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File: 337

Date: 17 February 2022

Ann Cunningham
Chairperson
Development Assessment Panel
Tasmanian Planning Commission

via email: tpc@planning.tas.gov.au

Dear Ms Cunningham ,

NEW BRIDGEWATER BRIDGE MAJOR PROJECT

Derwent Valley Council appreciates the opportunity to participate in the exhibition of the major project impact statement for the new Bridgewater Bridge.

The exercise of discretion in the assessment would be assisted by an overarching value statement along the lines of a desired future character statement/precinct objective providing comparative value statements identifying the function of the project precinct in providing for connectivity between the east and west sides of the River Derwent, and Derwent Valley to the North with Glenorchy and Hobart to the south.

The infrastructure required to service this connectivity is of regional if not state significance, and whilst it will invariably be prominent, the inevitability of visual prominence is accepted. However, the interface with the edges, impacts on natural values and surrounding amenity should be addressed in a way to minimise detrimental impact Please find below our submission for your consideration.

Derwent Valley Council previously provided comment on the draft Assessment Criteria in February 2021. From our examination of the finalised criteria and response, it is difficult to see where any of our concerns have been addressed. Accordingly, we consider these matters still relevant, including the below specific comments.

For ease of use we have provided the relevant transport sections and clauses next to our comments.

CLAUSE	DOCUMENT	DERWENT VALLEY COUNCIL COMMENTS
4.2	MPIS Appendix AA	Council welcomes the shared pathway with the inclusion of the anti-throw screen, as it provides great connectivity between both sides of the new bridge structure.
4.2	MPIS Appendix AA	Council would like to discuss how the shared pathway commencing prior to Rusts Road will require additional widening to allow for improved site distance and entry onto the Lyell Hwy. Residents' concerns regarding the site distance at this section of road has been noted at recent community forums. The sealing treatment of the entrance to Rusts Road should be to a minimum of LGAT Municipal Standard length into the Road casement.
4.2	MPIS Appendix K	The intersection of Rusts Road/Lyell Hwy has not been considered within the Traffic Impact Statement. While the traffic movement within this road is low, the entry and exit from the Lyell Highway is part of the study area.

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4.2	MPIS Clause 4.2.2	The MPIS has not identified or discussed the impact of changes to access to and from Rusts Road, Granton, as it appears that only left-hand turns will now be feasible to and from Rusts Road;
4.2	MPIS Appendix K	Boyer Road traffic count from 2018 doesn't consider the heavy vehicle traffic to and from Norske Skog site and would be questionable as to its representation of the current traffic flows.
4.2	Boyer Road Log Trucks	Agree, there is no consideration in the Initial Impact Assessment Report also. May require further scrutiny of existing HV traffic counts to verify.
	Heavy Vehicle movements	Movement of heavy vehicles – short to medium term investment – Hydro Tasmania and other key stakeholders over coming years.
	MPIS Appendix K	Removal of existing roundabout at the Brooker Hwy/ Lyell Hwy/ Midland Hwy junction. This currently facilitates access to the parking area and public toilets. What is the plan for this area? Car park currently facilitates car sharing for Hobart commute. Noting the park and ride facilities considered at Forest Road.
4.2.3	Initial Assessment Report clause	How peak traffic flows will be managed during construction?
	MPIS Appendix K	Current bus stops on Lyell highway north of roundabout require pedestrians to cross the Highway. Will these be relocated? How? Where?
4.2.1	MPIS Clause	MPIS is very light on detail with respect to public transport.
	MPIS Appendix K	Section 4.6 Pedestrian and Cyclist Impacts states that <i>The Project will encourage cycling, walking and the use of public transport in accordance with the requirements of the Assessment Criteria</i> . How will it encourage the use of Public Transport?
	MPIS Appendix K	Public transport impacts – improvements only consider improved travel times. Where are the considerations to innovation opportunities e.g. park and ride, encouraging use of public transport?
	MPIS Appendix K	Summary states “ <i>significant improvements for the public transport routes</i> ” this statement seems only evident based on travel times.
4.2.1	Initial Assessment Report Clause	Only one existing MetroTas bus stop is identified as being retained; and It is unclear what provision is made for pick up / drop off of public buses and coach services. DVC concurs with these statements
4.2.3	Initial Assessment Report Clause	The Panel notes that further details of the final design and staging is needed to inform management of the road, rail, public transport, pedestrian and cycle network during construction.
4.1.4.4	MPIS Clause	Council seeks to deliver Strategic Plan 2030 statements. <ul style="list-style-type: none"> • 1.10 Enhance the physical appearance of the gateways to our valley • 1.11 Improve directional signage • 1.17 Support implementation of the Western Wilds tourism journey • 8.11 Develop and implement a roads hierarchy that is communicated to the public
4.1.4.5	MPIS Clause	Suggests Council, through its Recreation Plan and Open Space Strategy May 2020 will work with Crown to redevelop this space and including car parking area.
4.2.2.3	MPIS Clause	“Lyell Highway- Access to Lyell Highway from Brooker Highway will be via a northbound off-ramp that connects to a new roundabout at

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		<p>the Black Snake Road intersection. Access to Lyell Highway from Midland Highway will be via a southbound off-ramp connecting to a new junction with Main Road.” – This is an undesirable outcome for Council, roundabout/junctions/signage.</p> <p>Of course, traffic modelling shows that there will be very long delays at the existing Granton roundabout if no changes to current infrastructure were made, so there will be improvements to traffic flows under the new proposal. Something, better than nothing.</p> <p>Section 4.2.2.4.2 states “Another key route, Lyell Highway to Brooker Highway, will be relatively unaffected in terms of travel distance or travel time. This route will require the negotiation of a small roundabout at the eastern end of the southern interchange, then a long ramp and merge onto the Brooker Highway. “</p>

If you have any questions, please do not hesitate to contact at Dean Griggs at dgriggs@dvs.tas.gov.au or on 03 6261 8500.

Yours sincerely,



Dean Griggs
General Manager