

**Place name** Pooleys Bridge

**Survey Date:** 4/07/2004

**Other name**

**Id:** 1046

**Street** Pooleys Road

**Last Update** 29/08/2006

**Locality** Sale

**Postcode**

**Official Locality**

**Property No**

**Local Government Area** Wellington Shire

**Property Info**

**Precinct:** Not in precinct

**Easting** 503500

**Northing** 5784100

**Map** Sale 8321-4-4

**Workshop number**

**Workshop votes**

**Field survey number**

**Community priority**

**Designer**

**Builder**

**Ownership** Shire

**Built Date** c.1920s **Change Date**

**Description** A timber bridge built on trestles and retaining a timber deck and arched rails. There is a section of post and rail fence along the property boundaries on either side of the bridge and a section of hawthorn hedge.

The building appears intact and in 2004 continues to be used for road traffic, with a 5t load limit.

Road bridge crossing Lavers Creek. Deck length: 30.2, deck width: 3.7, area: 111.7, load limit: 5, spans: 5. (Wellington Shire Timber Bridges Register)

Not inspected during the Wellington Heritage Study: Sale Review (2004).

Feature	Style	Wall Materials	Roof Materials
Bridge	Other	Not applicable	Not applicable

**Condition** Fair

**Integrity** Intact

Redevelopment/change

Public

Bridge

National Themes	Local Themes
	5. TRANSPORT & COMMUNICATIO 5.3 Bridges

**History** CONTEXTUAL HISTORY

The following extracts are from Chapter 5 of the Wellington Thematic Environmental History (2005):

"The early bush tracks were rough, passable only on horseback or by bullock dray. District road boards were formed from the early 1850s to improve road conditions in the country. As shires were formed, the roads in the area became a municipal responsibility. Alberton Shire was proclaimed in 1864, Avon Shire in 1865 and Rosedale Shire in 1871. These bodies constructed new roads, maintained and improved existing roads, and built bridges.

Large rivers, streams and marshes were a great impediment to travel in the early days of settlement in the Shire of Wellington. At first, rivers were forded at a shallow place. Punts operated for a time over the Latrobe River at Longford and Rosedale and over the Macalister River at Maffra. The Tarra and Albert Rivers were bridged in the first years of settlement and by 1858 a bridge and causeway were constructed across the Latrobe River and its morasses at Longford. During the 1860s, bridges were built over the smaller streams on the route between Port Albert and Sale and in 1883 a moveable swing bridge replaced the old Latrobe River bridge. A new bridge is currently under construction. Floods were common, often significantly damaging bridges and leading to their fairly frequent replacement. Usually the original small wooden bridge was replaced by a bigger and better structure, eventually superseded by a modern concrete and steel model".

SPECIFIC HISTORY

Land on the eastern and western sides of Lavers Creek was first sold in the early to late 1880s (1), and the first bridge on this road may have dated from that time. The age of the present bridge is not known and was not able to be researched within the scope of the City of Sale Heritage Study, although it was possibly constructed as part of the Developmental Roads program, which was administered by the Country Roads Board in accordance with the

Development Roads Act of 1918.

**REFERENCES**

(1) Town and Parish of Sale Plan, 1918.

Period	Associations
	Country Roads Board

Heritage Protections Register	Reference	Zoning	Status
Planning Scheme	x		Recommended

**National Estate**

**Research Required** It would be desirable to undertake further research about the history of this bridge

**Recommendations** Development of a regular maintenance program is required to ensure the longevity of this bridge.

**Fieldwork priority?**

**Stage 1 Ranking** Assessed: Sale Heritage Stu **Stage 2 priority** Planning Scheme: Individua

**Final Ranking** Local significance **Final Recommendation** Amendment C26

**Statement of significance** Pooley's bridge is of local historic significance to Wellington Shire as a representative example of timber bridge which illustrates the development of road infrastructure during the early twentieth century. It is now one of few examples of rural timber bridges remaining within the district.(RNE criteria A.4, B.2 & D.2)

**Extent of designation**

**Informant**

**Notes**

**Follow up**

<b>Bibliography</b>	Context Pty Ltd, (1994), City of Sale Heritage Study Context Pty Ltd, (2004), Wellington Heritage Study: Sale Review Wellington Shire, (28/8/2001), Timber Bridges Register (No. 81191)
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Pooleys Road, ID 1046.jpg

Context

1/01/1994



UpdatePooleys Bridge, ID 1046(i).jpg

Judy Powell

22/09/2006



UpdatePooleys Bridge, ID 1046(ii).jpg

Judy Powell

22/09/2006



UpdatePooleys Bridge, ID 1046(iv).jpg

Kristy Crawford

24/01/2007



UpdatePooleys Bridge, ID 1046(iii).jpg

Kristy Crawford

24/01/2007



Pooleys Road, ID 1046vii.jpg

Jason Pullman

29/05/2007



Pooleys Road, ID 1046v.jpg

Jason Pullman

29/05/2007



Pooleys Road, ID 1046vi.jpg

Jason Pullman

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Pooleys Road, ID 1046viii.jpg

Jason Pullman

29/05/2007

