Community Update

Transport Roads & Maritime Services

OCTOBER 2014

Brig O'Johnston Bridge, Clarence Town

Roads and Maritime Services is planning for the rehabilitation of the historic Brig O'Johnston Bridge over the Williams River at Clarence Town. This community update provides information on planning activities, community consultation and next steps for the project.

Background

The Brig O'Johnston Bridge over the Williams River at Clarence Town was built in 1880 and is the oldest surviving timber truss bridge in NSW.

The bridge is one of 26 bridges identified for conservation in the Roads and Maritime *Timber Truss Bridge Conservation Strategy*, which was developed in consultation with the Heritage Council of NSW.

The strategy was developed to address the long term management of these structures and aims to establish a balance between infrastructure provision and heritage conservation.

The strategy was displayed for stakeholder and community comment in 2011. The feedback received was considered in finalising the strategy and identifying bridges for replacement and conservation.

Given its heritage significance the Brig O'Johnston Bridge was identified for rehabilitation to meet current vehicle load standards while preserving its heritage features.

The NSW Government is funding the Brig O'Johnston Bridge upgrade as part of its $145 million Bridges for the Bush commitment to improve road freight productivity in regional NSW and reduce timber bridge maintenance costs by replacing or upgrading bridges.

Rehabilitation work

The Brig O'Johnston Bridge has a temporary bailey bridge attached to it for structural support and has load and width limits which restrict the size of vehicles that can use it.

Rehabilitation work is required to strengthen the bridge to meet current vehicle loads and heavy vehicle requirements, as well as help to reduce future maintenance costs.

The proposed rehabilitation involves replacing and strengthening the bridge structure including the bridge piers, abutments, approach spans, deck, timber trusses and road approaches.

Roads and Maritime has been working closely with the Office of Environment and Heritage to ensure the proposed changes meet heritage requirements.

Timber would remain the primary material in the trusses and deck but steel and concrete components would be integrated into the design to strengthen the structure. Individual components would not change significantly in appearance including in width, height or length due to the bridge's heritage significance.

This would ensure the bridge meets current load standards and is capable of carrying a 42.5 tonne semi-trailer or equivalent without significantly affecting the appearance of the bridge.

Proposed delivery and bridge closures

Some of the work, including replacing the timber decking and rehabilitation of the abutments and piers, cannot be completed without closing the bridge to traffic and pedestrians. Detours would be in place via Glen William Road, Glen Martin Road and East Seaham Road.

Roads and Maritime is investigating different options to carry out the work with minimum impact to motorists and the community.

No final decisions have been made on the timing of the work or extent of bridge closures needed to complete the work.

Roads and Maritime expects the bridge rehabilitation to take around two years to complete, weather permitting.

Involving the community and stakeholders

Roads and Maritime will consult with the community and stakeholders to understand and consider issues concerning work impacts and bridge closures. This feedback will be used to plan the schedule of works and bridge closures.

More information about the proposed delivery schedule and bridge closures will be provided to the community for feedback as investigations progress.

Next steps

Upcoming planning activities include:

- Complete design work in consultation with the Office of Environment and Heritage
- Complete investigations into work delivery options to minimise impact to the community
- Consult with the community on delivery options and bridge closures
- Complete the review of environmental factors to assess the potential environmental and social impacts of the work and identify management and mitigation measures
- Display the review of environmental factors for community and stakeholder comment.

Pending approval to proceed from the Heritage Council of NSW, the rehabilitation work is expected to start in 2015.

Further Information

Stakeholders and the community are invited to attend a drop-in information session on **Saturday 25 October 2014** between **9am and 1pm** at **Clarence Town School of Arts**, Grey Street, Clarence Town.

Roads and Maritime staff will be available to talk to about the bridge rehabilitation plans.

More information about the project is also available by:

Phone: David MacGregor, Project Manager on 02 4924 0643 (business hours)

Email: David.Macgregor@rms.nsw.gov.au

Mail: David MacGregor
Roads and Maritime Services
Locked Bag 2030
NEWCASTLE NSW 2300

Information is available on the website at **rms.nsw.gov.au**

ISO CERTIFICATION · CO_2 MANUFACTURED CARBON NEUTRAL · FOREST MANAGEMENT · ECO BLEACHING PROCESS · AUSTRALIAN MADE · RECYCLED CONTENT

Roads and Maritime Services

Privacy: Roads and Maritime Services ("RMS") is subject to the *Privacy and Personal Information Protection Act 1998* ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act.

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or par t of that information is not to be published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by Roads and Maritime Services at 59 Darby Street, Newcastle NSW 2300. You have the right to access and correct the information if you believe that it is incorrect.

RMS 14.435