

Department of Infrastructure, Energy and Resources

TRANSPORT INFRASTRUCTURE SERVICES DIVISION

Enquiries

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Your Ref Our Ref



Secretary to Parliamentary Standing Committee on Public Works
Parliament House
Tasmania

Dear Mr Donnelly

Further to the Committee hearing of the 3rd April 2013 regarding the proposed Richmond Heavy Vehicle Link Road we provide the following response to questions raised on notice at the hearing:

- a) Detail of land capability of the agricultural land to be acquired for the project.

DIER commissioned a report by agricultural consultants Macquarie-Franklin to assess the land capability of the property to be acquired for the project and attached is a map showing the land capability and below the reports' conclusions:

"No areas of prime agricultural land were identified within the survey area (land Class 3 or better). The northern end contains the only soils suitable for cropping (Class 4e) however the suitability for cropping is severely limited due to erosion risk and drainage constraints. This land is also highly constrained due to its limited extent (< 2 ha).

The remaining area is primarily restricted to grazing activities only. The Class 4s and 5s land is most suitable for this activity, but the restricted extent (approx 5 ha) and often dissected distribution limits extensive use. While the heavy clay soils (Class 5w and 6w) have the most cohesive and abundant distribution, they are only suitable for grazing when soil conditions are dry. The impeded drainage of these soils results in only a limited period when soil conditions will be favourable to permit grazing."

- b) Further detail on the Additional Items \$1.1m shown in the cost estimate including property acquisition costs.

This amount is the total (all inclusive) cost of acquiring the property including but not limited to:

- Land valuation and associated severance, disturbance and injurious affection.
- Relocation costs associated with demolition of residence at 3 Middle Tea Tree Road.
- Compensation for injurious affection (including change in amenity, property access etc) to "other land" impacted or affected by the project.
- Ancillary costs, being reasonable legal, valuation and other professional costs.

For privacy and "commercial-in-confidence" reasons further detail as to the negotiations and final agreed settlement for the purchase of the properties is not provided.

- c) DIER's pre-qualified contractors and percentage of all road contractors that are pre-qualified to undertake road-works estimated to cost \$5m.

DIER maintains a register of pre-qualified road contractors separated into financial categories depending on their assessed financial capacity. For projects up to \$5 million in value there are 32 road contractors that qualify (94% of the total pre-qualified) and out of these, there are 11 Tasmanian businesses.

I trust the above satisfactorily addresses the Committees' request however should your require anything further please do not hesitate to contact the undersigned.

Yours sincerely



Adrian Paine
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DEPARTMENT OF INFRASTRUCTURE, ENERGY AND RESOURCES

17 April 2013