

Our ref: Bridgewater Bridge Refurbishment
Enquiries Lyndal Byrne, Senior Strategic Planner
Direct phone: (03) 6216 6424
Email: Lyndal.Byrne@gcc.tas.gov.au

17 February 2022

Ann Cunningham
Chairperson
Development Assessment Panel
Tasmanian Planning Commission
tpc@planning.tas.gov.au

Dear Ms Cunningham

**BRIDGEWATER BRIDGE MAJOR PROJECT — COMMENTS ON ASSESSMENT CRITERIA,
MAJOR PROJECT IMPACT STATEMENT AND INITIAL ASSESSMENT REPORT**

Thank you for the opportunity to make comment on the documentation associated with the Bridgewater Bridge Major Project. I appreciate the thorough assessment of the project that has been undertaken by the Development Assessment Panel.

While Council is generally supportive of the draft permit conditions, I would like to raise the following matters for your consideration.

Local Employment

The Glenorchy Jobs Hub was established in August 2021 by Glenorchy City Council and the Tasmanian Government to get local people into local jobs.

Since 2011, Glenorchy's unemployment rate has been almost 3% higher than the Tasmanian average. We have a disproportionately high dependency on government benefits and the COVID pandemic saw almost 1,800 jobs lost in our City. Around 2 in 5 Glenorchy residents hold no formal qualification, and people's enrolment in vocational education and training has declined by 9.6% in recent years. Now, more than ever, we need to make sure Glenorchy people can develop the skills they need, find a job and improve their quality of life.

Glenorchy City Council is committed to facilitating appropriate development of our City, to create social, cultural and economic benefits for our residents. Glenorchy now has around \$1.9 billion of development underway, including the Bridgewater Bridge upgrade. The Glenorchy Jobs Hub will provide local people with training and skills they need to take up the 1,500 jobs Glenorchy's \$1.9 billion development pipeline will bring.

The Glenorchy Jobs Hub supports both jobseekers and employers, to increase employment of unemployed and under-employed local people. The Hub focuses on people experiencing

barriers to work, including skills gaps and literacy and numeracy issues, as well as migrants, people with disabilities, and young people.

The Jobs Hub model provides one-on-one coaching to help our jobseekers secure a local job. Glenorchy job seekers face barriers to taking up local jobs, including skill development, gaining qualifications, accommodation, help with career planning, preparing for interviews or writing resumes. The Jobs Coaches at the Hub each specialise in our City's key employment sectors to support local people to find jobs and training opportunities.

The Glenorchy Jobs Hub, unlike other hubs, is negotiating pledges with our local employers to create opportunities for our job seekers. Local employers including Mona, Nyrstar, Incat, Spotlight, Glenview, Downer, Nexus and Council have, or will soon, sign Glenorchy Jobs Pledges.

It is understood that the Bridgewater Bridge project will generate 200 direct jobs over its 4-year life and a total of 800 direct and indirect jobs. In recent weeks, Glenorchy Jobs Hub staff have proactively engaged with Bridgewater Bridge contractors about opportunities for employing people from the local community through the Hub. Council is keen to see the Tasmanian Government require all contractors and subcontractors to engage with the Glenorchy Jobs Hub and to mandate the percentage of local people that must be employed through the project. This will ensure benefits of the projects flow to Glenorchy residents.

The Southcentral Jobs Hub has also recently opened in Pontville. Government may wish to mandate engagement with that hub also.

Rail Corridor

It is noted that the scope of works does not provide for light rail across the new bridge. Given the longevity of the proposed asset, and the commitment to preserve a rail corridor spatially, it is important not to foreclose future opportunities. As the extent of the railway corridor in relation to the new bridge is not shown on the plans and given the intention to decommission the old bridge in future, it is not clear how the stated commitment to preserve the rail corridor will be achieved.

It is requested that the final design plans (draft condition 5) be modified to include a requirement to show the rail corridor and ensure that the works do not compromise future opportunities for rail use.

Gateway and Public Art Opportunities

The Bridgewater Bridge provides the entrance to Greater Hobart from the North. Consideration should be given to installing public art and infrastructure that clearly identifies this as the gateway to Greater Hobart. This should be aligned with Brand Tasmania and with the Greater Hobart vision, to ensure visitors to the City feel a sense of arrival and place.

Asset Ownership and Maintenance Responsibilities

Asset ownership (i.e. Council or State Government) and maintenance responsibilities (i.e. shared or not shared) must be clearly defined and form part of the endorsed documentation.

Asset ownership will be a controversial item given its future impact on Council. Any new or modified assets that the Department of State Growth (DSG) propose to hand over to Council,

will be required to be designed and constructed to Council's satisfaction, and prior to the approval of the design, Council will need DSG to enter into a maintenance agreement, which outlines the asset ownership and maintenance responsibility. The assets include stormwater, road, footpath, public open space, roadside nature strip, etc.

We would expect DSG to fund or co-fund the upgrades to existing infrastructure on local roads, including roads, lighting, footpaths, stormwater and anything else if needed.

Further, Safety in Design analysis needs to be undertaken to ensure assets can be maintained appropriately (i.e. ensure a nature strip is not too close to road so when it needs mowing we do not need to close a traffic lane).

It is therefore requested, that appropriate conditions be included in the permit to achieve these outcomes to Council's satisfaction.

Maintenance of Public Open Space

The maintenance responsibilities of the public open space need to be confirmed and an agreement reached between DSG and Council on what elements are to be maintained by each party.

Stormwater Upgrades

The detailed design will need to detail what stormwater infrastructure needs to be upgraded. It is also requested that stormwater assets that are to be handed over to Council at the end of the project are highlighted in the detailed design.

Water Sensitive Urban Design

A condition requiring a maintenance plan to be provided for the Water Sensitive Urban Design elements is requested.

Final Design Plans

Draft condition 5 (b) (c) *respond to issues identified in previous road safety audit reports*, should reference and / or date the relevant 'previous road safety audit reports' to make the condition certain.

Pedestrian and Cycling Connections

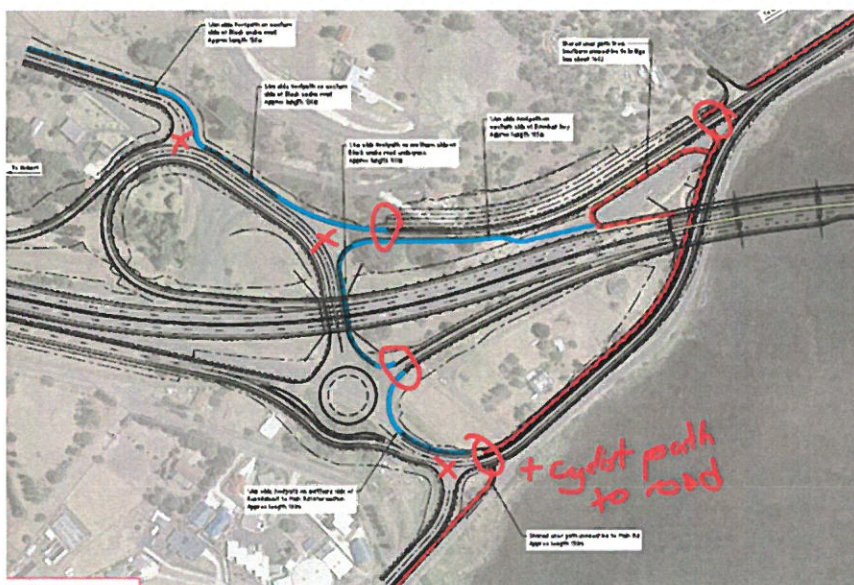
The TIA has examined the reference design in detail and not the chosen designs which differs on several elements, as detailed in snippet from the TIA below.

<p>Southern Interchange – general arrangements</p>	<p>The Reference Design incorporates two roundabouts at each side of the interchange.</p> <p>Two northbound lanes access Lyell Highway – one lane from each roundabout.</p>	<p>The Chosen Design only incorporates one roundabout at the eastern side of the interchange.</p> <p>One northbound lane accesses Lyell Hwy from the western side of the interchange.</p> <p>The junctions of Black Snake Rd and Lyell Hwy are separated.</p>	<p>Both interchange designs have similar performance in terms of efficiency.</p>
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The TIA models the traffic flow in detail but lacks information on pedestrian and cycling connections (circled in red in the image below Design Drawing No 1401) and the minor intersections (red crosses on image), in particular:

- The shared use path / footpath requires users to cross the road at two points, one on the Lyell Highway and one on Main Road. The TIA should address how this can be achieved safely in regard to sight distances, traffic volumes, gaps in traffic and waiting times.
- Cyclists using the shared use path on the bridge may wish to transition to the road onto the Lyell Highway or Main Road. The TIA should address where and how this will occur safely and how they will be catered for at the southern roundabout.
- The minor intersections will generate considerable traffic with little details on any treatments required at these intersections at Black Snack Road, Main Road and onto Lyell Highway. The TIA should address the volume, delays and any treatments such as right turn lanes, at these minor intersections.

It is therefore requested that the chosen design is assessed in respect to the above matters.



Design Drawing No 1401**Heritage**

With reference to the *Initial Assessment Report*, 18 January 2022, Council officers support the conditions and restrictions expressed in Clause 2.3, specifically:

- Draft conditions 4 and 5 requiring modification to the project design, the effect of which will ensure no development or works associated with the project will take place on land corresponding to Folio of the Register 156256/20 (being the Title corresponding to locally listed heritage place GLE-C6.1.181, 'Cypress Grove', 37 Black Snake Road, Granton).
- Draft condition 27 that further specifies there is to be no demolition of buildings at 37 Black Snake Road.
- Draft condition 61 in-so-far as it applies to those Historic Heritage Places located within the boundary of the City of Glenorchy local government area and the co-operative and consistent approach to publicly accessible interpretation involving all three local government areas and relevant State Government stakeholders.

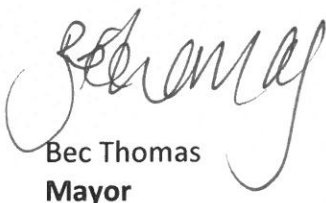
However, Council officers request the following modifications / additions:

- The gaps/omissions in the MPIS (referred to in Clause 4.11.1 of the Panel's *Initial Assessment Report*) be addressed wherever applicable to local historic heritage places within, or adjacent to, the Major Project area in the City of Glenorchy local government area.
- For consistency, contextually appropriate landscaping and construction noise and vibration plans (along the lines of those prescribed by the Tasmanian Heritage Council) be prepared to mitigate adverse impacts to local historic heritage places within or adjacent the Major Project area, including but not necessarily limited to, the 'Cypress Grove' farm complex, 37 Black Snake Road, Granton.

Thank you for the opportunity to provide comment on the Major Project Impact Statement and Initial Assessment Report. Should you have any questions, or require further information, please contact Lyndal Byrne, Senior Strategic Planner, using the contact details at the top of this letter.

We look forward to seeing the Bridgewater Bridge delivered for the benefit of the residents of Glenorchy and Tasmania.

With kindness


Bec Thomas
Mayor

