excellent racecourse. Near the town is the residence of T.A. Lascelles, Esq., J.P. ... Pursue the line of the Coal River; and pass near several fine properties, particularly Carrington, once Colonel Davey's, but lately purchased by Colonel Arthur and now occupied by Mr. Peevor. ... Near the source of the Coal River, and at once places along its banks, coal has been found, whence the stream derived its name.<sup>115</sup>

Melville also described the town in his 1834 annual:

Richmond, the head-quarters of the police district of the same name, is pleasantly situated on the banks of the Coal River, about four miles from the coast, and distant fourteen miles from Hobart Town. It has a bridge built of stone, considered the best and most substantial in the Colony. Richmond has a gaol, court-house, where also divine service is performed every Sunday by a clergyman of the established church – two inns, and in the immediate neighbourhood are several well-built dwelling houses. The country around is well settled, and affords excellent tillage and pasturage.<sup>116</sup>

By 1835, Richmond had the largest district population in Van Diemen's Land.<sup>117</sup>

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<sup>113</sup> Granny Jones, *Gossip and Facts about Richmond*, Regal Publications: Launceston, 1992 in Nigel Lewis *et al*, *op. cit.*, p.37

<sup>114</sup> HW Parker, *Van Diemen's Land; its Rise, Progress, and Present State, with advice to emigrants*, (London, 1834), p. 94 in Snowden, *op. cit.*, pp.9-10

<sup>115</sup> Snowden, *op. cit.*, p.10

<sup>116</sup> H Melville, *The Van Diemen's Land Annual for the year 1834*, p.13, in Snowden, *op. cit.*, p.10

<sup>117</sup> Snowden, *op. cit.*, p.78

**Figure 49 Richmond, c.1835**<sup>118</sup>



Taken from the north west, this early watercolour shows Richmond surrounded by cleared fields, evenly divided, with the low hills in the background. St Luke's Church can be seen on the left, the windmill in the centre, and the line of the Coal River delineated by vegetation.

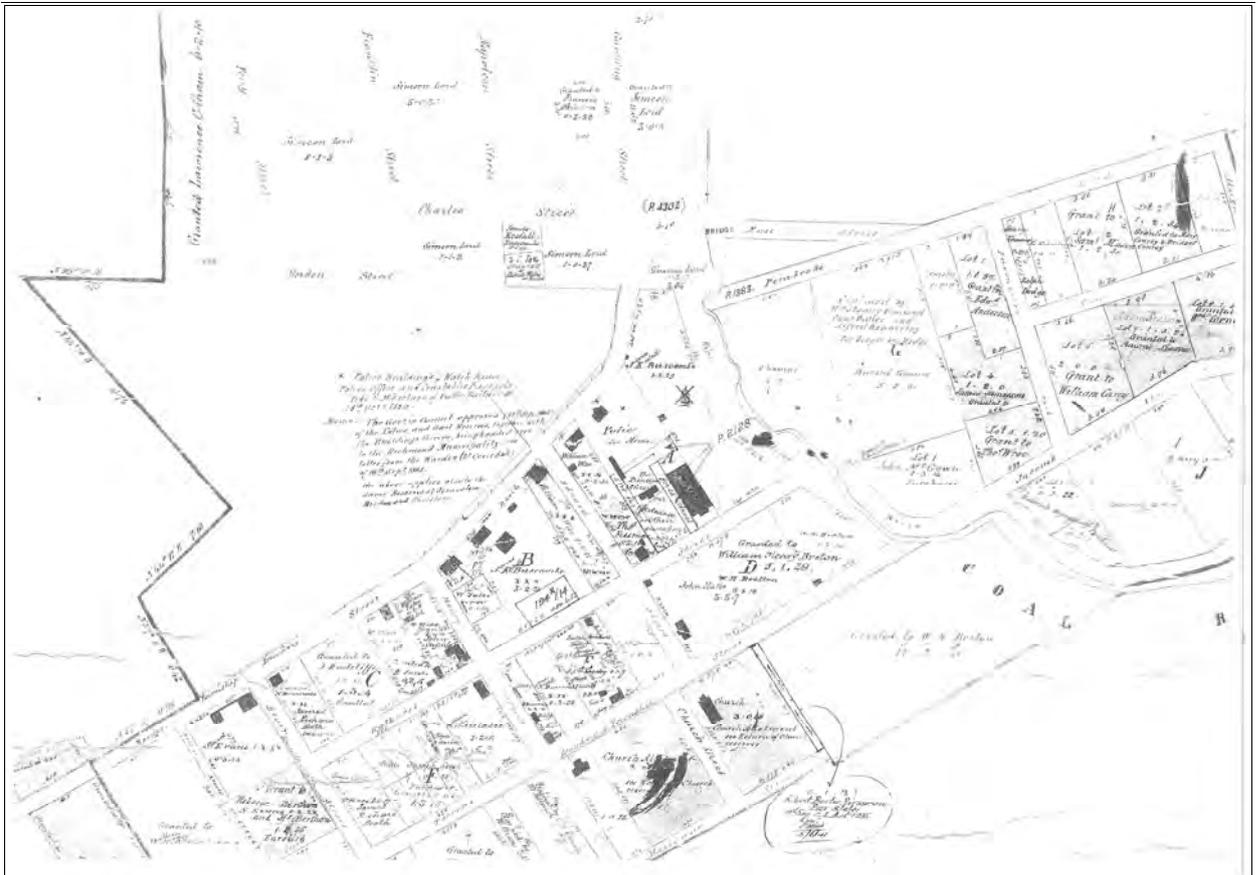
A subdivision plan of Richmond was prepared in 1837 by W Malcolm to allow for allotments to be sold, and by October that year, Simeon Lord was selling lots. The boundaries of the town were published in the *Hobart Town Gazette* in February 1839 and Victoria and Montagu Streets were the northern and western boundaries.<sup>119</sup>

On the northern side of Bridge Street was Simeon Lord's 1000 acre land grant. Part of this land was surveyed in 1842 and subdivided into small plots. Township blocks were formed by Gunning, Napoleon, Franklin, Percy, Gordon and Victoria Streets. One of the survey plans of Lord's grant shows some of the earliest evidence of the curved alignment of Bridge Street as it leads down to the western abutment of the Bridge.

<sup>118</sup> Unknown, *Richmond, Van Diemen's Land, 14 miles from Hobart Town*, c.1835, National Library of Australia, Rex Nan Kivell Collection NK164.; (ANL) T592, nla.pic-an4911973

<sup>119</sup> Snowden, *op. cit.*, pp.78-79

**Figure 50 1842 Plan of Richmond**<sup>120</sup>



Note the subdivision on the north east to form Gunning, Napoleon, Franklin, Percy, Gordon and Victoria Streets. Buscombe's mill is depicted, as are numerous buildings. The river bank reservation on the east bank has been privately acquired by this time.

Religious buildings also appeared early in the development of Richmond. The Anglican and Roman Catholic Churches formed the major landmarks at the southern and northern ends of the town. Planning for religious buildings commenced soon after the establishment of the town. Archdeacon Scott wrote to Lieutenant-Governor Arthur on 7 March 1826:

I have consulted with the Surveyor-General, as to the best mode of pointing out proper places for Burial Grounds, and I beg to recommend to your Excellency that he be directed to mark off that quantity [*i.e.* 20 acres for church and associated facilities] in the following Places, of which, half an Acre may be fenced in immediately for that purpose [*i.e.* burial ground].<sup>121</sup>

However, further actions on the establishment of Churches or burial grounds did not occur for some time. It was not until 1834 that planning commenced when John Hunt Butcher exchanged eight acre of land for St Luke's Church of England in return for 640 acres of bush. The site of the Anglican cemetery was suggested by Archdeacon Scott to Lieutenant-Governor Arthur and set aside for burial purposes. Whishaw writes that the cemetery site was originally intended as the location for the church. This choice was later changed as it was felt that it would be too much of a climb for the old and feeble. Lieutenant

<sup>120</sup> Map of Richmond, R13 89376, 1842, CPO

<sup>121</sup> HRA, III, V: 175 in Nigel Lewis *et al.*, *op. cit.*, p.33

Governor Arthur laid the foundation stone for St Luke's on 3 February 1834 and Bishop Broughton consecrated the Church on 19 May 1838.<sup>122</sup>

Development of the Roman Catholic Church took longer. John Cassidy donated land for the Church to the east of the river, on an elevated position. Bishop Polding from Sydney visited Van Diemen's Land in 1835 and recommended the construction of a Church. Local subscriptions raised £700 and the government provided £500. In September 1835 a meeting was held to discuss its erection. Tenders were called for its construction on 16 January 1836, and in September it was reported that works on the foundation had commenced. The nave was completed first and the Church was opened on 31 December 1837. The Church was extended in 1859 with the construction of a spire, chancel and sacristy designed by Frederick Thomas who had also designed the Catholic Church at Colebrook. By 1893 the original spire had decayed to a point that it required renewal. The Launceston architect Alexander North designed a new shorter spire. The current spire was erected in 1972, its design based on the original 1859 spire. Attached to the Church was the Catholic School, established by the Presentation Sisters.<sup>123</sup>

**Figure 51 St John's and St Luke's Churches**<sup>124</sup>



St John's Church.



St Luke's Church.

The Church of England and Roman Catholic burial grounds are both prominent elements within the Coal River setting. The burial ground for the Roman Catholic Church is situated to the rear of the Church. It is located in a dramatic position on a steep escarpment overlooking the eastern bank of the Coal River.

The Church of England chose an internal block for their cemetery. It is located downstream from the Bridge, again in a prominent position overlooking the river. The site may have been used for burials as early as the 1820s or 30s. However, it first appeared on plans in March 1847 and in March 1871, three parishioners requested that the site be surveyed.<sup>125</sup>

In 1852, John West described Richmond:

<sup>122</sup> Whishaw, *op. cit.*, p.50; Jones, 'A Guide to the History of Richmond, Tasmania', *op. cit.*, p.163; National Heritage List Nomination, St John the Evangelists Church, St Johns Ccl, Richmond, TAS, Australia, place ID 106031

<sup>123</sup> Reed, *op. cit.*, pp.46, 48 in Nigel Lewis *et al.*, *op. cit.*, p.33; Jones, 'A Guide to the History of Richmond, Tasmania', *op. cit.*, p.164-165

<sup>124</sup> Unknown, *Richmond: collection of postcards*, State Library of Tasmania, Tasmaniana Library, au-7-0016-125424812; Unknown, *St. Lukes Church, Richmond, 19--?*, State Library of Tasmania, Allport Library and Museum of Fine Arts, AUTAS001126254473

<sup>125</sup> Nigel Lewis *et al.*, *op. cit.*, p.37

[A] town at the mouth of the Coal River, in the parish of Ulva and county of Monmouth, 15 miles from Hobart, and 100 from Launceston. It contains an Episcopal and a catholic church, a congregational chapel, a police office, post station, a gaol and court house, and several inns. It has a resident police magistrate, and the population of the town and district, which consists of farms, is 3,144 and the number of houses 545, nearly half of which are of stone or brick. The Coal River, which here falls into the bay of Pitt Water, is crossed at the town by an excellent stone bridge of six arches. Richmond is an electoral district, for which T.G. Gregson, Esq., is the first member.<sup>126</sup>

In 1878 the *Hobart Town Gazette* published the town boundaries which had been progressively modified by land transactions. The north western angle continued to be bounded by Victoria Street and the western boundary of Laurence Cotham's land, formerly known as Montagu Street. The township expanded into the surrounding countryside and in 1878, the extensions were officially gazetted.<sup>127</sup>

Beyond the township, the surrounding countryside came under early development. The 1831 *Almanack* described the district as follows:

This district contains about 1050 square miles, or 672,000 acres. The country along the eastern side consists of a broad ridge of lofty, unproductive, but heavily timbered hills extending from the Prosser's river on the north to Tasman's Peninsula on the south. The side next to the Derwent although also hilly is interspersed with numerous fertile vales, of which the principal are the fine agricultural and comparatively level track of Pitt Water, and the vales of the Coal river, Bagdad and Clarence Plains.

Of this district, some 140,000 acres had been granted to settlers, being cultivated for pasture, or left wooded. Some 12,000 acres was being used for agriculture. The main crops were wheat, barley and oats. The area supported some 420 horses, 14,200 horned cattle and 95,000 sheep.<sup>128</sup>

By the 1840s, the Coal River Valley was notable for its advanced state of agriculture and associated dwellings and infrastructure. In 1848 Syme wrote:

A few miles to the eastward of Hobart Town are the populous and extensive districts of Gloucester and Sussex, commonly called Pitt Water. This is perhaps the richest settlement in the island, the soil both upon the hills and the low grounds being of the best quality and producing superior crops of grain. An extensive bay affords the inhabitants an opportunity of shipping their produce almost from their own doors, which is generally conveyed by steam or small craft to Hobart Town, though vessels of two hundred tons and even upwards have loaded there ... To the north-west of Pitt Water lies the district of the Coal River, including Cambridge, Ulva, and Caedon of the new nomenclature. This tract is perhaps better watered than Pitt Water, but wants the advantage of a spacious navigable waterway. In other respects, it is very little inferior, and many of its farms, which are about a hundred in number, are exceedingly well cultivated. The greatest part of it has

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<sup>126</sup> *Ibid*

<sup>127</sup> Snowden, *op. cit.*, pp.78-79

<sup>128</sup> Ross, *Ibid.*, in Snowden, *op. cit.*, p.9

not been so long settled as the other district; and the majority of its settlers are respectable free settlers, with large grants of land.<sup>129</sup>

The original land grants in the area had also changed hands several times. When Lieutenant-Governor Davey returned to England in 1821, his 3,000 acre property, Carrington was transferred to his successors Sorell and Arthur. Ultimately, the Carrington property was granted to William Thomas Parramore, Arthur's private secretary. Parramore accepted the less demanding position of Police Magistrate of Richmond in 1832. He lived at the nearby property of Anglewood, originally granted to Birch in 1813. Because of his connections with Arthur, Parramore's appointment was met with public criticism, and he was replaced as Police Magistrate. Instead, he took on the role of management of Arthur's Richmond properties. In 1836, the Carrington property was acquired by teacher, editor and publisher of the *Hobart Town Gazette* and other journals, James Ross. Ross lived at Carrington until his death in 1838. His widow later operated a school at the property until it was sold in 1842 to Esh Lovell for £2750.

Other estates were also well developed by this time. At Richmond Park, David Lord erected a residence in 1827, and at Lowlands, John Hunt Butcher built a house between 1828-32. Benjamin Guy purchased land from Butcher to the east of the main road in 1832-33, and here he erected his residence Belmont. To the west of the main road, Buscombe had built Prospect House in the 1830s.<sup>130</sup>

#### 4.7.1 Accessing the River

Access to the Coal River for water supplies was an important issue for the early development of Richmond. John McPhail owned the land on either side of the town end of the Bridge. In October 1839, WJ Aislabie wrote to the Surveyor General that McPhail had erected a barrier on the north west side of his land and was collecting tolls from those who wanted to go to the river bank to collect water. Aislabie suggested as a solution that:

Victoria St. to which we are driven by the sale of rights of way to water at Richmond Bridge is not the most convenient watering place it is situate 1 ½ furlongs to the left of this side the Bridge and higher up the River – but a question may be made whether Government has not a right of way to water, if one can [be] made ... The Bridge, I think does not occupy more that 40 ft at the utmost, 26 ft in that case remain for Road in the River. Now if the Govt. would mark out a fence the Road it would be seen what was the public right of way, [and] what [was] private property.<sup>131</sup>

In his response, the Surveyor General wrote that an area of 70 feet was available for the use of the road and Bridge. He suggested that the land on the south should be fenced to prevent further private property owners appropriating the riverbanks. This solution was apparently not acceptable, as Aislabie wrote again that the descent to the river of the south side was steep, and that it was on the northern side where the easiest access was available and which McPhail had fenced off. McPhail did ultimately remove his fence and stopped collecting tolls to access the river. A plan of c.1840 shows dotted lines heading down

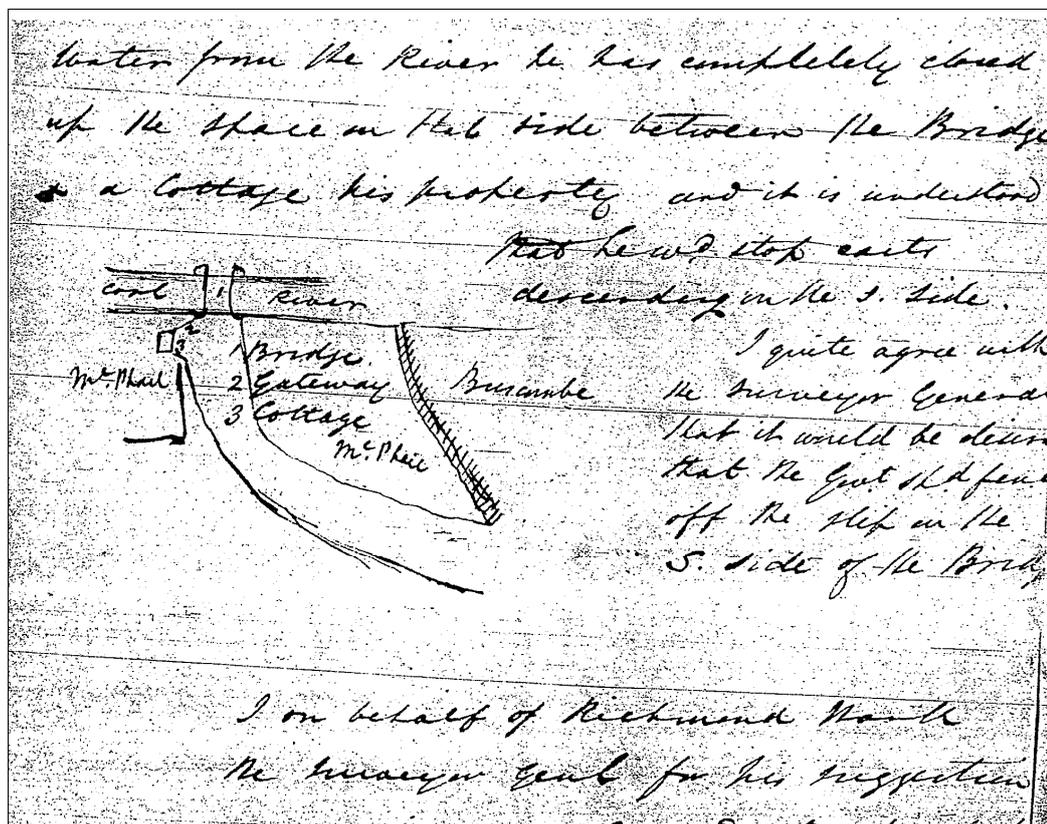
<sup>129</sup> J Syme, *Nine Years in Van Diemen's Land, comprising an account of its discovery, possession, settlement, progress, population, value of land, herds flocks etc ...*, Dundee, 1848, in Snowden, *op. cit.*, pp.10-11

<sup>130</sup> Levy, MCI, 'William Thomas Parramore' in *Australian Dictionary of Biography*, Vol 2, Melbourne University Press, 1967, pp.314-315; 'James Ross', in *Australian Dictionary of Biography*, Vol 2, Melbourne University Press, 1967, pp. 396-397; Nigel Lewis *et al*, *op. cit.*, pp. 37-38

<sup>131</sup> LSD 1/23/87 in Nigel Lewis *et al*, *op. cit.*, p.31

from the north west abutment of the Bridge to the river. This route was later formalised as a right of way.<sup>132</sup>

Figure 52 1838 Sketch Plan<sup>133</sup>



Aislabie's sketch shows the closed access to the south west riverbank above the Bridge.

#### 4.7.2 The Development of Agriculture

In the first years of European settlement, food shortage reached famine proportions. As a result, rations were supplemented by hunting game: kangaroos and emus in the Coal River vicinity.<sup>134</sup>

The early colony was reliant on supplies from New South Wales and Britain for survival. Wheat was in short supply and the Coal River Valley and eastern shores of its estuary at Pittwater provided the solution. The land was lightly covered which allowed for easier land clearance than in other districts.

Farming was seen as the foundation stone of the colony, and the settlers arrived with cattle, sheep, goats, and pigs in 1803. In the early years of settlement, sheep were the most important agricultural product, with a strong market. George Parramore imported merinos from Saxony in 1825. Sheep and cattle were also raised for meat, with diversification coming when falling prices made it necessary.<sup>135</sup>

<sup>132</sup> *Ibid*

<sup>133</sup> Sketch by WJ Aislabie, 1838, AOT LSD 1/23/90 in Nigel Lewis *et al*, *op. cit.*, p.32

<sup>134</sup> Wishaw, *op. cit.*, p.48

<sup>135</sup> Snowden, *op. cit.*, p.56

Early farming in the district had mixed success. Many farmers had little experience, and their methods and understanding was mostly British. Boundaries were often unfenced allowing livestock to wander and destroy crops. Success came with difficulty. Farms were established at Pittwater as early as 1808 for growing wheat. At first, the grain was grown for survival of the colony. However, in time it became a commercial operation, and by 1816, grain was being exported to New South Wales. By 1820, all available land in the district was under cultivation and wheat gained high prices. For a time, the region was known as the 'granary of Australia', supplying domestic needs as well as exporting to New South Wales.<sup>136</sup>

In 1824, GW Evans recalled that during his 1821 tour of Van Diemen's Land, Governor Macquarie was particularly pleased in seeing the high level of improvement in the Coal River and Pittwater areas, and noting that the agricultural settlers of the area carried out their operations on a much more extensive scale than any others in the colony. Evans noted that:

This valuable tract of land is to be seen to nearly its whole extent by ascending the Oven Hills on the right of the opening .... This fine perspective derives an additional charm from the neat cottages which are here and there interspersed over the District below. Generally speaking the ground is of an excellent quality.

In the 1830s, James Backhouse described the scene where small areas of land had been cleared, but otherwise the valley was covered by trees and shrubs.<sup>137</sup>

With the district under production, Richmond played an important role as a market town and as a supply and service centre. Richmond remained the districts market town until 1872 when saleyards were opened in Sorell. The role as a supply and service centre lasted much longer, continuing for much of the twentieth century.<sup>138</sup>

### **4.7.3 Flour Milling**

In addition to growing the wheat for domestic and export needs, the Richmond district became an important milling centre, concentrated within the town. Flour milling was the first manufacturing industry to be established in Australia. Wheat and refined flour formed a staple of the early settlers diet, and from the beginning of settlement, Collins was instructed to prepare as much ground as possible for sowing wheat.

To utilise the wheat, it had to be milled. In the early years of settlement, it was processed by either small millstones or more commonly, steel mills. Both devices were turned by hand. Not only was the work hard, but it only produced small yields. Even after the first purpose built mills were constructed, hand mills continued to be used whenever needed.

The wheat growing potential of the Coal River Valley was recognised shortly after settlement, soon to be ranked with Pittwater and Clarence Plans as the granary of Van Diemen's Land. Recognising the potential of the area, by September 1824, John Walker applied for a grant of land in the township for the purposes of erecting a mill, also completed in 1824.<sup>139</sup>

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<sup>136</sup> Snowden, *op. cit.*, pp.57-58; Whishaw, *op. cit.*, p.49

<sup>137</sup> Jones, 'A Guide to the History of Richmond, Tasmania', *op. cit.*, p.154

<sup>138</sup> Snowden, *op. cit.*, p.57; Michael Shield & Associates, *op. cit.*, p.5

<sup>139</sup> Cassidy, J, Preston, K, Thematic Study of the Tasmanian Flour Milling Industry, Queen Victoria Museum & Art Gallery, 2000, pp.7, 122

Walker had previous experience as the Government Miller in Hobart Town. The site chosen for the water mill was south of the Bridge and ford in 'Mill Field', on the east bank of the river. The dam for the mill was 'not fifty feet from the Bridge', and its location and the rise in water level caused the piers of the Bridge to be undermined by 1826. Walker sold the mill to Patrick Miller (or Millor) who was then ordered to remove the dam which was causing such damage. Miller was compensated for his financial losses, also seeking a grant of land as restitution. In 1829, Arthur agreed to help Miller erect a new dam, but refused to provide him with any more land. Walker shortly after sold the mill for use as a house for £125. Jones wrote in 1973 that a slight depression existed on the margin of the eastern bank of the river as an indication of the old mill race.<sup>140</sup>

Dr Henry Thomas purchased the Mill Field in 1832, shortly after selling it to Gilbert Robertson in 1834. Robertson in turn, sold the land to George Burn with a triangular shaped block of land between Pembroke Road leading to the ford, and East Street. It is on this triangular section of land the Mill House now exists, and it is the only extant survivor of the several mills that previously existed in Richmond.

This mill was constructed by George Burn in the late 1840s or early 1850s, and was driven by steam. Burn's steam mill operated for many years, becoming the centre for the harvest milling in Richmond.<sup>141</sup> The Mill was offered for sale in 1872, the advertisement noting:

The Mill which was erected by the late firm of Easby & Robertson, is substantially built and in perfect order, and the whole driven by a 9 horse power engine with 12 horse power tubular boiler by Clayton and Shuttleworth, London. Attached is a circular saw and bench capable of cutting from 30-40 tons of wood per diem. All in first class order and let to Mr. Bone at the low rental of £100 per annum.<sup>142</sup>

In 1903, the Mill was described in the *Tasmanian Mail* which wrote:

For some years the mill worked day and night and turned out flour of a first-class quality. When the owner died the mill was purchased by Mr Nichols who subsequently turned it into a butter factory. After running for some time the factory closed its doors and has not been used since in either direction, a circumstance much regretted locally.<sup>143</sup>

The property was purchased by the artist John Eldershaw, c1920 who converted it into a residence and landscaped the surrounding area. As part of the conversion, the chimney stack was demolished, and the 12 metre long x 1 metre deep tank was pushed into the river. Cassidy writes that one of the boilers from the mill was on the river bank until relatively recently (2000).<sup>144</sup>

Milling was also taking place nearby on the west bank of the River near the Bridge. Because of the lack of water in the Coal River, John Buscombe applied for a location of land to construct a windmill high on the west bank of the River. Buscombe planned to build the first tower windmill in the colony. It was to be built between Russel Street, the Esplanade and Old Bridge Street. Buscombe experienced problems which delayed the construction of the mill. By May 1830 he had completed the stone tower which was 25 feet (7.5m) in diameter and 40 feet (12m) high. In comparison, it was shorter than both the Battery Point and Oatlands mills. Buscombe was not a millwright and he was required to engage Peter Ferguson who had previously worked on the construction of the new Government Mill in Hobart Town.

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<sup>140</sup> Jones, *op. cit.*, p.53

<sup>141</sup> Jones, 'A Guide to the History of Richmond, Tasmania', *op. cit.*, p.162

<sup>142</sup> Cassidy, Preston, *op. cit.*, p.126

<sup>143</sup> *Ibid*

<sup>144</sup> Cassidy, Preston, *op. cit.*, p.126; Jones, 'A Guide to the History of Richmond, Tasmania', *op. cit.*, p.162

Completion of Buscombe's mill was further delayed when Ferguson fell from the work site, and was seriously injured. It was not until February 1832 that the mill neared completion.<sup>145</sup>

**Figure 53 Richmond Mills**<sup>146</sup>



Burns' Steam Mill can be seen with the chimney intact on the left hand side. Buscombe's windmill on the west bank of the River without the blades. Note the sparse vegetation on the river banks.

Jones writes that it is almost certain that Buscombe's Mill was the 'Providence Mill' offered for sale in 1839, the advertisement stating that it had a round house underneath, one pair of French burr stones four feet in diameter, with a full size dressing machine and sack tackle complete.

Because of unreliable winds, the mill was later converted to steam power. Nonetheless, it was found to be unoccupied in 1858. The Mill was demolished in the early twentieth century, and the stone recycled in the construction of the Richmond Town Hall.<sup>147</sup>

<sup>145</sup> Cassidy, Preston, *op. cit.*, p.123

<sup>146</sup> *Richmond Bridge: collection of postcards*, State Library of Tasmania, Tasmaniana Library, au-7-0016-125441733

<sup>147</sup> Jones, 'A Guide to the History of Richmond, Tasmania', *op. cit.*, pp.162-163

**Figure 54 Buscombe's Windmill in a poor state of repair<sup>148</sup>**



#### **4.7.4 Transport**

Richmond has played an important regional transport role as an historical crossing point on the way to the East Coast and Tasman Peninsula. This role existed prior to the establishment of the township. Two routes were available to the East Coast. The first was across Pittwater by ferry, the second was overland, crossing the Coal River at the ford constructed below the present Bridge.

Richmond has also historically been accessible by water. At one time, Richmond was reachable via boat. A government built jetty was constructed on the Coal River at the end of the Commercial Road, approximately one mile below the town. The jetty was used for the transport of grain, produce, flour and coal, and importing general goods and machinery. In 1829, Ross described how 'boats of 6 tons burden come up within half a mile of the town and the tide flows as far as the bridge'. Navigation of the River became difficult following the completion of the Sorell causeway in 1872 which silted up the mouth of the River.<sup>149</sup>

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<sup>148</sup> Unknown, *Richmond Mill*, State Library of Tasmania, Allport Library and Museum of Fine Arts, AUTAS001126254424

<sup>149</sup> Snowden, *op. cit.*, p.68

**Figure 55 1845 Plan showing Jetty<sup>150</sup>**



The circle indicates the jetty located at the end of Commercial Road.

Road construction had begun by 1820, following a route from the south, via Kangaroo Point (Bellerive) and Cambridge. The road was constructed by a large gang of convicts and follows much the same route as it does today.<sup>151</sup>

In Van Diemen's Land, early road construction was little more than the clearance of trees, filling holes, and the rough bridging of creeks. However, it did not take long for British technological developments and engineering methods to start being applied in the colony, with consideration to construction methods and materials, gradients and drainage, notably the surfacing of road pavements with broken stones. These new scientific methods appeared in the colony at the same time that professional engineers were appointed to Van Diemen's Land, through a series of military officers of the Royal Engineers. These officers applied their knowledge to design problems using traditional craft skills and military discipline.<sup>152</sup>

Another road route to Richmond was established in the 1830s. In 1832, a punt was established at Risdon, joining the east and west banks of the Derwent. From Risdon, a road over Grass Tree Hill was planned and constructed. The road was completed c.1836-38. The construction of this road was criticised, and disparagingly called the Carrington Cut. It was thought by critics of Governor Arthur that the new road overly benefited the Governor by providing him with a shorter route to his Carrington property. Other district roads followed, with routes to Tea Tree, Campania and Prosser Plains established.

<sup>150</sup> Plan 105, Parish of Ulva, 1845, 88226

<sup>151</sup> Jones, 'A Guide to the History of Richmond, Tasmania', *op. cit.*, p.157

<sup>152</sup> Newitt, *op. cit.*, pp.9-10, 12-13

The establishment of these roads also created alternate routes to the north of the island. Crossing the Derwent at Austins Ferry was the most common means of reaching the midlands and the northern districts. However, an early route existed by crossing the Derwent to Kangaroo Point (Bellerive) and then proceeding in a northerly direction through the Coal River district to Jericho.

With the construction of these roads, Richmond was serviced by regular coaches, running to Kangaroo Point (Bellerive) and Restdown (Risdon), but also onto Campania and Swansea. Travellers to the east coast also travelled via Richmond, the alternative being a sea voyage or a ferry across Pittwater.

The main east coast road also travelled via Richmond until the completion of the Sorell Causeway in 1872. The construction of the causeway created a more direct route to the east coast and Tasman Peninsula. However, it had a large economic and social impact on Richmond. Jones also notes the effect of the construction of the Main Line Railway which bypassed the town. In 1862, the population of the Richmond Municipality was 1,608, and this population level remained stable for nearly a century. In 1957, the population was only 1,680.<sup>153</sup>

#### 4.8 Later Works to the Bridge

Following the 1835 parapet repairs, it does not appear that major works were carried out to the Bridge until some fifty years later. Von Stieglitz writes that 'The last really serious flood damage was in the autumn of 1846'. The nature of any repair works is unknown.

In 1859, the Director of Public Works, WR Falconer wrote that the Bridge was in a very dilapidated condition and was unsafe. Falconer recommended the underpinning of the piers, excavation of the loamy soil from the riverbed, filling the excavated areas with concrete and paving the riverbed to form an inverted arch between the piers and improve water flow. Correspondence to the Richmond Road Trust on 6 June 1859 suggests that repair works were carried out. However, the extent of the works carried out according to Falconer's advice is uncertain as no plans have survived.<sup>154</sup>

The works which have had the greatest affect on the visual appearance of the Bridge occurred in 1884 when the piers were stabilised. The *Tasmanian Mail* reported on these works:

The piers are getting cased with stone and brought to a cut water edge in line with the current's course and newly pointed all under and over with cement. The roadway needs taking up for the top of the masonry to be grouted to throw soakage to weep holes in the sides instead of percolating through and driving the pointing out under the arches. It also requires crowning and side drains.<sup>155</sup>

Official records related to these works are sparse. The works were authorised under the Public Works Execution Act of 1884 (47<sup>o</sup> VIC, 31 Item 109). Archival documents only relate to the agreement with Martha Butcher at Lowlands to reopen the quarry for the stone, and a memorandum for acquiring scaffolding. Only outward correspondence exists in the general correspondence files, and this is largely requests for reports from the supervisor of the work, R Robinson.<sup>156</sup> Responding to one of the reports, the Engineer of Roads wrote in April 1884:

<sup>153</sup> Jones, 'A Guide to the History of Richmond, Tasmania', *op. cit.*, pp.157-159; Nigel Lewis *et al*, *op. cit.*, p.38; Snowden, *op.cit.*, pp.68-71

<sup>154</sup> Von Stieglitz, *op. cit.*, p.15; Nigel Lewis *et al*, *op. cit.*, p.43

<sup>155</sup> *Tasmanian Mail*, 12 July 1884: 28 in Nigel Lewis *et al*, *op. cit.*, p.43

<sup>156</sup> Austral Archaeology, *et. al. op. cit.*, p.20

I shall be glad if the haunching of the Bridge is examined – but on no pretext is the £300 [approved?] to be exceeded. Provided money will permit the haunching and crown of arches should not be grouted from the top.

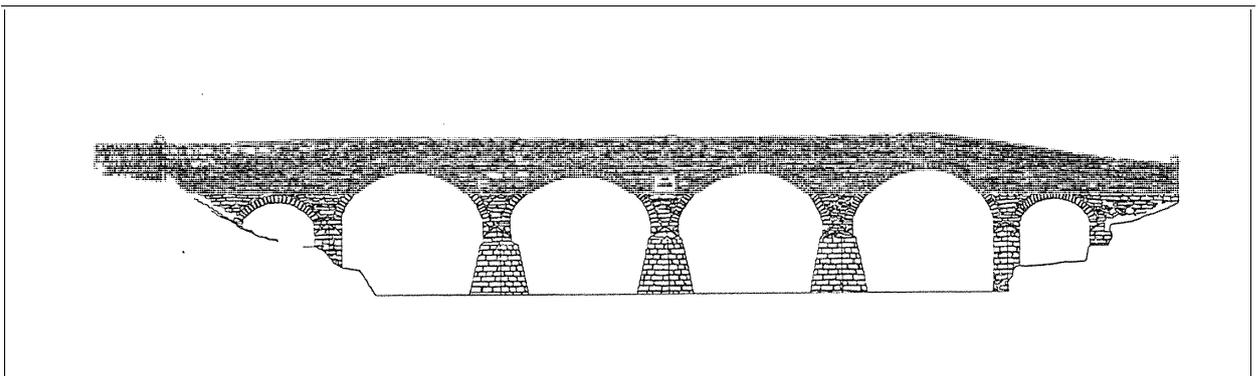
Cannot you get the Richmond Trust to put the money for the roadway over the bridge into proper order so that rain and other water might be got quickly off.<sup>157</sup>

Smith's work *Early Tasmanian Bridges* describes the nature of these works to the piers:

The stone casing of the three piers in the stream may be seen clearly. Each of the three piers is completely surrounded with an outer case which is built up nearly to the springing of the arches, diminishing in thickness as it rises. It is tied with iron clamps to the older stonework of the piers and is sharply splayed at the cut-waters, covering up those of earlier date which were similar in form to those still to be seen at the shorter piers.<sup>158</sup>

Spratt reports that it was during the encasing of the piers in 1884 that the riverbed was also paved. The paving of the riverbed improved the water flow past the Bridge, reducing the undermining of the piers.<sup>159</sup>

**Figure 56 Richmond Bridge from Upstream, 1884-present**<sup>160</sup>



#### 4.8.1 Maintenance Work on the Bridge 1884–2008

In 1924, flooding damaged part of the 1884 works encasing the piers. The Richmond Council Clerk wrote:

The protecting wall and paving of one of the arches of the Richmond Bridge over the Coal River have been seriously damaged by flood waters, so much so that the foundation of the eastern abutment is now in danger of being undermined.<sup>161</sup>

A report was ordered to assess the damage, although there are no records of any actual repair works being undertaken.<sup>162</sup> In 1927, and with a sense of urgency, the Council Clerk again wrote to Bridge Inspector Hobden requesting that repair works be carried out without delay, as:

<sup>157</sup> PWD, 2/43: 461 in Nigel Lewis *et al*, *op. cit.*, p.43

<sup>158</sup> Smith, R, *Early Tasmanian Bridges*, *op. cit.*, p.15

<sup>159</sup> Nigel Lewis *et al*, *op. cit.*, p.44

<sup>160</sup> *Ibid*

<sup>161</sup> PWD35/46, 20 May 1924 in Nigel Lewis *et al*, *op. cit.*, p.44

<sup>162</sup> Austral Archaeology, *et. al.*, *op. cit.*, p.21

It is liable to be seriously damaged if left in its present state until another flood comes along. The support of one of the abutments is much undermined owing to the paving having been washed away, and the inner surface of the top of the bridge needs pointing with cement in several places to keep of the sparrows which are gradually enlarging the crevices to make their nests therein.<sup>163</sup>

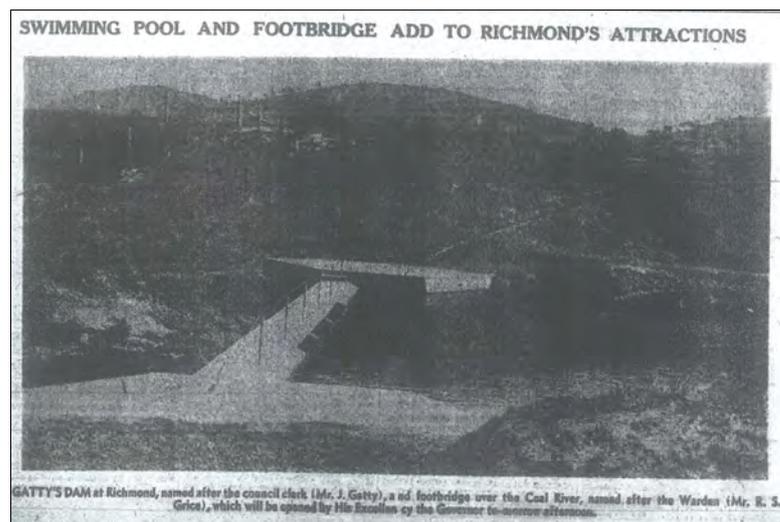
Hobden reported on the condition of the Bridge and in April 1928, £163 was approved for repairs. Hobden refers to the reinforcement of the piers and paving of the riverbed being carried out 'about 25 years ago'. However, it appears that Hobden is in error, and was actually referring to the works carried out in 1884. Hobden recommended the paving of 'bay 4' which had not previously been completed during the earlier works, and:

Also to build a masonry reinforcement at pier E [eastern end] ... it is also necessary to rubble out the outlet from No. 4 Bay to further prevent water scouring out below the level of the paving. The whole of the bridge requires pointing up ... and this will be a slow and difficult job.<sup>164</sup>

Lewis *et. al.* propose that the 'masonry reinforcement at pier E' is probably in reference to the stepped foundation masonry on the pier base between the first and second arches on the western end.<sup>165</sup>

A major change also occurred in the setting of the Richmond Bridge during the 1930s. In 1935 the Richmond Council constructed the Gatty Dam across the Coal River to the south of the Bridge. The dam created a swimming pool in the river and was named in honour of the long service of the Council Clerk, Jim Gatty. The connecting footbridge was named in honour of the Warden of the Day, Mr Grice. The effect of the dam was the raising of the water level up stream. Before the construction of the dam, the riverbed was often exposed at the Bridge. However, following its construction, the water was raised above the piers.<sup>166</sup>

**Figure 57 Opening of the Gatty Dam**<sup>167</sup>



<sup>163</sup> PWD, 35/46, 20 December 1927 in Nigel Lewis *et al, op. cit.*, p.44

<sup>164</sup> PWD 35/46, 10 March 1928 in Nigel Lewis *et al, op. cit.*, p.44

<sup>165</sup> Nigel Lewis *et al, op. cit.*, p.44

<sup>166</sup> Snowden, *op. cit.*, p.158

<sup>167</sup> *The Mercury*, 6 December 1935, p.7

Initially, the dam was not used for irrigation purposes, but in 1986 it was converted and integrated in the South Eastern Irrigation Scheme. This conversion included the rebuilding of part of the wall to fit a penstock.<sup>168</sup>

The condition of the Bridge was assessed in 1973. The Bridge Maintenance Engineer wrote that the Bridge was in 'fair condition for its type and age' and that there was no need to 'precipitate structural repair'. This report also outlined the previous repair works:

The mortared joints of the whole bridge present a rather dubious picture in that the repairs carried out over the years offer a spectacle of rusticity and vulnerable age. The reality is that the original mortar in some places has fallen out, the joint begin covered with a sand/cement substitute .... this covers the joint but offers no support....

Some years ago the stonework of the crowns of the centre arches of the bridge was pierced in an attempt to drain collected roadway surface water and soakage water.... these should be filled with composition mortar.<sup>169</sup>

Remedial works were also recommended to direct water away from the eastern abutment where a soak led to water ponding beneath the first span. These works did not appear to take place. Minor, aesthetic works were carried out which included the recutting of the inscription and darkening of the date stone, installed in 1923. These works were undertaken to make the Bridge photographically more appealing.<sup>170</sup>

As part of his 1993 fabric assessment, Spratt noted works conducted in 1973. The Public Works Department reported:

Stone flagging slightly undercut at several stones adjacent to the pier cutwaters, spalls recommended on the downstream end of the stone flagging. Mortar fillets atop the chased stone sheathing to the piers required attention.

Rusting iron holding pier sheathing top course in place requires removal and replacement. Galvanised wire mesh was recommended to be used in the repairs to the mortar fillets.

Repointing repairs to be done in 1:2:12 cement mix so as not to cause stone damage. Cracking to arches and stone coursing to be measured and recorded. The stonework piercing at the crown of the centre arches put in to drain the roadway to be filled with mortar.<sup>171</sup>

Recognising the significance of the Bridge, in 1977, the speed limit on the Bridge was reduced to 30km/hr and a 25 tonne load limit was placed on the Bridge in 1985. Repair work was also carried out to the masonry. In April 1979, Leo Luckman carried out repair works to the masonry. This was followed in 1987 by repointing of the capping stones by Stephen Kaye. Works were also carried out on the deck of the Bridge including the sealing of the road, and construction of kerbs, retaining walls and gutter slabs in 1980. The Bridge stonework was cleaned in 1981 using a 1% aqueous solution of quaternary ammonium, followed by a fungicide. A vehicle accident on the downstream side of the eastern end in 1988 required the reconstruction of 12 metres of the parapet.

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<sup>168</sup> Bevan, pers. comm. 25 May 1997 in Nigel Lewis *et al*, *op. cit.*, p.49

<sup>169</sup> Nigel Lewis *et al*, *op. cit.*, p.58

<sup>170</sup> *Ibid*, p.63

<sup>171</sup> *Ibid*

Upgrading works were also carried out around the Bridge in the mid-1980s. These works cost \$10,000 and included the reclamation of the eroded river bank below the Miller's Cottage, tree plantings, and the installation of furnishings. The geese were to be removed from the area, although birds and ducks were to be encouraged. By the mid-1980s, increased traffic was becoming a major concern, and the inherent dangers and damage it caused to historic buildings and the Bridge.

Adjacent to the Bridge, a curved sandstone retaining wall was constructed in 1989 by the Richmond Council on the western end of the parapet. This provided a viewing platform, and later a position for a commemorative plaque erected by Engineers Australia.<sup>172</sup>

The 1997 Conservation Plan also made recommendations for works to the Bridge and surrounds. Important works carried out in accordance with the 1997 Conservation Plan include the removal of the unsatisfactory mortars from the north and south faces of the Bridge and removal of crack willows and other dense vegetation.

#### **4.9 The Changing Character of Richmond**

The growth of Richmond as a regional centre was short lived. Two events precipitated this decline. In 1849, discussions began for a proposed causeway over Pittwater to Sorell. The construction of the causeway was completed in 1872, and removed Richmond as the main route to the East Coast and Tasman Peninsula. The second event to impact on the development of Richmond was concurrent opening of the mainline railway to the north of the state through Brighton, Tea Tree, Campania and Colebrook.

Despite these impacts, Richmond's residential areas slowly consolidated. This was assisted by the arrival of military pensioners from England in 1850 who were granted land to the East of St Luke's Anglican Cemetery. In 1861, the township was declared a municipality, and the courthouse used as Council Chambers. An extension of the township was gazetted in 1878.<sup>173</sup>

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<sup>172</sup> Snowden, *op. cit.*, p.164; Nigel Lewis *et al, op. cit.*, p.63

<sup>173</sup>CSO 24/96/464 in Nigel Lewis *et al, op. cit.*, p.42; McNeill, B, 'Richmond: A Progress Report on Township Conservation', *Proceedings of a Seminar on Preservation of Urban Landscapes in Australia, 16-18 August 1968*, Department of Adult Education, Australian National University, Canberra, 1968, p.45

**Figure 58 Richmond, c.1888**<sup>174</sup>



This early photograph shows the town c.1888. The view is from the north west, looking towards the town, and the timbered slopes of Butcher's Hill in the background. The spire of St Luke's Anglican Church can be seen on the right, and St John's on the left. Vegetation appears prominently surrounding the Catholic Church. Compare this with the early c.1835 watercolour, taken from a similar position (see Figure 49).

With the construction of the Sorell Causeway and the Mainline Railway, Richmond's focus changed to that of regional supply and service centre for the surrounding agricultural district. This role changed little over the next 150 years and the character of the township has largely remained, conserving its strong nineteenth century character.<sup>175</sup>

In 1952, Michael Sharland described the town and Bridge in his publication, *Stones of a Century*. He wrote:

The road leads by a line of curious old shops, to turn to the left past the council chamber (built 1825), and again to the right, to descend to the bridge, which gives the town its chief claim to historical interest. We need not be even mildly interested in architecture or history to appreciate its obvious age, the hallmark of antiquity in its graceful contours, and the imprint of apparent solidity, with massive arches spanning the gentle stream, its parapet polished by the elbow of many generations. The steps that lead to the water's edge lead also to an attractive view of the bridge from below, and of the river as well, for framed in any one of the arches is the picturesque tower of St. John's Roman Catholic Church on a hill behind and houses of ancient vintage along the banks.<sup>176</sup>

<sup>174</sup> Unknown, *Richmond, Tas. from Butcher's Hill*, c.1888, State Library of Tasmania, Allport Library and Museum of Fine Arts, AUTAS001126183763

<sup>175</sup> Michael Shield & Associates, *op. cit.*, p.5

<sup>176</sup> Sharland, M, *Stones of a Century*, Oldham, Beddome & Meredith Pty Ltd, Hobart, 1952, in Nigel Lewis *et al*, *op. cit.* p.55

#### 4.9.1 The Role of Tourism

The twentieth century also saw a rise in interest in the Richmond Bridge, and the heritage of Richmond, although this was a gradual transition. The early twentieth century did not focus on the history and charm of Richmond. Nigel Lewis *et. al.* cite the major turning point as the publication in 1924 of WH Wilson's *Old Colonial Architecture in New South Wales and Tasmania*. The Bridge was not included in this seminal work, although, what it did achieve was broader community awareness of Tasmania's heritage.<sup>177</sup>

In Richmond, an important development was the purchase of the Mill House in 1920 by the Sydney artist, John Eldershaw. Eldershaw renovated the building in the style of the day, demolishing the chimney, removing the verandah and painting the raw red brickwork white. Extensive landscape works were also carried out with the planting of cypresses as a thick hedge and poplars as specimen trees.

**Figure 59 The Mill House during Eldershaw's Ownership**<sup>178</sup>



Note the cypresses in front of the house.

The poplar trees later spread to the east bank of the river. Around this time, an important civic development occurred with the transfer of land on the west bank to the Richmond Council to create a public walkway. This walkway also provided views of the eastern bank and Mill House.

Nigel Lewis *et. al.* put forward that Eldershaw was an important figure in the centenary celebrations of the commencement of construction of the Bridge on 11 December 1923.<sup>179</sup> From newspaper coverage, the celebrations appear to have been a popular and important event. Photographic records show large numbers of people at the Bridge, horse and cart processions, and participants dressed in period costume. Included in the procession was a display by the Richmond Convent Schoolgirls, representing 'Early Tasmanian Girls'. The event was presided over by local dignitaries including the Warden, Mr Grice, the Honourable JW Evans, and Mr WE Shoobridge.

In reporting the event, the *Weekly Courier* wrote:

<sup>177</sup> Nigel Lewis *et al*, *op. cit.*, p.49

<sup>178</sup> Unknown, *Mill House*, c.1920, AOT PH30/1/4651

<sup>179</sup> Nigel Lewis *et al*, *op. cit.*, p.53

Memories of the past were revived on Saturday, when the centenary of the bridge which spans the Coal River at Richmond was celebrated. The proceedings took the form of a procession, sports gathering and children's picnic.<sup>180</sup>

At the time of the centenary, the Bridge did not include any reference to its construction date. Although stone tablets had been built into the north and south faces of the Bridge, no inscriptions had been made. As part of the celebrations, the Richmond Council later engraved 'A.D 1823' on these stones. On the inside of the northern parapet, two inscriptions were made. On the parapet stone was carved: 'THIS IS THE OLDEST BRIDGE IN AUSTRALIA', and below this:

THE FIRST STONE OF THIS BRIDGE  
WAS LAID ON DEC<sup>R</sup> 11<sup>TH</sup> 1823  
IN THE PRESENCE OF  
JAMES GORDON AND G.W GUNNING ESQRS  
MAGISTRATES

**Figure 60 Centenary Procession, 1923**<sup>181</sup>

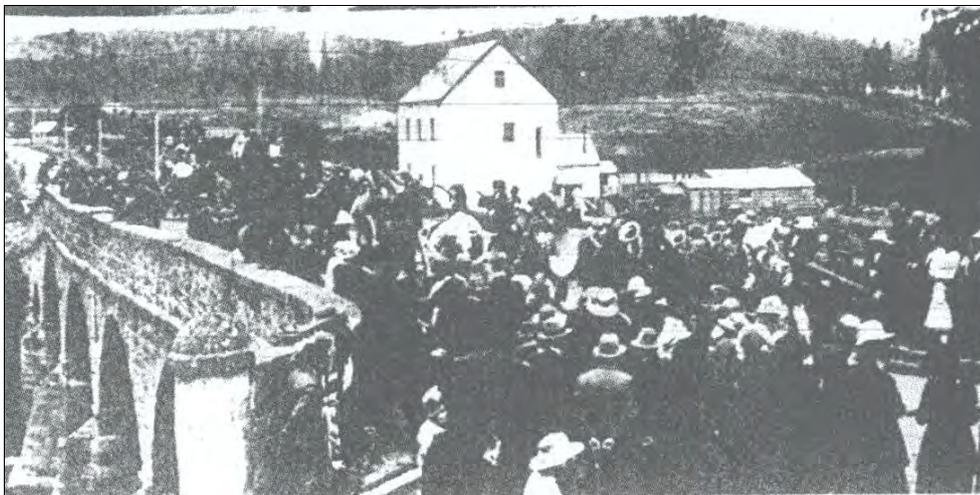


Note the Union Jack and what appears to be the Australian flag draped over the north western parapet wall, where the commemorative stone was placed.

<sup>180</sup> *Weekly Courier*, 13 December 1923, p.41

<sup>181</sup> Unknown, *Horse and Buggy Procession*, c.1920, AOT PH30/1/1589

**Figure 61 Newspaper Photographs of the Centenary Celebrations<sup>182</sup>**



Above: crowds crossing the Richmond Bridge.



Above: Richmond Convent Schoolgirls, dressed as 'Early Tasmanian Girls'.

<sup>182</sup> *Weekly Courier*, 13 December 1923, p.27



Above: Period costume of participants. Those standing in the background wear an English hunting costume, top hats, frock coats and a Union Jack waistcoat. The figure seated on the left is dressed as a swagman, with billy and rolled swag. The costume of the figure on the right is less clear but may be a convict costume. The way in which the centenary was celebrated is of interest in showing how the past was to be presented: English flags, English upper class dress and some reference to specifically Tasmanian characters.

It was also around this time that the Bridge began to feature in postcards and publications and the structure became an attraction for tourists. In 1925 a riverbank pathway was constructed on the west bank. Known as the Warden's Path, it demonstrated early interest in the Bridge and providing public access to the surrounding land.<sup>183</sup>

Tourism began to play a major role in Richmond during the late twentieth century. In 1965 the South-Eastern District was admitted membership to the Tasmanian Tourist Council. The Division included the municipalities of Clarence, Richmond, Sorell, Tasman and Spring Bay. The Council approved of the principle of the erection of signs at selected sites, under the direction of the Scenery Preservation Board.

By 1970, the Tourist Council was playing a major role in the development of Richmond. Early work included financial assistance for the preparation of a town plan for the preservation of the Richmond environment. This town plan aimed to provide for the preservation and restoration of historic places, and was noted as the first major community-oriented tourism activity attempted in Tasmania.

These measures were met with some opposition. Some residents felt that Richmond should be left for themselves. Whilst welcoming visitors, there was concern that the town should not become dominated by commercial interests. Criticism was also levelled at tourists who trespassed and damaged property to take photographs of the Richmond Bridge.

Service industries and attractions also began to develop in the town during the early 1970s to cater for the tourism market. This included an improvement of roads and the establishment of attractions, such as the Saddler's Court Art Gallery.<sup>184</sup> Other galleries and craft shops followed.

<sup>183</sup> Nigel Lewis *et al*, *op. cit.*, p.53

<sup>184</sup> Snowden, *op. cit.*, p.249

Richmond's heritage value makes it a major Tasmanian tourism attraction. Heritage is one of the key elements of Tasmania's tourism brand, and Tourism Tasmania recognises the value in ensuring both our built heritage and the atmosphere of our heritage towns are protected.

The Tasmanian Visitor Survey shows that in the year ending December 2008, almost 265,000 visitors went to Richmond. Of this number, 75,000 passed through; nearly 165,000 stopped to look around and 24,600 stayed the night. These numbers represent an increase of 12.6% on the previous year.

These figures relate to interstate and international visitors. Details of intrastate visitation are not recorded. Although this survey does not record statistics on visitors to the Bridge, it is assumed that the Richmond Bridge is a major drawcard. General data collected by the Visitor Survey shows that visits to historic sites and attractions forms one of the most popular activities for interstate and international visitors.

However, tourism can also have a negative affect on local communities. McFie wrote in 1991 that Richmond has been changed by tourism, not always for the best. The provision of services to the local community has been replaced by the tourist operator's needs, creating alienation within the community with an overcrowding of visitors and cars. The loss of ownership and control has been identified as a common problem when tourism becomes dominant over other traditional forms of employment.<sup>185</sup>

#### **4.9.2 The Rise of Interest in Heritage**

Closely connected with the role of tourism was the growing recognition of the heritage significance of Richmond. The Richmond community was one of the first in Tasmania to recognise the importance of their town and history. In 1964, the *Mercury* wrote of the formation and meeting of the Richmond Preservation and Development Committee. The meeting was held by the Town Planning Committee of the Tasmanian Chapter of the Royal Australian Institute of Architects and included representatives of the Tasmanian Government, Richmond Municipality, and the National Trust. Other groups with an interest in Richmond also attended, including the Scenery Preservation Board, the Tourist Department and the School of Architecture and Town Planning.

The Committee had the aim of preserving the historical character of Richmond and to guide future development. In March 1965, the Richmond Agricultural Society made a presentation titled 'Richmond as it was, is, and might be'. The display was developed in association with the Committee. It focussed on the question of 'how to encourage development without endangering the historical character of one of the best examples of an Australian colonial town', and included photographs and drawings of the 'more important historic buildings' that had been prepared by architecture and town planning students. It also included hypothetical schemes depicting how development could occur, and how Richmond might look if restoration occurred. The display later moved to the Richmond Council Chambers and later the Tasmanian Tourist Bureau in Hobart.

A public meeting was held to discuss the matter, and a key theme that emerged was that the people of Richmond were those most concerned with development and should be given the opportunity to discuss the issues themselves.

Early action was taken in September 1965, with the Preservation and Development Trust advising Council on making the guttering and kerbs near the Bridge sympathetic in colour and form. Other work

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<sup>185</sup> McFie, P, 'Whose Past? – Whose Present? Tourism and Local History', Tasmanian Historical Research Association, Vol. 39, No. 1, p.57

included the development of a 'town centre' covering the area behind the Council Chambers and hotel to the police station and gaol. The Trust also recognised the importance of gravelled roads over bitumen surfaces as important to retaining 'atmosphere and charm'.

In 1968 the *Local Government Act* was amended to include new powers for issuing preservation orders. On the advice of the National Trust, local councils could prevent the demolition of further alteration of identified buildings and require that they be kept in good repair. Further progress was made in 1973 with a funding request to allow for the acquisition of properties in Richmond, including land at the gaol. A further \$2,000 was provided towards the preparation of a conservation study of Richmond.<sup>186</sup>

Despite these gains, difficulty was still experienced in the conservation of heritage places. By May 1972, the Preservation and Development Trust and the Richmond Council were having difficulties on reaching agreement on some planning issues, and sometimes the advice of the National Trust was ignored during developments. By August of that year, the Development Trust recommended the preparation of a statutory plan that would control development and allow particular areas to be kept for specific uses. In response, a public meeting was held and a wide range of issues were raised including town planning and tourism. Funding was provided by the Tasmanian Government in 1973 to allow for the preparation of a plan. The Minister stated that there should be no undesirable development and careful planning was the only way to ensure this. Suggestions were even made for converting the main street into a pedestrian mall. The need for the town plan was heightened when plans were submitted for the construction of a third petrol station in the town in October 1973. The Richmond Council suggested that delays in its preparation were caused by technical and financial difficulties. The role of tourism also came into question, with the Council suggesting that they derived no financial benefit. The Richmond Gaol was the only paying attraction, and proceeds from visitors went to the National Parks and Wildlife Service.

In January 1974 the Richmond Residents Group was formed, partly in response to a proposal for future government housing plans on the approaches to Richmond. A public meeting was called to address concerns and consider community priorities for future development of Richmond. The Council suggested that Richmond would soon undergo rapid development at a rate not previously seen. This future development needed to be carefully planned.

By February 1975 the Planning Scheme had been prepared and approved. The retention of open space within the town was identified as an important provision. The Planning Scheme also includes a Schedule of places of cultural significance, containing places identified for both the Register of the National Estate, and National Trust classified and recorded buildings. Another outcome of the Scheme was the formation of the Richmond Advisory Committee to advise on all development applications in the historic zone. Snowden writes that one of the most controversial aspects of the Town Plan was the proposed by-pass of the main street. This scheme resulted in public attention, and objections. The question of a Richmond by-pass continues to be a topical question within the community and Clarence City Council, raised each time the Bridge parapets are damaged by vehicles. The Tasmanian Government has recognised, but not programmed a Colebrook main road by-pass. However, the Government has not accepted the need for an east-west by-pass as the secondary road has been upgraded as the east-west freight route.

In 1993, the Richmond Council ceased to exist as a municipal area, the area being split between the Clarence City Council and the Southern Midlands Council. The Richmond township became part of the Clarence municipal area. The last meeting of the Richmond Council was held in March 1993.<sup>187</sup>

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<sup>186</sup> Snowden, *op. cit.*, pp.160-161

<sup>187</sup> Snowden, *op. cit.*, pp.161-165

### 4.9.3 The Management of Heritage

In 1995, the Tasmanian Government approved the *Historic Cultural Heritage Act*. Tasmania was the last State in Australia to establish historic heritage legislation. The Act established the Tasmanian Heritage Council, which came into existence in 1997. Members of the Council represent diverse community and professional interests such as property owners, farmers and graziers, conservation interests and areas of expertise such as history, architecture, archaeology, engineering and tourism.

The Heritage Council was established as a statutory body separate to government and responsible for the administration of the Act and the establishment of the Tasmanian Heritage Register. The Act establishes the Council's role as a resource management and planning body, focused on heritage conservation issues. At present, the Heritage Council has included 80 individual places in Richmond are in the Heritage Register.

At the local level, joint funding from the Clarence City Council and the Australian Heritage Commission allowed for the preparation of further heritage analysis and conservation guidance for Richmond in 2000-2001. One part of this work involved the preparation of the *Thematic History of the Cultural Resources of the Township of Richmond*. This document provided a detailed thematic overview of Richmond, including a strong focus on social history.<sup>188</sup> It has been a valuable source of information in the preparation of this Conservation Management Plan.

This thematic study was also important in informing the outcomes of the *Richmond Cultural Resource Management Plan* (RCRMP), completed in 2001. The RCRMP was prepared in response to strong community interest in establishing the cultural values of the town and finding ways in which these values can be sustained.

The process undertaken by the study included:

- ▶ Development of key issues and recommendations to deliver a framework for ongoing Council and community action to retain Richmond's cultural values;
- ▶ Extensive field assessment of the built fabric to review heritage listings, establishment of Precincts and recommendation of planning guidelines to assist conservation; and
- ▶ The drawing together of a variety of data sources to produce a thematic history of Richmond.<sup>189</sup>

The first objective of this plan was to ensure the necessary statutory and administrative framework to foster the retention and conservation of the values and sites. The commitment of resources and activities to raise the profile of heritage within day-to-day activities in Richmond was recommended to Council. Eight broad recommendations were made in the RCRMP, which cover: townscape, streetscape, signage, traffic management, river management, heritage promotion, development control and community involvement. The results of the heritage survey led to new nominations to the Tasmanian Heritage Register.

Translating these outcomes into statutory protection mechanisms has taken some time. The Clarence City Council underwent a lengthy process of amending the planning scheme. A draft Clarence Planning Scheme was prepared in 2002 and submitted to the Resource Planning and Development Commission

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<sup>188</sup> Snowden, *op. cit.*, 2000

<sup>189</sup> Michael Shield & Associates, *op. cit.*, p.5

for consideration. The Commission required changes to the draft scheme, which came into effect on 2 April 2008.<sup>190</sup>

The Clarence Planning Scheme 2007 has recognised the importance of heritage conservation at both a broad strategic level, as well as specific Scheme provisions. The planning policy framework of the Scheme included 'Clarence Strategic Directions'. These Directions provide the basis for applying the various zones, overlays and specific provisions for the Scheme. Importantly, it recognises the need to implement the RCRMP to assist urban design, heritage protection and economic development.<sup>191</sup> This Conservation Management Plan provides further discussion of the RCRMP and the previous, and current Planning Scheme in Section 6.

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<sup>190</sup> Clarence City Council website: <http://www.ccc.tas.gov.au/site/page.cfm?u=336>

<sup>191</sup> *2002 Clarence Planning Scheme, Incorporating Modifications in Accordance with the Directions of the RPDC*, July 2006



## Significance Assessment

## 5. Significance Assessment

### 5.1 Introduction

The heritage significance of the Richmond Bridge has long been recognised at all levels of Government. At a national level, the Bridge was entered in the Register of the National Estate in 1978, the Tasmanian Heritage Register in 1999 and the National Heritage List in 2005. Each of these listings provides a differing assessment of heritage values, different definition of place, and comes with different management implications.

The 1997 Conservation Plan provides an inclusive assessment of significance for the Bridge, its setting and analysis of the various components. Since the production of the 1997 Management Plan, there have been considerable changes in the identification, assessment and management of cultural heritage places. Through the Council of Australian Government, the Australian and Tasmanian Governments recognised in 1997 that there was a need to rationalise the way in which heritage places are identified, protected and managed.

It is now widely accepted that heritage will be identified according to its level of significance. This level of significance will determine the responsible level of government management. That is, places of extraordinary significance to the nation may be entered in the National Heritage List and managed in accordance with the *Environment Protection and Biodiversity Conservation Act 1999*. Places important to the State will be identified and managed according to the relevant State legislation, while local places are the responsibility of Local Government.

Within Tasmania, this concept has had limited application. At present, places are identified at a State level via entry in the Tasmanian Heritage Register, and also at a local level, through entry in a heritage schedule of a Planning Scheme. However, duplication exists between the various heritage lists, often without a clear distinction between the levels of significance.

In terms of management, each level of Government has different responsibilities for the conservation of heritage places. Section 6 of this Conservation Plan outlines the management system for the Richmond Bridge and setting at National, State and Local levels.

The previously assessed National Heritage List values have been included in this assessment. The significance of the Bridge and its setting has then been assessed against each of the seven criteria for entry in the Tasmanian Heritage Register, as provided in S.16 of the *Historic Cultural Heritage Act 1995* (*HCH Act 1995*). The assessment of significance is structured with a brief discussion of the values against that criterion, followed by statements of significance.

It should be noted that the *HCH Act 1995* does not include aesthetic significance as a criterion for entry in the Heritage Register. The Godden Mackay Logan Tasmanian Heritage Act Review has recognised this deficiency and recommended the amendment of the *HCH Act 1995* to include this value. Given the high aesthetic significance of the Bridge and its setting, this section of the report also assesses this value.

### 5.2 Assessing Significance

In assessing any place of potential significance, it is important to apply standard and objective methods. These standards are contained in the Australia ICOMOS *Burra Charter 1999* (the *Burra Charter*) and the

Tasmanian *HCH Act 1995*. The *Burra Charter* establishes the first principles of heritage conservation in Australia. The *Burra Charter* is also the widely accepted and adopted standard for heritage conservation practice in Australia, and the source for both detail and the approach to heritage legislation.

The *Burra Charter* defines cultural significance as the 'aesthetic, historic, scientific, social or spiritual values for past, present or future generations'. It also states that cultural significance is 'embodied in the place itself, its fabric, setting use associations, meanings, records, related places and related objects'.<sup>192</sup>

This definition recognises intangible values and the importance of relationships and setting in considering the cultural value of heritage places. Heritage places may have significance against one or all of the above five recognised values.

The *Burra Charter* provides the basis for heritage legislation in Australia. In Tasmania, heritage places are identified and managed in accordance with the *HCH Act 1995*. The definition of 'significance' in the *HCH Act 1995* differs somewhat from that provided in the *Burra Charter*.

The *HCH Act 1995* provides that in relation to a place, historic cultural heritage significance means 'significance to any group or community in relation to the archaeological, architectural, cultural, historical, social or technical value of the place'.<sup>193</sup>

Like the *Burra Charter*, the *HCH Act 1995* recognises that significance relates to the community regard for the values of the place. Unlike the *Burra Charter*, the *HCH Act 1995* does not include aesthetic values as part of the definition of significance. The *HCH Act 1995* also does not provide definitions or guidance on how these values are to be interpreted and applied. This report applies the definitions and guidelines as given in the *Burra Charter*.

In identifying places of historic cultural heritage significance, the *HCH Act 1995* establishes seven criteria for assessing significance. The archaeological, architectural, cultural, historical, social or technical values of a place may be assessed against all seven of the criteria. However, most often these values will be considered against one of the criteria. The criteria are:

- ▶ Importance in demonstrating the evolution or pattern of Tasmania's history;
- ▶ Demonstrates rare, uncommon or endangered aspects of Tasmania's heritage;
- ▶ Has potential to yield information that will contribute to an understanding of Tasmania's history;
- ▶ Importance as a representative in demonstrating the characteristics of a broader class of cultural places;
- ▶ Importance in demonstrating a high degree of technical or creative achievement;
- ▶ Having strong or special meaning for any group or community because of social, cultural or spiritual associations; and
- ▶ Has a special association with the life or work of a person, a group or an organisation that was important in Tasmania's history.

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<sup>192</sup> Marquis-Kyle, P, Walker, M, *The Illustrated Burra Charter*, Australia ICOMOS, 2004. p.11, Art. 1.2

<sup>193</sup> *Historic Cultural Heritage Act 1995*, s3

## 5.3 Review of Existing Listings

The Richmond Bridge is currently entered in several heritage registers. The following section summarises the identified values and definition of place for each registration.

### 5.3.1 National Heritage List

The Richmond Bridge was entered in the National Heritage List on 14 November 2005. A copy of this listing is included at Appendix D. The Bridge has been entered in the National Heritage List against two criteria:

**Criterion (b): The place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.**

Richmond Bridge, built by convict labour in 1823 to 1825, is the oldest, surviving, large, stone arch Bridge in Australia with a high degree of integrity.

**Criterion (e): The place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group.**

The aesthetic significance of Richmond Bridge is appreciated locally, within Tasmania and nationally. Its picturesque image has been used widely in national and international tourism promotions since the 1920s and has inspired the work of major Australian artists.

The National Heritage Listing provides a detailed summary description of the Bridge, its history and its setting. The registered place boundaries for the National Heritage listing include the Bridge, and the north west and south west riverbanks that are in public ownership. The plan showing the National Heritage List boundaries is included in Appendix D.

For historic heritage places in the National Heritage List that are within the Australian jurisdiction, approval will be required where an action that has, will have or is likely to have a significant impact on the National Heritage values of the place. This applies to actions take by: a constitutional corporation; the Commonwealth or a Commonwealth agency; or a person for the purpose of trade or commerce between Australia and another country, between States, between Territories, or between a State and a Territory. Section 6 provides further information on the management regime of the Richmond Bridge and setting.

It should be noted that the nomination to the National Heritage List was only for the Bridge and not its setting. However, the nomination provides detailed information on the evolution of the setting of the Bridge and its significance.

### 5.3.2 Tasmanian Heritage Register

The Richmond Bridge was permanently entered in the Tasmanian Heritage Register on 22 September 1999. A copy of this listing is included at Appendix D. The Bridge has been entered in the Tasmanian Heritage Register against three criteria:

**Criteria (a) Historical values:** Richmond Bridge is of historic heritage significance as it is able to demonstrate the development of transport systems in colonial Tasmania.

**Criteria (b) Rarity:** Richmond Bridge is of historic heritage significance as the oldest surviving bridge in Australia.

**Criteria (f) Community Significance:** This building is of historic heritage significance because its townscape and social associations are regarded as important to the community's sense of place.

The registration includes a brief description of the Bridge and summary historical information related to its construction.

An entry in the Tasmanian Heritage Register has four requirements. The *HCH Act 1995* provides that an entry in the Heritage Register is to:

- (a) Identify the place by reference to its rectangular grid co-ordinates on the Australian Map Grid or its latitude and longitude on the Australian Geodetic Datum; and
- (b) Define the boundaries of the place by reference to a plan registered under the *Survey Co-ordination Act 1944*; and
- (c) Describe the place; and
- (d) State the historic cultural heritage significance of the place.

The *HCH Act 1995* does not make qualitative requirements for describing a place or stating its significance. Although the Richmond Bridge entry may satisfy the requirements of the *HCH Act 1995* in this regard, it is considered that the current registration is deficient in detail and scope. Namely, it restricts the entry to the Bridge proper and does not consider the significance of the setting. The significance assessment is also limited to general statements and fails to address all relevant criteria.

The requirements to spatially identify a place by co-ordinates and by a registered plan have also not been met for this registration. Given the high heritage significance of the Bridge, this is a matter that the Tasmanian Heritage Council should review.

One of the key results of the entry of a place in the Tasmanian Heritage Register is that a person must not carry out works which may affect the historic cultural heritage significance of the place unless the works are approved by the Tasmanian Heritage Council.

### 5.3.3 Local Listing

The general objectives for resource management in the *Land Use Planning and Approval Act 1993* are set out in Schedule 1 of that Act. Specific provision for cultural heritage is contained in Part 2 of Schedule 1:

The objectives of the planning process established by this Act are .... (g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

In turn, the Clarence Planning Scheme 2007 includes a list of places included in its Heritage Register. The Heritage Register includes the Richmond Bridge. The Register does not include qualitative information about the places included.

Under the Clarence Planning Scheme 2007, an application for planning approval is required for development of a place included in the Heritage Register.

### 5.3.4 Register of the National Estate

The Richmond Bridge was entered in the Register of the National Estate on 21 March 1978. A copy of this listing is included at Appendix D. This registration provides brief summary information about the Bridge and the significance of the Bridge is defined as:

Australia's oldest bridge, built by convict labour with the foundation stone laid on December 11, 1823. The necessity for the bridge was pointed out by Royal Commissioner John Thomas Bigge in 1820. When completed, the bridge was one of the engineering triumphs of the new colony, which permitted heavy traffic to proceed under any conditions to the east coast, and later to Port Arthur. It is the essential townscape element of Richmond.

Entry of places in the Register of the National Estate has limited management implications. The approval of the Australian Government would only be required where actions which are likely to have a significant impact will occur on Commonwealth land or those actions are taken by the Australian Government. No new places may be added to the Register of the National Estate, and it will cease to exist in February 2012. Under s.391A of the *Environment Protection and Biodiversity Conservation Act 1999*, the Minister must consider information in the National Estate in making any decision under the Act where that information is relevant.

### 5.4 Assessment of Significance for the Richmond Bridge

The following sections of this Conservation Management Plan provide the assessment of significance for the Richmond Bridge. The significance of the place has been identified at National, State and Local levels. The National values are considered as being significant at National, State and Local levels. State values are assessed as being important in Tasmania and locally, while the Local values are significant within the local context.

The values of the place have been assessed against the criteria of the *HCH Act 1995*. The aesthetic significance of the place has also been assessed. For each criterion, a discussion is provided of the relevant values of the place, followed by summary statements against the criteria at National, State and local levels.

An assessment of the individual components which form the study area are included in Appendix A.

### 5.5 Assessment of Historical Significance

The *HCH Act 1995* provides that a place may be entered in the Tasmanian Heritage Register where it is important in demonstrating the evolution or pattern of Tasmania's history.

The *Illustrated Burra Charter* writes that historical values encompass the history of aesthetic, sciences and society, and therefore underlies other values. A place may have historic value because it has influenced, or has been influenced by, an historic figure, event, phase or activity. It may be the site of an important event. For any place the significance will be greater where the evidence of the association or event survives at the place, or where the setting is substantially intact, than where it has been changed or evidence does not survive. However, some events or associations may be so important that the place retains significance regardless of subsequent treatment.<sup>194</sup>

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<sup>194</sup> McGee, R, *Guide to Heritage Bridge Management*, Austroads Inc, 2001, pp.4, 6-11

As noted by McGee in the *Guide to Heritage Bridge Management*, bridge heritage is an important demonstration of non-indigenous settlement patterns at both State and regional levels in the provision of communications and transport. Sometimes the heritage significance is derived from the continuity of crossing at a particular location rather than necessarily from the bridge that is currently at a site.<sup>195</sup>

The earliness of a bridge can be considered for two areas of historical significance. Firstly, is the historical importance of the town or region as an early European settlement area where the bridge demonstrates important aspects of communication and transport technology. An understanding of the historical development of the crossing point is useful in this regard. The second relevant factor is considering whether the bridge in its design and form demonstrates an early application of a particular technology.

The earliest Tasmanian bridges were poorly constructed of timber with earth covered timber decks resulting in continuous problems. These bridges were short lived, and were quickly replaced with more permanent stone or brick arches. With responsible Government in 1856 came the need to locally finance construction. Timber again became the predominate material. Wrought iron and steel remained reserved for special situations.<sup>196</sup>

The inclusion in the National Heritage List against criterion (b.) rarity, relates to historical values associated with its age as the oldest surviving large bridge in Australia with a high degree of integrity and its construction by convict labour.

In the 1997 Conservation Plan, Nigel Lewis *et al.* assessed the age of the Richmond Bridge in comparison with other structures. It was noted that throughout Australia, there are very few surviving bridge constructed prior to 1860. The oldest surviving bridge on the mainland Australia is the Horseshoe Bridge in New South Wales, completed in 1833. Similarly, surviving bridges in other States constructed prior to 1860 are rare.

Comparatively, Tasmania is fortunate in retaining fourteen stone bridges constructed between 1838 and 1847.<sup>197</sup> The Richmond Bridge has long been described as Australia's oldest bridge. However, it is likely that some surviving bridges contain elements that pre-date the completion of the Richmond Bridge in 1825.

For example, Evans writes that a causeway crossing the Elizabeth River at Campbell Town was completed c.1822-23. Although no first hand accounts of its construction were located as part of her research, it is depicted in early illustrations from this period. The causeway was constructed from earth and logs over some 200 feet, with culverts to allow the water to pass underneath. It may have included the small bridge that currently exists. The remaining bridge, has dry stone abutments and a timber deck. This is possibly a portion of the c.1823 causeway. However, Evans finds that whilst a number of early plans and illustrations of the bridge were located, there was found to be a substantive lack of written documentation of the first bridge/causeway at Campbell Town. An archaeological examination of the bridge in addition to further historical analysis was recommended to determine whether the bridge is the oldest surviving in Australia.<sup>198</sup>

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<sup>195</sup> *Ibid*, pp.4, 6-11

<sup>196</sup> Balsille, GD, 'Notes on Tasmanian Highway Bridges', *Transactions of the Institution*, Vol XV, 1934, pp.1-2

<sup>197</sup> Nigel Lewis *et al.*, *op. cit.*, p.87

<sup>198</sup> Evans, K, *Old Bridge, Bridge Street Campbell Town, Historical Review*, Tasmanian Heritage Council, 1998, pp.3-5

The last substantial modifications to the Richmond Bridge occurred in 1884 with the sheathing of the piers. The Richmond Bridge continues to demonstrate to a high degree its period of construction, design, materials, workmanship and setting. Because of the lack of certainty regarding older structures, it can be concluded that the Richmond Bridge is Tasmania's, and Australia's oldest surviving large bridge which retains a high degree of integrity and continues to serve its original function.

The Richmond Bridge also had the distinction of having the longest span of any bridge in Australia for a period of eleven years. It was not until the construction of the Lansdowne Bridge, New South Wales in 1836 with a span of 33.5 metres that the Richmond Bridge was surpassed.

The construction of the Richmond Bridge is also significant as a demonstration of public works and the development of Richmond and transport links to the east coast of Tasmania. Tasmania's first bridges were crude structures built as temporary crossing points as a matter of necessity. The appointment of Major Thomas Bell, Acting Engineer and Inspector of Public Works represented a major turning point in the design and construction of public infrastructure during the early nineteenth century. Bell's list of achievements include public buildings in Hobart; important roads in the Southern Midlands; the completion of the Wellington Bridge, Hobart; the construction of the sandstone causeway to Hunter Island; and a new brick bridge across the Hobart Rivulet in Argyle Street. Later, Civil Engineer and Architect, John Lee Archer carried out remediation works to the Richmond Bridge in 1829. Archer made a major contribution to Tasmania's architecture and engineering during the nineteenth century in the design of government buildings, numerous churches, the Ross Bridge, plans for improvements to Sullivan's Cove and designs for the Bridgewater Causeway.

The construction of the Richmond Bridge also demonstrates important aspects of the early European settlement of Tasmania, and the development of Richmond as a significant regional centre. Lieutenant-Governor Sorell encouraged the British settlement of Tasmania and the development of agriculture. He also initiated the construction of the Richmond Bridge. The works were completed under Lieutenant-Governor Arthur. Arthur's term witnessed the fastest growth to date in the European population. In 1823, the colony had a population of 10,009. This had increased to 43,895 by 1836.<sup>199</sup>

This rapid growth in population allowed for the expansion of European settlement beyond the nodes at Hobart and Launceston. It also required the development of transport infrastructure such as roads and bridges to allow for easier movement of people and goods. The Coal River Valley was an early place of European settlement in Tasmania. Relatively soon after colonisation, the district played a highly significant role in the supply of grain both internally, and later for export.

The construction of the Bridge provided a permanent and safe crossing point of the Coal River on the route to the east coast, and later Tasman Peninsula. The combination of agricultural development, increased population and concentration of people crossing the Coal River at this point encouraged the establishment of the Richmond township. Early development focussed on providing military and penal services. In time, commercial, residential and civic infrastructure developed and the town became a major population and service centre in the early colony.

Other settlements such as Hobart, York Town, Launceston, New Norfolk, George Town, Pontville and Macquarie Harbour were established at an earlier date than Richmond. Nigel Lewis *et al.* note that Richmond's main development period occurred between initial settlement and the early 1840s. What distinguishes Richmond from many other early townships is its high level of intactness and ability to demonstrate its main period of historical development. Economic depression and later transport

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<sup>199</sup> Nigel Lewis *et al.*, *op. cit.*, pp.88-89

bypasses removed the town from later widespread development pressures. This has had the fortunate effect of conserving the townscape setting, street pattern, historic buildings and hierarchy of building forms.<sup>200</sup>

An important element of Richmond's development was the retention of public access to the riverbanks. As early as 1824, plans were made to reserve large areas of land on both sides of the Coal River. Although these plans did not eventuate, during the twentieth century, areas of the riverbanks, particularly on the western bank were acquired by both State and Local Governments. This public acquisition of the land acknowledged the growing interest in the Richmond Bridge, and importantly, also created recreation areas.

Richmond emerged as one of the first Tasmanian towns to take an active role and interest in the conservation of their heritage, including the central role of the Bridge. As early as 1964, organisations were formed to protect the historical character of Richmond and guide its future development. The Richmond community continues to be deeply interested in the conservation of its heritage and the character of the town.

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<sup>200</sup> *ibid*, p.92

**Table 1 Statements of Historical Significance**

Level of Significance	Statement
<b>National</b>	<p>Formal assessment of the Richmond Bridge found that it did not meet the threshold for inclusion in the National Heritage List in respect of importance in the course, or pattern, of Australia's natural or cultural history.</p>
<b>State</b>	<p>The Richmond Bridge is Tasmania's, and Australia's oldest surviving large Bridge which retains a high degree of integrity and continues to serve its original function.</p> <p>The Bridge is an outstanding example of very early and substantial public works. The scale and permanency of the Bridge is important in demonstrating the resources available to the colonial administration for infrastructure projects prior to responsible Government in 1856.</p> <p>The Bridge is important in demonstrating the system of convict punishment through employment in public works. The scale of the Bridge is significant in demonstrating the pivotal role played by convict labour in the early development of the colony. Under hard working conditions, convicts quarried and carted the stone from Butcher's Hill, and were responsible for the construction of the Bridge.</p> <p>The Bridge demonstrates Governor Sorell's intention to develop the Pitt Water area by encouraging British settlement, and illustrates the importance of transport infrastructure to the development of the colony. The Bridge was constructed prior to the establishment of Richmond township and demonstrates some of the earliest settlement patterns of colonial Tasmania. Erected to provide a permanent, safe and easy crossing of the Coal River, the Bridge provided access to the East Coast and later the Tasman Peninsula.</p> <p>From its completion in 1825, the Richmond Bridge had the credit of having the longest span of Australia's bridges until 1836 with the construction of the Lansdowne Bridge in New South Wales.</p> <p>The Coal River Valley played a very important role in the early agricultural development of Tasmania. The area became known as the 'Granary of Australia', with grain being shipped directly via the Coal River. Industrial development soon followed with the construction of mills on the riverbanks. Mill House on the east bank of the River demonstrates this historical activity.</p> <p>During the twentieth century, the Richmond Bridge acquired the status of a heritage icon. In conjunction with its setting and the township, the Bridge provides an immediate sense of antiquity with its distinctive multiple arches, rubble construction and undulating outline making the structure readily identifiable.</p>
<b>Local</b>	<p>The Richmond Bridge is an integral township element. The general location of the Richmond Bridge was a crossing point of the Coal River prior to the construction of the Bridge. With the construction of the Bridge, travellers to the East Coast, and later Tasman Peninsula converged on this crossing point, encouraging the establishment of the Richmond township.</p> <p>The Coal River formed an important source of water for people, stock and agriculture, encouraging the early grants of land in the district. The Bridge was the first structure in the town, followed by significant civic infrastructure such as the Gaol and Court House. In time, Richmond became an important</p>

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Level of Significance	Statement
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population centre in early colonial Tasmania, developing into a substantial service and supply town.

The crossing point of the Coal River at this location influenced the layout of the town. The 1824 town plan indicates this proposed suburban development, and importantly, early attempts at providing public access to the River. Although the 1824 plan did not eventuate as originally envisaged, public access to the riverbanks became increasingly important during the twentieth century, in response to the growing interest in the Bridge. A combination of Crown Land and Local Government purchases created a significant passive recreation area. The formation of tracks, tree plantings and the construction of the Gatty Dam to create a southern pedestrian crossing point and swimming hole demonstrates local interest in the Richmond Bridge and its setting.

Richmond emerged as one of the first Tasmanian towns to take an active role and interest in the conservation of their heritage, including the central role of the Bridge. As early as 1964, organisations were formed to protect the historical character of Richmond and guide its future development. The Richmond community continues to be deeply interested in the conservation of its heritage and the character of the town.

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## 5.6 Assessment of Rarity

The *HCH Act 1995* provides that a place may be entered in the Tasmanian Heritage Register where it demonstrates rare, uncommon or endangered aspects of Tasmania's heritage.

Rarity can be used to consider most criteria. However the *HCH Act 1995* also specifies it as a separate criterion, relating to rare or uncommon aspects of Tasmania's heritage. What is important though, is that the rarity relates to a heritage value.

With regard to the Richmond Bridge, factors to consider include the age, design, materials or form of the Bridge in demonstrating an uncommon aspect of Tasmania's heritage. The Bridge may have been rare at the time of construction, or may have become rare, as other similar structures have been lost.

The mechanism for considering rarity is by comparison. Making comparisons between heritage places is a useful way to develop a statement of significance, and to determine a level of significance. In undertaking this process, it is important to compare like with like, by identifying those elements of significance which can be compared.<sup>201</sup>

As noted above, the earliest Tasmanian bridges were poorly constructed and temporary crossings. The resources available to the colonial administration allowed for these temporary bridges to be replaced by permanent stone or brick structures. By comparison, Tasmania maintains the largest number of pre-1860 bridges in Australia. The specific rarity values of the Richmond Bridge relates to:

- ▶ Its earliness as Tasmania's and Australia's oldest surviving Bridge with a high level of integrity that continues to serve its original function;
- ▶ The distinction of having the longest bridge span for a period of eleven years; and
- ▶ Its method and material of construction.

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<sup>201</sup> Making Comparisons, [http://www.heritage.nsw.gov.au/10\\_subnav\\_03.htm](http://www.heritage.nsw.gov.au/10_subnav_03.htm) accessed 13 August 2007

Beyond the Bridge, the setting demonstrates important values as a rare surviving example of an early Australian colonial town. As noted above, Richmond experienced a short period of development and prominence. Relatively little subsequent development has resulted in a high number of heritage places being retained within the town. As noted in the 2001 *Richmond Cultural Resource Management Plan*, out of a total of 323 buildings in Richmond, nearly a third of have heritage standing. Shield notes that the built fabric and sense of place reflects the British colonial influence with architectural style, character, scale, siting and planning similar to that of English villages. Buildings demonstrate a consistent application of simple Georgian architecture providing a sense of cohesion. Further, the retention of the rural setting and hills above reinforces the historic context.<sup>202</sup>

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<sup>202</sup> Michael Shield & Associates, *op. cit.*, pp.6, 12

**Table 2 Statements of Rarity Significance**

<b>Level of Significance</b>	<b>Statement</b>
<b>National</b>	Richmond Bridge, built by convict labour in 1823 to 1825, is the oldest, surviving, large, stone arch bridge in Australia with a high degree of integrity.
<b>State</b>	<p>The Richmond Bridge is a rare example of an early nineteenth century large stone arch bridge. Richmond Bridge is Tasmania's oldest bridge which retains a high degree of integrity and continues to serve its original purpose. For a period of eleven years, the Richmond Bridge had the longest span of any of Australia's bridges.</p> <p>Masonry bridges constructed prior to 1856 are comparatively rare in Tasmania. Throughout Australia, bridges constructed prior to 1860 are very rare. Tasmania's first bridges were rough timber structures. Later, the resources available to the colonial administration allowed for the construction of large-scale bridges in permanent materials such as stone and brick. Following responsible government in 1856, resources became limited and timber again became the common construction material until the twentieth century.</p> <p>The construction method of the Richmond Bridge is also a significant and rare aspect. The rubble stone of the Richmond Bridge drew on vernacular traditions practised in England and Europe during the preceding centuries. The settlement of the piers shortly after construction gave the Bridge an almost immediate sense of age. In contrast, the Ross and Campbell Town Bridges are notable for their refined engineering design, constructed from crisp ashlar sandstone and regular bricks.</p>
<b>Local</b>	<p>The Richmond Bridge within its setting is a rare surviving example of an early Australian colonial town. The Bridge preceded the establishment of Richmond. The development of agriculture, increased population and concentration of people travelling via the Richmond Bridge encouraged the development of Richmond as an important penal, population and municipal centre, whilst acting as a regional supply and service centre for the surrounding agricultural districts. Several mills were established on the banks of the River. This growth ceased in the late nineteenth century.</p> <p>The town retains great unity in the high number of historic places, common construction period, and consistent use of building materials in the local sandstone. The town plan was laid out in 1824, dictated by the location of the Bridge. During this early period of development, Richmond developed its current structure and form.</p>

## 5.7 Assessment of Research Potential

The *HCH Act 1995* provides that a place may be entered in the Tasmanian Heritage Register where it has potential to yield information that will contribute to an understanding of Tasmania's heritage.

The *Illustrated Burra Charter* notes that this value will depend on the importance of the data involved, on its rarity, quality or representativeness, and the potential to contribute further substantial information about the place itself or a type or class of place.<sup>203</sup>

<sup>203</sup> Marquis-Kyle, Walker, *op. cit.*, p.80

With regards to the significance of archaeological sites, the New South Wales Heritage Office considers the primary significance values are:

- ▶ Historic significance
- ▶ Aesthetic significance
- ▶ Social significance
- ▶ Research significance

In turn, the degree of significance is supported by assessing the representativeness and rarity of the place. Most often, the significance of an archaeological site is assessed for its research potential. That is, the ability of the place to contribute information about the history, development and use of an area through the analysis of the archaeological data of the site.<sup>204</sup>

The assessment of the research potential of the Richmond Bridge and its setting is considered for two reasons. Firstly, is the ability of the Bridge to provide new information on early Bridge design, construction and engineering. Secondly, it is considered that the setting of the Bridge has historic archaeological potential.

The archaeological significance of the Richmond Bridge and its setting has not previously been considered. A specific policy recommendation has been made on this matter. At present, the following factors are considered relevant to the archaeological significance of the place:

- ▶ The potential for evidence of the early fords across the Coal River;
- ▶ The industrial flour milling activities on the riverbanks with associated infrastructure such as dams and water races.

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<sup>204</sup> NSW Heritage Office, *Review of Historical Archaeology Planning Systems and Practice In New South Wales*, NSW Heritage Office, 1999, pp.26-32

**Table 3 Statements of Research Potential**

<b>Level of Significance</b>	<b>Statement</b>
<b>National</b>	Formal assessment of the Richmond Bridge found that it did not meet the threshold for inclusion in the National Heritage List in respect of its potential to yield information that will contribute to an understanding of Australia's natural or cultural history.
<b>State</b>	<p>Both the Richmond Bridge and its setting have potential to yield information that will contribute to an understanding of Tasmania's heritage. The Bridge has research potential because of its high degree of integrity and ability to provide important information from its key historical period, principally, from its completion in 1825, to the addition of the cutwaters in 1884.</p> <p>From an engineering perspective, the Bridge offers insight into very early bridge design and construction methods in Tasmania. The continued operations of the Bridge and changing conditions in vehicles and water flow provides an opportunity to understand structural stability, and hydraulic and structural stresses.</p> <p>The setting of the Bridge also has research potential into the early uses of the Coal River and riverbanks. It is known that several fords were previously constructed, and these have archaeological potential to provide new information on the earliest European crossing points of the Coal River.</p> <p>Flour milling has also figured prominently on the riverbanks. The construction of mills with associated water races and dams has archaeological potential to provide new information on important industrial activities.</p>
<b>Local</b>	At a broader township level, Richmond offers the potential to understand the establishment and development of a Tasmanian town to the mid nineteenth century. The lack of subsequent wide scale development provides the town with a higher level of integrity and ability to provide new, significant information on the early operations of Richmond as a penal, administrative and service centre of regional importance.

## 5.8 Assessment of Representativeness

The *HCH Act 1995* provides that a place may be entered in the Tasmanian Heritage Register where it is important as a representative in demonstrating the characteristics of a broader class of cultural places.

Like rarity, representativeness can be used to consider most criteria. However the *HCH Act 1995* also specifies it as a separate criterion. What is important though, is that the representativeness relates to a heritage value.

In assessing representativeness, the intactness of the place should be considered. Matters such as the authenticity of the design, materials, workmanship and setting are important factors to assist in determining whether a place can demonstrate the principal characteristics of a class of cultural places. Furthermore, the class of place and principal characteristics, or qualities of the place should be defined.<sup>205</sup>

<sup>205</sup> Queensland Heritage Council, *Entering Houses in the Queensland Heritage Register*, 2005

With regard to the Richmond Bridge and its setting, the representativeness is considered in two areas. Firstly, is the ability of the Bridge to demonstrate common characteristics of early public bridge infrastructure. The Richmond Bridge has a high level of intactness, with the last substantial works occurring in 1884. The design, materials, workmanship and setting are considered to be predominantly authentic, therefore demonstrating the significant historical period of development.

As a class of places, the Richmond Bridge can be compared to other nineteenth century Tasmanian road bridges constructed from permanent materials. This class includes bridges like:

- ▶ The ashlar sandstone Ross Bridge;
- ▶ The ashlar sandstone Tacky Creek Bridge, north of Ross;
- ▶ The red brick Campbell Town Bridge;
- ▶ The ashlar sandstone Lovely Banks Bridge;
- ▶ The stone fill Spiky Bridge culvert, Swansea;
- ▶ The ashlar sandstone Risdon Bridge; and
- ▶ The random rubble Strathroy Bridge at Franklin Village.

These bridges share the common characteristics of being constructed from permanent materials, erected by a convict workforce and most continuing to function for their original transport process. The bridges vary from small structures that may be considered culverts, to large multi-span structures. Stone was the preferred material for these bridges, with brick being used less often. The arch form also figures prominently. These early bridges also demonstrate structural defects, notably the absence of solid quicklime mortars. For example, the use of site soil as stone bedding at Richmond has resulted in the undermining of the piers and entry of water. Strathroy Bridge is the exception to this, where proper quicklime mortar was used.

Secondly, at a macro level, Richmond is important in demonstrating the principal characteristics of an important regional centre to the mid nineteenth century. These characteristics include:

- ▶ The centrality of the Bridge within the town and broader Coal River Valley;
- ▶ The 1824 township plan which established with a grid of streets and regularised subsequent development;
- ▶ The establishment of Richmond as a Police District with the construction of associated civic buildings including the Gaol, courthouse, barracks and watch house; and
- ▶ The later residential development, within the urban setting with consistency in simple building forms, setback, materials and roof pitch.

The large number of historic buildings, streetscapes and other elements combine to form an authentic townscape of essential heritage value. The Richmond Bridge and Coal River are central to these characteristics.

**Table 4 Statements of Representativeness**

<b>Level of Significance</b>	<b>Statement</b>
<b>National</b>	<p>Formal assessment of the Richmond Bridge found that it did not meet the threshold for inclusion in the National Heritage List in respect of its importance in demonstrating the principal characteristics of a class of Australia's natural or cultural places.</p>
<b>State</b>	<p>The Richmond Bridge is representative of the large-scale public infrastructure developed in Tasmania during the early colonial period. These Bridges share common characteristics of being built in permanent materials, located on what were then major strategic road transport routes, and mostly share common construction problems related to foundation works.</p> <p>With a readily available convict workforce, the Royal Engineers were able to design, supervise and construct significant civic infrastructure throughout the colony, including the Richmond Bridge. Specifically, the Bridge demonstrates Major Thomas Bell's professional approach to bridge design and construction. Despite the settling of the piers, the Richmond Bridge continues to operate for its original purpose of a road bridge, subject to greater traffic pressures.</p>
<b>Local</b>	<p>The Richmond Bridge and setting forms a focal point for the Richmond township. The Bridge exists within a townscape setting and the broader Coal River Valley. In combination, these elements create a landscape and townscape setting of essential heritage value of generally demonstrating development to the mid nineteenth century.</p> <p>The combination of street pattern, consistent building forms and mature plantings create a highly intact, representative example of an important rural centre to the mid nineteenth century.</p> <p>The topography, access to water at the Coal River and crossing point dictated the layout of Richmond. As early as 1824 a township plan was established with a grid of streets to regularise subsequent development.</p> <p>Operating as a Police District, Richmond developed the infrastructure and buildings related to a convict station and military post. The Gaol, courthouse, barracks and watch house were some of the first buildings. Churches soon followed, and their prominent form and location provided vertical focal points. Housing developed within this urban setting with consistency in simple building forms, setback, materials and roof pitch. Low scale elements such as the cemeteries were located in visually prominent positions. The importance of Richmond as a regional centre was short lived. As a consequence, the town retains many nineteenth century buildings and places.</p> <p>The broader landscape is also important in representing agricultural development to the mid nineteenth century. Early settlers commented on the sparsely covered nature of the Coal River Valley, making the location ideal for settlement and agricultural development. This landscape element continues to be highly evident and complements the historic township.</p>

## 5.9 Assessment of Creative or Technical Achievement

The *HCH Act 1995* provides that a place may be entered in the Tasmanian Heritage Register where it is important in demonstrating a high degree of creative or technical achievement. The *Illustrated Burra Charter* notes that in some jurisdictions, creative or technical achievement may be a component of aesthetic significance of the place.

Bridges can demonstrate technical achievement through innovative technology and the use of materials. The development of bridge engineering can be demonstrated through their design; methods of construction and maintenance; use of materials; and their association with the people who designed, constructed and maintained the bridge. Technological development in bridges can also reflect changes in modes of transport, and sometimes is also related to political and economic factors. Bridges can also demonstrate creativity in their aesthetic values, for example having noteworthy proportions, or being located in a visually appealing setting.<sup>206</sup> The aesthetic values of the Richmond Bridge and its setting is separately addressed.

The intactness of the Richmond Bridge is also an important factor in considering its technical achievement. The authenticity of the design, materials and workmanship are important in determining whether the Bridge can demonstrate its technical achievement. The following relevant factors have been considered:

- ▶ The form, material and construction method of the Bridge;
- ▶ The technical achievement in being the first multiple arched bridge to be constructed with the piers in the river itself; and
- ▶ The ongoing functioning of the Bridge for its original purpose demonstrating the skill of the designer and those who constructed the bridge.

With regards to the setting of the Bridge, the creative achievement of the riverbank setting has been considered. The landscape of the riverbanks can be characterised by their informality in the arrangement of trees, paths and open spaces. Although greatly complementing the rural nature of the place, this informality is not considered to demonstrate a particular creative achievement.

The factor that more clearly demonstrates a creative achievement is the continued effort to reserve riverbank land for public access. Scott's 1824 plan of Richmond created the regular grid layout for the urban development of the town. It also reserved large areas of the east and west riverbanks below the Bridge. Private land acquisitions greatly curtailed this reservation. However, during the twentieth century, the combination of both State and local governments progressively acquired riverbank land, particularly on the west bank. This provided permanent public access to the riverbanks for a combination of recreational uses, as well as locations from which to appreciate the Bridge.

In this sense, the creative achievement is considered to be the innovative urban planning first envisaged by Scott. Scott's 1824 plan of providing public access to the riverbanks demonstrates a creative approach to providing public spaces. It is also a very early example of such planning, particularly within a rural context. These plans were not properly realised until the twentieth century.

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<sup>206</sup> McGee, *op. cit.*, pp.4, 6-11

**Table 5 Statements of Creative of Technical Achievement**

<b>Level of Significance</b>	<b>Statement</b>
<b>National</b>	Formal assessment of the Richmond Bridge found that it did not meet the threshold for inclusion in the National Heritage List in respect of its importance in demonstrating a high degree of creative or technical achievement at a particular period.
<b>State</b>	<p>The Richmond Bridge demonstrates a high degree of technical achievement in Tasmanian bridge design and construction. Masonry bridges formed the only means of permanent bridge construction until surpassed by steel.</p> <p>The Richmond Bridge was the first multiple arched bridge to be constructed in Tasmania and the first with the piers actually founded in the river itself. The Bridge retains a high level of integrity, with the last major alteration occurring in 1884 with the installation of the cutwaters. Using the ancient method of rubble construction, the Richmond Bridge is important in demonstrating the skills of its designer, Major Thomas Bell's professional approach to bridge design and construction, and the skill and workmanship of the convict workforce in its construction.</p> <p>The continued operation of the Bridge since 1825 demonstrates the technical achievement of the design and construction.</p>
<b>Local</b>	<p>The riverbank setting of the Richmond Bridge is important for its creative achievement. Reserved public access to the riverbanks was envisaged as early as 1824 although was curtailed by private land acquisition and industrial activity. These early attempts at land reservation demonstrate early, and innovative urban planning.</p> <p>The progressive acquisition of the riverbank land by both State and Local Governments, particularly on the west bank created permanent public access to the riverbanks for a combination of recreational uses, as well as locations from which to appreciate the Bridge.</p>

## 5.10 Assessment of Community Significance

The *HCH Act 1995* provides that a place may be entered in the Tasmanian Heritage Register where it has strong or special meaning for any group or community because of social, cultural or spiritual associations.

The *Illustrated Burra Charter* notes that social value embraces the qualities for which a place is associated with the community or cultural group and the social, political or other cultural meanings that the place signifies to the group.<sup>207</sup>

The spiritual value of a place may also be part of its social value. This embraces the non-material qualities evoked by a place and for which it has traditional meaning in the spiritual belief system, knowledge, art and practices of a cultural group. It may derive from the intensity of aesthetic or social values and the physical values that inspire an overwhelming spontaneous response in people, evoking or broadening their understanding and respect of life.<sup>208</sup>

<sup>207</sup> Marquis-Kyle, Walker, *op. cit.*, p.80

<sup>208</sup> *Ibid*, p.80

Bridges may have particular community value. As noted by McGee, bridges may be significant to the community because of the history of the site, the use of the Bridge, the beauty of the structure, or the combination of the design with its setting. Sometimes, the historical crossing point may be valued by the community, and in certain circumstances, the community may closely associate itself with the Bridge site.

During September 2009, the Draft Conservation Management Plan was made available to the general community. Feedback was sought on the values of the Bridge and the adequacy of the plan to assist in its ongoing conservation.

The community feedback was considered in the review of the Conservation Management Plan. The comments received highlighted the importance of the Bridge for a range of reasons. This included:

- ▶ Being Australia's oldest bridge still serving its original function;
- ▶ The importance of the Bridge as an iconic and beautiful place, central to Richmond and a key tourism drawcard;
- ▶ The importance of the Bridge as part of the social fabric of Richmond.

Members of the community also expressed a number of concerns. This includes the risks of damage to the bridge from vehicles, flood management and the importance of managing the heritage values of Richmond as the broader setting of the Bridge.

As part of the preparation of the 1997 Conservation Plan, Nigel Lewis conducted a series of workshops to identify the ways in which the local community values the Bridge and broader setting. These workshops included community representatives, members of the Richmond Advisory Committee, and former and present members of Council. In summary, the community expressed value for the following areas:

- ▶ The Richmond Bridge is the most important structure in the town. It provides residents with a sense of distinction and special sense of identity;
- ▶ Pride was expressed that the Bridge is an icon of the Tasmanian tourism industry. However, concern was also expressed that short visits to the Bridge and Richmond on the way to other destinations degraded the full importance of the place;
- ▶ It was important that the Bridge continue to be used for its original purpose. However, concern was expressed on the impact of vehicles on the Bridge, both structurally, but also the impact on the ability to appreciate the Bridge;
- ▶ A northern heavy vehicle by-pass was supported;
- ▶ Concern was expressed about changes to the riverbanks, such as the growth of weeds and trees, and the risk of willows causing damage to the Bridge in times of flood;
- ▶ The riverbanks were valued as a place of recreation and picnicking;
- ▶ A range of viewing points of the Bridge was required;
- ▶ Concern was expressed that the visitor facilities on the south west bank (car park, shelters, barbeques) were not fully utilised;
- ▶ A sense of loss was felt because the river no longer served recreational functions as a swimming hole;
- ▶ The growth of willows on the riverbanks was of concern because of the loss of vantage points for viewing the Bridge;

- ▶ There was general support for the conservation of Richmond and the Bridge environs;
- ▶ The cemeteries were identified as important for their historical and visual relationship with the river;
- ▶ The community wanted advice on perceived visitor impacts, and how this could be improved; and
- ▶ Mixed views were expressed on the amalgamation of the Richmond and Clarence Councils.<sup>209</sup>

**Table 6 Statements of Community Significance**

Level of Significance	Statement
<b>National</b>	Formal assessment of the Richmond Bridge found that it did not meet the threshold for inclusion in the National Heritage List in respect of its strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.
<b>State</b>	The Richmond Bridge is an iconic place. The Bridge within its riverbank setting and the historic Richmond township form a landscape that is appreciated and valued by locals and visitors alike. The Bridge has formed an integral destination of cultural tourism and promotion since the mid-twentieth century, and is readily identified as Australia's oldest bridge. The rusticated form of the rubble construction, undulating outline of the parapet, and St John's Church located on a rise in the background create an historic and aesthetically beautiful landscape readily appreciated by visitors. The social value of the place is also demonstrated by visitation to the Bridge and use of the riverbanks as vantage points for viewing the Bridge as well as for passive recreation.
<b>Local</b>	<p>The Bridge is a special place for the people of Richmond. The local community identify the Bridge as the most important structure in their historic town, providing a sense of identity and distinction from other rural communities. Although noting concerns with the impacts of tourism, the Richmond community has expressed pride in the Bridge being an icon of Tasmania and the role it plays in the tourism industry. The riverbank areas also provide locals with a readily accessible recreation area. Historically, the river was used for swimming.</p> <p>The Richmond community also has a long and involved interest in the conservation of the heritage of their town. An indicator of the community's regard for the Bridge is their concern for its ongoing conservation. Issues such as structural capacity, the impact of vehicles on the character of the place, and the sense of loss caused by vehicular damage to the Bridge demonstrates that the Bridge has strong and special meaning to the people of Richmond.</p>

## 5.11 Assessment of Associative Significance

The *HCH Act 1995* provides that a place may be entered in the Tasmanian Heritage Register where it has a special association with the life or work of a person, a group or an organisation that was important in Tasmania's history.

In assessing associative significance, three factors have been considered:

<sup>209</sup> Nigel Lewis *et. al.*, *op. cit.*, pp.96-97

1. The importance of the individual, group or organisation to Tasmania's history, either within the context of the State or region;
2. The nature or extent of the association. For example, their role in the design, construction, maintenance of the Richmond Bridge; and
3. The extent to which the place demonstrates that association.

The Richmond Bridge and its setting is associated with a range of individuals who have played a variety of roles in Tasmania's history. The degree of association varies. However, based on the research undertaken for the development of this Conservation Management Plan, the following individuals are considered noteworthy:

*For their important role in early Tasmanian history:*

- ▶ David Lord;
- ▶ Lieutenant-Governor Sorell;
- ▶ As a group, the convict workforce responsible for the construction of the Bridge;
- ▶ Lieutenant-Governor Arthur;
- ▶ Major Thomas Bell;
- ▶ David Lambe;
- ▶ William Wilson;
- ▶ John Lee Archer;<sup>210</sup>

*For their important role during the twentieth century:*

- ▶ John Eldershaw;
- ▶ Jim Gatty; and
- ▶ Warden Grice

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<sup>210</sup> *Ibid*, p.99

**Table 7 Statements of Associative Significance**

<b>Level of Significance</b>	<b>Statement</b>
<b>National</b>	<p>Formal assessment of the Richmond Bridge found that it did not meet the threshold for inclusion in the National Heritage List in respect of its special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.</p>
<b>State</b>	<p>The Richmond Bridge is associated with a range of individuals and groups whose lives and work was important in Tasmania's history. The Bridge was recommended by Commissioner Bigge as part of his investigations into the state of colonial agriculture. Bigge's work was important to the development of Van Diemen's Land, including the recommendation that the island be granted separation from New South Wales.</p> <p>The land on which Richmond was established was originally granted to Lieutenant-Governor Sorell. Sorell's term of office included many achievements, including the restoration of law and order, and the encouragement of British settlement and the development of agriculture and pastoralism. Sorell recognised the importance of transport infrastructure and directed the construction of a permanent crossing of the Coal River as a means of providing access to the East Coast of Tasmania.</p> <p>It is likely that the design of the Richmond Bridge was undertaken by William Wilson, Superintendent of Stonemasons, and de facto Colonial Architect prior to the appointment of David Lambe. Wilson was acknowledged as a fine stonemason and he is known to have been involved the construction of early buildings including the original Scots Church in Bathurst Street, a brewery in Davey Street, and the original court house.</p> <p>The works were overseen by Major Thomas Bell, Acting Engineer and Inspector of Public Works. Bell was responsible for public buildings in Hobart, and highly significant roads in the Southern Midlands. He was also responsible for the completion of the Wellington Bridge, Hobart, construction of the sandstone causeway to Hunter Island and a new brick bridge across the Hobart Rivulet in Argyle Street.</p> <p>The hard physical labour necessary for the quarrying and carting of the stone and then the construction of the Bridge is indicative of the working conditions of the convict workforce responsible for the construction of the Richmond Bridge. The scale of the Bridge is significant in demonstrating the pivotal role played by convict labour in the early development of the colony.</p> <p>Following Sorell's replacement by Lieutenant-Governor Arthur, the supervision of the completion of the Bridge was undertaken by Colonial Architect, David Lambe. Lambe was responsible for several notable works including the nave of St John's Church at Launceston, St Matthew's Church at New Norfolk, the church and parsonage at Sorell.</p> <p>Soon after its completion, the Richmond Bridge required major stabilisation. Civil Engineer and Architect, John Lee Archer carried out these works in 1829. Archer is widely acknowledged as one of Tasmania's most important architects during the nineteenth century. For a period he was responsible for the design of all government buildings, including those for penal and military purposes. Buildings designed by Archer include Parliament House (former Customs House), the Public Offices, the Ordnance Stores and numerous churches. His engineering achievements include the Ross Bridge, plans for improvements to Sullivan's Cove and designs for the Bridgewater</p>

Level of Significance	Statement
<b>Local</b>	<p data-bbox="536 387 671 421">Causeway.</p> <p data-bbox="536 439 1430 562">The oral history conducted as part of the <i>Richmond Cultural Resource Management Plan</i> highlighted the many community figures associated with the development of Richmond who made valuable contributions to their community.</p> <p data-bbox="536 580 1430 792">Individuals of particular note include David Lord. The land on which Richmond was established was part of property owned by David Lord. His acquisition, and later exchange of this land is acknowledged as highly irregular and demonstrates of the misuse of land grants. Lord was a major landholder in early Tasmania and was said in 1827 to be the richest man in the colony. He was one of the founding subscribers of the Van Diemen's Land Bank in 1823 and took an active interest in Church affairs.</p> <p data-bbox="536 810 1449 960">In the 1920s, artist John Eldershaw acquired the Mill House adjacent to the Bridge which he converted to a residence. Eldershaw appears to have played an important role in the centenary celebrations for the Bridge in 1923. Eldershaw developed extensive landscaping of the setting of the Bridge on the eastern riverbank.</p> <p data-bbox="536 978 1437 1196">The setting of the Bridge also has a special association with the work of the former Richmond Council in acquiring land on the riverbanks for public purposes creating important recreational spaces for locals and visitors alike. At the southern end of the River, the Council constructed the Gatty Dam, creating a swimming pool and named in honour of long serving Council Clerk, Jim Gatty. The connecting footbridge was named in honour of the Warden of the day, Mr Grice.</p>

## 5.12 Assessment of Aesthetic Significance

The *HCH Act 1995* does not currently include aesthetic significance, although its inclusion has been recommended as part of the Tasmanian Heritage Act Review. The aesthetic significance of the Richmond Bridge and setting is widely acknowledged, including on the National Heritage List.

The *Illustrated Burra Charter* defines aesthetic significance as including aspects of sensory perception (sight, touch, sound, taste and smell) for which criteria can and should be stated. These criteria may include consideration of the form, scale, colour, texture, and materials of the fabric; and the smells and sounds associated with the place and its use.<sup>211</sup>

Aesthetic significance is considered to be inclusive of views and vistas, and the form and layout and groupings of relations between different elements. Aesthetic significance may also be evident in design qualities of some landscapes, or for scenic beauty.

The Richmond Bridge has been included in the National Heritage List against criterion (e.) aesthetic characteristics. This recognises the widely appreciated aesthetic values of the Bridge; the tourism status of the Bridge; and being a source of inspiration for artists.

The cultural landscape and visual assessment has been crucial for understanding the aesthetic significance of the Richmond Bridge and its setting. Through this process, the various factors of the aesthetic significance of the place have been identified. This includes:

<sup>211</sup> Marquis-Kyle, Walker, *op. cit.*, p.80

- ▶ The built form of the Bridge;
- ▶ The position of the Bridge within the landscape;
- ▶ The views of the Bridge;
- ▶ The views available from the Bridge;
- ▶ The vegetated landscape;
- ▶ The visual qualities of the Coal River;
- ▶ The relationship between the Bridge, Coal River and the broader townscape and valley landscape;  
and
- ▶ The visual beauty of the Bridge and landscape as depicted by artists and writers.

**Table 8 Statements of Aesthetic Significance**

<b>Level of Significance</b>	<b>Statement</b>
<b>National</b>	<p>The aesthetic significance of Richmond Bridge is appreciated locally, within Tasmania and nationally. Its picturesque image has been used widely in national and international tourism promotions since the 1920s and has inspired the work of major Australian artists.</p>
<b>State</b>	<p>The Richmond Bridge and its setting has high aesthetic significance. The form of the Bridge has an obvious sense of antiquity. This sense of age is heightened by various factors. The multiple arches of the Richmond Bridge with their varying heights, have strong reference to British and European bridges of the previous centuries which utilise the simple and ancient form of the rounded arch. The Bridge has a vernacular, rustic quality, being constructed from rubble stone that was locally sourced. The irregularity of the stone in size and colour, and its subsequent weathering provides the Bridge with textural qualities and visual variations. The settlement of the Bridge piers has also provided an asymmetrical and irregular outline to the parapet which emphasises its age.</p> <p>The Richmond Bridge is a prominent visual landmark within the landscape. Landmark views are available from the low points of the riverbanks towards the Bridge. Views of St John's Church from between the Bridge arches have become iconic heritage images. The topography, native and introduced vegetation, and built elements combine to create a distinctive visual record of past human behaviour. Located at a narrow point of the Coal River and between the two escarpments, the Bridge rises to a height above the water making it the dominant visual element within its immediate environment.</p> <p>The relationship between the built form of the Bridge, topography, Coal River and vegetation, combine to form a view of great scenic beauty. The immediate setting of the Bridge is a linear landscape with a strong north-south axis provided by the Coal River. The escarpments rise above the riverbanks providing a sense of enclosure and focus of views. The relatively long straight sections of the River above and below the Bridge allow for extended views and reflections of the Bridge and plantings on the water. Likewise the Bridge reflects light movement from the water. Vegetation forms an important visual component. At the river level are native reeds and rushes, and on the riverbanks are numerous mature exotic trees. Both individually and in combination, these plantings provide varying form, scale, colour and texture. The landscape is also seasonal. The deciduous trees provide variation in light and shade, and both conceal and reveal views. The riverbanks have an informal landscape quality that complements the rural nature of the setting.</p> <p>The picturesque qualities of the Richmond Bridge and its setting has long been recognised. Struck by both the beauty and historical qualities of the scene, the Bridge has long been a source of inspiration for artists and writers. Visual depictions of the Bridge, most prominently from the south west bank looking towards St John's are readily identifiable and emblematic of Tasmania's heritage.</p>

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<b>Level of Significance</b>	<b>Statement</b>
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<b>Local</b>	<p>The Richmond Bridge, and its location within its river setting have important visual relationships with the surrounding town and broader Coal River Valley landscape. Located at a low point in the valley, the escarpment rises on both sides. To the east are St John's Church and cemetery and the St Luke's cemetery, providing historical vistas and focal points with the church spire and the mature native Blue Gums. The town centre is located on a rise on the west bank. The concentration of historic buildings from a similar period of construction, utilising local sandstone and simple, vernacular Georgian forms provide great architectural unity, creating an aesthetic character strongly reminiscent of Richmond's nineteenth century rural origins. The combination of built forms and the landscape has long been perceived as evocative of an English country town.</p> <p>Located at an elevation, broad views are available from the town of the Coal River surrounding rural countryside. The surrounding river valley is a rich cultural landscape, subject to very early European settlement and agricultural development. Flanking the valley are low, lightly covered hills.</p>
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### **5.13 Statement of Heritage Significance**

The Richmond Bridge and its setting is a place of exceptional heritage significance at National, State and Local levels. The Richmond Bridge is Tasmania's, and Australia's oldest surviving large bridge which retains a high degree of integrity and continues to serve its original function. At its completion in 1825, the Bridge had the record of having the longest span of Australia's bridges, a record held until 1836.

The Bridge is a significant representative example of public works erected by convict labour under the direction of the Royal Engineers. The Bridge is significant in demonstrating the pivotal role played by convict labour in the early development of the colony. The continued operation of the Bridge since 1825 for its original purpose also demonstrates the skills and technical achievement of bridge design and construction.

The Bridge is important in demonstrating the early development of Tasmania and the provision of transport infrastructure in response to the growing population and emerging agricultural industry by providing access to the east coast and later Tasman Peninsula.

The combination of increasing population, development of agriculture and construction of the Bridge resulted in travellers converging on the Richmond Bridge as a crossing point of the Coal River. In turn, this encouraged the establishment of the Richmond township as a significant rural service and supply centre. At first, town development focussed on civic and penal infrastructure, followed by residential growth.

The lack of subsequent development has resulted in Richmond being a rare surviving example of an early Australian colonial town. The town retains great unity in the high number of historic places, common construction period, and consistent use of building materials in the local sandstone, creating an aesthetic character strongly reminiscent of Richmond's nineteenth century rural origins.

The combination of the historical significance and high level of integrity provide the Bridge and its setting with research potential. The Bridge can contribute new, important information into very early bridge design and construction methods in Tasmania. The continued survival and operations of the Bridge provides an opportunity to understand structural stability, and hydraulic and structural stresses. Potential

evidence of the early fords and flour milling activities on the riverbanks also has archaeological significance requiring clarification. It is noted that further archaeological assessment of the place is required.

The Richmond Bridge and its setting has strong and special meaning to the community. The Bridge and its setting is appreciated by both visitors and locals alike. From the social values assessment, the local community identified the Bridge as the most important structure in their historic town, providing a sense of identity and distinction from other rural communities. The Richmond community also has a long and involved interest in the conservation of their heritage, including the central role of the Bridge.

Numerous notable individuals and groups are associated with the Richmond Bridge. This includes Commissioner Bigge who recommended the construction of the Bridge; David Lord on whose land the Bridge and town were established; Lieutenant-Governor Sorell who encouraged the British settlement of the colony and authorised the construction of the Bridge; William Wilson, Superintendent of Stonemasons who was likely to have designed the Bridge; Major Thomas Bell, of the Royal Engineers who oversaw its construction of the Bridge; the convict workforce that built the Bridge; David Lambe who supervised the completion of the Bridge; Civil Engineer and Architect, John Lee Archer who undertook major stabilisation works; the important artist John Eldershaw who was likely to have played a role in the centenary celebrations and popularisation of the Bridge; the former Richmond Council in acquiring riverbank land for recreational purposes; and Jim Gatty and Warden Grice who are commemorated in the naming of the dam across the River.

The Richmond Bridge is an iconic place. The Bridge and its setting is an important place for its aesthetic significance. The aesthetic values of the Bridge are appreciated locally, within Tasmania and nationally. Its picturesque image has been used widely in national and international tourism promotions since the 1920s and has inspired the work of major Australian artists, struck by both the beauty and historical qualities of the scene.

The Bridge has an obvious sense of age in its design, construction and form. The Bridge is a prominent visual landmark within a rich cultural landscape of natural topography, built elements and vegetation. In combination, these elements form a landscape of great scenic beauty.



## Management System for the Richmond Bridge

## 6. Management System for the Richmond Bridge

### 6.1 Introduction

The Richmond Bridge and its setting falls under a complex management regime at all levels of government. This management regime includes responsibility for the Bridge proper, the Coal River, the riverbanks and the town. As recognised in the National Heritage Management Principles, the management of National Heritage places should seek to integrate, where appropriate, any Commonwealth, State, and Local Government responsibilities for those places. Given the complexities of management for the Richmond Bridge and setting, opportunities to minimise duplication should be explored. The following section summarises the various responsibilities of each level of government.

### 6.2 Australian Government

Since 2003, the *Environment Protection and Biodiversity Conservation (EPBC) Act 1999 & 2003 (Heritage) Amendments* has had protective powers in relation to historic heritage that is regarded as having national level significance. The legislation provides for:

- ▶ A National Heritage List (a list of places of national heritage significance);
- ▶ A Commonwealth Heritage List (for significant heritage places that are Commonwealth owned or managed or are on Commonwealth land);
- ▶ The continuation of the Register of the National Estate (in modified form whereby no new places can be added to the Register); and
- ▶ The creation of an independent expert body, the Australian Heritage Council, to advise the Minister on the listing and protection of heritage places.

This legislation replaces and repeals the *Australian Heritage Commission Act 1975* which provided protection for places of National Estate significance, but only in relation to Commonwealth activities or activities which occur through an agreement with the Commonwealth.

#### 6.2.1 The National Heritage List

The Richmond Bridge was entered in the National Heritage List on 14 November 2005. The National Heritage List is Australia's list of places with outstanding heritage value to the nation, and inclusive of natural, Indigenous or historic values. Places may be entered in this list where they are of outstanding heritage value to the nation and meet one or more of the nine criteria for entry. The National Heritage List criteria are:

- (a) The place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history;
- (b) The place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history;
- (c) The place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history;
- (d) The place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:

- (i) a class of Australia's natural or cultural places; or
  - (ii) a class of Australia's natural or cultural environments;
- (e) The place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group;
- (f) The place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period;
- (g) The place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons;
- (h) The place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history; and
- (i) The place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.

The Richmond Bridge has been assessed as meeting two of the nine criteria, which are:

- (b) The place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history; and
- (e) The place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group;

Places that are entered in the National Heritage List are subject to the *EPBC Act 1999*. Actions affecting places entered in the National Heritage List are considered to be matters of National Environmental Significance.

### **6.2.2 Management Requirements**

The *EPBC Act 1999* creates provisions to ensure that the values of the listed place will be protected and conserved. The Act applies to the actions undertaken by: a constitutional corporation; the Commonwealth or a Commonwealth agency; or a person for the purposes of trade or commerce between Australia and another country, between States, between Territories, or between a State and a Territory. Given these limitations, the primary means of protecting the Bridge and setting is the *Historic Cultural Heritage Act 1995* (Tas).

An 'action' includes a project, a development, an undertaking, an activity, or series of activities, or an alteration to any of these things. This includes activities occurring both within a listed place, and those activities occurring outside the listed place that will have, or are likely to have a significant impact on the national heritage values of the place.

### **6.2.3 Determining if Approval is Required**

Where an action is likely to have a significant impact on a matter of national environmental significance, the approval of the Federal Minister for the Environment, Heritage and the Arts is required to undertake that action. The process for determining whether a proposed action requires formal assessment and approval under the *EPBC Act 1999* is called a 'referral'.

In making a decision, the Minister will classify the action into one of the following three categories:

- ▶ **Controlled Action:** Where the Minister decides that the action is likely to have a significant impact on a matter of national environmental significance, the action *will* require approval under Part 3 the *EPBC Act 1999*; or
- ▶ **Actions that are not Controlled:** Where the Minister decides that the action is not likely to have a significant impact on a matter of national environmental significance, the action *will not* require approval under the *EPBC Act 1999*; or
- ▶ **Particular Manner:** Where the Minister decides that the action is not likely to have a significant impact on a matter of national environmental significance and does not require approval under the *EPBC Act 1999*, because the action will be undertaken in a particular manner. To qualify for this category, the manner in which the action will occur cannot simply compensate for a significant impact. Rather it must directly avoid or mitigate physical impacts of the action.<sup>212</sup>

#### 6.2.4 Significant Impact Criteria

The Australian Government Department of the Environment, Water, Heritage and the Arts have prepared a policy document providing practical guidance on whether an action is likely to have an impact on a matter of national environmental significance. Ministerial approval will be required if there is a real chance or possibility that the action will result in:

- ▶ One or more of the National Heritage values to be lost;
- ▶ One or more of the National Heritage values to be degraded or damaged; or
- ▶ One or more of the National Heritage values to be notably altered, modified, obscured or diminished.<sup>213</sup>

Actions that may have a significant impact on historic cultural heritage values can:

- ▶ Involve the construction of buildings, roads or other structures, vegetation clearance, or other actions with substantial and/or long-term impacts on relevant values;
- ▶ Introduce noise, odours, pollutants or other intrusive elements with substantial and/or long-term impacts on relevant values;
- ▶ Permanently remove, destroy, damage or substantially alter the fabric<sup>214</sup> of a National Heritage place in a manner which is inconsistent with relevant values;
- ▶ Extend, renovate, refurbish or substantially alter a National Heritage place in a manner which is inconsistent with relevant values;
- ▶ Permanently remove, destroy, damage or substantially disturb archaeological deposits or artefacts in a National Heritage place;
- ▶ Involve activities in a National Heritage place with substantial and/or long-term impacts on its values;
- ▶ Involve the construction of buildings or other structures within, adjacent to, or within important sight lines of, a National Heritage place which are inconsistent with relevant values; and

<sup>212</sup> Macintosh, A, Kennedy, L, *EPBC Act: User's Guide*, (3<sup>rd</sup> edition), WWF-Australia and the Tasmanian Conservation Trust, Canberra, 2002, p.19

<sup>213</sup> Australian Government, Department of the Environment and Water Resources, *EPBC Act Policy Statement 1.1. Significant Impact Guidelines. Matters of National Environmental Significance*, May 2006, p.21

<sup>214</sup> 'fabric' means physical material including structural elements and other components, fixtures, fittings, contents and items with historic value.

- ▶ Make notable changes to the layout, spaces, form or species composition of a garden, landscape or setting of a National Heritage place in a manner which is inconsistent with relevant values.

Actions that may have a significant impact on other cultural heritage values can:

- ▶ Restrict or inhibit the continuing use of a National Heritage place as a cultural or ceremonial site causing its values to notably diminish over time;
- ▶ Permanently diminish the cultural value of a National Heritage place for a community or group to which its National Heritage values relate;
- ▶ Destroy or damage cultural or ceremonial, artefacts, features, or objects in a National Heritage place;
- ▶ Notably diminish the value of a National Heritage place in demonstrating creative or technical achievement.

As shown above, there is a broad range of actions which may have a significant impact on the values of the place. Significant impacts may include actions on a part, element, or feature of a National Heritage place which embodies, manifests, shows, or contributes to the values of that place.

Guidance is also provided on identifying those actions which would not be expected to have a significant impact on a matter of national environmental significance. With regards to the Richmond Bridge, this has primary relevance to urban development and local government considerations. The following matters can be considered in this category:

#### ***Relevant Urban Development Considerations***

- ▶ Repairing, maintaining, or making alterations to commercial and domestic buildings and properties would not be expected to have a significant impact on a matter of national environmental significance, unless the repairs, maintenance or alterations are being made to a National Heritage place and are inconsistent with the values of the property or place.
- ▶ Repairing and maintaining existing distribution infrastructure for utilities for power, water and sewage would not normally be expected to have a significant impact on a matter of national environmental significance, unless there is a substantial expansion or modification of these utilities.
- ▶ Establishing a new subdivision within or adjacent to a National Heritage place is likely to have a significant impact on the National heritage values of that property or place.
- ▶ Building a house in close proximity to a National Heritage place may have a significant impact on the values of the place, in particular where the place is located in a non-urban environment or where the proposed development would obstruct or detract from the viewing axes of the heritage place, where applicable.

#### ***Relevant Local Government Activities***

- ▶ Maintaining existing facilities such as visitor centres and roadside facilities would not be expected to have a significant impact on a matter of national environmental significance.
- ▶ Routine vegetation management to maintain existing roads in or adjacent to a National Heritage place would not normally be expected to have a significant impact on a matter of national environmental significance.<sup>215</sup>

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<sup>215</sup> Australian Government, EPBC Act Policy Statement 1.1. *op. cit.*, pp.21, 31-32

### 6.2.5 Approvals Process

Actions that are likely to have a significant impact on a matter of national environmental significance require approval under the *EPBC Act 1999*. A proposed action can be assessed using one of the following five assessment methods:

1. An accredited assessment;
2. An assessment on referral information (assessment undertaken solely on the information provided in the referral form);
3. An assessment on preliminary documentation (referral form and any other relevant material identified by the Minister as being necessary to adequately assess a proposed action);
4. An assessment by Environmental Impact Statement or Public Environment Report; or
5. An assessment by public inquiry.

The Minister is required to determine the application following the completion of the assessment. Decisions can be either to approve or not approve an application, or approval with conditions. Decisions are required to be made within 20-40 days, depending upon the assessment method adopted. The Minister must, in making a decision, take into account:

- ▶ Referral documentation;
- ▶ Community and stakeholder comment;
- ▶ Any relevant information available on the impacts of the action, and
- ▶ Relevant comments from other Australian Government and State and territory government ministers (such as information on social and economic factors).

The Australian Government may also take into account the environmental history of the individual or organisation proposing to take the action.<sup>216</sup>

### 6.2.6 Actions that may have a significant impact on the Richmond Bridge and Setting

The Tasmanian Government and Clarence City Council are responsible for the ownership and management of the Richmond Bridge and setting.

As discussed, the *EPBC Act 1999* applies to the actions undertaken by: a constitutional corporation; the Commonwealth or a Commonwealth agency; or a person for the purposes of trade or commerce between Australia and another country, between States, between Territories, or between a State and a Territory.

Because of these limitations, it will depend on who is proposing an action to determine whether approval under the *EPBC Act 1999* is required. Differences will exist if the action is proposed by the Tasmanian Government, the Clarence City Council, or a third party acting on behalf of the State or Local Government. In light of these complexities, it is important that the State and/or Local Government discuss with the Department of the Environment, Water, Heritage and the Arts any action that may impact the National Heritage values before that action is undertaken. The proponent has the onus of referring a proposal to the Department of the Environment, Water, Heritage and the Arts.

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<sup>216</sup> Australian Government, *A Guide to the EPBC Act*, 2007, p.6

In assessing a proposed action, consideration will be given to whether it will have, or is likely to have a significant impact on the national heritage values of the Richmond Bridge. The National Heritage Values for the Richmond Bridge are:

**Criterion (b) Rarity:** Richmond Bridge, built by convict labour in 1823 to 1825, is the oldest, surviving, large, stone arch Bridge in Australia with a high degree of integrity.

**Criterion (e) Aesthetic characteristics:** The aesthetic significance of Richmond Bridge is appreciated locally, within Tasmania and nationally. Its picturesque image has been used widely in national and international tourism promotions since the 1920s and has inspired the work of major Australian artists.

These values are wide in their description, referring to:

- ▶ The historical value of being the oldest bridge;
- ▶ Being constructed by convict labour;
- ▶ Having a high degree of integrity;
- ▶ Aesthetic values that are widely appreciated;
- ▶ Being an iconic tourism place; and
- ▶ Being a source of inspiration for artists.

Given the breadth of these values, there are a variety of actions that may potentially have an impact on the Richmond Bridge and its setting. The Conservation Policies recommended in Section 7 of this report do not anticipate a substantial amount of works or development occurring at the place. Rather, they largely refer to ongoing maintenance requirements to ensure the retention of the values. Planned actions that may require approval under the *EPBC Act 1999* include:

- ▶ Works which would substantially alter the form, appearance, materials or capacity of the Bridge. For example, large scale stone replacement; altering the colour of the road surface; the traffic management proposal for the Bridge approaches;
- ▶ Works which would impact on the appreciation of the Bridge and setting. For example, the removal of significant trees; the installation of structures interrupting significant views; and modifications to the Bridge inconsistent with its current form, appearance, materials; and
- ▶ Works which would restrict public appreciation of the Bridge by visitors and artists. For example, restricting public access to the Bridge and publicly accessible vantage points.

## 6.3 Tasmanian Government

Responsibility for the management of the Richmond Bridge and its setting comes under various State authorities. Each authority has different roles and responsibilities. The following sections describe these roles.

### 6.3.1 Department of Infrastructure, Energy and Resources

The Transport Infrastructure Branch of the Department of Infrastructure, Energy and Resources has responsibility for the management of the existing road and bridge assets and planning for the future

development of the Tasmanian Classified State Road Network.<sup>217</sup> The Department is responsible for the ongoing management of the Richmond Bridge and commissioned the 1997 Conservation Plan with the assistance of funds made available under the National Estate Grant Program. The Department has commissioned this current review of the existing Conservation Plan with financial assistance from the Australian Government Department of the Environment, Water, Heritage and the Arts.

### 6.3.2 Historic Cultural Heritage Act 1995

The *Historic Cultural Heritage Act 1995 (HCH Act 1995)* is the primary legislative means for the identification, assessment, protection and conservation of Tasmania's historic heritage. The *HCH Act 1995* establishes the Tasmanian Heritage Council, the Tasmanian Heritage Register and the processes for considering works to heritage registered places. The Richmond Bridge is permanently entered in the Tasmanian Heritage Register and therefore the *HCH Act 1995* applies to the management of this place.

All types of places can be considered, including places, structures, shipwrecks (i.e., any maritime relic) and items physically or historically related to heritage places and shipwrecks. Places may be entered in the Tasmanian Heritage Register where they are of historic cultural heritage significance and meet one or more of the criteria for registration.

One of the roles of the Tasmanian Heritage Council is to work within the planning system to achieve the proper protection of Tasmania's historic cultural heritage. The *HCH Act 1995* provides that 'a person must not carry out any works in relation to a registered place or a place within a heritage area which may affect the historic cultural heritage significance of the place unless the works are approved by the Heritage Council.'

The definition of 'works' includes:

- (a) any development; and
- (b) any physical intervention, excavation or action which may result in a change to the nature or appearance of the fabric of a place; and
- (c) any change to the natural or existing condition or topography of land; and
- (d) any removal, destruction or lopping of trees otherwise than in accordance with forest practices as defined in the Forest Practices Act 1985; and
- (e) any removal of vegetation or topsoil.

In turn, 'development' is defined as:

- a. the construction, exterior alteration or exterior decoration of a building; and
- b. the demolition or removal of a building; and
- c. the subdivision or consolidation of land, including buildings or airspace; and
- d. the placing or relocating of a building; and
- e. the construction, or putting up for display, of signs or hoardings.

Under Section 90, the following must be taken into account in exercising any powers or carrying out any function in relation to the *HCH Act 1995*:

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<sup>217</sup> Department of Infrastructure, Energy and Resources Annual Report 2006/07, p.28

- ▶ The retention of the historic cultural heritage of the place;
- ▶ The objectives of the resource management and planning system and the planning process (in Schedule 1 of the *Land Use Planning Approvals Act 1993*); and
- ▶ Any provisions of the *Local Government (Building & Miscellaneous Provisions) Act 1993*.

### **Works Process and Consideration**

Approval to undertake works to a registered place occurs via a Works Application to the Tasmanian Heritage Council. The *HCH Act 1995* provides a statutory period of 42 days for determination of a Works Application or any period agreed to by the Heritage Council and the applicant.

Works Applications are publicly advertised allowing the public to make a submission in relation to the works. After any consultation and the consideration of any submissions, the Heritage Council may approve the application with or without any condition or restriction, or may refuse to approve the application. It may also set standards by which the works are to be undertaken, or may require the applicant to engage suitably qualified persons to supervise or undertake the works, or may require the applicant to arrange appropriate curation and storage of items removed from a place.

In light of the objective to retain the heritage significance of the place, the Heritage Council may only approve works that are likely to destroy or reduce the significance of a registered place where the Council is satisfied that there is no prudent and feasible alternative to carrying out the works.

As noted above, the definition of 'works' is a broad concept to include a wide variety of potential actions. However not all 'works' will affect the historic cultural heritage significance. The *HCH Act 1995* makes reference to this distinction in the phrase '*may affect the historic cultural heritage significance*'.

The Heritage Council has interpreted the words '*may affect*' as recognition that there can be works which may not affect the significance of the place. In these circumstances, the Heritage Council, via Heritage Tasmania (Department of Primary Industries, Parks, Water and Environment) can provide written advice to applicants that they are not required to submit a Works Application to undertake the works. This process is termed an 'Exclusion from Works Approval'.

Currently, the *HCH Act 1995* does not provide formal mechanisms for an exclusion or exemption of minor works from the requirements of Works Applications. However, the Tasmanian Heritage Act Review has identified this issue for consideration in the amendment of the *HCH Act 1995*.

Heritage Tasmania should be consulted with to determine whether or not proposed works may affect the significance of the place and if a Works Application is required.

### **6.3.3 Management of Crown Reserves**

Through its Crown Land Services Branch, the Department of Primary Industries and Water facilitates the appropriate management, use and development of Crown land, including the licensing, leasing, sale and rental of Crown properties. Most functions of the Crown Land Services Branch are governed by the *Crown Land Act 1976*. The *Crown Land Act 1976* is applicable to the Richmond Bridge and its setting because large areas of the riverbank areas are reserves. This includes:

- ▶ The land on the north west bank above the Bridge defined by Certificates of Title 66866/1, 2 and 3;
- ▶ The land on the south west bank below the Bridge defined by Certificate of Title 146274/1 and Potential Property Identification Number 2068367; and

- ▶ The land on the south east bank below the Bridge defined by Certificates of Title 10089/3 and 4.

The Clarence City Council on behalf of the Crown manages the reserved land. Certain parts of the reserved land are currently being considered for transfer to the Clarence City Council.

The *Crown Land Act* 1976 allows the Minister to reserve Crown land as a public reserve if it contains biophysical, natural, cultural or economic values. Reserves may be established for a variety of purposes including:

- ▶ The protection and maintenance of any natural, cultural or economic values of the area of land;
- ▶ The conservation of the natural biological diversity or geological diversity of the area of land, or both;
- ▶ Public recreation, education, scientific research and tourism consistent with conserving the values of the area of land;
- ▶ The sustainable development and use of the natural resources of that area of land while protecting and maintaining the values of that area of land; and
- ▶ The creation and use of public roads or streets, or other internal communications, whether by land or water.

#### 6.3.4 Management of the Coal River

##### *The Coal River Catchment Management Plan*

In 1998 a cooperative approach to the management of the Coal River catchment was developed. The Coal River Catchment Committee was established, including a broad range of interests to develop a common vision of the area. Representatives of tourism, agriculture, Landcare, the Richmond Chamber of Commerce, forestry, aquaculture, commuters and hobby farmers were included on the Committee.<sup>218</sup>

The preferred approach of the Committee was education, cooperation, coordination and demonstration as opposed to legislative mechanisms. The Committee developed a common vision for the catchment. As a management document, the Plan made recommendations relevant to the Bridge and setting, including:

- ▶ **The retention, protection and enhancement of native vegetation:** Native vegetation across a range of diverse environments is seen as an integral part of the ecosystem of the Valley, protecting the soil, water quality and bio-diversity.
- ▶ **Weeds:** A catchment free of the serious impacts of agricultural and environmental weeds.
- ▶ **Reserve and Habitat management:** The retention of native vegetation and revegetation with native species on private land and the dedication by some landholders for the support of native flora and fauna in combination with public reserves will provide an extensive network of natural areas to sustain the range of ecosystems characteristic of the catchment.
- ▶ **Water:** The reliable supply of good quality water available in the catchment is maintained or increased.
- ▶ **Aboriginal heritage:** The Aboriginal heritage values of the Valley are respected and protected.
- ▶ **Development/Planning:** The development of sustainable agricultural and related activities and maximising of the potential economic benefits of the South East Irrigation Scheme while maintaining

<sup>218</sup> Clarence City Council, *Coal River Catchment: Planning and Implementation*. Rosny Park: Clarence City Council, 2005, p.5

the rural character of the area with 'village' type residential areas. Any subdivision and development should not detract from the natural and cultural heritage values of the area and not result in pollution of land, air, surface water or ground water.

The Catchment Management Plan was officially launched in 1998, and an implementation Committee formed. Activities carried out under the plan included the management of weeds including horehound and African Boxthorn, and assisting in the development of River care plan which led to on-ground works including the removal of willows, fencing off riparian zones and revegetation projects; salinity monitoring and management and tree planting.<sup>219</sup>

The vision developed by the *Coal River Catchment Management Plan* encourages river and riparian health and is of benefit to the conservation of the heritage values of the Bridge and setting. It should be noted that with regards to the riverbanks of the Coal River near the Bridge, introduced plant species form an important part of the cultural values of the place and should be retained.

### **6.3.5 Land Use Planning and Approval Act 1993**

At the local government level, the *Land Use Planning Approval Act 1993* (the *LUPA Act 1993*) applies generally, but its main function in relation to historic heritage is to give effect to relevant planning schemes and their historic heritage provisions.

The general objectives for resource management in the *LUPA Act 1993* are set out in Schedule 1 of the Act. Specific provision for cultural heritage is contained in Part 2 of Schedule 1:

The objectives of the planning process established by this Act are .... (g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

## **6.4 Local Government**

Various local government planning mechanisms have bearing on the Richmond Bridge, setting, and the broader town. The Clarence City Council maintains the local roads in Richmond, is the land manager for the riverbank areas and is the planning authority for development occurring at the place.

The new Clarence Planning Scheme 2007 came into operation on 2 April 2008. It has superseded the previous municipal schemes including the previous Planning Scheme 1993. Given the recent changes to local government management of the area, this section summaries both the current and previous management systems as they applied to the Richmond Bridge and conservation of heritage places.

### **6.4.1 Clarence Planning Scheme 2007**

The Clarence Planning Scheme 2007 was under preparation for several years. The Draft Clarence Planning Scheme 2002 was submitted to the Resource Planning and Development Commission (RPDC) for consideration. The RPDC issued its decision in 2005, requiring the Clarence City Council to revise part of the draft Planning Scheme. The new Planning Scheme came into operation of 2 April 2008, and includes new provisions for the conservation of heritage places within the Municipality, including the replacement of the Richmond Planning Scheme 1993. The following section outlines key heritage issues related to the Clarence Planning Scheme 2007.

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<sup>219</sup> *Ibid*, pp.13-14

The Scheme includes broad policy statements recognising the importance of heritage to the Municipality. Whilst acknowledging the importance of places throughout the Municipality, the Scheme recognises Richmond in particular as Australia's finest Georgian village featuring a large collection of intact historic commercial, residential, public and community buildings. The important role of Richmond to the tourism industry of Clarence and the State is also acknowledged. Specific heritage objectives, strategies and actions are provided in the Scheme including:

### **Objectives**

- ▶ To conserve heritage buildings, sites and precincts for their cultural, economic and social importance.
- ▶ To provide certainty and direction for the restoration and conservation of heritage assets.
- ▶ To ensure new use and development is sympathetic with heritage values.
- ▶ To utilize heritage assets to promote economic development.

### **Strategies**

- ▶ Recognise and protect the heritage attributes of different localities within the City.
- ▶ Develop a range of heritage planning controls, guidelines and incentives for recognised heritage assets.
- ▶ Preserve heritage in accordance with the recognised criteria in the International Council on Monuments and Sites (ICOMOS).
- ▶ Preserve historic streetscapes by requiring underground cabling or aerial bundling of cables, and by avoiding structural damage caused by close proximity of heavy vehicles.

The above strategies will be implemented by:

- ▶ Applying the Heritage Overlay to all recognised heritage buildings sites and precincts.
- ▶ Developing guidelines for the restoration and maintenance of heritage areas and features.
- ▶ Providing access to heritage and design advice to assist in the retention of heritage buildings.
- ▶ Applying local policies designed to enhance heritage values in Richmond and Bellerive, including building design, decoration and signage guidelines.
- ▶ Implementing appropriate streetscape development in heritage precincts.

### **Supporting Actions**

- ▶ Implementing a Cultural Resource Management Plan for Richmond to assist urban design, heritage protection and economic development.
- ▶ Recognising opportunities for encouraging the rehabilitation of heritage buildings and sites.
- ▶ Recognising opportunities for undertaking research into heritage assets which leads to improved planning controls for them.
- ▶ Developing tourism initiatives based on heritage.

The Planning Scheme has established a number of zoning overlays for the Bridge and its setting and the broader town. The Richmond Bridge is included as one of the places in the Planning Scheme Heritage Register. A specific Heritage Overlay section is included in the Planning Scheme. The scope of the Heritage Overlay applies to places entered in the Heritage Register. It should be noted that the Planning

Scheme Heritage Register refers to the Bridge proper and not the surrounding riverbank areas. The opportunity exists for the Clarence City Council to consider expanding the definition of the Richmond Bridge to provide a broader recognition of the setting of the place.

With reference to the Richmond Bridge and its setting, the relevant purposes of the Heritage Overlay provisions include:

- ▶ To implement the Planning Policy Framework;
- ▶ To conserve and enhance heritage places of natural or cultural significance at the National, State or Local level;
- ▶ To conserve and enhance those elements which contribute to the significance of heritage places; and
- ▶ To ensure that development does not adversely affect the significance of heritage places.

Development of heritage places is discretionary under the Scheme. With reference to the Richmond Bridge and its setting, Permits will be required for a class of developments which:

- ▶ Undertake a use that is prohibited in the relevant Zone.
- ▶ Demolish or remove a building.
- ▶ Construct a building.
- ▶ Construct a fence fronting a street.
- ▶ Externally alter a building by structural work, rendering or sandblasting.
- ▶ Construct or carry out site works.
- ▶ Remove, destroy, prune or lop a tree identified in this overlay.

Permits will not be required for repairs, routine maintenance or internal alteration.

These provisions will assist in the conservation of the heritage significance of the Richmond Bridge and its setting, with particular reference to land use and the tree plantings of the riverbanks should they be included in the Heritage Register of the Scheme.

In determining an application for a heritage listed place, the Clarence City Council must give consideration to a range of factors which will also be relevant to the Richmond Bridge and its setting. The matters for consideration include:

- ▶ The Planning Policy Framework.
- ▶ The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.
- ▶ Any applicable heritage study and any applicable conservation policy.
- ▶ Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.
- ▶ Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.
- ▶ Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.

- ▶ Whether the proposed building works will adversely affect the significance, character or appearance of the heritage place.
- ▶ Whether the proposed application to subdivide or adhere land will adversely affect the significance of the heritage place.
- ▶ Whether the proposed subdivision or consolidation may result in development which will adversely affect the significance, character or appearance of the heritage place.
- ▶ Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.
- ▶ Whether the pruning, lopping or development will adversely affect the health, appearance or significance of the tree.

The Bridge and the riverbank setting are included within the provisions of the Recreation Zone. This zoning has the purpose to:

- ▶ Implement the Planning Policy Framework.
- ▶ Recognise public and private land which may be used for open space or recreation.
- ▶ Provide for uses which support recreational activities or which may be interim uses that do not prejudice future recreational activities.

The Clarence City Council manages the Crown Reserve riverbank areas adjacent to the Bridge. The area is classed Natural Area under the Council's Public Open Space Asset Plan, and as such is subject to limited maintenance, priority weed management, litter removal and inspections and repairs as necessary.<sup>220</sup>

Of the objectives of the Recreation Zone, the most relevant to the Richmond Bridge and its setting is to balance the need for appropriate signage without visual clutter.

The Recreation Zone does not contain specific heritage objectives. However, in determining applications, other requirements are to be considered. This includes reference to the Heritage Overlay, the Planning Policy Framework and its objectives and strategies for built heritage and the decision requirements which can consider the character of the locality.

Within the broader townscape, the Planning Scheme includes a specific Richmond Village Overlay. The Richmond Village Overlay includes the majority of the town area, and most of the land adjacent to the Bridge and riverbanks. The purpose of the Village Overlay is:

- ▶ To implement the Planning Policy Framework.
- ▶ To enhance the historic integrity of groups of buildings and the streetscapes.
- ▶ To retain the distinctive character of Richmond which is derived from its buildings, open spaces, undulating topography and historic gardens and orchards, and in particular the scale of buildings, low solid fences, walls, style of building, building lines and building materials.
- ▶ To retain important views to town landmarks and the surrounding rural countryside.

The recognition of the significance of Richmond's heritage character in the purpose of the Village Overlay is of great importance. The requirement for permits within the Village Overlay applies to the following two situations:

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<sup>220</sup> Personal Communication, Daryl Polzin, Manager City Infrastructure, Clarence City Council, 4 January 2008

- ▶ Construction or alteration of a front boundary fence.
- ▶ Construct an extension to a building which will be in view from the street.

Council is to give consideration to the following requirements when determining an application:

- ▶ Whether the scale and form of buildings is compatible with the valued character of the area.
- ▶ Building heights should not exceed the height of other buildings in the area so as to preserve important views to town landmarks and the surrounding rural landscape.
- ▶ The need for the colour, texture and materials of buildings to be consistent with those in the area.
- ▶ The need for signage to be compatible with the streetscape and architectural values of the area.

The general requirements for residential development within Richmond are contained in the Residential Zone provisions.

Important public views of the Bridge and its setting exist from within the Richmond township. The Planning Scheme recognises that important views to town landmarks and the surrounding rural landscape need to be preserved when undertaking development within the Village. The Australian Government *EPBC Act Policy Statement 1.1* has identified that construction in close proximity to a National Heritage place may have a significant impact on the values of the place, particularly where the place is located in a non-urban environment or where the proposed development would obstruct or detract from the viewing axes of the heritage place.<sup>221</sup> With this in mind, it is crucial that development within Richmond avoid adverse visual impacts on the significance of the Bridge and setting.

### ***Richmond By-pass***

Proposals for a Richmond by-pass have existed since the 1970s but have not eventuated. The Clarence Planning Scheme 2007 recognises in its strategic direction statements that existing capacity deficiencies exist in relation to certain physical infrastructure. Included as part of these strategies is the need for a Richmond by-pass.

Land has been reserved for a by-pass to the north of the town and crossing the Coal River north of the escarpment of St John's Church. The need for the by-pass has been considered in previous studies. The *Richmond Cultural Resource Management Plan* considered that delays in the construction of the by-pass have had a significant detrimental impact on the management of Richmond's cultural resource. Concern was also expressed at the lack of enforcement of the load limit on the Bridge. Further, Shield wrote that Richmond suffers from the impact of larger articulated vehicles travelling through the town boundaries with the result that the cultural resource is losing an increasing amount of its tourism and pedestrian amenity.<sup>222</sup>

Similarly, Spry's 1990 assessment of the stonework condition of the Bridge considered that the solution to the slow deterioration of the Richmond Bridge was the diversion of traffic over a new bridge, and restricting the Richmond Bridge to foot traffic only.<sup>223</sup>

The Tasmanian Government has not accepted an east-west by-pass option for Richmond as the Tea Tree Road provides a by-pass route. The assessment of by-pass options for Richmond is beyond the

<sup>221</sup> Australian Government, EPBC Act Policy Statement 1.1. *op. cit.*, p.31

<sup>222</sup> Michael Shield & Associates, *op. cit.*, pp.35-36

<sup>223</sup> Spry, AH, *Richmond and Ross Bridges. Stonework Condition Report. Report C148 February 1990*, Department of Roads and Transport, p.7

scope of this study. The effectiveness of any by-pass in removing through traffic from Richmond would need to be carefully assessed. However, this Management Plan does not support restricting the use of the Richmond Bridge to pedestrian traffic. The Richmond Bridge has continued to operate as a major piece of road infrastructure since 1825, responding to changing transport means. This continued use is an important aspect of its significance.

#### **6.4.2 Previous Planning Scheme: Richmond Planning Scheme 1993**

The Clarence Planning Scheme 2007 has now superseded the Richmond Planning Scheme 1993. For comparative purposes, the following section outlines the previous management system.

Included in the objectives of the Richmond Planning Scheme 1993 were provisions relevant to the conservation of heritage places and broader townscape values. Specific objectives included:

- ▶ To ensure opportunities for the maintenance and further development of tourism in locations where the amenity of residents and the pleasant rural and historic character of the Planning Area are not adversely affected.
- ▶ To retain the village character of Richmond, Campania and Colebrook.
- ▶ To prevent inappropriate subdivision and development of rural land.
- ▶ To protect features of nature conservation value and/or scenic importance to the local area from uncontrolled land clearing and development.
- ▶ To ensure the retention of places, structures and areas of cultural or heritage significance.
- ▶ To provide sufficient land and facilities for the recreational and open space needs of residents and visitors.
- ▶ To protect the setting of Richmond Township and prevent urban sprawl.

The Richmond Planning Scheme included in Schedule 3 a table of places of cultural significance, including the Richmond Bridge. The Schedule noted that the Bridge is on the Register of the National Estate and Classified by the National Trust of Australia (Tasmania).

Part 6 of the Planning Scheme made general provisions for places of cultural significance included in the Schedule. Clause 6.3.2 provided that development involving any place of cultural significance shall not be undertaken without an application for planning approval which may be permitted or refused. In considering an application for planning approval or subdivision approval of a heritage place, the Council was required to consider the desirability or need to retain, conserve and enhance all places of cultural significance. The Council was also required to consider the advice of the Planning Advisory Committee on all applications.

The previous Richmond Planning Scheme established a number of zones which were relevant to the conservation of heritage values. The location of the Bridge and the riverbank area was zoned 'Open Space'. The intent of the 'Open Space Zone' was relevant to the conservation of the setting of the Bridge. The intent of this zone included:

- ▶ The zone shall be developed and managed for public and private recreation purposes and/or the protection of valued landscape or open space areas;
- ▶ In the town of Richmond, the aim is to enhance the Coal River environs and develop a walkway along both sides of the river in the long term;

- ▶ Land may be used within the zone for activities which are accessible to and designed for use by the general public (including parks, playgrounds, sporting facilities, picnic facilities and walking tracks); and
- ▶ All development should be consistent with the intents of surrounding zones.

Specific development standards were set for this Zone. Of particular relevance was the Siting and Setback clause which provided that buildings should have regard to the amenity of the Coal River and adjacent land uses.

An important aspect of the significance of the Bridge and its setting is the visual and historical relationship with the broader Richmond township. The previous Richmond Planning Scheme 1993 established a number of Zones adjacent to the Open Space Zone which were relevant for the management of adjacent development.

### **6.4.3 Richmond Cultural Resource Management Plan**

In 2001, the Clarence Council commissioned the *Richmond Cultural Resource Management Plan*. The Plan was prepared in response to strong community interest in establishing the cultural values of the town and finding ways in which these values can be sustained.

Eight broad recommendations were made to the Clarence City Council to ensure statutory and administrative means of conserving heritage values and site. These recommendations covered the areas of:

1. Townscape;
2. Streetscape;
3. Signage;
4. Traffic management;
5. River management;
6. Heritage promotion;
7. Development control; and
8. Community involvement.

With regards to the Richmond Bridge, and the current review of the Conservation Management Plan, the following recommendations are most relevant:

#### ***Townscape***

That Council adopt planning controls and guidelines which protect the heritage resource of Richmond from further inappropriate development which diminishes its character.

#### ***Traffic Management***

- ▶ Enhanced car parking within the town to improve pedestrian amenity;
- ▶ Stage 1 of the Richmond by-pass to provide a link to the west of the town between Campania Road and Richmond Road to be completed by no later than June 2002;

- ▶ Stage 2 of the Richmond by-pass to provide an east-west link north of the town and across the Coal River to be commenced and constructed no later than June 2005 following appropriate investigation, design and feasibility; and
- ▶ For the Clarence City Council to make representation to both State and Federal Governments to reinforce the importance of the need for the by-pass construction to sustain the cultural and heritage values of Richmond for future generations.

### **River Management**

- ▶ Council prepare an appropriate landscape and use strategy for the river edge to enable an application for funding for the completion of a Rivercare Plan for the section of the Coal River a kilometre either side of the Richmond Bridge;<sup>224</sup> and
- ▶ Council is recommended to review other improvements to the river edge to enable an enhanced experience along/on the river.

### **Heritage Promotion**

- ▶ The concept of heritage tourism as a resource opportunity in Richmond and the conservation of the heritage character should form the strategic base for all planning by Council in the area; and
- ▶ Council to coordinate the preparation of applications and programs for the establishment of on-site interpretation of heritage sites and the establishment of an interactive and tourist information centre in the former Richmond Council Chamber. Funding should be sought from both Federal/State Governments in establishing and operating the proposed centre.<sup>225</sup>

The Clarence City Council has recognised the results of the *Richmond Cultural Resource Management Plan* and included its implementation as a supporting action for the Strategic Directions contained in the Clarence Planning Scheme 2002.

## **6.5 Summary of Management System**

As indicated in this section, the Richmond Bridge and its setting comes under a complex management system at National, State and Local Government levels. Each authority has different responsibilities for the management of the Bridge and the various elements of its setting. A cooperative and coordinated approach between the various authorities will assist in the ongoing management of the Bridge and setting.

### **Australian Government**

The Richmond Bridge in entered in the National Heritage List and is subject to the provisions of the *Environment Protection and Biodiversity Conservation (EPBC) Act 1999 & 2003 (Heritage) Amendments*.

Ministerial approval is required for actions that impact, or may impact, the National Heritage Values if these actions are carried out by a constitutional corporation; the Commonwealth or a Commonwealth agency; or a person for the purposes of trade or commerce between Australia and another country, between States, between Territories, or between a State and a Territory. The definition of 'action' is

<sup>224</sup> The Rivercare Plan for the Coal River was prepared in 1999 and is being progressively implemented by Coal River Products Association through its Landcare work. This mainly involves crack willow removal and revegetation with native plants in a controlled way, section by section, to avoid bank erosion and build up of woody debris which could threaten the bridge during flood.

<sup>225</sup> Michael Shield & Associates, *op. cit.*, pp.7-9

broad and encompassing. Significant impacts can include the loss, degradation or damage of a National Heritage value. With specific reference to historic heritage places, actions including construction, vegetation clearance, introduction of intrusive elements with long term impacts, substantial alterations, and the loss of significant views can all have significant impacts.

The Minister has a range of means for assessing proposed actions. One of these processes is via Bilateral Agreements that accredit State assessment and approvals processes where they meet 'best practice' criteria. This Bilateral Agreement with Tasmania allows for actions to be assessed in accordance with the Tasmanian *State Policies and Projects Act 1993* and the Tasmanian *Environmental Management and Pollution Control Act 1994* and the results provided to the Australian Minister for determination.

### **Tasmanian Government**

The ongoing management of the Richmond Bridge is the responsibility of DIER. The Richmond Bridge is permanently entered in the Tasmanian Heritage Register, and therefore the *Historic Cultural Heritage Act 1995 (HCH Act 1995)* is applicable to its ongoing conservation. Works which may affect the significance of a registered place require the prior approval of the Tasmanian Heritage Council. The definition of 'works' is broad in its application to encompass a wide variety of actions that may potentially affect the place. Certain works may also not affect the significance of the place, and in these circumstances the approval of the Heritage Council is not required.

Although the Richmond Bridge is currently entered in the Tasmanian Heritage Register, it is considered that the scope of the registration does not adequately consider the significance of the place, nor define appropriate boundaries. A specific recommendation has been made for the Heritage Council to reconsider the registration.

The Coal River and riverbank setting of the Bridge also comes under State legislation. Large areas of the riverbanks are Crown Land reserves managed by the Clarence City Council. It is understood that discussions are currently underway to transfer parts of this land to the City Council.

The allocation, licensing and regulatory system of the Coal River is also a State responsibility, as is the maintenance or enhancement of water quality. Salinity has been identified as a major water health issue for the Coal River. The River forms an integral element of significance for the Richmond Bridge and the enhancement of the water quality is of benefit to the conservation of the place.

### **Local Government**

The Clarence City Council has responsibilities for the conservation of the Richmond Bridge and its setting as both a land manager and as the planning authority. The Richmond Bridge is included in the Heritage Register of the current Planning Scheme and the approval of development is discretionary. In determining an application, the Clarence City Council is required to consider the desirability or need to retain, conserve and enhance all places of cultural significance. The entry in the Planning Scheme refers only to the Bridge proper and not the surrounding riverbank areas. It would be desirable for the Clarence City Council to amend the Planning Scheme to recognise, and apply appropriate heritage management provisions to the riverbanks.

The Richmond Bridge, surrounding riverbank area and broader town come under a number of different zoning provisions. The location of the Bridge and the riverbank area is zoned 'Open Space'. The intent of the 'Open Space Zone' has the broad intent of encouraging the amenity of the area through recreational use.

The appropriate management of heritage throughout Richmond and the retention of significant public views to the Bridge and setting is an important responsibility of the Clarence City Council. This is also a relevant consideration for the Australian Government, which has identified that construction in close proximity to a National Heritage place may have a significant impact on the values of the place, particularly where the place is located in a non-urban environment or where the proposed development would obstruct or detract from the viewing axes of the heritage place.

The new Clarence Planning Scheme 2007 has recently come into operation. Importantly, the Scheme recognises Richmond as Australia's finest Georgian village, and creates associated objectives, strategies and actions to conserve this significance. The Scheme also makes specific provision for preserving important views to town landmarks and the surrounding rural landscape when undertaking development.



# Conservation Policy

## 7. Conservation Policy

### 7.1 Introduction

The purpose of the conservation policies is to state how the conservation of the Richmond Bridge and its setting may be achieved both in the short, medium and long term, and is based on an understanding of the cultural significance of the place.

The policies cover many aspects of the conservation of the Bridge; these range from recognition of the significance, to the physical conservation needs and ongoing operational requirements. The policy statements are accompanied where necessary by a short explanatory paragraph or definitions. These are followed by the strategies and actions that should be carried out in order to implement the policy.

In preparing these policies, the relevant sections of the 1997 Conservation Plan<sup>226</sup> and the detailed stonework condition assessment conducted by Spry and structural assessment conducted by Spratt<sup>227</sup> have been reviewed, and as necessary revised. The 1997 Conservation Plan made recommendations for a schedule of works to implement the conservation policies. Where information is available, details of compliance with these works is noted.

#### 7.1.1 Terminology

Much of the terminology used in conservation practice is standardised. The meanings of key terms used in this document are summarised below. These are underlined where they appear in conservation policies or explanatory statements to indicate the specific terms of reference which apply. The definitions are taken (almost verbatim) from the *Australia ICOMOS Burra Charter, 1999*.

<i>Place</i>	means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.
<i>Cultural significance</i>	means aesthetic, historic, scientific, social or spiritual values for past, present or future generations.
<i>Fabric</i>	means all the physical material of the place including components, fixtures, contents and objects.
<i>Related Place</i>	means a place that contributes to the cultural significance of another place.
<i>Associations</i>	means the special connections that exist between people and a <u>place</u> .
<i>Setting</i>	means the area around a <u>place</u> which may include the visual catchment.
<i>Conservation</i>	means all the processes of looking after a place so as to retain its <u>cultural significance</u> .
<i>Maintenance</i>	means the continuous protective care of the fabric and setting of a place. It is not the same as repair which involves <u>restoration</u> or <u>reconstruction</u> .

<sup>226</sup> See Section 6.0 Development of Conservation Policy and Section 7.0 Statement of Conservation Policy, Nigel Lewis *et. al.*, *op. cit.*, pp.102-120

<sup>227</sup> Alan H Spry & Associates, *Richmond and Ross Bridges. Stonework Condition Report. Report C148 February 1990*; Peter Spratt & Associates Pty Ltd, *Richmond Bridge*

<i>Preservation</i>	means retaining the <u>fabric</u> of a <u>place</u> in its existing state and retarding deterioration.
<i>Restoration</i>	means returning the existing <u>fabric</u> of a <u>place</u> to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.
<i>Reconstruction</i>	means returning a <u>place</u> to a known earlier state and is distinguished from <u>restoration</u> by the introduction of new material into the <u>fabric</u> .
<i>Adaptation</i>	means modifying a <u>place</u> to suit the existing use or a proposed use.
<i>Use</i>	means the functions of a place, as well as the activities and practices that may occur at the place.
<i>Compatible use</i>	means a use which respects the <u>cultural significance</u> of a <u>place</u> . Such a use involves no, or minimal, impact on cultural significance.

#### ***Acronyms and Abbreviations***

<i>DIER</i>	Department of Infrastructure, Energy and Resources
<i>CCC</i>	Clarence City Council
<i>THC</i>	Tasmanian Heritage Council
<i>HT</i>	Heritage Tasmania, Department of Primary Industries, Parks, Water and Environment
<i>DEWHA</i>	Australian Government Department of the Environment, Water, Heritage and the Arts
<i>CLS</i>	Crown Land Services, Department of Primary Industries and Water
<i>WRD</i>	Water Resources Division, Department of Primary Industries, Parks, Water and Environment
<i>All parties</i>	DIER, THC, HT, CCC, DEWHA, CLS, WRD

### 7.1.2 Priorities for Works and Actions

To assist the various managers and authorities conserve the significance of the place, a threefold priority for works and actions has been established. These priorities are in addition to ongoing maintenance requirements. A threefold priority ranking has been applied:

**High Priority 1:** To be addressed within one year;

**Moderate Priority 2:** To be addressed within three years; and

**Long-term Priority 3:** To be addressed within five years.

The priorities have been determined through site visits undertaken by the consultants; the review of the 1997 Conservation Plan; and the stakeholder and community feedback on the draft Conservation Management Plan. Additional structural, condition or safety assessments have not been conducted. The priorities have been determined with consideration given to the significance of the element, their apparent condition and potential issues and threats to the identified values.

In the preparation of this Conservation Management Plan, it was evident that the Bridge and surrounds are under a complex management system, with numerous responsible agencies at National, State and Local levels. Because of these complexities, there is a risk of duplication and lack of coordination in the approach to the management of the Bridge and setting. For this reason, the following table contains those high priority policies, organised according to the responsible agency.

The policies contained in this Conservation Management Plan reflect existing practices and new areas to be addressed. It is noted that implementation of these policies will depend on available resources, with DIER and the Clarence City Council having primary responsibility.

**Table 9 Priority 1 Policies**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
<b>Multiple Parties</b>					
7.2.1	<p><b>General Policy</b> That the Richmond Bridge and its setting must be <u>conserved</u> as a place of exceptional <u>cultural significance</u> to the nation, Tasmania, and the local community.</p> <p>All elements of <u>cultural significance</u> that form part of the Richmond Bridge and its setting should be retained and conserved.</p> <p>The <u>place</u> is to be managed in accordance with the policies of this Conservation Management Plan and the guidelines and philosophy of the Australia ICOMOS <i>Burra Charter</i> (the Burra Charter).</p>	<p>The Richmond Bridge is a place of exceptional <u>cultural significance</u>. This significance should guide decisions about its future <u>conservation</u>, <u>use</u> and <u>development</u>.</p> <p>The Burra Charter contains the accepted basis for the <u>conservation</u> of heritage places in Australia.</p>	<p>Endorsement and implementation of the policies in this Conservation Management Plan (see policy 7.3.2).</p>	All parties.	1
7.2.2	<p><b>Managing the National Heritage Values</b> That the National Heritage Values of the Richmond Bridge be managed in accordance with the National Heritage Management Principles and the provisions of the <i>EPBC Act 1999</i>.</p>	<p>The National Heritage Values of the Bridge and <u>setting</u> relate to its rarity and aesthetic significance.</p> <p>The National Heritage Management Principles provide overarching guidance for managing heritage places by setting standards for</p>	<p>Apply the National Heritage Management Principles in the <u>conservation</u> of the Bridge and <u>setting</u>.</p>	All parties.	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
		ongoing conservation.			
7.2.3	<p><b>Cultural Significance</b> That the <u>cultural significance</u> of the Richmond Bridge is comprised in the <u>place</u> itself, its <u>fabric</u>, <u>setting</u>, <u>use</u>, associations, meanings, and <u>related places</u>.</p> <p>The <u>cultural significance</u> of the <u>fabric</u> of the Bridge is recognised as being demonstrated by its evolution to 1923. The fabric of the Bridge post-1923 is of no appreciable <u>cultural significance</u>.<sup>228</sup></p> <p>That the <u>cultural significance</u> of the <u>place</u> beyond the Bridge is embodied in certain elements of <u>fabric</u>, the <u>setting</u>, <u>use</u>, associations and meanings.</p>	<p>The period of significance for the <u>fabric</u> of the Bridge recognises the key development of the place and its cultural significance: its construction in 1823-1825; rebuilding of the western arches (late 1820s); raising the western parapets (1835); the addition of the cutwaters on the piers (1884); and centenary celebrations and commemorative stones in 1923.</p> <p><u>Fabric</u> post-1923 includes the current asphalt road surface and the 1980 gutters and drains. These elements are of no appreciable <u>cultural significance</u>.</p> <p>The <u>cultural significance</u> of the broader place includes <u>fabric</u> such as historic plantings, potential archaeological fabric, early landscaping undertaken by John Eldershaw, and formalised public access to the riverbanks and the Gatty Dam.</p> <p>The contemporary community significance of the place, with its associated recreational <u>uses</u> developed during the twentieth century and may not be demonstrated in the <u>fabric</u> of the <u>place</u>.</p>	Recognition of the <u>cultural significance</u> of the <u>place</u> in undertaking works or actions.	All parties.	1
7.2.4	<p><b>Levels of Cultural Significance</b> That the various elements that form the <u>place</u> have different levels of <u>cultural significance</u> (see also policy 7.2.5).</p>	<p>Assessing the levels of <u>cultural significance</u> allows for an understanding the relative values of the elements that form the <u>place</u> and appropriate management practices.</p> <p>The various elements of the Bridge and its <u>setting</u> have been assessed as having high, moderate, and low <u>cultural significance</u> as contained in <b>Appendix A: Site Inventory</b></p>	Conservation processes are to be consistent with the levels of high, moderate or low <u>cultural significance</u> .	All parties.	1

<sup>228</sup> Nigel Lewis *et. al.*, *op. cit.*, p.113

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
		<p>Sheets.</p> <p>High Significance is representative of key functions or thematic contributions of the <u>place</u>. This includes: the construction and provision of transport infrastructure; recreational uses of the riverbanks; and industrial activity on the riverbanks. Elements of high significance will demonstrate earliness, intactness, rarity/representativeness and high aesthetic qualities.</p> <p>Moderate Significance is representative of secondary functions or thematic contributions of the <u>place</u>. Elements may be described as being of moderate significance where they date from later periods of development, have a lower level of integrity, are typical of their form or type and do not have high aesthetic qualities. Although not being of high <u>cultural significance</u>, these elements contribute to an understanding of the <u>place</u>.</p> <p>Low Significance elements contribute to the significance of the Bridge and its setting, although have little heritage value in their own right. These elements may be recent introductions, or may have been so modified that they no longer have the ability to demonstrate their thematic context. Elements of low significance should not be confused with neutral or intrusive elements.</p>			
7.2.5	<p><b>Applying Levels of Cultural Significance in Conservation Processes</b></p> <p>Elements of high <u>cultural significance</u> must be conserved.</p> <p>Elements of moderate <u>cultural significance</u> should be conserved wherever possible.</p>	<p>The <u>cultural significance</u> of the <u>place</u> should guide decisions about its future <u>conservation</u>, <u>use</u> and <u>development</u>.</p>	<p>Actions, works, or development potentially affecting the <u>cultural significance</u> of the <u>place</u> are to be consistent with the relative levels of <u>cultural significance</u> of the elements of the <u>place</u>.</p>	All parties.	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
	<p>Elements of low <u>cultural significance</u> may be retained, modified or removed provided a <u>conservation</u> benefit can be demonstrated by the action (see also policy 7.2.6).</p> <p><u>Preservation</u>, <u>restoration</u> and <u>reconstruction</u> (in that order) are the preferred conservation processes for elements of <u>cultural significance</u>.<sup>229</sup></p> <p>Elements intrusive to the <u>cultural significance</u> of the <u>place</u> should be removed or modified in a sensitive manner that enhances the <u>cultural significance</u> of the <u>place</u>.</p> <p>Neutral elements neither contribute nor have an adverse impact on the <u>cultural significance</u> of the place and may be retained or removed.</p>				
7.2.9	<p><b>Maintenance &amp; Works Program</b> That a detailed cyclical maintenance and works program be prepared establishing the priorities and timeframes for implementing the policies of this plan.</p>	The effectiveness of this Conservation Management Plan relies on the implementation of the policies by DIER, CCC and other parties as necessary.	Preparation of maintenance and works program.	All parties.	1
7.2.10	<p><b>Works Approvals</b> All actions, works, or development undertaken at the <u>place</u> should comply with relevant legislation, including the provisions of the <i>EPBC Act 1999</i>, the <i>HCH Act 1995</i>, and the Clarence Planning Scheme 2007.</p>	The Richmond Bridge is subject to National, State and Local heritage regimes which have different requirements to seek approval for undertaking, works, development or actions.	Lodgement of necessary applications.	Parties undertaking works.	1
7.3.2	<p><b>Endorsement</b> That DIER, THC and the CCC should endorse this Conservation Management Plan as a guide for the management of the</p>	To ensure that the management and decision making bodies responsible for the <u>conservation</u> of the Richmond Bridge and its <u>setting</u> is in accordance with the current understanding of the significance of the place	Endorsement by relevant groups.	Identified groups.	1

<sup>229</sup> Nigel Lewis *et. al.*, *op. cit.*, p.113

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
	Richmond Bridge and its <u>setting</u> .	and the policies for its <u>conservation</u> .			
7.3.5	<p><b>Coordinated Response to Management</b> To ensure the <u>conservation</u> of the <u>place</u>, the: DIER, THC, HT, CCC, CLS, WRD, and Australian Government DEWHA and any other necessary groups or individuals, including community representatives, should adopt a cooperative approach to the management and <u>conservation</u> of the Richmond Bridge.</p>	<p>Each authority has a different responsibility for the management of the Bridge and the various elements of its <u>setting</u>. A cooperative approach will help ensure a coordinated approach to the <u>conservation</u> of the <u>place</u>.</p> <p>Community representatives should be able to participate in the decision making and management of the place.</p>	Form a management committee with organisational and community representatives.	Identified groups.	1
7.3.6	<p><b>Community Involvement</b> That methods of involving the community in the ongoing management of the Richmond Bridge and its <u>setting</u> be explored, including participation in a management committee.</p>	<p>Statutory mechanisms exist for the community to comment on works matters through the <i>Historic Cultural Heritage Act 1995</i> and the <i>Land Use Planning and Approval Act 1993</i>.</p> <p>However, the Richmond community has demonstrated a strong interest in the <u>conservation</u> of the Bridge and a more holistic approach to community involvement is desirable.</p>	<p>Investigate methods for community involvement in the ongoing management of the Richmond Bridge. Including:</p> <ul style="list-style-type: none"> <li>• Participation in any management committee (see policy 7.3.5);</li> <li>• Public meetings; and</li> <li>• Public launch of the annual report on the conservation of the <u>place</u> (see policy 7.12.3).</li> </ul>	All parties.	1
7.4.7	<p><b>Visitor Management and Interpretation Plan for the Setting</b> That consideration be given to developing a Visitor Management and Interpretation Plan for the Richmond Bridge and its <u>setting</u>. The Visitor Management Plan should consider the needs of the mobility impaired and access to the Bridge and setting. For consistency in approach and strategies, it would be useful to consider a Visitor Management and Interpretation Plan for Richmond as a whole, inclusive of the Bridge and riverbank <u>setting</u>. The Visitor Management Plan should also consider tourist vehicle and pedestrian movements/routes through Richmond.</p>	To ensure that visitor experience and recreational <u>use</u> of the riverbanks is not significantly compromised.	Undertake Visitor Management and Interpretation Plan.	All parties.	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.21	<p><b>Managing the National Heritage Values</b> That the fabric of the Richmond Bridge be managed to protect, conserve, present and transmit to all generations the National Heritage Values of the place.</p>	<p>The National Heritage Values of the Bridge relate to its rarity and aesthetic significance.</p> <p>Actions that could have a significant impact on these values includes substantial alterations to the form, appearance, materials or capacity of the Bridge which may be inconsistent with the National Heritage Values of the <u>place</u>.</p>	<p>Apply the National Heritage Management Principles in the <u>conservation</u> of the Bridge.</p>	All parties.	1
7.8.3	<p><b>Flood Management Plan</b> That a flood management plan be prepared to assist in preventing damage to the Bridge.</p>	<p>Floods present a risk to the Richmond Bridge. A management plan allows for a coordinated and more effective approach to mitigating risks.</p> <p>The flood management plan should review previous studies and more recent information or data on flood risk assessments and management approaches.</p>	<p>As part of a coordinated approach to flood risk, prepare a Flood Management Plan involving all necessary stakeholders (see also policies 7.8.4 to 7.8.6).</p>	All parties	1
7.8.4	<p><b>Removing Flood Risks</b></p> <p>That debris is removed from upstream of the Bridge, which could pose a risk during times of flood.</p> <p>That support and encouragement be given to the work of Landcare in removing crack willow and debris from upstream of the Bridge.</p>	<p>Landcare provides an important service in removing crack willows and associated debris from public, and where allowed, private land.</p> <p>The Rivercare Plan for the Coal River was prepared in 1999 and is being progressively implemented by Coal River Products Association through its Landcare work. This mainly involves crack willow removal and revegetation with native plants in a controlled way, section by section, to avoid bank erosion and build up of woody debris which could threaten the bridge during flood.</p> <p>The removal of these elements helps mitigate flood risk.</p>	<p>As part of a coordinated approach to flood risk (see also policies 7.8.3 to 7.8.6):</p> <ul style="list-style-type: none"> <li>▶ Remove debris from upstream of the bridge;</li> <li>▶ Support and encourage the work of Landcare; and</li> <li>▶ Ongoing <u>maintenance</u> will be required to prevent reinfestation.</li> </ul>	All parties	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.11.2	<p><b>Historical Archaeology Assessment</b> That a suitably qualified historical archaeologist should prepare an archaeological assessment of the Richmond Bridge and its setting. Such an assessment should provide an understanding of the archaeological values of the <u>place</u> (the bridge, river and riverbanks); including its potential to contain significant archaeological features; and provide guidance on the <u>conservation</u> of those values. The results of the assessment should be included in the next review of this CMP.</p>	<p>The archaeological significance of the <u>place</u> is currently poorly understood. The historical activities that have occurred at the place (e.g. fords across the river, flour milling) have potential to be demonstrated through archaeological <u>fabric</u> at the <u>place</u>.</p> <p>Archaeological values may be present in the bridge, the river and the riverbanks.</p>	Engage a suitably qualified historical archaeologist to prepare an archaeological assessment of the Richmond Bridge and its setting. Archaeological values will be managed in accordance with the THC's Practice Note 2: <i>Managing Historical Archaeological Significance in the Works Application Process</i> .	DIER/THC/CCC /CLS	1
7.12.1	<p><b>Review of Conservation Management Plan</b> That this Conservation Management Plan be reviewed on a regular basis, at least once every five years, or when new evidence is discovered that has the potential to impact on the present policies.</p> <p>DIER and CCC should have primary responsibility for implementing any review.</p>	<p>Conservation Management Plans should not be static documents but be regularly reviewed to ensure they remain relevant.</p> <p>DIER and CCC have primary responsibility for the management of the Bridge and setting.</p>	Engage suitably qualified team to undertake review.	DIER/THC/CCC	1
7.12.3	<p><b>Reporting</b> That an annual report be made publicly available that details the <u>conservation</u> of the <u>cultural significance</u> of the <u>place</u> and progress in implementing policies, or other works related to the Richmond Bridge and its setting.</p>	<p>The community have a demonstrated interest in the conservation of the Richmond Bridge and should be regularly informed of its current condition and works.</p> <p>An understanding of past works will also be useful to future managers of the <u>place</u>.</p>	Produce and disseminate report.	DIER/THC/CCC	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
<b>DIER</b>					
7.3.1	<b>Review of Draft Conservation Plan</b> That the Draft Conservation Management Plan is provided to key organisations and the general community for review and comment.	To ensure that relevant organisations and interested individuals have the opportunity to comment on the Draft Conservation Management Plan.	Provision of Draft Conservation Management Plan for comment.	DIER	1
7.4.4	<b>Use of the Bridge</b> That the Richmond Bridge continues to be used for vehicular and pedestrian <u>use</u> .	To ensure that the significant <u>use</u> of the Richmond Bridge for vehicles and pedestrians continues.	Ongoing cyclical maintenance in accordance with this Conservation Management Plan.	DIER	1
7.4.5	<b>Use of the Bridge: Structural Capacity</b> That a vibration meter be installed on the Bridge and monitored for early warning of problems resulting from the basic weaknesses of the Bridge (see policy 7.5.5). <sup>230</sup>  Should vibration problems be detected, the load and speed limit will need to be reviewed to address the issue.  The Bridge should be inspected annually for pointing and stormwater defects, flood damage, cracking movements and general condition of stonework (see policy 7.5.22).	Owing to foundation movements, lack of continuity and the use of site soil as a bedding material, the Bridge is very susceptible to vibration impacts.  The installation of a vibration meter on the Bridge will measure and record increased vibrations so as to give warning prior to a problem occurring.  The trial of vibration monitoring in 2009 showed it to be a practical bridge management tool.	<ul style="list-style-type: none"> <li>▶ Installation of a vibration meter and monitoring of results; and</li> <li>▶ Annual monitoring and recording of Bridge.</li> </ul>	DIER	1

<sup>230</sup> Spratt, letter report to GHD, 31 March 2008

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.5	<p><b>Vibration Monitoring</b> That a vibration meter be installed on the Bridge and monitored for early warning of problems resulting from the basic weaknesses of the Bridge.<sup>231</sup></p> <p>Should vibration problems be detected, the load and speed limit will need to be reviewed to address the issue.</p>	<p>Owing to foundation movements, lack of continuity and the use of site soil as a bedding material, the Bridge is very susceptible to vibration impacts.</p> <p>The installation of a vibration meter on the Bridge will measure and record increased vibrations so as to give warning prior to a problem occurring.</p> <p>The trial of vibration monitoring in 2009 showed it to be a practical bridge management tool.</p>	Installation of a vibration meter and monitoring of results.	DIER	1
7.5.6	<p><b>Load Limit</b> The vibration meter should be linked to a camera which will indicate whether load or speed is excessive for a recorded vibration.<sup>232</sup></p>	<p>The two methods for the structural analysis of the Bridge provide markedly different results and the CTAP results may be overly conservative. Further structural analysis could provide further information related to the structural capacity of the Bridge. However, such data would relate to that particular time. Vibration monitoring can provide continual information on vibration levels that are known likely to cause structural problems.</p>	<ul style="list-style-type: none"> <li>▶ Installation of vibration meter and monitoring of results; and</li> <li>▶ Installation of a camera linked to the vibration meter to allow for an estimation of load.</li> </ul>	DIER	1
7.5.7	<p><b>Conservation of Bridge Stonework</b> That as required, an appropriately skilled stonemason with experience in working on historic structures undertakes <u>conservation</u> works to the stonework in accordance with the General Policy (see policy 7.2.1).</p>	<p>The Richmond Bridge is a <u>place</u> of exceptional <u>cultural significance</u>. The significance of the Bridge requires that <u>conservation</u> works utilise the best available expertise.</p>	Appointment of appropriately skilled stonemason.	DIER	1
7.5.8	<p><b>Replacement of Badly Decayed Stones</b> That as required, an appropriately skilled stonemason with experience in working on historic structures replace badly decayed stones when subject to a 50mm surface</p>	<p>Badly decayed stones pose a weakness to the structural capacity of the Bridge.</p>	<ul style="list-style-type: none"> <li>▶ Appointment of appropriately skilled stonemason; and</li> <li>▶ Stones to be replaced when subject to a 50mm surface loss and new stones to use</li> </ul>	DIER	1

<sup>231</sup> Spratt, letter report to GHD, 31 March 2008

<sup>232</sup> Spratt, letter report to GHD, 31 March 2008

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
	loss. New stones should use 100mm thick inserts of a better quality stone, with the works carried out in accordance with policy 7.5.7.		100mm thick inserts of a better quality stone.		
7.5.9	<p><b>Stone Decay in east Arch</b> Seek specialist advice on the structural capacity of the decayed stones under east arch.</p> <p><u>Maintenance, preservation, and restoration</u> are preferred approaches to <u>reconstruction</u>. The replacement of stones should only occur where they have decayed to the point of no longer serving their structural purpose (see also policies 7.5.7 and 7.5.8).</p>	Damp and efflorescence has caused stone decay on the inside of the east arch which may affect the structural capacity of these stones.	Seek specialist advice on the structural capacity of the decayed stones as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).	DIER	1
7.5.10	<p><b>Replacement of Lost Bedding</b> That as required, an appropriately skilled stonemason should replace lost bedding with a quicklime grout to make loose stonework solid.</p>	The original mortar bedding of the Richmond Bridge used very soft lime mortar. The effect of this is that the bedding is susceptible to washout from water entry, causing cracking and stones to loosen.	<ul style="list-style-type: none"> <li>▶ Appointment of appropriately skilled stonemason; and</li> <li>▶ Replace lost bedding with quicklime grout.</li> </ul>	DIER	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.11	<p><b>General Repointing</b> That as required, the repointing of mortar joints be undertaken by an appropriately skilled stonemason using a permeable quick lime based mortar coloured to match the recent repointing work. Repointing works should have a weather struck finish.</p>	<p>Effective pointing is required to prevent water entry into the Bridge stonework.</p> <p>The Bridge demonstrates the various repointing undertaken at different times and with different success.</p> <p>Hard, cement-rich mortar should be avoided to prevent further structural problems at the mortar joints by being impermeable to water and retaining salts.</p> <p>Care should be taken to rake out the previous cement-rich mortar and the new lime mortar is to be applied in a careful manner, avoiding joints that stand proud of the stone and direct water into the Bridge interior.</p> <p>Differing mortar mixes may be required where good breathing is required from the stone, for example, where damp problems exist, such as at the eastern arch.</p> <p>The existence of poor quality mortar, particularly on the faces of the Bridge is detrimental to the aesthetic significance of the place.</p>	<ul style="list-style-type: none"> <li>▶ Appointment of appropriately skilled stonemason;</li> <li>▶ Determine appropriate lime mortar mix for general repointing;</li> <li>▶ Determine appropriate mortar mix where damp problems exist (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30); and</li> <li>▶ Undertake repointing.</li> </ul>	DIER	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.14	<b>Ponding &amp; Drainage under east Arch</b> That specialist advice be sought on preventing water from ponding under the south east arch.	The east arch area is subject to water ponding which is causing damp and salt efflorescence to the inside stonework.	<ul style="list-style-type: none"> <li>▶ Seek specialist advice on the source of the water as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30);</li> <li>▶ The ground level of the east arch should be built up to prevent water from ponding in the area; and</li> <li>▶ If ground drainage solutions are advocated, specialist geotechnical advice should be sought. Changes to the nature of the existing soils could cause structural problems such as cracking.</li> </ul>	DIER	1
7.5.15	<b>Damp Problems, south west wing wall</b> That specialist advice be sought on identifying the cause of damp on the south west wing wall and appropriate means of addressing the problems.	Damp has potential to cause stonework problems.	Seek specialist advice on damp problems as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).	DIER	1
7.5.16	<b>Repair of Road Surface</b> That the potholes on the right hand side of the road surface adjacent to the gutters and the diagonal crack be repaired (see also policy 7.5.25). <sup>233</sup>	<p>The immediate repair of the potholes in excess of 20mm depth is required to prevent excessive vibrations and the entry of water.</p> <p>The vibration trials in 2009 showed that pavement failure to be a cause of high vibration levels.</p>	Repair of potholes and crack.	DIER	1
7.5.17	<b>Waterproofing Footpaths</b> That the footpaths be waterproofed by expert specialists to prevent the transfer of water into the structure of the Bridge.	The entry of water into the Bridge has the potential to cause structural problems.	Waterproofing of footpaths by specialist as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).	DIER	1
7.5.18	<b>Capacity of Drains</b> That specialist advice is sought on the	The current drainage system appears insufficient. Lack of ongoing maintenance and	Seek specialist advice on the capacity of the drainage system as part of a coordinated	DIER	1

<sup>233</sup> Spratt, letter report to GHD, 31 March 2008

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
	<p>current capacity of the drainage infrastructure to remove water from the Bridge.</p> <p>Specific attention should be given to ensuring drains are not resulting in ponding or erosion of soil around the Bridge abutments.</p>	<p>functionality of the drains is resulting in ponding and erosion, causing problems with damp.</p>	<p>approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).</p>		
7.5.19	<p><b>Salt Efflorescence in east Arch</b> That specialist advice be sought on treating the salt efflorescence under the east arch.</p>	<p>The east arch area is subject to rising damp. Soluble salts have caused efflorescence in the mortar joints and on the stones, resulting in fretting and crumbling of the surface.</p>	<p>Seek specialist advice on salt efflorescence as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).</p>	DIER	1
7.5.22	<p><b>General Monitoring</b> The Bridge should be inspected annually for pointing and stormwater defects, flood damage, cracking movements and general condition of stonework.</p>	<p>Continual annual monitoring is necessary to measure changes in the condition of the Bridge and determine any necessary <u>conservation</u> works.</p>	<p>Annual monitoring and recording of Bridge.</p>	DIER	1
7.5.25	<p><b>Ongoing Maintenance of Road Surface</b> That the road surface should be subject to ongoing maintenance.</p>	<p>The continued <u>maintenance</u> of the road surface is required to ensure that the Bridge continues to have a vehicular <u>use</u> and prevent excessive vibrations and water entry caused by potholes.</p> <p>The vibration trials in 2009 showed that pavement failure to be a cause of high vibration levels.</p>	<p>Ongoing inspection and <u>maintenance</u>.</p>	DIER	1
7.5.26	<p><b>Maintenance of Footpaths</b> The footpaths should be <u>maintained</u> including the continued use of the gravel surface.</p>	<p>The continued <u>maintenance</u> of the footpaths is required to ensure that the Bridge continues to have a pedestrian <u>use</u>.</p> <p>The gravel surface of the footpaths complements the <u>cultural significance</u> of the Bridge.</p>	<p>Ongoing inspection and <u>maintenance</u>.</p>	DIER	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.27	<b>Maintenance of Gutters</b> That the gutters be <u>maintained</u> to a condition that ensures their functionality for the removal of water.	Effective guttering infrastructure is essential for removing water from the Bridge.	Ongoing inspection and <u>maintenance</u> as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).	DIER	1
7.5.29	<b>Inspection &amp; Maintenance of Drains</b> That the drains be regularly inspected and maintained to ensure their continued functioning.	Effective maintenance of the drainage system is essential for removing water from the Bridge.	Ongoing inspection and <u>maintenance</u> as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).	DIER	1
7.5.31	<b>Sandstone Stairs, West end of Bridge</b> That the sandstone stairs on the west end of the Bridge abutments be conserved as elements of <u>cultural significance</u> .  The sandstone stairs should continue to function for their original <u>use</u> and all <u>maintenance</u> work should follow professional standards and be undertaken by suitably qualified personnel.	The sandstone stairs and their <u>use</u> are of <u>cultural significance</u> . The continuing <u>use</u> of the stairs will require ongoing maintenance.	Ongoing <u>maintenance</u> .	DIER	1
7.7.11	<b>Potential Damage to Bridge from Lombardy Poplars</b> An arborist and structural engineer should be engaged to assess the potential structural damage to the Bridge being caused by the Lombardy Poplars at the eastern Bridge abutments.	The Lombardy poplars have suckered and formed a coppice of trees. These trees have visual value as a strong vertical element at the eastern termination of the Bridge.  However, should the trees be causing structural damage to the Bridge, their removal will be necessary.	Engage appropriate arborist and structural engineer to assess the impact of the Lombardy poplars on the structural integrity of the Bridge.	DIER	1
7.7.12	<b>Removal of Planting under east Arch</b> That the small tree growing within the east arch of the Bridge be removed.	The root formation of the tree has the potential to cause future structural problems to the Bridge.	The tree should be cut at the base and the trunk painted with herbicide. The roots should not be removed to avoid ground disturbance.  Ongoing <u>maintenance</u> may be required.	DIER	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.7.13	<p><b>Removal of Ivy from South East End of Bridge</b> That the ivy growing on south east end of the Bridge should be removed.</p>	The ivy has the potential to cause damage to the stone.	<p>Remove the ivy as per weed eradication techniques. The ivy should be killed with a herbicide prior to removing it from the stone.</p> <p>Ongoing <u>maintenance</u> may be required.</p>	DIER	1
7.8.6	<p><b>Mitigating Impacts during times of Flood</b> That during times of flood, an excavator be made available to prevent the build up of debris against the north face of the Bridge.</p>	The build up of debris against the north face of the Bridge may create horizontal pressures, resulting in structural damage to the Bridge.	As part of a coordinated approach to flood risk (see also 7.8.3 to 7.8.6) remove debris from north face of the Bridge.	DIER	1
7.9.1	<p><b>Load Limit</b> That DIER reconsider the reduction of the current load limit for the bridge.</p>	The 1997 Conservation Plan recommended that the existing 25 tonne load limit should be reduced to 15 tonnes. Although using an overly conservative model, in the absence of a new structural assessment for the bridge, a cautious approach should be adopted and DIER consider reducing the current load limit.	DIER to reconsider existing load limit.	DIER	1
7.9.2	<p><b>Monitoring and Enforcement of Load Limit</b> Monitor the weight of vehicles to ensure compliance with the load limitation by monitoring vibration.</p> <p>Intelligent Access Recording (IAR) should be considered as a means of monitoring permit vehicle movements over the Bridge.</p> <p>The drivers of vehicles exceeding the load limit should be prosecuted.</p>	<p>Restricting vehicles in excess of the load limit is an important means of preventing structural damage to the Bridge through excessive weight.</p> <p>IAR would provide DIER with data on the movement of heavy vehicles, and those vehicles exceeding the upper load limit which have crossed the Bridge. It is envisaged that IAR for the Bridge would form part of a monitoring program for the broader State road network.</p> <p>Enforcement of the load limit provides an important educational role.</p>	<ul style="list-style-type: none"> <li>▶ Undertake monitoring of load limit by installation of a vibration monitor;</li> <li>▶ Investigate IAR on permit vehicle movement; and</li> <li>▶ Enforcement of breaches of the load limit.</li> </ul>	DIER	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.9.3	<p><b>Making the CMP Publicly Available</b></p> <p>On endorsement, the CMP should be made publicly available at a variety of locations, for example, DIER, CCC, HT, and the State Library of Tasmania. It should also be made available to staff or contractors undertaking works at the <u>place</u>.</p>	<p>The community have a demonstrated interest in the <u>conservation</u> of the Richmond Bridge and the management policies should be readily available.</p>	Disseminate final report.	DIER	1
<b>Clarence City Council</b>					
7.3.4	<p><b>Review of Planning Scheme Listing</b></p> <p>That the Clarence City Council amend the Clarence Planning Scheme 2007 to include the Richmond Bridge and its <u>setting</u> as a place of <u>cultural significance</u> in accordance with this Conservation Plan.</p>	<p>The Clarence Planning Scheme 2007 listing only includes the Richmond Bridge. The <u>cultural significance</u> of the <u>place</u> also includes its <u>setting</u>.</p> <p>The Tasmanian Heritage Register entry and any Planning Scheme listing should relate to the same area of land.</p>	Amendment of Clarence Planning Scheme 2007.	CCC	1
7.3.7	<p><b>Management of Heritage Character of Richmond</b></p> <p>That the Clarence City Council has primary responsibility for managing the <u>cultural significance</u> of Richmond as a <u>place</u>.</p> <p>That due consideration is given to potential impacts on the <u>cultural significance</u> of the Richmond Bridge from adjacent development, or development that may have an impact on important public views to the Richmond Bridge and its <u>setting</u>. The Richmond Cultural Resource Management Plan should be implemented to assist in the management of the heritage character of Richmond.</p>	<p>The Richmond Bridge and its <u>setting</u> is part of a broader townscape of <u>cultural significance</u>. Development within Richmond has the potential to have impacts on the <u>cultural significance</u> of the Richmond Bridge and its <u>setting</u>, including intruding on important public views of the <u>place</u>.</p> <p>The Richmond Cultural Resource Management Plan is the most thorough and detailed plan for the identification, assessment and management of cultural heritage in Richmond. The Clarence Planning Scheme includes the Supporting Action of 'Implementing a Cultural Resource Management Plan for Richmond to assist urban design, heritage protection and economic development.</p>	<ul style="list-style-type: none"> <li>▶ Consideration of potential impacts from adjacent development;</li> <li>▶ Retention of significant public views during development; and</li> <li>▶ Implement Richmond Cultural Resource Management Plan.</li> </ul>	CCC	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.4.6	<b>Use of the Riverbank Setting</b> That the riverbanks continue to be used for recreational purposes.	To ensure that the significant recreational <u>use</u> of the riverbank <u>setting</u> continues.	Maintain recreational <u>use</u> for the place under the Clarence Planning Scheme 2007.	CCC	1
7.6.3	<b>Walking Track Maintenance</b> That the existing walking tracks are <u>maintained</u> in the existing form and materials. The construction of new tracks is to be avoided.	The existing walking tracks are important recreation elements allowing visitors to the <u>place</u> to appreciate its cultural significance.  The gravel material of the tracks complements the informal character of the place.	Ongoing <u>maintenance</u> .	CCC	1
7.6.6	<b>Car Parks</b> That the size of the car parks on St John's Circle and off Bathurst Street should not be increased in size. New car parking spaces should avoid potential visual impacts to the Richmond Bridge and its setting.	The two car parks provide important services for visitors. However, providing further car parking in such proximity to the Bridge and its setting should be avoided.  Additional car parking poses risks to the setting of the <u>place</u> and an over intensification of the <u>use</u> of the place.	<ul style="list-style-type: none"> <li>▶ Maintain current car park capacity; and</li> <li>▶ Consider potential visual impacts on the Richmond Bridge and its setting from new car parking spaces.</li> </ul>	CCC	1
7.6.11	<b>Management of CCC Reserve, North West Bank</b>  That effort is made to control the illegal dumping of rubbish at the CCC Reserve. Rubbish should be regularly collected from the area and the dumping of fill on the steep escarpment should cease.	The dumping of rubbish and fill at the CCC Reserve is inconsistent with the <u>cultural significance</u> of the <u>place</u> .	Ongoing monitoring and maintenance of the CCC Reserve to prevent the illegal dumping of rubbish and fill.	CCC	1
<b>Clarence City Council/Crown Land Services</b>					
7.6.1	<b>Management</b> That land managers of the public open space apply the relevant policies of this Conservation Management Plan (see also General Policy 7.2.1).	To ensure that the vegetation and public open spaces are managed in accordance with their <u>cultural significance</u> .	Endorsement of relevant sections of Conservation Management Plan.	CCC/CLS	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.6.2	<p><b>Maintaining Existing Character</b> That the existing nature of each of the publicly accessible riverbanks be <u>maintained</u> in accordance with their distinct character.</p>	<p>Each of the publicly accessible riverbanks has a different character. The north east bank is largely open, closely mown lawn; the north west bank is a more enclosed space, with informal arrangement of plantings and paths and subject to less maintenance; the south west bank combines both open grassed areas, formed viewing platforms, walking tracks, and individual and groups of trees.</p> <p>The variation between these three areas complements the general informality and character of the place and should be retained.</p>	Ongoing <u>maintenance</u> consistent with the existing character.	CCC/CLS	1
7.7.1	<p><b>Recognition of Significance</b> That the vegetated setting of the Bridge including individual and groups of trees, open grassed areas and riparian vegetation should be <u>conserved</u>.</p>	<p>The vegetation of the riverbanks is an important part of the aesthetic and historical <u>cultural significance</u> of the <u>place</u>.</p> <p>This significant vegetation includes the Lombardy poplars on the eastern end of the Bridge; mature pines on the north west bank following the pathway; and on the south west bank: the almond orchard; mature elm; pine tree on the site of Buscombe's windmill, mature pepper tree; coppice of elms and poplars over the walking track; and the weeping willows.</p>	Consideration of the significance of the vegetation as part of ongoing maintenance.	CCC/CLS	1
7.7.2	<p><b>Management of Significance</b> That land managers of the public open space apply the relevant policies of this Conservation Management Plan (see also policy 7.2.1).</p>	To ensure that the vegetation and public open spaces are managed for their <u>cultural significance</u> .	Endorsement of relevant sections of Conservation Management Plan.	CCC/CLS	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.7.3	<p><b>Processes for Works</b> When proposing works that will impact on significant plantings, the THC Practice Notes:</p> <ul style="list-style-type: none"> <li>▶ Practice Note 13: <i>The Approval Process for Historic Plantings</i>; and</li> <li>▶ Practice Note 14: <i>The Long Term Maintenance of Historic Plantings</i> should be followed.</li> </ul>	<p>To ensure that the <u>cultural significance</u> of the vegetation is appropriately considered during works or development.</p> <p>The THC Practice Notes provide established policy and procedural guidance for managing the values of heritage plantings.</p> <p>Inconsistencies may exist between the heritage significance of the plantings and the <i>Weed Management Act 1999</i>. The heritage significance of the planting should be considered prior as part of the decision making process.</p>	Engage appropriate arboricultural, and or heritage landscape architecture expertise prior to undertaking works.	CCC/CLS	1
7.7.7	<p><b>Managing Crack Willows</b> Crack Willows are a declared weed. Ongoing monitoring, and management of Crack Willows should occur in accordance with the <i>Willows – Weed Management Plan</i> (DPIW, 30 August 2003).</p>	<p>Substantial achievements have been made in the removal of crack willows from the riverbanks. This encourages both river health and the retention of the aesthetic values of the place.</p> <p>Continued <u>maintenance</u> is required to prevent the reintroduction of this species.</p>	Ongoing monitoring and <u>maintenance</u> (see also policy 7.8.4).	CCC/CLS	1
7.8.7	<p><b>Managing Riverbank Erosion</b> That the riverbanks be monitored for erosion and remediation works be carried out as necessary.</p>	The erosion of the riverbanks poses a risk to the <u>cultural significance</u> and recreational <u>use</u> of the <u>place</u> .	Remediation works in accordance with a Rivercare Plan.	CCC/CLS	1
<b><i>DIER/Clarence City Council</i></b>					
7.8.5	<p><b>Removing Flood Risks: Other Elements</b> That during times of extreme flood, the fences on the downstream side of the floodway across Wellington Street may need to be removed to allow the floodway by-pass to function.</p>	The ability of the floodway to by-pass water around the Bridge relies on the unimpeded flow of water across the floodway. <sup>234</sup>	As part of a coordinated approach to flood risk (see also policies 7.8.3 to 7.8.6) remove fences in flood spillway during times of extreme flood.	DIER/CCC	1

<sup>234</sup> Nigel Lewis *et. al.*, *op. cit.*, p.68

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.10.1	<p><b>Interpretation</b> That the cultural significance of the Richmond Bridge and its setting should be adequately interpreted to managers, users and visitors. Interpretation should consider a variety of forms and be based upon a sound and authentic interpretation of the history of the <u>place</u> and its <u>cultural significance</u>. Interpretation of geoheritage, natural and indigenous values would complement the interpretation of the historic cultural heritage values of the Bridge and setting.</p>	The Richmond Bridge and setting is of exceptional significance. Interpretation can form an integral part of the visitor experience to heritage places.	The New South Wales Heritage Office has developed an interpretation policy that would be highly useful in the development of an interpretation plan for the Richmond Bridge and setting. All forms of interpretive devices should be considered for the place including: determining a visitor walking route to appreciate the significance and visual qualities of the Bridge; publications; using the place for special events or temporary installations.	DIER/CCC/ DEWHA	1
7.10.2	<p><b>Development of an Interpretation Plan</b> That an interpretation plan be developed that authentically presents and explains the history of the <u>place</u>.  An interpretation plan should consider all the values of the place: National, State and Local.</p>	Formal interpretation of the Richmond Bridge and its <u>setting</u> should not occur on an ad hoc basis without consideration to broader issues such as historical veracity, potential heritage impacts, and visitor management issues.	Development of an interpretation plan.	DIER/CCC	1
7.10.3	<p><b>Interpretation</b> That future interpretation of the <u>place</u> should not compromise its heritage significance and character.</p>	Interpretation should enhance the understanding and appreciation of the significance of the <u>place</u> . The values and character of the <u>place</u> should be properly considered in the development of interpretation devices to avoid compromising the significance of the <u>place</u> , for example, through unsympathetic or poorly located signage that could mar the aesthetic values of the <u>place</u> .	That any interpretation plan is developed in conjunction with an appropriately skilled heritage practitioner.	DIER/CCC	1
7.11.1	<p><b>Heritage Training</b> That ongoing heritage management and conservation training be made available to managers, contractors and staff working on the Bridge and setting.</p>	The management of National Heritage places should use the best available knowledge, skills and standards.	Provision of training to managers, contractors and staff.	DIER/CCC	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.11.3	<b>Historical Archaeology during Works</b> In the absence of an archaeological assessment, HT should be consulted with for any works within the <u>place</u> which are likely to involve subsurface disturbances.	Ground disturbance works, for example, landscaping or the installation of services has the potential to impact on archaeological values.	Consultation should occur with HT to determine archaeological requirements.	DIER/CCC/CLS	1
7.11.4	<b>Aboriginal Heritage</b> That an Aboriginal Heritage assessment of the Richmond Bridge and its setting be an undertaken. Such an assessment should provide an understanding of the Aboriginal heritage values of the <u>place</u> and provide guidance on the conservation of those values. The results of the assessment should be included in the next review of this CMP.	Items of Aboriginal heritage significance can continue to exist within highly developed areas. It is considered that there would be benefit in undertaking an Aboriginal heritage assessment of the <u>place</u> to provide an inclusive understanding of the values of the place and to establish management practices where necessary.  An Aboriginal Heritage assessment would also be consistent with <i>the Coal River Catchment Management Plan</i> .	Undertake an Aboriginal heritage assessment of the Richmond Bridge and its setting.	DIER/CC/CLS	1
<b>DIER/Tasmanian Police</b>					
7.9.3	<b>Monitoring and Enforcement of Speed Limit</b> That DIER liaise with the Tasmanian Police regarding speed management at the crossing. Investigations should occur on the possibility of installing a permanent speed camera at the crossing point.	Excessive speed has previously caused damage to the Bridge, particularly the parapets, and has the potential to cause further damage.  Enforcement of the speed limit provides an important educational role.	<ul style="list-style-type: none"> <li>▶ Liaison with Tasmanian Police regarding speed management;</li> <li>▶ Investigate possibility of installing a permanent speed camera; and</li> <li>▶ Enforcement of breaches of the speed limit.</li> </ul>	DIER/ Tasmanian Police	1
<b>Heritage Tasmania/Tasmanian Heritage Council</b>					
7.3.3	<b>Review of Tasmanian Heritage Register Entry</b> That the THC review and amend the current entry in the Tasmanian Heritage Register for the Richmond Bridge in accordance with this Conservation Management Plan.	The current Tasmanian Heritage Register entry for the Richmond Bridge is deficient. In particular, the definition of <u>place</u> , description and statement of significance should be amended.	Amendment of the current entry in the Tasmanian Heritage Register for the Richmond Bridge.	HT/THC	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
<b><i>DIER/Heritage Tasmania</i></b>					
7.5.24	<b>Recording Changes to the Bridge</b> That all actions, works or development affecting the <u>fabric</u> of the Bridge are appropriately recorded and copies lodged with DIER and HT.	The recording of works to the Bridge is important in documenting the nature of the Bridge and changes over time. This will also be important in understanding past <u>conservation</u> practices.	<ul style="list-style-type: none"> <li>▶ The type of recording required will depend on the nature of the works, and element being modified. Recording may be required prior to, during and after the works. Recording may include, but not be limited to photographs, written description, a site plan etc.; and</li> <li>▶ Lodgement of recording with DIER and HT.</li> </ul>	DIER/HT	1
<b><i>South East Irrigation Scheme</i></b>					
7.4.8	<b>Use of the Coal River</b> That the Coal River continue to be used for water supply as a compatible <u>use</u> .	The use of the Coal River for water supply purposes involves no, or minimal impact on the <u>cultural significance</u> of the <u>place</u> .	Continue to use Coal River for water supply.	South East Irrigation Scheme	1
7.6.9	<b>Gatty Dam</b> That the Gatty Dam be <u>maintained</u> to continue to function.	The Gatty Dam is an element of <u>cultural significance</u> and should be conserved.	Ongoing maintenance.	South East Irrigation Scheme	1
7.8.1	<b>General Management of Coal River</b> That the Coal River be managed as an element of <u>cultural significance</u> (see also General Policy 7.2.1).	The Coal River is a defining element of the <u>place</u> and an integral part of the history and perception of the Bridge and therefore its <u>cultural significance</u> .	Changes to the nature of the Coal River, for example flow and water quality, should be considered for their impact on the <u>cultural significance</u> of the place.	South East Irrigation Scheme/WRD	1
<b><i>Water Resources Division</i></b>					
7.8.2	<b>Health of Coal River</b> That the water quality of the Coal River be enhanced.	<p>The health of the Coal River is important for environmental reasons.</p> <p>It also assists in the <u>conservation</u> of the riparian vegetation which is an important element of <u>cultural significance</u>.</p>	Ongoing monitoring of water health.	WRD	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
<b>Tasmanian Police</b>					
7.5.20	<b>Traffic Impacts on Parapet Walls</b> That the prevention of excessive speeding over the Bridge be pursued as a means of preventing damage to the parapet walls caused by vehicular accidents (see also policy 7.9.3). <sup>235</sup>	Vehicle collisions have caused damage to the parapet walls on several occasions. Strengthening the parapet walls is not recommended, because it is preferable that the impact energy from collision causes the dislodgment of parapet stones, rather than the transfer of stress to the Bridge structure.	<ul style="list-style-type: none"> <li>▶ Undertake monitoring of speed limit; and</li> <li>▶ Enforcement of breaches of the speed limit.</li> </ul>	Tasmanian Police	1

<sup>235</sup> Spratt, letter report to GHD, 31 March 2008

## **7.2 General Conservation Policies**

The general conservation policies provide the overarching framework for managing the heritage significance of the Richmond Bridge and its setting. It begins with recognition of the exceptional significance of the place. From this recognition, the general and detailed policies are developed. The Bridge and setting is comprised of multiple elements: built fabric, spaces, visitor infrastructure and the use of the place. These elements range in their levels of significance. Assessing the levels of cultural significance allows for an understanding the relative values of the elements that form the study area and appropriate management practices.

With regard to the fabric of the Bridge, the period of significance dates from its construction in 1823, to the centenary celebrations in 1923. This period was identified in the 1997 Conservation Plan and is considered to accurately reflect the significance of the Bridge fabric. However, not all values of the Richmond Bridge and its setting are demonstrated in the fabric of the place. For example, the community significance relates to the place as a whole, and importantly its contemporary recreational uses. Because of this, beyond the Bridge, the cultural significance is embodied in certain elements of fabric, but also the contemporary setting, use, associations and meanings of the place.

**Table 10 General Conservation Policies**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.2.1	<p><b>General Policy</b> That the Richmond Bridge and its setting must be <u>conserved</u> as a place of exceptional <u>cultural significance</u> to the nation, Tasmania, and the local community.</p> <p>All elements of <u>cultural significance</u> that form part of the Richmond Bridge and its setting should be retained and conserved.</p> <p>The <u>place</u> is to be managed in accordance with the policies of this Conservation Management Plan and the guidelines and philosophy of the Australia ICOMOS <i>Burra Charter</i> (the Burra Charter).</p>	<p>The Richmond Bridge is a place of exceptional <u>cultural significance</u>. This significance should guide decisions about its future <u>conservation</u>, <u>use</u> and <u>development</u>.</p> <p>The Burra Charter contains the accepted basis for the <u>conservation</u> of heritage places in Australia.</p>	<p>Endorsement and implementation of the policies in this Conservation Management Plan (see policy 7.3.2).</p>	All parties.	1
7.2.2	<p><b>Managing the National Heritage Values</b> That the National Heritage Values of the Richmond Bridge be managed in accordance with the National Heritage Management Principles and the provisions of the <i>EPBC Act 1999</i>.</p>	<p>The National Heritage Values of the Bridge and <u>setting</u> relate to its rarity and aesthetic significance.</p> <p>The National Heritage Management Principles provide overarching guidance for managing heritage places by setting standards for</p>	<p>Apply the National Heritage Management Principles in the <u>conservation</u> of the Bridge and <u>setting</u>.</p>	All parties.	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
		ongoing conservation.			
7.2.3	<p><b>Cultural Significance</b></p> <p>That the <u>cultural significance</u> of the Richmond Bridge is comprised in the <u>place</u> itself, its <u>fabric</u>, <u>setting</u>, <u>use</u>, associations, meanings, and <u>related places</u>.</p> <p>The <u>cultural significance</u> of the <u>fabric</u> of the Bridge is recognised as being demonstrated by its evolution to 1923. The fabric of the Bridge post-1923 is of no appreciable <u>cultural significance</u>.<sup>236</sup></p> <p>That the <u>cultural significance</u> of the <u>place</u> beyond the Bridge is embodied in certain elements of <u>fabric</u>, the <u>setting</u>, <u>use</u>, associations and meanings.</p>	<p>The period of significance for the <u>fabric</u> of the Bridge recognises the key development of the place and its cultural significance: its construction in 1823-1825; rebuilding of the western arches (late 1820s); raising the western parapets (1835); the addition of the cutwaters on the piers (1884); and centenary celebrations and commemorative stones in 1923.</p> <p><u>Fabric</u> post-1923 includes the current asphalt road surface and the 1980 gutters and drains. These elements are of no appreciable <u>cultural significance</u>.</p> <p>The <u>cultural significance</u> of the broader place includes <u>fabric</u> such as historic plantings, potential archaeological fabric, early landscaping undertaken by John Eldershaw, and formalised public access to the riverbanks and the Gatty Dam.</p> <p>The contemporary community significance of the place, with its associated recreational <u>uses</u> developed during the twentieth century and may not be demonstrated in the <u>fabric</u> of the <u>place</u>.</p>	Recognition of the <u>cultural significance</u> of the <u>place</u> in undertaking works or actions.	All parties.	1
7.2.4	<p><b>Levels of Cultural Significance</b></p> <p>That the various elements that form the <u>place</u> have different levels of <u>cultural significance</u> (see also policy 7.2.5).</p>	<p>Assessing the levels of <u>cultural significance</u> allows for an understanding the relative values of the elements that form the <u>place</u> and appropriate management practices.</p> <p>The various elements of the Bridge and its <u>setting</u> have been assessed as having high, moderate, and low <u>cultural significance</u> as contained in Appendix A: Site Inventory</p>	Conservation processes are to be consistent with the levels of high, moderate or low <u>cultural significance</u> .	All parties.	1

<sup>236</sup> Nigel Lewis *et. al.*, *op. cit.*, p.113

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
		<p>Sheets.</p> <p>High Significance is representative of key functions or thematic contributions of the <u>place</u>. This includes: the construction and provision of transport infrastructure; recreational uses of the riverbanks; and industrial activity on the riverbanks. Elements of high significance will demonstrate earliness, intactness, rarity/representativeness and high aesthetic qualities.</p> <p>Moderate Significance is representative of secondary functions or thematic contributions of the <u>place</u>. Elements may be described as being of moderate significance where they date from later periods of development, have a lower level of integrity, are typical of their form or type and do not have high aesthetic qualities. Although not being of high <u>cultural significance</u>, these elements contribute to an understanding of the <u>place</u>.</p> <p>Low Significance elements contribute to the significance of the Bridge and its setting, although have little heritage value in their own right. These elements may be recent introductions, or may have been so modified that they no longer have the ability to demonstrate their thematic context. Elements of low significance should not be confused with neutral or intrusive elements.</p>			
7.2.5	<p><b>Applying Levels of Cultural Significance in Conservation Processes</b></p> <p>Elements of high <u>cultural significance</u> must be conserved.</p> <p>Elements of moderate <u>cultural significance</u> should be conserved wherever possible.</p>	<p>The <u>cultural significance</u> of the <u>place</u> should guide decisions about its future <u>conservation</u>, <u>use</u> and <u>development</u>.</p>	<p>Actions, works, or development potentially affecting the <u>cultural significance</u> of the <u>place</u> are to be consistent with the relative levels of <u>cultural significance</u> of the elements of the <u>place</u>.</p>	All parties.	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
	<p>Elements of low <u>cultural significance</u> may be retained, modified or removed provided a <u>conservation</u> benefit can be demonstrated by the action (see also policy 7.2.6).</p> <p><u>Preservation</u>, <u>restoration</u> and <u>reconstruction</u> (in that order) are the preferred conservation processes for elements of <u>cultural significance</u>.<sup>237</sup></p> <p>Elements intrusive to the <u>cultural significance</u> of the <u>place</u> should be removed or modified in a sensitive manner that enhances the <u>cultural significance</u> of the <u>place</u>.</p> <p>Neutral elements neither contribute nor have an adverse impact on the <u>cultural significance</u> of the place and may be retained or removed.</p>				
7.2.6	<p><b>Removal of Elements of Low Cultural Significance</b></p> <p>Demonstrating the <u>conservation</u> benefit from the removal of elements of low <u>cultural significance</u> can be established where:</p> <ol style="list-style-type: none"> <li>1. It will further reveal the <u>cultural significance</u> of the <u>place</u>; and</li> <li>2. It will not have an adverse impact on <u>cultural significance</u> of the <u>place</u>.</li> </ol>	<p>Although elements of <u>low</u> significance may not individually be essential to the <u>cultural significance</u> of the place, in combination, they form part of the <u>cultural significance</u> of the place.</p>	<ul style="list-style-type: none"> <li>▶ Determine the <u>conservation</u> benefit of the removal of the element prior to its removal;</li> <li>▶ Seek and gain any necessary approvals to undertake works (see also policy 7.2.10); and</li> <li>▶ Appropriate recording of the element prior to its removal. The type of recording required will depend on the element proposed to be removed. It may include, but not be limited to photographs, written description, a site plan etc.</li> </ul>	All parties.	3

<sup>237</sup> Nigel Lewis *et. al.*, *op. cit.*, p.113

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.2.7	<b>Removal of Intrusive Elements</b> That elements intrusive to the <u>cultural significance</u> of the <u>place</u> should be removed.	Intrusive elements are detrimental to the <u>cultural significance</u> of the <u>place</u> .	Removal of intrusive elements.	All parties.	2
7.2.8	<b>Reconstruction of Missing Fabric</b> That reconstruction of missing <u>fabric</u> should only be permitted where:  1. <u>Interpretation</u> of the Bridge and its <u>setting</u> would be considerably enhanced; and  2. This would not cause an unacceptable impact or undue anachronism to its immediate surrounds/context; and  3. There is appropriate documentary or physical evidence. <sup>238</sup>	<u>Reconstruction</u> means returning a <u>place</u> to a known earlier state and is distinguished from <u>restoration</u> by the introduction of new material into the <u>fabric</u> .  At the Richmond Bridge, <u>reconstruction</u> largely relates to repairing damage to the parapets caused by vehicular accidents. Beyond this, the scope for <u>reconstruction</u> is limited. Opportunities may exist for the <u>reconstruction</u> of the guttering (see policy 7.5.28).  The priority for <u>reconstruction</u> works over <u>maintenance</u> would need to be carefully considered.	<ul style="list-style-type: none"> <li>▶ Determine the priority for any <u>reconstruction</u> works; and</li> <li>▶ Seek and gain any necessary approvals to undertake works (see also policy 7.2.10);</li> </ul>	DIER	3
7.2.9	<b>Maintenance &amp; Works Program</b> That a detailed cyclical maintenance and works program be prepared establishing the priorities and timeframes for implementing the policies of this plan.	The effectiveness of this Conservation Management Plan relies on the implementation of the policies by DIER, CCC and other parties as necessary.	Preparation of maintenance and works program.	All parties.	1
7.2.10	<b>Works Approvals</b> All actions, works, or development undertaken at the <u>place</u> should comply with relevant legislation, including the provisions of the <i>EPBC Act 1999</i> , the <i>HCH Act 1995</i> , and the Clarence Planning Scheme 2007.	The Richmond Bridge is subject to National, State and Local heritage regimes which have different requirements to seek approval for undertaking, works, development or actions.	Lodgement of necessary applications.	Parties undertaking works.	1

<sup>238</sup>Nigel Lewis *et. al.*, *op. cit.*, p.114

### **7.3 Management System of the Richmond Bridge and Setting**

As noted in Section 6, the Richmond Bridge and its setting comes under a complex management system at National, State and Local Government levels. Each authority has different responsibilities for the management of the Bridge and the various elements of its setting.

The National Heritage listing of the Richmond Bridge encourages a cooperative approach between the Australian and Tasmanian Governments for the management of the Richmond Bridge. On this basis, it has been recommended that a coordinated approach to the management and conservation of the Richmond Bridge be adopted. The formation of a management committee would be one way of assisting with this. It would also be a means of involving the community in the ongoing decision making and management of the Bridge and setting.

This Conservation Management Plan analyses the significance of the place and establishes the policies to retain these values for present and future generations. However, to be of any effect, it is necessary for the relevant parties to endorse and implement the policies of this Plan.

**Table 11 Management System of the Richmond Bridge and Setting**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.3.1	<b>Review of Draft Conservation Plan</b> That the Draft Conservation Management Plan is provided to key organisations and the general community for review and comment.	To ensure that relevant organisations and interested individuals have the opportunity to comment on the Draft Conservation Management Plan.	Provision of Draft Conservation Management Plan for comment.	DIER	1
7.3.2	<b>Endorsement</b> That DIER, THC and the CCC should endorse this Conservation Management Plan as a guide for the management of the Richmond Bridge and its <u>setting</u> .	To ensure that the management and decision making bodies responsible for the <u>conservation</u> of the Richmond Bridge and its <u>setting</u> is in accordance with the current understanding of the significance of the place and the policies for its <u>conservation</u> .	Endorsement by relevant groups.	Identified groups.	1
7.3.3	<b>Review of Tasmanian Heritage Register Entry</b> That the THC review and amend the current entry in the Tasmanian Heritage Register for the Richmond Bridge in accordance with this Conservation Management Plan.	The current Tasmanian Heritage Register entry for the Richmond Bridge is deficient. In particular, the definition of <u>place</u> , description and statement of significance should be amended.	Amendment of the current entry in the Tasmanian Heritage Register for the Richmond Bridge.	HT/THC	1
7.3.4	<b>Review of Planning Scheme Listing</b> That the Clarence City Council amend the Clarence Planning Scheme 2007 to include the Richmond Bridge and its <u>setting</u> as a place of <u>cultural significance</u> in accordance with this Conservation Plan.	The Clarence Planning Scheme 2007 listing only includes the Richmond Bridge. The <u>cultural significance</u> of the <u>place</u> also includes its <u>setting</u> .  The Tasmanian Heritage Register entry and any Planning Scheme listing should relate to the same area of land.	Amendment of Clarence Planning Scheme 2007.	CCC	1
7.3.5	<b>Coordinated Response to Management</b> To ensure the <u>conservation</u> of the <u>place</u> , the: DIER, THC, HT, CCC, CLS, WRD, and Australian Government DEWHA and any other necessary groups or individuals, including community representatives, should adopt a cooperative approach to the management and <u>conservation</u> of the Richmond Bridge.	Each authority has a different responsibility for the management of the Bridge and the various elements of its <u>setting</u> . A cooperative approach will help ensure a coordinated approach to the <u>conservation</u> of the <u>place</u> .  Community representatives should be able to participate in the decision making and management of the place.	Form a management committee with organisational and community representatives.	Identified groups.	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.3.6	<p><b>Community Involvement</b> That methods of involving the community in the ongoing management of the Richmond Bridge and its <u>setting</u> be explored, including participation in a management committee.</p>	<p>Statutory mechanisms exist for the community to comment on works matters through the <i>Historic Cultural Heritage Act 1995</i> and the <i>Land Use Planning and Approval Act 1993</i>.</p> <p>However, the Richmond community has demonstrated a strong interest in the <u>conservation</u> of the Bridge and a more holistic approach to community involvement is desirable.</p>	<p>Investigate methods for community involvement in the ongoing management of the Richmond Bridge. Including:</p> <ul style="list-style-type: none"> <li>▶ Participation in any management committee (see policy 7.3.5);</li> <li>▶ Public meetings; and</li> <li>▶ Public launch of the annual report on the conservation of the <u>place</u> (see policy 7.12.3).</li> </ul>	All parties.	1
7.3.7	<p><b>Management of Heritage Character of Richmond</b> That the Clarence City Council has primary responsibility for managing the <u>cultural significance</u> of Richmond as a <u>place</u>.</p> <p>That due consideration is given to potential impacts on the <u>cultural significance</u> of the Richmond Bridge from adjacent development, or development that may have an impact on important public views to the Richmond Bridge and its <u>setting</u>. The Richmond Cultural Resource Management Plan should be implemented to assist in the management of the heritage character of Richmond.</p>	<p>The Richmond Bridge and its <u>setting</u> is part of a broader townscape of <u>cultural significance</u>. Development within Richmond has the potential to have impacts on the <u>cultural significance</u> of the Richmond Bridge and its <u>setting</u>, including intruding on important public views of the <u>place</u>.</p> <p>The Richmond Cultural Resource Management Plan is the most thorough and detailed plan for the identification, assessment and management of cultural heritage in Richmond. The Clarence Planning Scheme includes the Supporting Action of 'Implementing a Cultural Resource Management Plan for Richmond to assist urban design, heritage protection and economic development.</p>	<ul style="list-style-type: none"> <li>▶ Consideration of potential impacts from adjacent development;</li> <li>▶ Retention of significant public views during development; and</li> <li>▶ Implement Richmond Cultural Resource Management Plan.</li> </ul>	CCC	1

## 7.4 Use of the Richmond Bridge and Setting

Table 12 details the specific policies related to the use of the Richmond Bridge and setting. The following key points summarises the rationale for these policies.

### 7.4.1 Use of the Bridge

The Bridge is currently used for both vehicular and pedestrian use. This includes use by both locals and tourists to Richmond. The continuing use of the Bridge since 1825 is part of the cultural significance of the place.<sup>239</sup>

The 1997 Conservation Plan recommended that the existing 25 tonne load limit should be reduced to 15 tonnes. The recommendation to reduce the load limit was not accepted by DIER because it would restrict tourist buses crossing the Bridge. It is recommended that DIER reconsider the current load limit.

This Conservation Management Plan recommends that a vibration meter be installed on the Bridge as a means of giving prior warning of a problem resulting from excessive vibrations caused by traffic load and speed. Monitoring vibration caused by vehicular traffic can provide an early warning, where any excess masonry movement will give an increased vibration. In effect, a vibration meter would provide prior warning of a problem. The installation of a meter could also provide valuable data regarding load limit requirements.<sup>240</sup> The trials of the vibration monitoring showed it to be a practical bridge management tool. Should vibration problems be detected, the load and speed limit will need to be reviewed to address the issue.

### 7.4.2 Use of the Riverbank Setting of the Bridge

The riverbank setting of the Bridge has a variety of uses, of which, tourism and passive recreation are the predominate uses. The riverbanks are used for appreciating and photographing the Bridge and surrounds; for walking; for picnics and relaxation. In response to these uses, a range of visitor infrastructure has been provided including car parks; viewing platforms; steps down to the riverbanks; shelters and barbeques; seating and walking paths. The recreational use of the riverbanks forms part of the cultural significance of the place and involves minimal impact on this significance.

The range of infrastructure located at the Bridge serves this recreational use. The infrastructure varies from more discrete elements, to visually intrusive items. Nigel Lewis *et. al.* identify parking, bus access over the Bridge, intrusive picnic facilities and the appearance of some paths and steps as elements that are not compatible with the cultural significance of the place. They also note the potential risk from overt commercial exploitation.<sup>241</sup>

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<sup>239</sup> Nigel Lewis *et. al.*, *op. cit.*, p.116

<sup>240</sup> Spratt, *Richmond Bridge – Conservation Management Plan Review*, 25 March 2008, Appendix C

<sup>241</sup> Nigel Lewis *et. al.*, *op. cit.*, pp.108, 112

### **7.4.3 Use of the Coal River**

The Coal River forms part of the South East Irrigation Scheme. The River has historically been used as a source of water for people, stock and agriculture. The Gatty Dam at the southern end of the River has been modified for irrigation purposes. The continued use of the Coal River for water supply is compatible with the cultural significance of the place.

The Coal River was also historically used for swimming, with the construction of the Gatty Dam creating a swimming hole. The infestation of the area with crack willows resulted in the end of this use. The social values assessment undertaken in 1997 highlighted that this loss of use had an adverse effect on the community values of the place. Crack willows in the vicinity of the Dam have subsequently been removed.

**Table 12 Use of the Richmond Bridge and Setting**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.4.4	<b>Use of the Bridge</b> That the Richmond Bridge continues to be used for vehicular and pedestrian <u>use</u> .	To ensure that the significant <u>use</u> of the Richmond Bridge for vehicles and pedestrians continues.	Ongoing cyclical maintenance in accordance with this Conservation Management Plan.	DIER	1
7.4.5	<b>Use of the Bridge: Structural Capacity</b> That a vibration meter be installed on the Bridge and monitored for early warning of problems resulting from the basic weaknesses of the Bridge (see policy 7.5.5). <sup>242</sup>  Should vibration problems be detected, the load and speed limit will need to be reviewed to address the issue.  The Bridge should be inspected annually for pointing and stormwater defects, flood damage, cracking movements and general condition of stonework (see policy 7.5.22).	Owing to foundation movements, lack of continuity and the use of site soil as a bedding material, the Bridge is very susceptible to vibration impacts.  The installation of a vibration meter on the Bridge will measure and record increased vibrations so as to give warning prior to a problem occurring.  The trial of vibration monitoring in 2009 showed it to be a practical bridge management tool.	<ul style="list-style-type: none"> <li>▶ Installation of a vibration meter and monitoring of results; and</li> <li>▶ Annual monitoring and recording of Bridge.</li> </ul>	DIER	1
7.4.6	<b>Use of the Riverbank Setting</b> That the riverbanks continue to be used for recreational purposes.	To ensure that the significant recreational <u>use</u> of the riverbank <u>setting</u> continues.	Maintain recreational <u>use</u> for the place under the Clarence Planning Scheme 2007.	CCC	1
7.4.7	<b>Visitor Management and Interpretation Plan for the Setting</b> That consideration be given to developing a Visitor Management and Interpretation Plan for the Richmond Bridge and its <u>setting</u> . The Visitor Management Plan should consider the needs of the mobility impaired and access to the Bridge and setting. For consistency in approach and strategies, it would be useful to consider a Visitor Management and Interpretation Plan for Richmond as a whole,	To ensure that visitor experience and recreational <u>use</u> of the riverbanks is not significantly compromised.	Undertake Visitor Management and Interpretation Plan.	All parties.	1

<sup>242</sup> Spratt, letter report to GHD, 31 March 2008

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
	inclusive of the Bridge and riverbank <u>setting</u> . The Visitor Management Plan should also consider tourist vehicle and pedestrian movements/routes through Richmond.				
7.4.8	<b>Use of the Coal River</b> That the Coal River continue to be used for water supply as a compatible <u>use</u> .	The use of the Coal River for water supply purposes involves no, or minimal impact on the <u>cultural significance</u> of the <u>place</u> .	Continue to use Coal River for water supply.	South East Irrigation Scheme	1

## 7.5 Managing the Fabric of the Richmond Bridge

Tables 14 and 15 details the specific policies related to managing the fabric of the Richmond Bridge. The following policies provide both broad and detailed approaches to managing the fabric of the Bridge and have been structured according to their priority. The highest priority has been given to those policies that address the weaknesses of the Bridge and will assist in preventing further damage and the essential conservation measures. Secondary policies have been provided for longer term issues such as maintenance, recording and aesthetic considerations.

The 1997 Conservation Plan and the technical reports of Spry and Spratt have been very useful in this regard. They have also assisted in determining the extent of implementation of the policies of the 1997 Conservation Plan. Further structural assessments have not been undertaken for this Conservation Management Plan. However, this Conservation Management Plan and its policies have been reviewed by Peter Spratt, Consulting Chartered Engineer (see Appendix C). For background information, the following section summarises the broad fabric related issues of the Bridge.

### 7.5.1 Condition and Structural Integrity of the Richmond Bridge

#### *The Foundations and Structure of the Bridge*

Spratt's structural assessment began with an investigation of the geology of the Bridge site. He notes that the Bridge is located across a narrow incised valley cut by the Coal River in soft sediments between two hard rock barriers. The upper upstream barrier is basalt. The lower rock barrier is dolerite. The upper basalt barrier has retreated upstream. Lag deposits of terrace gravels, silts and fine sands are developed downstream of the retreating basalt. The terrace silts and sands are easily eroded, which Spratt determines was probably the reason why the riverbed between the piers was paved in 1884. Further, the movement in these sediments after construction probably accounts for the undulations across the Bridge.

The geological condition would appear to be a key issue for the structural distortions to the Bridge. For example, the poor foundation conditions are likely causes of the history of cracking at each end of the Bridge, and the undermining of the piers. However, the geotechnical conditions of the ground near the Bridge remained unknown and Spratt recommended a foundation inspection of the piers using geological techniques.<sup>243</sup> It is unknown if this inspection has occurred.

Test pits were dug adjacent to the upstream and downstream parapet walls in June 1993 to provide data on the construction of the arch barrel and the nature of the fill materials. It was found that the fill material consists of moist basalt and sandstone gravel of loose to medium dense compaction with sandy clay fines. The extrados were found to have been coated with a hard tar-based material, which is a material of heritage significance. The masonry forming the arch is grouted full-depth by very soft lime mortar.

<sup>243</sup> Spratt in Nigel Lewis *et. al., op. cit.*, Appendix Four – Structural Analysis

In summary, the previous assessments found that the Bridge was generally in good condition. In his stonework condition assessment, Spry, a geologist provided advice on structural matters, advised that given the age and continued use of the Richmond Bridge, it did not appear to be in danger of early failure if current conditions hold. However, the cracks in the Bridge should be considered to have the potential for damage either slowly due to continuing existing use, or quickly if subjected to sudden excessive stress.<sup>244</sup> Owing to foundation movements, lack of continuity and the use of site soil as a bedding material, the Bridge is susceptible to vibration impacts.

According to Spratt, the basic weaknesses of the bridge are:

1. A history of foundation movements due to river bed erosion and settlement;
2. Alterations which have given a lack of continuity due to the later constructions not achieving an original bond entry. The implications of this are that the Bridge will be sensitive to vibration impact;
3. The use of site soil as stone bedding gives a material readily washed out by entering water. There is no bond between stones and the result is that the Bridge is very sensitive to vibration and if wash out occurs then stone fracture and settlement becomes highly likely. The emphasis is again on the need to prevent water entry.<sup>245</sup>

In summary, these weaknesses demonstrate the susceptibility of the Bridge to vibrations. Spratt notes five causes of vibration on the Richmond Bridge. These causes are:

1. Traffic load;
2. Traffic speed;
3. Bedding loss;
4. Foundation movement; and
5. Bridge deck potholes.

### ***Trial of Vibration Monitoring***

Spratt has identified the installation of a vibration meter on the Bridge as a means of giving prior warning of a problem resulting from the basic weaknesses. Monitoring vibration caused by vehicular traffic can provide an early warning, where any excess masonry movement will give an increased vibration. In effect, a vibration meter would provide prior warning of a problem. The installation of a meter could also provide valuable data regarding load limit requirements.<sup>246</sup>

<sup>244</sup> Nigel Lewis *et. al.*, *op. cit.*, p.75, Appendix Four – Structural Analysis; Bill Jordan & Associates Pty Ltd, *Richmond Bridge, Richmond, Structural Assessment*, September 2001

<sup>245</sup> Spratt in Nigel Lewis *et. al.*, *op. cit.*, Appendix Four – Structural Analysis and Spratt, *Richmond Bridge – Conservation Management Plan Review*, 25 March 2008, Appendix C; Spratt, letter report to GHD, 31 March 2008

<sup>246</sup> Spratt, *Richmond Bridge – Conservation Management Plan Review*, 25 March 2008, Appendix C

In 2009, trials were undertaken of vibration monitoring. The summary report of these trials is included at Appendix B. The trials had the following five objectives:

1. Determine if vibration monitoring is a practical monitoring tool for bridge management;
2. Carry out speed tests to see the impact of speed;
3. Measure the range of vibration levels experienced under controlled traffic as well as normal traffic;
4. Identify areas of the bridge which are sensitive to traffic dynamic loads; and
5. Identify an optimum position of a permanent monitor as well as a reasonable 'alert' vibration level.

The summary report includes the findings of the trials. The east end of the bridge and the centre of the east river span were identified as the most sensitive location of the bridge where the highest vibration levels were recorded. Speed was shown to have a very large impact on vibration, as did the longitudinal pavement failure. In conclusion, the trials demonstrated that vibration monitoring is a practical bridge management tool. DIER has approved the installation of permanent vibration meters.

### ***The Sandstone***

Spry undertook a fabric condition assessment of the Bridge in 1990. He identified six slightly different sandstones that were used in the construction of the Bridge. These sandstones are:

1. The oldest stone used as rubble on the piers and arches is a yellow to brown, argillaceous sandstone (composed of particles less than 0.002 mm in diameter) of mediocre quality. It is generally in remarkably sound condition considering its age;
2. The voussoirs and arch stones are of a yellow-brown, well-bedded, banded sandstone in good condition;
3. The copings to the parapet and the projecting string courses are of a massive, grey, glittering quartz sandstone, most in adequate condition;
4. The 1885 sheathing to the piers is of a massive sandstone, white to brown, in well shaped ashlar blocks with a neatly dress (picked) surface. It is of good quality and similar to that in the later parts of the Richmond Gaol. It is generally sound;
5. The small rubble blocks of the inner faces of the parapets are of various sandstone lithologies (some are face bedded and are exfoliating); and
6. A small retaining wall surrounding a rest area on the south west corner of the Bridge is of yellow-brown sandstone of modern construction.<sup>247</sup>

Spry found that the stonework was generally in sound condition and not in need of repair or replacement. Isolated stone decay located on the projecting string course, some of the pier sheathing blocks, and the base of the stone post at the north-western corner required monitoring. The stonework was also clean and free from organic growth. The stone work remains clean of growth.

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<sup>247</sup> Nigel Lewis *et. al.*, *op. cit.*, pp.71-72

In his structural assessment, Spratt extended this analysis of the sandstone. Small samples of stone were removed from delaminated surfaces of the western parapet and the underside of the eastern arch. These samples were analysed by X-ray diffraction for clay content, and the different types of clay. Smectite clays were identified, which Spratt concludes is of great significance. Halite, or sodium chloride deposits were also located in the samples from the east arch.

Smectite is common in south east Tasmanian sandstones, and is very reactive to wet/dry and hot/cold cycles particularly in the presence of soluble salts, especially sodium chloride. These physical and chemical reactions make the stones subject to marked cracking, exfoliation and surface disintegration. Because of the presence of smectite and of halite, Spratt concludes that it is essential that continuing attention is given to water shedding, keeping pointings in good repair and avoiding water entry and water retention in Bridge stones.<sup>248</sup>

### **Cracking**

The Richmond Bridge is subject to cracking. The cracks have existed for a long time, and some have been subject to previous repair attempts. Some have also cracked through the repair works.

Spry identified two types of cracks in 1990. Transverse cracks existed on the northern and southern faces of the Bridge, mainly confined to the buttresses, along joints and some through stones. Discontinuous, comparatively straight cracks are visible under the arches where they begin at or below the spring line, these tended to stop before reaching the mid span. They were recognised by Ginn in 1973 and sketched in 1985 by P Wood. They are difficult to trace because of repeated patching and to represent on paper, but observations by Spry suggest that they might be more abundant than depicted by Wood in 1985. Smith (1969) referred to a recommendation by Lambe in 1824 that 'instead of forming the extrados of the arches with loose stone rubbish, that longitudinal walls should be built about two feet apart and the spaces filled with loam'. Spry also suspected that these internal longitudinal structures might control the formation of longitudinal cracks. DIER had previously fixed glass plates across these cracks as a way of indicating movement. Vandals have destroyed these glass plates, although their locations are still evident.

Different conclusions have been reached as to the potential effects of these cracks on the Bridge. In his stonework condition assessment, Spry (a geologist) provided advice on engineering matters. He found that the cracks have the potential to cause structural problems. In particular, on the ability of the Bridge to act as a complete member under horizontal forces such as those caused by flood. However, the structural assessments of Spratt and Jordan came to different conclusions. Spratt's structural assessment identified cracking right across the Bridge roadway and parapets at each end of the flat arch No. 5 from the west side. He considers that this cracking may be caused by foundation settlement. Spratt's conclusion was that the Bridge did not suffer from major cracking, and that those cracks that did exist, did not require intervention of the fabric or structure. Similarly, Jordan's brief structural assessment observed a few minor cracks in the arch barrels. His conclusion was that movement in these cracks was a result of seasonal effects. The Bridge is annually inspected in accordance with the VicRoads Bridge Inspection Manual. This includes continual monitoring of the cracks. DIER has found that there has been no long term movement in the cracks.

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<sup>248</sup> Spratt in Nigel Lewis *et. al., op. cit.*, Appendix Four – Structural Analysis

### ***Bedding and Pointing***

The original mortar bedding of the Richmond Bridge used very soft lime mortar. The effect of this is that the bedding is susceptible to washout from water entry, causing cracking and stones to loosen. Pointing works have been progressively undertaken on the Bridge. In 1990, Spry noted that open joints had been repeatedly repointed using a variety of mortar mixes of unsatisfactory composition and unprofessional application. Hard, cement rich mortars were present on the Bridge in 1990, and continue to exist in isolated areas. Spry concluded that the condition of the pointing was unsatisfactory given the significance of the Bridge. He classified the need for repointing as being for both structural and aesthetic purposes. Cement rich mortars retain salts which can lead to stone fretting, while the loss or poorly applied pointing limit the ability of the Bridge to shed water. Spratt also recognised that previous pointing work was of a poor quality. However he concluded that the use of high cement render and pointing was not causing damage, and therefore did not warrant immediate removal. Nonetheless, future pointing works were to use appropriate pointing mixes and techniques.

Since the 1997 Conservation Plan, considerable work has been undertaken on the repointing of the northern and southern faces of the Bridge. These extensive works have greatly assisted in the presentation of the Bridge and its aesthetic qualities. As required, repointing works have been included in the policies of this Conservation Management Plan.

### ***Drainage***

The effective removal of water away from the Bridge has been a continual problem. Spry found that poorly directed surface rainwater drainage on the southern side of the eastern abutment has caused ponding and accumulation of soil moisture, resulting in rising saline damp in the stonework. Some joints and stones are stained with white salt efflorescence and some stones are decayed. He recommended that the soil should be built up to the level of the depression and the surface drainage modified so as to direct the run-off into the river. Given the smectite clay content of the sandstone, Spratt also recommended that water shedding from the roadway should be improved.

The 1997 Conservation Plan recommended the waterproofing of the Bridge deck and modification of the roadway grades to improve the water shedding. These waterproofing works have been carried out. However drainage problems continue to result in problems with damp, salt efflorescence and stone degradation in the eastern arch. Priority should be given to those works which prevent pointing defects and water entry into the Bridge stonework.

### 7.5.2 The Load Limit of the Richmond Bridge

The load limit of the Bridge is a contentious issue. A structural analysis of the Richmond Bridge was undertaken for the 1997 Conservation Plan. The Cardiff/Transport Road Research Laboratory Masonry Arch Assessment Package (CTAP) was used to investigate the structural capacity of the Bridge. This method draws on two forms of analysis:

1. The Transport Road Research Laboratory (TRRL) mechanism analysis; and
2. The University of Wales College of Cardiff (UWCC) elastic analysis which uses the theory of Castigliano.

The TRRL method was used to provide details of the critical load pattern and position. Live loads applied to the Bridge consisted of various axle group and short vehicle combinations which were run individually across Span Nos. 3, 4, and 5 of the Bridge. From each of the combinations, the minimum collapse load and corresponding position was calculated.

The UWCC elastic analysis supplemented this work by: verifying the minimum collapse load and providing data on deflections, stresses, collapse mode and path to failure. The input variables in this analysis include the effects of arch and fill material on overall collapse.

The results of the CTAP analysis was that Span No. 5 (eastern river span) was found to be critical to the load limit. This was primarily because of the reduced height of fill over the crown of the arch as compared with the other river spans. The analysis showed that the shape of this arch is markedly deformed due to settlement of the piers. The analysis then considered the potential effects of vehicle loads on the Bridge, across various axle configuration and truck loads. From this, it was determined that the existing 25 tonne load limit should be reduced to 15 tonnes as an appropriate measure to cover a range of short vehicles.<sup>249</sup>

On the basis of this assessment, the 1997 Conservation Plan recommended that the load limit should be reduced to 15 tonnes. DIER has not accepted this recommendation on the basis of that it would restrict tourist buses from crossing the Bridge. Subsequently, further information has come to hand that questions the accuracy of the CTAP Structural Assessment.

In September 2001 a brief structural assessment report was prepared by Bill Jordan & Associates based on a visual inspection of the Bridge. This assessment reviewed the findings of the 1997 Conservation Plan and the recommendation to reduce the load limit to 15 tonnes.

Jordan notes that the CTAP program was the best available at that time, but was based on the empirical MEXE formula which has been shown to be overly conservative. Since then, the more accurate computer based 'Discrete Element Method' had been developed for assessing masonry arch bridges. Using this approach, Jordan notes that bridges formerly assessed using the MEXE formula have had their safe loads upgraded from 7.5 tonnes to 40 tonnes without requiring additional strengthening. He considered it likely that an assessment using the Discrete Element Analysis would upgrade the load limit on the Richmond Bridge.

<sup>249</sup> Nigel Lewis *et. al.*, *op. cit.*, Appendix Four – Structural Analysis

Jordan undertook a site visit to the Bridge and observed a few minor cracks in the arch barrels, that were largely circumferential, that is, located on the outer boundary of the circular area. These cracks are under continual monitoring and show only seasonal effects. Jordan concluded that none of the cracks are considered to have structural implications. Further, other than these crack, no evidence was found of signs of distress in the masonry joints which might be associated with movement under load. Supporting this conclusion, Jordan compared the recent soft lime repointing, as opposed to the older, harder and more brittle Portland cement-based mortar. He considered that if distress was occurring, the harder Portland cement based mortar would show evidence of cracking. No such cracking was observed, and therefore structural distress would not appear to be associated with the 25 tonne load limit.

Jordan concluded that the Richmond Bridge was in a satisfactory condition and that it was likely that an assessment of the load carrying capacity using the Discrete Element Analysis would result in a safe capacity of at least 25 tonnes.<sup>250</sup>

At present, there are two contrasting assessments of the load limit of the Richmond Bridge. The CTAP results recommended the reduction to 15 tonnes, while undertaking the Discrete Element Analysis may demonstrate that the safe capacity of the Richmond Bridge is 25 tonnes. A structural assessment of the Bridge has not been carried out for this Conservation Management Plan.

The 25 tonne load limit may be marginal and may be stressing the bridge unacceptably with gradual movement presently visually undetectable. However, as previously noted, the installation of a vibration meter on the Bridge is a means of giving prior warning of a problem resulting from the basic weaknesses. It could also provide important data regarding the load limit in the absence of a structural assessment. Spratt has recommended that a meter be used to determine what vibrations a loaded tourist bus is giving to the Bridge and then check those results against vibration levels that are known likely causes of problems. Vibration monitoring would also provide continual data, rather than a further structural analysis that would assess the structural condition of the Bridge only for a given point in time.<sup>251</sup> Should vibration problems be detected, the load and speed limit will need to be reviewed to address the issue.

### 7.5.3 Recording the Richmond Bridge

As part of the 1997 Conservation Plan, a spatial study of the Richmond Bridge was carried out using terrestrial photogrammetric surveys. This provided a photographic coverage of the external fabric of the Bridge structure and wingwalls. This method allowed for digital spatial information to gain an accuracy of +/- 10mm in a 3 dimensional environment. A total of 52 stereo models were required for coverage of the Bridge, including the internal features of the Bridge walls and wingwalls.

At the time, this was seen as the most effective and efficient means in survey science for mapping, modelling and monitoring structures. It provided a set level of base information on which future measurements could be compared. This survey captured a moment in time, which made it possible to investigate dynamic occurrences such as stress deflection under load.

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<sup>250</sup> Bill Jordan & Associates Pty Ltd, *Richmond Bridge, Richmond, Structural Assessment*, September 2001

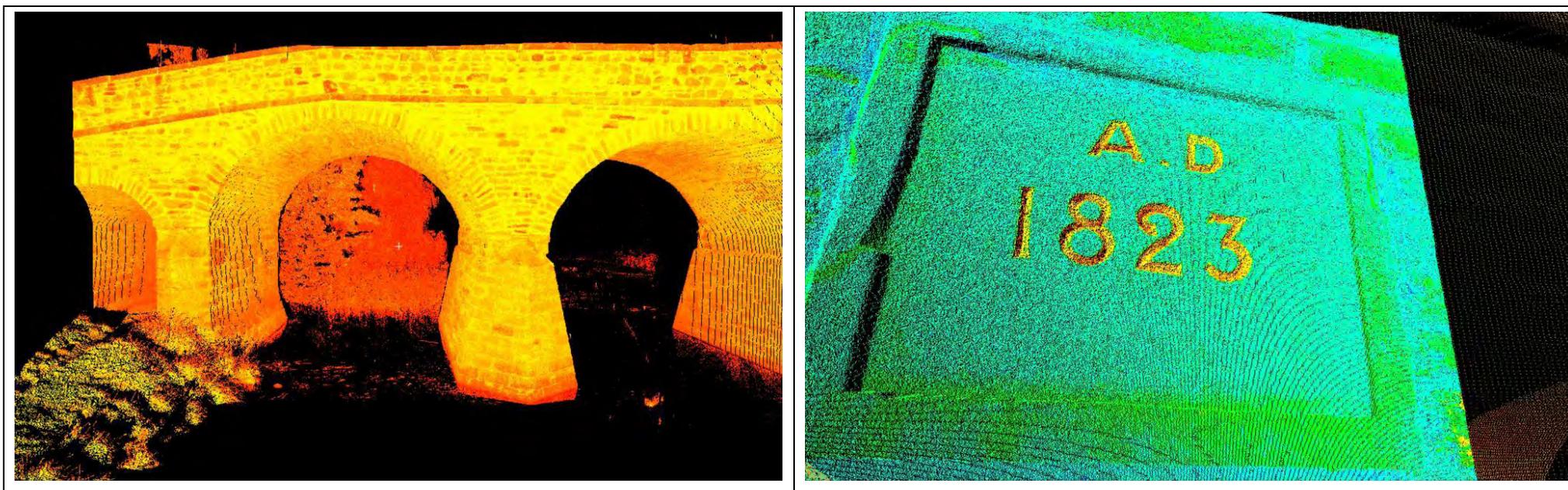
<sup>251</sup> Spratt, letter report to GHD, 31 March 2008

With financial assistance from the Australian Government Department of the Environment, Water, Heritage and the Arts, DIER has subsequently undertaken further spatial studies of the Bridge, advancing on the previous photogrammetric survey. Sinclair Knight Mertz undertook 3D laser scanning of the Richmond Bridge 2006. The laser scan and model was conducted for the entire Bridge, and provides a comprehensive model to use as a basis for recording, maintenance, repair, structural integrity and deformation modelling. The results of the laser scanning provided a higher degree of accuracy than the earlier photogrammetric survey. The photogrammetric survey achieved accuracy of +/-10mm, whereas the laser scanning achieved a point cloud accuracy of 3-5mm and density of 10mm.

A key achievement of the laser scanning was that once the scans were registered together, the data was transferred onto Map Grid of Australia so that it could be amalgamated with any existing or future datasets on or near the Bridge. What this method achieved was a final and highly accurate dataset for the Bridge that can be used for a variety of different management and ongoing maintenance requirements. For example, SKM note that one of its most important uses would be in accident repair. Because all the stone shapes and sizes have been modelled, damage can be repaired identical in form to what originally existed.

The key achievement of the laser scanning is a highly accurate recording of the Bridge as it currently exists. This will prove particularly useful for understanding structural movements in the Bridge, and mapping its individual components. The following figures highlight some of the results of the survey.

**Figure 62 Laser Scans of the Richmond Bridge**



#### **7.5.4 Implementation of the 1997 Recommended Works**

The 1997 Conservation Plan established priorities for works based on conservation of existing fabric, interpretation, ongoing maintenance and works associated with compatible uses. A work program was established prioritising the urgency of the works. The following table summarises these priorities, and where known, whether the works were undertaken.

**Table 13 Implementation of the 1997 Recommended Works**

Recommended Works	Implementation
The unsatisfactory mortars of the upstream and downstream facades should be removed using appropriate pointing mixes and techniques.	The unsatisfactory mortars on the north and south faces of the Bridge have been removed, improving the aesthetic qualities of the place.
Removal of graffiti from the underside of the flanking spans and application of an anti-graffiti coating. Provision of lighting on both sides of the river.	The graffiti has not been removed. Lighting has not been installed. This Conservation Management Plan considers the installation of lighting is disproportionate to the problem and could potentially have adverse impacts through the installation of further infrastructure.
Installation of a 15 tonne load limit on the Bridge.	The load limit has not been reduced.
Waterproofing of the Bridge deck and modification of the roadway grades to improve the water shedding.	The Bridge deck has been waterproofed. It is unknown whether these works also waterproofed the footpaths. Water shedding remains an issue.
The depression on the southern side of the eastern abutment should be filled in and graded to direct surface run-off into the river.	It is unknown whether these works were undertaken. Nonetheless, the depression continues to exist and collects water.
Removal of willows and other dense growth from the river banks.	Crack willows have been removed. Weeping willows have been retained and have heritage value. The coppice of poplars and elms on the south west bank is also assessed as having value.
Replace intrusive tourist infrastructure (paths and steps).	These works have not occurred.
Screen car parks using low level landscape planting or relocate car parks away from visual catchment of the Bridge.	These works have not occurred.
As part of the ongoing maintenance, the Bridge should be inspected annually for pointing and stormwater defects, flood damage and cracking movements.	DIER makes annual inspections of the condition of the Bridge.
As part of the ongoing maintenance, terrestrial photogrammetrical plotting should be carried out on a 5 year basis to monitor long term settlement of the arches and foundations.	DIER has undertaken laser scanning of the Bridge which provides a more accurate recording than terrestrial photogrammetrical plotting.
As part of the ongoing maintenance, regular police surveillance of the Bridge. <sup>252</sup>	It is unknown whether surveillance occurs.

<sup>252</sup> Nigel Lewis *et. al.*, *op. cit.*, p.116

**Table 14 Policies for the Prevention of Further Damage to the Richmond Bridge**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.5	<p><b>Vibration Monitoring</b> That a vibration meter be installed on the Bridge and monitored for early warning of problems resulting from the basic weaknesses of the Bridge.<sup>253</sup></p> <p>Should vibration problems be detected, the load and speed limit will need to be reviewed to address the issue.</p>	<p>Owing to foundation movements, lack of continuity and the use of site soil as a bedding material, the Bridge is very susceptible to vibration impacts.</p> <p>The installation of a vibration meter on the Bridge will measure and record increased vibrations so as to give warning prior to a problem occurring.</p> <p>The trial of vibration monitoring in 2009 showed it to be a practical bridge management tool.</p>	Installation of a vibration meter and monitoring of results.	DIER	1
7.5.6	<p><b>Load Limit</b> The vibration meter should be linked to a camera which will indicate whether load or speed is excessive for a recorded vibration.<sup>254</sup></p>	<p>The two methods for the structural analysis of the Bridge provide markedly different results and the CTAP results may be overly conservative. Further structural analysis could provide further information related to the structural capacity of the Bridge. However, such data would relate to that particular time. Vibration monitoring can provide continual information on vibration levels that are known likely to cause structural problems.</p>	<ul style="list-style-type: none"> <li>▶ Installation of vibration meter and monitoring of results; and</li> <li>▶ Installation of a camera linked to the vibration meter to allow for an estimation of load.</li> </ul>	DIER	1
7.5.7	<p><b>Conservation of Bridge Stonework</b> That as required, an appropriately skilled stonemason with experience in working on historic structures undertakes conservation works to the stonework in accordance with the General Policy (see policy 7.2.1).</p>	<p>The Richmond Bridge is a <u>place</u> of exceptional <u>cultural significance</u>. The significance of the Bridge requires that <u>conservation</u> works utilise the best available expertise.</p>	Appointment of appropriately skilled stonemason.	DIER	1

<sup>253</sup> Spratt, letter report to GHD, 31 March 2008

<sup>254</sup> Spratt, letter report to GHD, 31 March 2008

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.8	<p><b>Replacement of Badly Decayed Stones</b> That as required, an appropriately skilled stonemason with experience in working on historic structures replace badly decayed stones when subject to a 50mm surface loss. New stones should use 100mm thick inserts of a better quality stone, with the works carried out in accordance with policy 7.5.7.</p>	Badly decayed stones pose a weakness to the structural capacity of the Bridge.	<ul style="list-style-type: none"> <li>▶ Appointment of appropriately skilled stonemason; and</li> <li>▶ Stones to be replaced when subject to a 50mm surface loss and new stones to use 100mm thick inserts of a better quality stone.</li> </ul>	DIER	1
7.5.9	<p><b>Stone Decay in east Arch</b> Seek specialist advice on the structural capacity of the decayed stones under east arch.</p> <p><u>Maintenance, preservation, and restoration</u> are preferred approaches to <u>reconstruction</u>. The replacement of stones should only occur where they have decayed to the point of no longer serving their structural purpose (see also policies 7.5.7 and 7.5.8).</p>	Damp and efflorescence has caused stone decay on the inside of the east arch which may affect the structural capacity of these stones.	Seek specialist advice on the structural capacity of the decayed stones as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).	DIER	1
7.5.10	<p><b>Replacement of Lost Bedding</b> That as required, an appropriately skilled stonemason should replace lost bedding with a quicklime grout to make loose stonework solid.</p>	The original mortar bedding of the Richmond Bridge used very soft lime mortar. The effect of this is that the bedding is susceptible to washout from water entry, causing cracking and stones to loosen.	<ul style="list-style-type: none"> <li>▶ Appointment of appropriately skilled stonemason; and</li> <li>▶ Replace lost bedding with quicklime grout.</li> </ul>	DIER	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.11	<p><b>General Repointing</b></p> <p>That as required, the repointing of mortar joints be undertaken by an appropriately skilled stonemason using a permeable quick lime based mortar coloured to match the recent repointing work. Repointing works should have a weather struck finish.</p>	<p>Effective pointing is required to prevent water entry into the Bridge stonework.</p> <p>The Bridge demonstrates the various repointing undertaken at different times and with different success.</p> <p>Hard, cement-rich mortar should be avoided to prevent further structural problems at the mortar joints by being impermeable to water and retaining salts.</p> <p>Care should be taken to rake out the previous cement-rich mortar and the new lime mortar is to be applied in a careful manner, avoiding joints that stand proud of the stone and direct water into the Bridge interior.</p> <p>Differing mortar mixes may be required where good breathing is required from the stone, for example, where damp problems exist, such as at the eastern arch.</p> <p>The existence of poor quality mortar, particularly on the faces of the Bridge is detrimental to the aesthetic significance of the place.</p>	<ul style="list-style-type: none"> <li>▶ Appointment of appropriately skilled stonemason;</li> <li>▶ Determine appropriate lime mortar mix for general repointing;</li> <li>▶ Determine appropriate mortar mix where damp problems exist (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30); and</li> <li>▶ Undertake repointing.</li> </ul>	DIER	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.12	<p><b>Repointing Works</b></p> <p>That an appropriately skilled stonemason undertake repointing works using a lime based mortar coloured to match the recent repointing work at the following areas:</p> <ul style="list-style-type: none"> <li>▶ The parapet coping, particularly on the northern parapet;</li> <li>▶ The parapet end walls adjacent to the bollards; and</li> <li>▶ Any other area requiring repointing as identified in the condition assessment of the pointing (see policy 7.5.22).</li> </ul>	<p>Well maintained pointing is important in preventing moisture from entering the joint between the stones.</p>	<ul style="list-style-type: none"> <li>▶ Appointment of appropriately skilled stonemason;</li> <li>▶ Undertake condition assessment of the pointing (see policy 7.5.22); and</li> <li>▶ Undertake repointing.</li> </ul>	DIER	2
7.5.13	<p><b>Removal of inappropriate Pointing</b></p> <p>That an appropriately skilled stonemason remove the cement-rich mortars to be replaced with lime mortars.</p>	<p>Considerable progress has been made on the replacement of the old cement-rich mortar, particularly on the north and south faces of the Bridge, and southern parapet.</p> <p>Spratt considered in 1993 that the high cement mortars were not causing damage sufficient to warrant their immediate removal.</p> <p>The remaining hard, cement-rich mortar should be removed to prevent further structural problems at the mortar joints by being impermeable to water and retention of salts.</p>	<ul style="list-style-type: none"> <li>▶ Appropriately skilled stonemason to undertake condition assessment of the mortar (see policy 7.5.22); and</li> <li>▶ Stonemason to remove inappropriate mortar and replacement with lime based mortar.</li> </ul>	DIER	3

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.14	<p><b>Ponding &amp; Drainage under east Arch</b></p> <p>That specialist advice be sought on preventing water from ponding under the south east arch.</p>	<p>The east arch area is subject to water ponding which is causing damp and salt efflorescence to the inside stonework.</p>	<ul style="list-style-type: none"> <li>▶ Seek specialist advice on the source of the water as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30);</li> <li>▶ The ground level of the east arch should be built up to prevent water from ponding in the area; and</li> <li>▶ If ground drainage solutions are advocated, specialist geotechnical advice should be sought. Changes to the nature of the existing soils could cause structural problems such as cracking.</li> </ul>	DIER	1
7.5.15	<p><b>Damp Problems, south west wing wall</b></p> <p>That specialist advice be sought on identifying the cause of damp on the south west wing wall and appropriate means of addressing the problems.</p>	<p>Damp has potential to cause stonework problems.</p>	<p>Seek specialist advice on damp problems as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).</p>	DIER	1
7.5.16	<p><b>Repair of Road Surface</b></p> <p>That the potholes on the right hand side of the road surface adjacent to the gutters and the diagonal crack be repaired (see also policy 7.5.25).<sup>255</sup></p>	<p>The immediate repair of the potholes in excess of 20mm depth is required to prevent excessive vibrations and the entry of water.</p> <p>The vibration trials in 2009 showed that pavement failure to be a cause of high vibration levels.</p>	<p>Repair of potholes and crack.</p>	DIER	1
7.5.17	<p><b>Waterproofing Footpaths</b></p> <p>That the footpaths be waterproofed by expert specialists to prevent the transfer of water into the structure of the Bridge.</p>	<p>The entry of water into the Bridge has the potential to cause structural problems.</p>	<p>Waterproofing of footpaths by specialist as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).</p>	DIER	1

<sup>255</sup> Spratt, letter report to GHD, 31 March 2008

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.18	<p><b>Capacity of Drains</b> That specialist advice is sought on the current capacity of the drainage infrastructure to remove water from the Bridge.</p> <p>Specific attention should be given to ensuring drains are not resulting in ponding or erosion of soil around the Bridge abutments.</p>	The current drainage system appears insufficient. Lack of ongoing maintenance and functionality of the drains is resulting in ponding and erosion, causing problems with damp.	Seek specialist advice on the capacity of the drainage system as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).	DIER	1
7.5.19	<p><b>Salt Efflorescence in east Arch</b> That specialist advice be sought on treating the salt efflorescence under the east arch.</p>	The east arch area is subject to rising damp. Soluble salts have caused efflorescence in the mortar joints and on the stones, resulting in fretting and crumbling of the surface.	Seek specialist advice on salt efflorescence as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).	DIER	1
7.5.20	<p><b>Traffic Impacts on Parapet Walls</b> That the prevention of excessive speeding over the Bridge be pursued as a means of preventing damage to the parapet walls caused by vehicular accidents (see also policy 7.9.3).<sup>256</sup></p>	Vehicle collisions have caused damage to the parapet walls on several occasions. Strengthening the parapet walls is not recommended, because it is preferable that the impact energy from collision causes the dislodgment of parapet stones, rather than the transfer of stress to the Bridge structure.	<ul style="list-style-type: none"> <li>▶ Undertake monitoring of speed limit; and</li> <li>▶ Enforcement of breaches of the speed limit.</li> </ul>	Tasmanian Police	1

<sup>256</sup> Spratt, letter report to GHD, 31 March 2008

**Table 15 Management, Maintenance, Inspection, Recording and Aesthetic Policies**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.21	<p><b>Managing the National Heritage Values</b> That the fabric of the Richmond Bridge be managed to protect, conserve, present and transmit to all generations the National Heritage Values of the place.</p>	<p>The National Heritage Values of the Bridge and <u>setting</u> relate to its rarity and aesthetic significance.</p> <p>Actions that could have a significant impact on these values includes substantial alterations to the form, appearance, materials or capacity of the Bridge which may be inconsistent with the National Heritage Values of the <u>place</u>.</p>	<p>Apply the National Heritage Management Principles in the <u>conservation</u> of the Bridge.</p>	All parties.	1
7.5.22	<p><b>General Monitoring</b> The Bridge should be inspected annually for pointing and stormwater defects, flood damage, cracking movements and general condition of stonework.</p>	<p>Continual annual monitoring is necessary to measure changes in the condition of the Bridge and determine any necessary <u>conservation</u> works.</p>	<p>Annual monitoring and recording of Bridge.</p>	DIER	1
7.5.23	<p><b>3D Laser Recording</b> That the 3D laser scanning of the Bridge is used as the basis for understanding the <u>fabric</u> of the Bridge.</p>	<p>The laser scan and model was conducted for the entire Bridge, and provides a comprehensive model to a point cloud accuracy of 3-5mm and density of 10mm.</p> <p>It provides the most accurate current record of the <u>fabric</u> of the Bridge.</p>	<ul style="list-style-type: none"> <li>▶ <u>Restoration</u>, and as required, <u>reconstruction</u> works to utilise the 3D laser scan as the record of the <u>fabric</u> of the Bridge; and</li> <li>▶ As required, repeat the laser scanning to indicate long term settlement of the arches and foundations, structural integrity and deformation modelling.</li> </ul>	DIER	3

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.24	<p><b>Recording Changes to the Bridge</b> That all actions, works or development affecting the <u>fabric</u> of the Bridge are appropriately recorded and copies lodged with DIER and HT.</p>	<p>The recording of works to the Bridge is important in documenting the nature of the Bridge and changes over time. This will also be important in understanding past <u>conservation</u> practices.</p>	<ul style="list-style-type: none"> <li>▶ The type of recording required will depend on the nature of the works, and element being modified. Recording may be required prior to, during and after the works. Recording may include, but not be limited to photographs, written description, a site plan etc.; and</li> <li>▶ Lodgement of recording with DIER and HT.</li> </ul>	DIER/HT	1
7.5.25	<p><b>Ongoing Maintenance of Road Surface</b> That the road surface should be subject to ongoing maintenance.</p>	<p>The continued <u>maintenance</u> of the road surface is required to ensure that the Bridge continues to have a vehicular <u>use</u> and prevent excessive vibrations and water entry caused by potholes.</p> <p>The vibration trials in 2009 showed that pavement failure to be a cause of high vibration levels.</p>	Ongoing inspection and <u>maintenance</u> .	DIER	1
7.5.26	<p><b>Maintenance of Footpaths</b> The footpaths should be <u>maintained</u> including the continued use of the gravel surface.</p>	<p>The continued <u>maintenance</u> of the footpaths is required to ensure that the Bridge continues to have a pedestrian <u>use</u>.</p> <p>The gravel surface of the footpaths complements the <u>cultural significance</u> of the Bridge.</p>	Ongoing inspection and <u>maintenance</u> .	DIER	1
7.5.27	<p><b>Maintenance of Gutters</b> That the gutters be <u>maintained</u> to a condition that ensures their functionality for the removal of water.</p>	<p>Effective guttering infrastructure is essential for removing water from the Bridge.</p>	Ongoing inspection and <u>maintenance</u> as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).	DIER	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.28	<p><b>Reconstruction of Gutters</b></p> <p>That consideration be given to replacing the current concrete Bridge gutters with infrastructure that is of a material that is more sympathetic to the <u>cultural significance</u> of the <u>place</u>.</p>	<p>The current Bridge gutters are constructed from concrete in a colour designed to mimic sandstone.</p> <p>The <u>reconstruction</u> of the original gutters is advocated provided sufficient evidence can be located regarding their form and material.</p>	Investigate original gutter details and feasibility of their replacement.	DIER	3
7.5.29	<p><b>Inspection &amp; Maintenance of Drains</b></p> <p>That the drains be regularly inspected and maintained to ensure their continued functioning.</p>	Effective maintenance of the drainage system is essential for removing water from the Bridge.	Ongoing inspection and <u>maintenance</u> as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).	DIER	1
7.5.30	<p><b>Visual Impact of Drains</b></p> <p>That works are undertaken to minimise the visual impact of those drains that are intrusive on the <u>cultural significance</u> of the Bridge (in particular the drains on the north east, north west and south west riverbanks).</p>	<p>The north east drain is open PVC drain that discharges onto the soil adjacent to the Bridge abutment. It may be causing soil erosion, ponding under the eastern arch and damp problems. It is also visually intrusive.</p> <p>The north west drain is an open cement channel that is visually intrusive.</p> <p>The south west infrastructure includes pipes and capping that is visually intrusive.</p>	Investigate means of minimising the visual impact of the drainage infrastructure as part of a coordinated approach to drainage and damp issues (see policies 7.5.9, 7.5.11, 7.5.14, 7.5.15, 7.5.17, 7.5.18, 7.5.25, 7.5.27, 7.5.29 and 7.5.30).	DIER	3
7.5.31	<p><b>Sandstone Stairs, West end of Bridge</b></p> <p>That the sandstone stairs on the west end of the Bridge abutments be conserved as elements of <u>cultural significance</u>.</p> <p>The sandstone stairs should continue to function for their original <u>use</u> and all <u>maintenance</u> work should follow professional standards and be undertaken by suitably qualified personnel.</p>	The sandstone stairs and their <u>use</u> are of <u>cultural significance</u> . The continuing <u>use</u> of the stairs will require ongoing maintenance.	Ongoing <u>maintenance</u> .	DIER	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.32	<p><b>Removal of Graffiti</b> That specialist advice be sought on the removal of graffiti from the Bridge.</p>	<p>The Bridge is subject to graffiti, particularly in the mortar joints on the vault of the west arch, which has an adverse impact on the <u>cultural significance</u> of the <u>place</u>.</p> <p>Care is required to ensure the removal of graffiti does not cause damage to the stone or mortar joints.</p>	Seek specialist advice on graffiti removal.	DIER	3
7.5.33	<p><b>Anti-Graffiti Treatments</b> That specialist advice be sought on the suitability of anti-graffiti treatments to allow for easier removal of graffiti.</p>	Chemical treatments may be an effective means of allowing for the easier removal of graffiti. Care should be taken to ensure that any treatment does not alter the external finish of the stone and mortar and that it does not interfere with the natural transfer of moisture.	Seek specialist advice on the suitability of anti-graffiti treatments.	DIER	3
7.5.34	<p><b>Conservation of Centenary Stones</b> That the lettering of the date stones on the north and south face of the Bridge, and the commemorative centenary stones on the inside of the northern parapet are <u>conserved</u>.</p>	<p>The date and commemorative stones have historical significance and demonstrate some of the earliest interpretation of the Bridge.</p> <p>Recutting the stones may cause further degradation of the stone by exposing a softer interior. The careful repainting of the inscriptions is preferred.</p>	Undertake careful conservation works to ensure that the inscriptions remain legible.	DIER	2
7.5.35	<p><b>Maintenance of Sheathing Cramps</b> That the cramps holding the top course of the sheathing stones be monitored and maintained to ensure that they continue to function.</p>	Iron cramps hold the top course of the sheathing stones to the Bridge piers. The cramps should be inspected and maintained to prevent rusting which could lead to stone decay.	Ongoing inspection and <u>maintenance</u> .	DIER	2

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.5.36	<p><b>Cleaning the Bridge</b></p> <p>That as required, organic growth is cleaned from the Bridge. Care should be taken to ensure that the contractor is skilled in working on historic structures and that the methods and materials are appropriate to the <u>cultural significance</u> of the Bridge and any necessary environmental considerations.</p> <p>Trial cleaning methods should be conducted on discreet parts of the Bridge to ensure correct and non-invasive process.</p>	<p>Care is required to ensure cleaning methods and materials do not damage the stonework or the environment of the riverbanks and Coal River.</p> <p>Organic growth can affect the aesthetic significance of the Bridge.</p> <p>The northern face is clean of organic growth as it receives greater sunlight.</p> <p>The southern face is in greater shade, has damp problems on the south west wing wall and has organic growth on the face of the Bridge and piers.</p>	<ul style="list-style-type: none"> <li>▶ Appoint an experienced contractor to undertake cleaning of the Bridge;</li> <li>▶ Conduct trial cleaning at discreet locations on the Bridge; and</li> <li>▶ Utilise methods and materials that are culturally and environmentally appropriate.</li> </ul>	DIER	3

## **7.6 Management of Public Riverbank Land and Infrastructure**

The public riverbank land forms a crucial part of the significance of the place. It also provides important tourism and passive recreation uses for relaxation, picnics and appreciating the Bridge and surrounds. The 1997 Conservation Plan successfully identifies these values. Conservative policies have been recommended, based on this significance, the physical nature of the place, and the limited compatible uses available.

**Table 16 Management of Public Riverbank Land and Infrastructure Policies**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.6.1	<p><b>Management</b> That land managers of the public open space apply the relevant policies of this Conservation Management Plan (see also General Policy 7.2.1).</p>	<p>To ensure that the vegetation and public open spaces are managed in accordance with their <u>cultural significance</u>.</p>	<p>Endorsement of relevant sections of Conservation Management Plan.</p>	CCC/CLS	1
7.6.2	<p><b>Maintaining Existing Character</b> That the existing nature of each of the publicly accessible riverbanks be <u>maintained</u> in accordance with their distinct character.</p>	<p>Each of the publicly accessible riverbanks has a different character. The north east bank is largely open, closely mown lawn; the north west bank is a more enclosed space, with informal arrangement of plantings and paths and subject to less maintenance; the south west bank combines both open grassed areas, formed viewing platforms, walking tracks, and individual and groups of trees.</p> <p>The variation between these three areas complements the general informality and character of the place and should be retained.</p>	<p>Ongoing <u>maintenance</u> consistent with the existing character.</p>	CCC/CLS	1
7.6.3	<p><b>Walking Track Maintenance</b> That the existing walking tracks are <u>maintained</u> in the existing form and materials. The construction of new tracks is to be avoided.</p>	<p>The existing walking tracks are important recreation elements allowing visitors to the <u>place</u> to appreciate its cultural significance.</p> <p>The gravel material of the tracks complements the informal character of the place.</p>	<p>Ongoing <u>maintenance</u>.</p>	CCC	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.6.4	<p><b>Removal and Consolidation of Tracks</b> The unofficial dirt bike tracks on the CCC Reserve on the north west bank are incompatible with the cultural significance of the place and should be removed.</p> <p>That the walking tracks at the south west end of the Bridge be consolidated into a single track providing access to the stairs and under the western arch.</p>	<p>The unofficial dirt bike tracks are inconsistent with the <u>cultural significance</u> of the <u>place</u>.</p> <p>The south west end of the Bridge currently has a confused network of tracks formed by visitors.</p> <p>These tracks mar the appearance of the landscape and pose erosion and <u>maintenance</u> problems.</p>	<ul style="list-style-type: none"> <li>▶ Remove unofficial dirt bike tracks on the CCC Reserve on the north west bank; and</li> <li>▶ Consolidate existing tracks at south west end of Bridge.</li> </ul>	CCC	2
7.6.5	<p><b>Cement Block Stair, South West Bank</b> That the cement block stair on the south west bank be removed.</p> <p>Should it be established that stair infrastructure is required at this point, any new stair should be designed to be sympathetic to the <u>cultural significance</u> of the Bridge and its setting.</p>	<p>The current cement block stair is visually intrusive on the <u>cultural significance</u> of the place in terms of location, materials and the handrail.</p> <p>The replacement of this stair with new infrastructure requires careful consideration.</p>	<ul style="list-style-type: none"> <li>▶ Remove existing cement block stair; and</li> <li>▶ Any replacement stair should not visually intrude on the <u>cultural significance</u> of the place.</li> </ul>	CCC	3
7.6.6	<p><b>Introduction of new Visitor Infrastructure</b> The introduction of new visitor infrastructure such as seating, rubbish bins, walking tracks, shelters, toilets etc should be avoided.</p>	<p>The setting of the Richmond Bridge is an important aspect of its <u>cultural significance</u>. The informality and rural nature of this setting complements these values.</p> <p>The introduction of new infrastructure presents risks of introducing further visually intrusive elements, and an unsustainable <u>use</u> of the <u>place</u>.</p>	<ul style="list-style-type: none"> <li>▶ Avoid the introduction of new infrastructure. Any new infrastructure should be subject to all necessary works approvals and a statement of heritage impact; and</li> <li>▶ Maintain existing infrastructure, or modify to minimise impacts on the <u>cultural significance</u> of the <u>place</u>.</li> </ul>	All parties proposing works.	1
7.6.7	<p><b>Car Parks</b> That the size of the car parks on St John's Circle and off Bathurst Street should not be increased in size. New car parking spaces should avoid potential visual impacts to the Richmond Bridge and its setting.</p>	<p>The two car parks provide important services for visitors. However, providing further car parking in such proximity to the Bridge and its setting should be avoided.</p> <p>Additional car parking poses risks to the setting of the <u>place</u> and an over intensification of the <u>use</u> of the place.</p>	<ul style="list-style-type: none"> <li>▶ Maintain current car park capacity; and</li> <li>▶ Consider potential visual impacts on the Richmond Bridge and its setting from new car parking spaces.</li> </ul>	CCC	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.6.8	<b>Screening of North East Bank car park</b> That the car park on St John's Circle be screened by low height plants.	The car park is a negligible element in the landscape. However, the car park is often full and the vehicles are visually intrusive on the setting of the <u>place</u> and important views to St John's Church.  Any screening plants should be maintained at a height to retain significant views to St John's Church.	Engage appropriate arboricultural, and or heritage landscape architect to advise on:  <ul style="list-style-type: none"> <li>▶ Planting of screening plants; and</li> <li>▶ Ongoing maintenance to retain significant views.</li> </ul>	Archdiocese of Hobart	3
7.6.9	<b>Gatty Dam</b> That the Gatty Dam be <u>maintained</u> to continue to function.	The Gatty Dam is an element of <u>cultural significance</u> and should be conserved.	Ongoing maintenance.	South East Irrigation Scheme	1
7.6.10	<b>North East Timber Stair</b> That the timber stair on the north east bank be relocated away from the north east abutment of the Bridge.	The north east stair is of a form and material that is neutral in its impact on the <u>cultural significance</u> of the Bridge.  However, the location of the stair, close to the north east abutment is intrusive on the visual setting of the Bridge.  Options for relocating the stair at the northern end of the north east bank should be considered.	<ul style="list-style-type: none"> <li>▶ Removal of stair;</li> <li>▶ Rehabilitation of the area; and</li> <li>▶ Relocation of the stair to the northern end of the north east bank.</li> </ul>	CCC	3
7.6.11	<b>Management of CCC Reserve, North West Bank</b> That effort is made to control the illegal dumping of rubbish at the CCC Reserve. Rubbish should be regularly collected from the area and the dumping of fill on the steep escarpment should cease.	The dumping of rubbish and fill at the CCC Reserve is inconsistent with the <u>cultural significance</u> of the <u>place</u> .	Ongoing monitoring and maintenance of the CCC Reserve to prevent the illegal dumping of rubbish and fill.	CCC	1

## 7.7 Vegetation Management

Vegetation forms an important part of the setting of the Richmond Bridge. Native riparian reeds are found along the river in certain locations, while mature exotic trees are located along the riverbanks providing shade, variations in height and form and seasonal transitions. These historic plantings include both specifically planted specimens and naturalised species on the riverbanks. Trees of identified value include:

- ▶ The Lombardy poplars on the eastern end of the Bridge;
- ▶ The mature pines on the north west bank following the pathway; and
- ▶ On the south west bank, the almond orchard, mature Elm, Pine on the site of Buscombe's windmill, mature pepper tree, coppice of Elms and poplars over the walking track, and weeping willows.

These plantings have value, and varying degrees of significance. This includes both their aesthetic contribution to the place, as well as specific historic values. The plantings also make the Bridge a more enjoyable place to visit.

The 1997 Conservation Plan recognised the significance of these plantings. Recommendations were made for the removal of willows and dense growth. Expanding upon this work, specific vegetation management policies have been developed to assist land managers. It includes general policies on the significance of the plantings; processes when works are proposed; and importantly, the need for long term management and planning of the historic plantings.

**Table 17 Vegetation Management Policies**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.7.1	<p><b>Recognition of Significance</b> That the vegetated setting of the Bridge including individual and groups of trees, open grassed areas and riparian vegetation should be <u>conserved</u>.</p>	<p>The vegetation of the riverbanks is an important part of the aesthetic and historical <u>cultural significance</u> of the <u>place</u>.</p> <p>This significant vegetation includes the Lombardy poplars on the eastern end of the Bridge; mature pines on the north west bank following the pathway; and on the south west bank: the almond orchard; mature elm; pine tree on the site of Buscombe’s windmill, mature pepper tree; coppice of elms and poplars over the walking track; and the weeping willows.</p>	Consideration of the significance of the vegetation as part of ongoing maintenance.	CCC/CLS	1
7.7.2	<p><b>Management of Significance</b> That land managers of the public open space apply the relevant policies of this Conservation Management Plan (see also policy 7.2.1).</p>	To ensure that the vegetation and public open spaces are managed for their <u>cultural significance</u> .	Endorsement of relevant sections of Conservation Management Plan.	CCC/CLS	1
7.7.3	<p><b>Processes for Works</b> When proposing works that will impact on significant plantings, the THC Practice Notes:</p> <ul style="list-style-type: none"> <li>▶ Practice Note 13: <i>The Approval Process for Historic Plantings</i>; and</li> <li>▶ Practice Note 14: <i>The Long Term Maintenance of Historic Plantings</i> should be followed.</li> </ul>	<p>To ensure that the <u>cultural significance</u> of the vegetation is appropriately considered during works or development.</p> <p>The THC Practice Notes provide established policy and procedural guidance for managing the values of heritage plantings.</p> <p>Inconsistencies may exists between the heritage significance of the plantings and the <i>Weed Management Act 1999</i>. The heritage significance of the planting should be considered prior as part of the decision making process.</p>	Engage appropriate arboricultural, and or heritage landscape architecture expertise prior to undertaking works.	CCC/CLS	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.7.4	<p><b>Assessment of Vegetation</b> That a vegetation management plan be prepared for the Richmond Bridge setting. The plan should consider weed management, and the cultural heritage value of plantings.</p> <p>Recognising the finite lifespan of plantings, an arborist should be engaged to assess the current health and estimated lifespan of the historic plantings as part of the vegetation management plan.</p>	To manage vegetation populations within the setting of the Bridge and allow for the long term planning and <u>conservation</u> of the <u>cultural significance</u> of the historic plantings.	<ul style="list-style-type: none"> <li>▶ Preparation of vegetation management plan; and</li> <li>▶ Engage appropriate arborist to establish the health and estimated lifespan of the historic plantings.</li> </ul>	CCC/CLS	2
7.7.5	<p><b>Long term Management of Historic Plantings</b> Recognising the finite lifespan of plantings, the vegetation management plan should address long term and ongoing management to <u>conserve</u> the setting of the <u>place</u>.</p>	To manage vegetation populations within the setting of the Bridge and allow for the long term planning and <u>maintenance</u> of the <u>cultural significance</u> of the historic plantings.	Engage appropriate arboricultural, and or heritage landscape architect to prepare a management plan for the historic plantings, including routine maintenance and succession planting.	CCC/CLS	2
7.7.6	<p><b>New Plantings</b> New plantings should consider species and planting patterns that are sympathetic to the <u>cultural significance</u> of the <u>place</u>.</p>	<p>The current historic plantings demonstrate past landscaping practices and tastes. New plantings should maintain this practice.</p> <p>Planting patterns such as the orchard and row or pines marking the old road alignment should be <u>maintained</u> for their <u>cultural significance</u>.</p>	<p>Engage appropriate arborist, and or landscape architect to implement the processes and policies of Practice Note 14: <i>The Long Term Maintenance of Historic Plantings</i>.</p> <p>Archaeological advice may be required where new plantings involve ground disturbance to areas of potential archaeological sensitivity. See also 7.11.2 and 7.11.3)</p>	CCC/CLS	3
7.7.7	<p><b>Managing Crack Willows</b> Crack Willows are a declared weed. Ongoing monitoring, and management of Crack Willows should occur in accordance with the <i>Willows – Weed Management Plan</i> (DPIW, 30 August 2003).</p>	<p>Substantial achievements have been made in the removal of crack willows from the riverbanks. This encourages both river health and the retention of the aesthetic values of the place.</p> <p>Continued <u>maintenance</u> is required to prevent the reintroduction of this species.</p>	Ongoing monitoring and <u>maintenance</u> (see also policy 7.8.4).	CCC/CLS	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.7.8	<b>Managing Weeping Willows</b> Weeping willows are not a declared weed. The group of weeping willows on the south west bank should be <u>conserved</u> .	These trees contribute to the aesthetic significance of the place and should be <u>conserved</u> .	Ongoing <u>maintenance</u> .	CCC	2
7.7.9	<b>Managing the Coppice of Poplars and Elms</b> The form and area of the coppice of poplars and elms as a collection of trees on the south west bank should be <u>maintained</u> .	Individually, these trees are of little heritage value. However, collectively these trees contribute to the aesthetic significance of the place and should be <u>maintained</u> .	<ul style="list-style-type: none"> <li>▶ Ongoing <u>maintenance</u> to retain the existing area covered by the coppice;</li> <li>▶ Ongoing <u>maintenance</u> to prevent the trees encroaching on the pathway (see also policy 7.6.3); and</li> <li>▶ <u>Maintenance</u> of existing, or development of new gaps in the coppice to provide important views towards the Bridge.</li> </ul>	CCC	2
7.7.10	<b>Managing the Riparian Vegetation</b> That the riparian vegetation in the Coal River and on the riverbanks should be <u>conserved</u> .	The vegetation of the riverbanks is an important part of the aesthetic and <u>cultural significance</u> of the <u>place</u> . It also demonstrates the indigenous flora of the area prior to European colonisation.	Ongoing <u>maintenance</u> to retain the existing riparian vegetation.	CCC	2
7.7.11	<b>Potential Damage to Bridge from Lombardy Poplars</b> An arborist and structural engineer should be engaged to assess the potential structural damage to the Bridge being caused by the Lombardy Poplars at the eastern Bridge abutments.	The Lombardy poplars have suckered and formed a coppice of trees. These trees have visual value as a strong vertical element at the eastern termination of the Bridge.  However, should the trees be causing structural damage to the Bridge, their removal will be necessary.	Engage appropriate arborist and structural engineer to assess the impact of the Lombardy poplars on the structural integrity of the Bridge.	DIER	1
7.7.12	<b>Removal of Planting under east Arch</b> That the small tree growing within the east arch of the Bridge be removed.	The root formation of the tree has the potential to cause future structural problems to the Bridge.	The tree should be cut at the base and the trunk painted with herbicide. The roots should not be removed to avoid ground disturbance.  Ongoing <u>maintenance</u> may be required.	DIER	1

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.7.13	<b>Removal of Ivy from South East End of Bridge</b> That the ivy growing on south east end of the Bridge should be removed.	The ivy has the potential to cause damage to the stone.	Remove the ivy as per weed eradication techniques. The ivy should be killed with a herbicide prior to removing it from the stone.  Ongoing <u>maintenance</u> may be required.	DIER	1

## 7.8 River Management

After the Bridge, the Coal River is the dominant element of the place. It has important historical and aesthetic values providing a strong north-south axis within the linear landscape. Enhancing the health of the Coal River brings both environmental and cultural benefits. An area of concern for the Coal River, are the risks it poses to the Bridge during times of flood. This is an area also of concern to the community.

In 1995, a flood plain study was undertaken of Richmond. The study aimed to determine the extent and height of flooding due to floods in the Coal River. The analysis found that the area was prone to flooding at selected risk levels and hence can be used to guide development and planning within certain areas. Better information on flood levels and flows would improve the accuracy of the results, and it was recommended that during floods the Richmond Bridge should be used as a hydrograph to aid the gauging of flow during the flood. The study also found that the Bridge itself could potentially have a significant impact on flow in the river. The modelling showed that an Annual Exceedance Probability (AEP) of 1:20 would result in flooding of the riverbank areas of Richmond. AEP's at 1:50 or 1:100 probabilities would result in the flooding of extensive areas to the north east of St John's Church and on the south east riverbank.<sup>257</sup> The 1995 study provides important information on analysing flood risk. However, it does not provide recommendations on how to manage flood risks.

A hydraulic analysis was prepared for the 1997 Conservation Plan. The hydraulic analysis found that because of the shallow riverbed slope, there was minimal differences in hydrostatic pressure between the upstream and downstream Bridge faces. Should water levels increase above the arch soffits, water would flow across the road and behind the parapet walls. Although it was concluded that this water movement would ensure minimal differential hydrostatic pressure on the upstream parapet wall, heavy debris could pose a problem. The average recurrence interval for floods reaching the main arch soffit was once every 90 years. Flood levels reaching the top of the pavement of the Bridge are estimated as occurring every 250 years, and reaching the top of the parapets once every 1000 years.

The hydraulic analysis recognised that flood risk could be reduced where the capacity of the River could be improved. That is, a 10% reduction in the 'roughness' of the riverbanks would result in a corresponding 10% increase in flow capacity. For this reason, it was recommended that willows and other dense growth should be rigorously controlled. As noted, considerable work has been achieved in removing willows from the riverbanks. However, attention should be given to north east riverbank below St John's Cemetery bluff. The removal of willows will require continual work. Noting the risk and pressures debris could pose to the Bridge, the hydraulic analysis recommended the removal of items like fences in the line of the floodway.<sup>258</sup>

<sup>257</sup> Hydro Electric Commission, Tasmania, Water Resources Department, *Richmond Flood Plain Study*. Department of Primary Industry and Fisheries, Tasmania. Land & Water Resources Division, June 1995, Report No. 001-0546-CR-001, pp.7, 22, Flood Inundation Map

<sup>258</sup> Nigel Lewis *et. al.*, *op. cit.*, pp. 65-66

DIER has advised that the 1997 hydraulic analysis remains applicable. This CMP recommends a coordinated approach to mitigating flood risks through the preparation of a flood management plan. The flood management plan should review previous studies and more recent information or data on flood risk assessments and management approaches.

**Table 18 River Management Policies**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.8.1	<p><b>General Management of Coal River</b> That the Coal River be managed as an element of <u>cultural significance</u> (see also General Policy 7.2.1).</p>	<p>The Coal River is a defining element of the <u>place</u> and an integral part of the history and perception of the Bridge and therefore its <u>cultural significance</u>.</p>	<p>Changes to the nature of the Coal River, for example flow and water quality, should be considered for their impact on the <u>cultural significance</u> of the place.</p>	<p>South East Irrigation Scheme/WRD</p>	<p>1</p>
7.8.2	<p><b>Health of Coal River</b> That the water quality of the Coal River be enhanced.</p>	<p>The health of the Coal River is important for environmental reasons.</p> <p>It also assists in the <u>conservation</u> of the riparian vegetation which is an important element of <u>cultural significance</u>.</p>	<p>Ongoing monitoring of water health.</p>	<p>WRD</p>	<p>1</p>
7.8.3	<p><b>Flood Management Plan</b> That a flood management plan be prepared to assist in preventing damage to the Bridge.</p>	<p>Floods present a risk to the Richmond Bridge. A management plan allows for a coordinated and more effective approach to mitigating risks.</p> <p>The flood management plan should review previous studies and more recent information or data on flood risk assessments and management approaches.</p>	<p>As part of a coordinated approach to flood risk, prepare a Flood Management Plan involving all necessary stakeholders (see also policies 7.8.4 to 7.8.6).</p>	<p>All parties</p>	<p>1</p>
7.8.4	<p><b>Removing Flood Risks</b> That debris is removed from upstream of the Bridge, which could pose a risk during times of flood.</p> <p>That support and encouragement be given to the work of Landcare in removing crack willow and debris from upstream of the Bridge.</p>	<p>Landcare provides an important service in removing crack willows and associated debris from public, and where allowed, private land.</p> <p>The Rivercare Plan for the Coal River was prepared in 1999 and is being progressively implemented by Coal River Products Association through its Landcare work. This mainly involves crack willow removal and revegetation with native plants in a controlled way, section by section, to avoid bank erosion and build up of woody debris which could threaten the bridge during flood.</p> <p>The removal of these elements helps mitigate</p>	<p>As part of a coordinated approach to flood risk (see also policies 7.8.3 to 7.8.6):</p> <ul style="list-style-type: none"> <li>• Remove debris from upstream of the bridge;</li> <li>• Support and encourage the work of Landcare; and</li> <li>• Ongoing <u>maintenance</u> will be required to prevent reinfestation.</li> </ul>	<p>All parties</p>	<p>1</p>

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
		flood risk.			
7.8.5	<b>Removing Flood Risks: Other Elements</b> That during times of extreme flood, the fences on the downstream side of the floodway across Wellington Street may need to be removed to allow the floodway by-pass to function.	The ability of the floodway to by-pass water around the Bridge relies on the unimpeded flow of water across the floodway. <sup>259</sup>	As part of a coordinated approach to flood risk (see also policies 7.8.3 to 7.8.6) remove fences in flood spillway during times of extreme flood.	DIER/CCC	1
7.8.6	<b>Mitigating Impacts during times of Flood</b> That during times of flood, an excavator be made available to prevent the build up of debris against the north face of the Bridge.	The build up of debris against the north face of the Bridge may create horizontal pressures, resulting in structural damage to the Bridge.	As part of a coordinated approach to flood risk (see also 7.8.3 to 7.8.6) remove debris from north face of the Bridge.	DIER	1
7.8.7	<b>Managing Riverbank Erosion</b> That the riverbanks be monitored for erosion and remediation works be carried out as necessary.	The erosion of the riverbanks poses a risk to the <u>cultural significance</u> and recreational <u>use</u> of the <u>place</u> .	Remediation works in accordance with a Rivercare Plan.	CCC/CLS	1
7.8.8	<b>Managing Water Fowl</b> That the population of ducks and geese is managed at a sustainable level to prevent adverse pollution of the Coal River.	The ducks and geese at the Bridge are a popular attraction for visitors. However, the number of birds needs to be monitored, and as required, controlled to prevent water pollution.	Monitoring and management controls of ducks and geese.	CCC	3

<sup>259</sup> Nigel Lewis *et. al.*, *op. cit.*, p.68

## 7.9 Traffic and Road Management

Traffic management remains a key concern to the community. Although noting that it is important that the Richmond Bridge continues to be used for its original purpose the community expressed concern for:

- ▶ The repeated damage to the parapets caused by vehicle damage;
- ▶ The inadequacy of the current traffic calming measures in preventing speeding over the Bridge;
- ▶ The visual intrusion of the current traffic calming measures;
- ▶ The visual and auditory impact from vehicles on the aesthetic significance and visitor experience; and
- ▶ The lack of monitoring and enforcement of the speed and load limit over the Bridge.

These concerns are clear demonstrations of the community value for the Bridge.

Data from 2004 indicated, that on average 2,870 vehicles crossed the Richmond Bridge on a daily basis. It was observed by DIER that school and bus traffic formed the bulk of traffic on the Bridge and that, some 90 light trucks crossed the Bridge. In March and April 2000, a three week vehicle classification survey was undertaken to examine if vehicles in excess of the 25 tonne load limit were crossing the Bridge. More than 60,000 vehicles were recorded. Three, one-way crossings by semi trailers were recorded. The survey technique did not measure vehicle masses. However DIER concluded that there was no evidence that vehicles exceeded the load limit.

As noted in the policies for managing the fabric of the Bridge, the structure is susceptible to vibrations, and two of the causes of vibration relate to traffic load and traffic speed.

A contentious issue remains the current 25 tonne vehicle load limit. The 1997 Conservation Plan recommended that the existing 25 tonne load limit should be reduced to 15 tonnes. DIER did not adopt this recommendation. A structural assessment of the Bridge has not been carried out for this Conservation Management Plan. In the absence of new evidence of the structural capacity of the Bridge, it is recommended that a cautious approach be adopted and DIER should consider reducing the current load limit.

A Traffic Management Plan is currently under review by Clarence City Council and DIER to determine appropriate management solutions. In addition to addressing the road treatment and approaches to the Bridge, heritage issues should be considered in traffic management planning for the Bridge. It is considered that the Traffic Management Plan should also consider the following matters:

- ▶ Investigate the possibility of installing a permanent speed camera at the crossing point as a means of enforcing the speed limit;

- ▶ Pedestrian safety on the Bridge and approaches;
- ▶ Consideration of appropriate standard lights that are more sympathetic to the cultural significance of the place;
- ▶ Consideration of appropriate signage regimes; and
- ▶ Intelligent Access Recording (IAR) on permit vehicle movement. IAR allows DIER to remotely monitor the movement of heavy vehicles, and would provide data on permit vehicles exceeding the upper load limit which have crossed the Bridge. It is envisaged that IAR for the Bridge would form part of a monitoring program for the broader State road network.

**Table 19 Traffic Management Policies**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.9.1	<p><b>Load Limit</b> That DIER reconsider the reduction of the current load limit for the bridge.</p>	<p>The 1997 Conservation Plan recommended that the existing 25 tonne load limit should be reduced to 15 tonnes. Although using an overly conservative model, in the absence of a new structural assessment for the bridge, a cautious approach should be adopted and DIER consider reducing the current load limit.</p>	<p>DIER to reconsider existing load limit.</p>	<p>DIER</p>	<p>1</p>
7.9.2	<p><b>Monitoring and Enforcement of Load Limit</b> Monitor the weight of vehicles to ensure compliance with the load limitation by monitoring vibration.</p> <p>Intelligent Access Recording (IAR) should be considered as a means of monitoring permit vehicle movements over the Bridge.</p> <p>The drivers of vehicles exceeding the load limit should be prosecuted.</p>	<p>Restricting vehicles in excess of the load limit is an important means of preventing structural damage to the Bridge through excessive weight.</p> <p>IAR would provide DIER with data on the movement of heavy vehicles, and those vehicles exceeding the upper load limit which have crossed the Bridge. It is envisaged that IAR for the Bridge would form part of a monitoring program for the broader State road network.</p> <p>Enforcement of the load limit provides an important educational role.</p>	<ul style="list-style-type: none"> <li>▶ Undertake monitoring of load limit by installation of a vibration monitor;</li> <li>▶ Investigate IAR on permit vehicle movement; and</li> <li>▶ Enforcement of breaches of the load limit.</li> </ul>	<p>DIER</p>	<p>1</p>
7.9.3	<p><b>Monitoring and Enforcement of Speed Limit</b> That DIER liaise with the Tasmanian Police regarding speed management at the crossing. Investigations should occur on the possibility of installing a permanent speed camera at the crossing point.</p>	<p>Excessive speed has previously caused damage to the Bridge, particularly the parapets, and has the potential to cause further damage.</p> <p>Enforcement of the speed limit provides an important educational role.</p>	<ul style="list-style-type: none"> <li>▶ Liaison with Tasmanian Police regarding speed management;</li> <li>▶ Investigate possibility of installing a permanent speed camera; and</li> <li>▶ Enforcement of breaches of the speed limit.</li> </ul>	<p>DIER/ Tasmanian Police</p>	<p>1</p>

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.9.4	<b>Maintaining Road Approaches</b> That the gravel road verges on the Wellington Street approach to the Bridge be <u>maintained</u> .	The gravel road verges complement the historic setting of the Bridge.	Maintain the road verges in their gravel form.	CCC	2

## 7.10 Interpretation

Interpretation refers to all the ways of presenting the significance of the place. It may be a combination of the treatment and fabric of the place; the use of the place; the use of interpretive media, such as events, activities, signs and publications, or activities, but is not limited to these examples. Interpretation can form an integral part of the visitor experience to heritage places.<sup>260</sup>

The National Heritage Management Principles also include the objective of presenting and transmitting the National Heritage Values to all generations.

The 1997 Conservation Plan recommended interpretation works as a priority and that interpretation was to encompass the entire history of the place, based on authenticity. It provided a number of components including:

- ▶ Restoration of the landscape setting to the significant period (i.e. to 1923);
- ▶ Retention or reestablishment of viewing points, especially views to St John's;
- ▶ Determine appropriate walking routes, prepare map and guide and discreetly define major routes near the bridge using ground level markers; and
- ▶ Publications ranging from handouts to detailed books.<sup>261</sup>

At present, there is some on-site interpretation including the centenary commemoration stones, information panels, the viewing platform adjacent to the south west abutment, and two viewing platforms on the south west bank from which to appreciate the Bridge and recreate views from the rivers edge looking to St John's Church through the arches of the Bridge. Certain aspects of the heritage significance of the Richmond Bridge are easily appreciated. For example, its high aesthetic values and strong sense of age which relates to the historical importance of the Bridge. Interpretation of the historical use and significance of the setting of the Bridge is less well understood. The National Heritage Values of the Bridge are not currently acknowledged at the site.

Importantly, the Bridge and its setting form part of a broader landscape and townscape. Relationships exist between the Bridge and numerous other sites such as the Gaol, court house, cemeteries and cottages near the Bridge. Any interpretation should provide a holistic approach to presenting the significance of the Bridge within this broader setting.

A variety of options may be appropriate for the Bridge and its setting. What is important is that it stimulates visitors and enhances their understanding of the place. Options may include:

- ▶ The sensitive installation of a plaque acknowledging the National Heritage Values of the place;

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<sup>260</sup> New South Wales Heritage Office, *Heritage Information Series: Heritage Interpretation Policy*, 2005

<sup>261</sup> Nigel Lewis *et. al.*, *op. cit.*, p.117

- ▶ Consider options that integrate the Bridge and setting into a broader Richmond visitor experience, for example, the Richmond Gaol, the Miller's Cottage, Bridge Street, and the Churches and cemeteries;
- ▶ The use of the place for temporary events, for example, community functions, 'Ten Days on the Island' installations or events;
- ▶ Downloadable MP3 walks providing a recommended walking route for visitors, and multimedia interpretation of the place and its features (the Sullivans Cove pod walk might be useful to consider as a model); and
- ▶ Annual celebrations of the anniversary of the Bridge.

The above options are provided to provoke thought and ideas and not necessarily specific interpretation proposals. Before developing specific proposals, it is recommended that a separate Interpretation Plan be prepared for the Bridge and setting. An interpretation plan establishes the policies, strategies and advice for interpreting a heritage item. It is based on research and analysis and plans to communicate the significance of the item. The plan identifies key themes, storylines and audiences and provides recommendations about interpretation media. It also includes advice on how to implement the plan.<sup>262</sup>

Whilst recognising the importance of interpretation, it is considered that conveying the values of the Bridge needs to occur in a coordinated and consistent manner, hence the need for a separate plan. An important aspect of the significance of the setting of the Bridge is its informality, and strong rural character. For this reason, careful consideration should therefore be given to any further on-site interpretation structures that could potentially compromise the values and character of the place by introducing further visual clutter.

Richmond is an important tourism destination. Although specific visitor statistics are not available, it could be assumed that the Richmond Bridge is a significant drawcard for tourists. The image of the bridge is certainly promoted to tourists in both advertising material and souvenirs. Tourism can provide significant economic benefits to a community. It can also explain the importance of a place to a broader audience.

However, the local community has previously expressed concern with short visits to the Bridge and Richmond which degrade the full importance of the place. More broadly, tourism can create alienation within a community with a loss of traditional industries and services, and an overcrowding of visitors and cars.<sup>263</sup> For these reasons, it would be desirable to understand what tourism activities are sustainable in the long term without having an adverse social impact on the local community. The need to promote the values and tourism potential of Richmond and the Bridge needs to be balanced with the Richmond community's aspirations for their town. For this reason, it has been recommended that there would be benefit to preparing a Visitor Management Plan and Interpretation Plan for Richmond as a whole.

<sup>262</sup> New South Wales Heritage Office, *Heritage Information Series: Heritage Interpretation Policy*, 2005

<sup>263</sup> McFie, P, 'Whose Past? – Whose Present? Tourism and Local History', *Tasmanian Historical Research Association*, Vol. 39, No. 1, p.57

**Table 20 Interpretation Policies**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.10.1	<p><b>Interpretation</b> That the cultural significance of the Richmond Bridge and its setting should be adequately interpreted to managers, users and visitors. Interpretation should consider a variety of forms and be based upon a sound and authentic interpretation of the history of the <u>place</u> and its <u>cultural significance</u>. Interpretation of geoheritage, natural and indigenous values would complement the interpretation of the historic cultural heritage values of the Bridge and setting.</p>	<p>The Richmond Bridge and setting is of exceptional significance. Interpretation can form an integral part of the visitor experience to heritage places.</p>	<p>The New South Wales Heritage Office has developed an interpretation policy that would be highly useful in the development of an interpretation plan for the Richmond Bridge and setting. All forms of interpretive devices should be considered for the place including: determining a visitor walking route to appreciate the significance and visual qualities of the Bridge; publications; using the place for special events or temporary installations.</p>	<p>DIER/CCC/ DEWHA</p>	1
7.10.2	<p><b>Development of an Interpretation Plan</b> That an interpretation plan be developed that authentically presents and explains the history of the <u>place</u>.  An interpretation plan should consider all the values of the place: National, State and Local.</p>	<p>Formal interpretation of the Richmond Bridge and its <u>setting</u> should not occur on an ad hoc basis without consideration to broader issues such as historical veracity, potential heritage impacts, and visitor management issues.</p>	<p>Development of an interpretation plan.</p>	<p>DIER/CCC</p>	1
7.10.3	<p><b>Interpretation</b> That future interpretation of the <u>place</u> should not compromise its heritage significance and character.</p>	<p>Interpretation should enhance the understanding and appreciation of the significance of the <u>place</u>. The values and character of the <u>place</u> should be properly considered in the development of interpretation devices to avoid compromising the significance of the <u>place</u>, for example, through unsympathetic or poorly located signage that could mar the aesthetic values of the <u>place</u>.</p>	<p>That any interpretation plan is developed in conjunction with an appropriately skilled heritage practitioner.</p>	<p>DIER/CCC</p>	1

## 7.11 Further Work

The National Heritage Management Principles encourages further work in the identification and protection of the heritage values of the Bridge and setting in two areas. In summary, these are:

1. Ongoing technical and community input to decisions and actions that may have a significant impact on their National Heritage values; and
2. Management should respect all heritage values.

The need for heritage training has been recommended as a specific policy. Community involvement in decision making has been identified and recommended in policies 7.3.5 and 7.3.6 with the formation of an overarching management committee for the Bridge and setting.

An important National Heritage Management Principle is respect for all heritage values. The National Heritage values of the place relate to historic heritage values, and any Aboriginal heritage values are at this stage unknown. It is acknowledged that the assessment of significance in this Conservation Management Plan may not be representative of all the values that may be present at the place. Specifically, Aboriginal heritage and historic archaeological assessments are desirable and recommendations have been made accordingly.

**Table 21 Further Work Policies**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.11.1	<p><b>Heritage Training</b> That ongoing heritage management and conservation training be made available to managers, contractors and staff working on the Bridge and setting.</p>	<p>The management of National Heritage places should use the best available knowledge, skills and standards.</p>	<p>Provision of training to managers, contractors and staff.</p>	DIER/CCC	1
7.11.2	<p><b>Historical Archaeology Assessment</b> That a suitably qualified historical archaeologist should prepare an archaeological assessment of the Richmond Bridge and its setting. Such an assessment should provide an understanding of the archaeological values of the <u>place</u> (the bridge, river and riverbanks); including its potential to contain significant archaeological features; and provide guidance on the <u>conservation</u> of those values. The results of the assessment should be included in the next review of this CMP.</p>	<p>The archaeological significance of the <u>place</u> is currently poorly understood. The historical activities that have occurred at the place (e.g. fords across the river, flour milling) have potential to be demonstrated through archaeological <u>fabric</u> at the <u>place</u>.  Archaeological values may be present in the bridge, the river and the riverbanks.</p>	<p>Engage a suitably qualified historical archaeologist to prepare an archaeological assessment of the Richmond Bridge and its setting. Archaeological values will be managed in accordance with the THC's Practice Note 2: <i>Managing Historical Archaeological Significance in the Works Application Process</i>.</p>	DIER/THC/CCC /CLS	1
7.11.3	<p><b>Historical Archaeology during Works</b> In the absence of an archaeological assessment, HT should be consulted with for any works within the <u>place</u> which are likely to involve subsurface disturbances.</p>	<p>Ground disturbance works, for example, landscaping or the installation of services has the potential to impact on archaeological values.</p>	<p>Consultation should occur with HT to determine archaeological requirements.</p>	DIER/CCC/CLS	1
7.11.4	<p><b>Aboriginal Heritage</b> That an Aboriginal Heritage assessment of the Richmond Bridge and its setting be an undertaken. Such an assessment should provide an understanding of the Aboriginal heritage values of the <u>place</u> and provide guidance on the conservation of those values. The results of the assessment should be included in the next review of this CMP.</p>	<p>Items of Aboriginal heritage significance can continue to exist within highly developed areas. It is considered that there would be benefit in undertaking an Aboriginal heritage assessment of the <u>place</u> to provide an inclusive understanding of the values of the place and to establish management practices where necessary.  An Aboriginal Heritage assessment would also be consistent with <i>the Coal River Catchment Management Plan</i>.</p>	<p>Undertake an Aboriginal heritage assessment of the Richmond Bridge and its setting.</p>	DIER/CC/CLS	1

## 7.12 Review and Reporting

Places can change over time in their values, uses, owner expectations and statutory requirements. For this reason, it is necessary to regularly review Conservation Management Plans to determine whether significant fabric and/or values have been compromised. Likewise, the community have an expectation to be informed of the current condition, changes of progress in conservation works.

**Table 22 Review and Reporting Policies**

No.	Policy	Reason for Policy	Action\ Implementation	Responsibility	Priority
7.12.1	<p><b>Review of Conservation Management Plan</b> That this Conservation Management Plan be reviewed on a regular basis, at least once every five years, or when new evidence is discovered that has the potential to impact on the present policies.</p> <p>DIER and CCC should have primary responsibility for implementing any review.</p>	<p>Conservation Management Plans should not be static documents but be regularly reviewed to ensure they remain relevant.</p> <p>DIER and CCC have primary responsibility for the management of the Bridge and setting.</p>	Engage suitably qualified team to undertake review.	DIER/THC/CCC	1
7.12.2	<p><b>Making the CMP Publicly Available</b> On endorsement, the CMP should be made publicly available at a variety of locations, for example, DIER, CCC, HT, and the State Library of Tasmania. It should also be made available to staff or contractors undertaking works at the <u>place</u>.</p>	The community have a demonstrated interest in the <u>conservation</u> of the Richmond Bridge and the management policies should be readily available.	Disseminate final report.	DIER	1
7.12.3	<p><b>Reporting</b> That an annual report be made publicly available that details the <u>conservation</u> of the <u>cultural significance</u> of the <u>place</u> and progress in implementing policies, or other works related to the Richmond Bridge and its setting.</p>	<p>The community have a demonstrated interest in the conservation of the Richmond Bridge and should be regularly informed of its current condition and works.</p> <p>An understanding of past works will also be useful to future managers of the <u>place</u>.</p>	Produce and disseminate report.	DIER/THC/CCC	1



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