



DCEMP - CONSTRUCTION HERITAGE MANAGEMENT PLAN (CHMP)

LOCAL HERITAGE PLACES (BRIDGEWATER RAILWAY STATION, PARKVIEW, & FAIRFIELD)

BRIDGEWATER BRIDGE PROJECT NO: 2024

DOC NO: 2024-MCD-0000-PLA-PRJ-00063
CLIENT: DEPARTMENT OF STATE GROWTH
PROJECT: NEW BRIDGEWATER BRIDGE PROJECT
LOCATION: BRIDGEWATER, TASMANIA, AUSTRALIA

Revision History

REVISION	DATE	DETAILS	AUTHOR	REVIEWER	APPROVER
A	02-Nov-22	Issued for Internal Review	ESL	JC	PF
B	07-Nov-22	Issued for DSG / IV Review / Heritage Tasmania Issued for TPC Review on 22-Nov-22. Accepted by TPC on 15-Dec-22	ESL	JC	PF
1	22-Sep-23	Final incorporating additional information to satisfy MPP2201 Condition 38.2 as per TPC request 15-Dec-22	ESL	GW	PF

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CONSTRUCTION HERITAGE MANAGEMENT PLAN (CHMP) – LOCAL HERITAGE PLACES

Overall Objective	<ol style="list-style-type: none"> 1. Prevent the unauthorised disturbance to local heritage places specifically: <ul style="list-style-type: none"> ○ Bridgewater railway station’s concrete platform, listed as BRI-C6.1.1 in the Brighton Local Provisions Schedule; ○ Parkview listed as BRI-C6.1.20 in the Brighton Local Provisions Schedule; and ○ Fairfield, formerly Hayfield, listed as BRI-C6.1.70 in the Brighton Local Provisions Schedule. 2. Obtain Commission satisfaction to commence works within Local Heritage Places prior to the commencement of work within these listed places.
Background:	<p>This Plan has been prepared for the Bridgewater Bridge Project by McConnell Dowell and suitably qualified heritage consultants, Southern Archaeology, as part of the overarching Design and Construction Environmental Management Plan (DCEMP) and must be read in conjunction with the DCEMP, which contains references to project description, definitions, risk assessment, processes, and governance.</p> <p>This Construction Heritage Management Plan (CHMP) specifically supports implementation of the overarching DCEMP 2024-MCD-0000-PLA-PRJ-00001 Sub-Plan Aboriginal, Historic & Geological Heritage Management Plan (AHGHMP) and has been prepared to satisfy the following Major Project Permit (MPP2201) Conditions:</p> <p>Condition 23:</p> <p><i>There are to be no works on the Bridgewater railway station’s concrete platform identified as 4.01 on Figure 23: identified sites – Map 13 on page 45 of Appendix L of the MPIS.</i></p> <p>Condition 37:</p> <p><i>A Construction Heritage Management Plan must be prepared by a suitably qualified person, to the satisfaction of the Commission, for the following local heritage places:</i></p> <ol style="list-style-type: none"> 1. <i>Bridgewater railway station’s concrete platform, listed as BRI-C6.1.1 in the Brighton Local Provisions Schedule</i> 2. <i>Parkview listed as BRI-C6.1.20 in the Brighton Local Provisions Schedule; and</i> 3. <i>Fairfield, formerly Hayfield, listed as BRI-C6.1.70 in the Brighton Local Provisions Schedule.</i> <p>Condition 38:</p> <p><i>The Construction Heritage Management Plan must:</i></p> <ol style="list-style-type: none"> 1. <i>include protection zones and vibration management around structures and areas of local historic heritage significance, to avoid damage to these items during construction activity; and</i> 2. <i>specify the surface treatments for footpaths and shared paths adjacent to the Bridgewater railway station’s concrete platform in consideration of the historic cultural landscape setting of the place.</i> <p>On 15 December 2022, the Tasmanian Planning Commission (TPC) confirmed its satisfaction that this CHMP meets MPP2201 Condition 37 and 38.1. This revision provides further information to satisfy Condition 38.2, specifically Action Ref CHMP-LHP09 on page 9.</p> <p>A separate Construction Noise and Vibration Management Plan (CNVMP) has been prepared in accordance with the requirements of MPP2201 Condition 39 and was submitted to the Commission on 26 August 2022 (Transmittal No.: MCD-TRANSMIT-000350).</p>

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<p>Significance of the registered place</p>	<p>The Bridgewater railway station's concrete platform, Parkview and Fairfield, formerly Hayfield, are local heritage places each listed in the Brighton Local Provisions Schedule and afforded protection under the jurisdiction of the Brighton Council.</p> <p>Attachment 1: Site Layout illustrates:</p> <ul style="list-style-type: none"> • The Bridgewater railway station's concrete platform is located within the project Land but located on the northern bank to the west of the existing Bridgewater Bridge and well outside the project disturbance footprint. There is, however, potential for impact to the fabric of the place from construction induced ground vibration. • Fairfield, formerly Hayfield, is located on the northern bank of the River Derwent, to the east of the new bridge and outside of the project Land. It is a single storey weatherboard house with a protruding wing to the side, central door, flanking double hung windows and a side return veranda with slender posts and cast-iron brackets. There is, however, potential for impact to the fabric of the place from construction induced ground vibration. • Parkview is a house with a projecting gable out each side and a veranda between. It is detailed with paired columns on the veranda and finials on the gable ends. There is, however, potential for impact to the fabric of the place from construction induced ground vibration. <p>Major Project Impact Statement (MPIS) Appendix L Heritage Impact Statement details the significance of the local heritage places as summarised:</p> <ul style="list-style-type: none"> • Very little remains of the former railway station, save the central concrete island platform (4.01) and the adjacent redundant rail lines. The Bridgewater Railway station site has some association with the evolution of rail technologies and services from 1874 to the 1990's, and the development of Bridgewater as an important rail junction. Very little survives from these previous phases of development. <p>Datasheets obtained from the Tasmanian Heritage Register (THR) suggest that in addition to being a Local Heritage Places:</p> <ul style="list-style-type: none"> • Fairfield, formerly Hayfield, listed as BRI-C6.1.70 in the Brighton Local Provisions Schedule, is also listed on the THR as THR617. Fairfield is of historic heritage significance because of its ability to demonstrate the principal characteristics of a single storey weatherboard late Victorian domestic building. • Parkview, listed as BRI-C6.1.20 in the Brighton Local Provisions Schedule, has previously been listed on the THR as THR622. A check of the latest THR dated 22 January 2021 suggests Parkview has since been removed from the THR.
<p>Performance Criteria:</p>	<ul style="list-style-type: none"> • Zero material regulatory breaches associated with Aboriginal, historic and geological heritage • Compliance with legal, regulatory and contract requirements pertaining to Aboriginal, historic and geological heritage events • No damage, disturbance or otherwise adverse impact to historic heritage sites and areas of historic significance unless an appropriate authorisation has been obtained.
<p>Relevant Information:</p>	<p>The 2024-MCD-0000-REG-ENV-00002 Project Environmental Obligations Register lists the applicable approvals, regulatory permits and obligations and contract requirements relevant to the Project. Specific obligations that relate to local heritage places include:</p> <ul style="list-style-type: none"> • Major Project Permit: New Bridgewater Bridge Major Project (MPP2201): Conditions 23, 37, 38 and THC3.8 'Additional matters' • New Bridgewater Bridge Project - Agreed D&C Deed (including Schedules) (Final): Section 3.10 • Exhibit A – Initial Project Scope & Technical Requirements (PSTR): Section 6.6. • Exhibit A – Initial PSTR Appendices: <ul style="list-style-type: none"> ◦ Appendix 8 Sections: 8.4 'Contractor's EMP', 8.19 'Historic Heritage' and 8.1 'Construction Noise and Vibration' ◦ Appendix 34 Sections: 34.3 'Environmental Management Plan – Construction' • 2024-MCD-0000-PLA-PRJ-00001 Aboriginal, Historic and Geological Management Plan, Action Reference Item: HER-H6.
<p>Associated Documents:</p>	<p>Legislation, Guidelines and Standards:</p> <ul style="list-style-type: none"> • <i>Historic Cultural Heritage Act 1995 (Tas)</i>

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	<ul style="list-style-type: none"> Tasmanian Heritage Council, 2014: <i>Practice Note 2 – Managing Historical Archaeological Significance in the Works Process. Version 4: November 2014</i>, Tasmanian Heritage Council. Viewed at https://heritage.tas.gov.au/Documents/2-Archaeology-FINALNov2014.pdf on 03 June 2022. Heritage Tasmania, 2015: <i>Works Guidelines for Historic Heritage Places, November 2015</i>, Heritage Tasmania. Viewed at https://heritage.tas.gov.au/works-and-development/works-guidelines 03 June 2022. <p>Contractual:</p> <ul style="list-style-type: none"> New Bridgewater Bridge Project - Agreed D&C Deed including D&C Deed Schedule 8 'Environmental Documents and Approvals. Exhibit A – Initial Project Scope & Technical Requirements (PSTR) and Appendices: Appendix 8 – Environmental Requirements; Appendix 9 - State's Technical Standards, Appendix 13: Landscaping, Revegetation & Urban Design; Appendix 35 – Requirements for Project Plans. Major Project Impact Statement (MPIS) – New Bridgewater Bridge and MPIS Appendices: Appendix L Heritage Impact Statement. <p>Project Plans, Procedures and Tools:</p> <ul style="list-style-type: none"> 2024-MCD-0000-PLA-PRJ-00001 Aboriginal, Historic & Geological Heritage Management Plan (AHHMP) 2024-MCD-0000-PLA-PRJ-00053 Construction Noise and Vibration Management Plan 2024-MCD-0000-PRO-ENV-00001 Unanticipated Discovery Plan for Aboriginal Relics 2024-MCD-0000-PRO-ENV-00002 Unanticipated Discovery Plan for European Heritage Features or Objects 2024-MCD-0000-PRESE-ENV-00003 Heritage Induction Protocol (forms part of the NBB General Site Induction Presentation delivered to all Project staff and contractors) HSEQ-ENV-EPI011-GEN-2024 Environmental Protection Instruction - Disturbance to Cultural Heritage HSEQ-ENV-EPI007-GEN-2024 Environmental Protection Instruction – Vibration HSEQ-HS-FRM065-GEN-ALL Permit to Work Form: Vegetation Disturbance Permit HSEQ-HS-FRM066-GEN-ALL Excavation and Penetration Permit HSEQ-HS-PRO003-GEN-ALL Incident Reporting and Investigation Procedure. 			
Action Ref No.	Management and Mitigation Actions	Timing	Records / Evidence	Resp.
Commission Satisfaction				
CHMP-LHP 01	<p>This CHMP has been prepared in accordance with the requirements of Major Project Permit 2201 Condition 37 and in consultation with qualified historic heritage consultant, Southern Archaeology.</p> <p>Attachment 3: Historic Archaeologist Qualifications provides evidence Southern Archaeology are a suitably qualified person (Project Archaeologist).</p> <p>Works will not commence within the Local Heritage Places until the following authorisations have been obtained:</p> <ul style="list-style-type: none"> Commission satisfaction of the CHMP - Local Heritage Places which include the following heritage places: <ul style="list-style-type: none"> BLPS 2021 BRI-C6.1.1 Bridgewater railway station's concrete platform, BRI-C6.1.20 Parkview BRI-C6.1.70 Fairfield, formerly Hayfield. 	Prior to commencement of works within the local heritage place	Commission satisfaction of this CHMP	Environmental Manager (EM)

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Site Induction Protocol				
<p>CHMP-LHP02</p>	<p>General Site Induction</p> <p>All Personnel will undertake a General Site Induction where they will be made aware of the heritage significance of the Project Land, noise and vibration sensitive areas/structures, the location of protected objects and sites and informed that they are not to be impacted unless authorised. The induction will explain:</p> <ul style="list-style-type: none"> the heritage values of the place relevant heritage conditions of the permit relevant archaeological matters vibration risk and management protocols the 2024-MCD-0000-PRO-ENV-00002 Unanticipated Discovery Plan for European Heritage Features or Objects and their obligations under the <i>Historic Cultural Heritage Act 1995</i>. the 2024-MCD-0000-PRO-ENV-00001 Unanticipated Discovery Plan for Aboriginal Relics and their obligations under the <i>Aboriginal Heritage Act 1975 (Tas)</i> and the <i>Coroners Act 1995 (Tas)</i>. <p>2024-MCD-0000-PRESE-ENV-00003 Heritage Induction Protocol has been prepared, reviewed by Heritage Tasmania and forms part of the General Project Induction. A copy is included as Attachment 4: Site Induction Protocol.</p> <p>Other mechanisms of raising environmental awareness of management and protection requirements are through toolbox talks, pre-start meetings, HSEQ alerts and more specialised training. Attendance records and assessments of all training and briefing sessions will be maintained.</p>	<p>Construction</p> <p>Prior to commencement of construction within or adjacent to heritage places</p>	<p>Induction Records</p> <p>Induction Presentation</p> <p>2024-MCD-0000-PRESE-ENV-00003 Heritage Induction Protocol Presentation and Records</p>	<p>Safety Manager / EM</p>
Vibration Risk Assessment				
<p>CHMP-LHP04</p>	<p>Vibration Risk Assessment</p> <p>Noise and Vibration specialist, Resonate have prepared 2024-MCD-0000-PLA-PRJ-00053 Construction Noise and Vibration Management Plan. This CNVMP includes a vibration risk assessment for the local heritage places listed in the table below. The CNVMP has been separately transmitted to the Commission for review (see Transmittal: MCD-TRANSMIT-000350 Date sent: 26-Aug-22 (Rev C).</p> <p>Vibration management zones for different items of plant have been developed based on the predictions summarised in Table 16 of the CNVMP. It is important to note that the vibration management zones are conservative and works occurring within these zones will not necessarily result in vibration levels above the vibration management levels or limits.</p> <p>Resonate have applied a 20 mm/s PPV vibration limit to the Bridgewater Railway Station Platform compared with the 3mm/s PPV applied to heritage structures on the basis that the platform was a commercial structure designed to withstand vibration caused by rail operation adjacent to the platform and thereby already subject to significant vibration. The 20 mm/s PPV limit, as defined in the German Standard DIN 4150, establishes the limit beyond which minor cosmetic damage is predicted to occur. Minor cosmetic damage typically applies to buildings rather than concrete platforms and would typically include:</p> <ul style="list-style-type: none"> cracks form in plastered surfaces of walls 	<p>Pre-Construction / Construction</p>	<p>Vibration Risk Assessment</p> <p>Weekly checklist</p> <p>Vibration records</p>	<p>EM / Suitably qualified noise & vibration specialist</p>

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- existing cracks in the building have enlarged
- partitions become detached from loadbearing walls or floors

Table 18 of the CNVMP details those high vibration risk activities for each heritage listed place. Those that relate to this CHMP are detailed below:

Local Heritage Place	High risk activities
Fairfield, formerly Hayfield, 14 Nielsen Esplanade, Bridgewater, listed as BRI-C6.1.70 in the Brighton Local Provisions Schedule	High risk activities considered to present a risk of exceeding 3 mm/s PPV: <ul style="list-style-type: none"> • Impact piling may occur up to 180 m from the heritage building, within the 280 m vibration management zone.
Parkview, 11 Weily Park Road, Bridgewater, listed as BRI-C6.1.20 in the Brighton Local Provisions Schedule	High risk activities considered to present a risk of exceeding 3 mm/s PPV: <ul style="list-style-type: none"> • Vibratory rollers may need to be used for roadworks up to 60 m from the heritage building. This is within the vibration management zone for 20t rollers.
Bridgewater Railway Station Platform, listed as BRI-C6.1.1 in the Brighton Local Provisions Schedule	<ul style="list-style-type: none"> • No works are considered to present a risk of exceeding 20 mm/s PPV.

CHMP-LHP05

HER-M3

[Exhibit A PSTR
‘5.3 Dilapidation
Surveys’]

Vibration Management – dilapidation survey

An independent qualified assessor will undertake a pre and post construction dilapidation survey and prepare a dilapidation report of the listed registered places prior to commencing any activity which could affect existing infrastructure outside of the project land. [Attachment 6: Pre-construction Dilapidation Report](#) details the state of Fairfield, formerly Hayfield and Parkview prior to commencement of construction.

Pre-Construction /
Post Construction

Dilapidation
reports

Independent
qualified
assessor

Protection and Management Measures

Condition 38: *The Construction Heritage Management Plan must:*

1. *include protection zones and vibration management around structures and areas of local historic heritage significance, to avoid damage to these items during construction activity; and*

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<p>CHMP-LHP06 HER-H3A</p> <p><i>[MPP2201 Condition 23 'Local Heritage']</i></p>	<p>Protection zones</p> <p>Attachment 5: Protection Zones illustrates the location of protection and management zones for heritage structures and vibration management for each listed Local Heritage Place.</p> <p>As there are to be no works on the Bridgewater railway station's concrete platform and the construction area is separated from the platform by a live Railway, 'Exclusion Zone' fencing of the platform is not required.</p> <p>Fairfield is located outside of the project land and is separated from the project land boundary by Nielsen Esplanade and housing</p> <p>Parkview is located outside of the project land and is separated from the project land boundary by the TasRail railway corridor. In addition, Parkview is protected from public access by a residential fence. As a result, no additional protection fencing will be erected around Parkview.</p>	Pre-Construction	Weekly Checklist	CM / EM
<p>CHMP-LHP07</p>	<p>Vibration Management and Monitoring</p> <p>Vibration limits have been established in section 5.3.2 of the CNVMP. These are based on the German Standard DIN 4150:1999 Part 3 - Structural Vibration in Buildings - Effects of Vibration on Structures. DIN 4150-3 is suitable for the assessment of both structural and cosmetic damage as the Standard considers a reduction in serviceability of the structure is deemed to have occurred if:</p> <ul style="list-style-type: none"> • Cracks form in plastered surfaces of walls • Existing cracks in the building have enlarged • Partitions become detached from loadbearing walls or floors <p>Due to the heritage nature of the structures assessed within this report, the most stringent DIN 4150-3 limits have been adopted for the Parkview and Fairfield local heritage places, with the risk assessment carried out initially against the minimum applicable limit of 3 mm/s PPV.</p> <p>Continuous vibration monitoring will be undertaken where vibration from a construction activity may exceed cosmetic damage criteria at the sensitive structure, where activities may occur within vibration management zones for cosmetic damage. The testing method includes:</p> <ul style="list-style-type: none"> • Placement of a vibration logger to continuously measure vibration while relevant works are occurring within the vibration management zone for cosmetic damage. • Measurement to be conducted as close as possible to the sensitive structure. • A warning system will be implemented including one or both of an audible and/or visual warning alarm, and/or SMS and/or email alerts to site staff (for example see https://texcel.com.au/product/etm-vibration/). <p>Attachment 5: Protection Zones includes an indicative location for this monitoring device.</p> <p>Where initial monitoring indicates no exceedance of vibration goals will occur, monitoring duration will be re-assessed.</p>	Construction	Vibration Monitoring report Weekly Checklist	EM

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CHMP-LHP08	<p>Areas of archaeological significance</p> <p>MPIS Appendix L Heritage Impact Statement details the archaeological significance of the Bridgewater railway station's concrete platform and Fairfield, formerly Hayfield and is summarised as follows:</p> <ul style="list-style-type: none"> The Bridgewater Railway station site has some association with the evolution of rail technologies and services from 1874 to the 1990's, and the development of Bridgewater as an important rail junction. Fairfield is of historic heritage significance because of its ability to demonstrate the principal characteristics of a single storey weatherboard late Victorian domestic building. <p>Attachment 2: Heritage Significance Summaries includes the THR datasheet for Fairfield and a summary of the history of Parkview as prepared by Southern Archaeology</p> <p>Parkview was part of an original grant to George Brooks Fraser in 1816 but does not appear to have been developed until after c1887. The Parkview house was most likely built when owned by Robert James after 1892 (although it is also possible that Propsting and Mitchell built it). Its historic heritage significance is unclear.</p>	Pre-Construction / Construction	Archaeological investigation records and reports	EM / PA
<p>Protection and Management Measures</p> <p>Condition 38: <i>The Construction Heritage Management Plan must:</i></p> <p>2. <i>specify the surface treatments for footpaths and shared paths adjacent to the Bridgewater railway station's concrete platform in consideration of the historic cultural landscape setting of the place.</i></p>				
CHMP-LHP09	<p>The footpath designed along the edge of Gunn St and Old Main Road, is quite independent of the heritage station structure, has little in attachment to the station other than 8m proximity at the closest point. The footpath is also cut-off from the station due to the current railway line, which in accordance with law remains an operational line.</p> <p>The existing platform is a grey concrete structure, with no specific colour or texture which could be matched. A concrete footpath which is grey in colour with a broom surface finish will not detract from the current platform. An independent planning study is currently underway for the foreshore. If the planning study deems that the platform should be part of the foreshore development, the design of future paths which would link to the station (taking account of the railway lines), would be the best opportunity to provide surface treatments which are appropriate to the heritage aspect of the platform. The master planning and the execution of the foreshore works are outside of the current MCD project scope.</p>	Decommissioning	NA	DSG / Brighton Council
<p>Notification Protocols</p>				
CHMP-LHP10	<p>The 2024-MCD-0000-PRO-ENV-00002 Unanticipated Discovery Plan for European Heritage Features or Objects has been prepared in consultation with qualified heritage consultants, Southern Archaeology and include notification protocols whereby archaeological advice is sought if unanticipated archaeological features or deposits are uncovered during excavation or where doubt exists concerning the historical cultural heritage significance of any materials uncovered during excavation or ground disturbance.</p>	Pre-Construction / Construction	2024-MCD-0000-PRO-ENV-00002 Unanticipated Discovery Plan for European Heritage Features or Objects	EM / PA

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	<p>Attachment 4: Site Induction Protocol details the requirements of 2024-MCD-0000-PRO-ENV-00002 Unanticipated Discovery Plan for European Heritage Features or Objects and include provision for controlled archaeological excavation to be undertaken when and to a standard consistent with the archaeological advice received.</p> <p>2024-MCD-0000-PRO-ENV-00002 Unanticipated Discovery Plan for European Heritage Features or Objects is included as Attachment 7: Notification Protocols.</p>		<p>2024-MCD-0000- PRESE-ENV- 00003 Heritage Induction Protocol</p>	
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ATTACHMENT 1: SITE LAYOUT

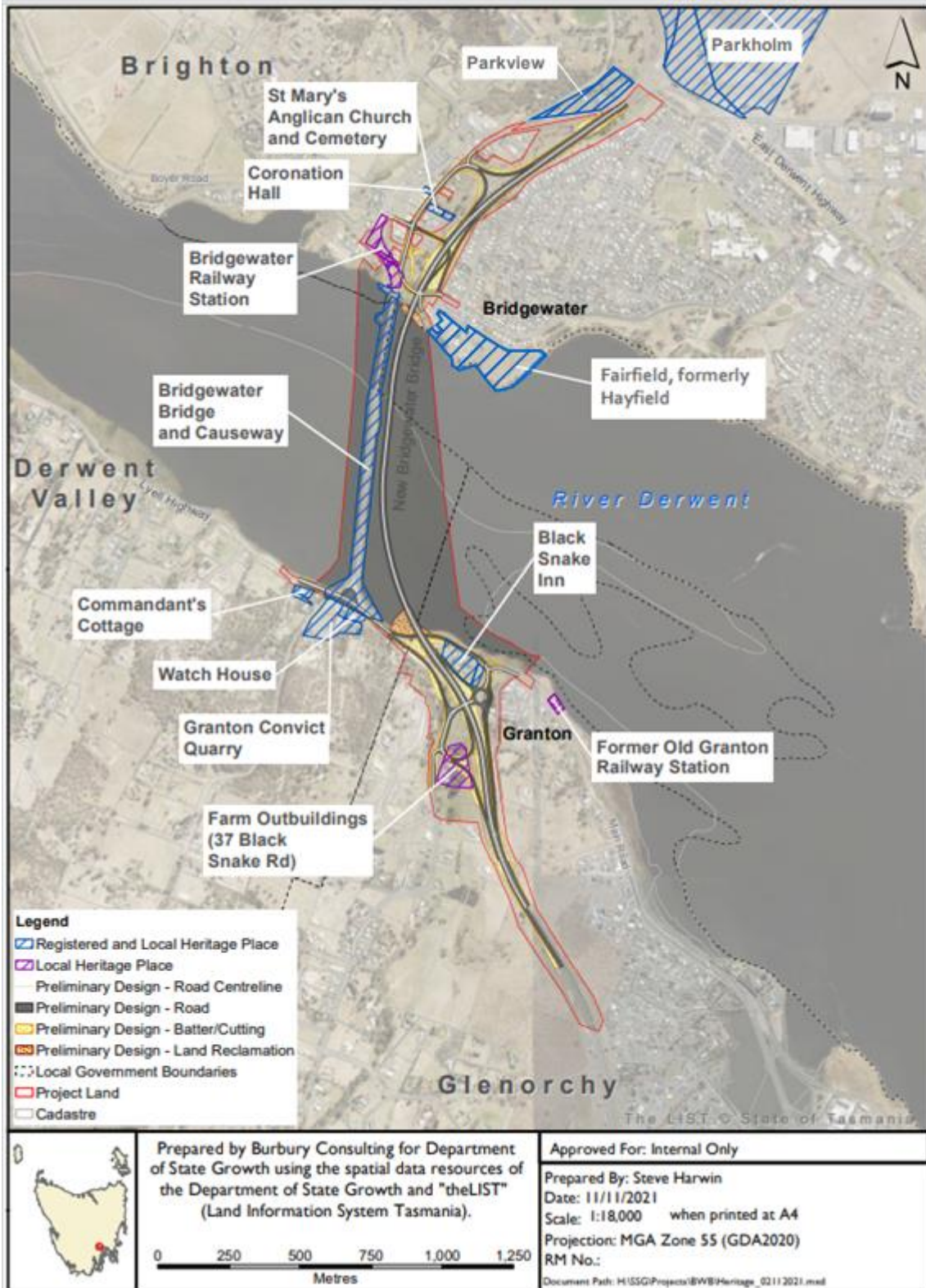


Figure 1: Local and Registered Places (Source: Burbury Consulting / Department of State Growth)



Figure 2: Permanent and temporary works relative to Local Heritage Place, BRI-C6.1.1 – Bridgewater Railway Station Platform and BRI-C6.1.70 – Fairfield, formerly Hayfield (THR617). Source: MCD Civillo accessed 02 November 2022

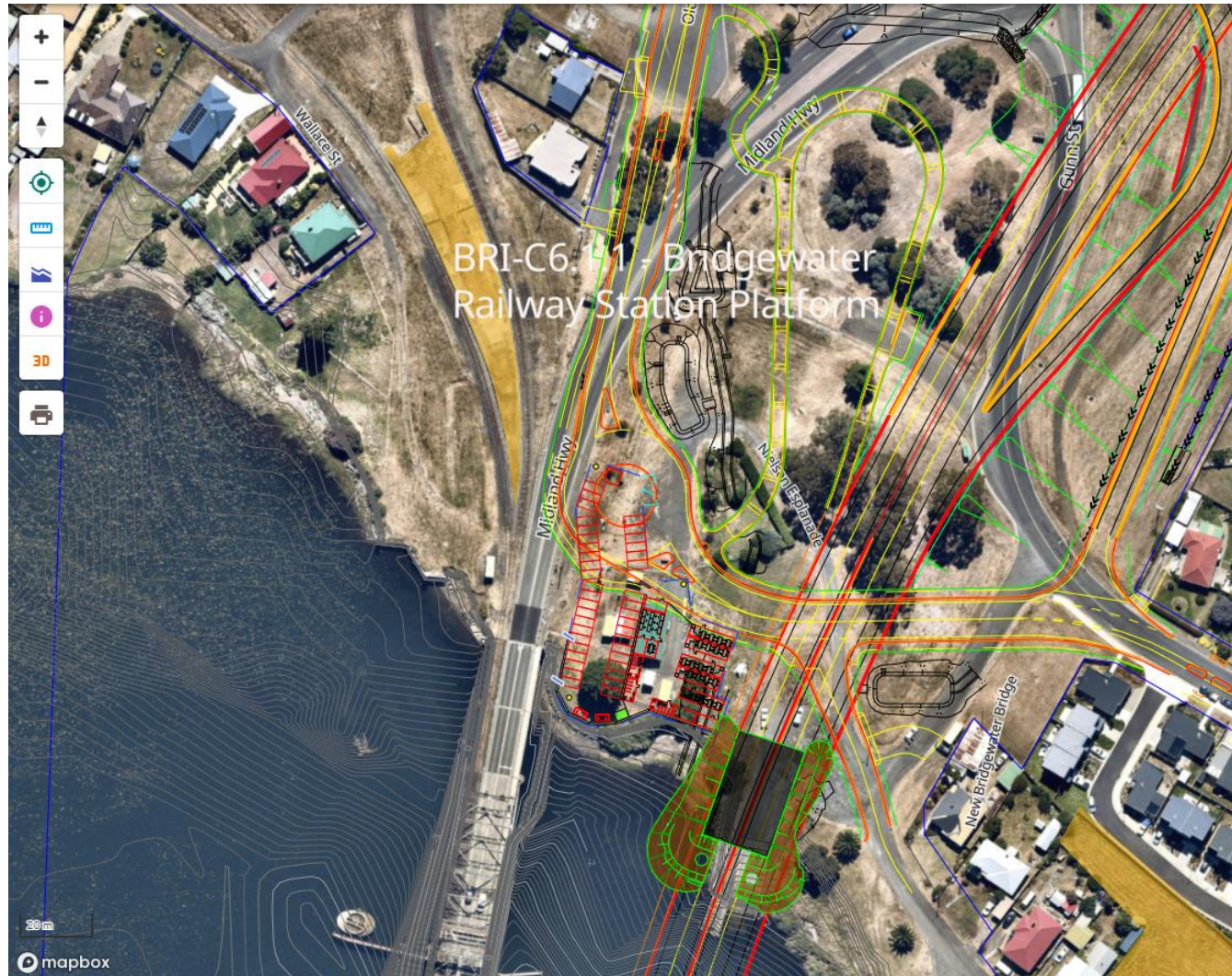


Figure 3: Permanent and temporary works relative to Local Heritage Place, BRI-C6.1.1 – Bridgewater Railway Station Platform. Source: MCD Civillo accessed 02 November 2022.



Figure 4: Location of BRI-C6.1.20 Parkview relative to the project land boundary (blue) and permanent and temporary works. Source: Map from Civillo 02-Nov-2022.

ATTACHMENT 2: HERITAGE SIGNIFICANCE SUMMARIES

THR617 Fairfield, formerly Hayfield – Tasmanian Heritage Register Datasheet

Parkview, 11 Weily Road, Bridgewater Historical Summary

ATTACHMENT 3: HISTORIC ARCHAEOLOGIST QUALIFICATIONS

CURRICULUM VITAE

Darren William Watton

a: 1 Old Punt Rd
PO Box 29
Perth
Tasmania



p: 0439 444868 white card: 1839731 abn: 46633920126

e: darren@southernarch.com.au
w: www.southernarch.com.au

QUALIFICATIONS

Graduate Diploma in Archaeology and Heritage Management
Flinders University.
Bachelor of Arts (Hons)
University of Tasmania (UTAS).

EMPLOYMENT: Archaeology & Heritage Management

- **Oct 2016- Ongoing (Self Employed)**
Archaeologist, sub-contract (Indigenous/Historical)
Owner Southern Archaeology, Perth, TAS
- **Jan 2018- Ongoing**
Archaeologist, sub-contract (Indigenous/Historical)
Heritage Insight, Kensington, VIC
- **June 2016-2017**
Archaeologist, sub-contract (Indigenous)
CHMA, Tasmania
- **Dec-2013-2018**
Field Archaeologist, sub-contract (Historical)
TasArc, Hobart, Tasmania
- **2011-2015**
Field Archaeologist, sub-contract (Historical and Indigenous)
Zvonka Stanin, Tasmania
- **2010**
Field Archaeologist, sub-contract (Historical)
Tim Stone, Manly, NSW

EMPLOYMENT: Main other

- Self-employed - demolition business
- Self-employed – builder straw-bale houses

- Parks and Wildlife Service - Visitor Reception Officer, Cradle Mountain, Tasmania; Education Officer, Sea Acres, Port Macquarie, NSW
- Bar Manager and waiter, Various restaurants, Tasmania and Port Macquarie, NSW
- Real Estate Agent, Port Macquarie, NSW
- Crocodile Handler, CFNT, NT

ARCHAEOLOGY & environmental experience summary

Main Excavations, reports and assessments 2010-2019

Recent (2017-2020) –

- Historical - Margaret St, Point Rapid, High St, Quamby Estate, Brickendon Estate, Kings Meadows Convict Station excavations, Launceston Airport Heritage Review, Launceston City Heritage Precinct Review, Burnie Port Redevelopment (numerous clients).
- Aboriginal heritage - Track survey, SW Cons. Area and Central Plateau, Tas, AHAR Native Point & Cressy, AHAR Fort Direction (numerous clients)
- (numerous clients).

Previous (pre 2017) –

- Mac 1, Salamanca Pl., Hobart, Theatre Royal Carpark, Hobart, Elizabeth St., Hobart, Baker's Flat, Kapunda SA, Willow Court, New Norfolk, AHAR & SHAP Queensland/Victoria, Survey, Calpernum Station SA, Southernfield, Bothwell, Tas, AHAR Port Sorell, Tas (numerous clients).

PROFESSIONAL SKILLS

- Aboriginal and historical archaeology experience
- Report writing
- Aboriginal stone artefact analysis
- Historical artefact analysis
- Technically skilled in surveying Hardware, GPS, Transect Management, Geographical Information Systems (GIS), Site Specific Modeling, Total Station Surveying, Advanced Excavation Techniques, Using a drone
- Data compilation
- Site and artefact photography
- Site drawing
- Excavation (machine, test pitting, open area, hand, monitoring, sieving & supervision)

SPECIAL PROJECTS, scholarships & awards

Projects -

- 'Effects of Sea Level Rise on Aboriginal Coastal Sites on the East Coast of Tasmania'
Geomorphology/Aboriginal Studies Hons thesis & Preliminary Report, UTAS and AHT
- 'Shipwrecks in Tasmania', UTAS

Scholarships

- WJ Gerlach Scholarship - BA (Hons), UTAS
- Arts Hons and Tasmanian Hons Scholarship – BA (Hons), UTAS

General awards -

- Flinders University - Recognition of Achievement in Archaeology and Heritage Management
- UTAS - First in Aboriginal Studies, Ancient Civilizations and Geography; Kenneth Waters Herodotean Prize in Ancient Civilizations; Deans Roll of Excellence for High Achievement; Deans Roll of Excellence with Hons for High Achievement

MEMBERSHIPS

- Registered Heritage Advisor – Tasmania and Victoria
- Australian Archaeological Association (AAA)
- Australasian Society for Historical Archaeology (ASHA)
- Australian Association of Consulting Archaeologists Incorporated (AACAI) – Associate Member

PUBLICATIONS

- *Early Colonial Clay Pipe Production in Tasmania, Australia, Society for Clay Pipe Research 2020*

TRAINING

- Current First Aid Certificate
- Traffic Management and Implementing a Traffic Management Plan Certification
- Current White Card

REFEREES

- Parry Kostoglou (Archaeologist) – 0408 561 934.
- Gayle Plunkett (Conservation Architect) – 0418 873 112
- John Dent (Surveyor and Historian) – 0408 133 656
- Ian Edmondson (Archaeologist) – 0476 620 056

ATTACHMENT 4: SITE INDUCTION PROTOCOL

- 2024-MCD-0000-PRESE-ENV-00003 Heritage Induction Protocol

ATTACHMENT 5: PROTECTION ZONES

HERITAGE STRUCTURES PROTECTION ZONE

BRI-C6.1.1 Bridgewater Railway Station's concrete platform

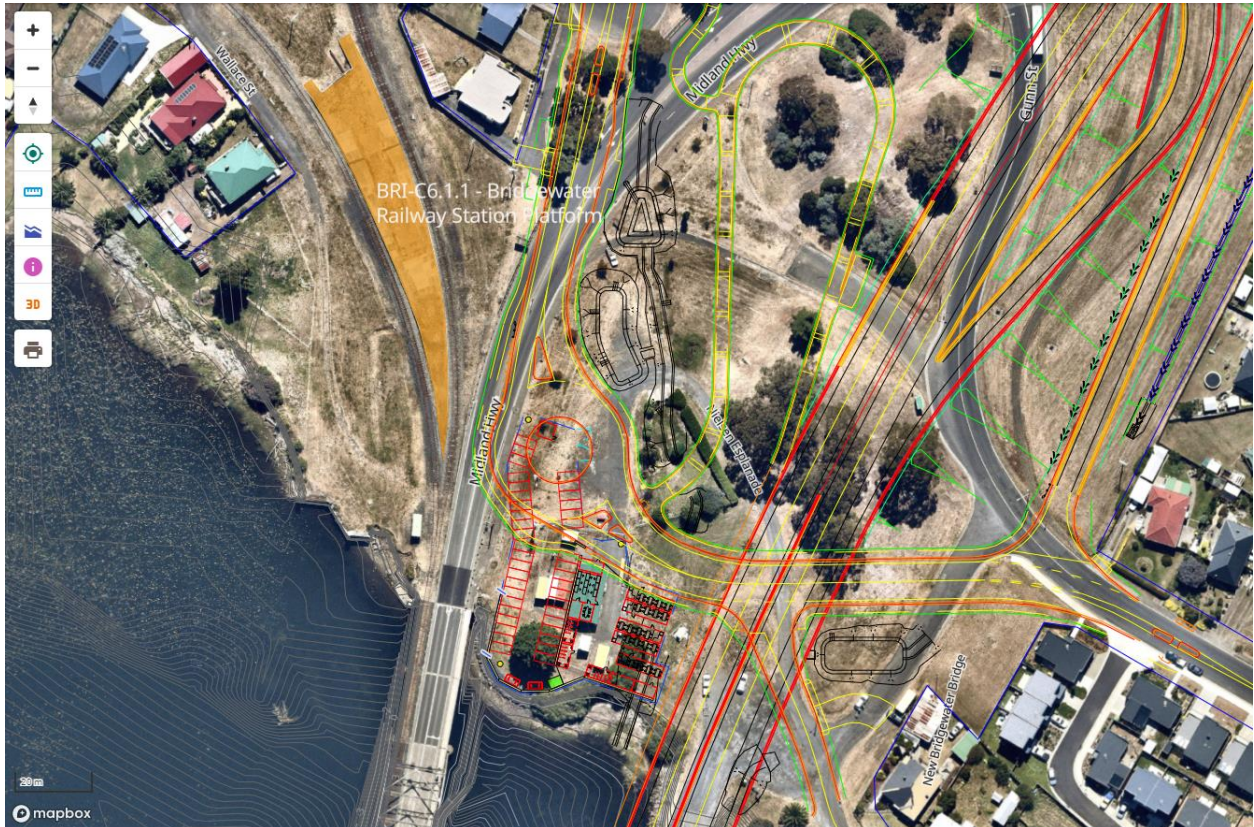


Figure 5: The Bridgewater railway station's concrete platform is physically separated from construction activities by the existing midland highway embankment and the railway tracks separate the platform from access, 'Exclusion Zone' fencing or equivalent will be determined in consultation with TasRail. Source: MCD Civillo accessed 02-Nov-2022.

BRI-C6.1.70 Fairfield, formerly Hayfield (THR617)

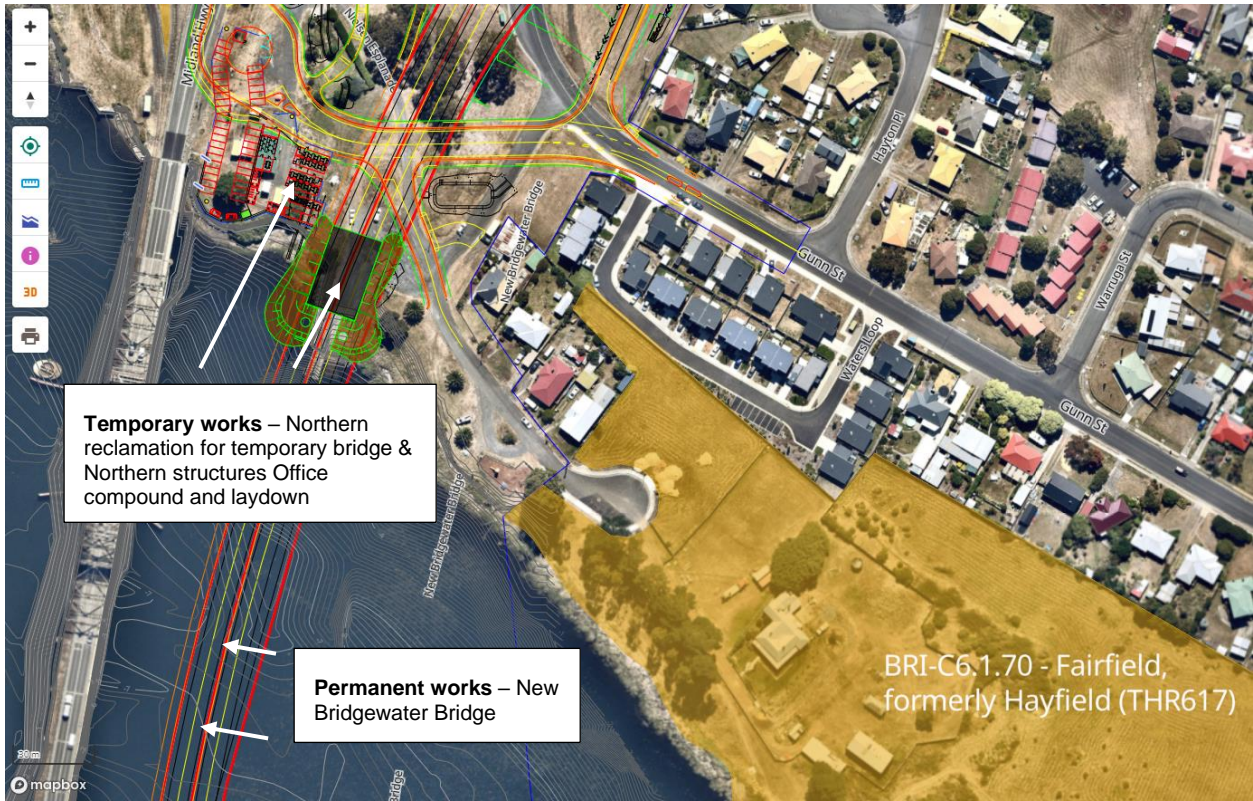


Figure 6: Location of BRI-C6.1.70 Fairfield, formerly Hayfield (THR617) relative to the project land boundary (blue) and permanent and temporary works. Source: Map from Civillo 02-Nov-2022.

BRI-C6.1.20 Parkview



Figure 7: Location of BRI-C6.1.20 Parkview relative to the project land boundary (blue) and permanent and temporary works. Source: Map from Civillo 02-Nov-2022.

VIBRATION MANAGEMENT ZONE

BRI-C6.1.70 Fairfield, formerly Hayfield (THR617)

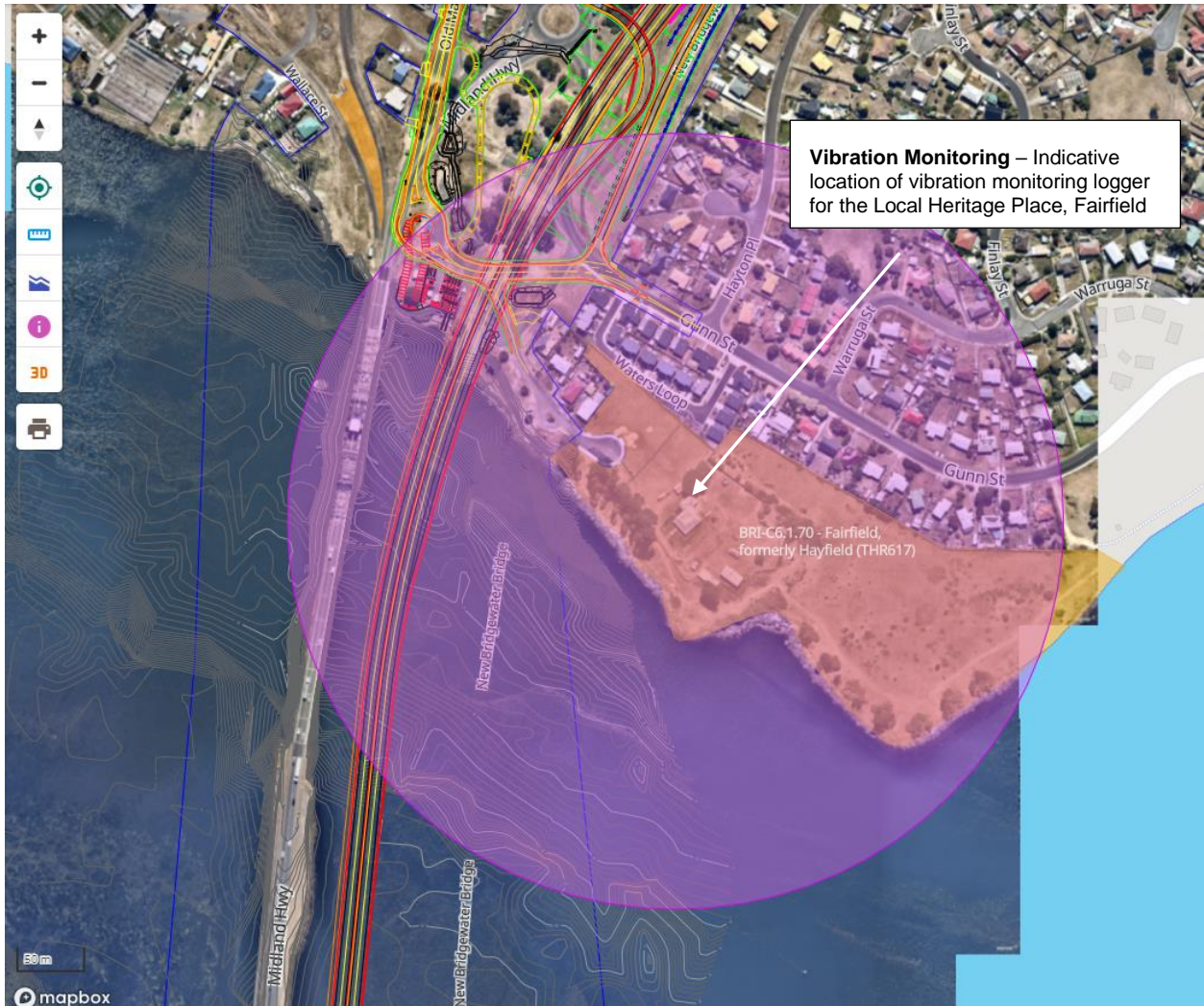


Figure 8: Indicative 280m Vibration Management Zone (pink circles) for protection of BRI-C6.1.70 Fairfield, formerly Hayfield (THR617) during impact piling. Where works are required within these distances, the mitigation measures listed in Section 8 of the CNVMP will be applied where reasonable and feasible, including installation of a continuous vibration monitoring logger. Source: Map from Civillo 02-Nov-2022.

BRI-C6.1.20 Parkview



Figure 9: Indicative 90m Vibration Management Zone (purple circles) for 20t vibratory rollers working in the vicinity of Parkview. Where works are required within these distances, the mitigation measures listed in Section 8 of the CNVMP will be applied where reasonable and feasible, including installation of a continuous vibration monitoring logger. Source: Map from Civillo 02-Nov-2022.

ATTACHMENT 6: PRE-CONSTRUCTION DILAPIDATION REPORT

1. 2024-GAC-0000-REF-PRJ-00003 Building Inspection Report - 11 Weily Park Road, Bridgewater [Parkview]
2. 2024-GAC-0000-REF-PRJ-00004 Building Inspection Report - 14 Nielsen Esplanade, Bridgewater [Fairfield, formerly Hayfield THR617]

ATTACHMENT 7: NOTIFICATION PROTOCOLS

Notification protocols adopted on the NBBP comprise of the following:

1. 2024-MCD-0000-PRO-ENV-00002 Unanticipated Discovery Plan for European Heritage Features or Objects
2. 2024-MCD-0000-PRO-ENV-00001 Unanticipated Discovery Plan for Aboriginal Relics