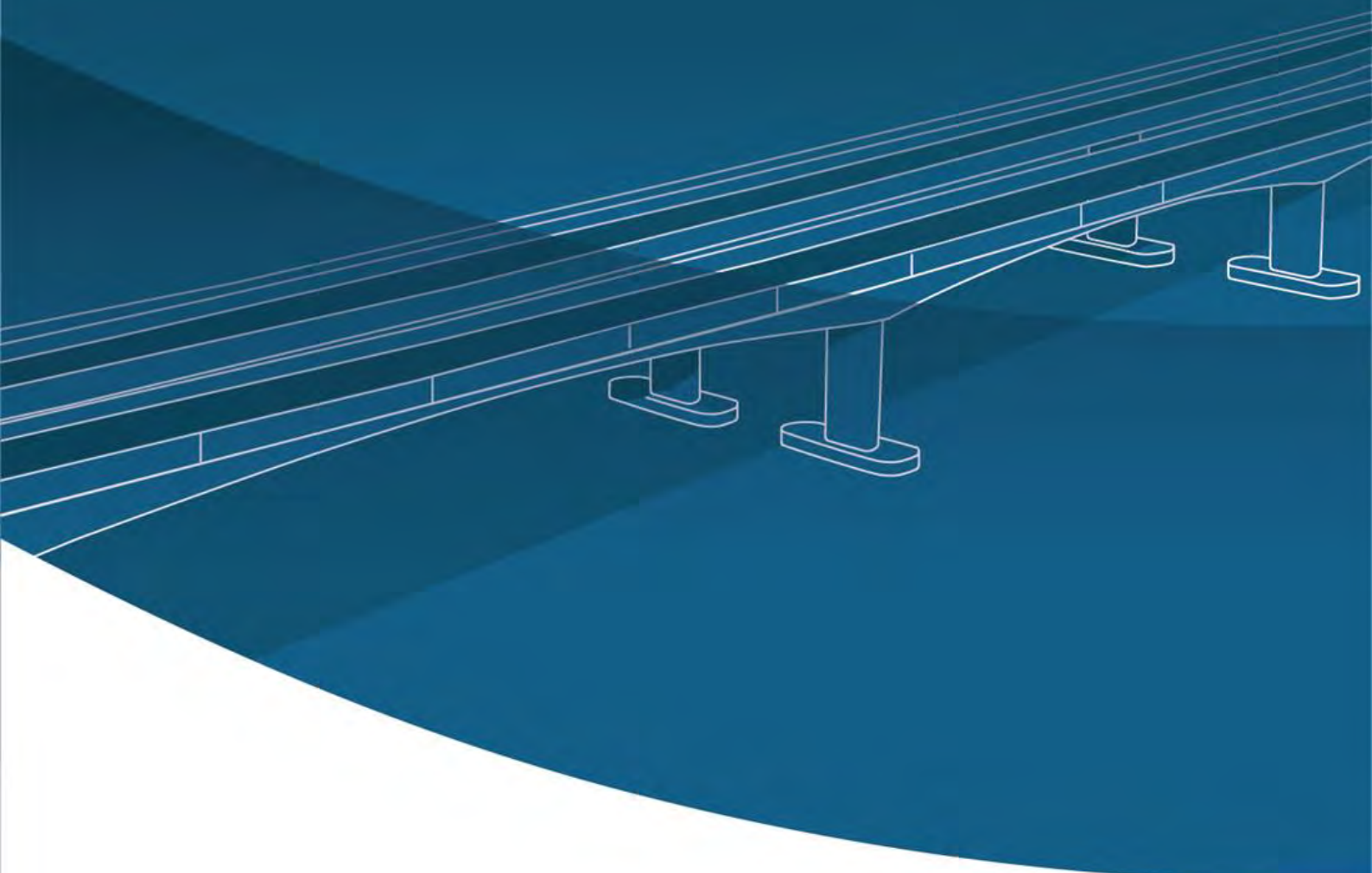


Major Project Proposal

New Bridgewater Bridge



Australian Government

HOBART

CITY DEAL



Tasmanian
Government

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1 Executive Summary

This Major Project Proposal (MPP) has been prepared to accompany a proposal to the Minister under section 60C(1) of the *Land Use Planning and Approvals Act 1993* (the Act) to seek to have the New Bridgewater Bridge declared a Major Project. As set out at Section 1.3 this MPP addresses the requirements of s60F of the Act.

The New Bridgewater Bridge will see construction of a four-lane road bridge (potentially constructed as two separate structures) and connecting interchanges between Granton and Bridgewater. The Project will deliver a high-standard road connection, which meets contemporary design standards, and support improved efficiency, reliability and safety outcomes for users.

The Project is supported by a \$576 million commitment from the Australian and Tasmanian Governments as part of the Hobart City Deal. This commitment represents the largest ever investment in a single transport infrastructure project in Tasmania's history.

The Bridgewater Bridge is a key link in Tasmania and the Region's transport network. It forms part of the Australian Government's National Land Transport Network, and is a key link in the Burnie to Hobart Freight Corridor, Tasmania's highest volume freight network.

The Bridge facilitates access between central Hobart and growing communities at Brighton, and between the Brighton Transport Hub and major industrial and freight distribution centres in Glenorchy.

A new Bridgewater Bridge has been identified as a medium term (5-10 year) priority on Infrastructure Australia's *Infrastructure Priority List*.

The Project represents the next stage in the evolution of this historically important crossing point.

1.1 Delivering improved freight and passenger outcomes

The existing Bridgewater Bridge does not meet contemporary freight loading and safety design. The Bridge operates as a two-lane crossing, with a posted speed limit of 60 km/h. Average traffic volumes are around 22,000 vehicles per day.

The bridge includes a lift-span operating mechanism, which has a history of failure on lifting for maintenance and to allow vessels to pass through the channel.

Maintenance and renewal costs of the existing structure are significant and increasing, particularly in view of the poor level of service the bridge provides.

The need to replace the Bridgewater Bridge reflects the infrastructure constraints and costs associated with the existing crossing and structure. The key transport and infrastructure issues the Project addresses are¹:

- the existing bridge does not meet contemporary design or loading standards and constrains productivity on the heavy vehicle network. Future levels of service will decline as any increase to the speed limit through

¹ Derwent River Crossing Capacity: Business Case (Draft Final), Deloitte, 2019.

this section, as well as availability of the route for OSOM (Over Size and Over Mass) Vehicles, will remain constrained

- traffic generated from Tasmania's increasing population will constrain traffic flows over the bridge and in the surrounding regions over the next two decades
- continued use of the bridge will increase reliance on the East Derwent Highway, which will cause the further dislocation of the suburbs bordering the East Derwent Highway
- the Hobart transport network is heavily reliant on each of the three operating crossings of the Derwent River. The existing aged, Bridgewater Bridge with one lane in each direction, leaves Hobart vulnerable to events such as a Bridgewater Bridge lift span failure or causeway failure in a seismic event, or an unforeseen outage to the Tasman or Bowen Bridges
- the existing bridge is in deteriorating condition and the lift span is unreliable and
- the existing bridge is vulnerable to extreme events due to the instability and design of the causeway.

Contemporary design requirements

A set of high-level design requirements for the new bridge have been confirmed. These include -

- a minimum design speed limit of 80 km/h,
- two lanes for traffic in each direction,
- a shared path for pedestrians and cyclists,
- safety screens and barriers, and
- a minimum air draft clearance consistent with the navigable clearance under the Bowen Bridge.

A grade separated interchange connecting the Brooker and Lyell Highways and connections to local road networks are also key elements of the Project.

The Project does not include construction of a new rail crossing, however the existing railway corridor will be preserved for potential future use.

Design options

A range of possible bridge designs are capable of meeting the design requirements. Two high-level concept designs were recently released to the public for illustrative purposes.

A reference design has been prepared for early consultation purposes (see Section 13). The reference design indicates what can feasibly be built for the allocated funding and represents an opportunity to gain feedback from the community.

The Project will be progressed under an Early Contractor Involvement and Design and Construct model, which will see two short-listed contractors develop their own designs and priced tenders based on the Project scope and technical requirements, with a final contractor appointed to design and deliver the Project. The two short-listed contractors will use their specialist knowledge and expertise to identify solutions that modify the reference design in order to achieve the best outcomes for the community, while ensuring the design requirements are incorporated, and the Project fits within budget.

This MPP is made on the basis of a broad route corridor, which includes all land that could potentially be used and developed as part of the Project.

Environmental Considerations

The Project Land and vicinity has been subject to detailed and ongoing ecological investigations, which confirm that the land is highly modified by human development and significant parts of the site are dominated by built structures and non-native species and vegetation communities. There are, however, small pockets of native vegetation including some threatened vegetation communities, threatened flora species and potential habitat for threatened fauna. The aquatic margins also provide habitat for a range of waterbirds. Several weed species, including declared weeds, are prevalent within the Project site.

This MPP sets out the key effects of the Project (Section 6) and the surveys and studies being undertaken in respect of the Project (Section 7).

Within functional design constraints, the Project will be designed to avoid, minimise and mitigate impacts on natural and physical resources as well as protect the amenity of the vicinity.

Heritage

The area forms part of a rich historic cultural heritage landscape which demonstrates traditional use by Tasmanian Aborigines as well as the evolution of European transport linkages over a period of more than two hundred years.

The study area forms part of the cultural landscape for the Muwinina band of the South East Nation and the Moomairremener band of the Oyster Bay Nation.

The European history of the crossing includes ferry operations, a causeway, numerous road and rail bridges, and the current structure built in the 1940s. Each phase has left evidence in the landscape (see Section 5.1).

The existing Bridgewater Bridge is an all-welded lift-span bridge completed in 1946 and forms one component of the entry of the place under the Tasmanian Heritage Register. The listing also includes the convict-built causeway and the 1874 and 1893 remnant stone abutments from an earlier swing bridge.

The reference design includes demolition of the existing Bridgewater Bridge. The Project will address the need for, and impacts of this demolition, considering the broader economic, social and environmental context informing this decision. This will include an assessment of the Project against the objectives of the resource management and planning system and the planning process set out in Schedule 1 of the Act as relevant under Section 4A of Historic Cultural Heritage Act. Demolition of the bridge will not remove the significance of the place as a historical river crossing point, and the existing 1874 and 1893 stone abutments and convict-built causeway will be retained and the causeway potentially reused as part of the Project.

The Project also has the potential to impact on the curtilage of other heritage listed places including the Black Snake Inn and 37 Black Snake Road. The Project will include measures to avoid, mitigate and offset heritage impacts including those that will result from the loss of the bridge.

Coastal Hazards

The Project will be designed based on specialist input in relation to hydrology, coastal processes and sea level rise (see Section 6). Measures to address the risk of natural hazards, including flooding, storms and sea level rise to protect land, property and human life, will be incorporated into the design.

1.2 Proposal for declaration as a Major Project

A project is eligible to be declared a Major Project if it has two or more of the attributes listed under ss60M.(1) of the Act. In this case the Project is considered to satisfy all three of the criteria as follows:

(a) the project will have a significant impact on, a significant contribution to, a region's economy, environment or social fabric:

- The \$576 million Project is the largest ever investment in a single transport infrastructure project in Tasmania's history. This level of funding will have a significant economic impact, generating employment in project planning, delivery and construction.
- The activity and employment created by the Project will see increased spending within the region, with local businesses expected to benefit.
- A New Bridgewater Bridge will deliver improved freight efficiency on the State's premier Burnie to Hobart Freight Corridor.
- The Project will deliver a contemporary bridge design, consistent with the standards expected of the Australian Government-funded National Land Transport Network.
- A new Bridgewater Bridge is identified as a medium term (5-10 year) initiative on Infrastructure Australia's Infrastructure Priority List.
- It will make a significant contribution to the southern region of Tasmania through improved freight efficiency and accessibility along with improved travel reliability for passenger vehicles.

(b) the project is of strategic importance to a region;

- A New Bridgewater Bridge will deliver improved freight efficiency and accessibility for the Southern Region. The Bridge is a critical link in the Region's freight supply chain, connecting the Brighton Transport Hub to key metropolitan industrial and freight distribution areas in Glenorchy.
- The Bridge will improve travel reliability for passenger vehicles. The Bridge connects high growth residential areas in Brighton to central Hobart.
- The Project will provide for unobstructed access for river traffic to New Norfolk.

(c) the project is of significant scale and complexity.

- The Project involves three planning authorities – Brighton, Derwent Valley and Glenorchy.
- Part of the Project Land lies outside of a planning authority.
- The Project extends through the River Derwent Conservation Area.
- The Project will require assessment and permits under one or more of the following acts – *Historic Cultural Heritage Act 1995, Threatened Species Protection Act 1995, Aboriginal Heritage Act 1975 and Environmental Management and Pollution Control Act 1994.*

- The technical requirements of the Project are broad and detailed, reflecting the scale and complexity of the Project. These will require specialist geotechnical, cultural, Aboriginal heritage, environmental, engineering, design and planning considerations.
- The proposed bridge will provide a vital transport link on Tasmania’s key north-south intrastate corridor, and within the Greater Hobart metropolitan region. It will deliver a broad public benefit beyond the municipal areas of Brighton, Derwent Valley and Glenorchy.

1.3 Information Requirements

Pursuant to the Act an MPP must contain the information as required by the Act.

The following table references the information provided in this document to address the:

- requirements of section 60F of the Act
- eligibility of the Project as a Major Project under sections 60M and 60N
- relevant persons, consents and notifications under section 60P that are required before the Minister can declare the New Bridgewater Bridge a Major Project and
- information necessary under section 60Q for the Minister’s declaration as a Major Project.

Table 1 – MPP information requirements and contents

	Description	Report section
60F(1)a,b) & c)	a) the name and contact details of the proponent of the project; b) details of the proponent’s experience and financial capacity to implement the project; and c) the name of the project	2.1 2.2 2.3
60F(1)d) and 60F(2)(a)	a general description of – (i) the activities that are proposed to be carried out as part of the project after the construction phase of the project is completed; and (ii) the proposed uses or developments that are proposed to occur in relation to the project	3
60F(1)e)	a map, or description, indicating the location of the proposed land on which the project is to be situated and, subject to subsection (2), a plan indicating generally areas on that land on which uses or developments in relation to the project are proposed to occur.	Figure 2 – Project Land Figure 3 – General map of proposed bridge and road infrastructure

60F(1)f)	a general description of the physical features of – (i) the areas of land on which the project is to be situated; and (ii) the areas of land, in the vicinity of the areas of land on which the project is to be situated, that it is anticipated may be affected by the project	5
60F(1)g)	the anticipated effect, if any, on other areas of land that are in the vicinity of the areas of land on which the project is to be situated, of the project or infrastructure associated with the project	6
60F(3)	(a) the anticipated effect on areas that are within, as well as areas that are outside, the regional area in which the project is to be situated; and (b) the anticipated effect on the provision of physical, social and other infrastructure in those other areas.	6
60F(1)h)	the key environmental, health, economic, social and heritage effects of the project that the proponent has identified and, if the effects may be detrimental, the measures that the proponent proposes to take to mitigate those effects.	6
60F(1)i)	the surveys, and studies, proposed or being undertaken in respect of the project	7
60F(1)j)	the proposed timetable for the completion of the construction phase of the project	8
60F(1)k)	the project is not a bilateral agreement project	9
60F(1)l)	a statement as to why the Minister ought to be of the opinion that the project is eligible under section 60M to be declared a major project	10
60F(1)m)	an assessment of the extent to which the project complies with the requirements of the relevant planning scheme and a statement as to the amendments, if any, that would be required to be made to an LPS in order for the project to so comply	11 11.5
60F(1)n)	information as to the consents referred to in section 60P(2) that have been obtained	12

60F(1)o)	details of any consultation, with persons who may have an interest in whether the project is implemented, that has occurred or is proposed to occur	13
60F(1)p)	details of the feasibility assessment that has been undertaken, in relation to the project, by the proponent.	14
60F(1)q)	any other information that is prescribed to be required to be provided for the purposes of this section.	15.1
60M(1)	<p>a) the contribution the project will make to the region's economy, environment or social fabric;</p> <p>b) the strategic importance of the project to the region; and</p> <p>c) the scale and complexity of the project</p>	<p>6.3.2</p> <p>6.3.3</p> <p>14</p> <p>10.1</p>
60N	Assessment in relation to the objectives in Schedule 1 of the Act, State Policies and the Southern Tasmania Regional Land Use Strategy 2013	<p>11.1</p> <p>11.2</p> <p>11.3</p>
60Q(4)(1) and (2)	<p>Declaration contents –</p> <p>(a) location</p> <p>(b) description of project</p>	<p>3.1</p> <p>3.2</p>
60Q(4)	Whether the Project requires the Minister to declare other use and development	10.4

1.4 Project background

A new Bridgewater Bridge has been identified as a medium term (5-10 year) priority on Infrastructure Australia's *Infrastructure Priority List*.

The Project is supported by a \$576 million commitment from the Australian and Tasmanian Governments as part of the Hobart City Deal. This commitment represents the largest ever investment in a single transport infrastructure project in Tasmania's history.

The Bridgewater Bridge is a key link in Tasmania and the Region's transport network. It forms part of the Australian Government's National Land Transport Network, and is a key link in the Burnie to Hobart Freight Corridor, Tasmania's highest volume freight network.

The Bridge facilitates access between central Hobart and growing communities at Brighton, and between the Brighton Transport Hub and major industrial and freight distribution centres in Glenorchy.

The Project represents the next stage in the evolution of this historically important crossing point.

1.4.1 Need for replacement

The current bridge and causeway also do not meet general and geometric design such as lane and shoulder widths, pedestrian access, cycle access, speed, height limits and weight limits. Further, the structure has dimensional limitations that affect traffic carrying capacity and travel time reliability.

1.4.2 A critical transport link

The Bridgewater Bridge is part of the National Land Transport Network and is a key link in the Burnie to Hobart Freight Corridor, Tasmania's highest-volume freight network.

The Bridgewater Bridge provides the link between the Midland Highway, the main freight and passenger vehicle link between the north and south of the State, and the Brooker Highway, which is the main northern access route into Hobart.

It is an important regional transport connection for Greater Hobart, facilitating access between central Hobart and growing communities at Brighton, and between the Brighton Transport Hub and major industrial and freight distribution centres in Glenorchy.

In 2019, average annual daily traffic (AADT) across the Bridge was 22,363 AADT, with 11.4% of vehicles classified as 'trucks'. This represents approximately one crossing for every 11 residents of Greater Hobart².

The Bridgewater Bridge is a critical transport infrastructure asset, supporting economic and social connectivity within Greater Hobart and as part of Tasmania's major freight corridor. Addressing the following problems, which affect operation of the Bridge and service outcomes for users, is a priority for the State Government:

- **Problem 1:** Restriction of growth due to the existing bridge geometry and load rating
- **Problem 2:** Decreased level of service due to population growth

² Derwent River Crossing Capacity: Business Case (Draft Final), Deloitte, 2019

1.4.3 Restriction of growth due to the existing bridge geometry and load rating

The freight task in Greater Hobart is expected to continue to increase, with a forecast increase of 50% in Heavy Vehicles (HVs) over the period to 2041 compared to current levels -

Year	Heavy Vehicle AADT
2021	2,600
2041	3,900

The ability to meet this forecast increase in the freight task is compromised by the existing Bridgewater Bridge, which does not provide contemporary load rating or geometry, and is constrained in its ability to support future increases in heavy vehicle productivity or volumes. The dimensional limitations also affect traffic carrying capacity, travel time reliability, and result in delays at intersections and level crossings. These limitations are further compounded by delays to traffic on the Lyell Highway during peak times due to the restriction to a single carriageway on the approach to the existing bridge.

The specific traffic impacts associated with the current Bridge are -

- **Single carriageway.** The current arrangement leading to, through and out of the Bridge results in a low level of service.

In December 2019, the current Bridge carried an average of 22,363 vehicles per day. In 2016, the utilisation of the Brooker Highway on the southern approach to the Bridge was 88%. According to Deloitte (2019), this results in a Level of Service (LoS) D, indicating that it is 'approaching unstable flow'.

Forecasts indicate that by 2037, utilisation will rise to 106%, resulting in LoS F, or 'unstable flow, operating at capacity'.

- **Posted speed limit of 60 km/h across the Bridge.** This speed limit does not comply with the LoS requirements associated with infrastructure on the National Land Transport Network.
- **Vehicle Size/Mass Restrictions.** The existing Bridge has vehicle size and mass limits of:
 - 4.6 metres height
 - 26 metres length
 - 2.5 metres width
 - 68.5 tonne mass limit (a B-double vehicle, depending on the combination).
- **Over Mass/Size Diversion.** Vehicles outside the above restrictions include most Class 1 vehicles such as cranes, agricultural vehicles, and oversize load carrying vehicles. These vehicles are required to detour via the East Derwent Highway and Bowen Bridge, resulting in:
 - additional travel times
 - utilisation of a suburban route that is not suitable for this type of traffic over the long term and

- traffic flow restrictions. The roundabout at Boyer Road, north of the Bridge, has been provided to manage the safe flow of vehicles between the Midland Highway, Boyer Road and Gunn St. However, this intersection impedes the efficient movement of freight by necessitating reduced speeds and increased breaking and stopping when approaching the roundabout.
- **Reliability of lift span.** Operation of the lift span impacts travel reliability, requiring closure of the Bridge for approximately 15 minutes. This does not comply with the level of service requirements associated with infrastructure on the National Land Transport Network. While opening of the lift-span is minimised and scheduled outside of peak times (where possible), there is inevitably an unavoidable delay to vehicular traffic each time the lift-span is opened. In addition, each opening represents a risk that the lifting mechanism could fail while the lift-span is raised, causing immediate and significant delays to vehicular traffic that would otherwise have used the Bridgewater Bridge for their journey.
- **Travel time.** The existing travel time across the causeway and bridge is estimated at a maximum of 7.6 minutes (PM peak, northbound). In 2041, this is expected to peak at 27.4 minutes, a 370% increase due largely to the fact that the Granton Roundabout performs at a level of service 'F' for two northbound approaches. In comparison, a new Bridgewater Bridge will have a maximum travel time of 1.7 minutes due to the increased travel speed, additional lanes and grade separated intersections.

Comparing current travel times with those provided by a new bridge indicates a 5.9-minute travel time saving. Any delay to rectification of the inefficiency in this crossing will increase the travel time for users and decrease the level of service provided.

The table below outlines the travel time savings expected from the successful implementation of this Project:

Option	Travel Time (seconds)		Difference (Seconds)		Comment
	North-bound	South-bound	North-bound	South-bound	
Free flow	144	128			
Existing AM 2021	191	141	+47	+13	Compared to free flow
Existing PM 2021	456	141	+312	+13	Compared to free flow
Existing AM 2041	222	159	+78	+31	Compared to free flow
Existing PM 2041	1,644	153	+1,500	+25	Compared to free flow
New AM 2021	99	99	-91	-43	Compared to existing 2021
New PM 2021	99	99	-357	-43	Compared to existing 2021
New AM 2041	99	99	-122	-60	Compared to existing 2041

New PM 2041	136*	99	-1,508	-55	Compared to existing 2041
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The Department of State Growth’s ongoing Freight Access Bridge Upgrade Program is ensuring that vehicles that meet the requirements for Performance-Based Standards (PBS), category 2B, can utilise the National Land Transport Network by upgrading bridges along the Midland Highway and Bass Highway to gross mass limits of between 85.5 and 91.0 tonnes.

The existing gross mass limit of 68.5 tonnes on the Bridgewater Bridge is inconsistent with the objectives of the Freight Access Bridge Upgrade Program. By the end of 2022, the existing Bridgewater Bridge will be the only crossing remaining that has not been strengthened to support High Productivity Freight Vehicles at maximum masses.

Once the new Bridgewater Bridge has been constructed, the majority of the Tasmanian freight network should operate at a capacity level equivalent to 85.5 tonnes at 30.0m long.

1.4.4 Decreased level of service due to population growth

The Bridge is a key commuter route between growing residential areas in Brighton and the Hobart CBD and northern suburbs. The suburbs surrounding the Bridge are expected to experience significant increases in population to 2037 subsequently increasing utilisation of the bridge (Figure 1).

Recent residential growth has contributed to unsustainable demands on the remaining capacity on the Bridge, with approximately 19,813 of the 22,363 average daily vehicle movements in 2019 being cars.

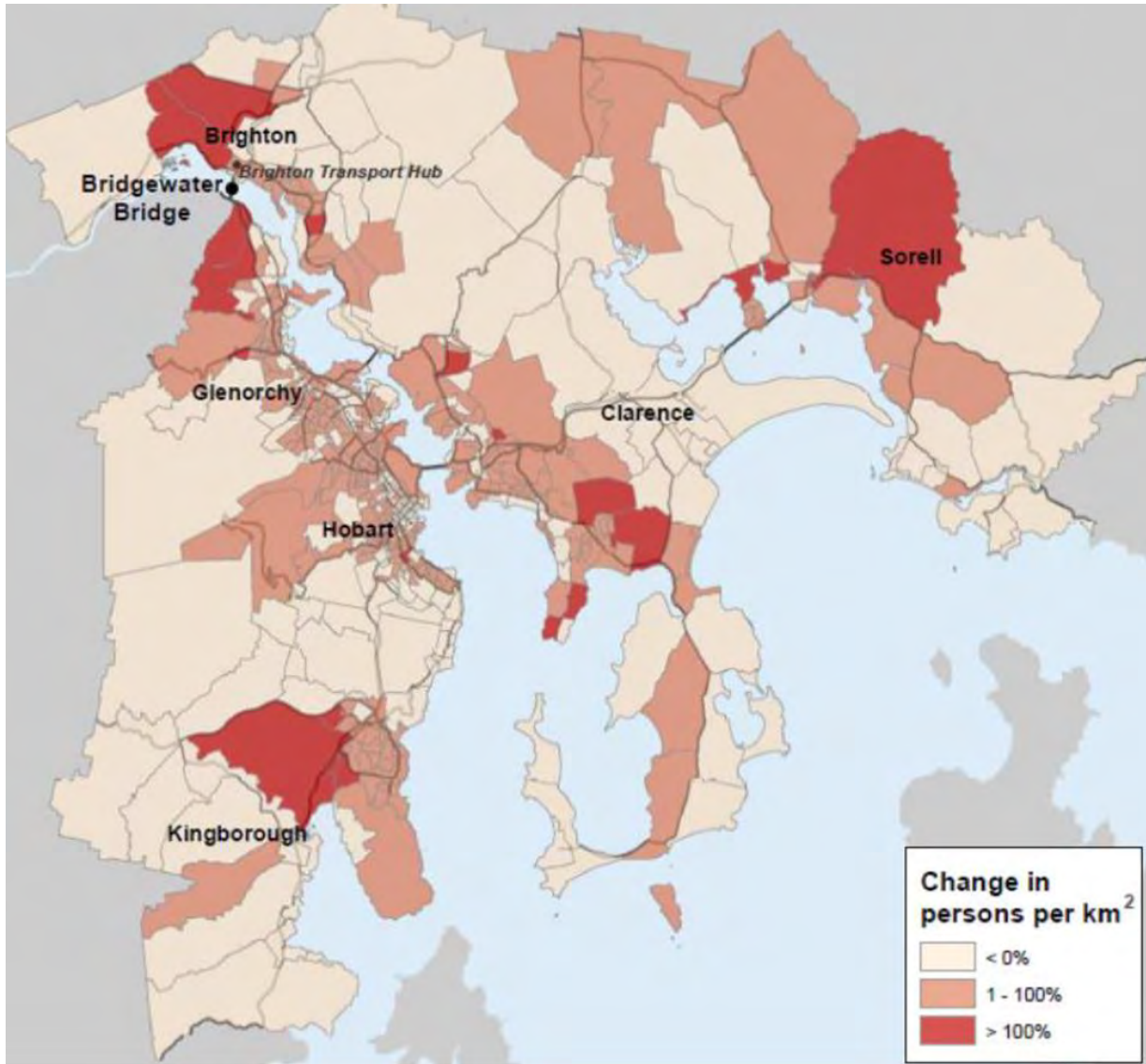


Figure 1 - Forecast changes in residential population, by zone (2016-2037)

The Tasmanian Government has set a population target of 650,000 by 2050. As the state progresses toward this target, there will be increased pressure placed on the Bridgewater Bridge. The following impacts are expected to be experienced if a two-lane bridge (one lane per direction) is retained³:

- flow south of the Bridgewater Bridge along the Brooker Highway (directly south of Back Snake Road) is expected to rise from a Volume to Capacity (V/C) ratio of 88% now (LoS D) to 106% by 2037 at which point it would be a LoS F, which is characterised as “Forced flow, breakdown conditions”, significantly impacting traffic in Granton

³ Derwent River Crossing Capacity: Business Case (Draft Final), Deloitte Access Economics, March 2019

- peak hour North-Bound traffic along Bridgewater Bridge will reach a V/C of 83% by 2037, equating to a LoS D, characterised as “High Density, but stable flow” and
- peak hour South-Bound traffic along Bridgewater Bridge will reach a V/C ratio of 87% by 2037, also equating to a LoS D “High Density, but stable flow”.

1.4.5 Structural integrity of the existing Bridgewater Bridge

In 2018 AECOM reported on the longevity of the Bridgewater Bridge and concluded that the existing crossing could be upgraded and maintained to extend its life for another 50 years. However, to retain this integrity it will be necessary to close the bridge for repairs for between 3 and 6 months.

The estimated total operating costs for the existing bridge over a 56-year period is \$48 million⁴. The estimated cost to maintain the new bridge is \$16 million over a 100-year period. The significant difference is due to the maintenance of the lift span (\$15 million), the higher than normal bridge maintenance costs and the periodic renewals required (\$22.8 million).

AECOM also noted that, even after the repairs, residual structural risks would remain whereby mitigation mechanisms are extensive and/or no mitigation mechanisms exist. These include:

- structural instability to the approach span piers following earthquake and loss of support to piles due to liquefaction
- degrading quality and strength of welded joints throughout the structure
- loss of support and structural failure of the causeway due to liquefaction effects and
- corrosion obscured by the cover plate (top and bottom flange) between the road stringer and the floor beam at the Flanking and Lift spans.

1.4.6 Vulnerability of causeway to extreme events

A seismic response analysis of the causeway undertaken by GHD in 2009, concluded the risk of irreparable settlement should there be a seismic activity had an annual exceedance of probability as low as 0.005 (1 in 200 years)⁵. GHD concluded that the Bridgewater Bridge would classify as a structure which should be designed for a 100-year design life as per AS1170.049. This would require it to withstand up to a 1 in 2,500-year event.

The existing causeway is prone to over-topping in flood events. This is because its lowest point of 1.55m Australian Height Datum (AHD) is under the estimated 1 in 100-year average return interval (ARI) flood inundation level. More recent estimates factoring climate change indicate a large number of inundation events.

This low-lying arrangement means that the existing causeway may need to be closed in its current form during a flood event, or may be severely compromised, potentially for many years, due to extreme events such as an earthquake.

⁴ Derwent River Crossing Capacity: Business Case (Draft Final), Deloitte Access Economics, March 2019

⁵ 49 Australian Standard AS1170.0 – Structural Design Actions (viz. loadings); provides appropriate return periods for differing importance level categories of structures. Based on this code the minimum return period of 1/2500 for bridge structures is recommended.

2 Introduction

This MPP for the New Bridgewater Bridge (Project) has been prepared by the Department of State Growth to accompany a proposal to the Minister under section 60C(1) of the Act to seek a declaration as a Major Project. It has been prepared to provide a general description of the Project and fulfil the information requirements of section 60F, 60M, 60N, 60O, 60Q including identification of the key environmental, health, economic, social and heritage issues identified in respect of the Project as well as relevant consents and notifications under section 60P(2)&(3).

2.1 Name and contact details of the proponent

This section addresses the requirements of 60F(1)a) of the Act.

Name of the Proponent: Crown in Right of Tasmania
(represented by the Department of State Growth)

Please contact: Ben Moloney
Project Director
New Bridgewater Bridge
Department of State Growth
Level 6, 144 Macquarie Street
HOBART 7000

Email: bridgewaterbridge@stategrowth.tas.gov.au
Phone: 1800 517 290

2.2 Details of the proponent's experience and financial capacity to implement the project

This section addresses the requirements of 60F(1) (b) of the Act.

The State Roads Division within the Department of State Growth, has proven experience and expertise in delivering large-scale road programs and projects. The Division is responsible to plan and manage investment in the Tasmanian Government's State Road Network, one of the State's biggest infrastructure assets.

During the 2020-21 financial year, the Division will oversee a construction program comprising approximately \$195 million of new works, which together with the continuation of the previous year's program of works, results in a total investment in excess of \$300 million. This program is jointly funded by the Tasmanian and Australian Governments.

To ensure project oversight and consistency with delivery, the Department of State Growth has developed a unique Project Management Framework (PMF), which is the foundation framework for ensuring that project management is undertaken effectively across the scoping, development and delivery phases of projects, such as

the New Bridgewater Bridge project. The Department of State Growth's PMF has been established to provide a consistent approach to project management and project governance.

The Project governance structure is directed by the New Bridgewater Bridge Executive Steering Committee (ESC), which combines senior cross-governmental and industry expertise. The ESC provides strategic leadership and oversight to the Project and is the peak decision-making body. The ESC is responsible to the Minister for Infrastructure and Transport for ensuring that a new Bridgewater Bridge is delivered within the specified budget and timeframes.

The ESC receives advice and reports from the Project Director, supported by the Deputy Project Director and Specialist Advisers, with Project delegations to follow established Departmental processes for the Roads Program.

Engagement of Pre-qualified Contractors

Contractors who wish to offer services to the Tasmanian Government for construction of roads and bridges must first become prequalified.

Prequalification ensures that only appropriately skilled and experienced entities, with suitable management systems in place, are permitted to submit tenders for certain categories of contract. This gives tenderers confidence that they will not be bidding against inexperienced entities. The road authority can have confidence that tenders will be received from entities previously vetted as financially and technically sound.

The Department of State Growth administers the Austroads National Prequalification System for Civil (Road and Bridge) Construction Contracts ('National Prequalification System') which consolidates the various jurisdiction-specific systems previously in place into a seamless, harmonised framework of applications, assessments and reviews.

The National Prequalification System consolidates all the various jurisdiction specific prequalification schemes previously in place into uniform road and bridge construction categories and uniform financial levels that have been adopted in Tasmania since 1 January 2011.

All contractors wishing to tender for road and bridge construction contracts and other nominated contract types must be prequalified in the relevant category at the time of close of tenders.

Contractors assessed under the National Prequalification System and awarded with "full" prequalification status in road/bridge construction categories and financial levels are eligible to seek mutual recognition of this status with other Participating Authorities.

For the Project, the Department of State Growth considered registered contractors who have pre-qualification for Road category R5, Bridge category B4 and Financial level F150 PLUS (unlimited) to be suitably prequalified.

These contractors are experienced in design and construction of similar projects across Australia and should have the technical and financial capacity to complete the Project.

As explained above, given the size and scale of the Project, only relevant prequalified construction companies will be able to undertake this role. There are no Tasmanian construction companies that are pre-qualified to deliver road and bridge works at this financial level, although Tasmanian companies are likely to partner with pre-qualified interstate companies to deliver elements of the Project.

These interstate companies are some of the most experienced companies in the country, and will be working alongside local staff, contractors and service providers during the course of the Project, which will allow them to share their extensive knowledge, and upskill local Tasmanian workers.

2.3 Name of the Project

This section addresses the requirements of 60F(1) (c) of the Act.

Name of the Project: **New Bridgewater Bridge**

3 Description of the Project

This section addresses the requirements of section 60F(1)d) and (e) of the Act.

3.1 Project Description for Declaration

As the Project is transport infrastructure, pursuant to ss60F(1)(d) and 60F(2)(a) this MPP is to include a project description that meets the following requirements:

- Is to be a general description of –
 - (i) the activities that are proposed to be carried out as part of the project after the construction phase of the project is completed; and
 - (ii) the proposed uses or developments that are proposed to occur in relation to the project.

It is noted that, that if the declaration (as a major project) as sought, is made, the declaration by the Minister, must, pursuant to s60Q, include the general description as set out above.

For the purposes of both the MPP and the declaration, the general description is as follows:

The activities:

- The Project will provide a new river crossing for motor vehicles between the Brooker Highway and Midland Highway, with connections to the Lyell Highway and other surrounding roads.
- The Project will also provide a new river crossing for pedestrians and cyclists from the northern and southern shores.
- The new bridge structure or structures will include two motor vehicle lanes in each of the two directions of traffic (north bound and south bound).
- The Project will include the grade separation of the Lyell Highway and Black Snake Road junctions at Granton and connecting ramps with Gunn Street and Old Main Road at Bridgewater.
- Marine vessel passage will be accommodated by a minimum air draft clearance consistent with the clearance under the Bowen Bridge.
- The new bridge will include a shared path for pedestrians and cyclists.
- The new bridge will include safety screens and barriers.

The proposed uses:

- The Project is for a 'Utilities' use including associated new transport infrastructure works. All other activities required are ancillary to that primary 'Utilities' use.

The proposed developments:

- construct new transport infrastructure as a new road bridge crossing of the River Derwent between Granton and Bridgewater
- construct grade separated interchanges
- potential alterations and reuse of the existing causeway
- earthworks, marine sediment extraction and potential dredging
- waste material (contamination or Acid Sulfate Soils) handling, treatment and/or disposal or reuse from both terrestrial and marine construction activities
- consequential changes to existing utilities
- modifications to existing intersections
- demolish the existing bridge structure including the existing road and rail lift span crossing
- potential demolition of other existing structures
- potential upgrades of the existing boat ramp and jetty
- potential construction of a new jetty

3.2 Plan for declaration

Pursuant to ss60F(1)(e) and 60F(2)(b) this MPP is to include a:

- map, or description, indicating the location of the proposed land on which the project is to be situated; and
- plan setting out generally the types of infrastructure and the areas within any part of which such infrastructure may be situated.

It is noted that if the declaration as a major project, as sought, is made, the declaration by the Minister, must, pursuant to s60Q, include the map and plan as set out above.

For the purposes of both the MPP and the declaration, the:

- map plan showing the location of the proposed land on which the Project is to be situated is at figure 2. The location is also described in more detail in Section 4 of this MPP
- plan showing the types of infrastructure and the areas within which any part of this infrastructure may be situated is at figure 3. This plan indicates the general areas on the Project Land on which the transport infrastructure is proposed.



Figure 2 - Project Land

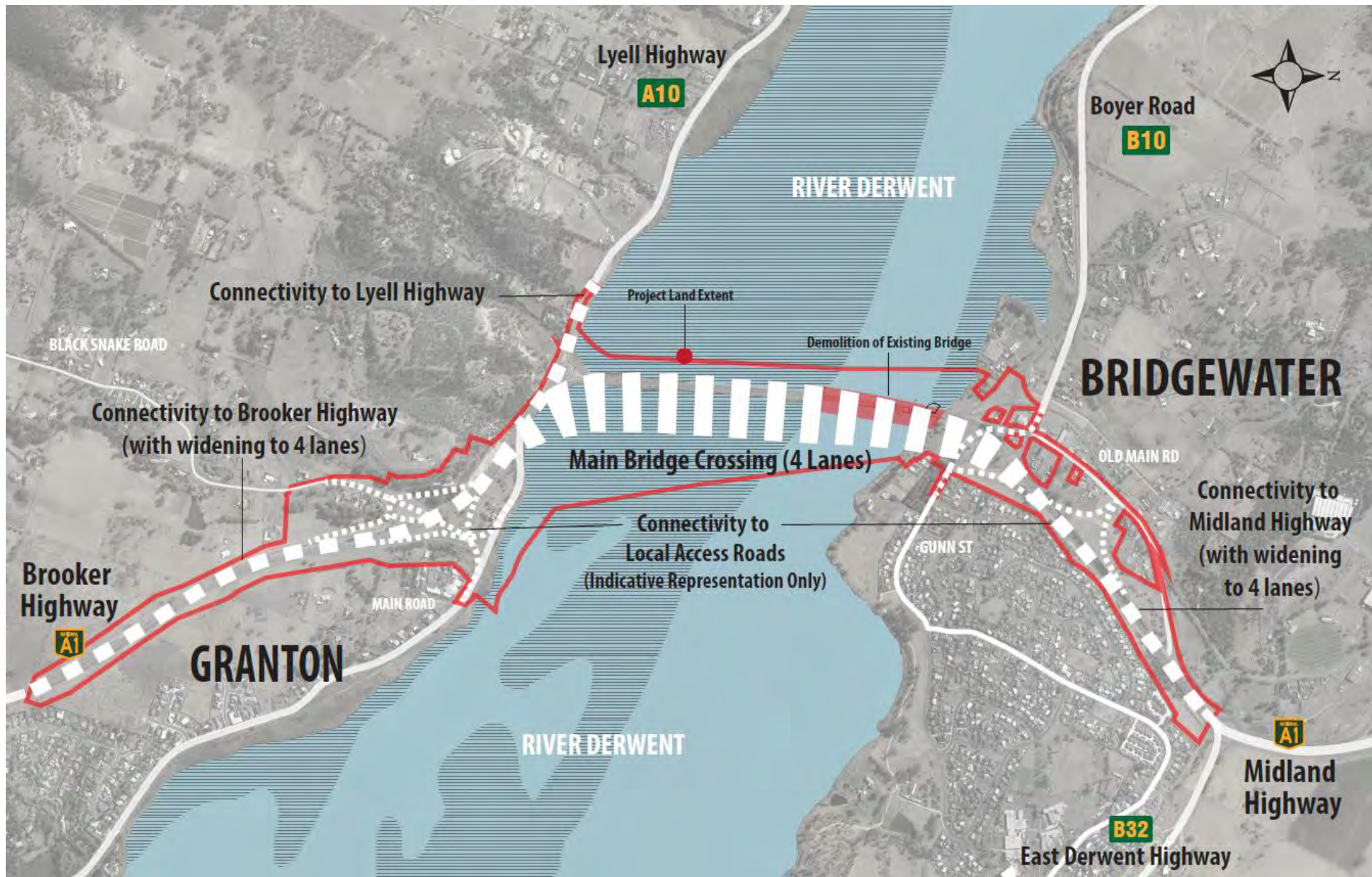


Figure 3 – General Map of Proposed bridge and road infrastructure

3.3 General

This section provides additional detail in relation to the built form and design requirements for the Project. This is provided as additional information only and is not proposed to form part of the general description for the purposes of the declaration.

The existing Bridgewater Bridge does not meet contemporary freight loading and safety design. The Bridge operates as a two-lane crossing, with a posted speed limit of 60 km/h. Average traffic volumes are around 22,000 vehicles per day.

The bridge includes a lift-span operating mechanism, which has a history of failure on lifting for maintenance and to allow vessels to pass through the channel.

Maintenance and renewal costs of the existing structure are significant and increasing, particularly in view of the poor level of service the bridge provides.

The Project will see construction of a four-lane road bridge and connecting interchanges between Granton and Bridgewater. The Project will deliver a high-standard road connection, which meets contemporary design standards, and support improved efficiency, reliability and safety outcomes for users.

The Project will provide a continuous, high-standard connection between the Brooker and Midland Highway, consistent with the infrastructure standards required of the National Land Transport Network.

3.3.1 Design Requirements

The Tasmanian Government has confirmed the eight design requirements for the new bridge:–

1. The Project will provide a new river crossing between the Brooker Highway and Midland Highway, including connections to the Lyell Highway.
2. The new bridge will have a minimum design speed of 80km/h.
3. The new bridge will include two lanes in each direction.
4. The Project will include the grade separation of the Lyell Highway Junction at Granton and Black Snake Road at Granton.
5. The new bridge will have a minimum air draft clearance consistent with the navigable clearance under the Bowen Bridge.
6. The new bridge will include a shared path for pedestrians and cyclists.
7. The new bridge will include safety screens and barriers.
8. The new bridge will not preclude the future use of the existing rail corridor.

Further, key objectives of the design are to:

- Deliver a safe and efficient transport connection on a key intrastate and regional passenger and freight corridor.

- Improve travel reliability and travel times on the existing crossing.

3.3.2 Construction of a new bridge

The Project involves the construction of a new bridge across the River Derwent. Depending on the final design, it is anticipated that two new two-lane bridges one of which includes the reuse of the existing causeway, or one four-lane bridge will be constructed to achieve four lanes of traffic on a dual carriage way.

The Project will be constructed using piers within the river to support the bridge superstructure, with abutments at both ends where the bridge meets the ground.

3.3.3 Demolition of existing Bridgewater Bridge

The Project involves demolition of the existing Bridgewater Bridge and retention of the existing causeway.

The operation and maintenance of the existing Bridgewater Bridge is estimated to cost approximately \$1 million per year over the next 50 years. This estimate includes periodic upgrade works of approximately \$23 million, but excludes potential additional capital works expenditure of a further \$50 to 60 million.

This potential additional capital works expenditure would potentially include:

- replacement of piers at approach spans (approximately \$20 million)
- removal of existing paint system (flanking & lift span) and repainting (approximately \$13 million)
- replacement of all welds on entire structure (approximately \$20 million)
- installation of cathodic protection system (approximately \$3.5 million)
- reinstatement of concrete pier walls (approximately \$0.5 million) and
- repairs to corrosion in tower sheave beams (approximately \$0.5 million).

3.3.4 Road interchanges and intersections

The Project will provide a direct connection between the Brooker Highway and the Midland Highway.

Intersections will be provided to other roads with connectivity as outlined, below.

Southern Interchange

It is anticipated that a southern interchange will be constructed at the point the Brooker Highway crosses over Black Snake Road.

This intersection would include on/off ramps providing connectivity between the highway and local access roads as well as to the Lyell Highway.

This would allow vehicles travelling north on the Brooker Highway to travel to -

- the bridge crossing, leading to access to Bridgewater and beyond to the Midland and East Derwent Highways

- local roads such as Black Snake Road and Main Road and onward to residential areas or back to Granton and
- the Lyell Highway and onto the Derwent Valley and beyond.

Access to the Southern Interchange via the Lyell Highway, Main Road and Black Snake Road would allow travellers (including from areas such as New Norfolk, Granton and local residential areas) access to either the north bound lane across the bridge or southbound to the Brooker Highway.

Northern Interchange

The northern interchange will be constructed on two distinct areas; the area immediately adjacent the northern shore and further north, approximately halfway between the two existing roundabouts.

The first intersection will include an off ramp to provide access to Gunn Street. This will allow vehicles travelling south on the Midland Highway to travel to:

- Bridgewater via Gunn Street (under the new Midland Highway) and
- Boyer Rd, via Old Main Road (also under the Midland Highway).

The second intersection will include an off and on ramp providing access to Old Main Road. This will allow vehicles travelling north to exit onto Old Main Road and access to Boyer Road or Bridgewater via Gunn Street.

Vehicles will also be able to enter the Midland Highway and travel north from this point.

3.3.5 Alterations to existing utilities

The Project will involve consequential changes to existing utilities. The majority of services will be included in the works as drainage upgrades are made. These matters are discussed further in Section 6.1.4 below.

3.3.6 Early works

It is anticipated that the Project will commence with early works such as relocation of services or remediation activities. An overview of likely early works activities will be included in the Major Project Impact Statement.

3.3.7 Equipment storage facilities

The Project will involve the use of temporary storage locations and laydown areas for equipment, plant and materials prior to and during construction. These areas could be located within or outside the site.

The location, extent and associated works within the Project Land will be specified in the Major Project Impact Statement. It is also expected that the contractor, through their own commercial arrangements, may seek to establish land outside the Project Land for their purpose. These project delivery solutions and commercial arrangements beyond the Project Land cannot be anticipated at this stage and will be the subject of their own separate approvals if required.

3.3.8 Temporary works

It is anticipated that construction of the Project may involve:

- temporary conversion of the existing boat ramp and jetty, to the east of the northern abutment of the bridge, into an access point for barges associated with the construction activity. These barges would be used to transport equipment and material to the construction site
- temporary access points to each of the substructure locations throughout the length of the bridge, from the causeway
- potential rearrangement of traffic lanes on the causeway to enable construction access from the existing southbound lane and
- the existing rail corridor may be temporarily utilised for the northbound traffic (single lane) during the works.

3.3.9 Project alternatives

The Project involves the construction of a new river crossing within a corridor in the vicinity of the existing Bridgewater Bridge crossing.

Options distant from the existing locations adjacent to the current Bridgewater crossing site were considered but ruled out due to geographic, geotechnical and environmental/heritage constraints.

The 2020 options review and development process included an initial analysis of the pre-existing options developed over previous years. Ultimately this showed that previous options were unaffordable in the context of the budget and that significant cost savings would be required either through design improvements or scope reduction.

In the 2020 options assessment, four options were developed and considered for assessment, being:

- 2x Lane Bridge south bound (SB), Re-Use Causeway north bound (NB), Replace Existing Bridge
- 2x Lane Bridge SB, 2x Lane Bridge NB
- 2x Lane Bridge SB, Re-Use Causeway NB, Retain Existing Bridge for NB traffic
- Widen Existing Causeway, Incorporate new bridge structures through channel only

Other options, such as tunnels, were not considered in the 2020 options assessment as they were excluded through previous assessment processes.

Following the initial identification of options, the options were run through an assessment approach involving the following steps:

- Investigations of Fatal Flaws – any options that had critical failures or did not meet the broad requirements of the Project were immediately discarded from further consideration.
- Assessment of options in a qualitative sense against a performance matrix consisting of key functional requirements.

- Project Budget Assessment – assessment of options in terms of their alignment with the Project budget, with options not meeting the Project budget being discarded.

Following this assessment process, a new two-lane bridge to take southbound traffic and re-use of the existing causeway and the replacement of the existing bridge as part of the permanent works to take northbound traffic, was chosen as the reference design. However, it is expected that a range of options will be evaluated by the contractors participating in the Early Contractor Involvement (ECI) process described in more detail in Section 14.1 and refined as the Project progresses.

4 The Project location

4.1 Location

The Project is to be located in an area approximately 20 km north of Hobart (Figure 4). It traverses the River Derwent and centres on the existing bridge between the outer Hobart suburbs of Granton and Bridgewater.



Figure 4 - Location Plan

The Granton settlement is characterised by rural living land parcels and includes a cluster of historic properties. Travelling north, the land use changes at Bridgewater, to a mixed use environment including a small commercial area immediately to the west, general residential development to the east and a recreational area in close proximity to the river.

4.2 The Project Land

The Project is to be sited within a corridor including and downstream of the existing Bridgewater Bridge and causeway shown as Project Land in Figure 5.



Figure 5 — Project land

The Project Land includes:

- a section of the existing Brooker Highway and surrounds at Granton
- the northern extents of Black Snake Road and Main Road Granton
- the Brooker, Lyell and Midland Highway intersection
- the existing convict-built causeway, surviving remains of earlier 1874 and 1893 bridges and the existing 1940's steel truss road and rail Bridge and
- the southern-most section of the Midland Highway at Bridgewater and surrounds including a section of Old Main Road extending from the northern bank of the River Derwent across part of Nielsen Esplanade, to the south of the East Derwent Highway roundabout.

A list of the relevant titles, PIDs, owner and land manager details of all Project land is provided in Appendix A.

4.3 Land tenure

Land tenure within which the Project will be constructed includes Crown Land (comprising Department of Primary Industries, Parks, Water and Environment, Tasmania Parks and Wildlife Service, State Roads and State Rail Network land), Local Government Authority land including local roads, and a small portion of privately owned land (Figure 6).

The Project Land extends across three local government areas:

- The southern extent of the Project area is located within the Glenorchy municipality
- The existing causeway and bridge are located within the Derwent Valley municipality and
- The Project area from the northern embankment to the northern extent of the Project Land is located within the Brighton municipality.

The downstream river channel does not fall within any local government area (Figure 7).

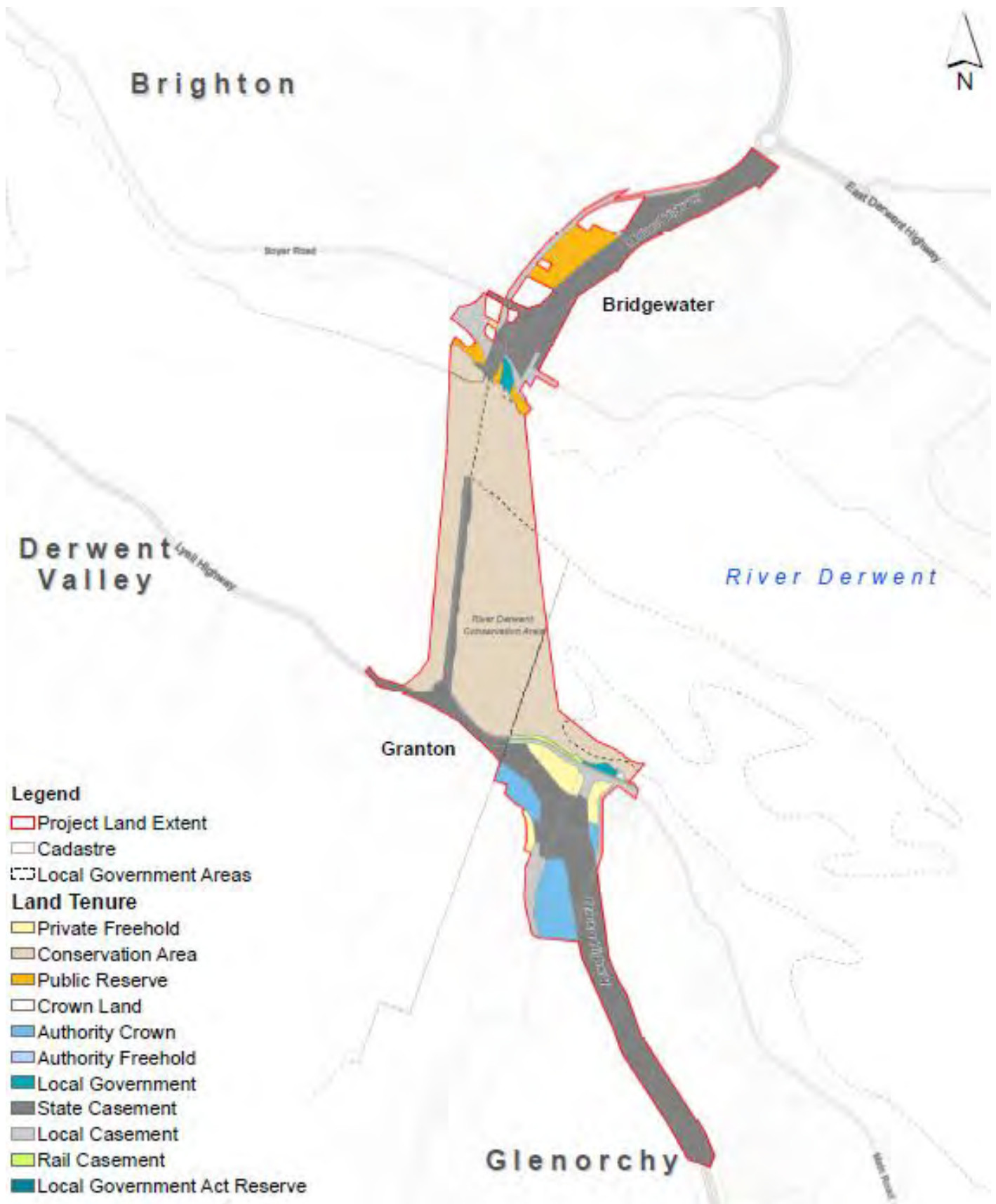


Figure 6 - Land Tenure

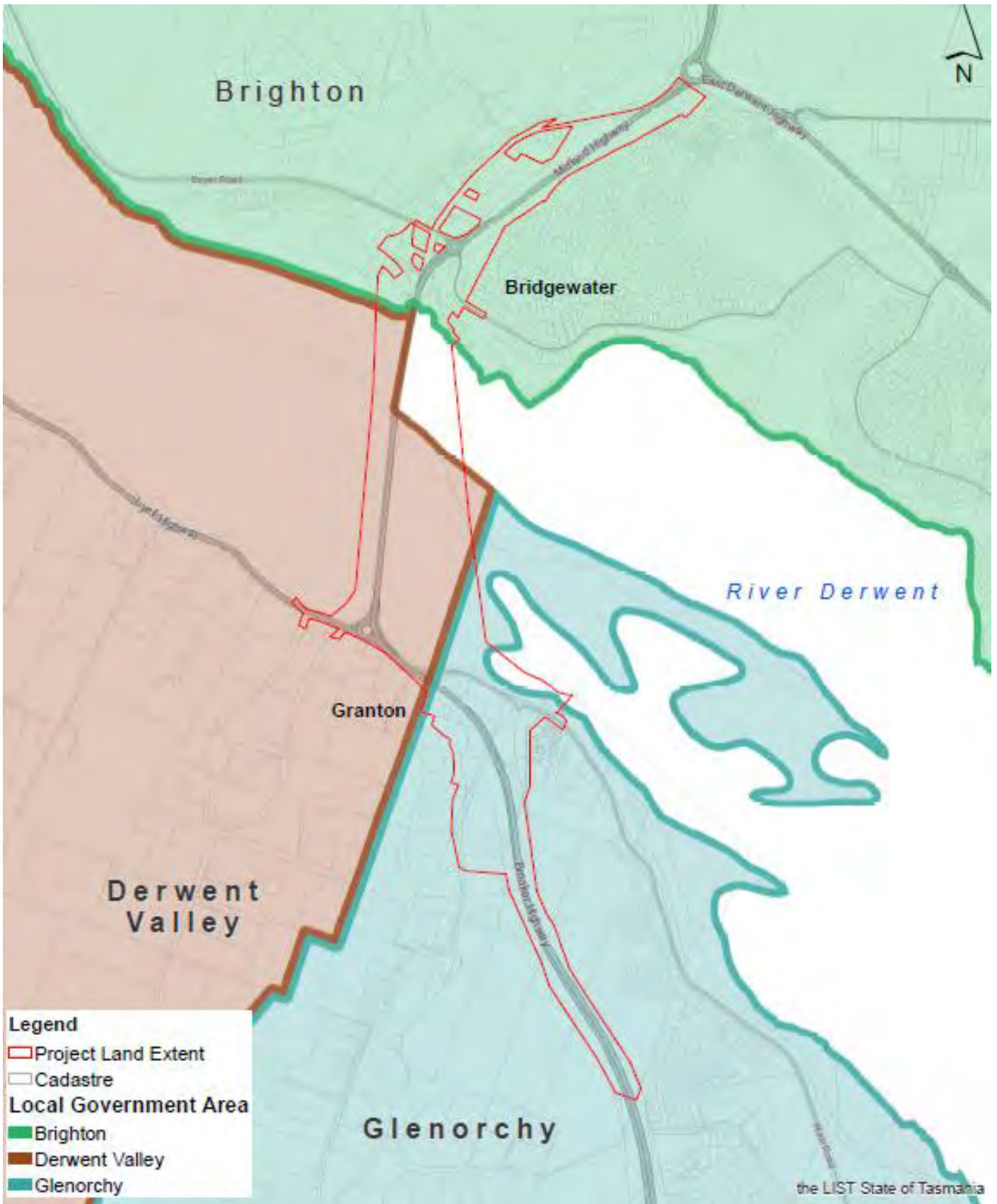


Figure 7 -Project land with Local Government Areas

5 General description of physical features of the Project Land and vicinity

This section addresses 60F (1)f) of the Act as listed below:

60F (1)f)	<i>a general description of the physical features of – (i) the areas of land on which the project is to be situated; and (ii) the areas of land, in the vicinity of the areas of land on which the project is to be situated, that it is anticipated may be affected by the project;</i>
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Extensive investigations to date have identified values within the Project Land and vicinity that have the potential to be affected by the Project. These investigations comprised terrestrial and aquatic ecology, avian fauna, cultural heritage and geomorphology. An overview of these existing conditions is provided below.

The following sections include references to study area, values on Project land and values in the vicinity of Project land. References to study area relate to initial survey areas for various studies. The results of these investigations have contributed to determining the Project extent. Project land refers to the extent of all cadastral parcels that may be partly or wholly used or developed as part of the Project, as described in Section 4. Land in the vicinity refers to the area of land outside but surrounding the Project Land.

5.1 General site history

The area forms part of a rich historic cultural heritage landscape which demonstrates traditional use by Tasmanian Aborigines as well as the evolution of transport over a period of more than two hundred years.

5.1.1 The Aboriginal people of the area

Before European settlement, Ryan has described Tasmanian Aboriginal society as consisting of nine nations, each containing multiple social units or bands. Boundaries between groups could vary between well-defined borders based on geographical features, to broader transitional zones existing between two friendly tribes.

The River Derwent (the Derwent) formed the boundary between two such nations. The western (southern) shore of the Derwent was part of the lands of the South East nation. Their territory covered an area of approximately 3,100 square kilometres to encompass the western shore of the Derwent north to New Norfolk, the D’Entrecasteaux Channel and Bruny Island, and south to South Cape, extending west to the Huon Valley. Ryan writes that prior to European contact, the area probably contained seven bands, each with about 70 to 80 people. The Hobart area was home to the Muwinina band. They knew the area as Nibberloone or Linghe.

The eastern (northern) shore is part of the country of the Oyster Bay people. Located on the east coast of Tasmania, their lands covered some 7,800 square kilometres, including 515 kilometres of coastline. Their country extended from St Patricks Head in the north, to the east bank of the Derwent. Inland, it reached St Peters Pass in the Midlands, before following the Eastern Tiers to the Break O’Day River, where it returned to the coast at St Patricks Head.

Prior to European settlement, Ryan proposes that ten bands formed part of the Oyster Bay nation with a population of between 700-800 people, the largest group in Tasmania. The Risdon and Pitt Water areas were the home of the Moomairremener band.⁶

Contact between Europeans and Aboriginal people occurred on both sides of the Derwent. On the northern shore of the Derwent, contact between Europeans and Aboriginal people began during the late-eighteenth century. In 1798 Bass and Flinders explored the Derwent venturing as far as what is now Bridgewater, and reaching an inlet of the river, which they named Herdsman's Cove.

5.1.2 Early development of the area

The Brighton landscape began to be altered by European activities around 1808. From these very early years of European settlement the site has formed an important transport route and confluence of first ferries, early roads, the causeway and a series of road and rail bridges.

By 1816, the area was used as one of two well-known crossing points of the Derwent serviced by ferries.

The existing bridge was constructed between 1937 and 1946 and is the fourth bridge to be constructed in this location.

The existing causeway was constructed over the underlying soft sediments between 1830 and 1836.

Historic records show that the construction was a difficult and costly feat besieged by structural problems. On completion in 1836, the causeway extended 730 metres from the southern shore of the Derwent. Ferry services connected the causeway with the northern shore of the River.

The first bridge to connect the causeway with the northern river bank was commenced in 1848, extending from the end of the causeway to the nearest point of the river bank, where the ferry wharf was already located. The bridge was constructed from timber and had an opening span to allow river transport to continue to navigate further upstream. The opening span was formed from two timber trusses and braced by an ornate central tower.

The introduction of rail in 1874 brought a major change to the Tasmanian landscape, including at Bridgewater. Originally, the railway was constructed on the downstream side of the causeway, about 100 feet before the end of the causeway. It then continued on a curve before running parallel to the road bridge. The overall length of the rail bridge was 1150 feet. To maintain river navigation, the rail bridge also had a movable span.

By 1888, the original timber road bridge was in a very poor state of repair and needed renewal. Construction of the new bridge began in 1891, with the swing span installed in September 1893. The bridge was located on the upstream side of the existing road and rail bridges, and was predominantly constructed from timber. It too included an opening span.

From inception, the 1893 bridge was intended for later conversion to railway use. However, this was dependent on completing the new station and alignment from the southern end of the causeway to the northern end of the Bridgewater Junction yard. Until this occurred, the first 1849 bridge was retained so that road traffic could be temporarily redirected onto it, while the third bridge was being converted for railway traffic and the rail bridge converted for road traffic.

⁶ Ryan, L, *The Aboriginal Tasmanians*, St Leonards: Allen & Unwin, 1996, p.12

The condition of the bridge became such a threat to the railway bridge that action was needed, and the railway was transferred in 1908 to the 1893 bridge. These works required the widening of the entire causeway on the upstream side, filling in behind the northern sandstone abutment and further property acquisition on the northern bank for the connection with the railway junction.

Planning for the new bridge commenced as early as 1933. As the only land route from Hobart to the north of the State, it was determined that this new bridge would need to be constructed between the two existing separate road and rail structures. Because of these constraints and the narrow width between the existing bridges, it would not be possible to construct a swing bridge. As a result, the new bridge was designed to have a lifting span supported by massive towers at each end to provide a clear opening of 65 feet.

Completion of the bridge towers and lifting mechanism was delayed by the War and it was not until 3 August 1946 that the lift span became operational. At this time, all three bridges remained in existence: the new combined road and rail bridge, and the old rail and road bridges.

In October 1946, the railway was diverted onto the new bridge and the other bridges subsequently demolished.

5.2 Setting

The place connects Granton on the southern shore of the Derwent with Bridgewater on the north. It consists of the causeway, historic bridge infrastructure and the extant road and rail bridge remains. The existing crossing is approximately 1km long and includes a 785m causeway and 340m bridge. The site is tidal and is underlain by deep (up to 30m), soft and compressible sediments.

The lower foothills of Snake Mount form the background on the southern shore, characterised by native vegetation on the upper slopes and low density residential development on the lower slopes. The immediate foreground of the causeway is the convict quarry from which the material used in its construction was obtained. Remnant historic buildings of these works include the Watch House and the Commandant's Cottage.

The causeway itself is a low linear feature, typically 1.5m above mean sea level and 2m above the riverbed, rising to 4.5m at the approach to the southern bridge abutment. The riverbed alongside the causeway is 0.5 to 1m below mean sea level. The causeway has some visual prominence when viewed obliquely from surrounding road networks.

The Bridgewater Bridge is a prominent element in the landscape, notable for its truss form and in particular the two towers and lifting mechanism. Although visible from the Brooker Highway, its dark colouring does not make the bridge a distinctive element on its southern approach until in close proximity to the causeway. Conversely, the bridge stands out distinctly against the sky when viewed from the Lyell Highway, Boyer Road and Woods Point at Bridgewater.

5.3 Physical environment

The site forms part of the River Derwent Valley System which is an ancient deep rift valley running predominantly north south. The rift structure terminates at Bridgewater where it is understood that the valley was infilled by a basalt flow.

The River Derwent is a flooded valley. Before the end of the last ice age (10,000 years ago) the river at Bridgewater was likely to have been a much narrower, faster flowing stream with a bed possibly 25m lower than

current levels. After a significant rise in sea levels the river became flooded and part of a tidal estuary. The river sediment load settles out due to a drop in velocity and the change in water salinity. The sediments are very soft, organic rich silts and clays.

The Bridgewater Bridge traverses a geoconservation site known as the Lower Derwent River Estuarine Delta and Flood Plains within the River Derwent shown Figure 8 below. This site is an estuarine delta and according to the Natural Values Atlas is “one of the best developed estuarine sedimentary sequences and landform complexes in Tasmania”.

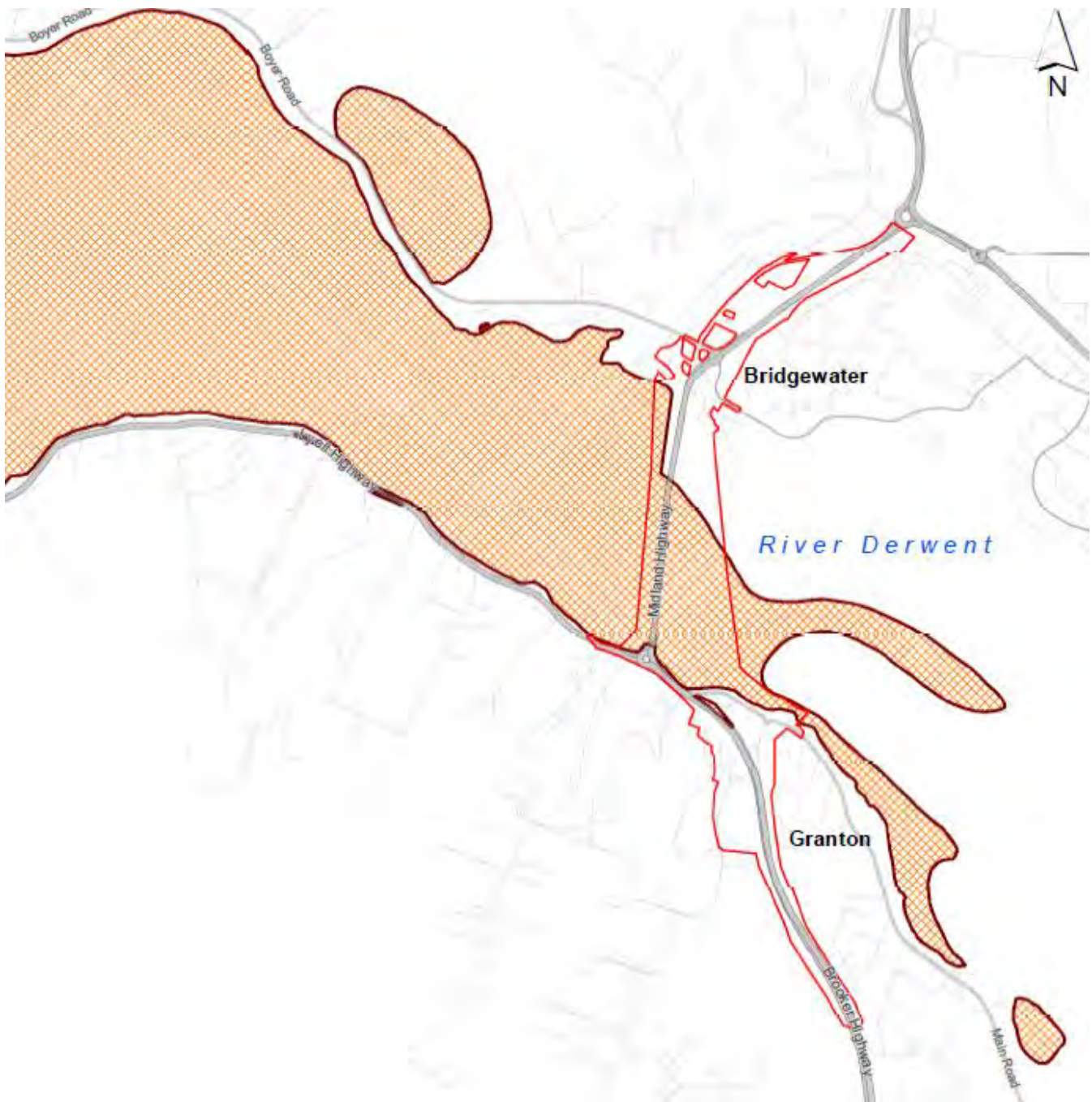


Figure 8 – Geoconservation sites (Source: theList.tas.gov.au)

There is also a small geoconservation site known as Granton to New Norfolk Quaternary Stratigraphic Sites, one component of which hugs the side of the Brooker Highway on the southern side of the river within the Project Land.

The existing bridge and causeway mark the boundary between the Upper and Middle estuary of the River Derwent.

5.4 Ecology

5.4.1 Terrestrial vegetation and fauna

The Project Land and vicinity has been subject to several ecological investigations including a GHD survey in 2010 and current investigations undertaken by North Barker Ecosystem Services (NBES), commenced in early 2020 and currently ongoing. The current survey work has been designed to capture seasonality and is planned to be completed in summer 2020.

The land is highly modified by human development and significant parts of the site are dominated by built structures and non-native species and vegetation communities. Weed infestations are common across the site.

Amongst these non-native environments are pockets of native vegetation, some threatened vegetation communities, some threatened flora and possible habitat for native fauna.

Key ecological values of the site identified by NBES investigations to date include:

- Threatened vegetation
 - There are some areas of rushland (TASVEG code ARS) and saltmarsh vegetation around the River Derwent which correspond to the *Environment Protection Biodiversity Conservation Act 1999* (EPBCA) listed 'Subtropical and Temperate Coastal Saltmarsh' ecological community. This community is listed as vulnerable on the EPBCA and therefore does not trigger the need for approval under the Act (triggered only for communities listed as endangered and critically endangered).
 - Some of the rushlands identified within the Project Land extent, dominated by *Phragmites australis* correspond to freshwater aquatic sedgeland and rushland (TASVEG code ASF) which are protected under the *Nature Conservation Act 2002* (NCA) listing of wetlands.
 - Some native grasslands occur within the Project Land extent but none are considered to meet the key traits and condition criteria for listing as 'Lowland Native Grasslands of Tasmania' under the EPBCA listing.
- Threatened flora
 - Double jointed speargrass, *Austrostipa bigeniculata* (*Threatened Species Protection Act 1995* (TSPA) rare, EPBCA not listed) occurs in two locations patches north of the Derwent on both sides of the highway.
 - River club sedge, *Schoenoplectus tabernaemontani* (TSPA rare, EPBCA not listed) occurs as a small patch in one location on the north bank of the Derwent relatively near the existing bridge.

Extension surveys have been undertaken along parts of the River Derwent to ascertain the local distribution of this species and have identified four new locations in nearby areas outside of the Project Land extent.

- Woolly new-holland daisy, *Vittadinia gracilis* (TSPA rare, EPBCA not listed) was recorded in one location south of the river.
- Threatened Fauna
 - The terrestrial parts of the subject site provide some habitat for several wide-ranging threatened fauna tolerant of the peri urban environment, such as the Eastern barred bandicoot. Overall, however the site is highly modified, the terrestrial fauna habitat values are limited and the site would not be considered prime habitat for these species.
 - There are occasional occurrences of *Eucalyptus globulus*, the feeding habitat for the swift parrot (TSPA endangered, EPBCA critically endangered) but these are considered to be a minor resource in the context of the species' habitat in the state.
 - There are minor amounts of suboptimal habitat for the Australasian bittern (TSPA not listed, EPBCA endangered) within the Project site. This habitat is relatively small and disturbed and is far less suitable for the species than other, preferable habitat upstream and outside of the Project Land extent. Work is currently underway to characterise the extent of nearby suitable habitat for the species, which is thought to be far more extensive than the small patches within the Project area.

Ecological investigations have also revealed declared and other weeds (particularly boxthorn, white weed and fennel) that are widespread and abundant in the area. Weed management will be an essential element of the Project.

Further seasonal ecological investigations are underway (refer Section 7) to characterise the ecological values identified to date and determine potential impacts, mitigation measures and permits or ecological approvals that may be required.

5.4.2 Avian fauna

The Derwent Estuary supports a wide range of bird species and the area on either side of the existing Bridgewater Bridge supports abundant waterfowl, most significantly native ducks and black swans (GHD 2010). This area forms part of the River Derwent Marine Conservation Area and has been identified as a significant breeding area for waterfowl (GHD 2010). Gould's Lagoon lies south of the Project Land and is an important wetland and refuge for water birds, which use the area for resting, feeding and breeding. NBES is currently undertaking avifauna surveys within the Project Land extent and vicinity. Survey scopes are informed by Birdlife Tasmania. These surveys are being conducted across several seasons and at varying times of day and seek to provide data on areas of utilisation, species and numbers. NBES is also undertaking roadkill surveys, with a particular focus on bird roadkill to provide additional baseline data and understand the extent of existing roadkill issues and the possibility of change to roadkill outcomes as a result of the new bridge and interchange arrangement.

This information will be supplemented by existing data from other sources, such as long-term data from the Birdlife Tasmania database and roadkill data from other sources.

5.4.3 Aquatic habitat

Several investigations have been undertaken of the aquatic ecology within the Project Land extent and vicinity, notably a survey by GHD in 2009 and surveys currently underway by Marine Solutions. The following summary is adapted from the 2009 GHD report and information provided by Marine Solutions (2020).

The Project site straddles the boundary of the middle and upper Derwent Estuary and exhibits a stratified salt wedged system, with the existing bridge acting as a partial flow barrier. This partial barrier has resulted in increased deposition of materials on both sides of the causeway, creating large shallow mudflats vegetated by submerged aquatic vegetation. Adjacent to this is the main river channel which is characterised by a narrow, steep sided unvegetated channel subject to rapid tidal and riverine flows.

The shallow areas next to the causeway are dominated by aquatic macrophyte, with thick epiphyte growth near the shore becoming patchier as depths increase. The surface sediments in the area are comprised predominantly of wood fibre-rich sludge from the Boyer paper mill, which is known to contain elevated concentrations of several contaminants. Previous research indicates relatively high abundance of aquatic invertebrates, which provide foraging resources for waterbirds.

Australian grayling (*Prototroctes maraena*) listed as vulnerable on the TSPA and EPBCA is known from the River Derwent. This species inhabits freshwater streams as adults and migrates to coastal seas as larvae, returning as migrating juveniles back to the freshwater environment. This species is expected to move through the Project site during seasonal migrations.

The intertidal flats on either side of the main river channel are largely characterised by dense macrophytic growth. Investigations are currently underway to confirm the dominant macrophyte in the area, which is thought to be either *Ruppia megacarpa* or *Stuckenia pectinata*, both of which are listed as rare under TSPA.

There is also some potential for the site to support other listed or sensitive species including spotted handfish, seastars, seahorses and pipefish and Porbeagle/Mackerel shark. However, none of these species have been found on site during 2009 or 2020 surveys and likelihood of occurrence is low and potential for impact is limited. Further aquatic ecology surveys are currently under way as described in Section 7.

5.5 Aquatic sediments

5.5.1 Sediment contamination

The aquatic environment within the Project Land and vicinity is known to contain historical contamination, which has the potential to be disturbed as a result of the proposed project.

Several studies have investigated the extent of existing sediment contamination including an aquatic assessment report undertaken by GHD in 2009 and recent investigations undertaken by Marine Solutions as part of the current project.

Sediment sampling undertaken by GHD in 2009 upstream and downstream of the existing bridge indicated elevated levels of mercury, arsenic, cadmium, lead and zinc as well as high nutrient concentrations in sediments sampled. Despite large exceedances of ANZECC Sediment Quality Guidelines (SQGs) in sediments, elutriate tests showed that, with the exception of arsenic at one site, metals were not released in notably elevated levels from the sediments after agitation in water.

A 2011 survey by the Derwent Estuary Program detected similar exceedances in heavy metals in surface samples, where cadmium, lead, zinc and mercury were detected at elevated levels.

In 2012, sediments were analyzed for total and dilute acid-extractable metals to a depth of approximately 2 m into the estuary bed (Aquatic Science and Marine Solutions 2012). Surface sediments were also analysed for elutriates. Total concentrations for cadmium, arsenic, lead, nickel, mercury and zinc all exceeded ANZECC SQGs-low at some sites, with the latter two also exceeding high-SQG values at some sites. Exceedances were also detected in acid-extractable metals for cadmium, lead and zinc. However, elutriate test results of surface sediments indicated that metals in the sediment were generally not readily released to water.

A 2020 survey by Pitt and Sherry confirmed metal concentrations in surface and subsurface sediments, with lead, mercury, zinc and arsenic concentrations exceeding ANZECC high guideline values in the near surface sediments.

Few studies in the vicinity of Bridgewater have rigorously assessed the vertical distribution of contaminants in the sediments, however, in recent sampling by Pitt and Sherry (2020) although multiple metals exceeded ANZECC threshold levels in the sediment of the upper 0.5m of the cores, almost all metals were below the low threshold in sediments between 0.5m and 1m below the surface.

Overall, the sediment sampling to date has shown significant levels of contamination for metals, particularly mercury, zinc, cadmium and lead. Further investigations are currently underway to fully understand this issue.

5.5.2 Acid sulfate soils

Information from the LIST indicates a high modelled probability of potential acid sulfate soils/sediments (PASS) in most of the intertidal and subtidal sediments around the Bridgewater causeway.

Preliminary sampling for acid sulfate soils (ASS) was carried out by GHD in 2009 at limited sites and shallow depth around the existing bridge. The results indicated that the sediments sampled were not actual ASS but potential ASS (PASS) based on chromium-reducible sulfur and net acidity greater than guideline criteria.

Testing undertaken by Pitt and Sherry in 2020 at five locations to the east of the causeway indicated an absence of actual ASS (AASS) but very high potential acidity with little neutralizing capacity.

The preliminary ASS testing undertaken to date is not considered broad enough to be representative of the Project site and further sampling is required to characterize the ASS risk. Further studies are underway as outlined in Section 7.

5.6 Heritage

5.6.1 Aboriginal heritage

The study area forms part of the cultural landscape for the Muwinina band of the South East Nation and the Moomairremener band of the Oyster Bay Nation.

CHMA Pty Ltd and Aboriginal Heritage Officer, Rocky Sainty have undertaken an Aboriginal heritage assessment of the Project Land and the vicinity including a search of the Aboriginal Heritage Register (AHR) and field surveys.

The 2020 field survey predominantly focussed on the parts of the corridor that had been subject to comparatively lower levels of disturbance, and where the natural soils were still available for inspection.

The field survey program resulted in the identification of five Aboriginal Heritage sites. Four of these sites are re-recordings of registered Aboriginal Heritage sites (AH1382, AH1383/AH7775, AH7776, 11873), with the fifth site a new recording (13833).

Sites AH1382, AH1383/AH7775 and AH7776 are shell midden deposits that are located on the northern margins of the River Derwent Estuary, downstream (east) of the Bridgewater Bridge. Site AH11873 is an isolated artefact that is located within a rural farm paddock, approximately 40m north of the East Derwent Highway. Site 13833 is an isolated artefact that is located on the southern side of the river, to the south-east of Bridgewater Bridge.

In addition to these five sites, three Potential Archaeological Deposits (PADs) were identified within the study area corridor. PAD 1 (contains AH7775/1383) and PAD 2 (contains AH7776, AH1382 and AH 1381) are situated on the northern margins of the River Derwent. PAD 3, which contains no known site at present, is situated on the east margins of the Black Snake Rivulet, on the south side of the River Derwent.

Besides the five Aboriginal heritage sites recorded during the current survey assessment, the AHR search results showed an additional four registered Aboriginal Heritages sites located within the Bridgewater Bridge study corridor. Two sites (AH10801 and AH10802) were managed as part of the construction of the Southern Brighton Bypass, under Permit No. 09/08 and are no longer relevant to this project.

Of the Aboriginal heritage values outlined above, only sites 11190 and 13833, and PAD 3 are within the defined Project land.

PAD 1 (containing AH7775/1383) sits immediately outside the Project Land boundary.

Subject to Aboriginal Heritage permit application, CHMA Pty Ltd and Rocky Sainty (AHO) will undertake a program of sub-surface investigations of PAD's 1 and 3 to determine the extent and nature of any values, and based on findings, develop appropriate management and mitigation options to avoid impacts.

No other Aboriginal sites, suspected features or areas of elevated archaeological sensitivity were identified within the Project corridor, and it is assessed that there is a very low potential for additional undetected Aboriginal sites to be present.

5.6.2 Historic cultural heritage

The study area forms part of a rich historic cultural heritage landscape which demonstrates the evolution of transport over a period of more than two hundred years. The European history of the place has witnessed these changes from ferries, a causeway, numerous road and rail bridges, and the current structure built in the 1940s.

Experienced heritage practitioners Purcell and Austral have summarised the following chronology and an historical overview of the following phases of use and development:

- the Aboriginal people of the area and contact history
- early European settlement of Hobart
- the Black Snake Inn and early development of the area
- the Bridgewater Causeway and Convict Road Station
- earlier bridge crossings of the Derwent at Bridgewater:
 - 1849 timber bridge
 - 1874 Tasmanian main line railway bridge
 - 1893 road and rail bridge
 - 1908 conversion of the 1874 rail bridge to road uses

- current Bridgewater Bridge:
 - designer of the Bridge AW Knight
 - welding technologies used in the Bridge and
- later modifications to the Bridgewater Bridge.

The following documents have been prepared during 2020 to inform the Project:

- a draft Historic Heritage Assessment and Archaeological Zoning Plan for the Bridgewater Causeway and Bridge, August 2020
- Bridgewater Bridge comparative analysis and chronology
- review of assessment of significance for the Bridgewater Causeway and Bridge against state/threshold under the HCH Act and
- Bridgewater Draft Interpretation Plan.

5.6.2.1 Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)

The Bridgewater Bridge, causeway or any places in the vicinity are not listed on the World, National and/or Commonwealth Heritage List. The Project therefore does not require assessment under the EPBC Act for heritage features.

Subdivision BB of the Act provides for emergency nominations to be made and for emergency listings to be made under 324JL if:

- a place has or may have one or more National Heritage values
- any of those values is under threat of significant adverse impact
- that the threat is likely and imminent.

A preliminary assessment of the place by Purcell has identified that it is unlikely the bridge or causeway has one or more National Heritage values.

5.6.3 Register of the National Estate

The Register of the National Estate (RNE) was established in 1976 as a list of natural, Indigenous and historic heritage places throughout Australia, with limited statutory mechanisms relating to actions taken by the Commonwealth.

As of February 2007, the RNE ceased to be an active register, with places no longer able to added or removed and the expectation that the States and Territories would consider places included on the RNE for management under relevant State legislation. The RNE ceased to exist as a statutory register on 19 February 2012 and references to the RNE were removed from the *EPBC Act*. The RNE continues to exist as a non-statutory information source. Coincidence with other heritage lists and registers (including the THR and planning scheme heritage schedules) is not uncommon.

The Bridgewater Bridge and Remains and Bridgewater Causeway, the Black Snake Inn and Granton Convict and Memorial Group including the Quarry, Watch House and Commandant's Cottage are included on the RNE.

5.6.3.1 Historic Cultural Heritage Act 1995

The *Historic Cultural Heritage Act 1995* (HCHA) establishes the Tasmanian Heritage Register (THR) as an inventory of places of State significance, to recognise the importance of these places to Tasmania, and to establish mechanisms for their protection.

A place of historic cultural heritage significance may be entered in the THR where it meets one of eight criteria. The criteria recognise historical significance, rarity, research potential, important examples of certain types of places, creative and technical achievement, social significance, associations with important groups or people, and aesthetic importance.

As at September 2020, the causeway, remnant 1874 and 1893 abutments and bridge are included in the THR against the following five criteria:

- *Criterion (a.) (historical importance): the 1874 and 1893 Bridgewater bridge ruins:*

the remains of the original bridges over the Derwent River at Bridgewater are of historic cultural heritage significance because they demonstrate the growth and development of communication and transportation in Tasmania in the late 19th century.

- *Criterion (b.) (rarity):*

the convict built causeway: the causeway was the largest civil work ever undertaken by convict labour. The 1942-1946 Road Rail Bridge: The bridge is the oldest surviving lift span bridge in Australia and is Tasmania's only lift span bridge.

- *Criterion (c.) (research potential):*

the convict built causeway and remains of the 1874 and 1893 Bridgewater Bridge have the potential to yield information which may contribute to a greater understanding of early civil engineering and construction projects, and the history of transport and communications in Tasmania.

- *Criterion (f.) (social value):*

the site is of historic heritage significance because its landscape associations are regarded as important to the community's sense of place.

- *Criterion (g.) (associative value):*

The convict built causeway: the causeway is of history heritage significance because of its associations with Governor Arthur, John Lee Archer, Gov Architect and Roderick O'Connor, Gov. Engineer. The 1874 and 1893 Bridgewater Bridge ruins. The 1893 bridge is linked with R.S. Milles, City engineer of Hobart in 1893. The 1942-46 Road Rail Bridge: The Bridge is of historic cultural heritage significance because of its association with prominent Tasmanian engineer, Sir Allan Knight.

A Historic Cultural Heritage Assessment has been commissioned to confirm the values and significance of the place against the criteria of the HCHA and to determine archaeological value.

Whilst impacts on the former Black Snake Inn buildings (Place ID 1612) are not proposed, the site is located within the Project Land. It is included in the THR against the following criteria:

- *Criterion d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.*

The former Black Snake Inn is of historic heritage significance because of its ability to demonstrate the principal characteristics of a two storey sandstone Victorian Rustic Gothic building.

- *Criterion f) (social value):*

The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

The building is of historic heritage significance because of its townscape and social associations which are regarded as important to the community's sense of place.

While the HCHA applies only to works within the extent of a registered place there are a number of other heritage places under the THR in the vicinity of the Project Land as shown in Figure 9 below including:

Granton	Bridgewater
<ul style="list-style-type: none"> • Granton Convict Quarry (Place ID 7158) • Watch House (Place ID 1182) • Commandant's Cottage, Granton Memorial Hall (Place ID 1178) 	<ul style="list-style-type: none"> • Fairfield (Place ID 617) • Parkholm (Place ID 619) • St Mary's Church and cemetery (Place ID 624) • Genappe (Place ID 620) • Cottage, 21 Weily Park Rd (Place ID 623) • Coronation Hall (Place ID 146756)



Figure 9 -Tasmanian Heritage Register Listed heritage places

5.6.4 Local heritage management

Impacts of development on places of local heritage significance are managed through planning schemes as part of an application for a permit under the Act.

The existing causeway and majority of the Bridgewater Bridge are located within the Derwent Valley Planning Scheme Area. However, the bridge is not listed under this Historic Heritage Code of that Planning Scheme. Part of the extant 1874 Bridge abutment and the former Bridgewater Railway Station site are located within the Brighton Council Planning Scheme area and listed as heritage places under the Historic Heritage Code. The Black Snake Inn is within the Glenorchy Planning Area.

All three Councils are in the process of transitioning to Local Provisions Schedules (LPS) under the Tasmanian Planning Scheme and once complete, the listing of any place on the Tasmanian Heritage Register under the *Historic Cultural Heritage Act 1995* will exempt the site from inclusion in the local heritage provisions in planning schemes. Brighton Council's Draft LPS is likely to be the first of the three new planning schemes to come into effect. Figure 9 above identifies the listed places under Table E13.1 of the existing interim planning schemes that are within and in the vicinity of the Project Land. The Historic Heritage Code of the planning schemes do not apply to places that are not directly impacted by development.

Brighton Interim Planning Scheme 2015

- No. 20, Bridgewater Bridge, Midland Highway, Bridgewater, CT134751/4
- Bridgewater Railway Station (Ref No. 1) CT154431/1, CT154459/1, CT154468/1, CT154472/1 CT118026/2 & 3, and adjoining untitled parcels.

The following additional places identified in Table E13.1 are outside but in the vicinity of the Project Land:

- Parkholm (Ref No. 22)
- Genappe, 50 Boyer Road (Ref No. 21)
- Fairfield (Ref No. 23)
- St Mary's Anglican Church and Cemetery (Ref No. 24)
- Cottage, 21 Wily Park Rd (Ref No. 28)

The Draft LPS for Brighton transfers these heritage place listings to Table C6.1 of the LPS.

Derwent Valley Interim Planning Scheme 2015

The following places identified in Table E13.1 are outside but in the vicinity of the Project Land:

- Commandant's Cottage (Ref No. 14)
- Watch House (Ref No. 17)
- Granton Convict Quarry (Ref No. 18)

Whilst the causeway and the Bridgewater Bridge are within the Project Land, they are not included in the Historic Heritage Code of the *Derwent Valley Interim Planning Scheme*. The Historic Heritage Code of this planning scheme therefore will not apply.

Glenorchy Interim Planning Scheme 2015

The following places identified in Table E13.1 are located within the Project Land:

- Black Snake Inn (Ref No. 82) and

- Farm Building at 37 Black Snake Road (Ref No. 0417).

Any impacts within the curtilage of these properties will be subject to consideration under the provisions of the Historic Heritage Code of the Glenorchy Interim Planning Scheme.

Heritage Precincts, Cultural Landscape Precincts and Places of Archaeological Potential

The Project Land is not located within a heritage precinct, cultural landscape precinct or places of archaeological potential under the existing planning schemes. Any impacts on archaeological values of a listed place however will remain relevant under the Development Standards for Heritage Places under Clause E13.7 to the extent that the Historic Heritage code applies.

The Historic Heritage provisions of the planning schemes are considered further in Section 11.4.7.

6 Potential Project effects

This section addresses the requirements of 60F(1)g), 60F(3) and 60F(1)h) as listed below.

60F(1)g)	<i>the anticipated effect, if any, on other areas of land that are in the vicinity of the areas of land on which the project is to be situated, of the project or infrastructure associated with the project</i>
60F(3)	<i>(a) the anticipated effect on areas that are within, as well as areas that are outside, the regional area in which the project is to be situated; and (b) the anticipated effect on the provision of physical, social and other infrastructure in those other areas.</i>
60F(1)h)	<i>the key environmental, health, economic, social and heritage effects of the project that the proponent has identified and, if the effects may be detrimental, the measures that the proponent proposes to take to mitigate those effects.</i>

This section deals with the effects of the Project on the land in the vicinity, and within and outside the regional area together as the effects are shared and the same.

6.1 Anticipated effects on other areas of land in the vicinity of the Project, within and outside the regional area

6.1.1 Traffic impacts

The Bridgewater Bridge is part of the National Land Transport Network. It is a critical transport link on Tasmania's key north-south intrastate corridor, and within the Greater Hobart metropolitan region.

The existing bridge operates as a two-lane crossing, with a posted speed limit of 60 km/h. The Brooker and Midland Highways are both four lane highways, with higher posted speed limits. The reduction in speed and capacity on the bridge compared to these highways represents a capacity constraint for passengers and freight. It also impacts travel reliability and the attractiveness of the crossing relative to alternatives along the East Derwent Highway and Bowen Bridge.

The New Bridgewater Bridge will support future growth in the passenger and freight task, providing additional capacity and a consistent travel speed between the Brooker and Midland Highways.

A detailed Traffic Impact Assessment will be prepared to accompany the Major Project Impact Statement.

Current AADT traffic volumes across the bridge are estimated at 22,363 vehicles per day (2019 traffic data). This is forecast to increase to 35,500 vpd by 2042, based on a conservative growth rate of 2.0% per annum.

Heavy vehicle volumes represent about 10- 12% of total traffic volumes, and increasing from approximately 2,600 to 3,900 by 2042.

The current travel time peaks during the PM (Northbound) at 7.6 minutes. By 2042 this is estimated to increase to 27.4 minutes, largely due to the Granton roundabout which operates at LoS F, leading to unstable traffic conditions and extreme delays.

The new bridge crossing is expected to remove these restrictions due to growth, with the estimated travel time at all times (including AM/PM peak) of 1.7minutes.

Not only is travel time a signification saving, but the removal of the constraint on the National Highway for heavy vehicles unlocks a further 17 tonnes that can be hauled. It is expected that over time, this will see operators convert their existing fleet to large vehicles to take advantage of the efficiencies that this will generate.

The crossing will also include a dedicated pedestrian and cycle crossing, making access from the northern and southern shores possible and safe.

Finally, the current reference design (discussed in the Consultation Section 13 below) meets the relevant standards with some minor departures from standard, to be confirmed through further design. The contractor will be responsible for meeting these standards as specified within the Project Scope and Technical Requirements (PSTR) documents.

6.1.2 Visual effects

The broader cultural landscape of the Bridgewater crossing consists of the causeway, historic bridge infrastructure and the extant road and rail bridge. The crossing at this point of the Derwent is some 1.1 kilometres. The lower foothills of Snake Mount form the background on the southern shore, characterised by native vegetation on the upper slopes and low density residential development on the lower slopes. The immediate foreground of the causeway is the convict quarry from which the material used in its construction was obtained. Remnant historic buildings associated with these works include the Watch House and the Commandant's Cottage. The causeway itself is a low linear feature, approximately 785 metres long, as measured from the Brooker, Midland and Lyell Highway roundabout. Vegetated embankments rise on either side rise slightly above the roadway. The causeway has some visual prominence when viewed obliquely from surrounding road networks.

The Bridgewater Bridge is a prominent element in the landscape, notable for its truss form and in particular the two towers and lifting mechanism. Although visible from the Brooker Highway, its dark colouring does not make the bridge a distinctive element on its southern approach until in close proximity to the causeway. Conversely, the bridge stands out distinctly against the sky when viewed from the Lyell Highway, Boyer Road and Woods Point at Bridgewater.⁷

The replacement of the existing Bridgewater Bridge will result in permanent changes to these view fields. A visual study will be prepared to support an assessment of potential visual impacts, and any potential mitigating measures as part of the Major Project Impact Statement.

⁷ GHD, Bridgewater Bridge Replacement Planning Study. Historic Heritage Investigations, report prepared for Department of Infrastructure, Energy and Resources, August 2010

6.1.3 Construction impacts

Construction noise is addressed in Section 6.2.7, Noise Emissions.

It is expected that, during construction, lighting will be required at times during months when there is less light or potentially during night works. The impacts of this lighting will be reviewed as part of the Major Project Impact Statement including the extent that they may be required and the mitigations that will be put in place to limit their impact on sensitive receptors, including nearby residences.

6.1.4 Anticipated infrastructure impacts

The Project will include removal of the existing non-operational rail line as part of the demolition of the existing lift span bridge. The existing rail corridor will be preserved such that a rail line could be reinstated in the future.

There will also be other consequential changes to existing utilities. The majority of services will be included in the works as drainage upgrades are made.

Significant services to be considered include:

- Telstra submarine cable that crosses the river through the proposed alignment of the pier structure. Initial discussions with Telstra indicate that their preference is to locate this copper service within the new bridge structure
- overhead and underground power at both the northern and southern intersections that service both local lighting for the existing intersections, bridge lighting, as well as distribution to local areas
- enabling TasWater infrastructure (pipes to be included in the bridge design) and
- the Gas distribution pipe and Declared Gas Pipeline Planning Corridor are partly within the northern extent of the Project Land in the vicinity of the East Derwent Highway roundabout. The intended works at this location will be limited to pavement upgrade works only.



Figure 10 - Gas distribution pipe and Declared Gas Pipeline Planning Corridor

6.1.5 Maritime navigation

The Project will incorporate the same air draft as the Bowen Bridge downstream and with removal of the existing lift span bridge will allow unobstructed 24/7 access for river traffic.

6.2 Key Environmental effects and measures to mitigate

6.2.1 Terrestrial Ecology

As outlined in Section 5.4, the terrestrial environment is highly modified and dominated by urban areas and non-native vegetation. There are however, small pockets of native vegetation including some threatened vegetation communities, threatened flora species and potential habitat for threatened fauna. The aquatic margins also provide habitat for a range of waterbirds. Several weed species, including declared weeds, are prevalent within the Project site.

At this time the exact Project footprint is not known and therefore the quantum of potential ecological impacts cannot be quantified. Additionally, baseline ecology surveys are still underway and until their conclusion a full picture of ecological values is not known.

Given the survey data gathered to date, potential ecological impacts could include:

- Vegetation communities – The direct loss of some native vegetation communities including possible clearance of small patches of listed vegetation communities, namely:
 - Rushland (TASVEG code ARS) and saltmarsh vegetation around the River Derwent which correspond to the *Environment Protection Biodiversity Conservation Act 1999* (EPBCA) listed ‘Subtropical and Temperate Coastal Saltmarsh’ ecological community. This community is listed as vulnerable on the EPBCA and therefore does not trigger the need for approval under the Act and
 - Rushlands, dominated by *Phragmites australis* corresponding to freshwater aquatic sedgeland and rushland (TASVEG code ASF) which are protected under the *Nature Conservation Act 2002* (NCA) listing of wetlands.

There are also some areas of native grassland within the subject site but none are considered to meet the key traits and condition criteria for listing as ‘Lowland Native Grasslands of Tasmania’ under the EPBCA listing.

- Threatened flora – Depending on the final footprint, the works could result in the direct loss of some TSPA listed flora including:
 - Double jointed speargrass, *Austrostipa bigeniculata* (TSPA rare, EPBCA not listed) which occurs in two locations north of the Derwent on both sides of the highway
 - River club sedge, *Schoenoplectus tabernaemontani* (TSPA rare, EPBCA not listed) which occurs as a small patch in one location on the north bank of the Derwent relatively near the existing bridge and
 - Woolly new-holland daisy, *Vittadinia gracilis* (TSPA rare, EPBCA not listed) which was recorded as a small number of individuals in one location south of the river.

- Threatened Terrestrial Fauna – The potential loss of habitat for native and possibly listed fauna species including:
 - vegetation clearance could result in the loss of some habitat for wide-ranging threatened fauna tolerant of the peri urban environment, such as the Eastern barred bandicoot, however overall, the habitat is highly modified and subject to ongoing disturbance within a semi urban setting. To that end any losses are likely to be relatively minor
 - there may be some loss of scattered *Eucalyptus globulus*, the feeding habitat for the swift parrot (TSPA endangered, EPBCA critically endangered) but these are considered to be a minor resource in the context of the species’ foraging habitat in the state and
 - there may be a small loss of suboptimal habitat for the Australasian bittern (TSPA not listed, EPBCA endangered) corresponding with sedgeland and rushland (TASVEG code ASF) within the Project site. This habitat is marginal and work is currently underway to characterise other more suitable habitat in the upstream environment in order to contextualise this potential loss.
- Avifauna – The River Derwent within the Project site is known to support abundant water fowl and the proposed works have the potential for direct and indirect impacts. The development footprint could alter available habitat for avifauna and both the construction and operational phases have the potential for indirect impacts including noise, increased disturbance, altered roadkill effects and loss of foraging habitat through sediment mobilisation.
- Weeds and pathogens – Declared and other weeds (particularly boxthorn, white weed and fennel) are widespread and abundant in the Project site. The Project has the potential to spread these, and other, weeds and pathogens within and outside of the Project site during construction. Weed and hygiene measures will be important to manage this potential risk and is a key focus of the Department of State Growth in all projects. Further ecological investigations are underway (refer Section 7) to characterise the ecological values identified to date and determine potential impacts, mitigation measures and permits or ecological approvals that may apply.

6.2.2 Aquatic ecology

The construction of the Project has the potential to impact on aquatic ecology through direct loss of aquatic habitat, temporary disturbance of the marine environment (e.g. sediment mobilisation, noise, runoff), impacts to water quality (e.g. through release of contaminants in mobilised sediments), changes in ecosystem function through increased turbidity or reduced light penetration, smothering of sea grass from mobilised sediments and permanent changes to aquatic systems (e.g. changes to water flows and sediment accumulation).

Preliminary investigations are underway to fully characterise the existing aquatic ecology as well as predict and model the potential changes the works could bring about (e.g. changes in river hydrology) that have implications for aquatic ecology.

Australian grayling is known to occupy the Derwent River (GHD 2009) and therefore is expected to periodically occur during its seasonal migration between freshwater and the marine environment. The Project has the potential to temporarily impact the passage of this species through sediment mobilisation, temporary physical barriers and increased turbidity. These potential impacts can largely be managed by maintaining a suitable passage through the site during migratory periods. With mitigation measures in place impacts to the species can be minimised and approval under the EPBCA is not expected to be required.

Seagrass beds, including listed species (either *Ruppia megacarpa* or *Stuckenia pectinata*, been identified across large parts of the subject site. Seagrasses support a vast array of aquatic biota and are an important part of the aquatic ecosystem. The works have the potential for direct impact (clearance) as well as a range of possible indirect impacts associated with construction works (notably increased turbidity and smothering of seagrass) and permanent changes in river hydrology which could alter sediment deposition and availability of suitable habitat. The aquatic surveys currently underway by Marine Solutions and proposed hydrological modelling will be used to quantify the potential impacts and outline management and mitigation measures.

The Project also has the potential to introduce, or create conditions favourable to, invasive marine species. Management measures during construction, including vessel hygiene, will be important to manage the potential for spread of invasive aquatic species.

Further aquatic ecology studies are underway (refer Section 7) to further characterise potential impacts.

There is some potential for underwater noise to impact on aquatic species and this risk will be addressed by proposed noise assessment work underway (refer Section 6.2.7).

6.2.3 Air quality and emissions

The construction and operational phases of the Project have the potential to generate air emissions, particularly dust and vehicle exhaust.

During construction earthworks, vehicle movements, material transportation and stockpiles all have the potential for localised dust emissions. Vehicle and machinery emissions will occur through the construction phase.

Once operational the new bridge will alter the route of vehicle movements through the area, as well as potentially facilitating a change to the traffic volume and composition particularly through the removal of existing heavy vehicle limits on the existing bridge. These changes could result in altered vehicle emissions in the local area.

There are residences and other sensitive receptors scattered throughout the Project area and consideration will be made through the assessment phase of potential impacts and mitigation to protect the health and amenity of nearby residences and other sensitive receptors.

To address the potential for air emissions an Air Impact Assessment will be undertaken, addressing both construction and operational project phases (refer Section 7).

6.2.4 Contaminated sediments

Sediments in the vicinity of the existing Bridgewater Bridge are known to contain elevated levels of some contaminants. The proposed works have the potential to release these contaminants into the aquatic environment through sediment disturbance during activities such as piling, localised dredging to facilitate construction, dewatering or reclamation activities.

As outlined in Section 5.5 preliminary data indicates the key contamination risk from the sediments is associated with metals. Elutriate testing indicates metals were generally not released in significant concentrations from sediment, but further work on this matter is underway.

The extent of disturbance to contaminated sediments is not yet known as the site is yet to be fully characterised and the construction approach is yet to be determined. Some construction methods have a higher risk of sediment mobilisation (and contaminant release) than others.

Further investigation is currently underway to further characterise the contamination profile and potential risks associated with sediment disturbance (refer Section 7).

6.2.5 Acid sulphate soils

Desktop review and preliminary sampling indicates a high risk of acid sulfate soils occurring within the Project site, particularly in the aquatic environment. If acid sulfate soils do occur on site the construction works have the potential to disturb this material, resulting in oxidation and potential generation of acid. Acid drainage or acid waters generated within the aquatic environment could have a significant impact on water quality and the aquatic environment more broadly.

The extent to which construction activities could disturb any ASS on site is dependent on the construction techniques adopted.

Further investigation is currently underway to characterise the ASS risk across the Project site (refer Section 7).

6.2.6 Surface water quality

Bridge construction has the potential to impact surface water quality through surface water runoff from terrestrial works and via disturbance in the aquatic environment that could lead to changes in water quality within the River Derwent.

In the terrestrial environment, construction works create an increased risk of erosion and surface runoff containing high levels of sediments and potentially other contaminants from the construction process. If such runoff enters natural waterways it can compromise water quality and aquatic systems. Construction controls will be implemented to address this risk.

In the aquatic environment, construction could result in impacts to water quality within the River Derwent through demolition works, release of waste or sediment into the aquatic environment and disturbance to sediments resulting in increased turbidity and potentially the release of contaminants contained within those sediments or the generation of acid through oxidation of acid sulfate soils.

Preliminary work has been undertaken on the risk of release of contaminants or the generation of acid as a result of sediment disturbance. Further investigation is underway to fully characterise these risks (refer Section 7).

6.2.7 Noise emissions

The Project has the potential to generate noise impacts during the construction and operational phases.

During construction, noise will be generated by heavy vehicles, machinery (including equipment used for piling operations) and truck movements both within and off site. There are several parts of the Project site in proximity to existing residential dwellings and other sensitive receptors, and the potential for construction noise at these locations will need to be quantified, assessed and managed.

Once operational, the Project will result in modifications to road access on either side of the river, altering the existing noise environment and potentially increasing or decreasing the road noise experienced at residential dwellings and other sensitive receptors

Additionally, the Project will facilitate a change in road usage, particularly for larger vehicles currently restricted on the existing bridge and could result in a change in overall traffic flow and composition in the area.

At this stage, the exact impact is unknown but work is currently underway to collect background (existing) noise data to be used in modelling to quantify the impact. To address the potential noise impacts anticipated during the construction and operational phases, a Noise Impact Assessment will be undertaken as part of the Project. This assessment is expected to identify mitigation measures, such as noise barriers and other controls, to be applied during construction and operational phases of the Project.

6.2.8 Marine and coastal environment

In addition to the marine impacts outlined above (aquatic ecology, sediment disturbance, ASS and water quality) the proposed works also have the potential to impact upon marine and coastal processes.

It is intended that the existing causeway will remain in place and that any new structures in the river channel will involve bridge piers/supports, allowing water to flow between and around. In this way the potential for major hydrological changes as a result of the Project is limited, although the potential to increase the height of the causeway will require modelling to confirm upstream impacts. This work is currently underway.

Any changes to existing structures within the river have the potential to affect water flow, resulting in possible scouring, coastal erosion or changes to sediment movement and deposition. A hydrodynamic model will be used to quantify these impacts (refer Section 7).

6.2.9 Geoconservation

As outlined in Section 5.3, there are two geoconservation sites within the development footprint:

- Lower Derwent River Estuarine Delta and Flood Plains and
- Granton to New Norfolk Quaternary Stratigraphic Sites.

The former of these is a large estuarine delta and although works will occur within the site, the very scale of the listing and the nature of the proposed works suggest potential for large scale impact to the site is limited.

The latter is a series of small sites along the Lyell Highway, Boyer Road and Brooker Highway which are road cuttings which expose Quaternary sediments deposited on the margins of the lower Derwent River Flood Plain. The listing states the management goal for the site is to maintain access to representative exposures and notes that important exposures could be lost or degraded by road works. Impacts to this site are likely and further investigation is required to quantify the degree of impact and identify possible mitigation measures.

A geomorphological survey is underway (refer Section 7).

6.3 Key Health, Economic and Social Impacts

6.3.1 Health

There are no key health effects identified by the proponent.

6.3.2 Social

The Bridgewater Bridge connects growing residential areas at Brighton with central Hobart. It is part of the northern commuter route to and from Glenorchy and the Hobart CBD. Increased traffic congestion on and in the vicinity of the Bridge impacts on travel times and reliability for users.

The outer northern suburbs of Hobart include areas of high socio-economic disadvantage, with lower educational attainment and household incomes compared to the rest of Hobart⁸. The Project will see improvements to travel times and reliability for cars and public transport, which will support improved access to jobs and services for residents.

The Bridgewater Bridge is a vital part of the National Land Transport Network, providing the link between the Midland Highway and Brooker Highway, on the main northern access route into Hobart.

The Derwent Estuary is commonly used for recreation, boating, fishing and marine transportation. The estuary's natural values are closely integrated with the social fabric of the region. People are attracted to the region for many of the opportunities that the estuary offers, including aesthetics, recreational pursuits – such as kayaking, water sports, fishing and bird watching – and simply being able to connect with the natural environment.⁹

6.3.3 Economic

Over 99% of Tasmania's interstate freight by volume, moves by sea. The majority of these volumes are moved through Burnie and Devonport Ports, and on the State Road network. A high standard and efficient road network is critical to the ability of business and producers located in Southern Tasmania to access interstate goods and markets.

The Bridgewater Bridge is a key part of the Burnie to Hobart Freight Corridor, supporting high volume freight movements between the southern and northern regions.

Tasmania's land freight volume is forecast to grow by 60% over the 20 years between 2015 and 2035 with the largest gross volume increase seen along the Burnie to Hobart freight corridor. Approximately 1.8 million freight tonnes crossed the Bridgewater Bridge in 2015, with this figure projected to rise to 3 million tonnes by 2035.¹⁰

In 2016, 26,000 heavy vehicle trips were made each day across Greater Hobart, of which nearly 8,500 used one of the three Derwent River crossings. Of these movements, nearly 1,900 heavy vehicles used the Bridgewater

⁸ Brighton Council, Brighton Structure Plan 2018

⁹ Derwent Estuary Program, State of the Derwent Estuary Report, 2015

¹⁰ Tasmanian Integrated Freight Strategy (DSG, 2016b)

Bridge, representing 22% of all heavy vehicle trips across each of the three bridges and 7% of all heavy vehicle trips made across Greater Hobart.¹¹

Approximately 30% of employment in Greater Hobart is directly reliant on having an effective and efficient freight link.¹² As the Bridgewater Bridge is located in proximity to the Brighton Transport Hub, it is the key Derwent River Crossing for the majority of freight originating in or destined for Hobart and Southern Tasmania.

The Project will deliver improved capacity to cater to the future freight task, including higher freight volumes and improvements to freight productivity (for example, higher mass vehicles and changing vehicle configurations).

6.4 Potential heritage impacts and their management

6.4.1 Aboriginal heritage

A survey of a broad corridor was undertaken in May 2020. Five Aboriginal sites were identified. Four of these sites are re-recordings of registered Aboriginal sites (AH1382, AH1383/AH7775, AH7776, 11873), and the fifth site was a new recording (13833).

The AHR search results also indicated a further four registered Aboriginal sites that are reported to be located within the broader Bridgewater Bridge study area corridor (sites AH10801, AH10802, AH1381 and AH11190). Sites AH1381 and AH11190 are unable to be relocated. Sites AH10801 and AH10802 are no longer relevant as these were managed during construction of the Southern Brighton Bypass, under Permit No. 09/08.

Three Potential Archaeological Deposits (PADs) were also identified within the broader Bridgewater Bridge study area. PAD 1 (contains AH7775/1383) and PAD 2 (contains AH7776, AH1382 and AH 1381) and PAD 3 (contains no known site at present).

Of the results above, the following sites are now outside of the Project Land and will not be impacted:

- PAD 2, including sites AH7776, AH1382 and AH 1381, and
- Site 11873.

PAD 1 (including sites AH7775/1383) sits immediately outside the Project Land, but given proximity to the boundary, subject to a Aboriginal Heritage permit application, a program of sub-surface investigations is proposed to confirm the extent and nature of any additional values. The preferred management recommendation is to avoid any impacts to identified values and put measures in place to protect sites during construction.

Below is a summary of the known and potential Aboriginal Heritage values located within the Project Land and the recommended management options from the CHMA 2020 Bridgewater Replacement Scoping Project Aboriginal Heritage Report -

- PAD 3 - Subject to permit application, implement a program of sub-surface investigations to confirm the extent and nature of any Aboriginal heritage values. Preferred management recommendation is to avoid any impacts to values, if found, and put measures in place to protect areas during construction and

¹¹ 1,882 Total Heavy Vehicle average day trips used the Bridge of 26,629 trips between Hobart Travel Zones - DSG: 'BWB_ScenarioAssessment' - 28/09/2018.

¹² Department of Employment Industry Employment Projections (2017b)

- Sites AH13833 and AH11190 - Preferred management option is to avoid impacts to these sites and to put measures in place to protect sites during construction. If sites may be impacted by the Project construction work, then a Permit application to impact prior to construction works proceeding will be required.

6.4.2 Historic heritage

The Project proposes demolition of the Bridge as well as potential impacts on causeway, southern abutments of the 1874 bridge, the curtilage of the Black Snake Inn and 37 Black Snake Road.

To the extent that the proposed development involves works within a Heritage Place, the Project will require assessment under the HCHA. Any impacts on the Black Snake Inn and 37 Black Snake Road would also be assessed under the Historic Heritage Code of the Glenorchy Interim Planning Scheme 2015.

Any impacts on the following places would also be assessed under the Historic Heritage Code of the Brighton Interim Planning Scheme 2015, if that planning scheme has not been replaced by the Brighton LPS at the time of assessment of the Project by the Development Assessment Panel:

- 1874 Bridge abutments – north (518540E/5268033N)
- 1893 bridge abutments – north (518471E/5268075N) and
- Bridgewater Bridge Railway Station.

The Historic Heritage Code under a LPS of the Tasmanian Planning Scheme will not apply to a place that is listed on the Tasmanian Heritage Register (THR) under the HCH Act.

An assessment of the potential impacts of the works to the historic cultural heritage significance of the Bridgewater Bridge (and its various features) is currently underway. In support of this review any Heritage Impact Assessment (HIA) will consider the Tasmanian Heritage Council's Works Guidelines for Historic Heritage Places, 2015.

The existing bridge was constructed between 1937 and 1946 and is the fourth bridge to be constructed in this location. The Project will address the need for, and impacts of its demolition, considering the broader economic, social and environmental context informing this decision. This will include an assessment of the Project against the objectives of the resource management and planning system and the planning process set out in Schedule 1 of the Act as relevant under Section 4A of HCHA. It is estimated that the operation and maintenance of the existing Bridgewater Bridge would cost approximately \$1 million per year over the next 50 years. This estimate includes periodic upgrade works of approximately \$23 million, but excludes potential additional capital works expenditure of a further \$50 to 60 million.

Furthermore, retention of the bridge structure would not necessarily preserve all of its historic values. It is noted that the welded construction technique used in its construction has been identified as a feature of potential historic significance. However, the construction of the Bridgewater Bridge predates current acceptable welding techniques, and leads to doubts regarding quality and strength of welds. Given the limited knowledge of welding, (ie weld strength, weld material, fatigue detailing and welding methods) around that time, in particular for structures of this magnitude, the workmanship, quality and strength of the welds has been identified as a critical risk. A number of the welds connecting the cross bracing to the road plate girders have previously failed and a number of weld repairs have been carried out by the maintenance contractor to repair these failures over the past 5 to 10 years. Replacement of most or all welds on the structure may be necessary to address the risk of failure if it is not demolished in the short to medium term.

While mitigation of the direct impacts presented by the demolition of the existing Bridgewater Bridge are unlikely, direct and indirect impacts to the remainder of the place, and the curtilage of the Black Snake Inn and 37 Black Snake Road may be mitigated through a range of actions including:

- iterative design process which seeks to mitigate direct (physical) impacts where possible
- design development to mitigate indirect (visual) impacts
- photographic archival recording
- interpretation planning and
- development of a Construction Heritage Management Plan to mitigate direct and indirect works during construction.

7 Current and proposed surveys and studies

This section addresses the requirements of 60F(1)i) of the Act as listed below.

60F(1)i)	<i>The surveys, and studies, proposed or being undertaken in respect of the project</i>
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	Proposed Scope	Timing
Geotechnical	<p>A program of geotechnical investigations was undertaken in April 2020</p> <p>Option as part of Early Contractor Involvement (ECI) phase</p>	<p>June 20</p> <p>anticipated first quarter 2021</p>
Marine environment and aquatic ecology	<p>Marine Environmental Assessment including:</p> <ul style="list-style-type: none"> • Acoustic Doppler Current Profiler (ADCP) deployment to measure current velocity and direction • Visual plume assessment using fluorescein dye • Baseline water quality monitoring • Deployment of turbidity loggers • Deployment of sediment traps • Deployment of light loggers • Baseline sediment quality monitoring including ASS/PASS and particle size (preliminary coverage only) • Aquatic habitat mapping • Dive surveys <p>This data will be used to develop a baseline understanding of the aquatic environment, feed into other specialist studies (eg hydrodynamic modelling) and inform an assessment of potential impacts to the aquatic environment.</p>	<p>Underway</p>
Hydraulic and hydrology modelling	<ul style="list-style-type: none"> • Flood Study Report including hydrology, flood modelling and hydraulic analysis including the effect of sea level rise • Hydrodynamic modelling to understand predicted sediment plume 	<p>Underway</p> <p>anticipated first quarter 2021</p>

Sea level- climate change	Impacts to sea level and flood events as a result of climate change are being considered as part of the above hydraulic modelling work.	As above
Groundwater	Conceptual groundwater model for the site indicating local and regional aquifer flows and identifying potential impacts of the project on groundwater.	Underway To be completed before end 2020
Geomorphology	<p>Geomorphological Assessment including:</p> <ul style="list-style-type: none"> • Desktop assessment of available data to characterise the geomorphic conditions • Site assessment of geomorphological values and conditions • Localised wave assessment and consideration of how wave conditions may be affected by the project • Assessment of the effect of the project on shoreline erosion rates and river process geomorphology • Assessment of the potential impact on listed geomorphology sites • Mitigation and management measures 	Underway To be completed before end 2020
Terrestrial ecology and avifauna	<p>Terrestrial ecology survey in general accordance with the <i>Guidelines for Natural Values Surveys – Terrestrial Development Proposals</i> (DPIPWE, 2015) including assessment of vegetation communities, threatened flora, threatened fauna, weeds and pathogens.</p> <p>Surveys to be conducted over several seasons including autumn and spring 2020 and summer 2020/2021.</p> <p>Additional targeted survey work includes:</p> <ul style="list-style-type: none"> • Follow up seasonal surveys in spring and summer to detect potential grassland ephemerals • Extension surveys outside of the development footprint for key species to understand local distribution • Avifauna surveys undertaken over several seasons and times of day to characterise the use of the site by waterfowl • Roadkill surveys to identify species and provide a baseline dataset against which the project can be assessed to understand any change in roadkill 	Underway

Aboriginal Heritage	<p>Aboriginal heritage assessment for the broader Bridgewater Bridge route corridor, including:</p> <ul style="list-style-type: none"> • a search the Aboriginal Heritage Register (AHR) to determine whether any registered Aboriginal heritage sites are located within or in the general vicinity of the Bridgewater Bridge study area corridor, • field survey over a period of three days predominantly focused on those parts of the study corridor that had been subject to comparatively lower levels of disturbances, and where the natural soils were still available for inspection. • Subject to permit approval sub-surface investigations are proposed for PADs 1 and 3 to confirm nature and extent of new values. 	<p>Underway</p> <p>completed</p> <p>Completed</p> <p>November 2020</p>
Historic heritage	<p>Historic Heritage Assessment including Archaeological Zoning Plan</p> <p>Review of assessment of significance against state criteria/threshold</p> <p>Heritage Impact Assessment</p> <p>Interpretation Plan</p> <p>Archival record of any places that may be subject to disturbance or demolition such as the existing Bridge or outbuilding at 37 Black Snake Road</p>	<p>September 2020</p> <p>September 2020</p> <p>At key design milestones</p> <p>September 2020</p> <p>2021</p>
Visual Assessment	Views and vistas study Visual impact assessment	<p>Late 2020</p> <p>At key design milestones</p>
Contaminated sediment and acid sulphate soils	<p>Contamination and ASS Assessment including:</p> <ul style="list-style-type: none"> • Desktop review of available data to determine contamination and ASS risks (terrestrial and aquatic) within the project site • Sediment Analysis Plan (SAP) to define additional sampling requirements • Soil and sediment sampling in accordance with SAP and relevant guidelines 	Underway

	<ul style="list-style-type: none"> Report assessing the risk of contamination and ASS resulting from the project and mitigation measures to manage identified risks 	
Noise	<p>Noise Impact Assessment addressing construction and operational noise impacts including:</p> <ul style="list-style-type: none"> Identify sensitive receptors (residences) and determine noise criteria Baseline noise monitoring Noise modelling Report assessing the potential impact of noise and vibration during construction and operation along with mitigation measures where required 	Underway
Air Emissions and air quality	<p>Air Quality Impact Assessment for both construction and operational phases including:</p> <ul style="list-style-type: none"> Identification of air emission constituents of concern and sensitive receptors Assessment of construction and operational phase emissions Development of construction phase management and mitigation strategies and operational phase mitigation measures if required 	Underway
Traffic impacts	<p>Traffic Impact Assessment for both construction and operational phases including:</p> <ul style="list-style-type: none"> expected traffic movements freight vehicles cycle and pedestrian movements impacts on local roads compliance with relevant standards 	Underway
Light spill	An assessment of lighting impacts including glare and light spill on the vicinity (addressing construction and operational phases)	2021
Landscaping plans (site rehabilitation)	Concept landscaping plan including rehabilitation and planting areas, integration of bike and pedestrian links, connectivity to existing open spaces, 'gateway treatments' etc	Scoping phase

Recreational Impacts Assessment	An assessment of the Project on the recreational users of the area including impacts on river users, fishing, bird watching, pedestrian and cycling activities.	2021
Socio economic impact assessment	A socio-economic impact assessment prepared in accordance with the EPA Guidelines for Preparing and Environmental Impact Statement.	To be completed before end 2020
Waste management	<p>Consideration to the disposal of waste material generated from the development, such as PASS or contaminated material, is currently being assessed and a management plan will be prepared.</p> <p>The final detail with regard to the treatment and destination of that waste will be developed as the design is finalised by the Contractor</p>	To be completed before end 2020

8 Proposed Project timetable and level of assessment

This section addresses the proposed timetable for the completion of the construction phase of the Project as required by 60F(1j) of the Act.

A commitment has been made by the Tasmanian Government for vehicles to use the new bridge by the end of 2024. The proposed timetable for construction of the Project is shown in the following timeline and table.



Time	Activity
January 2020	Geotechnical, heritage and environmental investigations of the area around the bridge started in January 2020 and are ongoing.
August 2020	An Early Contractor Involvement (ECI) procurement process with a Request for Proposal.
October 2020	Reference Design Finalised
December 2020	Announcement of the two successful contractors to go through to the competitive design and tender stage
Late 2021	Design and Construct contract awarded
2022	Start Works
Late 2024	New Bridge open to traffic

9 Level of assessment

This section addresses the requirements of 60F(1)k) of the Act.

As addressed in this section, the Project is not one that is reasonably likely to require approval from the Commonwealth under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA) and is not then a bilateral agreement project (as defined in the Act).

As outlined in Sections 5.4 and 6.2, there are a small number of species and communities occurring or predicted to occur within the Project Land extent that are listed under the EPBCA. However, the extent of impact to these values is not expected to be significant or trigger the need for approval under the EPBCA.

Some areas within the Project Land correspond to the EPBCA listed Subtropical and Temperate Coastal Saltmarsh community, however, this community is listed as vulnerable and therefore is not categories as a Matter of National Environmental Significance (MNES) under the EPBCA and referral is not required. There are grassy habitats within the Project Land but none are considered to meet the key traits and condition criteria for listing as Lowland Native Grasslands of Tasmania under the EPBCA.

A small area within the Project Land provides potential habitat for the Australasian bittern but the nature of the available habitat in the context of surrounding habitat, and the extent of impact is not considered likely to have a significant impact on the species.

The Australian Grayling is expected to periodically occur during its seasonal migration between freshwater and the marine environment. With mitigation measures in place impacts to the species can be minimised and approval under the EPBCA is not expected to be required.

The Bridgewater Bridge, causeway or any places in the vicinity are not listed on the World, National and/or Commonwealth Heritage List. Therefore, the Project does not require assessment under the EPBCA for heritage features.

In conclusion, the Project is considered unlikely to have a significant impact on any MNES requiring approval from the Australian Government under the EPBCA.

10 Statement as to eligibility for declaration as a Major Project

This section addresses the requirements of section 60F(1)(l) of the Act including the eligibility requirements of 60M and 60N of the Act as listed below:

60M	<p><i>(a) the project will have a significant impact on, or make a significant contribution to, a region's economy, environment or social fabric;</i></p> <p><i>(b) the project is of strategic importance to a region;</i></p> <p><i>(c) the project is of significant scale and complexity.</i></p>
60N	<p><i>Assessment in relation to furthering the objectives in schedule 1 of the Act, no contravention of State Policies and no inconsistency with the Southern Tasmania Regional Land Use Strategy 2013</i></p>

10.1 Statement as to eligibility to be declared as a Major Project

Pursuant to s60F(1)(l) an MPP must contain a statement as to why the Minister ought to be of the opinion that the Project is eligible under 60M to be declared a major project. This section contains the s60F(l) statement which is that the Minister ought to be of the opinion that the Project is eligible because:

- A project is eligible to be declared a Major Project if it has 2 or more of the attributes listed under ss60M(1) and
- In this case the Project is considered to satisfy all 3 of the criteria as set out in the following table.

The supporting basis for the statement is set out in detail below.

Major Project Eligibility Criteria

60M(1) subject to section 60N, a project is eligible to be a major project under section 60O if, in the opinion of the Minister, the project has 2 or more of the following attributes:

(a) the project will have a significant impact on, or make a significant contribution to, a region's economy, environment or social fabric;

- The Project will make a significant contribution to the southern region and Tasmania.
- The \$576 million project is the largest ever investment in a single transport infrastructure project in Tasmania's history. This level of funding will have a significant economic impact, generating employment in project planning, delivery and construction.

- The activity and employment created by the Project will see increased spending within the region, with local businesses expected to benefit.
- A new Bridgewater Bridge will deliver improved freight efficiency on the State's premier Burnie to Hobart Freight Corridor.
- The Project will deliver a contemporary bridge design, consistent with the standards expected of the Australian Government-funded National Land Transport Network.
- A new Bridgewater Bridge is identified as a medium term (5-10 year) initiative on Infrastructure Australia's Infrastructure Priority List.

(b) the project is of strategic importance to a region;

- The Project will deliver improved freight efficiency and accessibility for the Southern Region. The Bridge is a critical link in the Region's freight supply chain, connecting the Brighton Transport Hub to key metropolitan freight generation and distribution areas in Glenorchy.
- The Project will improve travel reliability for passenger vehicles. The Bridge connects high growth residential areas in Brighton to central Hobart.
- The Project will provide for unobstructed access for river traffic to New Norfolk.

(c) the project is of significant scale and complexity.

- The Project involves three planning authorities – Brighton, Derwent Valley and Glenorchy.
- Part of the Project Land lies outside the jurisdiction of a planning authority.
- The Project extends through the River Derwent Conservation Area.
- The Project will require assessment and permits under one or more of the following acts – *Historic Cultural Heritage Act 1995, Threatened Species Protection Act 1995, Aboriginal Heritage Act 1975 and Environmental Management and Pollution Control Act 1994.*
- The technical requirements of the Project are broad and detailed, reflecting the scale and complexity of the Project. These include advice on geotechnical, cultural, Aboriginal heritage, environmental, engineering, design and planning issues.
- The proposed bridge will provide a vital transport link on Tasmania's key north-south intrastate corridor and within the Greater Hobart metropolitan region. It will deliver a broad public benefit beyond the municipal areas of Brighton, Derwent Valley and Glenorchy.

10.2 When project is ineligible to be declared as a Major Project

Section 60N has the effect that, despite s60M, a project cannot be declared a Major Project if it would not further, be in contravention or inconsistent with a number of planning objectives, policies or if it involves forestry or Finfish farming. As set out in the following Table (and dealt with further in the sections that follow), it is considered that there are no matters listed under s60N that would mean that the Project is ineligible to be declared a Major Project.

A Project is ineligible to be a Major Project if	Submission
<i>(1)(a) would not further the objectives specified in Schedule 1; or</i>	As discussed in Section 11.1 the Project is considered to further the Objectives of the Act. It follows sound strategic planning and has been identified as a critical piece of public infrastructure as part of the National Land Transport Network. The Project will be prepared with careful consideration of social, environmental and economic factors.
<i>(1)(b) would be in contravention of a State Policy; or</i>	As discussed in Section 11.2 the Project will not contravene State Policies.
<i>(1)(c) would be in contravention of the TPPs; or</i>	There are no Tasmanian Planning Policies made at this time.
<i>(1)(d) would be inconsistent with a regional land use strategy that applies to the land on which the project is to be situated</i>	As discussed in Section 11.3 the Project is not considered to be inconsistent with the Southern Tasmania Regional Land Use Strategy 2015 as the relevant regional land use strategy.
<i>(2)(a) relates to a matter, or includes a use or development, referred to in section 11(3); or</i>	The Project does not involve matters of forestry operations, mineral explorations, fishing or marine farming referred to in section 11(3) of the Act.
<i>(2)(b) relates to a matter, or includes a use or development, that is an EL activity within the meaning of the EMPC Act.</i>	The Project does not relate to matters of Finfish farming and therefore does not include use or development for an EL activity under the <i>Environmental Management and Pollution Control Act 1994</i> .

10.3 Information to be included in Major Project declaration s60O and s60Q

This MPP includes the relevant information set out under section 60Q(1) and (2) required to form part of a declaration under section 60O. Refer to the table in Section 1.3.

10.4 Other use and development

The proponent is not aware of other use and development that its necessary for the implementation of the Project that should be included in the Minister's declaration pursuant to section 60Q(4).

11 Planning aspects

This section addresses the requirements of 60F(1)m) as listed below and other Planning aspects relevant to the Minister’s assessment under 60N.

60N	Assessment in relation to the furtherance of the objectives in schedule 1 of the Act, no contravention of State Policies and no inconsistency with the Southern Tasmania Regional Land Use Strategy 2013
60F(1)m)	an assessment of the extent to which the project complies with the requirements of the relevant planning scheme and a statement as to the amendments, if any, that would be required to be made to an LPS in order for the project to so comply

11.1 Objectives of Schedule 1 of the Act

The Objectives of the Act are set out in Schedule 1. Pursuant to s60N a project is not eligible to be declared a major project if the project would not further the objectives specified in schedule 1. The following section demonstrates that the Project would further these objectives.

Schedule 1 Part 1

Objective	Comment
<i>(a) To promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;</i>	A wide range of studies to fully understand and mitigate any impacts have been prepared and are ongoing. The Project is unlikely to have impact on MNES. Within functional design constraints, the Project will be designed to avoid, minimise and mitigate impacts on natural and physical resources and on this basis it is considered likely that the Project will further this Objective.
<i>(b) To provide for the fair, orderly and sustainable use and development of air, land and water;</i>	The Project relates to a long-established river crossing at this location. Subject to sensitive design and management it is expected that the Project will further this Objective.
<i>(c) To encourage public involvement in resource management and planning;</i>	The Project has involved extensive consultation over many years. These activities are summarised in Section 13 and further statutory opportunities for input into the assessment of the Project will be

	available through the Major Projects process. The project will further this Objective.
<i>(d) To facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c) above.</i>	The Project will be designed with due consideration of environmental, social and economic factors as set out throughout this MPP and will further this Objective.
<i>(e) To promote sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.</i>	As discussed in Section 13.2 the Project will continue to be prepared in close consultation with State agencies, local government, a range of key stakeholders and the community consistent with this Objective. Further opportunities for input from all of these stakeholders will be provided through the Major Projects approval process.

Schedule 1 Part 2

Objective	Comment
<i>(a) To require sound strategic planning and co-ordinated by state and local Government;</i>	The Project follows extensive investigations into the condition and suitability of the existing bridge and in 2018 was identified as a 5-10 year initiative in Infrastructure Australia's Infrastructure Plan Priority list. It is a significant strategic planning project to the State and southern region in particular.
<i>(b) To establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;</i>	As discussed in Sections 11.4 and 11.5 the Project is considered likely to be able to satisfy the majority if not all provisions of the three applicable planning schemes. A detailed assessment will be provided with the Project Impact Statement including any recommendations for any amendments to a Local Provisions Schedule of the relevant planning schemes.
<i>(c) To ensure the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;</i>	The environmental values of the land and the potential impacts of development will be assessed in detail in the Major Project Impact Statement. A wide range of site investigations are underway to fully understand the values within and adjacent to the Project Land.
<i>(d) To require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource</i>	The Project to be assessed through the Major Projects process as set out under Section 60 of the Act will further this Objective.

<i>management policies at State, regional, and municipal levels;</i>	
<i>(e) To provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals;</i>	A coordinated assessment of the Project through the Major Project process as set out under Section 60 of the Act will further this Objective.
<i>(f) To secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania;</i>	The intended environmental investigations to support the Major Project Impact Statement will ensure that the Project is assessed with due regard to this Objective.
<i>(g) To conserve those buildings, areas or other places which are of scientific, aesthetics, architectural or historical interest, or otherwise of special cultural value;</i>	The Project will be supported by detailed heritage impact assessment and an interpretation plan prepared as part of the Major Project Impact Statement for due consideration by the Tasmanian Heritage Council and the Development Assessment Panel as part of the Major Project Assessment process. The Project will further this Objective.
<i>(h) To protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;</i>	The Project is a significant upgrade to existing transport infrastructure for the benefit of the public and will be coordinated with public utility providers and the local road authorities of Brighton, Derwent Valley and Glenorchy and will further this Objective.
<i>(i) To provide a planning framework which fully considers land capability;</i>	The site is not suited to rural or agricultural uses and does not affect the attainment of this Objective.

11.2 State Policies

Pursuant to s60N a project will be ineligible to be declared a major project if the project *would be in contravention of a State Policy*. This can be contrasted with the reference to the schedule 1 objectives of the Act which must be furthered.

It is important to consider what “contravention of a State Policy” means in the context of the *State Policies and Projects Act 1993 (SPP Act)* being the legislation that enables the creation of these policies.

Contravention of a State Policy is an offence pursuant to s14 of the SPP Act and in this respect it has been recognised that the SPP Act makes provision for a State Policy to contain provisions that impose strict obligations¹³.

It is noted that not all provisions of State Policies are expressed as requiring compliance with a requirement or obligation, which if breached will amount to “contravention”. There is then a distinction between determining whether there is a contravention of an obligation or requirement imposed by a State Policy and the assessment of a project for consistency with the outcomes or goals of a State Policy.

The determination of whether a project is ineligible for declaration as a major project because of contravention of a State Policy is then limited to consideration of whether the project will breach an obligation or requirement of a State Policy. This determination does not involve a full assessment of the project against all the principles and outcomes of a State Policy and this assessment will occur in the Major Project Impact Statement.

It follows then that this MPP is not required to provide a full assessment of the Project against the principles and outcomes of all applicable State Policies as will be addressed in the Major Project Impact Statement at a later stage.

As set out in this section, the Project will not contravene any requirement or obligation of a State Policy. This section also identifies the relevant outcomes and principles of relevant State Policies and provides comment as to how these outcomes are supported and/or will be achieved or addressed in the Major Project Impact Statement.

The following State Policies are made under the State Policies and Projects Act 1993:

- State Policy on the Protection of Agricultural Land 2009
- State Policy on Water Quality Management 1997
- Tasmanian State Coastal Policy 1996 and
- National Environmental Protection Measures.

11.2.1 State Policy on the Protection of Agricultural Land 2009

The purpose of the State Policy on the Protection of Agricultural Land 2009 is:

“to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land”.

The Policy applies to all agricultural land in Tasmania. The Project will not impact on agricultural land and will not conflict with this Policy.

11.2.2 State Coastal Policy 1996

The *State Coastal Policy 1996* applies to the site as it is within 1 km of the high-water mark. It applies to the Crown and statutory authorities. Planning authorities are also required to give effect to this policy.

There are no specific obligations or requirements of the State Coastal Policy that are triggered by the Project.

¹³ see for example *St Helen’s Landcare and Coastcare Group Inc v Break O’Day Council and Smartgrowth Integrated Architecture and Urban Design* [2007] TASSC 15 at [65]

This policy includes the following Outcomes that are considered most relevant to the Project:

- *1. Protection of Natural and Cultural Values of the Coastal Zone*
 - 1.1. NATURAL RESOURCES AND ECOSYSTEMS*
 - 1.2. CULTURAL AND HISTORIC RESOURCES*
 - 1.3. CULTURAL HERITAGE*
 - 1.4. COASTAL HAZARDS*
- *2. Sustainable Development of Coastal Areas and Resources*
 - 2.1. COASTAL USES AND DEVELOPMENT*
 - 2.5. TRANSPORT*
 - 2.6. PUBLIC ACCESS AND SAFETY*

The Project, being critical transport infrastructure, will upgrade and replace the existing bridge crossing in the same location. It will avoid the construction of new coast hugging roads and will provide safe and efficient movement across the River Derwent in a manner that minimises impacts on natural and cultural values. On the basis of the proposed approach to these matters as discussed in Section 6 it is considered that the Project will support the Outcomes of the State Coastal Policy.

Policy Outcomes	Comment
<i>1. Protection of Natural and Cultural Values of the Coastal Zone</i>	
<i>1.1. NATURAL RESOURCES AND ECOSYSTEMS</i>	
<p><i>1.1.1 The coastal zone will be managed to ensure sustainability of major ecosystems and natural processes.</i></p>	<p>The land is highly modified by human development and significant parts of site are dominated by built structures and non-native species and vegetation communities. Weed infestations are common across the site.</p> <p>Amongst these non-native environments are pockets of native vegetation, some threatened vegetation communities, some threatened flora and possible habitat for native fauna.</p> <p>The design of the bridge will avoid impacts where possible, but some removal of native vegetation may be required for the bridge. In the broader context of the river environment this impact will be minimal.</p> <p>Natural processes relate primarily to the flowing river under tidal influences, which the proposed bridge will not unacceptably impede.</p> <p>Having regard to the above the Project will be managed to avoid or mitigate impacts on ecosystems</p>

	<p>and natural processes and any impacts will be relatively minor.</p> <p>The Project does not contravene this outcome.</p>
<p><i>1.1.2. The coastal zone will be managed to protect ecological, geomorphological and geological coastal features and aquatic environments of conservation value.</i></p>	<p>The Project Land is partly situated inside the River Derwent Marine Conservation Area. The management objectives for reserved land under the National Parks and Reserves Management Act 2002 provide the appropriate protections for the reserve.</p> <p>Subject to the appropriate management of natural values it is considered that the environmental objectives of the Conservation Area will be met.</p> <p>The Project also presents opportunities for interpretation and education of the environmental and heritage values of the River Derwent Marine Conservation Area as well as improved pedestrian and cycle crossing. These aspects of the Project would further the attainment of the Objectives for the management of the Conservation Area.</p> <p>In addition to environmental values as discussed in relation to 1.1.1, the geomorphological, geological and aquatic environments of conservation value have been identified (see Sections 5 and 6.2 above). The Project will avoid or mitigate these impacts.</p> <p>The Project does not contravene this outcome.</p>
<p><i>1.1.3. The coastal zone will be managed to conserve the diversity of all native flora and fauna and their habitats, including seagrass and seaweed beds, spawning and breeding areas. Appropriate conservation measures will be adopted for the protection of migratory species and the protection and recovery of rare, vulnerable and endangered species in accordance with this Policy and other relevant Acts and policies.</i></p>	<p>The design of the bridge will avoid native flora and fauna habitat where possible, but some removal of native vegetation will be required for the bridge and in the broader context of the river environment this impact will be minimal.</p> <p>The Project does not contravene this outcome.</p>
<p><i>1.1.4. Exotic weeds within the coastal zone will be managed and controlled, where possible, and the use of native flora encouraged.</i></p>	<p>Ecological investigations have revealed declared and other weeds (particularly boxthorn, white and fennel) that are widespread and abundant in the area.</p> <p>These weeds will be managed within areas of disturbance as part of detailed construction and</p>

	<p>environmental management plan to be prepared prior to commencement of works.</p> <p>The Project does not contravene this outcome.</p>
<p><i>1.1.5. Water quality in the coastal zone will be improved, protected and enhanced to maintain coastal and marine ecosystems, and to support other values and uses, such as contact recreation, fishing and aquaculture in designated areas.</i></p>	<p>Prior to bridge construction a soil and water management plan will be prepared and adhered to during construction.</p> <p>Long term the bridge pylons will not impede water flow or reduce water quality in the Project area.</p> <p>The Project does not contravene this outcome.</p>
<p><i>1.1.6. Appropriate monitoring programs and environmental studies will be conducted to improve knowledge, ensure guidelines and standards are met, deal with contaminants or introduced species and generally ensure sustainability of coastal ecosystems and processes and ensure that human health is not threatened.</i></p>	<p>It is understood that this outcome relates to the need for ongoing monitoring programs such as those existing for the River Derwent by the Derwent Estuary program. It is not considered to apply to a specific project.</p> <p>Notwithstanding the above, if the outcome does apply, the Project includes detailed monitoring programs and environmental studies as discussed in Sections 6.2 and 7 to ensure that guidelines and standards are met and deal with contaminants, introduced species and the general sustainability of coastal ecosystems and processes.</p> <p>The Project does not contravene this outcome.</p>
<p><i>1.1.7. Representative ecosystems and areas of special conservation value or special aesthetic quality will be identified and protected as appropriate.</i></p>	<p>The representative ecosystems and areas of special conservation value or special aesthetic quality in this part of the river environment have been recognised in the River Derwent Marine Conservation Area.</p> <p>The Project will be managed to identify, avoid or mitigate impacts on ecosystems, the Derwent River Marine Conservation Area and the aesthetic qualities of the area.</p> <p>The Project does not contravene this outcome.</p>
<p><i>1.1.8. An effective system of marine reserves will continue to be established to protect marine ecosystems and fish nursery areas.</i></p>	<p>This outcome is relevant to strategic planning and establishment of reserves. It is not directly relevant to this Project and associated infrastructure.</p> <p>The Project does not contravene this outcome.</p>

<p><i>1.1.9. Important coastal wetlands will be identified, protected, repaired and managed so that their full potential for nature conservation and public benefit is realised. Some wetlands will be managed for multiple use, such as recreation and aquaculture, provided conservation values are not compromised.</i></p>	<p>The important values of the River Derwent Marine Conservation Area at this historic river crossing point have been identified and will be managed through the Project.</p> <p>The Project does not contravene this outcome.</p>
<p><i>1.1.10. The design and siting of buildings, engineering works and other infrastructure, including access routes in the coastal zone, will be subject to planning controls to ensure compatibility with natural landscapes.</i></p>	<p>The siting of the proposed bridge and road infrastructure will be considered under the Major Projects process. This process will consist of assessment criteria that will be based on the 3 relevant planning schemes.</p> <p>The Project does not contravene this outcome.</p>
<p><i>1.1.11. Fire management, for whatever purpose, shall be carried out in a manner which will maintain ecological processes, geomorphological processes and genetic diversity of the natural resources located within the coastal zone</i></p>	<p>This outcome does not apply to this Project.</p> <p>The Project therefore does not contravene this outcome.</p>
<p>1.2. CULTURAL AND HISTORIC RESOURCES</p>	
<p><i>1.2.1. Areas within which Aboriginal sites and relics are identified will be legally protected and conserved where appropriate.</i></p>	<p>CHMA Pty Ltd and Aboriginal Heritage Officer, Rocky Sainty have undertaken an Aboriginal heritage assessment of the Project Land and the vicinity including a search of the Aboriginal Heritage Register (AHR) and field survey. The outcomes of these investigations are summarised in Section 6.3.1 above. Additional subsurface investigations are proposed to determine the nature and extent of any additional values in PADS 1 and 3, subject to permit approval for the works.</p> <p>It is assessed that there is a very low potential for additional undetected Aboriginal sites to be present.</p> <p>A detailed Aboriginal heritage assessment, including management and mitigation recommendations will accompany the Major Project Impact Statement addressing the requirements of the <i>Aboriginal Heritage Act 1975</i>. The preferred management option is to avoid impacts to sites and to put measures in place to protect sites during construction. If sites cannot be avoided a Permit to impact will be required as part of the Major Project process.</p>

	The Project does not contravene this outcome
<i>1.2.2. All Aboriginal sites and relics in the coastal zone are protected and will be identified and managed in consultation with Tasmanian Aboriginal people in accordance with relevant State and Commonwealth legislation.</i>	<p>As discussed in relation to 1.2.1 above, the Project the preferred management option is to avoid impacts to sites and to put measures in place to protect sites during construction. If sites cannot be avoided a Permit to impact under the <i>Aboriginal Heritage Act 1975</i> will be required as part of the Major Project process.</p> <p>The Project does not contravene this outcome</p>
1.3. CULTURAL HERITAGE	
<i>1.3.1. Places and items of cultural heritage will be identified, legally protected, managed and conserved where appropriate.</i>	<p>The area forms part of a rich historic cultural heritage landscape which demonstrates the evolution of transport over a period of more than two hundred years.</p> <p>The existing Bridgewater Bridge is an all-welded lift-span bridge completed in 1946 and forms one component of the entry of the place under the Tasmanian Heritage Register. The listing also includes the convict-built causeway and the 1874 and 1893 remnant stone abutments from an earlier swing bridge.</p> <p>The proposed demolition of the bridge is justified by an assessment of prudent and feasible alternatives as well as the broader environmental, social, economic and safety reasons.</p> <p>The significance of the place as a historical river crossing point will continue and the existing 1874 and 1893 stone abutments and convict-built causeway will be retained and causeway potentially reused as part of the Project.</p> <p>The Project has the potential to impact on the curtilage of other heritage listed places including the Black Snake Inn and 37 Black Snake Road. The Project will include measures to avoid, mitigate and offset heritage impacts including those that will result from the loss of the bridge.</p> <p>The Project does not contravene this outcome.</p>

1.4. COASTAL HAZARDS	
<i>1.4.1. Areas subject to significant risk from natural coastal processes and hazards such as flooding, storms, erosion, landslip, littoral drift, dune mobility and sea level rise will be identified and managed to minimise the need for engineering or remediation works to protect land, property and human life.</i>	<p>The risks in the Project area relate to sea level rise and river flooding. The bridge will be designed to withstand these risks.</p> <p>The Project does not contravene this outcome.</p>
<i>1.4.2. Development on actively mobile landforms such as frontal dunes will not be permitted except for works consistent with Outcome 1.4.1.</i>	<p>The Project will not be sited on actively mobile landforms and will not contravene this Outcome.</p>
<i>1.4.3. Policies will be developed to respond to the potential effects of climate change (including sea-level rise) on use and development in the coastal zone.</i>	<p>The development of policies for climate change is outside the scope of this Project.</p> <p>The Project does not contravene this outcome.</p>
2. Sustainable Development of Coastal Areas and Resources	
2.1. COASTAL USES AND DEVELOPMENT	
<i>2.1.1. The coastal zone shall be used and developed in a sustainable manner subject to the objectives, principles and outcomes of this Policy. It is acknowledged that there are conservation reserves and other areas within the coastal zone which will not be available for development.</i>	<p>The review of the Project has found that the Project does not contravene this policy.</p> <p>The Project does not contravene this outcome.</p>
<i>2.1.2. Development proposals will be subject to environmental impact assessment as and where required by State legislation including the Environmental Management and Pollution Control Act 1994.</i>	<p>The Project will be subject to an Environmental Impact Assessment as part of the major projects assessment process.</p> <p>The Project does not contravene this outcome.</p>
<i>2.1.3. Siting, design, construction and maintenance of buildings, engineering works and other infrastructure, including access routes within the coastal zone will be sensitive to the natural and aesthetic qualities of the coastal environment.</i>	<p>The responses to all of the other outcomes in this policy collectively satisfy this outcome.</p> <p>The bridge is not located in a recognised scenic protection area, however, the bridge crossing the river is designed to sit low in the river landscape and only rise to provide passage of vessels along the river and to join the 2 existing highways at each end of the bridge.</p> <p>The Project does not contravene this outcome.</p>

<p><i>2.1.4. Competing demands for use and development in the coastal zone will be resolved by relevant statutory bodies and processes, in particular the Land Use Planning Review Panel, the Resource Management and Planning Appeal Tribunal and the Marine Farming Planning Review Panel. Planning schemes, marine farming development plans and other statutory plans will provide guidance for resource allocation and development in accordance with this Policy.</i></p>	<p>The bridge proposal will be assessed by the independent panel assembled by the Tasmanian Planning Commission.</p> <p>The Project will also connect 2 existing highways and replace and upgrade the existing river crossing.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.1.5. The precautionary principle will be applied to development which may pose serious or irreversible environmental damage to ensure that environmental degradation can be avoided, remedied or mitigated. Development proposals shall include strategies to avoid or mitigate potential adverse environmental effects.</i></p>	<p>Early investigations of the Project area indicate that the bridge can proceed in a manner without causing serious irreversible environmental damage.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.1.6. In determining decisions on use and development in the coastal zone, priority will be given to those which are dependent on a coastal location for spatial, social, economic, cultural or environmental reasons.</i></p>	<p>The Project will connect 2 existing highways across the River Derwent and as such the Project is dependent on a coastal location.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.1.7. New industrial developments will be encouraged to locate in specified industrial zones.</i></p>	<p>This outcome is not relevant to the Project.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.1.8. Extraction of construction materials, mineral, oil, and natural gas deposits in the coastal zone will be allowed provided access to areas is allowed under the provisions of the Mining Act 1929.</i></p>	<p>This outcome is not relevant to the Project.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.1.9 Exploration will be conducted in accordance with environmental standards under relevant legislation and the Mineral Exploration Code of Practice.</i></p> <p><i>Adequate rehabilitation shall be carried out.</i></p>	<p>This outcome is not relevant to the Project.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.1.10. Extraction will be subject to the Quarry Code of Practice and environmental assessment as required by State legislation including the Environmental Management and Pollution Control Act 1994.</i></p> <p><i>Adequate rehabilitation shall be carried out.</i></p>	<p>This outcome is not relevant to the Project, as the materials for the bridge will be sourced from existing mineral deposits or sites that are outside the coastal zone.</p> <p>The Project does not contravene this outcome.</p>

<p><i>2.1.11. Extraction of sand will be provided for by zoning of appropriate areas in planning schemes</i></p>	<p>This outcome is not relevant to the Project. The Project does not contravene this outcome.</p>
<p><i>2.1.12. Timber harvesting and reforestation in the coastal zone will be conducted in accordance with the Forest Practices Code and have regard to this Policy.</i></p>	<p>This outcome is not relevant to the Project. The Project does not contravene this outcome.</p>
<p><i>2.1.13. Whole farm planning and sustainable farming activities will be encouraged on agricultural land in the coastal zone and in coastal catchments in order to minimise problems such as erosion, sedimentation and pollution of coastal waters including surface and ground waters.</i></p>	<p>This outcome is not relevant to the Project. The Project does not contravene this outcome.</p>
<p><i>2.1.14. Management arrangements for commercial and recreational fisheries will be further developed in accordance with the objectives, principles and outcomes of this Policy, through a management planning framework designed to maintain sustainability and diversity of fish resources and their habitats and promote economic efficiency under the Living Marine Resources Management Act 1995.</i></p>	<p>This outcome is not relevant to the Project. The Project does not contravene this outcome.</p>
<p><i>2.1.15. Harvesting of marine plants shall be conducted in a sustainable manner in accordance with relevant State legislation and this Policy.</i></p>	<p>This outcome is not relevant to the Project. The Project does not contravene this outcome.</p>
<p><i>2.1.16. Water quality in the coastal zone and in ground water aquifers will accord with the requirements and guidelines established by the Environmental Management and Pollution Control Act 1994 or the Environment Protection (Sea Dumping) Act 1987 (as appropriate) and any other relevant State and Commonwealth Policies and statutes.</i></p>	<p>The Project will be required to comply with these regulations/statutes to gain a final approval. The Project does not contravene this outcome.</p>
<p><i>2.1.17. Waste discharge into the coastal zone, including offshore waters, or likely to affect groundwater aquifers, must comply with provisions of the Environmental Management and Pollution Control Act 1994 or the Environment Protection (Sea Dumping) Act 1987 (as appropriate) and any relevant State and Commonwealth Policies.</i></p>	<p>The bridge itself will not discharge waste into the coastal zone. A waste management plan will form part of the construction management plan. The Project does not contravene this outcome.</p>

<p><i>2.1.18. Where oil pollution occurs in the coastal zone, and, or, offshore areas, the National Plan to combat Pollution of the Sea by Oil, Tasmanian Supplement, will apply. Efforts to prevent or mitigate maritime accidents and pollution shall be based upon relevant ANZECC and other guidelines.</i></p>	<p>The bridge itself will not discharge waste into the coastal zone. A waste management plan will form part of the construction management plan.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.1.19. Every effort will be made to prevent the introduction of foreign marine organisms and species. Relevant Commonwealth provisions for quarantine and ballast water or other ship discharges shall apply.</i></p>	<p>Matters of biosecurity including vessel ballast water will be addressed in a construction and environmental management plan approved prior to commencement of works.</p> <p>The Project does not contravene this outcome.</p>
<p>2.2 MARINE FARMING</p>	<p>These outcomes are not relevant to the Project.</p> <p>The Project does not contravene this outcome.</p>
<p>2.3 TOURISM</p>	<p>These outcomes are not relevant to the Project.</p> <p>The Project does not contravene this outcome.</p>
<p>2.4 URBAN AND RESIDENTIAL DEVELOPMENT</p>	<p>These outcomes are not relevant to the Project.</p> <p>The Project does not contravene this outcome.</p>
<p>2.5. TRANSPORT</p>	
<p><i>2.5.1. All transport infrastructure and associated services will be planned, developed and maintained consistent with the State Coastal Policy.</i></p>	<p>The response to all of the other outcomes in this policy collectively satisfy this outcome.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.5.2. Significant scenic coastal transport routes and associated facilities will be identified, planned and managed to ensure sustainable benefits for tourism and recreation value and amenity.</i></p>	<p>The Project is not located in a recognised scenic protection area, however, the bridge crossing the river is designed to sit low in the river landscape and only rise to provide passage of vessels along the river and to join the 2 existing highways at each end of the bridge.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.5.3. New coast hugging roads will be avoided where possible with vehicular access to the coast being provided by spur roads planned, developed and maintained consistent with the State Coastal Policy.</i></p>	<p>The bridge is not a new coast hugging road, as it connects 2 existing highways across the river.</p> <p>The Project does not contravene this outcome.</p>

<p><i>2.5.4. Marine structures will be designed, sited, constructed and managed in accordance with best practice environmental management and subject to environmental impact assessment having regard to statutory requirements.</i></p>	<p>The Project will be subject to an environmental impact assessment as part of the major projects assessment process.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.5.5. The multiple use of port areas will be encouraged but priority will be given to efficient port operations and safety requirements subject to cultural, natural and aesthetic values not being compromised.</i></p>	<p>This outcome is not relevant to the Project</p> <p>The Project does not contravene this outcome.</p>
<p>2.6. PUBLIC ACCESS AND SAFETY</p>	
<p><i>2.6.1. The public's common right of access to and along the coast, from both land and water, will be maintained and enhanced where it does not conflict with the protection of natural and cultural coastal values, health and safety and security requirements.</i></p>	<p>The Project will improve public access to the coast by guaranteeing passage of vessels north of the bridge site. This will be through the removal of the existing 'lift span' bridge.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.6.2. Public access to and along the coast will be directed to identified access points. Uncontrolled access which has the potential to cause significant damage to the fragile coastal environment and is inconsistent with this Policy will be prevented.</i></p>	<p>The Project will provide access points to the coast, noting that these access arrangements already exist.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.6.3. Agreements between landowners, landholders and councils or State Government to grant public access to the coast, and Aborigines access to Aboriginal sites and relics in the coastal zone over private and public land will be encouraged and shall be considered when preparing plans or approving development proposals.</i></p>	<p>The Project will not prevent access to Aboriginal sites in the Project area.</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.6.4. Public facilities such as life-saving facilities and essential emergency services, parking facilities, toilet blocks, picnic sites, rubbish disposal containers, boat ramps and jetties will be provided at appropriate locations consistent with the objectives, principles and outcomes of this Policy to facilitate access to and enjoyment of the recreational amenity of the coast and estuarine foreshores.</i></p>	<p>This outcome is not relevant to the Project</p> <p>The Project does not contravene this outcome.</p>
<p><i>2.6.5. Councils will ensure that there will be a coastal safety assessment for any new coastal development likely to attract people to the coast to indicate the</i></p>	<p>This outcome is not relevant to the Project.</p> <p>The Project does not contravene this outcome.</p>

<i>level and type of lifesaving facilities and personnel required.</i>	
<i>2.6.6. Developer contributions will be encouraged in respect to the costs of providing public access and safety services for the community.</i>	The Project will provide access points to the coast, noting that these access arrangements already exist. The Project does not contravene this outcome.
<i>2.7.1. All future use and development of public land in the coastal zone will be consistent with this Policy, and subject to planning controls unless otherwise provided by statute.</i>	The responses to all of the other outcomes in this policy collectively satisfy this outcome. The Project does not contravene this outcome.
<i>2.7.2. Future development of camping areas on public land in the coastal zone will only be permitted where such development does not conflict with the protection of natural features and cultural values, but not within 30 metres above high water mark.</i>	This outcome is not relevant to the Project. The Project does not contravene this outcome.
<i>2.7.3. Expansion of shack sites on public land in the coastal zone will not be permitted.</i>	This outcome is not relevant to the Project. The Project does not contravene this outcome.
<i>2.7.4. Shacks currently located on public land in the coastal zone will continue to be subject to review under the Shack Site Categorisation Program of the Tasmanian Property Services Group.</i>	This outcome is not relevant to the Project. The Project does not contravene this outcome.
<i>2.8.1. Recreational use of the coastal zone will be encouraged where activities can be conducted in a safe and environmentally responsible manner.</i>	This outcome is not relevant to the Project. The Project does not contravene this outcome.
<i>2.8.2. Suitable recreation opportunities will be identified through strategic planning and may be provided in appropriate locations where they do not adversely affect sensitive coastal ecosystems and landforms or in designated areas where such effects can be remedied or mitigated.</i>	This outcome is not relevant to the Project. The Project does not contravene this outcome.
<i>2.8.3. Special recreational vehicle areas may be established as an environmental protection measure and as a means of limiting unauthorised motor vehicle activity in environmentally sensitive areas.</i>	This outcome is not relevant to the Project. The Project does not contravene this outcome.

SECTIONS 3 & 4	<p>These outcomes are not relevant to the Project.</p> <p>The Project does not contravene these outcomes.</p>
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11.2.3 State Policy on Water Quality Management 1997

The *State Policy on Water Quality Management* is concerned with achieving sustainable management of Tasmania’s surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania’s Resource Management and Planning System.

As set out in Sections 6.2.2, 6.2.4, 6.2.5, 6.2.6 the Project will be prepared with careful consideration to the management of impacts on water quality and natural values. Such measures will ensure the long-term quality of stormwater runoff is efficiently managed to protect water quality and implement the requirements of this Policy.

11.2.4 National Environment Protection Measures

The National Environmental Protection Measures (NEPMs) relate to:

- ambient air quality
- ambient marine, estuarine and fresh water quality
- the protection of amenity in relation to noise
- general guidelines for assessment of site contamination
- environmental impacts associated with hazardous wastes and
- the re-use and recycling of used materials.

The requirements of the NEPMs for ambient marine, estuarine and fresh water quality and Noise will be addressed in marine and noise assessments that will support the Major Project Impact Statement.

11.3 Southern Tasmania Regional Land Use Strategy

Pursuant to s60N a project is not eligible to be declared a Major Project if the project would be inconsistent with an applicable regional land use strategy. In this respect “inconsistent” means “not compatible with” or “not in keeping with”. As set out below there are no instances of inconsistency between the Project and the Southern Tasmania Regional Land Use Strategy 2011.

The Project is not then inconsistent with the Strategy. In addition, this section also identifies the matters that will be addressed in detail in the Major Impact Project Statement to demonstrate consistency with, and furtherance of, the Strategy.

Strategic Framework	
SD1: Adopting a more Integrated Approach to Planning and Infrastructure	The Project follows sound strategic planning and has been identified as a critical piece of public

	<p>infrastructure as part of the National Land Transport Network. The Project will be prepared with careful consideration of social, environmental and economic factors and is not considered inconsistent with this Strategic Direction.</p>
SD4: Improving our Economic Infrastructure	<p>The \$576 million project is the largest ever investment in a single transport infrastructure project in Tasmania's history. It will deliver improved freight efficiency and accessibility for the Southern Region. It will also improve travel reliability for passenger vehicles. The Project is not considered inconsistent with this Strategic Direction.</p>
SD6: Increasing Responsiveness to our Natural Environment	<p>Within functional constraints the Project will be designed to avoid, minimise and mitigate impacts on natural and physical resources and on this basis is not considered inconsistent with this Strategic Direction.</p>
Biodiversity and Geodiversity	
BNV 1 Maintain and manage the region's biodiversity and ecosystems and their resilience to the impacts of climate change.	<p>Section 6.2 of this MPP provides an outline of the proposed approach to avoid or mitigate impacts on ecosystems and natural processes and is not inconsistent with this Regional Policy</p>
<p>BNV 2 Protect threatened vegetation communities, flora and fauna species, habitat for threatened species and places important for building resilience and adaptation to climate change for these.</p> <p>BNV 2.1 Avoid the clearance of threatened vegetation communities except: a. where the long-term social and economic benefit arising from the use and development facilitated by the clearance outweigh the environmental benefit of retention; and b. where the clearance will not significantly detract from the conservation of that native vegetation community.</p> <p>BNV 2.2 Minimise clearance of native vegetation communities that provide habitat for threatened species.</p>	<p>The land is highly modified by human development and significant parts of site are dominated by built structures and non-native species and vegetation communities. Weed infestations are common across the site.</p> <p>Amongst these non-native environments are pockets of native vegetation, some threatened vegetation communities, some threatened flora and possible habitat for native fauna.</p> <p>Within the functional constraints of the Project, the Project will avoid or mitigate impacts on ecosystems and natural processes so that any impacts will be relatively minor.</p> <p>The Project is not inconsistent with these Regional Policies.</p>

<p>BNV 2.3 Ensure potential applicants are advised of the requirements of the Threatened Species Protection Act 1995 and their responsibilities under the Environmental Protection and Biodiversity Conservation Act 1999.</p>	<p>The Major Projects process includes consideration of the Threatened Species Protection Act 1995 and Environmental Protection and Biodiversity Conservation Act 1999 and will ensure consistency with this the Regional Policy.</p>
<p>BNV 5 Prevent the spread of declared weeds under the Weed Management Act 1999 and assist in their removal.</p>	<p>As discussed in 6.2.1 declared and other weeds (particularly boxthorn, white weed and fennel) are widespread and abundant in the Project site. Further ecological investigations are underway (refer Section 7) to characterise the ecological values identified to date and determine potential impacts and mitigation measures to prevent the spread of declared weeds. The proposal is not inconsistent with this Regional Policy.</p>
<p>BNV 6 Geodiversity:</p> <p>BNV 6.1 Improve knowledge of sites and landscapes with geological, geomorphological, soil or karst features and the value they hold at state or local level.</p> <p>BNV 6.2 Progress appropriate actions to recognise and protect those values, through means commensurate with their level of significance (state or local)</p>	<p>As discussed in Section 6.2.9 there are two geoconservation sites within the development footprint including the Lower Derwent River Estuarine Delta and Flood Plains and the Granton to New Norfolk Quaternary Stratigraphic Sites.</p> <p>The former of these is a large estuarine delta and although works will occur within the site, the very scale of the listing and the nature of the proposed works suggest potential for large scale impact to the site is limited. The latter is a series of small sites along the Lyell Highway, Boyer Road and Brooker Highway which are road cuttings which expose Quaternary sediments deposited on the margins of the lower Derwent River Flood Plain.</p> <p>The Project will include assessments of the effect of the proposal on these listed geomorphology sites, shoreline erosion rates and river process geomorphology along with the potential impact, mitigation and management measures.</p> <p>The proposal is not considered inconsistent with these Regional Policies.</p>
<p>Water Resources</p>	
<p>WR 1 Protect and manage the ecological health, environmental values and water quality of surface and</p>	<p>As set out in Section 6.2.2 the Project will be prepared with careful consideration to the management of impacts on water quality and natural values. Such measures will ensure the long-term quality of</p>

groundwater, including waterways, wetlands and estuaries	stormwater runoff is efficiently managed to protect water quality and will ensure that the proposal is not inconsistent with this this Regional Policy.
WR 1.1 Ensure use and development is undertaken in accordance with the State Policy on Water Quality Management	As discussed in Section 11.2.3 the Project will be undertaken in accordance with the State Policy on Water Quality Management and therefore will not be inconsistent with this Regional Policy.
WR 1.2 Incorporate total water cycle management and water sensitive urban design principles in land use and infrastructure planning to minimise stormwater discharge to rivers, (particularly subdivision)	The Project will be prepared and assessed in relation to the requirements of the Stormwater Management Code of the applicable planning schemes and is not inconsistent with this Regional Policy.
WR 1.3 Include setback requirements in planning schemes to protect riparian areas relevant to their classification under the Forest Practices System.	This Regional Policy relates to the preparation of planning schemes and is not directly relevant to this Project.
WR 1.4 Ensure development that includes vegetation clearance and/or soil disturbance is undertaken in accordance with construction management plans to minimise soil loss and associated sedimentation of waterways and wetlands.	The Project will include appropriate construction management plans to minimise soil loss and associated sedimentation of waterways and wetlands and will not be inconsistent with this Regional Policy.
WR 2 Manage wetlands and waterways for their water quality, scenic, biodiversity, tourism and recreational values.	<p>The Project relates to highly modified land subject to ongoing disturbance within a semi urban setting. It is expected that impacts to native riparian vegetation will be relatively minor.</p> <p>The Project Land does include part of the River Derwent Conservation Area.</p> <p>The Project will be supported by environmental, landscape and visual impact assessments as part of the Major Project Impact Statement and is not inconsistent with this Regional Policy.</p>
WR 2.2 Provide public access along waterways via tracks and trails where land tenure allows, where there is management capacity and where impacts on biodiversity, native vegetation and geology can be kept to acceptable levels	It is intended that recreational values of the river and foreshore will be maintained and enhanced as part of the Project through the provision of an unobstructed navigational span over the river and with improved pedestrian connections. The Project is not inconsistent with this Regional Policy.

WR 2.3 Minimise clearance of native riparian vegetation.	The Project relates to highly modified land subject to ongoing disturbance within a semi urban setting. It is expected that impacts to native riparian vegetation will be relatively minor and be minimised. The Project is not inconsistent with this Regional Policy.
The Coast	
C1 Maintain, protect and enhance the biodiversity, landscape, scenic and cultural values of the region's coast	The Project will be designed with due consideration of environmental, scenic and cultural factors as set out throughout this MPP. The Project is not inconsistent with this Regional Policy.
C 1.1 Ensure use and development avoids clearance of coastal native vegetation.	The Project relates to highly modified land subject to ongoing disturbance within a semi urban setting. It is expected that impacts to native riparian vegetation will be relatively minor and be minimised. The Project is not inconsistent with this Regional Policy.
C 1.2 Maximise growth within existing settlement boundaries through local area or structure planning for settlements in coastal areas.	This Regional Policy is not directly relevant to this Project.
C 1.3 Prevent development on mobile landforms and coastal mudflats unless for the purposes of public access or facilities or for minor infrastructure that requires access to the coast.	The Project will not involve development on mobile landforms and is for the purpose of providing a strategic transport link at a historically significant crossing point. The Project is considered consistent with this Regional Policy.
<p>C 1.4 Zone existing undeveloped land within the coastal area, Environmental Management, Recreation or Open Space unless:</p> <p>a. The land is utilised for rural resource purposes; or</p> <p>b. It is land identified for urban expansion through a strategic planning exercise consistent with this Regional Land Use Strategy.</p>	This Regional Policy relates to the preparation of planning schemes and is not directly relevant to this Project.
C 2 Ensure use and development in coastal areas is responsive to effects of climate change including sea level rise, coastal inundation and shoreline recession	The Project will be designed with specialist input in relation to hydrology, coastal processes and sea level rise as discussed and will ensure that the Project is designed in response to risks from natural hazards such as flooding, storms and sea level rise. The Project is not inconsistent with this Regional Policy.

<p>C 2.1 Include provisions in planning schemes relating to minimising risk from sea level rise, storm surge inundation and shoreline recession and identify those areas at high risk through the use of overlays.</p> <p>C 2.2 Ensure growth is located in areas that avoid exacerbating current risk to the community through local area or structure planning for settlements and the Urban Growth Boundary for metropolitan area of Greater Hobart.</p> <p>C 2.3 Identify and protect areas that are likely to provide for the landward retreat of coastal habitats at risk from predicted sea level rise.</p>	<p>These Regional Policies relate to the preparation of planning schemes and are not directly relevant to this Project.</p>
<p>Managing Risks and Hazards</p>	
<p>MRH 2 Minimise the risk of loss of life and property from flooding</p> <p>MRH 2.1 Provide for the mitigation of flooding risk at the earliest possible stage of the land use planning process (rezoning or if no rezoning required; subdivision) by avoiding locating sensitive uses in flood prone areas.</p> <p>MRH 2.2 Include provisions in planning schemes for use and development in flood prone areas based upon best practice in order to manage residual risk.</p>	<p>As discussed in Section 6.2.8 the Project will be designed in response to risks from natural hazards such as flooding, storms and sea level rise to protect land, property and human life. The Project is not inconsistent with these Regional Policies.</p>
<p>MRH 4 Protect land and groundwater from site contamination and require progressive remediation of contaminated land where a risk to human health or the environment exists.</p>	<p>A conceptual groundwater model for the site indicating local and regional aquifer flows and identifying potential impacts of the Project on groundwater is being prepared and will support the Major Project Impact Statement. The Project is not inconsistent with the requirements of this Regional Policy.</p>
<p>MRH 5 Respond to the risk of soil erosion and dispersive and acid sulphate soils.</p> <p>MRH 5.1 Prevent further subdivision or development in areas containing sodic soils unless it does not create undue risk to the occupants or users of the site, their property or to the public.</p> <p>MRH 5.2 Wherever possible, ensure development avoid disturbance of soils identified as containing acid</p>	<p>As discussed in Sections 6.2.5 desktop review and preliminary sampling indicates a high risk of acid sulphate soils occurring within the Project site, particularly in the aquatic environment.</p> <p>The extent to which construction activities could disturb any acid sulphate soils on site is dependent on the construction techniques adopted. Further investigation is currently underway to characterise, minimise and manage the ASS risk and will be</p>

<p>sulfate soils. If disturbance is unavoidable then ensure management is undertaken in accordance with the Acid Sulphate Soils Management Guidelines prepared by the Department of Primary Industries</p>	<p>addressed in the Major Project Impact Statement. On this basis the Project is not inconsistent with these Regional Policies.</p>
<p>Cultural Values</p>	
<p><i>CV 1 Recognise, retain and protect Aboriginal heritage values within the region for their character, culture, sense of place, contribution to our understanding history and contribution to the region’s competitive advantage.</i></p> <p>...</p> <p><i>CV 1.2 Improve our knowledge of Aboriginal heritage places to a level equal to that for European cultural heritage, in partnership with the Aboriginal community,</i></p> <p><i>CV 1.3 Avoid the allocation of land use growth opportunities in areas where Aboriginal cultural heritage values are known to exist.</i></p> <p><i>CV 1.4 Support the use of predictive modelling to assist in identifying the likely presence of Aboriginal heritage values that can then be taken into account in specific strategic land use planning processes.</i></p>	<p>As discussed in Section 6.3.1, CHMA Pty Ltd and Aboriginal Heritage Officer, Rocky Sainty have undertaken an Aboriginal heritage assessment of the Project Land and the vicinity including a search of the Aboriginal Heritage Register and field survey. No sites have been identified within the likely extent of works. Three Potential Archaeological Deposits (PADs) were identified within the study area corridor. Further work is planned to better understand PAD’s 1 and 3 to determine the extent of the works footprint. It is possible that the identified bounds of these PADs will be outside of the extent of Project Land.</p> <p>Subject to Aboriginal Heritage permit approval, CHMA Pty Ltd and Rocky Sainty (Aboriginal Heritage Officer) will undertake a program of sub-surface investigations on PAD’s 1 and 3. These investigations will determine the extent and nature of any Aboriginal heritage values and based on findings, develop appropriate management and mitigation options to avoid impacts.</p> <p>The Project is being developed in accordance with and is therefore not inconsistent with these Regional Policies.</p>

<p><i>CV 2.5 Base heritage management upon the Burra Charter and the HERCON Criteria, with heritage code provisions in planning schemes drafted to conform with relevant principles therein.</i></p>	<p>As discussed in Section 6.4.2 the Project will be prepared to minimise impacts on listed heritage places under the HCH Act and the Historic Heritage Codes of the planning schemes. As the options analysis and design proposals develop an assessment of the potential impacts of the works to the Historic Cultural Heritage significance of the Bridgewater Bridge (and its various features) will be undertaken. In support of this review any HIA will consider the provisions of the Burra Charter and the Tasmanian Heritage Council’s Works Guidelines for Historic Heritage Places, 2015.</p> <p>The proposed demolition of the Bridge will be supported by a Heritage Impact Assessment and Project Impact Statement that will address the broader strategic considerations for the Project under the objectives of the resource management and planning system and the planning process set out in Schedule 1 of the Act as relevant under Section 4A of HCH Act. This will include consideration of the broader environmental, social, economic or safety reasons that lead to the Project as well as prudent and feasible alternatives.</p> <p>The Project is not inconsistent with these Regional Policies.</p>
<p><i>CV 4 Recognise and manage significant cultural landscapes throughout the region to protect their key values.</i></p>	<p>The Project does not involve any listed cultural landscapes and is not inconsistent with this Regional Policy.</p>
<p><i>CV 4.1 State and local government, in consultation with the community, to determine an agreed set of criteria for determining the relative significance of important landscapes and key landscape values.</i></p>	<p>This Regional Policy relates to the development of assessment criteria to determine the relative significance of important landscapes. It is not applicable to this proposal for use and development.</p>
<p><i>CV 4.2 Ensure the key values of regionally significant landscapes are not significantly compromised by new development through appropriate provisions within planning schemes.</i></p>	<p>This Regional Policy relates to the preparation of planning schemes and is not applicable to this proposal for use and development.</p>

<p><i>CV 4.3 Protect existing identified key skylines and ridgelines around Greater Hobart by limited development potential and therefore clearance through the zones in planning schemes.</i></p>	<p>This Regional Policy relates to the protection of key skylines as part of the preparation of planning schemes. It is not applicable to this proposal for use and development.</p>
<p><i>CV 5 Recognise and manage archaeological values throughout the region to preserve their key values.</i></p> <p><i>CV 5.1 Known archaeological sites of significance to be considered for listing as places of either local or state significance within Heritage Codes contained within planning schemes or on the State Heritage Register respectively, as appropriate.</i></p> <p><i>CV 5.2 Ensure development that includes soil disturbance within archaeology zones of significance is undertaken in accordance with archaeological management plans to ensure values are not lost, or are recorded, conserved and appropriately stored if no reasonable alternative to their removal exists.</i></p>	<p>A Historic Heritage Assessment including an Archaeological Zoning Plan and impact assessment will accompany the Major Project Impact Statement. The Project will ensure that archaeological values are recognised and appropriately managed and will not be inconsistent with these Regional Policies.</p>
<p>Recreation and Open Space</p>	
<p><i>ROS 1 Plan for an integrated open space and recreation system that responds to existing and emerging needs in the community and contributes to social inclusion, community connectivity, community health and well-being, amenity, environmental sustainability and the economy.</i></p>	<p>This Regional Policy is not relevant to the Project.</p>
<p>Social Infrastructure</p>	
<p><i>SI 1 Provide high quality social and community facilities to meet the education, health and care needs of the community and facilitate healthy, happy and productive lives.</i></p>	<p>This Regional Policy is not relevant to the Project.</p>
<p><i>SI 2 Provide for the broad distribution and variety of social housing in areas with good public transport accessibility or in proximity to employment, education and other community services.</i></p>	<p>This Regional Policy is not relevant to the Project.</p>

Physical Infrastructure	
PI 1 Maximise the efficiency of existing physical infrastructure.	The Project will connect with the existing road network including in particular the Brooker, Lyell and Midland highways and is not inconsistent with this Regional Policy.
PI 1.1 Preference growth that utilises under-capacity of existing infrastructure through the regional settlement strategy and Urban Growth Boundary for metropolitan area of Greater Hobart.	This Regional Policy is not relevant to the Project.
PI 1.2 Provide for small residential scale energy generation facilities in planning schemes.	This Regional Policy is not relevant to the Project.
PI 2 Plan, coordinate and deliver physical infrastructure and servicing in a timely manner to support the regional settlement pattern and specific growth management strategies.	The new bridge will support the development of Brighton as an identified growth area under the Regional Strategy. The Project is therefore not inconsistent with this Regional Policy.
PI 2.1 Use the provision of infrastructure to support desired regional growth, cohesive urban and rural communities, more compact and sustainable urban form and economic development.	The new bridge will support economic development and the development of Brighton as an identified growth area under the Regional Strategy. The Project is therefore not inconsistent with this Regional Policy.
PI 2.2 Coordinate, prioritise and sequence the supply of infrastructure throughout the region at regional, sub-regional and local levels, including matching reticulated services with the settlement network	As discussed throughout this MPP the new Bridgewater Bridge has been identified as vital piece of transport infrastructure to support the development of the region. It is not inconsistent with this Regional Policy.
PI 2.3 Identify, protect and manage existing and future infrastructure corridors and sites.	The Project has identified the required road corridor and will protect the existing gas and electricity transmission corridors and infrastructure. The Project is not inconsistent with this Regional Policy.
PI 2.4 Use information from the Regional Land Use Strategy, including demographic and dwelling forecasts and the growth management strategies, to inform infrastructure planning and service delivery.	The Project will support the growth of the identified urban growth areas at Brighton under the Regional Strategy and is not inconsistent with this Regional Policy.
PI 2.5 Develop a regionally consistent framework(s) for developer charges associated with infrastructure provision, ensuring that pricing signals associated with the provision of physical infrastructure (particularly	This Regional Policy is not relevant to the Project.

water and sewerage) is consistent with the Regional Land Use Strategy.	
PI 2.6 Ensure electricity generation and major transmission assets are recognised and protected within planning schemes to provide for continued electricity supply.	This Regional Policy relates to the identification of infrastructure protection corridors as part of the preparation of planning schemes. It is not relevant to the Project.
Land Use and Transport Integration	
LUTI 1 Develop and maintain an integrated transport and land use planning system that supports economic growth, accessibility and modal choice in an efficient, safe and sustainable manner.	The Project forms part of the National Land Transport Network and is a key link in the Burnie to Hobart Freight Corridor, Tasmania's premier freight network. It is an important regional transport connection for Greater Hobart, facilitating access between central Hobart and growing communities at Brighton, and between the Brighton Transport Hub and major freight distribution centres in Glenorchy and the Midland Highway to the north of the State as shown on Map 7 of the STRLUS is consistent with this Regional Policy.
LUTI 1.11 Encourage walking and cycling as alternative modes of transport through the provision of suitable infrastructure and developing safe, attractive and convenient walking and cycling environments.	The Project will include new pedestrian and cycle crossings of the river and will further this Regional Policy.

11.4 Planning schemes

This section addresses the requirements of 60F(1)m as listed below.

60F(1)m	<i>an assessment of the extent to which the project complies with the requirements of the relevant planning scheme and a statement as to the amendments, if any, that would be required to be made to an LPS in order for the project to so comply</i>
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11.4.1 Operation of the planning schemes

Under Clause 8.10.1 of the existing interim planning schemes the Planning Authority must, in addition to the matters required by s.51(2) of the Act, take into consideration:

all applicable standards and requirements in this planning scheme; and

any representations received pursuant to and in conformity with s57(5) of the Act

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

Relevantly, a standard is applicable if the site is within the relevant zone and the standard deals with a matter that could affect or be affected by the proposed development; Clause 7.5.2.

A standard is defined to mean the objective for a particular planning issue and the means for satisfying that objective through either an acceptable solution or corresponding performance criterion.

Compliance with a standard is achieved by complying with either the acceptable solution or corresponding performance criterion; Clause 7.5.3.

The objective of the standard may be considered to help determine whether the proposed use or development complies with the performance criterion of that standard; Clause 7.5.4.

The Act assesses use and development separately and that dichotomy is brought over to the planning schemes where use and development is assessed against separate controls.

Under Clause 8.10.2 of each of the interim planning schemes, in determining an application for a discretionary use the planning authority must, in addition to the matters referred to in Clause 8.10.1, have regard to:

(a) the purpose of the applicable zone

(b) any relevant local area objective or desired future character statement for the applicable zone

(c) the purpose of any applicable code; and

(d) the purpose of any applicable specific area plan

but only insofar as each such purpose is relevant to the particular discretion being exercised.

11.4.2 Use

The Project is for a Utilities use for new transport infrastructure including new road bridge works and associated upgrades to intersections and road works. Other activities required are directly related to and subservient to that Utilities use.

11.4.3 Planning areas and zoning

The Project design will traverse the three separate planning scheme areas of Derwent Valley, Glenorchy and Brighton Councils as shown in Figure 7 above.

There is an area of the river between the Brighton and Derwent Valley Planning Areas that is both unzoned and outside the municipal areas of either council.

All three existing planning schemes are Interim Planning Schemes based on the southern regional model. They share predominantly the same zone and code provisions.

Local Provisions Schedules (LPSs) for each of the councils under the Tasmanian Planning scheme have been prepared and are currently being assessed by the Tasmanian Planning Commission (TPC) in accordance with the Act. It is likely that at least the Brighton LPS will come into effect prior to the determination of this Project.

Zoning in the vicinity of the study area under the existing interim planning schemes is shown Figure 5 below.

The footprint of the Project would be within the Utilities Zone if inside the road casement and the existing causeway. Areas within the River are typically zoned Environmental Management Zone with the exception of the triangular, unzoned portion shown on Figure 11.

At this stage the crossing options under consideration are unlikely to encroach within areas of surrounding Rural Living, Open Space, Urban Mixed Use, Particular Purpose Urban Growth or General Residential zoning. The exception is an area of General Residential Zoning over Brighton Council’s road reserve at Neilson Esplanade on the northern shore which is to be rectified as part of the Brighton LPS.

Properties in the vicinity of Black Snake Road and to the west of the Utilities Zone are Zoned Particular Purpose 2 – Future Road Corridor under the Glenorchy Interim Planning Scheme.

The proposed *Utilities* use has the following status in each of the zones:

Zone	Use Status
Utilities	Permitted
Environmental Management	Discretionary
General Residential	Discretionary
Particular Purpose Zone 2 – Future Road Corridor	Permitted
Mixed Use Zone	Permitted

Discretionary uses are to be determined having regard to the purpose of the applicable zone, any relevant local area objective in the applicable zone and the purpose of any applicable code.

The Purpose of the Utilities Zone is to provide for major utilities and corridors. The extent of the Project within the Utilities Zone would therefore closely align with this Purpose.

The Purpose of the Particular Purpose Zone 2 – Future Road Corridor is to identify land that may be required for road corridor in the future. The proposed road improvements would therefore closely align this Purpose also.

The use of land for temporary buildings or works to facilitate the development under a Major Project permit such as contractors site sheds would be exempt under Clause 5.6.1 of the Interim Planning Schemes and Clause 4.3.5 of the State Planning Provisions.

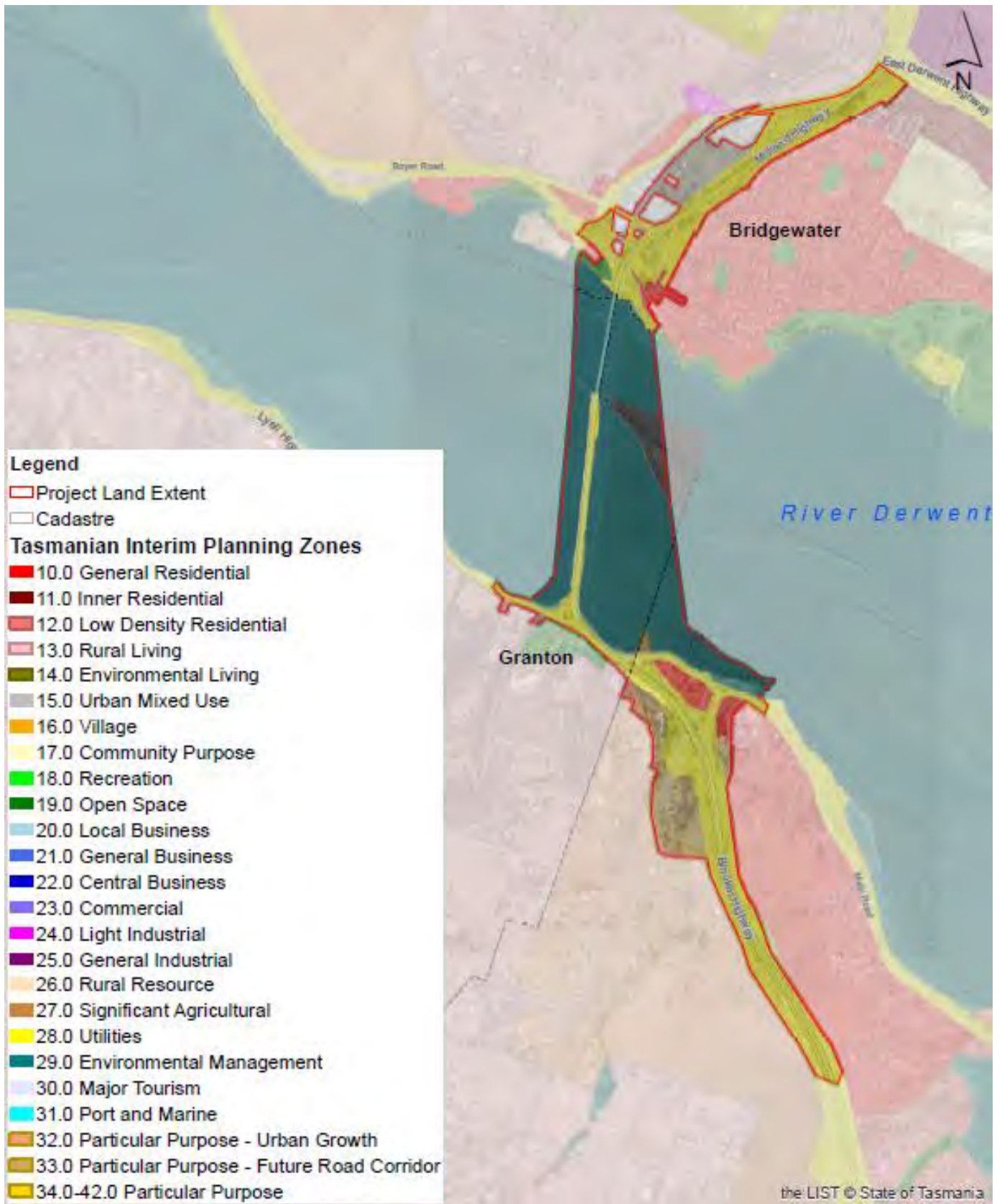


Figure 11 - Planning Scheme Zones

11.4.4 Environmental Management Zone

The purpose of the Environmental Management Zoning applies to the river and is primarily to provide for the protection, conservation and management of areas with significant ecological, scientific, cultural and aesthetic value. This zone however also allows for complementary use and development where it is consistent with any strategies for protection and management.

The pertinent zone provision for the Environmental Management Zone is the Use Standard for Reserve Land under P1 of Clause 29.3.1 of the planning schemes.

P1 requires that the use is:

- *complimentary to the use of the reserved land*
- *consistent with the management objectives for reserved land under the National Parks and Reserves Management Act 2002; and*
- *will not have an unreasonable impact on the amenity of the surrounding area through noise, lighting or other emissions that are unreasonable in their timing, duration or extent.*

The proposed replacement of an existing river crossing use dating back approximately 200 years in this area and proceeding the creation of the Conservation Area in the 1940's is considered an accepted and appropriate complementary use of the reserved land and therefore likely to satisfy P1(a).

P1 (b) requires that the use is consistent with any applicable objectives for management of reserved land provided by the *National Parks and Reserves Management Act 2002*. Subject to the appropriate management of natural values it is considered that the environmental objectives of the Conservation Area are likely to be met.

The Project also presents opportunities for interpretation and education of the environmental and heritage values of the River Derwent Marine Conservation Area as well as improved pedestrian and cycle crossing. These aspects of the Project would further the attainment of the Objectives for the management of the Conservation Area.

An assessment under the requirements of the Environmental Management Zone aligns closely with Parks and Wildlife Service's Reserve Activity Assessment process.

A preliminary assessment of the Project against the objectives for management of reserved land provided by the *National Parks and Reserves Management Act 2002* is provided in Section 15.1 below.

11.4.5 General Residential Zone

As may be expected, the primary purpose of the General Residential Zone is to provide for residential use or development. The Zone also provides for compatible non-residential uses that primarily serve the local community.

As discussed above it is likely that the residentially zoned land required for the Project footprint such as parts of the Neilson Esplanade road reservation will be zoned Utilities under the Brighton LPS. Assuming that rezoning occurs the Project is unlikely to involve any residentially zoned land.

Zoning Development Considerations

The Project will exceed the permitted heights of 7.5-10m in the zones in some parts and will be discretionary. The discretionary test varies by zone however the following considerations generally apply:

- development is to be sited to avoid or minimise impacts on natural values
- have regard to the landscape of the area
- prevent unreasonable adverse impacts on residential amenity of adjoining lots including overlooking and loss of privacy, visual impact due to bulk and height
- be reasonably necessary due to the slope of the site or for the functional requirements of the infrastructure
- not unreasonably overshadow and
- allow for a transition in height between adjoining buildings where appropriate.

These matters will be addressed in the Project Impact Statement and will include assessments of the following matters in the context of the functional requirements of the Project:

- the various natural values and measures to avoid and minimise impacts
- the impact of the Project on the landscape values of the area, degree of overshadowing of public space and transition in height with adjoining buildings and
- the impact of the Project on residential amenity of any adjoining lots in terms of unreasonable overlooking, loss of privacy or visual impact due to bulk and height.

11.4.6 Urban Mixed Use

The Purpose of the Mixed-Use Zone is to provide for the integration of residential, retail, community services and commercial activities in urban locations and ensure that development is accessible by public transport, walking and cycling. It is considered that the required local road connections and associated proposed Utilities Use will complement these purposes.

The Use Standards for the Urban Mixed Use Zone include provisions for hours of operation, noise emissions external lighting and commercial vehicle movements. It is not considered that the hours of operation and commercial vehicle movement Standards apply to this Project for a public road. Nevertheless, the Project will be designed to avoid unreasonable noise, light spill and other impacts to residential amenity and is therefore likely to satisfy the relevant performance criteria of the Use Standards in any case.

11.4.7 Planning Scheme Codes

Code	Key consideration
Potentially Contaminated Land Code (E2.0)	As discussed in Section 6.2.4 there are heavy metal contaminants in the sediment in this part of the Derwent Estuary. However, the existing contamination does not logically fall within any of the listed activities under Table E2.2 of the Code and may therefore not trigger an assessment under the Code.

	<p>Nevertheless the contaminants and the potential to avoid, minimise and mitigate the extent of sediment disturbance associated with the Project will be addressed in detail in the Project Impact Statement.</p>
<p>Road and Railway Assets Code (E5.0)</p>	<p>The purpose of this Code is to protect the safety and efficiency of road and railway networks and reduce the conflict between sensitive uses and major roads and the rail network.</p> <p>Rail network is defined in Section 4 of the Rail infrastructure Act 2007 and includes:</p> <ul style="list-style-type: none"> • the Derwent Valley Line (being the railway running from the Bridgewater junction to the rail yard west of Maydena known as the "Florentine rail yard") and • the South Line (being the railway running from the Hobart rail yard to Western Junction). <p>Both of these lines are closed.</p> <p>The Project involves a new category 1 road adjacent to the rail network. The Development Standards (E5.6) of the planning schemes will also apply to any connecting roads or buildings within 50m of the future road reservation.</p> <p>Assessment of this Code is likely to require:</p> <ul style="list-style-type: none"> • traffic impact assessment including sight distances of all junctions and any new or effected access • assessment of noise, vibration, light and air emissions from the new road infrastructure to sensitive uses within 50m of the proposed road reservation • an assessment of the impact on the rail network • written advice from DSG (as Road Authority) • written advice from the rail authority. • written advice from the relevant councils as Road Authority for any impact on local access roads such as: <ul style="list-style-type: none"> • Brighton Council in relation to impacts on Gunn Street, Old Main Road, Nielsen Esplanade in Bridgewater • Glenorchy Council in relation to impacts on Black Snake Road and Main Road and • Derwent Valley Council in relation to impacts on Rusts Road and Forest Road intersections.
<p>Parking and Access Code (E6.0)</p>	<p>The purpose of this Code is to ensure safe and efficient access to the road network for all users. It includes provisions for the arrangements for access to the road network. The Standards of this Code (Design of vehicle Accesses E6.7.2, and Access to a Road E6.7.14) may arise in relation to alterations or new property accesses that may be required as part of the Project.</p>

<p>Stormwater Management Code (E7.0)</p>	<p>The purpose of this Code is to ensure that stormwater disposal is managed in a way that furthers the objectives of the State Stormwater Strategy.</p> <p>The Project will be accompanied by a concept design and calculations for a stormwater drainage system to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010 or will demonstrate that it is not feasible to.</p> <p>The Project Impact Statement will also demonstrate that the stormwater drainage system is designed to accommodate the relevant ARI storm event under Clause E7.7 of the Code.</p>
<p>Electricity Transmission Infrastructure Protection Code (E8.0)</p>	<p>It is intended that the Project will be developed in consultation with Tas Networks to ensure that their requirements are satisfied in relation to protection of the transmission line that crosses the Midland Highway.</p>
<p>Biodiversity Code (E10.0)</p>	<p>This Code does not apply to the Derwent Valley Planning Area.</p> <p>The Project is also likely to be located outside the Biodiversity Protection Areas under the Brighton and Glenorchy Planning Areas including the area in the River Derwent shown on the Glenorchy Planning Scheme maps.</p> <p>This Code is therefore unlikely to apply.</p>
<p>Waterway and Coastal Protection Code (E11.0)</p>	<p>The Code applies to development within a Waterway and Coastal Protection Area which includes the mapped areas under the Planning Schemes approximately 40m landward of the northern and southern shorelines and the footprint of the causeway.</p> <p>The Project would be assessed as buildings and works dependent on a coastal location under this Code and will include the following assessments to demonstrate that it satisfies the various Standards of the Code including (E11.7.1), E11.7.2) :</p> <ul style="list-style-type: none"> • marine and terrestrial natural values assessments to identify natural values and demonstrate that impacts have been avoided or mitigated • coastal impact assessment to demonstrate that any landfill is minimised and that erosion, sedimentation and run off impacts on natural values are mitigated and managed and that the Project will not significantly impede natural flow and drainage; • marine natural values assessment to confirm that fish passage will be maintained. <p>The Project Impact Statement will also include commitments that construction controls in CEMP will be in accordance with Tasmanian Coastal Works Manual.</p>
<p>Historic Heritage Code (E13.0)</p>	<p>The Project Land includes the following Heritage Places listed under the Historic Heritage Codes of the Glenorchy and Brighton planning schemes including:</p> <ul style="list-style-type: none"> • Glenorchy – Black Snake Inn, Farm Building at 37 Black Snake Road and • Brighton – Bridgewater Bridge elements.

	<p>The Code applies to any development within (but not outside or adjacent) to any of the titles of these places.</p> <p>Of the listed Heritage Places, the Bridgewater Bridge is the most likely to be affected however, although listed in Brighton, it is not listed under the Derwent Valley Scheme (which it is predominantly within).</p> <p>The Development Standard for Demolition (E13.7.1) provides provide a discretionary pathway to consider demolition of significant fabric, form, items if it can be demonstrated that:</p> <ul style="list-style-type: none"> • there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place • there are no prudent and feasible alternatives • important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained and • significant fabric is documented before demolition. <p>The Development Standards for Buildings and Works other than Demolition (E13.2 P1-P4) would apply to development other than demolition.</p> <p>These performance criteria require a heritage impact assessment for any work within the extent (i.e. the title) of a Heritage Place to demonstrate that the Project will not result in an incompatible design, height, scale, bulk, form, fenestration, siting, materials colours and finishes.</p> <p>Materials and built form of any new work within a Heritage Place should be noticeably new but should be sympathetic to the heritage characteristics of the place.</p> <p>The Project will not involve extensions to a place. The Project however would require demolition of the existing bridge structure and alterations to the existing causeway. Subject to the demolition test above under E13.7.3, any new work will be designed to not unreasonably detract from the historic cultural significance of the place.</p> <p>The study area is not within a Heritage Precinct, Cultural Landscape Precinct or Place of Archaeological Potential under any of the heritage Codes of the three planning schemes.</p> <p>The introduction of an LPS to replace the existing Interim Planning Schemes will exempt any place listed under the Tasmanian Heritage Register from the Historic Heritage code of the planning scheme. This will mean that assessment of State listed heritage places will be under the HCHA only.</p>
<p>Scenic Landscapes Code (E14.0)</p>	<p>There are no Scenic Landscape or Scenic Landscape Corridor areas on the planning scheme maps in the vicinity of the study area and this Code would not apply.</p>

<p>Inundation Prone Areas Code (E15.0)</p>	<p>The Project Land includes areas of Low, Medium and High Coastal Inundation, the Code therefore applies. The Project will be assessed as buildings and works dependent on a coastal location under E15.7.6.</p> <p>To satisfy the Code the Project will be accompanied by the following information:</p> <ul style="list-style-type: none"> • the reasoning that has led to the new crossing, its siting and design • stormwater management to achieve water quality targets • an inundation risk management plan prepared by a suitably qualified person in accordance with best practice guidelines that details: <ul style="list-style-type: none"> • the risk of inundation of the site, with respect to the proposed location and floor levels of buildings, within applicable timeframes (current, year 2050 and/or year 2100) • any inundation control measures or design features proposed to be employed to reduce risk to an acceptable level and • if the Project requires dredging or reclamation it will require accompanying coastal and engineering assessments to demonstrate: <ul style="list-style-type: none"> • the necessity for the required dredging or reclamation, and • that impacts on coastal processes such as foreshore erosion or seabed sand movement, wave action are minimised and mitigated to avoid significant long term impacts.
<p>Coastal Erosion Hazard Code (E16.0)</p>	<p>The northern shore involves areas of Coastal Erosion Hazard and this Code therefore applies. The Project will be assessed as building or works dependant on a coastal location.</p> <p>The proposal will be accompanied by the following information to satisfy the requirements of this Code:</p> <ul style="list-style-type: none"> • an erosion risk management plan • coastal processes assessment • coastal works management plan • impact on public foreshore access and • to demonstrate that the proposal will not be located on actively mobile landforms.
<p>Signs Code (E17.0)</p>	<p>Statutory Signs required for traffic control, maritime purposes or other statute are exempt from this Code.</p>
<p>Acid Sulfate Soils Code (E20.0)</p>	<p>This Code applies to development on land within mapped areas of Potential Acid Sulphate Soil under the planning schemes. There are no such areas in the Study Area and the Code therefore does not apply.</p> <p>Notwithstanding this, as discussed in Section 6.2.5 there are potential acid sulphate soils within the Derwent Estuary in the vicinity of the study area and this is likely to be relevant</p>

	to other environmental requirements of the planning schemes. These matters will be comprehensively addressed in the Project Impact Statement.
Dispersive Soils Code (E21.0)	This Code is not used in the Derwent Valley Planning Scheme and the Study area is not located within Potential Dispersive Soils areas under the Brighton or Glenorchy Planning Areas. This Code therefore will not apply.

11.5 Statement of required amendments to the planning schemes

This section addresses the requirements of 60F(1)m) to include a statement as to the amendments, if any, that would be required to be made to an LPS in order for the Project to so comply.

It is considered that the Project is likely to comply with the relevant planning scheme considerations as set out in Section 11.4 above. However, it is intended that the as constructed corridor of the Project would best be zoned Utilities to comply with the provisions of the future LPSs. Balance land that is currently zoned Utilities and 33.0 Particular Purpose - Future Road Corridor that is surplus to the needs of the Project may also be logically zoned to reflect the adjacent zoning.

It is anticipated that this rezoning would logically occur at completion of the Project once new road casement boundaries are finalised.

12 Consents and notifications

This section addresses the requirements of 60F(1)n) as listed below.

12.1 Crown Land consent s60P(2)a)

Crown consent from the Minister for all Crown land on which the Project is to be requested shortly.

The Minister for Crown Lands' delegates in relation to the Crown land identified within the Project Land have been notified and requested to provide endorsement that Crown Land Consent be granted (refer Appendix B).

Upon receipt of the endorsements from these delegates, the Project intends forwarding copies of these endorsements to the Minister for Crown Lands requesting Crown Land Consent pursuant to Section 60P(2)(a) of the *Land Use Planning and Approvals Act 1993*.

12.2 Council Consents and Notification as Occupier or Administrator s60P(2)b) and s60P(3)(b)

Consents from the Glenorchy and Brighton Councils have been requested as included in Appendix C for all Council owned land. It is noted that the Project Land does not include land owned by Derwent Valley Council.

The relevant councils that are not the owners of included land but are the land managers or occupiers of that land have also been notified. These notifications are also included in Appendix C.

12.3 Other owners and land managers s60P(3 a & b)

Pursuant to s60P the Minister may only declare a project to be a major project if –

- (a) all land owners have been given notice in writing; and
- (b) where the relevant land is occupied or administered by a Council – the Council has been given notice in writing –

of the proposal for a declaration in relation to the major project.

The owners of all other land included in the Project have been notified in writing of the proposal for declaration as a Major Project. A list of the relevant owners under this part is provided in Appendix D.

The relevant councils that are the land managers or occupiers of that land have been notified as set out in section 12.2 above.

It is noted that pursuant to s60I, the Minister, within 7 days after a proposal for a declaration is made, must notify of the proposal for a declaration:

- each owner of land to which the proposal for a declaration relates (if not the proponent); and
- the owners of, occupiers of and the lessees of adjoining land on which the Project is to be situated.

13 Consultation

This section addresses the requirements of 60F(1)o) as listed below.

60F(1)o)	<i>details of any consultation, with persons who may have an interest in whether the project is implemented, that has occurred or is proposed to occur</i>	
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All stakeholder engagement is undertaken in accordance with the Department of State Growth – State Roads Division Stakeholder and Community Engagement Framework (December 2018).

The engagement objectives for the Project are to:

- explain to stakeholders the objectives of the Project
- provide regular updates to key stakeholders and maintain an open and ongoing relationship. This includes communicating the Project need, objectives, constraining factors, the Department of State Growth’s commitments, and Project dates and timelines
- identify and engage productively with all impacted and interested stakeholders to design a fit-for-service product with understood and planned-for impacts.

Key stakeholders

The Project outcomes and Project area impact on a variety of communities, as well as a range of environmental, cultural, historic, economic and social interests. Key stakeholders include:

- local communities in the vicinity of the Project area
- users of the road network within the Project area, including motorists and freight representative groups
- Local governments (including Hobart City Deal partners)
- affected infrastructure owners
- environmental and heritage regulators
- relevant environmental interest groups and
- industry and business representative groups.

13.1 Consultation that has occurred to date

Past consultation activities

Extensive community consultation was last undertaken in 2011/12 as part of the Bridgewater Bridge Planning Study undertaken on behalf of the former Department of Infrastructure, Energy and Resources. This included the development of a Values Management Groups, made up of a number of stakeholder and community group

representatives. This culminated in a workshop designed to test the design principles that underpin the development of the concept for the new bridge. Very little stakeholder engagement has been undertaken since the Planning Study, up until the start of 2020.

Consultation undertaken as part of the Bridgewater Bridge Planning Study 2011/12:

- Consultation was undertaken with the following organisations:
 - o Aboriginal Heritage Tasmania
 - o Aurora Energy Pty Ltd
 - o Austins Ferry/Granton Precinct Group
 - o Bellerive Yacht Club
 - o Bicycle Tasmania
 - o BirdLife Tasmania
 - o Bridgewater Progress Association
 - o Brighton Council
 - o Community Advisory Panel for the Hobart Northern Suburbs Light Rail business case
 - o Derwent Estuary Program
 - o Derwent Sailing Squadron
 - o Derwent Valley Council
 - o DPIPWE
 - o Environmental Protection Authority
 - o Forestry Tasmania
 - o Future Transport Tasmania
 - o Glenorchy City Council
 - o Greyline Coaches
 - o Heritage Tasmania
 - o Hobart Coaches
 - o Housing Tasmania
 - o Heavy Truck Safety Advisory Council
 - o LightRail Tas and Rail Action Group
 - o Marine and Safety Tasmania
 - o Nation Building Infrastructure Investment Division
 - o Navigators
 - o Nyrstar
 - o Office of Tasmanian Architect Department of Justice
 - o Pedestrian Council
 - o Planning Commission
 - o RACT
 - o Redline Coaches
 - o Residents' Association of Granton and Bridgewater Inc.
 - o Royal Yacht Club of Tasmania
 - o RSL (Tasmania Branch)
 - o Tasmanian Aboriginal Land and Sea Council (TALSC)
 - o Tasmanian Chamber of Commerce and Industry
 - o Tasmanian Heritage Council
 - o Tasmanian Transport Council
 - o Tasmanian Transport Association
 - o TasPorts

- o TasRail
- o Yachting Tasmania (Tasmanian Yachting Association)
- Meetings were held with landowners (both impacted by acquisition and adjacent).
- Meetings were held with adjacent businesses in Old Main Road, Bridgewater.
- Public displays were held on the following dates:
 - o Brighton Show - 7 November 2010
 - o Department of Infrastructure Energy and Resources Brighton Site Office - 8 November 2010 –19 November 2010
 - o The Old Woolstore - 22 November 2010
 - o Brighton Civic Centre - 23 November 2010
 - o Hilltop Granton - 23 February 2011
 - o Claremont Village Shopping Centre - 23 February – 2 March 2011
- Value Management Workshop held on 27-28 July 2011.
- Presentation to Austins Ferry/Granton Precinct Group on 5 August 2010.
- Value Management Workshop - Follow-up Workshop held on 16 November 2011.
- Presentation to Austins Ferry/Granton Precinct Group on 31 March 2011.

13.2 Planned approach to consultation

A number of engagement activities are either currently underway, or have been recently completed.

Consultation and engagement with key stakeholders, including directly affected landowners, and local residents is ongoing throughout the scoping and development phase of the Project. This is being done via a variety of methods including:

- o stakeholder briefings
- o face to face meetings with impacted landowners
- o fact sheets/flyers
- o email newsletter
- o Government media release
- o transport website updates
- o social media posts.

<i>Current and Future Consultation Activities</i>			
Date	Activity	Comments	Status
Jan 2020	Letter drop	Letter to all residents in Bridgewater and Granton regarding upcoming geotechnical works.	Complete
March 2020	Letter drop	Letter to impacted landowners regarding environmental surveys where property access is required.	Complete

July 2020	Concept designs	<p>Release of design requirements and two high level concept designs. Engagement included:</p> <ul style="list-style-type: none"> discussions with key stakeholders prior to, and immediately following announcement (including information pack) ministerial media release website update social media post newspaper advertisement. 	Complete
August 2020	Letter drop/phone calls	<p>Letter to impacted landowners updating them on the Project, and arranging times to meet for a briefing.</p> <p>Letters sent to properties advising that it is likely that they would be included in the Project area.</p>	Complete
September 2020	Letter drop/phone calls	Letter/phone calls to properties that will be involved in noise monitoring activities.	Complete
Sept/Oct 2020	Briefings on reference design	Face to face briefing with key stakeholders and impacted landowners regarding the reference design.	Complete
Oct/Nov 2020	Public Consultation on reference design	<p>Public consultation on reference design. Activities will include:</p> <ul style="list-style-type: none"> 3D fly through animation 2D images interactive map and online consultation through Social Pinpoint community drop in sessions website updates social media. 	Underway
Dec 2020	Consultation feedback report	Release of consultation feedback report 'snapshot' to the community.	Future activity
TBC	Community Reference Group (CRG)	Establish a CRG to ensure the individual interests of the community are raised, acknowledges and considered by the project team as the Project progresses, as well as ensuring that the Project balances the needs of the local community and the broader Tasmanian community.	Future activity

Late 2021/early 2022	Pre-construction consultation and engagement	This will take place in the lead up to construction and will include: <ul style="list-style-type: none"> a series of drop-in and pop-up sessions to update the community and prepare them for construction to commence. 	Future activity
Late 2021/early 2022	Community Information Session	In the lead up to construction, a community information centre will be established within the local community. This will enable members of the community to visit and find out the most up to date information about the Project.	Future activity

13.3 Reference design

A reference design for the new Bridgewater Bridge was released to the community in mid-October 2020 to seek feedback as part of a month-long community consultation process.

The reference design includes a new two-lane bridge and a second two-lane bridge on the alignment of the existing bridge and shows what may be built to deliver the Project’s design requirements within the budget that is available. This includes the removal of the existing bridge.

The reference design, and all feedback received as part of the consultation, will be given to the two shortlisted contractors to use as they develop the designs they will submit as part of their tender.

The reference design is not the final design for the new bridge. It is likely that the reference design will evolve throughout the competitive design process as contractors look for the most value for money solution, while considering community feedback.

The final design developed by the contractor must still fit within budget and meet the Project’s design requirements.

A copy of the reference design, and link to a 3D flythrough animation is available at: www.transport.tas.gov.au/newbridgewaterbridge.

13.4 Authority advice relevant to assessment of the Road and Rail Assets Code

Written advice from the following authorities will be relevant to an assessment under the Road and Rail Assets Code:

- Department of State Growth (as Road Authority and Rail Authority)
- Written advice from the relevant council as Road Authority for any impact on local access roads including:
 - Brighton Council in relation to impacts on Gunn Street, Old Main Road, Nielsen Esplanade in Bridgewater

- Glenorchy Council in relation to impacts on Main Road and Black Snake Road and
- Derwent Valley Council in relation to impacts on Rusts Road and Forest Road intersections.

It is intended that this advice will accompany the Project Impact Statement.

14 Details of feasibility

This section addresses the requirements of 60F(1)p) as listed below.

60F(1)p)	<i>details of any feasibility assessment that has been undertaken, in relation to the project, by the proponent.</i>
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14.1 Design evolution

14.1.1 Introduction

Over the last decade, a significant amount of work has been completed by the Department of State Growth and previously, the Department of Infrastructure, Energy and Resources, to find the most suitable crossing arrangement to replace the existing Bridgewater Bridge.

The Department of Infrastructure, Energy and Resources developed a four lane bridge design in 2009/2010 as part of a Planning Study. The resulting design was subject to a broad public consultation process. Subsequently JMG consultants updated the design and cost estimate, but largely drew upon the GHD design as its basis. This work was finalised in 2016.

The current design work undertaken by Burbury Consulting on Behalf of the Department of State Growth aimed to review the previous design work and develop a design solution that can be constructed within the available funding secured through the State and Federal Governments, while still broadly meeting the technical requirements that were developed in 2009.

14.1.2 Maunsell review

In 2007 Maunsell was engaged to determine the essential repair and maintenance requirements necessary for the continued operation of the existing bridge.

Recommendations were made with regard to repairs that were intended to prolong the bridge's life in the short term (10 – 15 years) with the assumption that following this, the bridge would be decommissioned.

Following this work, and to validate that assumption, a further study was commissioned by the Department of Infrastructure, Energy and Resources to:

- identify the risks exist that would prohibit the ongoing use of the bridge or
- if no prohibitive risks are found, provide a forecast of the ongoing costs to keep the bridge operational for a 50-year period for B-double loading.

This study found that the bridge could remain operational for the 50-year life extension and remain capable of carrying the reference vehicle if a series of upgrade and maintenance activities were undertaken.

However, it did note the ongoing risk to the causeway of continued settlement and liquefaction in a seismic event.

The constraints that this places on the network in terms of oversize / over mass vehicles and the impact on traffic flow generally would not be addressed through any investment for life extension.

14.1.3 GHD 2010 design

In 2009, the Department of Infrastructure, Energy & Resources commissioned a planning study to develop a new crossing between Bridgewater and Granton to replace the existing bridge.

The design was proposed following an extensive range of investigations and studies of the area, and included a four-lane bridge crossing of the River Derwent adjacent to the existing Bridgewater Bridge.

The scope of the works extended from the merge to a single lane on the Brooker Highway, southbound, through to a direct connection to the Midland Highway, north of the East Derwent Highway and adjacent to the beginning of the Brighton Transport Hub. The scope of works proposed at that time also included a grade-separated interchange connecting to the East Derwent Highway.

The design was produced and responded to a set of Community Agreed Functional Requirements that were the result of a Value Management Study undertaken by Department of Infrastructure, Energy and Resources as part of the planning study.

The Community Agreed Functional Requirements ultimately included the following key items:

- The River Crossing will be a Bridge
- design should cater for pedestrian/cycle crossing
- navigability of the river is needed
- it will be a dual carriageway of 4 lanes throughout
- service for traffic is expected to improve
- the rail corridor must be protected
- the new crossing will provide a standard of service consistent with the Brooker Highway, but this will not preclude exploration of design speeds below 110km/h and
- minimise impact to environment and community.

The design produced for the planning study was costed prior to a budget being established for the Project. A 2017 update to the costs for this design saw the total cost estimate being \$845 million (total outturn cost including contingency and escalation at the P90 level). Subsequent development of this design has identified scope reductions, such as the East Derwent Highway interchange, in order to achieve the Project objectives within the available funding. This design is only considered to be at a concept-level and will require further development based on further consultation with the community and stakeholders.

14.1.4 JMG 2016 design

In 2016 Infrastructure Tasmania engaged JMG to undertake a review update of the original GHD design, with the subsequent solution being a reduced scope at the northern end (works cease at the East Derwent Highway) a

slightly modified northern junction and a considered a range of new bridge construction types, including smaller spans between the sub-structure.

In 2017 the total cost estimate for this design was \$724 million (total outturn cost including contingency and escalation at the P90 level).

14.1.5 AECOM Bridgewater Bridge Review 2018

In 2018 the Department of State Growth engaged AECOM to undertake a review that included a structural assessment and Lifecycle Cost Analysis. The report concluded that the existing structure could be upgraded and maintained for a 50-year life extension.

The report provided a cost estimate for the works that has been utilised in subsequent modelling exercises.

One of the key findings of the review advised that a minimum closure of three months to enable repairs would be required by 2023 to retain the integrity of the existing bridge.

AECOM further noted that, should the replacement of piers at approach spans become necessary, and estimated six-month closure of the bridge would be required.

14.1.6 Burbury 2020 options

Following the funding commitment of \$576 million by the Australian and Tasmanian Governments, in 2019 Burbury Consultants were engaged to develop and consider options that would deliver a crossing solution that was affordable within this funding commitment.

As outlined in Section 3.3.9, a range of bridge options were developed including:

- a new two-lane bridge to take southbound traffic and re-use of the existing causeway and the replacement of the existing bridge as part of the permanent works to take northbound traffic and
- a new four-lane bridge with two separate carriageways each taking two lanes of traffic.

Consideration was also given to non-bridge options including widening of the existing causeway to take four lanes of traffic with new bridges through the navigation channel.

Other options, such as tunnels, were not considered as they were excluded through the previous process and agreed as part of the 'Community Agreed Functional Requirements'.

Other options or option 'modifiers' were considered after the initial options were prepared, including:

- re-use or replacement of the existing Bridge structure
- span of bridge between piers ranging from 35 metre to 105 metre spans
- pile type, including cased bored-in-situ concrete piles and driven steel piles and
- bridge construction type including:
 - Super-T girders (precast pre-tensioned) with in-situ concrete deck and maximum spans of 35 metres

- Super-U girders (precast post-tensioned) with in-situ concrete deck and maximum spans of 45 metres
- steel box girders with in-situ concrete deck (incrementally launched). This allowed for spans between 65 metres and 85 metres and
- segmental box girders (span-by-span and balanced cantilever). These allowed for spans between 65 metres and 105 metres.

In July 2020, design requirements and two concept designs of two options under consideration were released to the public via Ministerial media release and the Transport website. These options included the new four-lane bridge and the new two-lane bridge and re-use of the existing causeway and the replacement of the existing bridge.

Targeted stakeholder engagement was undertaken immediately prior to and following the release of the concept designs with key individuals and stakeholder groups such as impacted councils and interest groups.

14.1.7 Reference design

The option of a new two-lane bridge to take southbound traffic and re-use of the existing causeway and the replacement of the existing bridge as part of the permanent works to take northbound traffic was subsequently developed into a reference design. The purpose of the reference design is to show what could be built for the budget that is available and to seek feedback from the community. The reference design was released for public comment in October 2020. The reference design, and all feedback received, will be given to the two contractors selected to take part in the Early Contractor Involvement (ECI) process. It will be used by the contractors to develop the final design that they will submit as part of their tender (refer below).

Ongoing, proactive broad engagement is continuing with key stakeholders.

14.1.8 Early Contractor Involvement (ECI) design

The Tasmanian Government has elected to use a two-stage Early Contractor Involvement (ECI) procurement phase to determine the final design for the new bridge.

A Request for Proposal (RFP) was released to market at the end of August 2020 and four submissions were received from national and international construction companies.

Two tenderers will be selected to enter a competitive design process, due to start in December 2020, to develop a design that meets the design requirements, and achieves a value for money solution.

During this stage, tenderers will work collaboratively with the Department of State Growth to refine and develop their individual tenders for the design and construction of the Project based on the Project Scope and Technical Requirements (PSTRs).

Involving contractors in the early stages of the project design allows for closer involvement in the development of designs, providing opportunities for industry innovation and construction efficiencies.

The successful tenderer will then be awarded a fixed sum Design and Construct contract.

14.1.9 Design and Construct

Once the two ECI contractors are narrowed down to the final contractor, the Design and Construct process will commence. The successful contractor will commence finalisation of the design for construction based on the ECI design completed.

Again, there is the possibility that for further design changes are made during this process.

14.2 Affordability

Detailed cost estimates for the construction of the reference design have been prepared by two independent professional quantity surveyors to verify that it is affordable within the \$576 million commitment from the Australian and Tasmanian Governments.

15 Other information

15.1 Other prescribed information s60F(1)q)

There is no other information that is prescribed to be required for the purposes of section 60F(1)q).

15.2 National Parks and Reserves Management Act 2002

As set out at Section 11.4.4, with respect to the required assessment under relevant planning schemes, an assessment under the requirements of the Environmental Management Zone aligns closely with Parks and Wildlife Service's Reserve Activity Assessment (RAA) process.

Whilst the major projects assessment process under the Act does not incorporate the RAA process, to demonstrate consistency with the RAA process, and for the purposes of the planning assessment, the following preliminary assessment of the Project under the *Objectives for a Conservation Area* under Schedule 1 of the *National Parks and Reserves Management Act 2002* is provided.

(a) to conserve natural biological diversity.

Consideration:

It is intended that the Major Project Impact Statement will identify the natural biodiversity values of the area and include information as set out in Sections 6 & 7 above to demonstrate that the Project will appropriately respond to this Objective.

(b) to conserve geological diversity.

Consideration:

It is intended that the Major Project Impact Statement will identify the geological values of the area and confirm that they will not be unreasonably compromised by the proposed use.

(c) to preserve the quality of water and protect catchments.

Consideration:

It is intended that the Major Project Impact Statement will include the matters set out in Section 1.3 above to demonstrate that the water quality of the area will not be unreasonably compromised as a result of the proposed use including matters of disturbance of sediment and management of runoff.

(d) to conserve sites or areas of cultural significance.

Consideration:

Cultural significance is defined under the *ICOMOS Australia Burra Charter* and means:

aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

As discussed in Section 6.4.2 above the Project will be accompanied by a Heritage Impact Assessment to identify and manage places of cultural significance including historic and Aboriginal heritage.

(e) to provide for the controlled use of natural resources including special species timber harvesting, and including as an adjunct to utilisation of marine resources;

Consideration:

The Project will not involve the use of resources and will not affect the attainment of this Objective:

(f) to provide for exploration activities and utilisation of mineral resources;

Consideration:

The Project will not involve the exploration or utilisation of mineral resources and will not affect the attainment of this Objective.

(g) to provide for the taking, on an ecologically sustainable basis, of designated game species for commercial or private purposes, or both;

Consideration:

The Project will not involve the taking of game species and will not affect the attainment of this Objective.

(h) to provide for other commercial or industrial uses of coastal areas;

Consideration:

The Project is for public transport infrastructure and will not affect the attainment of this Objective.

(i) to encourage education based on the purposes of reservation and the natural or cultural values of the conservation area, or both;

Consideration:

The Project provides an opportunity for interpretation and education on the natural and cultural values of the River Derwent Marine Conservation Area. An interpretation plan is being prepared and it is intended that these matters will be addressed in the Project Impact Statement.

(j) to encourage research, particularly that which furthers the purposes of reservation;

Consideration:

The Project involves detailed marine environmental surveys and therefore presents an opportunity to provide information on the environmental values that underpin the purpose of the River Derwent Marine Conservation Area. An interpretation plan is being prepared and it is intended that these matters will be addressed in the Project Impact Statement.

(k) to protect the conservation area against, and rehabilitate the conservation area following, adverse impacts such as those of fire, introduced species, diseases and soil erosion on the conservation area's natural and cultural values and on assets within and adjacent to the conservation area;

Consideration:

It is intended that the Major Project Impact Statement will include information to demonstrate that the Project will not lead to the introduction of species, disease or create soil erosion. As discussed in Section 6 above this will include an assessment of hydrology and likely erosion impacts of any new structures within the marine environment by way of altered water movements.

(l) to encourage appropriate tourism, recreational use and enjoyment (including private uses) consistent with the conservation of the conservation area's natural and cultural values;

Consideration:

The Project presents opportunities to further the attainment of this Objective such as through the inclusion of improved pedestrian and cycle crossings or interpretation on the heritage and environmental values of the area. These matters will be addressed in the Project Impact Statement.

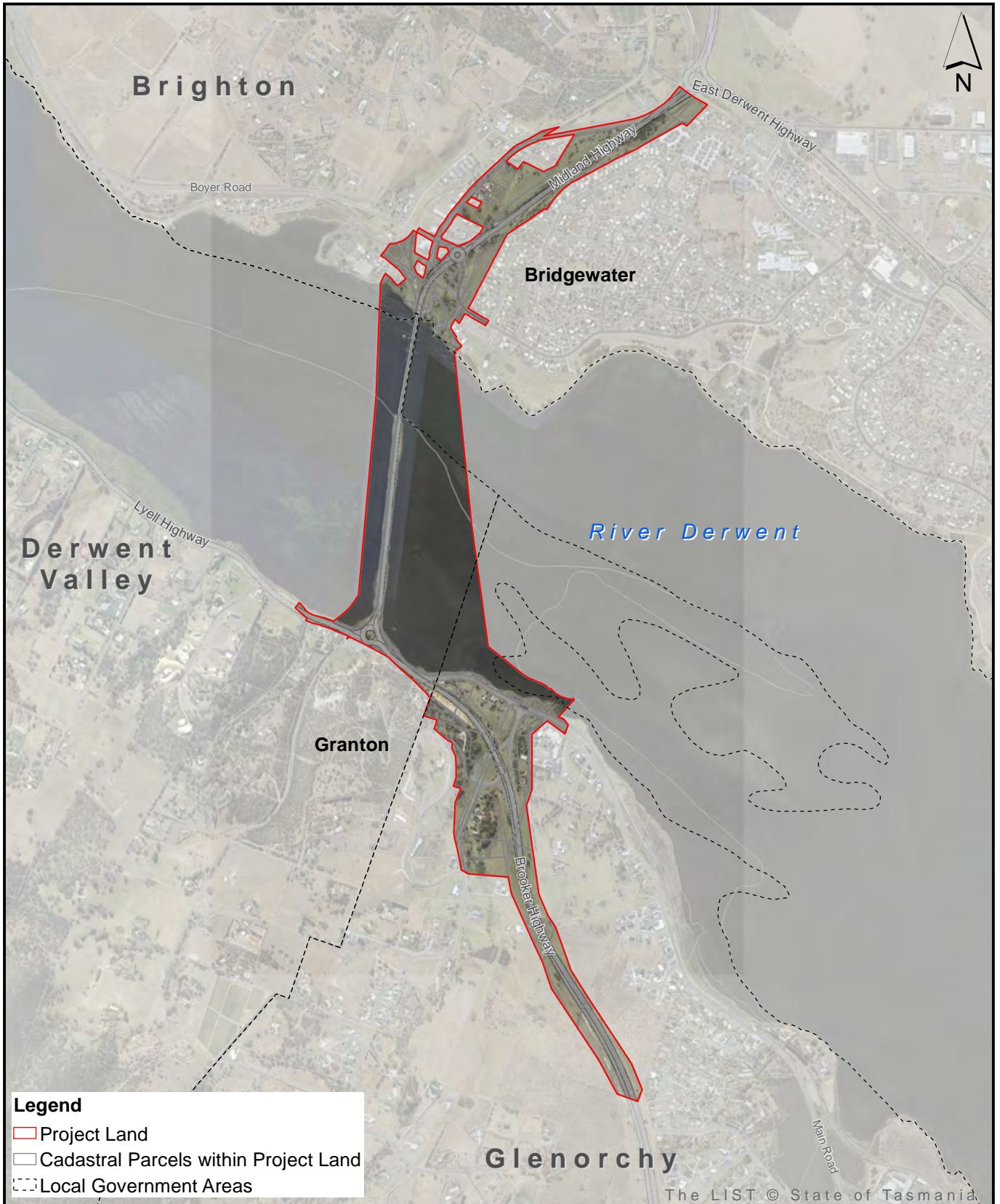
(m) to encourage cooperative management programs with Aboriginal people in areas of significance to them in a manner consistent with the purposes of reservation and the other management objectives.

Consideration:

The Project presents an opportunity for cooperative management programs with Aboriginal people of areas of significance including cultural associations with the river. It is intended that the Project will include engagement with the Aboriginal Heritage Council and include appropriate interpretation of the Aboriginal community's cultural associations with the river.

16 Appendixes

Appendix A - Project Land Details



Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).

0 250 500 750 1,000 1,250
Metres

Approved For: Internal Only

Prepared By: Steve Harwin
Date: 8/10/2020
Scale: 1:18,000 when printed at A4
Projection: MGA Zone 55 (GDA2020)
RM No.:

Document Path: H:\SSG\Projects\BWB\ProjectLand08102020.mxd

Appendix B - Letters requesting endorsement that Crown Land Consent be granted

Department of State Growth

Salamanca Building, Parliament Square
4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Phone 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref: D20/280452



Mr Kim Evans
Secretary
Department of State Growth
GPO Box 536
Hobart TAS 7001

Email to: kim.evans@stategrowth.tas.gov.au

Dear Kim

Proposal for declaration of a Major Project in relation to the New Bridgewater Bridge

Request for Crown Land Consent pursuant to Section 60P(2)(a) of the *Land Use Planning and Approvals Act 1993*

As part of the Hobart City Deal, the Australian and Tasmanian Governments have committed \$576 million for a new Bridgewater Bridge. This is the largest ever investment in a single transport infrastructure project in Tasmania's history.

The Bridgewater Bridge is a critical part of the transport and freight link between the northern and southern regions of Tasmania.

Hobart's outer suburbs including Brighton, are growing rapidly, and the increasing traffic is causing frustration, with congestion impacting travel time reliability and delaying locals, commuters and freight vehicles.

Building a new Bridgewater Bridge will reduce congestion and improve safety for the thousands of vehicles that travel across the bridge and on surrounding roads each day.

Planning for a new Bridgewater Bridge has been ongoing for a number of years and has progressed following a \$461 million Australian Government contribution announced in the 2018/19 Federal Budget. This was supported by a Tasmanian Government commitment of \$115 million.

The planning approvals process for the project commence shortly, with the Department of State Growth seeking to have the project declared a major project by the Minister for Planning as part of the new Major Projects Planning Approvals Process.

As part of the Minister's consideration of the proposal against legislated eligibility criteria, he will consult a range of interested parties including councils, state agencies, land owners and neighbours, before a decision is made around whether to declare the project and refer it to the independent Tasmanian Planning Commission for detailed assessment and determination.

In order to commence the eligibility stage of the major projects process, section 60F(2) (b) of the Act requires the Major Project Proposal to include a plan generally setting out the areas on which the New Bridgewater Bridge is to be situated. The Major Project Proposal will refer to this as Project Land.

The Project Land includes Crown Land within the meaning of the Crown Lands Act 1976 including land managed by the Department of State Growth including rail land as shown on the accompanying plan. Therefore consent will be required prior to the declaration of the New Bridgewater Bridge as a major project. Section 60P (2) of the newly amended *Land Use Planning and Approvals Act 1993* (LUPAA) states that –

The Minister may only declare a project to be a major Project under section 60O –

(a) if all or part of the land on which the project is to be situated is Crown land, within the meaning of the Crown Lands Act 1976 – with the consent of the Minister to whom the administration of that Act is assigned;

The Land Use Planning and Approvals Amendment (Major Projects) Bill 2020 received proclamation on 28 October 2020.

As the Minister for Crown Lands' delegate in relation to the land identified in the attached, please provide your endorsement that Crown Land Consent be granted as described in the attached draft letter for consideration and signing.

Upon receipt of your endorsement, and similar endorsements from other delegates of the Minister for Crown Lands, the Project intends forwarding copies of these endorsements to the Minister for Crown Lands requesting Crown Land Consent pursuant to Section 60P(2)(a) of the *Land Use Planning and Approvals Act 1993*.

If you have further questions please do not hesitate to contact me on 0419 320 682 or via email at ben.moloney@stategrowth.tas.gov.au or Manager Stakeholder Communications, Laura Middleton at laura.middleton@stategrowth.tas.gov.au.

I look forward to ongoing collaboration as the Project progresses.

Yours sincerely



Ben Moloney
Project Director, New Bridgewater Bridge

3 November 2020

Enclosure:

- Draft letter of consent
- Map of Project Land
- Map indicating Crown Land within the meaning of the Crown Lands Act 1976 managed by DSG and rail land.

CC: Gary Swain, Jennifer Jarvis

XXX 2020

Ben Moloney
Project Director
New Bridgewater Bridge
Department of State Growth
GPO Box 536
Hobart TAS 7001

Dear Sir,

**Major Projects Proposal - New Bridge Water Bridge
Crown Land Consent pursuant to Section 60P(2)(a) of the *Land Use Planning and Approvals Act 1993***

I refer to your correspondence of 3 November, 2020 that advised that the Department of State Growth is seeking to have the New Bridgewater Bridge, as described in that correspondence, declared as a major project pursuant to the *Land Use Planning and Approvals Act 1993*.

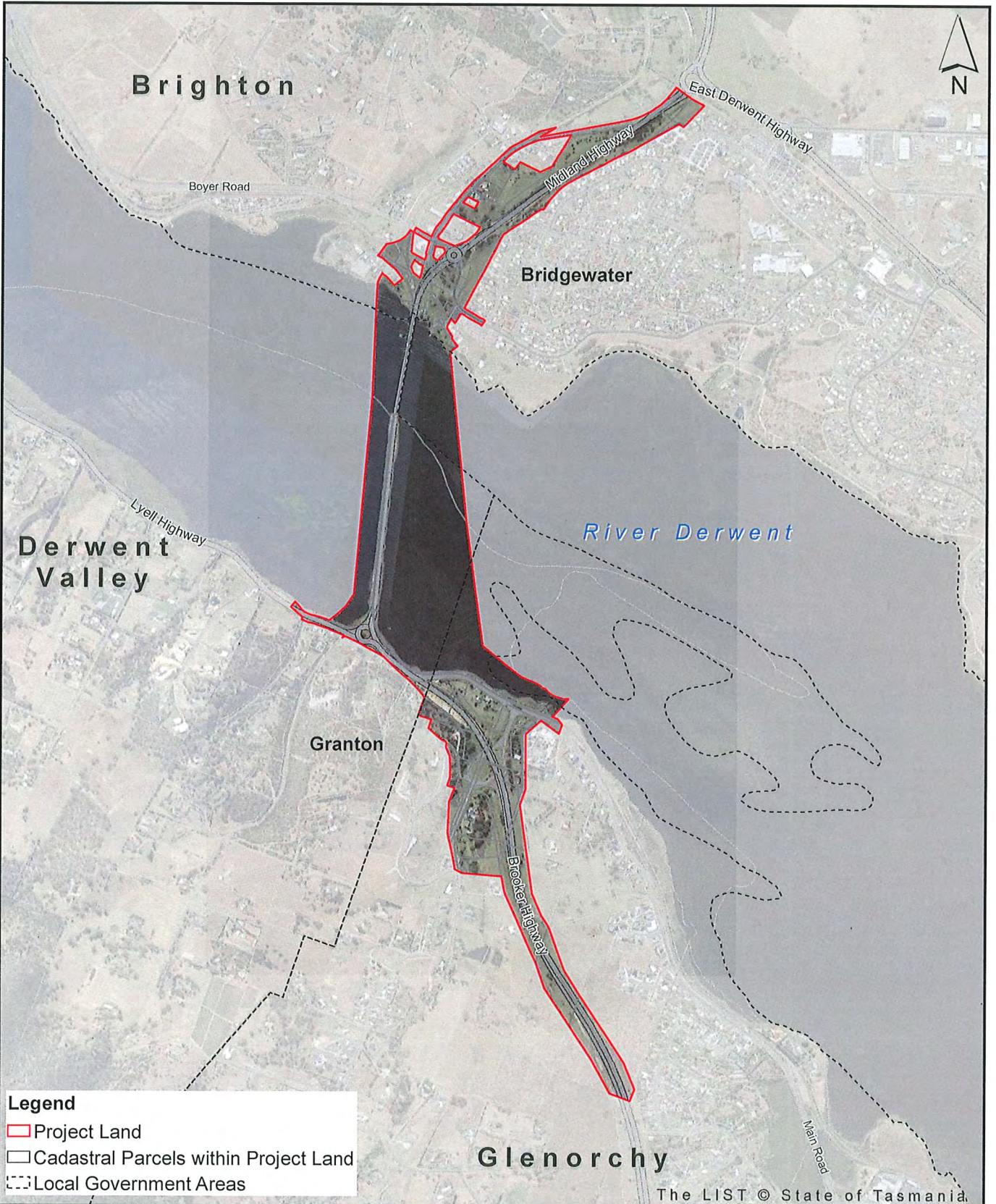
As the Minister for Crown Lands' delegate I acknowledge that the New Bridgewater Bridge Project Land includes land owned by the Crown and administered by the Department of State Growth including land forming part of the State Rail Network as set out on the plan Attachment A. Further, as the Minister for Crown Land's delegate, I confirm my endorsement that the New Bridgewater Bridge be declared as a major project.

I note that on receipt of this endorsement, and similar endorsements from other delegates of the Minister for Crown Lands, the Project intends forwarding copies of these endorsements to the Minister for Crown Lands requesting Crown Land Consent pursuant to Section 60P(2)(a) of the *Land Use Planning and Approvals Act 1993*.

Yours sincerely

XXXXX

XXXXXX



Legend

- Project Land
- Cadastral Parcels within Project Land
- Local Government Areas

The LIST © State of Tasmania



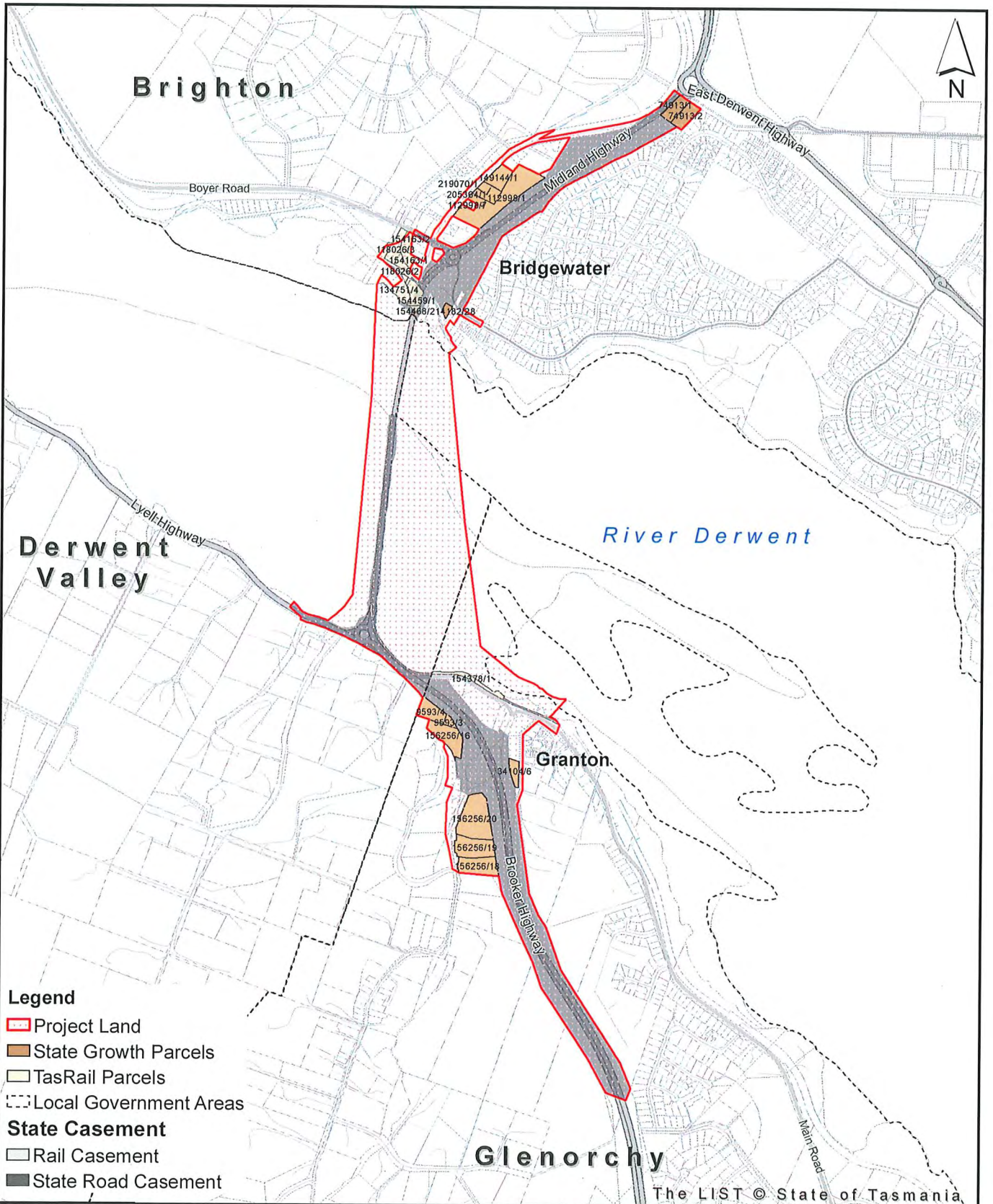
Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).

0 250 500 750 1,000 1,250
Metres

Approved For: Internal Only

Prepared By: Steve Harwin
Date: 8/10/2020
Scale: 1:18,000 when printed at A4
Projection: MGA Zone 55 (GDA2020)
RM No.:

Document Path: H:\SSG\Projects\BWB\ProjectLand08102020.mxd



Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).

0 250 500 750 1,000 1,250
Metres

Approved For: Internal Only

Prepared By: Steve Harwin
Date: 30/10/2020
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Projection: MGA Zone 55 (GDA2020)
RM No.:

Document Path: H:\SSG\Projects\BWB\StateGrowthParcels\01 102020.mxd

Department of State Growth

Salamanca Building, Parliament Square
4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Phone 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref: D20/280446



Peter White
Director of Housing
Communities Tasmania
GPO Box 65
Hobart TAS 7001

Email to: peter.white@communities.tas.gov.au

Dear Mr White

Proposal for declaration of a Major Project in relation to the New Bridgewater Bridge

Request for Land Owner Consent – Director of Housing pursuant to Section 60P(2)(a) of the Land Use Planning and Approvals Act 1993

As part of the Hobart City Deal, the Australian and Tasmanian Governments have committed \$576 million for a new Bridgewater Bridge. This is the largest ever investment in a single transport infrastructure project in Tasmania's history.

The Bridgewater Bridge is a critical part of the transport and freight link between the northern and southern regions of Tasmania.

Hobart's outer suburbs including Brighton, are growing rapidly, and the increasing traffic is causing frustration, with congestion impacting travel time reliability and delaying locals, commuters and freight vehicles.

Building a new Bridgewater Bridge will reduce congestion and improve safety for the thousands of vehicles that travel across the bridge and on surrounding roads each day.

Planning for a new Bridgewater Bridge has been ongoing for a number of years and has progressed following a \$461 million Australian Government contribution announced in the 2018/19 Federal Budget. This was supported by a Tasmanian Government commitment of \$115 million.

The planning approvals process for the project will commence shortly, with the Department of State Growth seeking to have the project declared a major project by the Minister for Planning as part of the new Major Projects Planning Approvals Process.

As part of the Minister's consideration of the proposal against legislated eligibility criteria, he will consult a range of interested parties including councils, state agencies, land owners and neighbours, before a decision is made around whether to declare the project and refer it to the independent Tasmanian Planning Commission for detailed assessment and determination.

In order to commence the eligibility stage of the major projects process, section 60F(2) (b) of the Act requires the Major Project Proposal to include a plan generally setting out the areas on which the New Bridgewater Bridge is to be situated. The Major Project Proposal will refer to this as Project Land.

The Project Land includes land owned by the Director of Housing, which means that it is Crown Land within the meaning of the Crown Lands Act 1976, contained within CT243407/1 and forming part of 8-20 Gunn Street, Bridgewater as shown on the accompanying plan.

As the Project Land includes Crown Land, the consent of the Minister who administers the Crown Lands Act 1976 is required prior to the declaration of the New Bridgewater Bridge as a major project. This is because section 60P (2) of the newly amended *Land Use Planning and Approvals Act 1993* (LUPAA) states that –

The Minister may only declare a project to be a major Project under section 60O –

(a) if all or part of the land on which the project is to be situated is Crown land, within the meaning of the Crown Lands Act 1976 – with the consent of the Minister to whom the administration of that Act is assigned;

The Land Use Planning and Approvals Amendment (Major Projects) Bill 2020 received proclamation on 28 October 2020.

As the Minister for Crown Lands' delegate in relation to the land identified in the attached, please provide your endorsement that Crown Land Consent be granted as described in the attached draft letter for consideration and signing.

Upon receipt of your endorsement, and similar endorsements from other delegates of the Minister for Crown Lands, the Project intends forwarding copies of these endorsements to the Minister for Crown Lands requesting Crown Land Consent pursuant to Section 60P(2)(a) of the *Land Use Planning and Approvals Act 1993*.

If you have further questions please do not hesitate to contact me on 0419 320 682 or via email at Ben.Moloney@stategrowth.tas.gov.au or Manager Stakeholder Communications, Laura Middleton at laura.middleton@stategrowth.tas.gov.au.

I look forward to ongoing collaboration as the Project progresses.

Yours sincerely



Ben Moloney
Project Director, New Bridgewater Bridge

3 November 2020

Enclosure:

- Draft letter of consent
- Map of Project Land
- Map indicating land owned by the Director of Housing CT243407/1, part of 8-20 Gunn Street, Bridgewater

CC: Richard Gilmour

XXX 2020

Ben Moloney
Project Director
New Bridgewater Bridge
Department of State Growth
GPO Box 536
Hobart TAS 7001

Dear Sir,

**Major Projects Proposal - New Bridge Water Bridge
Owners Consent – Director of Housing - CT243407/1, Part of 8-20 Gunn Street,
Bridgewater**

I refer to your correspondence of 3 November, 2020 that advised that the Department of State Growth is seeking to have the New Bridgewater Bridge, as described in that correspondence, declared as a major project pursuant to the *Land Use Planning and Approvals Act 1993*.

As the Minister for Crown Lands' delegate I acknowledge that the New Bridgewater Bridge Project Land includes land owned by the Director of Housing at CT243407/1 forming part of 8-20 Gunn Street, Bridgewater as set out in Attachment 1.

Further, as the Minister for Crown Land's delegate, I confirm my endorsement that the New Bridgewater Bridge be declared as a major project.

I note that on receipt of this endorsement, and similar endorsements from other delegates of the Minister for Crown Lands, the Project intends forwarding copies of these endorsements to the Minister for Crown Lands requesting Crown Land Consent pursuant to Section 60P(2)(a) of the Land Use Planning and Approvals Act 1993.

Yours sincerely

Peter White

Director of Housing

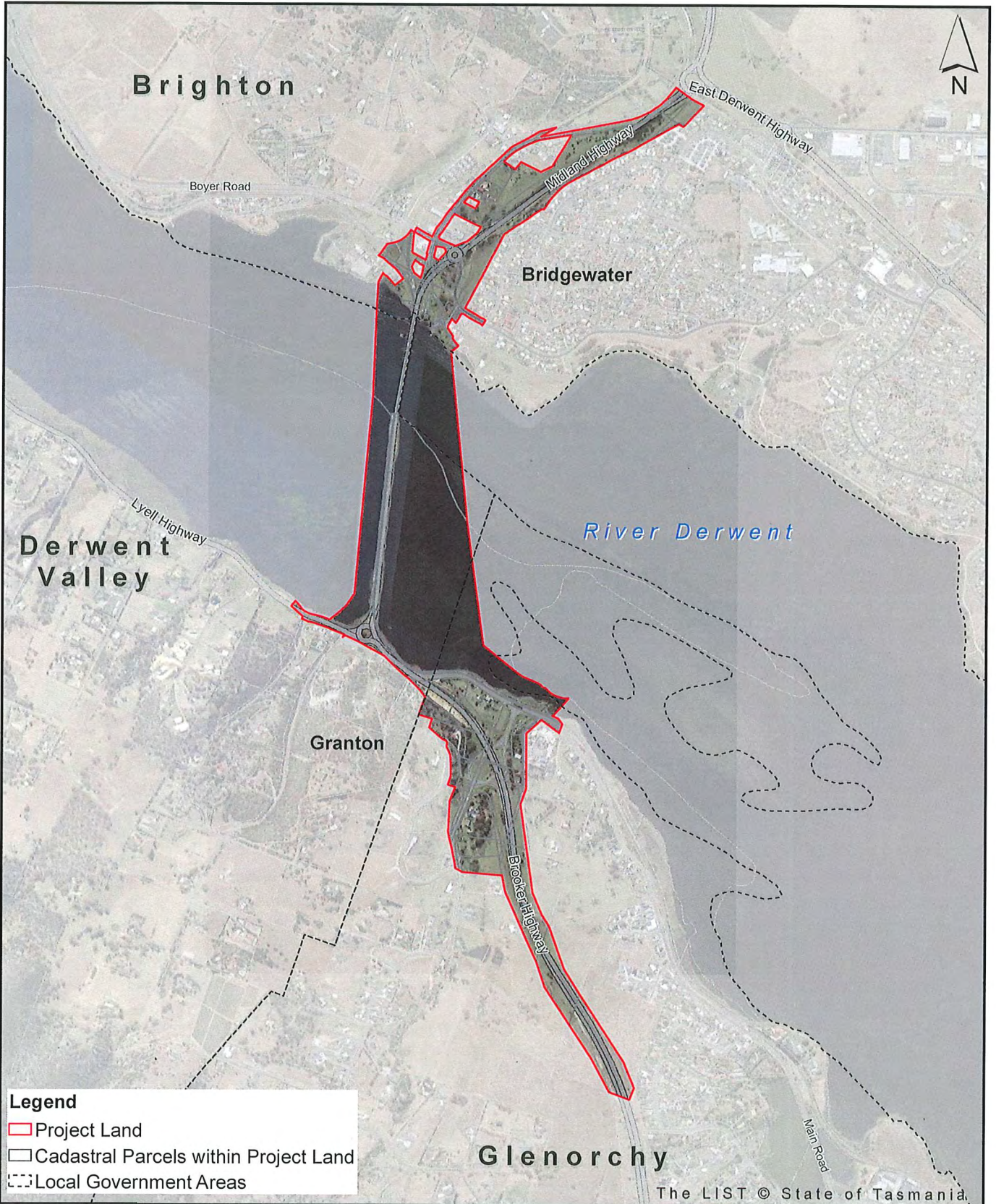
Attachment 1

Consent is provided for the following land owned by the Director of Housing to be included in the Major Project Proposal for the New Bridgewater Bridge:

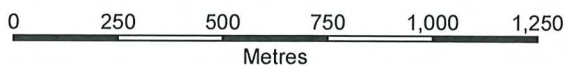
Certificate of Title	Address
243407/1 and CT 179584/0	Part of 8 – 20 Gunn Street, Bridgewater

Peter White

Director of Housing



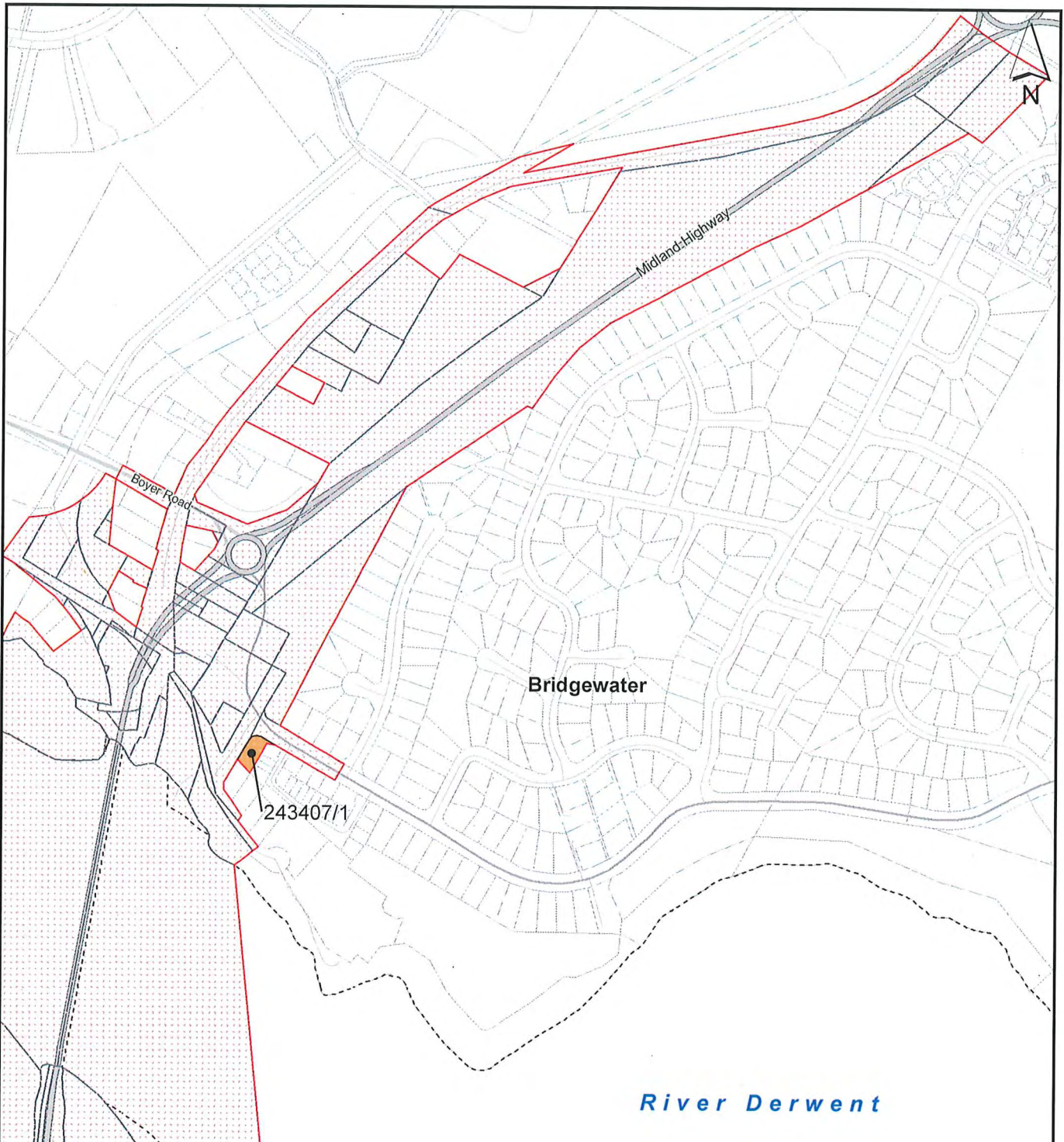
Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).



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Date: 8/10/2020
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Projection: MGA Zone 55 (GDA2020)
RM No.:

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Legend

- Project Land
- Housing Tasmania Parcels
- Cadastral Parcels within Project Land
- Local Government Areas

The LIST © State of Tasmania



Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).



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Prepared By: Steve Harwin
Date: 8/10/2020
Scale: 1:6,000 when printed at A4
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RM No.:

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Department of State Growth

Salamanca Building, Parliament Square
4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Phone 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref: D20/280447



Mr Tim Baker
Secretary
Department of Primary Industries, Parks, Water and Environment
GPO Box 44
Hobart TAS 7001

Email to: tim.baker@dpipwe.tas.gov.au

Dear Mr Baker

Proposal for declaration of a Major Project in relation to the New Bridgewater Bridge

Request for Crown Land Consent pursuant to Section 60P(2)(a) of the *Land Use Planning and Approvals Act 1993*

As part of the Hobart City Deal, the Australian and Tasmanian Governments have committed \$576 million for a new Bridgewater Bridge. This is the largest ever investment in a single transport infrastructure project in Tasmania's history.

The Bridgewater Bridge is a critical part of the transport and freight link between the northern and southern regions of Tasmania.

Hobart's outer suburbs including Brighton, are growing rapidly, and the increasing traffic is causing frustration, with congestion impacting travel time reliability and delaying locals, commuters and freight vehicles.

Building a new Bridgewater Bridge will reduce congestion and improve safety for the thousands of vehicles that travel across the bridge and on surrounding roads each day.

Planning for a new Bridgewater Bridge has been ongoing for a number of years and has progressed following a \$461 million Australian Government contribution announced in the 2018/19 Federal Budget. This was supported by a Tasmanian Government commitment of \$115 million.

The planning approvals process for the project commence shortly, with the Department of State Growth seeking to have the project declared a major project by the Minister for Planning as part of the new Major Projects Planning Approvals Process.

As part of the Minister's consideration of the proposal against legislated eligibility criteria, he will consult a range of interested parties including councils, state agencies, land owners and neighbours, before a decision is made around whether to declare the project and refer it to the independent Tasmanian Planning Commission for detailed assessment and determination.

In order to commence the eligibility stage of the major projects process, section 60F(2) (b) of the Act requires the Major Project Proposal to include a plan generally setting out the areas on which the New Bridgewater Bridge is to be situated. The Major Project Proposal will refer to this as Project Land.

The Project Land includes Crown Land within the meaning of the Crown Lands Act 1976 including land managed by DPIPW and Parks and Wildlife Service as shown on the accompanying plan.

As the Project Land includes Crown Land, the consent of the Minister who administers the Crown Lands Act 1976 is required prior to the declaration of the New Bridgewater Bridge as a major project. This is because section 60P (2) of the newly amended *Land Use Planning and Approvals Act 1993* (LUPAA) states that –

The Minister may only declare a project to be a major Project under section 60O –

(a) if all or part of the land on which the project is to be situated is Crown land, within the meaning of the Crown Lands Act 1976 – with the consent of the Minister to whom the administration of that Act is assigned;

The Land Use Planning and Approvals Amendment (Major Projects) Bill 2020 received proclamation on 28 October 2020.

As the Minister for Crown Lands' delegate in relation to the land identified in the attached, please provide your endorsement that Crown Land Consent be granted as described in the attached draft letter for consideration and signing.

Upon receipt of your endorsement, and similar endorsements from other delegates of the Minister for Crown Lands, the Project intends forwarding copies of these endorsements to the Minister for Crown Lands requesting Crown Land Consent pursuant to Section 60P(2)(a) of the *Land Use Planning and Approvals Act 1993*.

If you have further questions please do not hesitate to contact me on 0419 320 682 or via email at ben.moloney@stategrowth.tas.gov.au or Manager Stakeholder Communications, Laura Middleton at laura.middleton@stategrowth.tas.gov.au.

I look forward to ongoing collaboration as the Project progresses.

Yours sincerely



Ben Moloney
Project Director, New Bridgewater Bridge

3 November 2020

Enclosure:

- Draft letter of consent
- Map of Project Land
- Map indicating Crown Land within the meaning of the Crown Lands Act 1976

CC: Alison Hughes (EPA), Alice Morris (Parks)

XXX 2020

Ben Moloney
Project Director
New Bridgewater Bridge
Department of State Growth
GPO Box 536
Hobart TAS 7001

Dear Sir,

**Major Projects Proposal - New Bridge Water Bridge
Crown Land Consent pursuant to Section 60P(2)(a) of the *Land Use Planning and Approvals Act 1993***

I refer to your correspondence of 3 November, 2020 that advised that the Department of State Growth is seeking to have the New Bridgewater Bridge, as described in that correspondence, declared as a major project pursuant to the *Land Use Planning and Approvals Act 1993*.

As the Minister for Crown Lands' delegate I acknowledge that the New Bridgewater Bridge Project Land includes land owned by the Crown and administered by the Department of Primary Industries Parks Water and Environment including land administered by Parks and Wildlife Service as set out on the plan Attachment A.

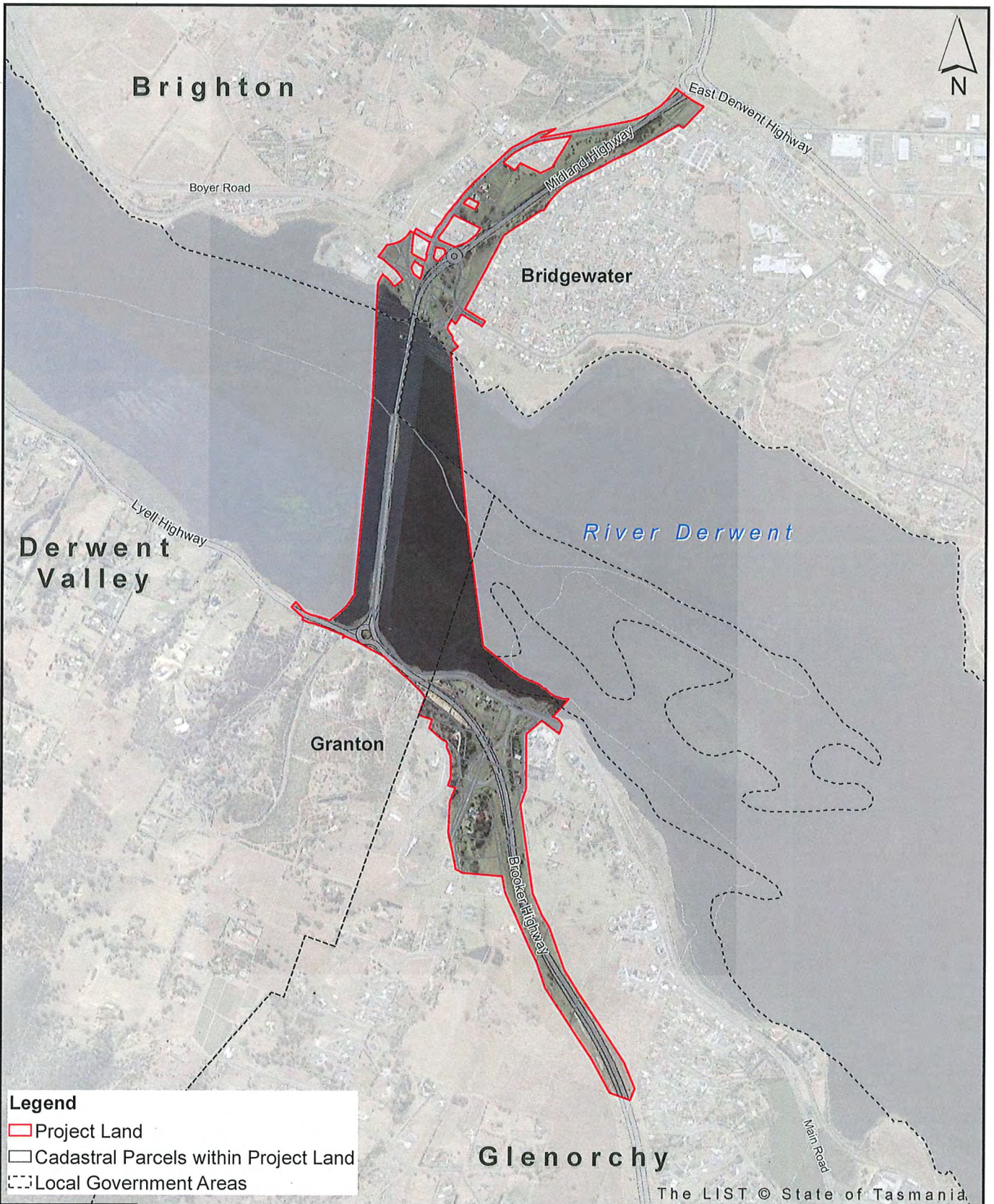
Further, as the Minister for Crown Land's delegate, I confirm my endorsement that the New Bridgewater Bridge be declared as a major project.

I note that on receipt of this endorsement, and similar endorsements from other delegates of the Minister for Crown Lands, the Project intends forwarding copies of these endorsements to the Minister for Crown Lands requesting Crown Land Consent pursuant to Section 60P(2)(a) of the Land Use Planning and Approvals Act 1993.

Yours sincerely

XXXXX

XXXXXX



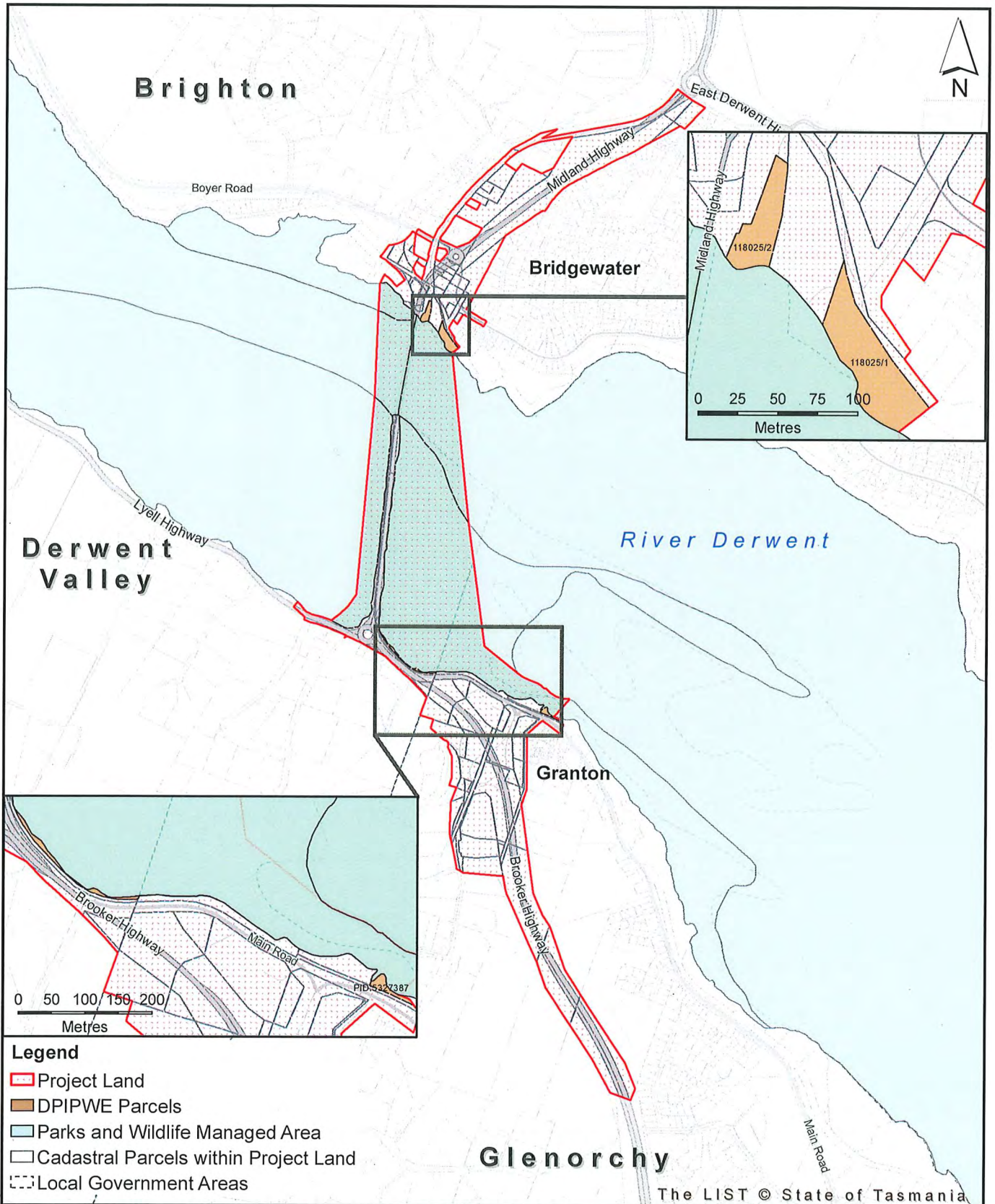
Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).




Approved For: Internal Only

Prepared By: Steve Harwin
Date: 8/10/2020
Scale: 1:18,000 when printed at A4
Projection: MGA Zone 55 (GDA2020)
RM No.:

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	<p>Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).</p> <p>0 250 500 750 1,000 1,250 Metres</p>	<p>Approved For: Internal Only</p> <p>Prepared By: Steve Harwin Date: 9/10/2020 Scale: 1:18,000 when printed at A4 Projection: MGA Zone 55 (GDA2020) RM No.: Document Path: H:\SSG\Projects\BWB\BWDPIPWE\Parcels01\102020.mxd</p>
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Appendix C - Requests for Council land owner consents and land manager/ occupier notifications

Department of State Growth

Salamanca Building, Parliament Square
4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Phone 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref: D20/281767



Councillor Tony Foster
Mayor
Brighton Council
1 Tivoli Road
OLD BEACH TAS 7017
Email to: admin@brighton.tas.gov.au and cr.foster@brighton.tas.gov.au

Proposal for declaration of a Major Project in relation to the New Bridgewater Bridge - Request for Land Owner Consent pursuant to Section 60P (2)(b) and Notice pursuant to Section 60P(3)b) of the *Land Use Planning and Approvals Act 1993*

Dear Cr Foster

As part of the Hobart City Deal, the Australian and Tasmanian Governments have committed \$576 million for a new Bridgewater Bridge. This is the largest ever investment in a single transport infrastructure project in Tasmania's history.

The Bridgewater Bridge is a critical part of the transport and freight link between the northern and southern regions of Tasmania.

Hobart's outer suburbs including Brighton, are growing rapidly, and the increasing traffic is causing frustration, with congestion impacting travel time reliability and delaying locals, commuters and freight vehicles.

Building a new Bridgewater Bridge will reduce congestion and improve safety for the thousands of vehicles that travel across the bridge and on surrounding roads each day.

Planning for a new Bridgewater Bridge has been ongoing for a number of years and has progressed following a \$461 million Australian Government contribution announced in the 2018/19 Federal Budget. This was supported by a Tasmanian Government commitment of \$115 million.

Work on the project is progressing towards construction starting in 2022.

The *Land Use Planning and Approvals Amendment (Major Projects) Bill 2020* was proclaimed 28 October 2020. The Department of State Growth now intends to seek to have the New Bridgewater Bridge Project declared a major project by the Minister for Planning, by submitting a Major Project Proposal.

As part of the Minister's consideration of the proposal against legislated eligibility criteria, he will consult a range of interested parties including Council, state agencies, land owners and neighbours, before making decision whether or not to declare the project and refer it to the independent Tasmanian Planning Commission for detailed assessment and determination.

In order to commence the eligibility stage of the Major Projects process, section 60F(2)(b) of the Act requires the Major Project Proposal to include a plan generally setting out the areas on which the New Bridgewater Bridge is to be situated. The Major Project Proposal will refer to this as Project Land.

Land owned by Council has been included in the Project Land, therefore Council's consent will be required prior to the declaration of the New Bridgewater Bridge as a major project.

Section 60P(2)(b) of the newly amended *Land Use Planning and Approvals Act 1993* (Act) states that:

The Minister may only declare a project to be a Major Project under section 60O...if all or part of the land on which the project is to be situated is and owned by a council – with the consent of the council.

Section 60P (3) of the Act states that the Minister may only declare a project to be a major project under section 60O if -

(a) where all or part of the land on which the project is to be situated is land of which the proponent is not the owner – the owner, or owners, of the land; and

(b) where all or part of the land on which the project is to be situated is land that is not owned by a council but is occupied or administered by a council – the council

-

have been given notice in writing of the proposal for a declaration in relation to the major project.

The attached map (Attachment A) indicates the extent of Project Land that is owned by Council, the roads under the jurisdiction of Brighton Council as Road Authority and a parcel of land subject to a Crown Licence to Council, which generally includes a boat ramp and jetty.

As part of broad, ongoing collaboration, Council officers and the New Bridgewater Bridge project team have previously discussed this matter.

To assist this request a draft consent letter is provided (Attachment B) for Council's consideration and actioning.

It is hoped that your Council is able to consider this request as soon as practicable.

In addition to consent documents, I have enclosed a flowchart (Attachment C) which outlines the three stages of the Major Projects assessments process. Further information can be sourced from Planning Policy Unit officers within the Department of Justice on (03) 6166 3448. The New Bridgewater Bridge project team is also available to provide support in this respect.

If you have further questions please do not hesitate to me by email at ben.moloney@stategrowth.tas.gov.au or telephone 0419 320 682 or Manager Stakeholder Communications, Laura Middleton at laura.middleton@stategrowth.tas.gov.au.

Thank you for your support of Council's ongoing collaboration with the New Bridgewater Bridge project team.

Yours sincerely

A handwritten signature in black ink, appearing to read 'B. Moloney', written in a cursive style.

Ben Moloney
Project Director, New Bridgewater Bridge

2 November 2020

Attachments:

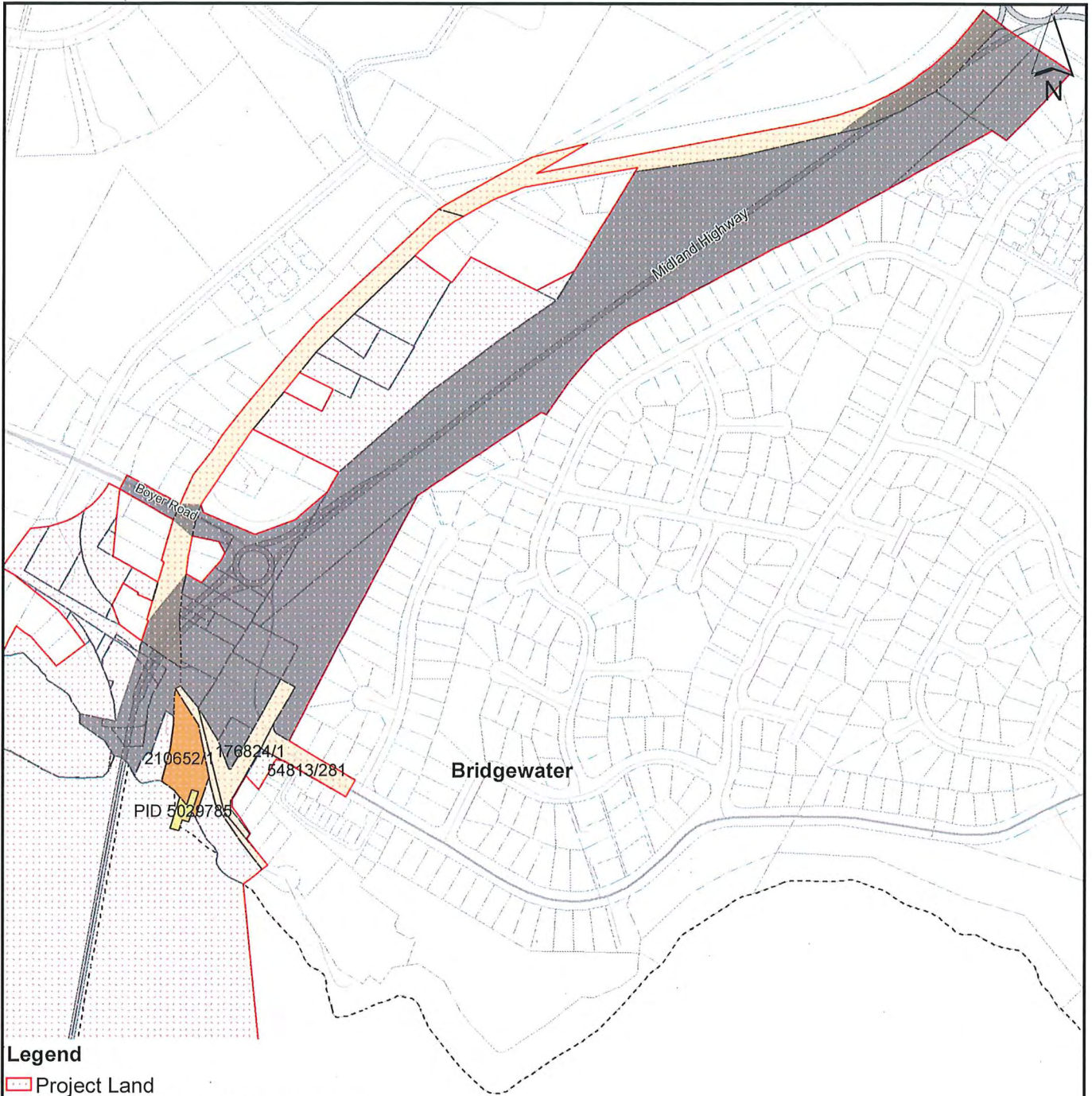
Attachment A: Map: Brighton Council owned and administered land within Project Land

Attachment B: Draft letter of consent

Attachment C: Major Projects Assessment Process Flowchart

Attachment A: Brighton Council Owned, Administered and Occupied Land

New Bridgewater Bridge Project



Legend

- Project Land
- Crown Licence to Brighton Council
- Brighton Council Parcels
- Brighton Council Road Casements
- Cadastral Parcels within Project Land
- Local Government Boundaries

State Casement

- Rail Casement
- State Road Casement

River Derwent

The LIST © State of Tasmania



Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).



Approved For: Internal Only (Unless Authorised)

Prepared By: Steve Harwin
 Date: 30/10/2020
 Scale: 1:6,000 when printed at A4
 Projection: MGA Zone 55 (GDA2020)
 RM No.:

Document Path: H:\SSG\Projects\BWB\BrightonParcels02102020.mxd

XXX 2020

The Minister for Planning

Dear Sir,

**Major Projects Proposal - New Bridgewater Bridge
Owners Consent – Brighton Council Land**

Council advises that it has received:

- notification from the Department of State Growth of the Department's intention to submit a Major Project Proposal for the New Bridgewater Bridge project, that includes land that is owned and/or administered by Council, to be declared a major project under the *Land Use Planning and Approvals Act 1993*; and
- a request from the Department for Council's landowner consent to be provided to enable the New Bridgewater Bridge project to be declared a major project.

At the Council meeting of XX/YY/2020 the Council considered the request from the Department.

I wish to advise that under section 60(p)(2)(b) of the *Land Use Planning and Approvals Act 1993*, the Council:

- acknowledges the notification and
- provides its consent for the project to be declared as a major project with respect to the Council owned and/or administered land as set out in Attachment 1.

Yours sincerely

James Dryburgh
General Manager
Brighton Council

Attachment 1

Consent is provided for the following land owned and/or administered by Brighton Council to be included in the Major Project Proposal for the New Bridgewater Bridge:

Certificate of Title	Address
CT 210652/1	3 Nielson Esplanade, Bridgewater, Tas 7030
CT 54813./281 (part)	Gunn Street road casement
CT 176824/1	Part of Neilson Esplanade – title in the name of Medkes Development Pty Ltd
No title	Old Main Road casement
No title	Neilson Esplanade road casement

MAJOR PROJECTS ASSESSMENT PROCESS – TIME STAGES IN DETAIL

Timing of proposed process set out in the Bill

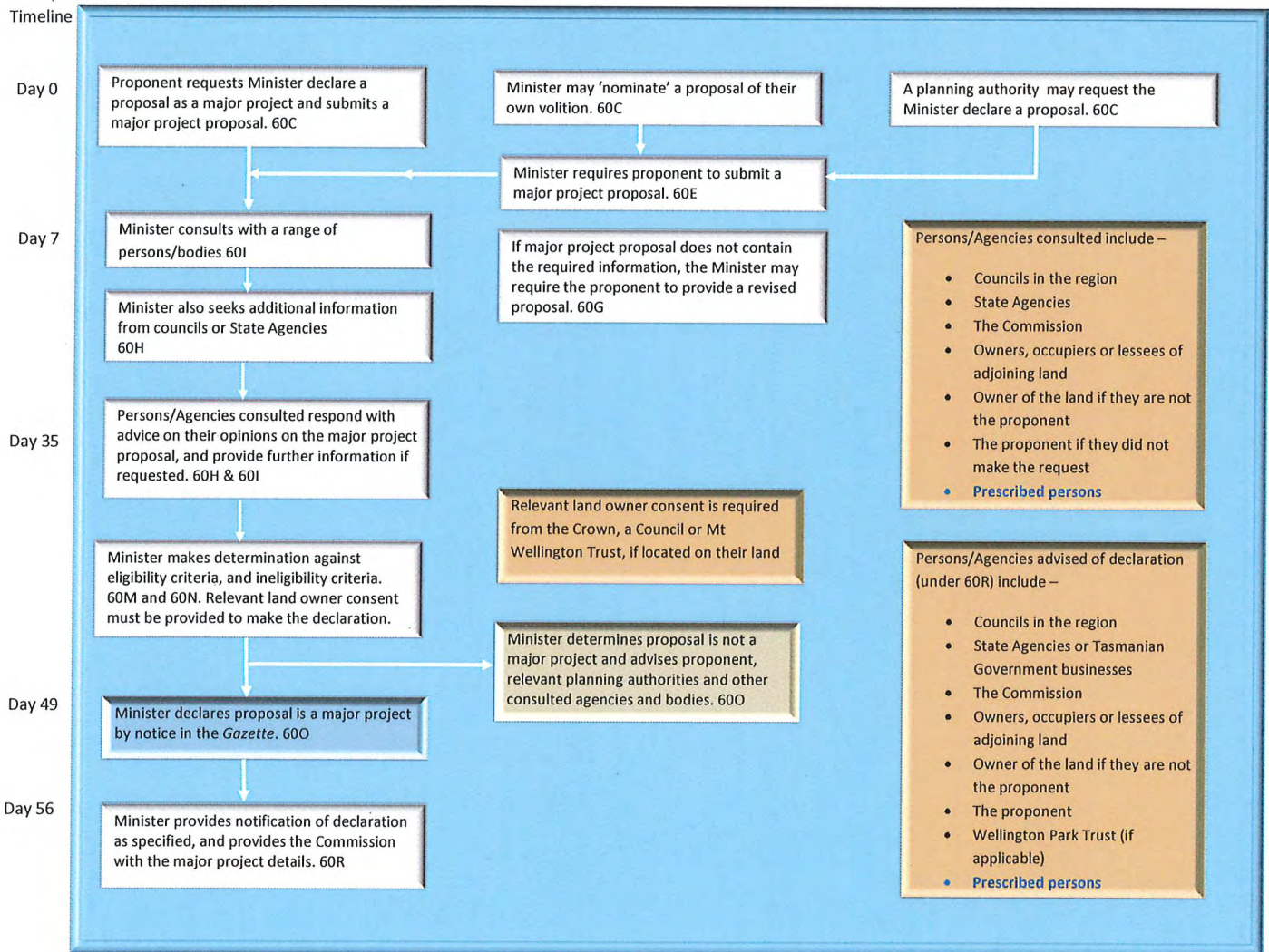
Stage 1 – 56 days – Eligibility Stage

Stage 2 – 98 days – Preliminary Stage

Stage 3 – 195 days – Final Assessment Stage

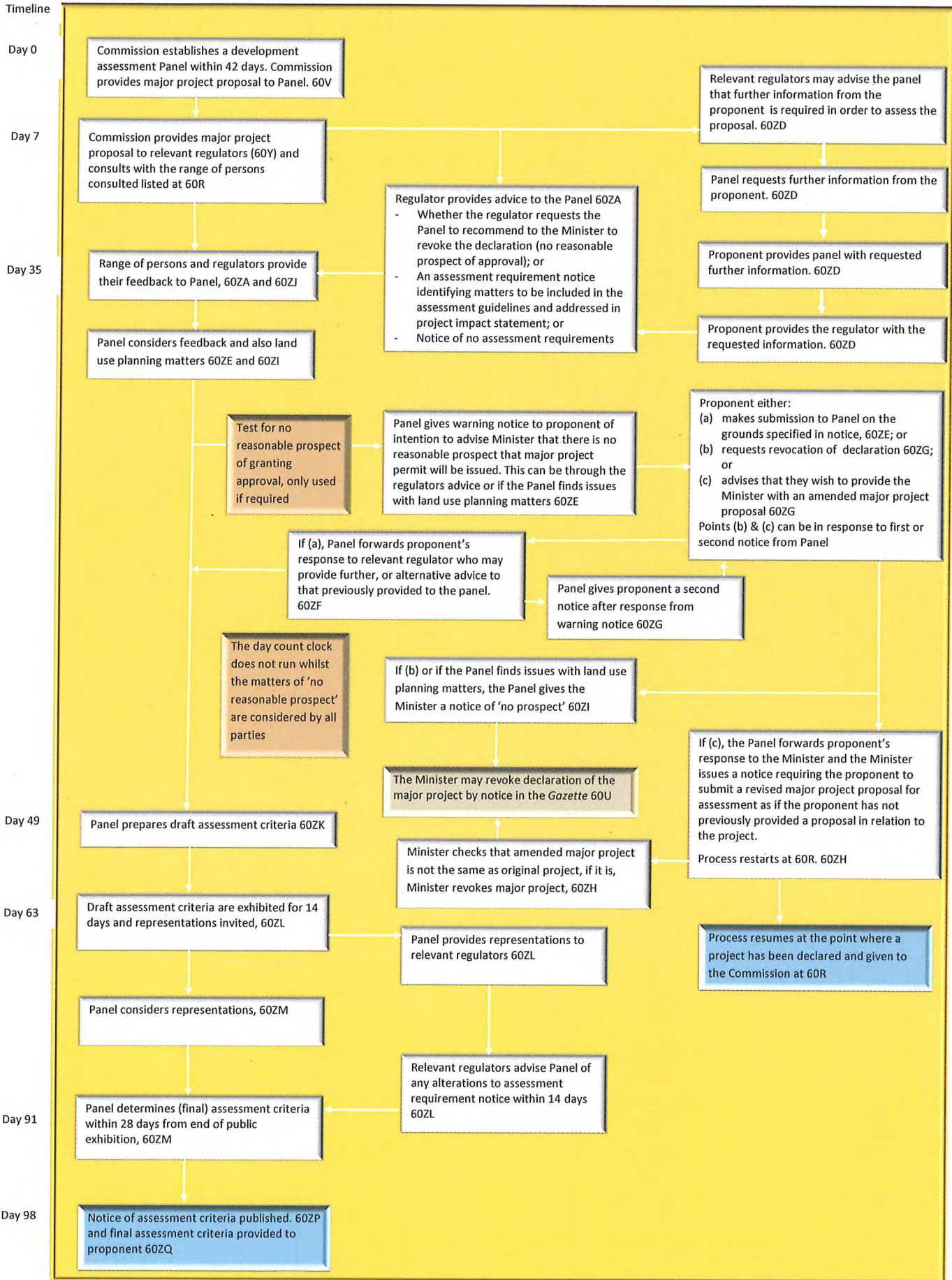
All stages - 349 days – Total Process time for a Major Project

Eligibility Stage

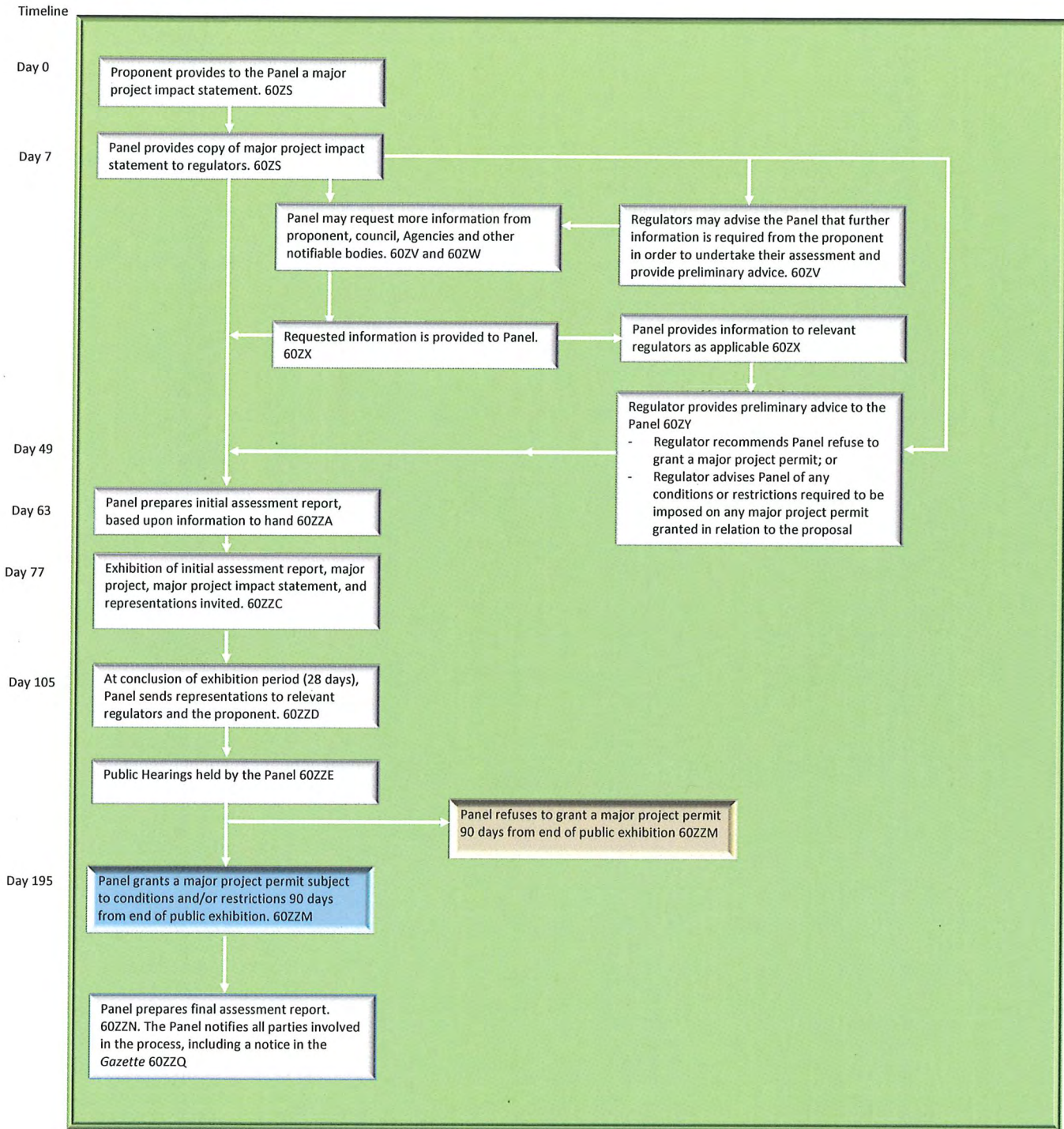


[the House of Assembly during debate modified the list of persons consulted to include 'prescribed persons']

Preliminary Assessment Stage



Final Assessment Stage



Department of State Growth

Salamanca Building, Parliament Square
4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Phone 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref: D20/281796



Mayor Ben Shaw
Derwent Valley Council
PO Box 595
NEW NORFOLK TAS 7140
Email to: dvcouncil@dvc.tas.gov.au and Mayor.bshaw@derwentvalley.tas.gov.au

Proposal for declaration of the New Bridgewater Bridge as a Major Project under the *Land Use Planning and Approvals Act 1993*

Dear Mayor Shaw

As part of the Hobart City Deal, the Australian and Tasmanian Governments have committed \$576 million for a new Bridgewater Bridge. This is the largest ever investment in a single transport infrastructure project in Tasmania's history.

The Bridgewater Bridge is a critical part of the transport and freight link between the northern and southern regions of Tasmania.

Hobart's outer suburbs are growing rapidly, and the increasing traffic is causing frustration, with congestion impacting travel time reliability and delaying locals, commuters and freight vehicles.

Building a new Bridgewater Bridge will reduce congestion and improve safety for the thousands of vehicles that travel across the bridge and on surrounding roads each day.

Planning for a new Bridgewater Bridge has been ongoing for a number of years and has progressed following a \$461 million Australian Government contribution announced in the 2018/19 Federal Budget. This was supported by a Tasmanian Government commitment of \$115 million.

Work on the project is progressing towards construction starting in 2022.

The *Land Use Planning and Approvals Amendment (Major Projects) Bill 2020* was proclaimed 28 October 2020. The Department of State Growth now intends to seek to have the New Bridgewater Bridge Project declared a major project by the Minister for Planning, by submitting a Major Project Proposal.

A map of the Project Land which includes land within the Derwent Valley Local Government Area is Attachment A.

As part of the Minister's consideration of the proposal against legislated eligibility criteria, he will consult a range of interested parties including Council, state agencies, land owners and neighbours,

before making decision whether or not to declare the project and refer it to the independent Tasmanian Planning Commission for detailed assessment and determination.

I have enclosed a flowchart (Attachment B) which outlines the three stages of the Major Projects assessments process. Further information can be sourced from Planning Policy Unit officers within the Department of Justice on (03) 6166 3448. The New Bridgewater Bridge project team is also available to provide support in this respect.

If you have further questions please do not hesitate to contact me by email at ben.moloney@stategrowth.tas.gov.au or telephone 0419 320 682 or Manager Stakeholder Communications, Laura Middleton at laura.middleton@stategrowth.tas.gov.au.

Thank you for your support of Council's ongoing collaboration with the New Bridgewater Bridge project team.

Yours sincerely

A handwritten signature in black ink, appearing to read 'B. Moloney', written in a cursive style.

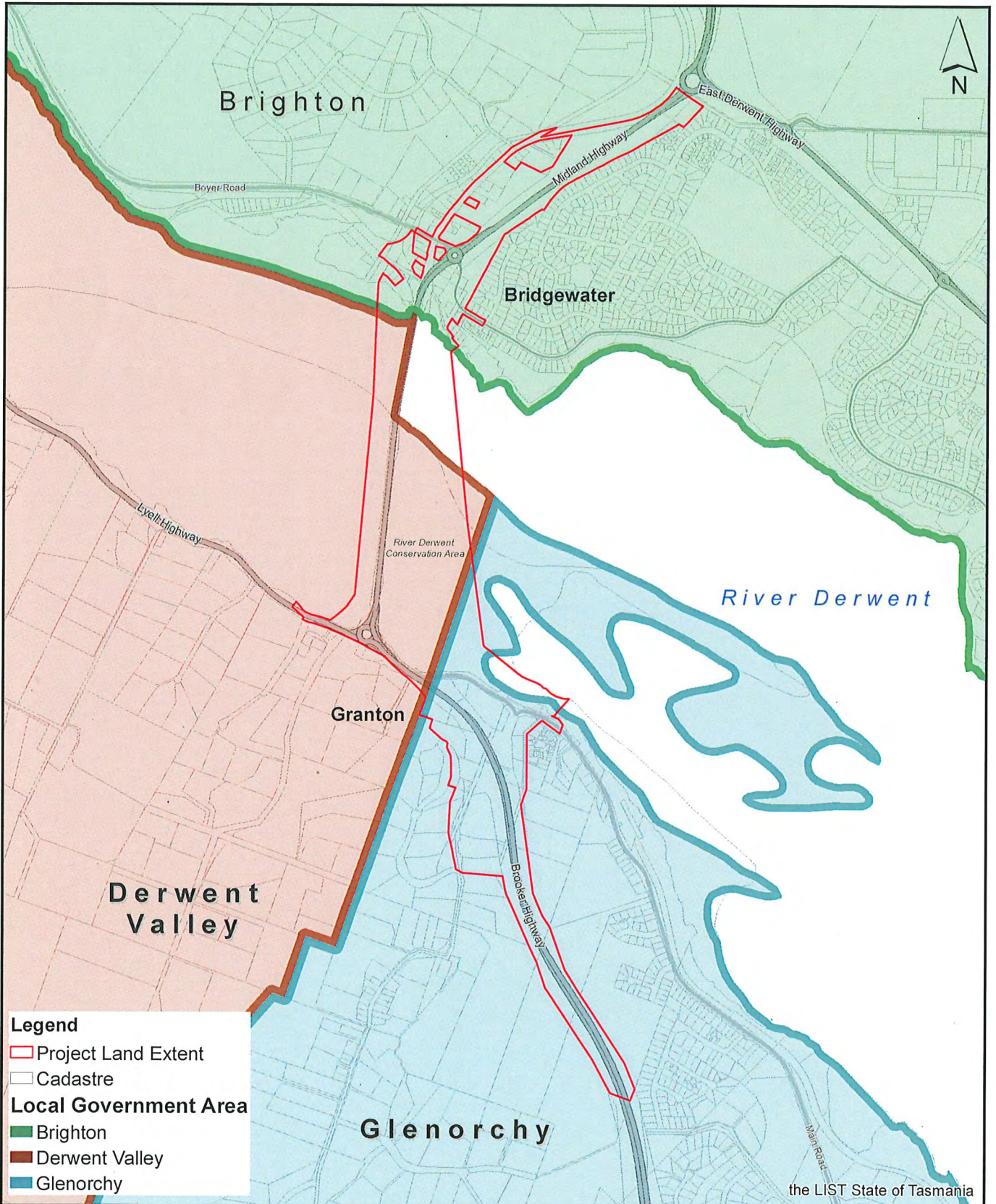
Ben Moloney
Project Director, New Bridgewater Bridge

2 November 2020

Attachments:

Attachment A: Project Land and Local Government Areas

Attachment B: Major Projects Assessment Process Flowchart



Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).

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Metres

Approved For: Internal Only

Prepared By: Steve Harwin
Date: 6/10/2020
Scale: 1:18,000 when printed at A4
Projection: MGA Zone 55 (GDA2020)
RM No.:

Document Path: H:\SSG\Projects\BWB\BGA_04092020.mxd

MAJOR PROJECTS ASSESSMENT PROCESS – TIME STAGES IN DETAIL

Timing of proposed process set out in the Bill

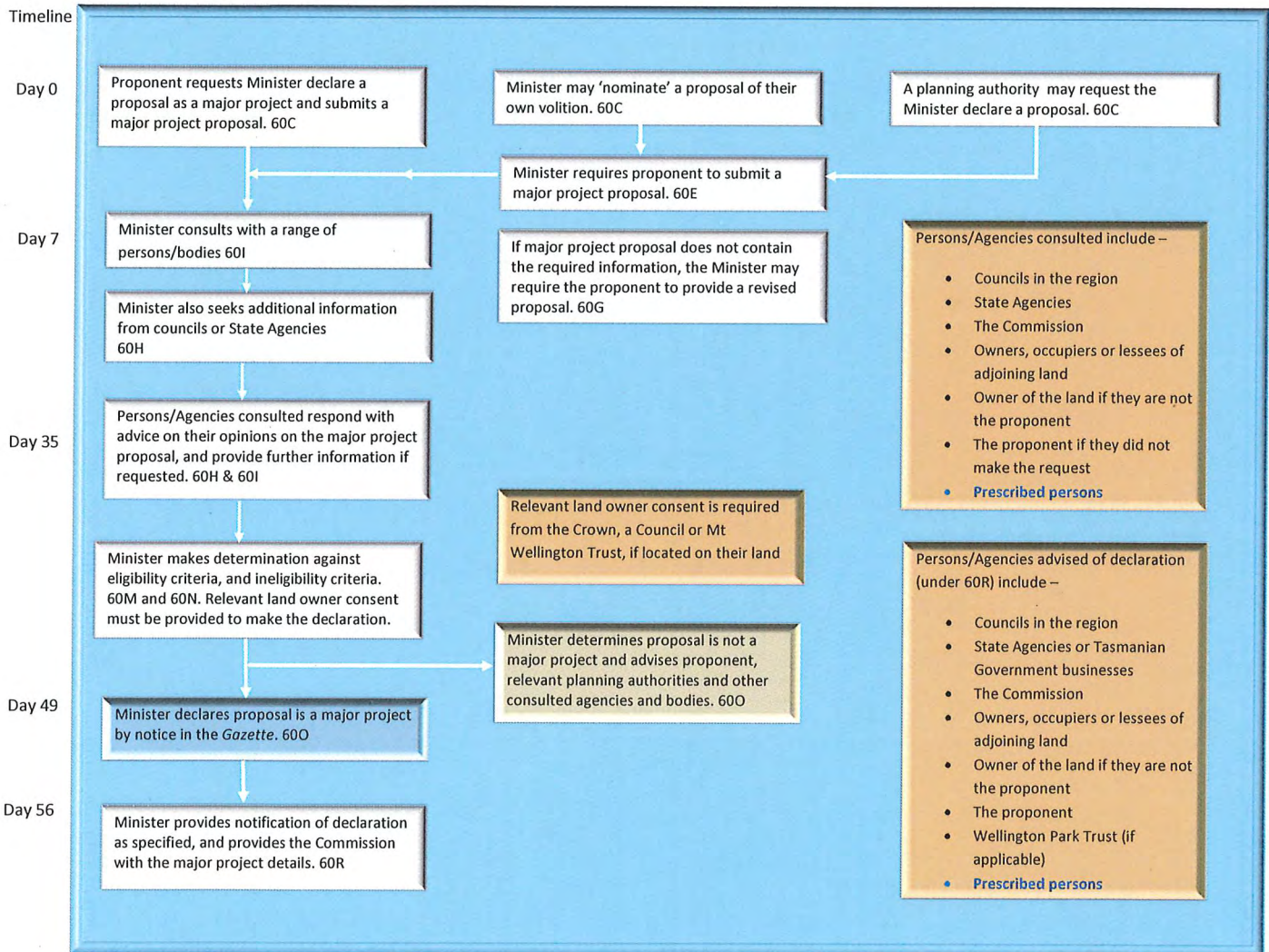
Stage 1 – 56 days – Eligibility Stage

Stage 2 – 98 days – Preliminary Stage

Stage 3 – 195 days – Final Assessment Stage

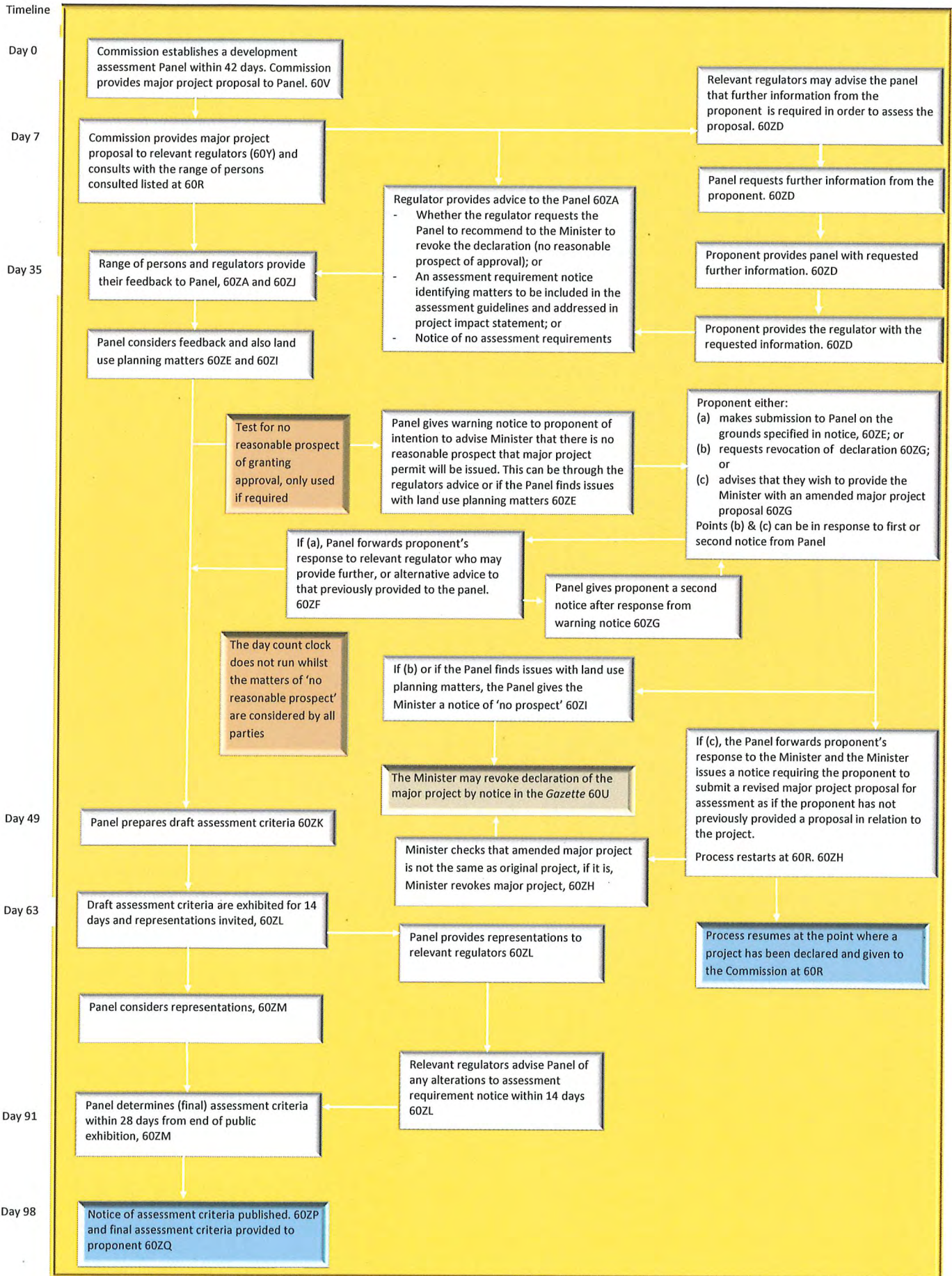
All stages - 349 days – Total Process time for a Major Project

Eligibility Stage

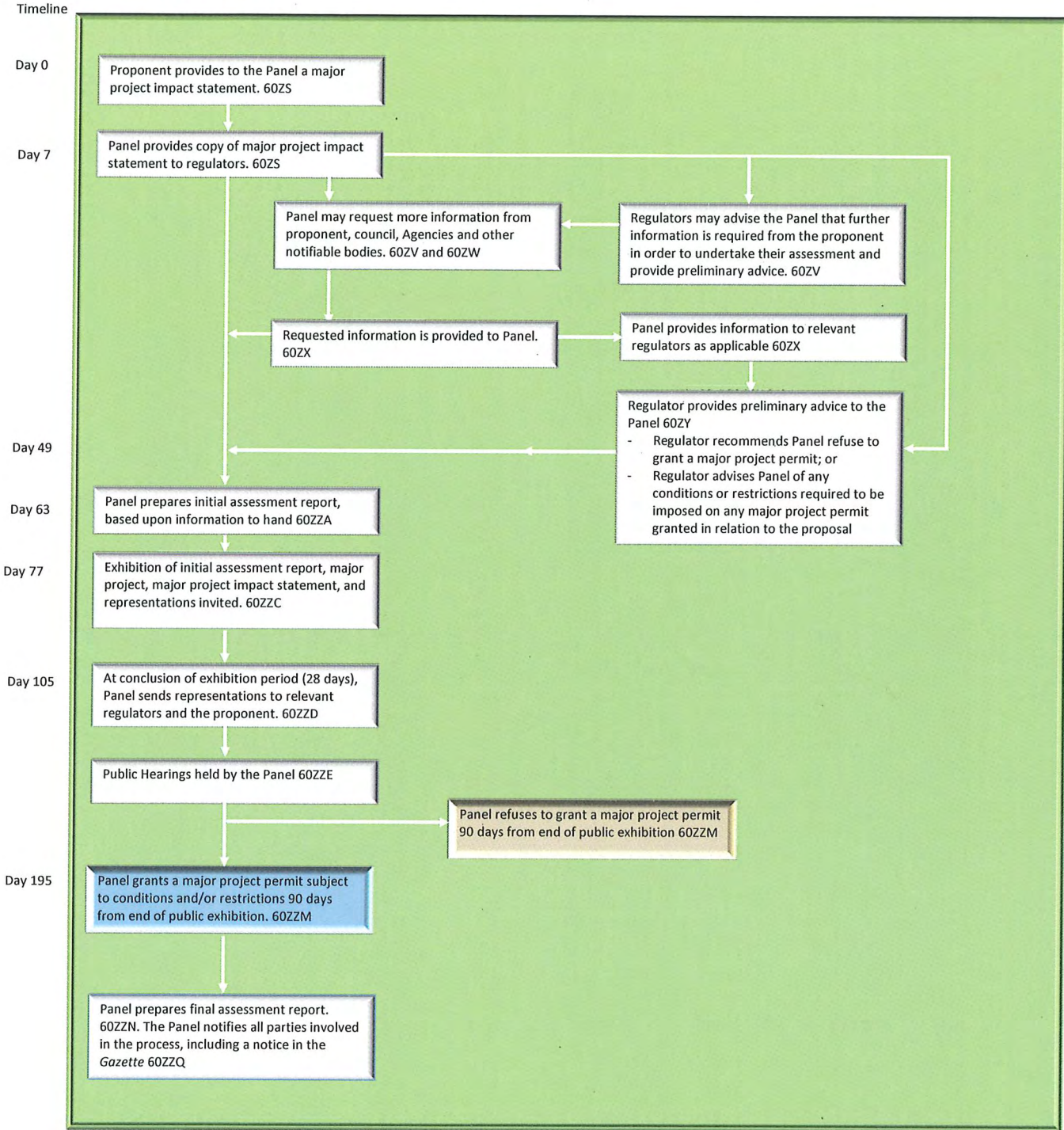


[the House of Assembly during debate modified the list of persons consulted to include 'prescribed persons']

Preliminary Assessment Stage



Final Assessment Stage



Department of State Growth

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Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref: D20/281763



Mayor Kristie Johnston
Glenorchy City Council
374 Main Road
GLENORCHY TAS 7010
Email to: gccmail@glenorchy.tas.gov.au and Kristie.Johnston@gcc.tas.gov.au

Proposal for declaration of a Major Project in relation to the New Bridgewater Bridge - Request for Land Owner Consent pursuant to Section 60P (2)(b) and Notice pursuant to Section 60P(3)b) of the *Land Use Planning and Approvals Act 1993*

Dear Mayor Johnston

As part of the Hobart City Deal, the Australian and Tasmanian Governments have committed \$576 million for a new Bridgewater Bridge. This is the largest ever investment in a single transport infrastructure project in Tasmania's history.

The Bridgewater Bridge is a critical part of the transport and freight link between the northern and southern regions of Tasmania.

Hobart's outer suburbs are growing rapidly, and the increasing traffic is causing frustration, with congestion impacting travel time reliability and delaying locals, commuters and freight vehicles.

Building a new Bridgewater Bridge will reduce congestion and improve safety for the thousands of vehicles that travel across the bridge and on surrounding roads each day.

Planning for a new Bridgewater Bridge has been ongoing for a number of years and has progressed following a \$461 million Australian Government contribution announced in the 2018/19 Federal Budget. This was supported by a Tasmanian Government commitment of \$115 million.

Work on the project is progressing towards construction starting in 2022.

The *Land Use Planning and Approvals Amendment (Major Projects) Bill 2020* was proclaimed 28 October 2020. The Department of State Growth now intends to seek to have the New Bridgewater Bridge Project declared a major project by the Minister for Planning, by submitting a Major Project Proposal.

As part of the Minister's consideration of the proposal against legislated eligibility criteria, he will consult a range of interested parties including Council, state agencies, land owners and neighbours, before making decision whether or not to declare the project and refer it to the independent Tasmanian Planning Commission for detailed assessment and determination.

In order to commence the eligibility stage of the Major Projects process, section 60F(2)(b) of the Act requires the Major Project Proposal to include a plan generally setting out the areas on which the New Bridgewater Bridge is to be situated. The Major Project Proposal will refer to this as Project Land.

Land owned by Council has been included in the Project Land, therefore Council's consent will be required prior to the declaration of the New Bridgewater Bridge as a major project.

Section 60P(2)(b) of the newly amended *Land Use Planning and Approvals Act 1993* (Act) states that:

The Minister may only declare a project to be a Major Project under section 60O...if all or part of the land on which the project is to be situated is and owned by a council – with the consent of the council.

Section 60P(3) of the Act states that the Minister may only declare a project to be a major project under section 60O if -

- (a) *where all or part of the land on which the project is to be situated is land of which the proponent is not the owner – the owner, or owners, of the land; and*
- (b) *where all or part of the land on which the project is to be situated is land that is not owned by a council but is occupied or administered by a council – the council*
-
have been given notice in writing of the proposal for a declaration in relation to the major project.

The attached map (Attachment A) indicates the extent of Project Land that is owned by Council and the roads under the jurisdiction of Glenorchy Council as Road Authority.

As part of broad, ongoing collaboration, Council officers and the New Bridgewater Bridge project team have previously discussed this matter.

To assist this request a draft consent letter is provided (Attachment B) for Council's consideration and actioning.

It is hoped that your Council is able to consider this request as soon as practicable.

In addition to consent documents, I have enclosed a flowchart (Attachment C), which outlines the three stages of the Major Projects assessments process. Further information can be sourced from Planning Policy Unit officers within the Department of Justice on (03) 6166 3448. The New Bridgewater Bridge project team is also available to provide support in this respect.

If you have further questions please do not hesitate to contact me by email at ben.moloney@stategrowth.tas.gov.au or telephone 0419 320 682 or Manager Stakeholder Communications, Laura Middleton at laura.middleton@stategrowth.tas.gov.au.

Thank you for your support of Council's ongoing collaboration with the New Bridgewater Bridge project team.

Yours sincerely



Ben Moloney
Project Director, New Bridgewater Bridge

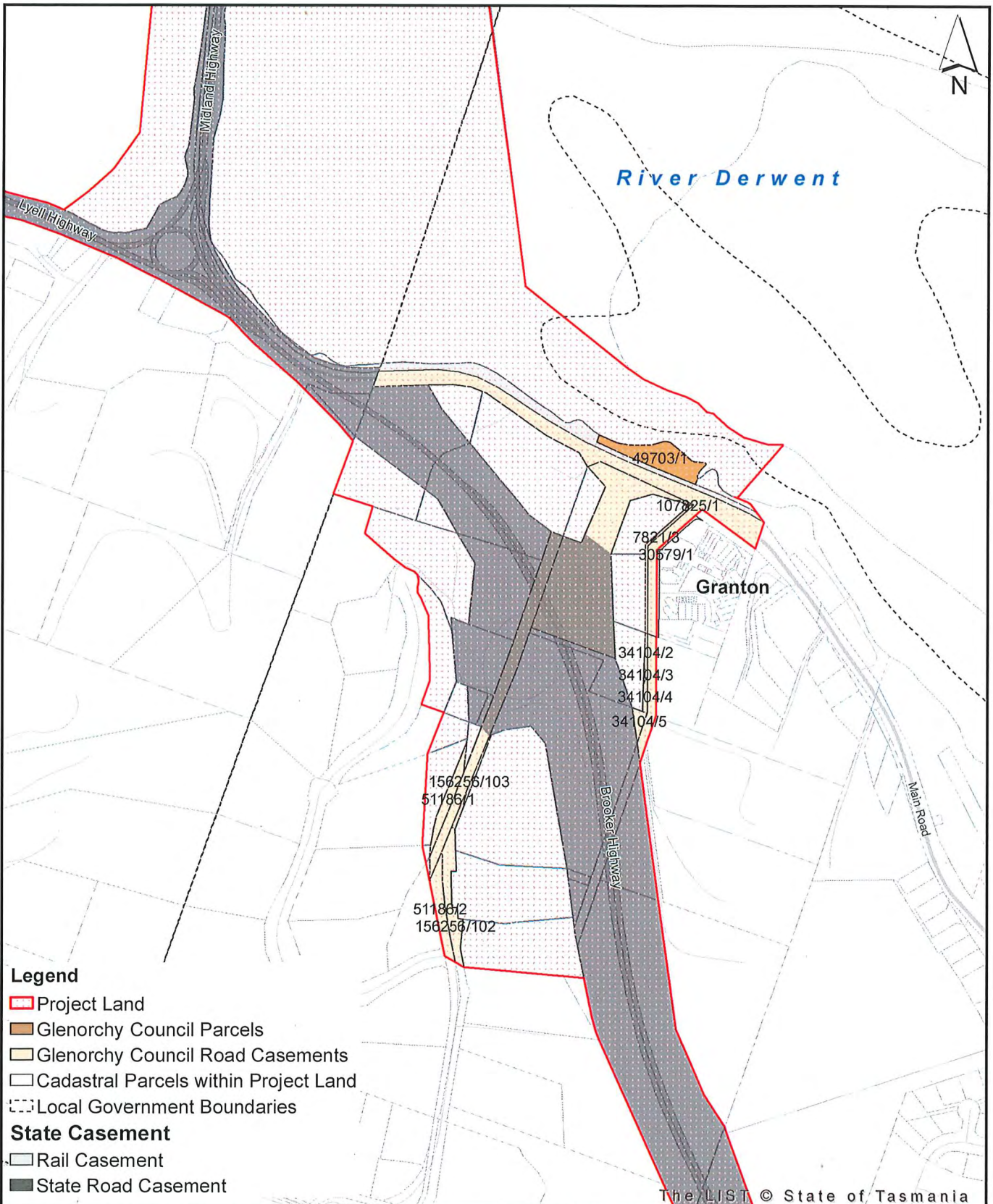
2 November 2020

Attachments:

Attachment A: Map: Glenorchy City Land within Project Land

Attachment B: Draft letter of consent

Attachment C: Major Projects Assessment Process Flowchart



Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).



Approved For: Internal Only (Unless Authorised)

Prepared By: Steve Harwin
Date: 30/10/2020
Scale: 1:6,000 when printed at A4
Projection: MGA Zone 55 (GDA2020)
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XXX 2020

The Minister for Planning

Dear Sir,

**Major Projects Proposal - New Bridgewater Bridge
Owners Consent – Glenorchy Council Land**

Council advises that it has received:

- notification from the Department of State Growth of the Department's intention to submit a Major Project Proposal for the New Bridgewater Bridge project, that includes land that is owned and/or administered by Council, to be declared a major project under the *Land Use Planning and Approvals Act 1993*; and
- a request from the Department for Council's landowner consent to be provided to enable the New Bridgewater Bridge project to be declared a major project.

At the Council meeting of XX/YY/2020 the Council considered the request from the Department.

I wish to advise that under section 60(p)(2)(b) of the *Land Use Planning and Approvals Act 1993*, the Council:

- acknowledges the notification and
- provides its consent for the project to be declared as a major project with respect to the Council owned and/or administered land as set out in Attachment 1.

Yours sincerely

Tony McMullen
General Manager
Glenorchy City Council

Attachment 1

Consent is provided for the following land owned and/or administered by Glenorchy Council to be included in the Major Project Proposal for the New Bridgewater Bridge:

Certificate of Title	Address/Description
CT 49703/1	Main Road Granton
CT 107825/1	Corner of Main Road and George Street, Granton (adjacent to the east of 640 Main Road)
CT 156256/102	Part of Black Snake Road adjacent to the west of 37, 41, 45, 49, 53, 57 and 61 Black Snake Road
CT 51186/1	Part of Black Snake Road in the vicinity of 37 Black Snake Rd Granton
CT 156256/103	Part of Black Snake Road adjacent to the west of 37 Black Snake Rd Granton
CT 51186/2	Part of Black Snake Road adjacent to the east of 2 Dickenson Drive and 66 and 70 Black Snake Road, Granton
CT 7821/3	Part of George Street – Title in the name of TR Dickenson
CT 34104/2	Part of George Street – Title in the name of RD Dickenson
CT 34104/3	Part of George Street – Title in the name of RD Dickenson
CT 34104/4	Part of George Street – Title in the name of RD Dickenson
CT 34104/5	Part of George Street – Title in the name of RD Dickenson
CT 30579/1	Part of George Street – Title in the name of RD Dickenson
No title	Black Snake Road casement, Granton
No title	Main Road and George Street road casement, Granton
No titles	Other unnamed road casements as shown on the map Attachment A

MAJOR PROJECTS ASSESSMENT PROCESS – TIME STAGES IN DETAIL

Timing of proposed process set out in the Bill

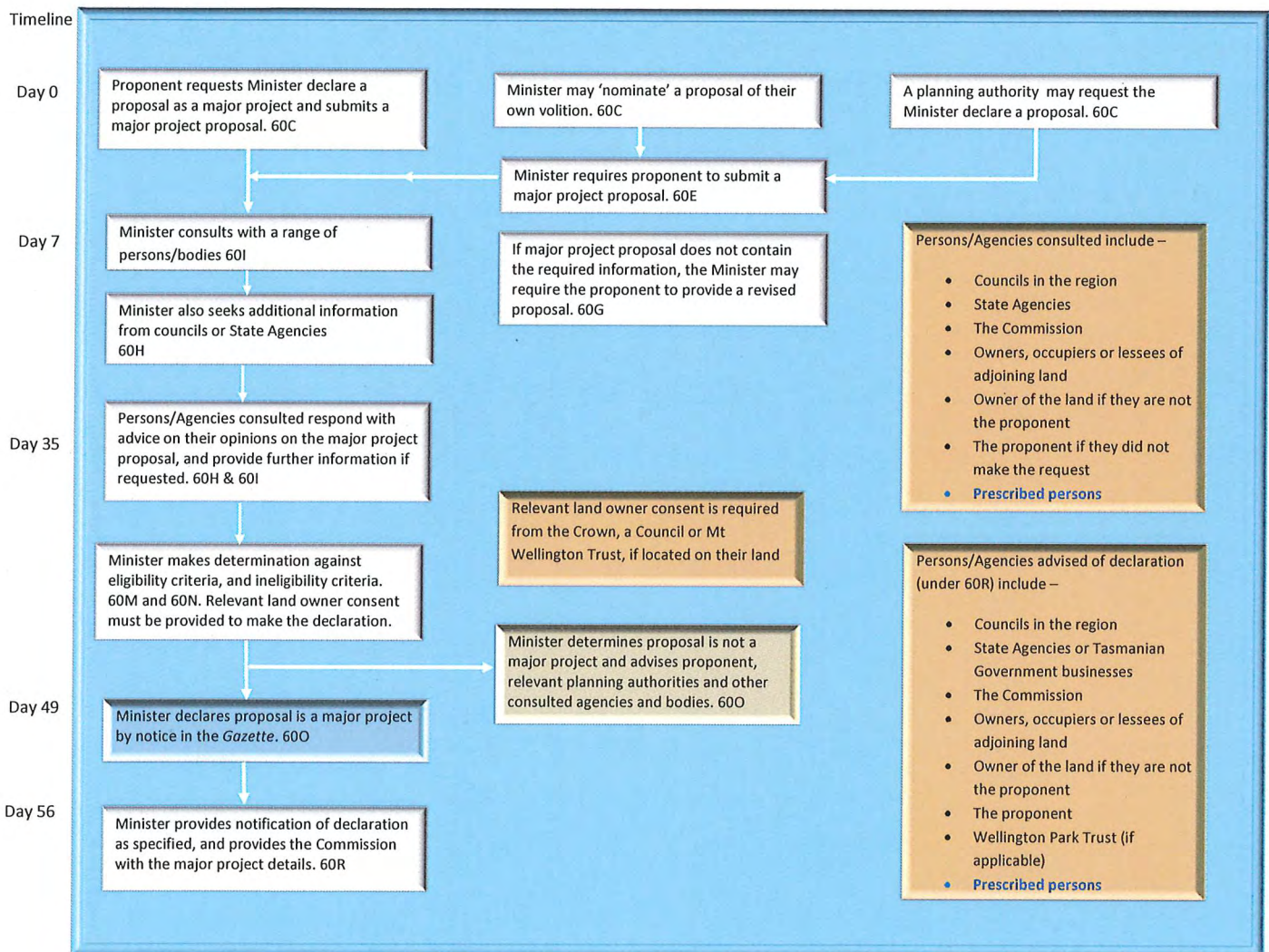
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Stage 2 – 98 days – Preliminary Stage

Stage 3 – 195 days – Final Assessment Stage

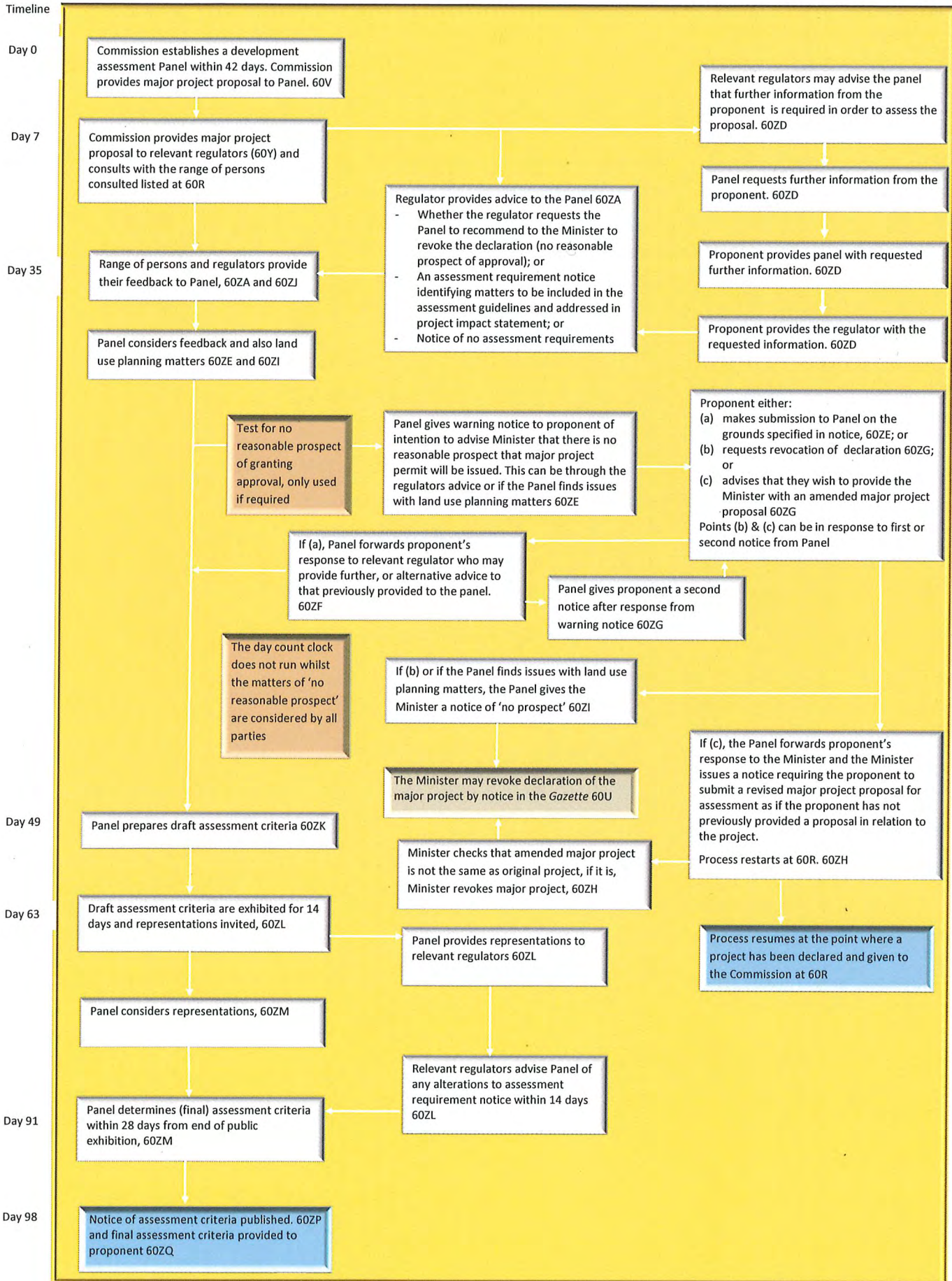
All stages - 349 days – Total Process time for a Major Project

Eligibility Stage

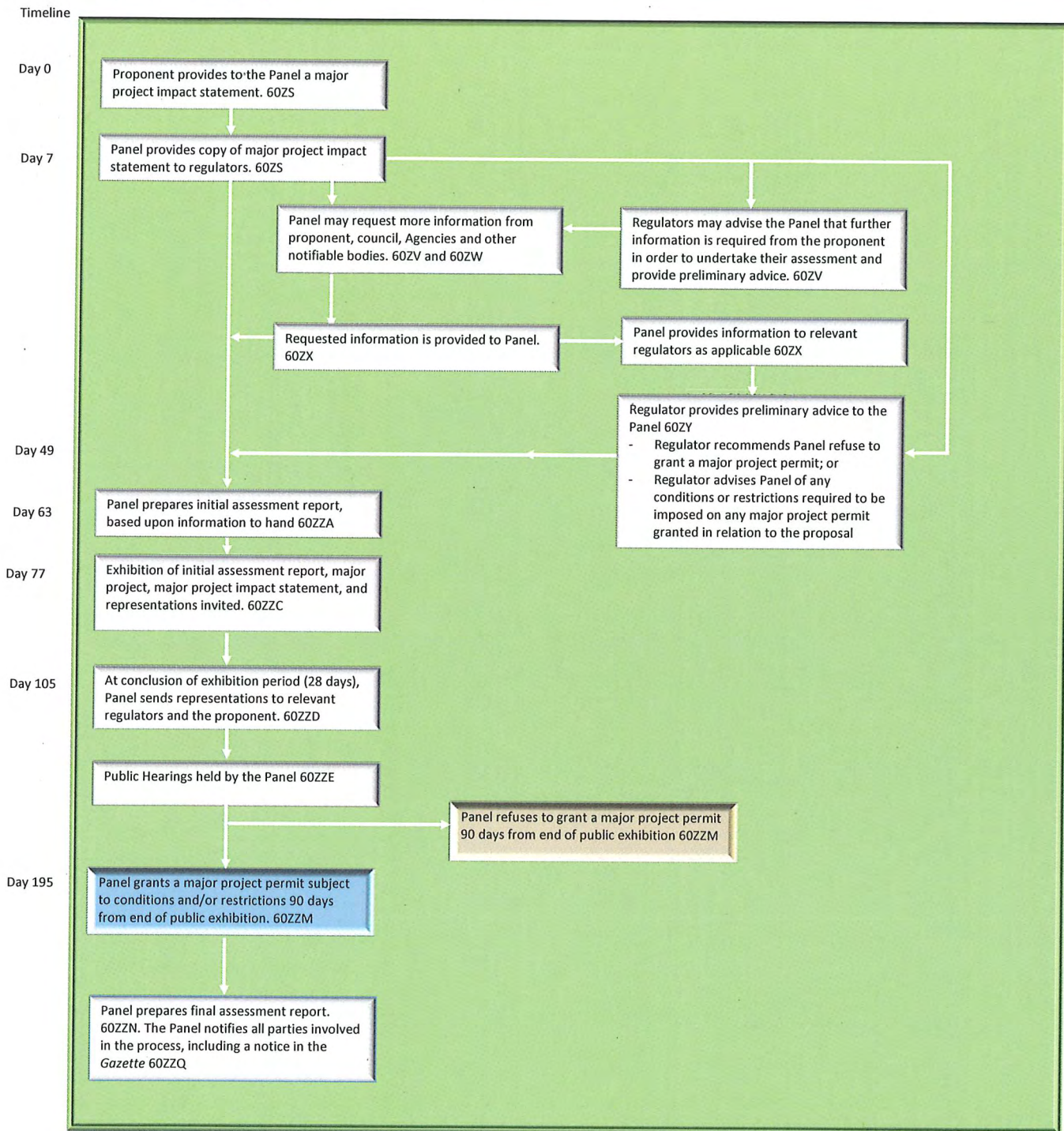


[the House of Assembly during debate modified the list of persons consulted to include 'prescribed persons']

Preliminary Assessment Stage



Final Assessment Stage



Appendix D - Other Land Owner Notifications

Department of State Growth

Salamanca Building, Parliament Square
4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Phone 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref: D20/281762



2 November 2020

Maureen Sadewasser
22 Black Snake Road
GRANTON TAS 7030

Dear Maureen,

Major Projects Proposal - New Bridgewater Bridge

Notification of land at 22 Black Snake Road Granton TAS 7030 to be included in a proposal for declaration as a Major Project

As the proponent for the New Bridgewater Bridge including land owned by you at 22 Black Snake Road Granton, I advise you pursuant to section 60P(3) of the *Land Use Planning and Approvals Act 1993* (LUPAA) that the Department of State Growth intends to make a proposal under section 60C(1) of LUPAA for the New Bridgewater Bridge to be declared a Major Project under section 60O of LUPAA.

Background

As part of the Hobart City Deal, the Australian and Tasmanian Governments have committed \$576 million for a new Bridgewater Bridge. This is the largest ever investment in a single transport infrastructure project in Tasmania's history.

The Bridgewater Bridge is a critical part of the transport and freight link between the northern and southern regions of Tasmania.

Hobart's outer suburbs including Brighton, are growing rapidly, and the increasing traffic is causing frustration, with congestion impacting travel time reliability and delaying locals, commuters and freight vehicles.

Building a new Bridgewater Bridge will reduce congestion and improve safety for the thousands of vehicles that travel across the bridge and on surrounding roads each day.

Planning for a new Bridgewater Bridge has been ongoing for a number of years and has progressed following a \$461 million Australian Government contribution announced in the 2018/19 Federal Budget. This was supported by a Tasmanian Government commitment of \$115 million.

The planning approvals process for the project will commence in coming weeks, with the Department of State Growth seeking to have the project declared a major project by the Minister for Planning as part of the new Major Projects Planning Approvals Process.

As part of the Minister's consideration of the proposal against legislated eligibility criteria, he will consult a range of interested parties including land owners, neighbours, councils and state agencies before a decision is made around whether to declare the project and refer it to the independent Tasmanian Planning Commission for detailed assessment and determination.

Major Projects Process

In order to commence the eligibility stage of the major projects process, section 60F(2) (b) of the Act requires the Major Project Proposal to include a plan generally setting out the areas on which the New Bridgewater Bridge is to be situated. The Major Project Proposal will refer to this as Project Land.

Section 60 (3) of the LUPAA states that the Minister may only declare a project to be a major project under section 60O if -

- (a) where all or part of the land on which the project is to be situated is land of which the proponent is not the owner – the owner, or owners, of the land; and**
- (b) where all or part of the land on which the project is to be situated is land that is not owned by a council but is occupied or administered by a council – the council -**
have been given notice in writing of the proposal for a declaration in relation to the major project.

This correspondence provides the notification to you as the owner of part of the land on which the project is to be situated as outlined above.

If you have further questions please do not hesitate to contact Manager Stakeholder Communications, Laura Middleton on 0438 523 543 or via laura.middleton@stategrowth.tas.gov.au.

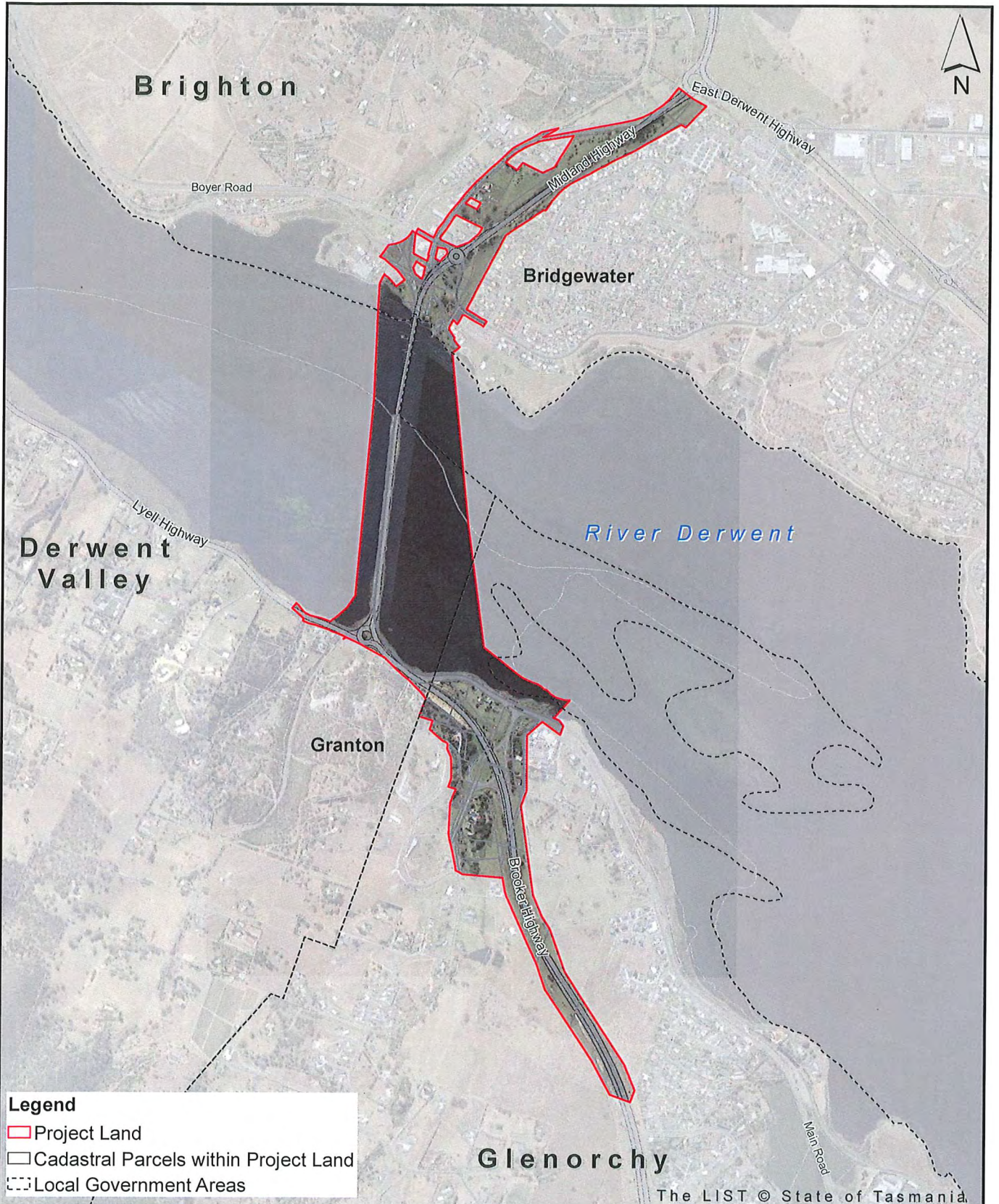
Yours sincerely



Ben Moloney
Project Director, New Bridgewater Bridge
Department of State Growth

Enclosure:

- Map of Project Land



Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).

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Metres

Approved For: Internal Only

Prepared By: Steve Harwin
Date: 8/10/2020
Scale: 1:18,000 when printed at A4
Projection: MGA Zone 55 (GDA2020)
RM No.:

Document Path: H:\SSGI\Projects\BWB\ProjectLand08102020.mxd

Department of State Growth

Salamanca Building, Parliament Square
4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Phone 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref: D20/281762



2 November 2020

Mr Martin Kelly
Vantage Hotel Group Pty Ltd
407 Brooker Highway
LUTANA TAS 7009

Dear Mr Kelly,

Major Projects Proposal - New Bridgewater Bridge

Notification of land at 7-11 Old Main Road Bridgewater TAS 7030 to be included in a proposal for declaration as a Major Project

As the proponent for the New Bridgewater Bridge including land owned by you at 7-11 Old Main Road Bridgewater, I advise you pursuant to section 60P(3) of the *Land Use Planning and Approvals Act 1993* (LUPAA) that the Department of State Growth intends to make a proposal under section 60C(1) of LUPAA for the New Bridgewater Bridge to be declared a Major Project under section 60O of LUPAA.

Background

As part of the Hobart City Deal, the Australian and Tasmanian Governments have committed \$576 million for a new Bridgewater Bridge. This is the largest ever investment in a single transport infrastructure project in Tasmania's history.

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The planning approvals process for the project will commence in coming weeks, with the Department of State Growth seeking to have the project declared a major project by the Minister for Planning as part of the new Major Projects Planning Approvals Process.

As part of the Minister's consideration of the proposal against legislated eligibility criteria, he will consult a range of interested parties including land owners, neighbours, councils and state agencies before a decision

is made around whether to declare the project and refer it to the independent Tasmanian Planning Commission for detailed assessment and determination.

Major Projects Process

In order to commence the eligibility stage of the major projects process, section 60F(2) (b) of the Act requires the Major Project Proposal to include a plan generally setting out the areas on which the New Bridgewater Bridge is to be situated. The Major Project Proposal will refer to this as Project Land.

Section 60 (3) of the LUPAA states that the Minister may only declare a project to be a major project under section 60O if -

(a) where all or part of the land on which the project is to be situated is land of which the proponent is not the owner – the owner, or owners, of the land; and

(b) where all or part of the land on which the project is to be situated is land that is not owned by a council but is occupied or administered by a council – the council -

have been given notice in writing of the proposal for a declaration in relation to the major project.

This correspondence provides the notification to you as the owner of part of the land on which the project is to be situated as outlined above.

If you have further questions please do not hesitate to contact Manager Stakeholder Communications, Laura Middleton on 0438 523 543 or via laura.middleton@stategrowth.tas.gov.au.

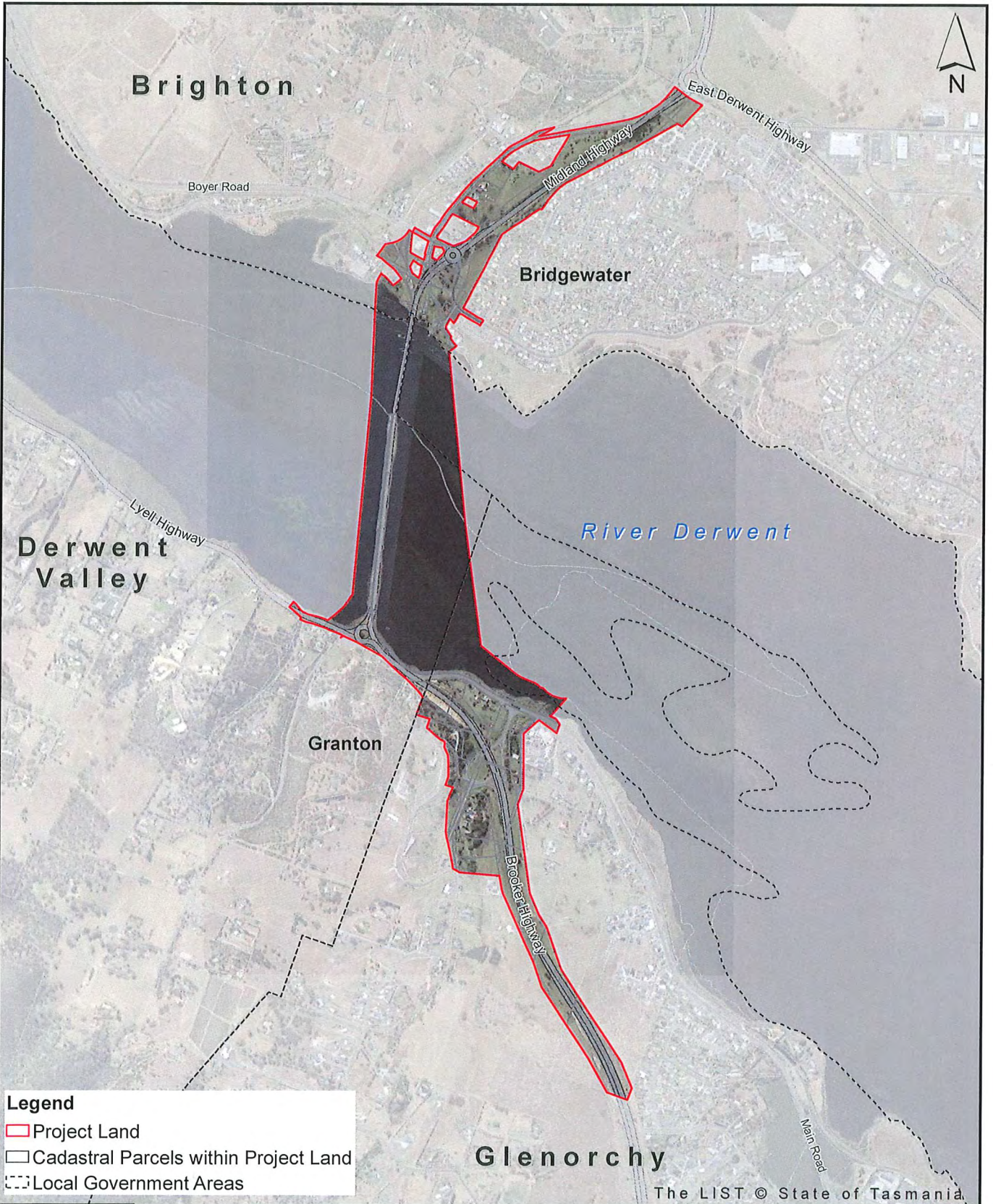
Yours sincerely



Ben Moloney
Project Director, New Bridgewater Bridge
Department of State Growth

Enclosure:

- Map of Project Land



Legend

- Project Land
- Cadastral Parcels within Project Land
- Local Government Areas



Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).

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Metres

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Department of State Growth

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Your Ref: / Our Ref: D20/281762



2 November 2020

Strata Corporation
C/- Mr James Norman
Centacare Evolve Housing
General Manager, Housing Operations
By email: james.norman@aohtas.org.au

Dear Mr Norman,

Major Projects Proposal - New Bridgewater Bridge

Notification of land at 8-20 Gunn Street, Bridgewater TAS 7030 to be included in a proposal for declaration as a Major Project

As the proponent for the New Bridgewater Bridge including land owned by you at 8-20 Gunn Street Bridgewater, I advise you pursuant to section 60P(3) of the *Land Use Planning and Approvals Act 1993* (LUPAA) that the Department of State Growth intends to make a proposal under section 60C(1) of LUPAA for the New Bridgewater Bridge to be declared a Major Project under section 60O of LUPAA.

Background

As part of the Hobart City Deal, the Australian and Tasmanian Governments have committed \$576 million for a new Bridgewater Bridge. This is the largest ever investment in a single transport infrastructure project in Tasmania's history.

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- (a) where all or part of the land on which the project is to be situated is land of which the proponent is not the owner – the owner, or owners, of the land; and**
- (b) where all or part of the land on which the project is to be situated is land that is not owned by a council but is occupied or administered by a council – the council -**
have been given notice in writing of the proposal for a declaration in relation to the major project.

This correspondence provides the notification to you as the owner of part of the land on which the project is to be situated as outlined above.

If you have further questions please do not hesitate to contact Manager Stakeholder Communications, Laura Middleton on 0438 523 543 or via laura.middleton@stategrowth.tas.gov.au.

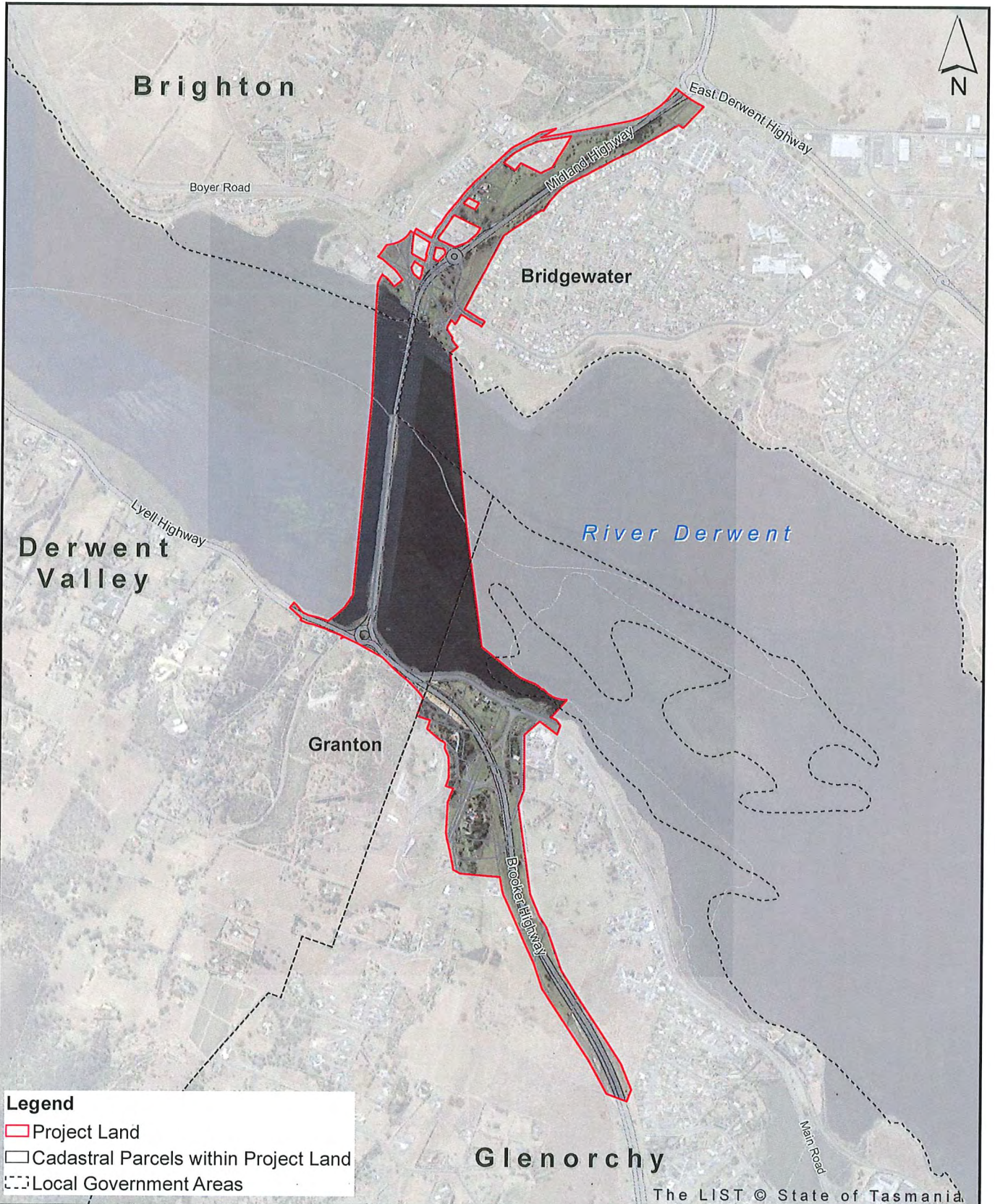
Yours sincerely



Ben Moloney
Project Director, New Bridgewater Bridge
Department of State Growth

Enclosure:

- Map of Project Land



Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).

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Metres

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Department of State Growth

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Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref: D20/281762



2 November 2020

Selina Johns
357 Main Road
GRANTON TAS 7030

Dear Selina,

Major Projects Proposal - New Bridgewater Bridge

Notification of land at 640 Main Road Granton TAS 7030 to be included in a proposal for declaration as a Major Project

As the proponent for the New Bridgewater Bridge including land owned by you at 640 Main Road Granton, I advise you pursuant to section 60P(3) of the *Land Use Planning and Approvals Act 1993* (LUPAA) that the Department of State Growth intends to make a proposal under section 60C(1) of LUPAA for the New Bridgewater Bridge to be declared a Major Project under section 60O of LUPAA.

Background

As part of the Hobart City Deal, the Australian and Tasmanian Governments have committed \$576 million for a new Bridgewater Bridge. This is the largest ever investment in a single transport infrastructure project in Tasmania's history.

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Building a new Bridgewater Bridge will reduce congestion and improve safety for the thousands of vehicles that travel across the bridge and on surrounding roads each day.

Planning for a new Bridgewater Bridge has been ongoing for a number of years and has progressed following a \$461 million Australian Government contribution announced in the 2018/19 Federal Budget. This was supported by a Tasmanian Government commitment of \$115 million.

The planning approvals process for the project will commence in coming weeks, with the Department of State Growth seeking to have the project declared a major project by the Minister for Planning as part of the new Major Projects Planning Approvals Process.

As part of the Minister's consideration of the proposal against legislated eligibility criteria, he will consult a range of interested parties including land owners, neighbours, councils and state agencies before a decision is made around whether to declare the project and refer it to the independent Tasmanian Planning Commission for detailed assessment and determination.

Major Projects Process

In order to commence the eligibility stage of the major projects process, section 60F(2) (b) of the Act requires the Major Project Proposal to include a plan generally setting out the areas on which the New Bridgewater Bridge is to be situated. The Major Project Proposal will refer to this as Project Land.

Section 60 (3) of the LUPAA states that the Minister may only declare a project to be a major project under section 60O if -

(a) where all or part of the land on which the project is to be situated is land of which the proponent is not the owner – the owner, or owners, of the land; and

(b) where all or part of the land on which the project is to be situated is land that is not owned by a council but is occupied or administered by a council – the council -

have been given notice in writing of the proposal for a declaration in relation to the major project.

This correspondence provides the notification to you as the owner of part of the land on which the project is to be situated as outlined above.

If you have further questions please do not hesitate to contact Manager Stakeholder Communications, Laura Middleton on 0438 523 543 or via laura.middleton@stategrowth.tas.gov.au.

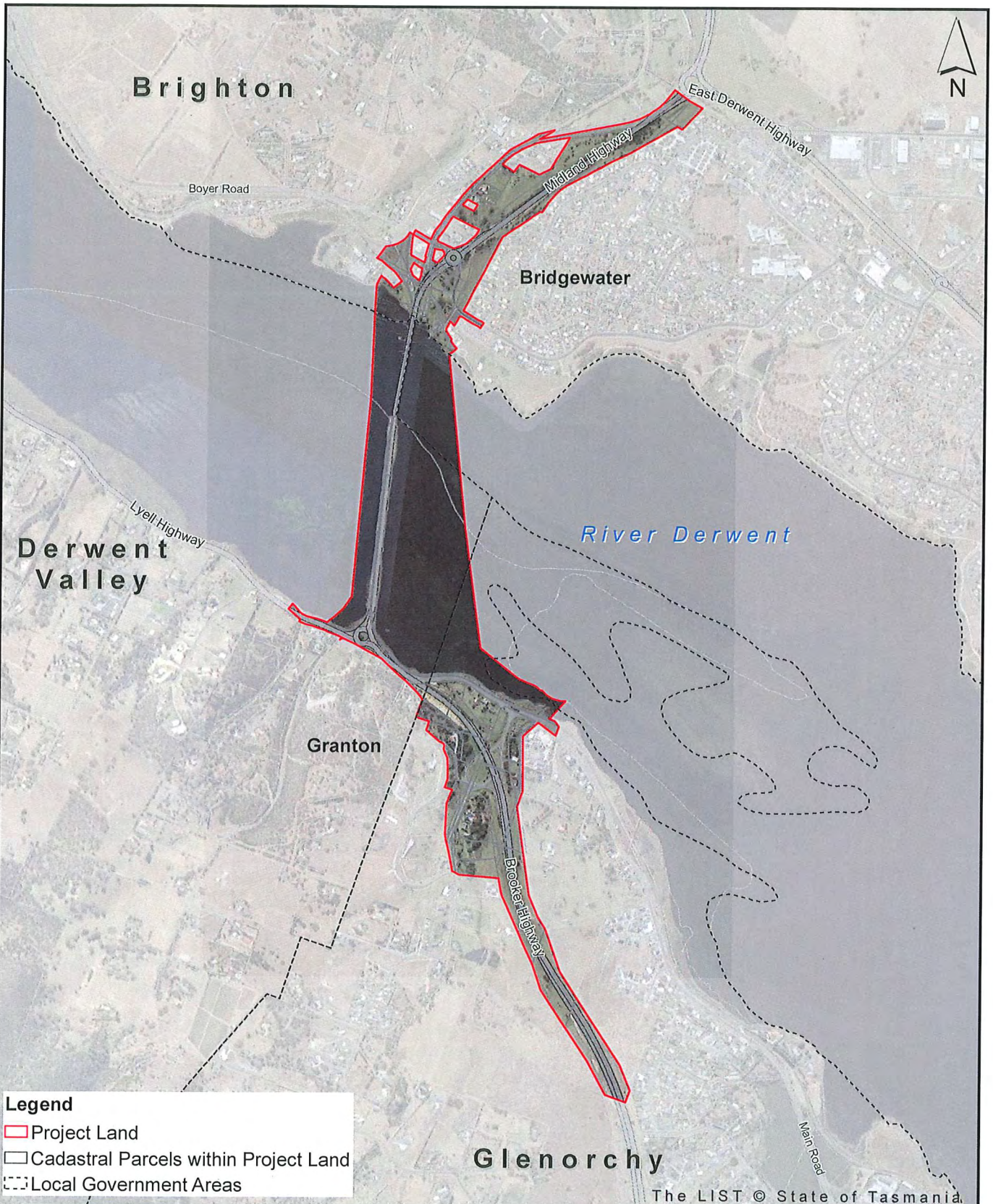
Yours sincerely



Ben Moloney
Project Director, New Bridgewater Bridge
Department of State Growth

Enclosure:

- Map of Project Land



Legend

- Project Land
- Cadastral Parcels within Project Land
- Local Government Areas



Prepared by Burbury Consulting for Department of State Growth using the spatial data resources of the Department of State Growth and "theLIST" (Land Information System Tasmania).

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Metres

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Department of State Growth

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Phone 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref: D20/281762



2 November 2020

George Burrows
650 Main Road
GRANTON TAS 7030

Dear George,

Major Projects Proposal - New Bridgewater Bridge

Notification of land at 652 Main Road Granton and 650 Main Road Granton to be included in a proposal for declaration as a Major Project

As the proponent for the New Bridgewater Bridge including land owned by you at 650 and 652 Main Road Granton, I advise you pursuant to section 60P(3) of the *Land Use Planning and Approvals Act 1993* (LUPAA) that the Department of State Growth intends to make a proposal under section 60C(1) of LUPAA for the New Bridgewater Bridge to be declared a Major Project under section 60O of LUPAA.

Background

As part of the Hobart City Deal, the Australian and Tasmanian Governments have committed \$576 million for a new Bridgewater Bridge. This is the largest ever investment in a single transport infrastructure project in Tasmania's history.

The Bridgewater Bridge is a critical part of the transport and freight link between the northern and southern regions of Tasmania.

Hobart's outer suburbs including Brighton, are growing rapidly, and the increasing traffic is causing frustration, with congestion impacting travel time reliability and delaying locals, commuters and freight vehicles.

Building a new Bridgewater Bridge will reduce congestion and improve safety for the thousands of vehicles that travel across the bridge and on surrounding roads each day.

Planning for a new Bridgewater Bridge has been ongoing for a number of years and has progressed following a \$461 million Australian Government contribution announced in the 2018/19 Federal Budget. This was supported by a Tasmanian Government commitment of \$115 million.

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- (a) where all or part of the land on which the project is to be situated is land of which the proponent is not the owner – the owner, or owners, of the land; and**
- (b) where all or part of the land on which the project is to be situated is land that is not owned by a council but is occupied or administered by a council – the council -**
have been given notice in writing of the proposal for a declaration in relation to the major project.

This correspondence provides the notification to you as the owner of part of the land on which the project is to be situated as outlined above.

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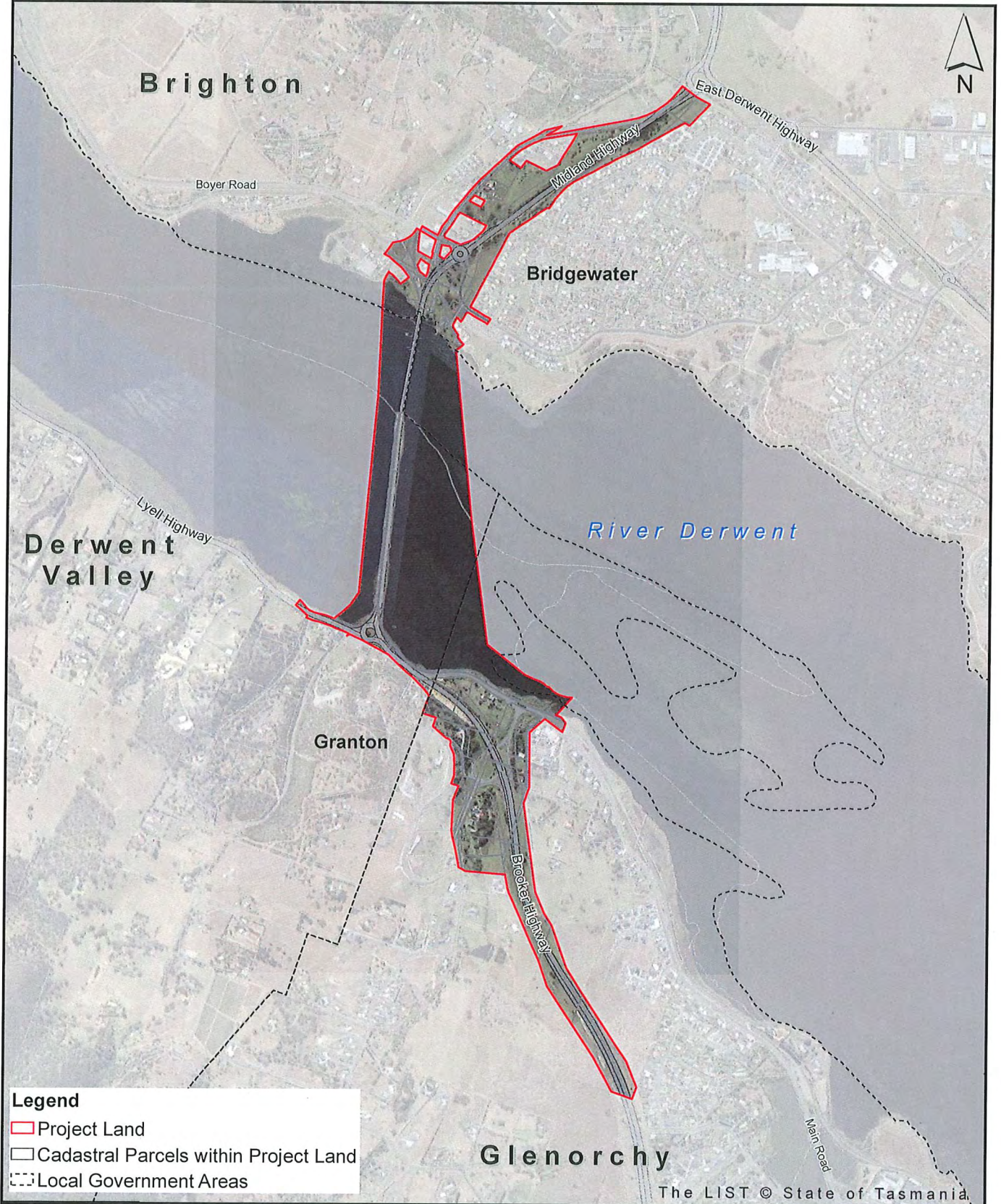
Yours sincerely



Ben Moloney
Project Director, New Bridgewater Bridge
Department of State Growth

Enclosure:

- Map of Project Land



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Department of State Growth

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Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Your Ref: / Our Ref: D20/281762



2 November 2020

Dean and Sarah Mee
15 Dickenson Drive
GRANTON TAS 7030

Dear Dean and Sarah,

Major Projects Proposal - New Bridgewater Bridge

Notification of land at 15 Dickenson Drive Granton TAS 7030 to be included in a proposal for declaration as a Major Project

As the proponent for the New Bridgewater Bridge including land owned by you at 15 Dickenson Drive Granton, I advise you pursuant to section 60P(3) of the *Land Use Planning and Approvals Act 1993* (LUPAA) that the Department of State Growth intends to make a proposal under section 60C(1) of LUPAA for the New Bridgewater Bridge to be declared a Major Project under section 60O of LUPAA.

Background

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have been given notice in writing of the proposal for a declaration in relation to the major project.

This correspondence provides the notification to you as the owner of part of the land on which the project is to be situated as outlined above.

If you have further questions please do not hesitate to contact Manager Stakeholder Communications, Laura Middleton on 0438 523 543 or via laura.middleton@stategrowth.tas.gov.au.

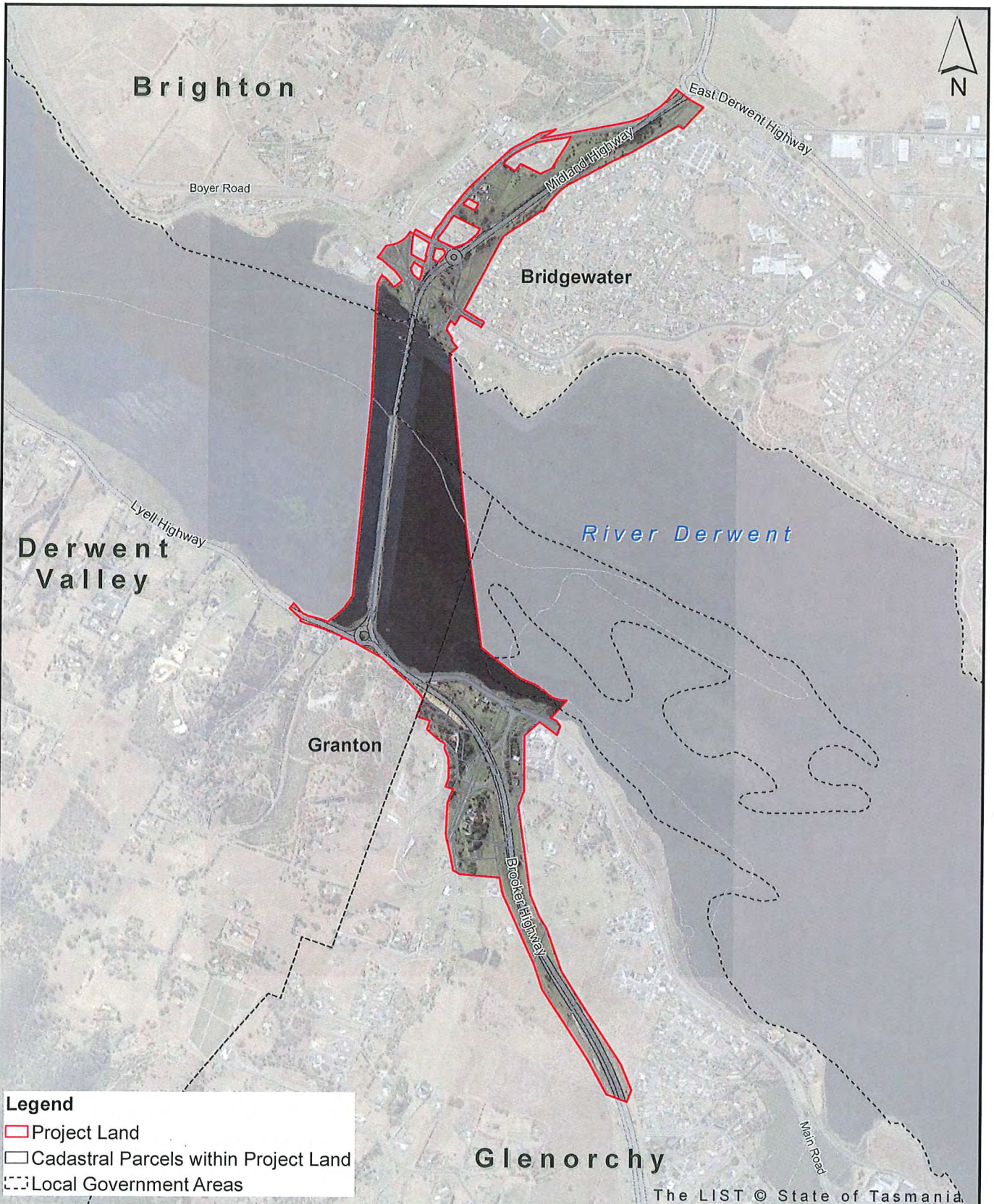
Yours sincerely



Ben Moloney
Project Director, New Bridgewater Bridge
Department of State Growth

Enclosure:

- Map of Project Land



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Department of State Growth

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Phone: 1800 517 290

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