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c/- 14 Dynnyrne Road  
DYNMYRNE TAS 7005  
11<sup>th</sup> September 2022

The Secretary,  
Public Works Committee  
Parliament House  
HOBART, TAS, 7000

Dear Mr Hennessy,

**Re: Submission in relation to the Southern Outlet T3 Transit Lane proposal**

Our names are Megan (Meg) Leah Smith and Anthony Robert (Tony) Dell and our qualifications and experience are as follows:

1. I, Megan Smith, and my family as owners of 14 Dynnyrne Road have lived here since June 2018. We are only the second family to have resided in this home since it was built in 1910. My family and I were one of the households originally informed by the consultants WSP and Pitt&Sherry in March 2021 that our home would be compulsorily acquired for demolition to enable the construction of the Southern Outlet T3 Transit Lane. We were informed our home would be acquired by Christmas 2021. I have a Bachelor of Social Work and a Masters of Economic and Regional Development. My work history includes significant project management roles where I was responsible for the engagement of community stakeholders.
2. My name is Anthony Robert (Tony) Dell and I have lived in Dynnyrne Road since October 1980.

I have a first-class BA(Hons) in Geography from the University of Tasmania, a sub-major in social anthropology from Macquarie University, Sydney and some law subjects, including Property and Environmental Resources Law, from the Australian National University in Canberra. I have a long-term, initially academic, interest in planning and environmental policy.

For over thirty years of my working life I was involved in planning and development policy, initially with the Commonwealth and then in the Tasmanian Government. I was seconded to the Tasmanian Government from the Commonwealth in the mid-1970s to assist with the State Strategy Study and the development of a capital works budgeting system.



I was John Beswick's first Head of Office from June 1982, when he joined the first Gray Ministry, until my move to the then Department of Lands in June 1985 .

From then, through that department's successive emanations, until my retirement from DPIWE in July 2008 I was involved in administration, Ministerial liaison, policy and legislation development and major project facilitation.

I was deeply involved in assisting affected residents in the aftermath of the Rosetta Landslip and gave the drafting instructions for the Rosetta Landslip Act 1992 which, among other things, provided compensation for loss of residence.

In 1992-93, I was a senior member of the policy team which developed, and produced the drafting instructions for, the original suite of planning legislation making up Tasmania's Resource Management and Planning System on which the current planning system is still based.

From 1995 to 2000 I was the inaugural Chair of the Lakes Crescent and Sorell Carp eradication committee. In 1999, I was principally responsible for developing and providing drafting instructions for the Major Infrastructure Development Approvals Act 1999 to facilitate the Tasmanian Natural Gas Project while maintaining local government in the planning process along with increasing fairness and equity for affected landowners. This legislation also amended the Land Acquisition Act 1993. I was also a member of the interdepartmental committee for the Gas Project. From August 2000, as Manager of Major Projects, I was convenor of the DPIWE Working Group responsible for producing the department's input to the joint Commonwealth, Victorian and Tasmanian approval process for Basslink being undertaken by Resource Planning and Development Commission (RPDC) as well as a member of the Government's Basslink Interdepartmental Committee.

Subsequently, as Director of Major Projects from 2003, I was involved in the implementation of the Basslink and Gas Pipeline projects as well as approvals processes for both the Woolnorth and Musselroe Wind Farms. I was also involved in a number of other major Projects, including several unsuccessful attempts to establish pulp mills.

After I retired in 2008 I worked part-time with the then Irrigation Development Board, advising them on public consultation strategies and approval processes for their irrigation projects, until February 2011.

We represent the affected resident's group, SOSHobart2021 (Southern Outlet (Smart, Savvy, Sustainable) Solutions). We have prepared this submission as part of a smaller strategy group.



We are residents of the section of Dynnyrne principally, but not solely, impacted by this proposal. We have been involved in supporting and advocating for residents of Dynnyrne Road since initial consultations on this matter commenced in March 2021.

We have read the fact sheet “Making a Written Submission to a Parliamentary Enquiry” that you kindly sent. We have provided our perspective on the head questions with which the Joint Committee seeks to understand when reviewing projects which come before it and have endeavoured to martial our comments under each of those headings.

We have included resident case studies, a summary of our experiences and listed our general concerns about the consultation and subsequent engagement process undertaken as part of this project in order to provide broader context to the committee.

As Spokesperson for the residents group Meg Smith is available to provide in-person testimony to the committee should this input be required. Several residents are also able to make themselves available to the committee should this be useful and have given SOSHobart permission to liaise on their behalf to set this up.

We thank you for the opportunity to engage in this process.

Yours Sincerely

Meg Smith & Tony Dell



Submission from SOSHobart2021  
*to the*  
Parliamentary Standing Committee  
on Public Works  
  
*regarding the*  
Southern Outlet T3 Transit Lane  
  
*for the hearing scheduled*  
19th September 2022

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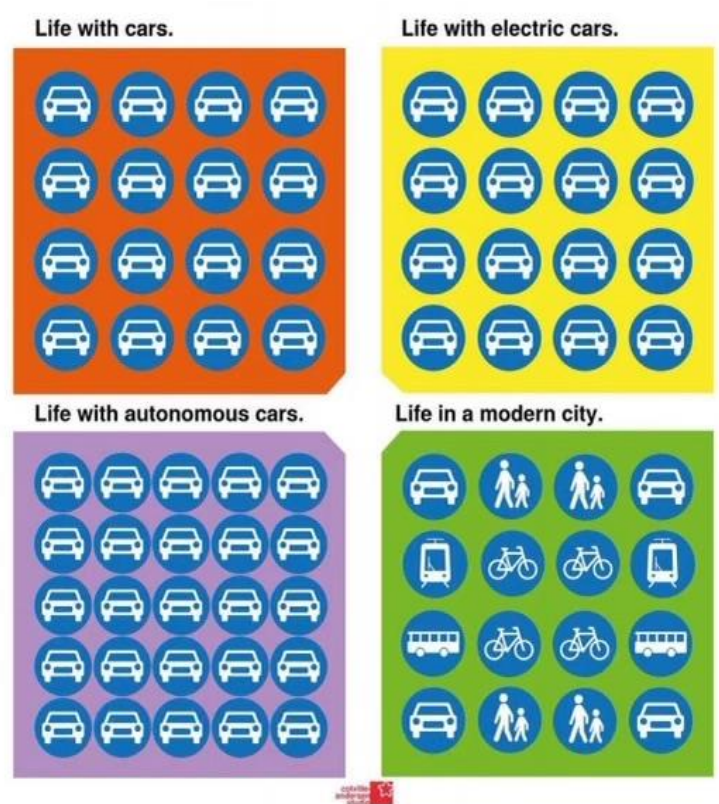
## Summary

Traffic congestion is a complex and layered challenge facing all inner-city areas, but one that is especially problematic for those with historical cityscapes wanting to preserve their individuality. Examples from across the globe illustrate innovative and courageous alternatives to the unimaginative and short-sighted option of looking to expand road stock to address this challenge.

Solutions can include:

- holistic planning to prevent urban sprawl
- integrated and properly resourced public transport infrastructure
- innovative alternatives of low/no cost solutions that look at how cities can best utilize their limited resources.
- optimising the use of traffic management technology (such as traffic flow apps allowing motorists real time traffic congestion information to make their commuting decisions).

SOSHobart2021 (SOSHobart) do not consider the planned Southern Outlet T3 Transit Lane extension is a good fit. The solution is not the best use of public funds, it is a simple solution to a complex problem that will do little, if anything, to solve the challenge of Hobart city congestion now and into the future.





## Context

SOSHobart understands the role of the Parliamentary Committee is to consider a narrow focus of value for money for the investment of public funds. However we feel that, as impacted residents, a more comprehensive and nuanced understanding is valuable for decision makers.

Further, the work of SOSHobart has been maligned by both the Minister for Infrastructure and Transport, Michael Ferguson, and representatives within both State Growth and Infrastructure Tasmania, all of whom have accused us of running a negative campaign of false truths. Derogatory statements have been made about our campaign in the media, in parliament, at stakeholder engagement meetings and at individual resident meetings.

SOSHobart and affected residents of Dynnyrne would like to make clear, for the record the following information. For two weeks in March-April of 2021 17 homeowners had individual meetings with representatives of the worldwide engineering firm WSP and local engineers Pitt&Sherry as representatives of State Growth. At these meetings individuals and families were told of the decision to compulsorily acquire the entire side of Dynnyrne Road from 8A to 42. Further residents were told this proposal has support from all three tiers of government (local, state, and Federal), plus all sides of politics.

At these meetings there was no discussion of potential alternatives, residents were left with the very clear message that our homes were going and there was very little we could do about it.



Picture: Residents prepare to protest on Parliament Lawns June 2021

Since then SOSHobart has been much maligned, and want to make clear for the Committee the following points:

- it has always been our task to understand why the decision to take our homes was thought to be the best solution to the problem at hand by decision makers.
- we have maintained that, if this was in fact the best solution, we as residents could ‘take-one-for-the-team’ so long as we were properly supported and compensated accordingly by the state government.

To that end, we have repeatedly asked State Growth and Minister Ferguson for the following documentation to be provided to SOSHobart, as advised by Hobart City Council:

- options paper
- cost benefit analysis
- project costings.

Unfortunately none of these documents have been made available. The only documentation we have received is the ‘Summary Report – Traffic Impacts of Final Project Case – Southern Outlet Macquarie’ (**Appendix A**).

Therefore to provide situational context for Parliamentary Committee members, also attached are resident case studies (**Appendix B**) and a Timeline overview (**Appendix C**).



## **1. Do the proposed works meet an identified need or needs, or solve a recognised problem?**

Infrastructure Tasmania has been tasked with resolving the problem of traffic congestion caused by a lack of road stock. A more holistic and long-term view acknowledges cause of the congestion is the result of poor urban planning (State Growth 2016) rather than a fault with the capacity of the road resource.

Such challenges are and entirely predictable for city's like Hobart who have significant growth aspirations.

### **1.1. Traffic congestion is a symptom of broader poor city planning**

All residents and most visitors will agree Hobart, a city caught between a mountain and the sea, has experienced significant growing pains of late helped by the steadily influx in population and the decision of many younger people to stay or return to the island, both of which are good news stories for Tasmania. SOSHobart acknowledges traffic congestion is an issue for commuters during peak hour, however we believe this is a symptom of a broader failure of intentional and integrated urban planning by successive State Governments (State Growth 2016).

### **1.2. Demand on the Southern Outlet**

Congestion on the northbound lane of the Southern Outlet is only apparent between 8am-9am weekdays within the 40 weeks of the school terms. At all other times traffic is not banked up on the northbound lane of the Southern Outlet. This indicates to SOSHobart the underlying problem is user demand related rather than a capacity shortfall with the resource (the Southern Outlet).

### **1.3. Davey & Macquarie St intersection**

As repeatedly pointed out by SOSHobart to Minister Ferguson, State Growth and Infrastructure Tasmania, Hobart's inner city traffic congestion is exacerbated by the poor design of the Davey and Macquarie Street intersections with the Southern Outlet which contributes to traffic blockages occurring not only at peak hours, and in both directions, on the Southern Outlet.

In all probability, because of the intersection configuration, the current Transit Lane proposal is likely to further restrict access to Huon Road and South Hobart, resulting in even longer queues than currently occur down Davey Street in peak periods. Rather than just impacting the righthand lane, frustration as a result the congestion will likely result in queue-jumpers wanting to get to Huon Road/South Hobart also impacting on the righthand of the two lanes going to Kingston.

In addition, given that the proposed T3 Transit Lane stops soon after Gore Street with the left-hand clearway only being extended to join the current short clearway ending at Molle Street and no action has been taken to introduce clearways on both sides of the two

streets in peak periods, it is our submission that adding a transit lane part way down Macquarie Street will merely exacerbate the inner-city congestion problem, notwithstanding any minor reduction in car traffic as a result of the half-hearted attempt to encourage greater public transport.

This inadequacy is further demonstrated by State Growth's own traffic modelling provided to us in August 2021 (**Appendix A**) which notes that for general traffic the 5<sup>th</sup> lane saves a maximum of about 2 minutes travel time and an average of about 1 minute over the hour between 7:30 am and 8:30 am. For buses the savings is a maximum of about 3 minutes and an average of about 1.5 minutes between the same period.

Until inbound traffic runs freely along Macquarie St, no significant impact will be made by fractionally increasing the size of the bottle neck on part of the left-hand side of Macquarie Street, leaving three-quarters of the Macquarie Street north-bound bottle neck intact. It is frustrating for the SOSHobart and Dynnyrne Road residents being asked to forego their family homes to see the recent blockage of a significant amount of the anticipated clearway on Macquarie Street for the building of a hotel.

#### **1.4. Broader morning traffic congestion problems**

At times traffic on the Southern Outlet has been backed up because of a breakdown or crash on the Tasman Bridge. This indicates to SOSHobart that the problems causing traffic congestion are not solely the result of an inability of the Southern Outlet to cater for morning demand, but rather indicative of a broader traffic flow problem around the feeder roads of the Hobart CBD.

***Hence it is SOSHobart's submission that the Southern Outlet T3 Transit Lane (extension) proposal does not meet the identified need and certainly does not, and cannot, solve the Southern Outlet congestion problem or the challenges facing urban growth for a modern Hobart.***

*Picture: Construction of the Southern Outlet, circa 1960's*



## 2. Are the proposed works the best solution to meet identified needs or solve a recognised problem within the allocated budget?

There is an inherent problem within this question because to date, SOSHobart and other members of the public, **cannot access any clearly enunciated costing estimate or budget allocation** for the project.

### 2.1. Estimating costs

Since commencing our public campaign SOSHobart has been quoted two figures covering a range of different scenarios;

- At initial meetings with WSP and Pitt&Sherry in March/April 2021 residents were told the project had a budget of **\$35 million**, which included the building of a cantilevered lane on one side of the outlet and the purchase of 17 affected homes. At the time engineers were challenged by residents about this figure but were told this was a reasonable price tag. Concerningly minutes taken at these individual meetings by State Growth's representatives have never been produced or shared with residents, despite residents repeated requests.
- At a public meeting on the 25<sup>th</sup> April 2021 the Infrastructure Tasmania CEO admitted the **costing was unclear** and that more money would likely be needed.
- At a second meeting between SOSHobart representatives, Minister Ferguson and Infrastructure Tasmania representatives in August 2021, an updated figure of **\$74 million** was given after the initial \$35 million was challenged.

In the 2022-23 State Budget papers, there is no mention of the project under the Department of State Growth Table 11.1: Key Deliverables. It would seem, therefore, it may be covered in Table 11.8: Capital Investment Program (for 2022-23), under the heading of Greater Hobart Traffic Solution with a total estimate of \$204.8 million. and a planned expenditure of \$49.014 million in 2022-23 and perhaps also under the heading of Urban Congestion Fund with a total estimate of \$101.2 million and a planned expenditure of \$25.547 in 2022-23.

The fact is, as members of the general public, we just don't know what the reasonable projected cost of this project will be.

***We sincerely trust that the Public Works Committee will be provided with accurate information which will then be clearly in the public arena.***

## 2.2. Projected costs

Concerningly, as detailed comprehensively by Infrastructure Australia's (2021) market capacity report Australia is "on the cusp of an unprecedented wave of investment in public infrastructure projects" and documents the accompanying increases in projected works costs due to increased competition for material resources, energy, capital investment and labour.

In fact this report details significant projected expenditure increases over the next few years including;

- 120% average growth in demand for materials
- 125% average growth in equipment
- 140% average growth in demand for plant

While this is good news for the infrastructure and building industries, it is not good news for government investors (ie taxpayers) and must surely increase the overall opportunity cost of what cannot be funded across the state if this project goes ahead.

Hence SOSHobart considers the risk of the costs of this project blowing out are real and is concerned that simpler low cost/ no cost solutions and substantial investment in public transport infrastructure are not being seriously implemented prior to the investment of significant taxpayer funds in this Southern Outlet T3 Transit Lane extension. Yet when SOSHobart presented these concerns to both the Minister for Infrastructure and Infrastructure Tasmania representatives, we were brushed off as being merely the ill-informed public.

Further, SOSHobart implores this committee to view not just the anticipated costs, but also the projected costings given Infrastructure Australia's warnings. The Tasmanian Government will, in essence, be competing against itself for labour and resourcing by taking on too many expensive infrastructure projects in



Picture: Northbound to cat's eye corner, Southern Outlet construction, circa 1960's

this current environment. Especially concerning when low cost/ no cost solutions are to hand that likely will result in significant improvement in inner-city traffic congestion.

### 3. Are the proposed works fit for purpose?

Whether consideration of other policy options have been considered has been an unanswered question by Minister Ferguson and the Department of State Growth.

At SOSHobart's two meetings with Minister Ferguson on 30 June and 8 August 2021 we raised the matter of what other options had been considered and put forward some options for the Government's consideration. We also asked for access to any options paper and cost benefit analysis which had been carried out but have still not received any advice about whether such documents exist. If they do, we have not been given access to them.

The only options report which we have access to what is termed the 'Jacobs Report' (Webb 2016) which considers only engineering solutions.

Given this, SOSHobart contends the proposed T3 Transit Lane extension will not solve, nor significantly contribute to, a reduction in inner city traffic congestion in Hobart in the morning. Further the likely impact on commuters during construction is arguably more of a cost than the 2 minutes they are likely to save should the lane extension be optimally used.

Will the T3 Transit Lane extension solve, ease or significantly contribute to a reduction of inner-city traffic congestion in the evenings as commuters return home from their places of work? No, whatever this project will cost (in money and time) it will have no impact on evening commuter journeys.

SOSHobart would like to point out that traffic use within the school holiday period already achieves the aim of reducing commuter times with no extra cost, no loss of homes and no extra burden to road users during a so far undefined construction period. What lessons has the Department of State Growth learnt from road use during this time and how has it put this information to use in designing innovative solutions to this challenge is not evident to SOSHobart, despite repeated requests for documentation outlining what alternatives were explored by the Department of State Growth and Minister Ferguson.

Whether the works are necessary in the first instance, is an altogether different question and one which, we submit, has not even been considered by State Growth or other policy analysts within Government. We certainly have, as noted above, been unable to access any evidence from Government that such fundamental policy consideration has been undertaken.

Given the timing of this project (residents were informed the day before the 2021 State Election was announced and the government immediately went into caretaker mode) the committee should forgive SOSHobart's suspicion of the real motivation for this work appearing to be political gain rather than any genuine desire to build a more desirable city for residents of Hobart, Kingston, the Channel or the Huon Valley. Especially when viewed against an absence of real investment in Park and Ride infrastructure or a real conversation about urban planning choices.

## 4. Do the proposed works provide value for money?

SOSHobart clearly believe these proposed works do not provide value for money for Tasmania given the unpredicted cost, the poor investment in supporting Park and Ride infrastructure and the failure of the Department of State Growth to explore alternative low cost/ no cost alternatives.

### 4.1. Reported benefits

In the (undated) Summary Traffic report supplied to SOSHobart by the Department of State Growth (see **Appendix A**) received in 2021, SOSHobart note the Department only anticipates that the proposed project will result in the following saving for commuters:

- For cars, in a forty-minute window, a saving of 2 minutes, with very little time saved outside of this window
- For buses, in a one-hour window, a saving of just over 2 minutes, with very little time saved outside of this window.

***Any savings for buses is entirely reliant on the optimal operationalisation of the Park-and-Ride facilities.***

This is the only evidence SOSHobart has been able to source that gives any indication of the likely impact of the investment of these funds.

It is worth noting this solution makes no impact on commuters return journey home.

### 4.2. Induced Demand

This concept, as explained by WSP (Department of Transport 2018), and assumedly well known to civil engineers, suggests that creating extra physical road capacity on major routes encourages more people to use the resource. Thereby resulting in more cars, and more congestion. WSP note this phenomenon to be especially applicable in urban areas with poorly established public infrastructure – a situation mirroring the current situation in Hobart.

For those committee members not familiar with this concept, this light-hearted video provides a great summary in 5 minutes [https://www.youtube.com/watch?v=pCzCJzwrB\\_c](https://www.youtube.com/watch?v=pCzCJzwrB_c)

Thus induced demand would be expected to soak up any time savings relatively quickly, meaning any value for money would only be short-term.

### 4.3. Opportunity cost

SOSHobart has spoken at length about the opportunity cost lost should this potentially expensive option be pursued. When SOSHobart has challenged Minister Ferguson, WSP and Infrastructure Tasmania about this, we were accused of sentencing those residents in Kingston, the Huon Valley and the Chanel Area to poor emergency health care as ambulances were destined to remain stuck in the gridlock (despite no evidence being provided about the number of ambulances trapped on the Southern Outlet in the small congestion window).

Unfortunately SOSHobart's suggestions of using these funds to establish 24-hour Nurse Practitioner led hospital prevention services (COMMRRS) and other innovative health care solutions in, not just the southern channel area, but also Sorell, Bruny Island and South Arm



have fallen on deaf ears. Infrastructure Tasmania and the Department of State Growth proclaim these innovative solutions are outside their scope/ remit.

#### **4.4. Future prediction**

As stated at the beginning of this submission, SOSHobart has come to appreciate that traffic congestion is the result, and culmination of, many different factors. Continued high density development on greenfield sites might be the cheapest and easiest alternatives for developers, but these options burden future local councils and residents with increased future costs, especially where developers externalise the cost of generated traffic congestion onto individual commuters, taxpayers and local councils.

Other cities apply greenfield site developer levies, encouraging builders to make optimal use of existing inner-city sites. Not all Tasmanians want to live in a housing development outside of Kingston with three bedrooms and garden. However you would be hard pressed to find alternative accommodation options outside this single vision of home ownership.

The opportunity for older Tasmanians to sell existing family homes and move to inner city apartment style residences is highly appealing to some. Close to health facilities and city entertainment opportunities, it remains only a dream as large undeveloped green spaces like Macquarie Point sit without a bold plan.

The possibility exists now to invest scarce Tasmanian resources in building infrastructure that is fit for purpose both this year, in a decade and in one hundred years. Yet our public service and government representatives seem unable to grasp the importance of this moment in history.

#### **4.5. Reliant on, woefully inadequate park and ride, infrastructure**

SOSHobart is aware the Southern Outlet T3 Transit Lane (extension) proposal is one of the sub-projects of the Hobart City Deal. As far as we can establish, by extensive reading of Government documentation relating to it, the proposed transit lane is designed to reduce peak-hour traffic congestion by encouraging more people to use public bus services instead of individual cars. In this aim it depends on another Hobart City Deal sub-project, the Kingston Park and Ride facility currently under construction.

The information SOSHobart has been able to gather from numbers taken from Kingborough Council information available on the web, dated 13 May 2021 indicate two Kingston Park and Ride Facilities are being constructed. One at Huntingfield consisting of 174 car spaces, including 3 disability spaces, and storage for 23 bikes and a second at Firthside with 44 car spaces, including 3 disability spaces, and storage for 26 bikes.

Minister Ferguson, in Hansard dated 25/08/2022 states an extra 43 express busses will be put on to support the park and ride. Given the park and ride facilities available to commuters, a simple mathematics calculation easily illustrates the woefully inadequate investment to make this facility workable for commuters.

If we assume each bus carries 40 passengers (sitting only), and at least half of these passengers will commute to the park and ride facility in their own car, then this still leaves a shortfall of 642 car park spaces given the park and ride capacity currently under construction. This simple example generously assumes half of all park and ride commuters will find an alternative to traveling in their own car (walking, cycling, car-pooling, shuttle bus services). The current Park and Ride facilities will fill just 5 buses before reaching their capacity.

The Jacobs Report (Webb 2016) on the Bus Transit Lane between Kingston and Hobart/Macquarie Street, prepared for State Growth and dated 17 January 2017, puts the ideal number of Park and Ride spaces in Kingston for the purposes of the effectiveness of the transit lane at 600. That figure was predicated on traffic forecasts now at least five years old and certainly overtaken by recent residential development trends in the Kingston vicinity and further afield.

Yet when challenged by SOSHobart about the practicalities of this idea, Minister Ferguson stated it was anticipated most public transport commuters would be the 'kiss-and-drop' variety not requiring car spaces. If properly considered this reply makes no sense, it assumes a massive percentage of people either work in Kingston (and can drop their children or spouse off at the park-n-ride) or will continue to commute in a single car journey (after they have dropped their children at the Park and Ride).

How many of these commuters will drive to the park-and-ride facilities touted by the Minister but, unable to find a park, will opt to travel the distance in their car anyway and never use the Park and Ride facility again?

Adding to our concerns are the establishment of park and ride facilities on the edge of satellite communities with seemingly little joined up public transport to connect potential commuters to and from these facilities without the use of their cars.

It is almost as if the Minister and the Department of State Growth are setting up the Park and Ride facilities to fail. This is especially concerning given the Tasmanian Government's own commitment to net zero carbon emissions by 2050 (Recfit).

SOSHobart contends any value for public funds would be better spent seriously investing in modern Park and Ride infrastructure and facilities, such as those provided by the City of Cambridge in the United Kingdom (Santos) given the current woefully inadequate investment in car parking facilities. This would be a resource investment integral to the success of any expanded public transport service usability.

It is our submission that, with no reliable financial information available to measure this proposition against, it is impossible to conclude investment in this project provides good value for money.

## 5. Are the proposed works a good use of public funds?

For members of the public, with no detail on the cost of this proposed project, arguing whether it is a good use of public funds is difficult but not impossible. Regardless of the anticipated (or eventual) cost of the project, significant improvements in inner city congestion are likely to be made through the implementation of several other options that require no, or minimal, public investments. Further any reductions in congestion because of this project are subject to a properly funded and functioning Park-n-Ride facility, which SOSHobart have already demonstrated is not likely to be operationalised under the current government's proposals.

It is likely, as evident in other cities across the globe, that significant improvement for commuters across Hobart (not just those communities serviced by the Southern Outlet) could be achieved by the instigation of a number of low cost/ no cost solutions. However, these solutions, whilst working toward broader goals of reducing carbon emissions, do not provide hard hat photo opportunities for aspiring politicians or media outlets.

### 5.1. Comparative options

At the initial meetings held in March/April of 2021, when residents questioned this very topic, they were informed that the current Southern Outlet T3 Transit Lane (extension) had only been compared to other major roadwork options: a bypass or tunnel. Not surprisingly State Growth deemed the bus lane extension to be a significantly cheaper option and a better use of public funds.

### 5.2. Low cost/ no cost solutions

Alarming, as residents confirmed with engineers at initial meetings, no low cost/ no cost alternatives have been considered, or trialled, prior to such an expensive and destructive option as the demolition of homes becoming the sole focus of the Department of State Growth and Infrastructure Tasmania thinking.

Options such as:

- Staggered public servant work hours (as the largest employer of commuters)
- Working from home options for public servants
- Reducing the use of the Southern Outlet by heavy transport between 8am-9am
- Better school drop off and pick up solutions
- Better before and after school care options
- Use of phone app technology that empowers commuter choice by providing real time traffic flow (State Growth 2016).

The Department of State Growth's own traffic modelling document (**Appendix A**) tacitly admits no other policy options have been put in place to achieve the cutting of traffic congestion, before jumping straight to an engineering solution that has, to date, has resulted in three families being dispossessed of their homes, two other families standing to lose some of their back yard and almost two years of disruption and uncertainty for 12 other families, all

for a project which has no guarantee (or likelihood, if you note the conclusion of the document outlined above) of solving the issue it is directed at.

### **5.3. Investment in Park and Ride infrastructure**

As discussed earlier, significant investment in the establishment of world's best practice Park and Ride facilities prior to any destruction of homes, expenditure of public funds on more roads, and inconveniencing of commuters during the construction period, is surely worth exploring. However when this was also put to Minister Ferguson and Infrastructure Tasmania by the SOSHobart delegation, we were at first ignored before our argument was dismissed with vague and inconsistent responses assuring us this was not an option.

### **5.4. Opportunity Cost**

Again SOSHobart believes that trialing the impact of other low cost/ no cost solutions on the problem whilst waiting for global infrastructure costs to fall demonstrates proper and prudent stewardship of public resources.

When Minister Ferguson was challenged to undertake this work seriously as the largest employer of commuters in the city, he gave a glib undertaking to look closely at working from home and staggered service hours (imagine Services Tasmania open 7am – 7pm rather than the archaic 9-5). Despite repeated requests by SOSHobart delegates to report progress on what initiatives he was exploring and the impact of these, no serious response has been received.

### **5.5. Equity and Access**

If SOSHobart's fears are realised and inadequate Park and Ride facilities fail to adequately address commuter needs, then the investment in extra road capital only benefits those commuters who can afford to buy, service and run private vehicles. This often excludes young people trying to enter the workforce or engage in study and career development, low paid workers and those on pensions or welfare/ support payments.

Further, by failing to take this opportunity to make the use of public transport preferable over the use of private transport, this option passes the real cost of this expense onto future generations to pay for.

## 6. Community consultation and public acceptance of the project

### 6.1. Competent engagement with impacted residents

Residents of Dynnyrne Road have likened their experience of this consultation process to being stuck in a Groundhog Day version of a Utopia episode. Minus the humour and with all of the anxiety, fear and frustration that having no control over the future of your own home brings.

Examples of this include, but are not limited to;

- Initial consultation letters being found by children of impacted families under BBQ's.
- Promises made to residents about the acquisition process, the support and reimbursement of costs that were later denied, despite these statements made in group meetings.
- The continued delay in commencing the public consultation process prolonged residents' anguish about the extent of the projects impact on their land, given the vastly conflicting accounts given to residents by Infrastructure Tasmania and WSP.
- During the last part of July 2021, two officers from the Department of State Growth and the Valuer-General attended a community meeting with affected Dynnyrne Road residents to discuss home and partial property acquisitions. We had been advised that at meetings with a number of those owners where, originally, significant property was to be acquired, the senior State Growth officer told them that, if they didn't want to remain in their house, given the likely loss of property and the resulting impact of the closeness of the proposed 5th lane on their family's amenity, they had the option to have their whole house acquired.

After questioning, it was confirmed by the officer from State Growth that if they took up that option, they would be treated exactly the same as those whose whole homes were slated for acquisition. They were told they would be entitled to be re-housed in a house of at least equivalent standard at no cost to them.

As soon as a month later, in late August/early September 2021, some residents who had originally been so advised, were shocked when subsequent negotiations resulted in the statement from the valuer undertaking the negotiations that no such offer had been made. Yet other residents were not informed of this decision until April 2022.

- SOSHobart delegates being accused in 'consultation' meetings with other stakeholder groups, of lying about the initial 17 homes being told they were facing potential compulsory acquisition, whilst being muted to prevent any reply by State Growth representatives.

Specific and detailed descriptions have been provided by those residents who felt comfortable enough to share their stories. It is worth noting to the Committee though that some residents still feel so vulnerable they remain fearful of these proceedings and the likely consequences for them in ongoing and future negotiations with State Government on these issues.

It is also worth noting for the Committee, all this happened at the same time as the international pandemic making this period extremely distressing for residents, their families and for the broader community of Dynnyrne Road residents as those across the road attempted to support their neighbours as best they could through this harrowing and deeply distressing time.

## **6.2. Treatment of Residents by Minister Ferguson**

SOSHobart would like to put on record the absolute discourtesy with which affected residents continue to be treated by Minister Ferguson. From the very first contact with us on this project culminating in the extremely discourteous and knowingly inaccurate “Dorothy Dix” response from the Minister in the Parliamentary House of Assembly Question Time on 25 August 2022.

We residents have remained studiously apolitical in our opposition to this project. Initially we approached all sides of the political spectrum for support and have attempted to keep a dialogue open with all members for Clarke. We have copied all Clarke representatives as well as relevant Legislative Council representatives into correspondence sent to Minister Ferguson. We have received little support from any member of the Liberal party, including members for Clark, Elise Archer and Madeleine Ogilvie.

That SOSHobart was able to meet with Minister Ferguson at all was solely the result of affected residents protesting outside the doors of Parliament on 29 June 2021, when an invitation to meet with the Minister was organised for the very next day. His total insensitivity, lack of empathy and failure to understand the impact of this ill-conceived project on residents of Dynnyrne was manifest from his first statement. Immediately after meeting the two SOSHobart delegates for the very first time he commented “Lets take the mental anguish of the residents as a given and get down to what you want to talk to me about”.

Examples of Minister Ferguson’s complete lack of empathy for the affected residents are clear in his recent comments to Parliament (Hansard 25/8/22). First the Minister refers to the acquisitions of homes in the 1960’s for the building of the original Southern Outlet as an example of this previously being required. Recollections from Dynnyrne Road neighbours are these homes were the ruins of homes destroyed by the 1967 bushfires.

Second the Minister (again) attempts to polarise the residents of Dynnyrne by making great fanfare of this projects anticipated benefits for the people of Franklin, Kingborough and The Channel. He makes no mention of the distress and anguish caused to those families whose homes have stood in the way.

Finally the Minister states he would like to” acknowledge and pay tribute to those people who have worked with us”. He went further in a recent media release claiming residents wanted to sell more homes than State Growth required.

Nothing could be further from the truth. No residents of Dynnyrne Road wanted to leave their homes. It was made clear to all involved in negotiations with the Government that they



either sold by agreement or a Notice to Treat would be issued under the Land Acquisition Act. Some of those we have spoken to who were originally told their homes were to be acquired, but in the end weren't, were subtly threatened that if they didn't sell by negotiation the financial outcome would be much worse for them under compulsory acquisition. This is unconscionable and, in discussion with some former public servants who have had some first-hand experience in compulsory acquisitions, wrong in fact.

This was no voluntary process as the Minister has tried to make out. All of those negotiating with the Government were only too aware they had no choice. This was made clear recently on local radio by the owner of the three houses purchased by "voluntary" negotiation who stated they had been told they would not win against the government should they try and keep their house, and all while the elderly resident of the house was terminally ill.

This certainly led to some residents pressing their case for that offer to be honoured. This context is far from the rosy picture Minister Ferguson tries to paint with his recent media release comment. The Ministers inaccurate comment also raises another situation of continuing concern to some residents: the significant financial impact on families of the ultimately futile negotiations with Government which they have been told the Government will not compensate.

### **6.3. Frustration and the inflexibility of decision makers**

SOSHobart's inability to get straight and public answers from the Government on how the project was changing, and why, as more detailed design was undertaken, has been unnecessarily frustrating.

In the initial stages all affected residents were told by a government-appointed consultant that all their homes were required for the project. From then on, until Minister Ferguson's August 2022 press statement little firm public information on what homes were to be affected was available.

There was no disclosure about how many homeowners were being negotiated with and the responsibility was left to affected residents to connect and share what was happening from them. This tactic presumably employed by State Growth in an attempt to divide the community and isolated individual homeowners during negotiations. Such secrecy, despite all but two residents agreeing that SOSHobart represented the neighbourhood throughout the consultation process.

Minister Ferguson certainly did state in his second meeting with SOSHobarts small delegation in August 2021 he would strive to minimise the impact on residents. Our question is, if he was doing that why couldn't he say publicly how and why he was doing it?

We may, inadvertently have discovered one of the reasons. We heard scuttlebutt, at about the time owners of 34A were told their house would no longer need to be acquired, that the existence of a recently and expensively re-built electricity sub-station had been "found" on the corner of their property necessitating another re-design.

Not surprisingly, all efforts to find out the truth or otherwise of this were met with silence from the Government. So while we rejoice wholeheartedly in only 5 Dynnyrne Road properties being directly impacted by what we still see as an ineffective money wasting engineering response to a far more nuanced problem, we rightly view with some cynicism the Minister making a virtue out of minimising the impact when he still has not said in any detail how or why.

As already discussed, there is little evidence of alternative solutions being considered by either the Minister or State Growth. This is further evidenced by the Minister's response to a question put to him at the first SOSHobarts delegation meeting. When asked if, after State Growth's own public consultation period, more effective solutions to the congestion issue were available, would the proposal be changed. Minister Ferguson was quick to inform us that that any public consultation was, effectively, a waste of time even remarking "it was not a popularity contest" and the project, as conceived, would go ahead.

#### **6.4. Final plan?**

Please forgive our cynicism, if we disbelieve that the currently available "plan" is the final plan, as we consider key points are missing from the information provided by the Department of State Growth. In fact residents were informed by an Infrastructure Tasmania engineer, listed as contact for this process, that this current plan was in need of significant modification.

SOSHobart has been unable to locate information pertaining to the following, which we would have expected to be contained in any 'final' plan;

- Detailed underpass plans for foot traffic
- Noise abatement strategies
- Traffic signs and overhead gantries
- Final costings

Given this feedback from IT and the missing information above, SOSHobart are suspicious any plans approved at this juncture will not properly reflect the final project.

#### **6.5. Indecision, confusion and back-tracking**

For affected residents this entire experience has been punctuated with absent, confused or rapidly changing messaging on what the project's impact was on their properties.

Initial advice provided to individual residents by consultants WSP and Pitt&Sherry during their visits in early April 2021 was that 17 homes were required. This, we believe (again from information shared by individual residents) was later reduced in July 2021 to 14 and subsequently later in 2021 to 11. Then, at the beginning of 2022, Minister Ferguson made media announcements the number was reduced to four. Most recently (by answer to a Parliamentary Question and by a press release on the 25<sup>th</sup> August 2022) we have been informed the number is now three homes, which had been "voluntarily" purchased.

Yet affected residents experience has been that State Growth begun to informally make noises to some residents that their properties would not now be needed after months of uncertainty. Requests by SOSHobart to the Minister and State Growth to make a public statement about their changing plans on several occasions after informal information was provided to some residents, was on each occasion, refused. After one of the later refusals, affected residents were given the spurious excuse for not making a public statement clarifying the Government's position as "because it would cause more stress to those whose houses were still under threat of acquisition". This excuse was laughable as the stress had already been created by the Government itself at the time of the original flyer and had been exacerbated by their reluctance to clarify the real position publicly.

This failure to provide information only magnified, to us, a gross lack of pre-planning, leading to our conclusion that the early announcement of the proposal was merely a pre-election stunt and showed the Government, in fact, had a total lack of concern for the stress placed on the original residents who were notified of the proposal by flyer dated 25 March 2021. It took until 24 March 2022 for most affected residents to be finally notified in writing as to whether their property would be affected. (Samples of letters at **Appendix D**).

By this time two homes had been purchased (numbers 34 and 40 Dynnyrne Road) and the owners had vacated them. Another home (42 Dynnyrne Road) was later purchased, and the owner has now vacated.

As noted above, it was not until Minister Ferguson's press release of 25 August (**Appendix E**) that any public notification was made about the final extent of property acquisition for the project was given. Even then, there was no specificity.

Our understanding is that 3 homes have been acquired (as noted above) and two homes (numbers 36 and 38 Dynnyrne Road) are to lose land. We presume that the other two land acquisitions are to enable the widening the outlet at the corner of Macquarie Street. What is the problem this Government has about being open and transparent?

## **6.6. Broader Community Support**

Minister Ferguson, in Hansard from 25/08/22 stated "Feedback on our designs for the extra transit lane on the Southern Outlet and Macquarie and Davey streets has indicated broad support for the project, particularly the need to incentivise public transport bus travel". SOSHobart assumes the Ministers claim of community support is based on the 511 responses to State Growth's online survey, ignoring SOSHobart parliamentary petition lodged in November of 2021 signed by over 2500 Tasmanians from across the state. This petition called on the government to immediately explore low cost no cost alternatives, immediately implement alternative traffic mitigation solutions and immediately cease plans to demolish homes in Dynnyrne.

The Ministers use of this survey to justify public endorsement of the project also fails to highlight the inherent bias in the original survey he is referring to. The public consultation survey, introduced with much fanfare, at no stage asked respondents the simple question of

whether they supported the Transit Lane extension or not. The survey jumped this potential problematic data by asking people if they supported expanded public transport options.

***SOSHobart strongly encourages the Parliamentary Standing Committee to review this survey if the Minister is using it as proof of public endorsement of the project.***



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Picture: Affected residents and supporters at inaugural community meeting, April 2021

## 7. Other Concerns

### 7.1. Capability of State Growth and IT to manage such a complex project

The flippant and poorly thought-out responses given to SOSHobart when challenging Minister Ferguson, the Department of State Growth and Infrastructure Tasmania do not inspire the confidence of SOSHobart that the Minister or his department are able to either design or implement solutions to Hobarts traffic congestion in the immediate or the longer term. Let alone provide, and adhere to, an efficient costing for this work.

Examples of this include, but are not limited to, those listed below. The committee is respectfully informed many residents are open to the possibility of testifying to the committee, although it is noted to be a daunting possibility. It is also worth bringing to the committees attention, that some residents, especially those currently employed by the State Government, have felt extremely vulnerable to repercussions to their employment should they publicly be involved with SOSHobart (although they have been 'silent' supporters); include their story as a case study (despite at least one family feeling like they had been threatened by Infrastructure Tasmania); or making themselves available to testify to the committee.

- Repeated requests by residents to have access to copies of the minutes taken at individual meetings in March/April with WSP and Pitt&Sherry as State Growth representatives remain ignored and no minutes have ever been supplied. It was at these meetings residents were informed by State Government representatives the proposal was a given, with all support from all three tiers of government (Federal, State and Local) and having the backing of both state Liberal and Labor parties. A statement we subsequently found was blatantly untrue.
- Repeated statements by the Minister Ferguson, that claims of 17 houses being compulsorily acquired are lies, despite repeated requests for the Minister to meet directly with residents to hear what we were all, separately, told.
- The denial of Michael Ferguson, in a meeting with SOSHobart delegates on 8 August 2021 that reducing traffic congestion was the rationale for the proposed works and his refusal to accept accountability should the project fail. He later changed tack and, in his answer to Mr Youngs question on 25 August 2022, his final comment was "... I was asked about alternative polices, but I have no time, only to say there isn't one." One can only say this is a rash assertion for which the Minister has provided absolutely no evidence. In many ways this is the nub of the problem!
- Recent assertions by Minister Ferguson, that more residents wished to sell their properties than were required, and that negotiations by State Growth had been respectful and voluntary. This was not the case of any resident, either those lead a merry dance by Infrastructure Tasmania for months that their homes "would not be liveable" who were under the constant threat of losing their homes immediately should a notice to treat be issued, to those three homes who eventually were harassed sufficiently to sell.



For Minister Ferguson to continually maintain our community has been treated with respect and compassion is offensive and a blatant lie. We have been abandoned by both Elise Archer and Madeleine Ogilvie, our supposed elected government representatives and left to fight our own battle against a powerful foe with unlimited resources and reach. Our battle has been exhausting and, at times, incredibly disheartening, as we have come face-to-face with the incompetence of state government, arrogance of elected representatives and egos of politicians.



*Picture: Homes of Dynnyrne Road*



## Conclusion

In an era of poor public trust in Government, the lack of accountability and transparency on display by Minister Ferguson, the Department of State Growth and Infrastructure Tasmania at each stage of this project is alarming.

SOSHobart are relieved that this poorly thought-out pre-election thought bubble is subject to proper due process before public funds are wasted and opportunities lost for good.

Given that, by the Department of State Growth's own admission, the policy and conditions precedent are not in place to enable the Transit Lane to be effective in reducing traffic congestion, we submit that this is not a good use of public funds.

Even when, or if, the proposed project is completed, we are of the view that until and unless the effective public transport and urban planning policies are in place to encourage the move away from cars, or penalise their use, the "Build it and they will Come" strategy implicit in this proposal is not a good use of public funds.

This is particularly so in an environment when government funding is at a premium and when parallel Government policies, such as the implicit support of the University move to central Hobart, are plainly going to increase Hobart's inner city traffic congestion.

Our suggestion would be to build more Park and Ride facilities of a suitable scale in key locations (not token gestures such as those at Huntingfield and Firthside) and put in place policies to prioritise buses on existing road facilities which might well increase congestion for cars in the short term and speed the change to public transport



Picture: Affected Dynnyrne Road residents and supporters protest outside Parliament, June 2021

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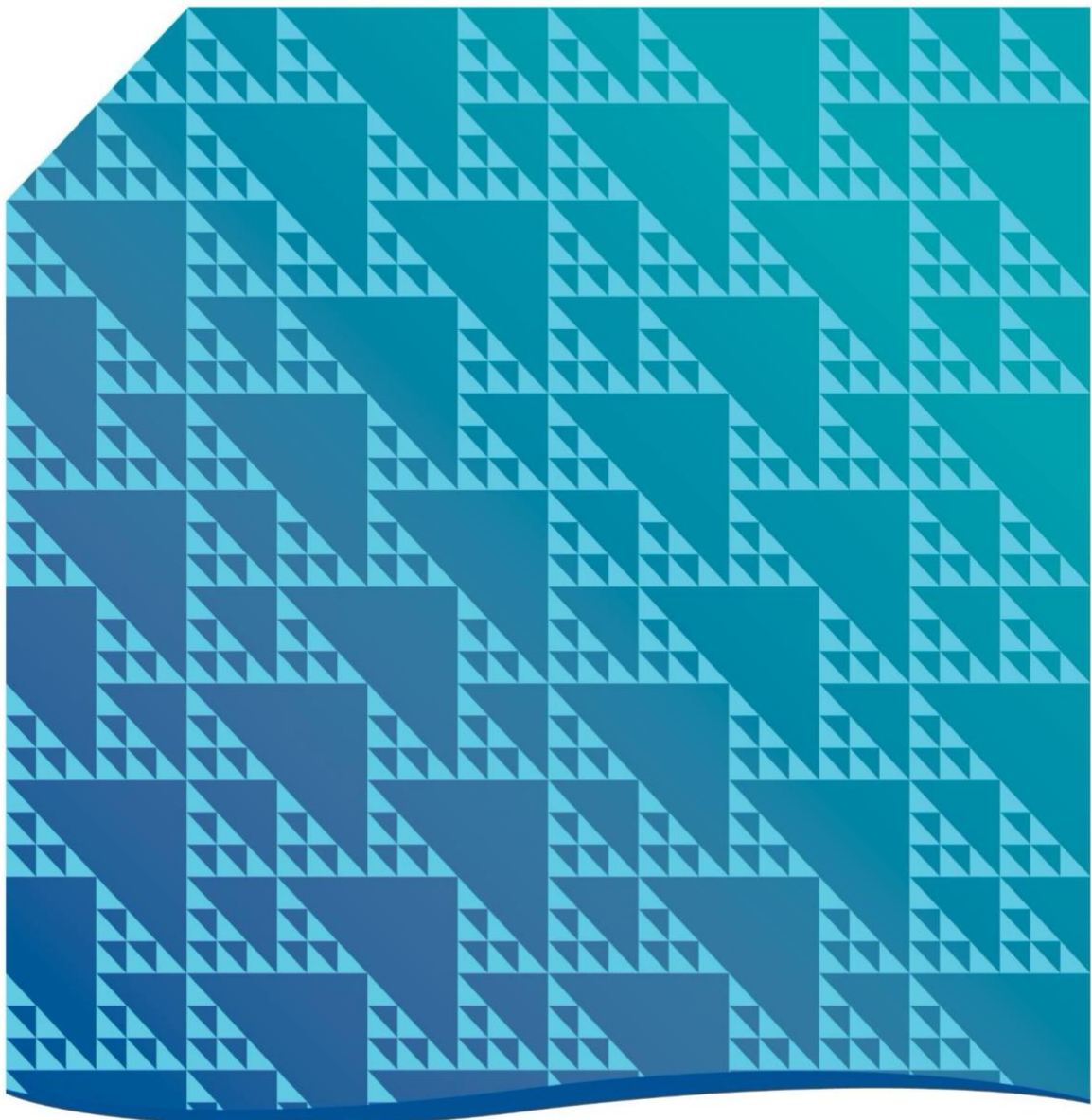
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## Appendix A

# Summary Report - Traffic Impacts of Southern Projects



Department of State Growth



# Summary

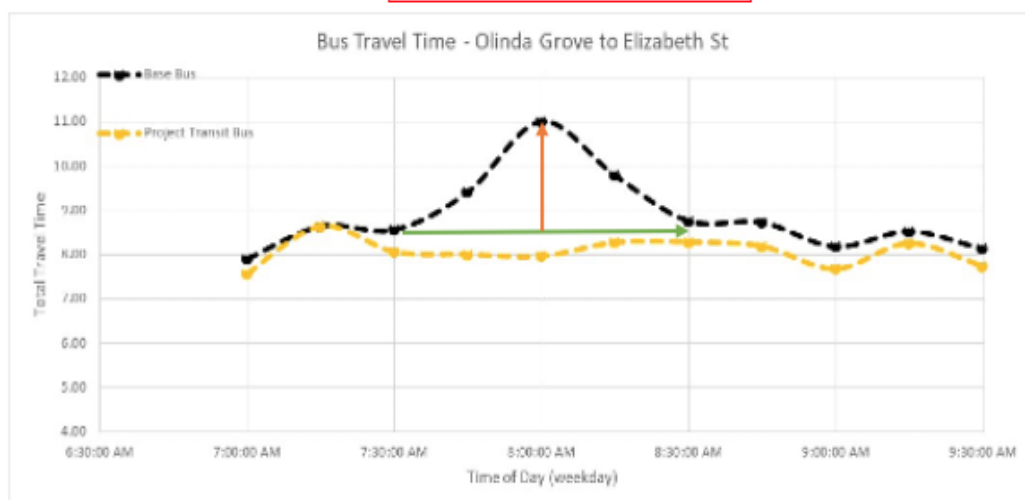
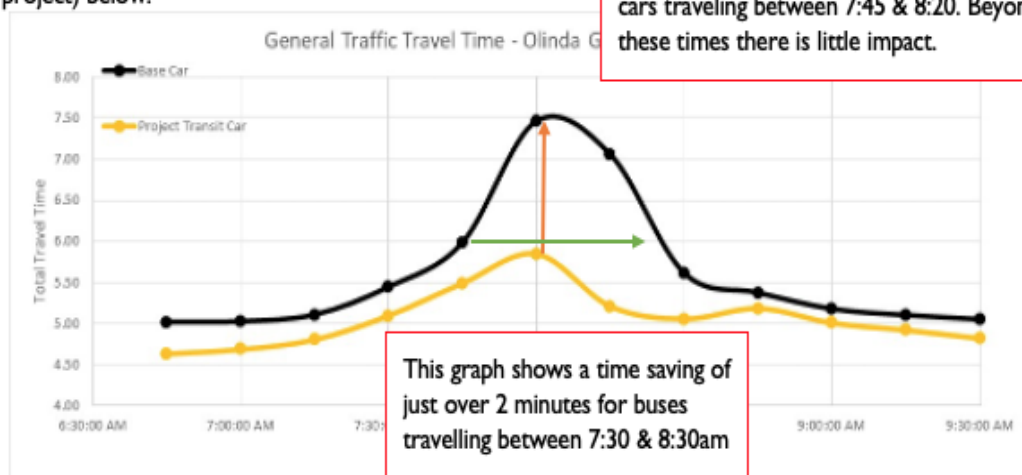
## Project overview

The Department of State Growth is undertaking a planning study to determine the feasibility of installing bus priority measures on the Southern Outlet and on sections of Macquarie and Davey Streets in Hobart. A hybrid traffic model has been developed utilising the Department's Hobart Mesoscopic Model to provide detailed results on the performance and impacts this treatment would have on the road network.

The Department has undertaken significant modelling, testing to varying degrees in excess of fifty different scenarios, to determine which scenario had both a positive impact on Transit movements (Bus and T3 traffic), as well as ensuring that general vehicle traffic was not penalised.

## Modelling Summary

The Department landed on a project scenario that has a transit lane (for buses and T3 vehicles) being in place between Olinda Grove and Ispahan Avenue to maximise transit improvement and improve general traffic flow (See attachment for detailed analysis of this modelling). These models show a time saving for cars (no project) below.



## Conclusion

The final modelling results demonstrate there is a project case in which both transit (buses and T3 vehicles) and general traffic are significantly advantaged more than the base case. Therefore, there is significant benefit to all modes of transport by constructing the T3 lanes between Olinda Grove and Ispahan Avenue.

Ultimately, bus lanes on Macquarie and Davey Streets will be considered once the passenger transport system is more mature as a mode of choice and other supporting measures are implemented (for example, common ticketing, real time information, bus rapid transit, park and ride and active transport connections). Currently, under existing bus service configurations there is a negligible improvement to bus travel times as a result of installing a dedicated bus lane.

While these treatments have not been recommended for the project, bus priority measures on Macquarie and Davey Streets will be achieved by other means (including signal timing and clearway management), which will be implemented as part of this project.

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## Appendix B Case Studies

These are a collection of some of our neighbours' own experiences as not all affected have included their story. Not because they don't want the Committee to understand how this has impacted them, but because they cannot find the energy to engage with this subject again, or they are fearful of the implications that being a visible part of this submission might bring.

### Number 8A

We returned to Hobart to spend our twilight years and one day in March 2021 two women dressed in black knocked on the door with the infamous letter regarding the Southern Outlet plans to acquire homes for bus lane. By arrangement the two women from WSP and Pitt & Sherry met at our home to discuss the proposal.

They showed us plans for Davey St and Kingston car parking but unfortunately, they didn't know why we could not be shown any plans for the Southern Outlet.

We went on to learn there was no plan. The plan has recently come to light and we have been advised our home will not be affected!

Prior to receiving this information we have been most stressed and have had many a sleepless night. Due to this non transparency and the way we have been treated by The Minister for Infrastructure and State Growth we are very apprehensive that when construction starts the "goal posts" could be moved again.

Over this issue our Liberal representatives for Clarke have remained silent.

We will be selling up when home prices on this lovely street in Dynnyrne return to some reasonable value after this debacle, providing we are not six foot under. We are not getting any younger.

Thank you to SOSHobart2021 for their effort in the disaster we having been living under

### Number 10

My experience was a little different from everyone else. I recall finding out about the widening of the Southern Outlet and the acquisition of 17 homes a little later.

I was away at the time when I received a phone call from a representative of Pitt and Sherry. It was explained to me that, although my property was not part of the initial property acquisition, she felt that I was entitled to the official notification because (and I quote) "You could become a house on an island by yourself." "I had to fight for you to receive an official letter."

What did these statements mean? I began to feel anxious upset uncertain and confused. All I could envisage was that the 17 properties on my left and the property in front of me were going to be demolished and I was going to be surrounded by a concrete jungle.

I later had a meeting with the representatives and when I asked what that statement meant their response was "they were an unfortunate choice of words". They said and did nothing that would alleviate the anxiety caused by that statement.

My thinking after this was, I don't want to stay here surrounded by highways, I will never be able to sell, I will lose the security of my neighbours, not to mention the damage they would do to my property during construction.

Although my property was never in threat of acquisition I felt like I would be left in a worse position SURROUNDED BY CONCRETE CARS AND POLLUTION,

### **Number 12**

A family who loves and lives here in this family home.

A quiet and reserved family of four and their mischievous dog!

Children attend a school within walking distance

Parents both work within the community - an easy commute on foot.

Bought their first home as young university graduates 20 years ago to be their forever home.

Their home was love at first sight as it was flooded with all day light, original features and soul.

Renovating slowly and with respect to the heritage and providence of the early 1900's weatherboard home, (with the guidance of award-winning architects, Preston Lane,) to suit their growing family.

Established garden filled with fruit and ancient nut trees, and evergreen natives which were well established when they moved in.

Have grieved the loss of neighbours on both sides and welcomed with gentleness and grace the new families as they moved in to start their own journey in the neighbourhood.

Strong members of local sporting clubs

Frequent visitors to the local green spaces - the quarry, mountain walking tracks,

Waterworks Reserve, Fitzroy Gardens, Parliament Street Park, Salamanca and Princes Park.

Celebrated their marriage, many years ago, under the dappled light in their established garden surrounded by family, friends and neighbours.

Ongoing supporters of small businesses in South Hobart, Battery Point and Sandy Bay.

### **Number 14**

We found out the news after our neighbours (at No16) arrived in our backyard extremely distressed and in tears. It was three days before our son's birthday in late March last year.

When Mary and Lori visited our home the following week they seemed blissfully ignorant of the gravity of the news they were delivering. They told us the project was proceeding and any public consultation process would be an opportunity for us to negotiate with the Government direct. They expected the street to be cleared by Christmas. Lori took notes at

this meeting, but we have never received a copy. Mary had an A5 drawing of a 'road' that we couldn't take photos of.

At the time we were in the middle of a major renovation of our home (which had not been touched since the 1950's) and had already made significant financial and physical investments. This news left us in the confused situation where we were unsure should we proceed with the renovations and spend more money on a project doomed for demolition? Or cease all work and have our compulsory acquisition valuation be based on a half-completed wreck. This was made especially difficult as once this information had been given to us, the Department of State Growth seemed to maintain 'radio silence' with us about timeframes or processes for the likely acquisition whilst we were left living in a half renovated home.

It was not until the end of July 2021 we were unofficially told our home was one of four that would not be impacted. Although no one would put this in writing and the only evidence was an A4 piece of paper given to us by the CEO of Infrastructure Tasmania that was not dated, signed or had any indication the document was produced by Infrastructure Tasmania. It was something any of us could have pulled of Google Maps.

We have endeavoured to support our neighbourhood over this time. I cannot count the number of times I have had neighbours arrive at our door in tears. Elderly neighbours fearful their only option was a nursing home. Young families dreading the possibility of being forced back into a crazy housing market. Residents from across the road tearful at the destruction of their neighbourhood and loss of community.

All during this time we attempted to engage and work collaboratively with State Government and all sections of politics. As a community we have opened our homes to Infrastructure Tasmania, senior government representatives and politicians. As spokesperson though I have been vilified by the Minister and State Growth representatives as they have attempted paint me as liar. Unbelievably Minister Ferguson, Infrastructure Tasmania and State Growth have held up their hands denying any responsibility for what our community was told by their representatives. As if they failure to attend initial meetings absolves them of any responsibility of the message delivered.

## **Number 16**

We are here to inform you of our experience over the last year and it's impact on us. After being informed of the roadwork plans in March 2021 we were advised by the Governments representative (Mary Haverland WSP Engineer) to cancel building works for a studio/garage due to commence the following week, forcing us to keep our property in storage for over a year. Our builder can't build our studio/garage until the beginning of 2024 and the cost of the build has gone up about \$90,000. This significant increase in the cost of the project would not be something we would have ever entertained but now we have little choice.

Our health and wellbeing has continued to be impacted as we have had to live with the ongoing uncertainty and frustration of this project.

Because we were told our property could be purchased (given the impact of the closer road) we had located an alternative property that met our needs, only to then be told at the 11<sup>th</sup> hour the plan had changed. We have waited over a year for clarity outlining the impact to our property and only after countless emails, phone calls and meetings did we receive this on the 21 st March 2022.

We are now unable to sell our home to raise the capital to buy the house we have negotiated to buy. We won't be able to sell our property in this time and with the constant media exposure and public debate about the transit lane, our property will be very difficult to sell and we doubt we will sell it for the valued price. There is still uncertainty surrounding the area.

### **Number 18**

When the two women came to our door in the April of 2021 we were in the early part of our third year in our new home. They commented on our beautiful garden and after reading the one page letter I was given I asked if this was about "Compulsory Acquisition" of our home and they said "absolutely not"!

When the following week they came again and we were informed that most of the homes on the eastside of this section of Dynnyrne Rd will be "required" for the project to go ahead, "about twenty properties", which will have to be acquired by the end of the year.

We asked what alternatives had been canvased and the reply was "this is the preferred option and all that we are considering". I said that we had committed to having new retaining walls built in our garden commencing in the following week, so I should cancel this works? No go ahead as normal!

It seemed that all of our concerns and suggestions fell on deaf ears. And that has been the experience throughout. After many consultations with affected neighbours and our representatives meeting with ministers and government officers we were told that the "good news" is that our house will not be required just "some meters" off the edge of our property. But we could not be told how much.

When a Community liaison officer was appointed he sent a number of emails asking us to come into the government offices to discuss our situation. I asked if he was able to give us some definite response to our questions and the answer was no. That didn't stop him from "insisting" (via email and phone) that we meet, saying that most of our neighbours had met with him, so why wouldn't we?

During this time my blood pressure and stress levels increased, and my GP decided to increase my medications. Later in the year my PSA levels reached a new high and I was diagnosed with prostate cancer.

Receiving an email in April of this year saying that none of our property will be required for the project, we were left wondering about the levels of stress, anxiety, fear, and uncertainty

for the past twelve months that could have been avoided if the project was considered more carefully before we were told we will have to vacate.

**Notes:**

- **No one was able to say who gave the two women the information to tell us our homes would be required.**
- **Surveying works for the project at the intersection of Sothern Outlet and Davey / Macquarie St's was not conducted until December 2021**
- **Soundings to determine the underground along the project area wasnt conducted until February of 2022**
- **Core sample drilling was only conducted earlier this year**
- **The public online survey asked businesses, resident and landlords along Davey St. and side streets to comment on the impact the project will have on them. (T3 land Bus lane etc in Macq St.) But NOT the residents of Dynnyrne.**

**Number 30**

On the 31<sup>st</sup> March 2021 I meet with State Growth representatives Mary (WSP) and Lori (Pitt&Sherry). Mary sowed the plans she had done and then told me my house was being acquisitioned, regardless this was in concept form.

At a group meeting with Infrastructure Tasmania CEO and the Valuer General, I was given a slip of A4 paper (no date, no Department of State Growth or Infrastructure Tasmania label, no signature) with a photo of my home with a red line across it. This line showed me where the new highway would go through my house.

At meeting on the 27<sup>th</sup> August 2021 with Infrastructure Tasmania (in their office) and the Valuer Generals representative, I asked for clarification of some procedures. The Valuer General's representative kept stating they were "doing section 9 & 15" (sale by agreement or notice to treat). Infrastructure Tasmania disagreed with the Valuer Generals office, I was very confused and became upset. The Valuer General's representative then started wagging his fingers at me stating sections of the act. I was so distressed I had to leave the meeting. Another meeting was held then in September with Infrastructure Tasmania and the Valuer Generals representative. I was asked if I would consider land at this meeting (no-one explained why my house was no longer needed). I said I would consider land depending on how much they were talking about (they couldn't tell me). I asked Infrastructure Tasmania's CEO how was it possible they now only needed land and he told me if they reduced the speed limit along the Southern Outlet to 60kph they would no longer need to have line of sight from Cat's eye corner to the lights at Davey St.

I have found this whole process, confusing and distressing. It has taken a significant toll on me, I have limited support here and had to meet with Infrastructure Tasmania on my own.

**Number 32**

This elderly resident was formally notified that the Government would acquire her house and had very reluctantly come to terms with that outcome. She had begun giving away possessions preliminary to a move and had largely packed



up her home and was negotiating to purchase a replacement home when at the 11th hour the government advised her they no longer required her home. Her attempts to gain some recompense has likewise been formally rebuffed.

This set of circumstances reveals that the Government used sharp practice to avoid any compensation liability for its change of mind.

Instead of using normal the Land Acquisition Act processes, which were specifically designed for acquiring private land for public purposes and providing legal protections for those whose land was being acquired, the government used negotiation under Section 9 of the Act while subtly coercing people into believing they were being dealt with under the compulsory provisions of the Act (see earlier comments on this above).

The scope of Section 9 has been extended over the years, the main purpose being to give Governments greater power to acquire land without the political odium of the compulsory process tag. One understands the political driver here but, in doing so, the safeguard for people to claim compensation for costs incurred in a case where the Government changes it's mind (which exists under compulsory process - see Section 24) remains absent from this Section.

The normal process under the Act would be to make contact with the owner to start preliminary negotiations, to then issue a notice to treat which formally starts 30 days of negotiation (see particularly Section 11 (2) (e) and (f)). Then, in the event of the land no longer being required a notice is given under Section 12 or the notice to treat lapses, under Section 24 (2) the owner is legally entitled to compensation for ".. any loss, expenses or damage."

The way the owner of number 32 has been treated is nothing short of disgraceful.

See letters below.

## Department of State Growth

Salamanca Building, Parliament Square  
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Phone 1800 030 688 Fax (03) 6173 0287  
Email [info@stategrowth.tas.gov.au](mailto:info@stategrowth.tas.gov.au) Web [www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)  
Our Ref: D22/167659; xref F22/1318/2



Mrs [REDACTED]  
32 Dynnyrne Road  
DYNMYRNE TAS 7005

Dear Anna-Maria

Thank you for your letter of 28 April 2022 regarding your property at 32 Dynnyrne Road, Dynnyrne. I apologise for the delay in responding to you.

We acknowledge that you have suffered worry and distress, and that this is unfortunate. However, it is the Department's position that as your property is not being acquired, there is no requirement under the *Land Acquisition Act 1993* to provide compensation for the expenses incurred.

As you may appreciate, it would not be proper for public funds to be expended where the Department considers there is no legal liability to make such a payment. Therefore, the Department declines to make any payment to you.

Regarding your concerns on the potential anti-social behaviours associated with the underpass below Southern Outlet, the consultant will take this into consideration during the detailed design of the project.

I trust this information is of assistance to you.


Yours sincerely

A handwritten signature in red ink, appearing to read "Kim Evans".

Kim Evans  
**Secretary**

17 August 2022

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

  
32 Dynnyrne Road  
Dynnyrne  
Tas. 7005  
28/8/2022

Dear Sir

Re – Proposed Purchase of Property, 32 Dynnyrne Road, Dynnyrne.

I refer to your correspondence dated 17/8/2022 that refutes any liability for the Department to pay compensation in this matter.

The proceedings that instigated the claim were undertaken by Infrastructure Tasmania in accordance with the provisions of the *Land Acquisition Act 1933 Section 9 - Power to Purchase by Agreement* (the Act). The powers under the Act were supported by a document prepared by the Department of Justice entitled *Non - Binding and Indicative Only Terms Sheet*.

I acknowledge the non-binding provisions of the latter document. Whilst the right to any compensation in this matter is absolutely refuted there, the question arises as to the Department's motives in adopting those provisions and also the non-binding provisions of the *Power to Purchase by Agreement* provisions of the Act.

I am advised that the Department's decision not to proceed with compulsory acquisition under the Act placed landholders in a very disadvantageous position. In my case, I had to accept the Department's offer at valuation of \$1.1M or else look for a replacement property to be purchased at a higher figure at a price subject to approval by the Office of the Valuer-General.

My circumstances were such that because of my advanced age, any replacement property, or indeed any property purchased with the proceeds of the government valuation, would need to have regard to a likely loss of vehicular licence that could be contemplated in the near future. Despite a very extensive search that took up much time by myself and my family, I was unable to locate a suitable property within the required price ranges and nearness to transport.

The problem with the Purchase by Agreement basis adopted by the Department is, that despite the stated provisions in the *Non - Binding and Indicative Only Terms Sheet*, the Department would still have powers to compulsory acquire under the Act at any time, and would no doubt do so as required. If so instigated, I could have been faced with immediate relocation as the Crown assumes immediate ownership of the property on issue of Notice of Acquisition.

Having regard to the above situation and also the threat of compulsory acquisition should I fail to locate a replacement property, my family and I were subjected to considerable stress, inconvenience and loss of time. In anticipation, I also packed up furniture and personal items in the house and put them into storage.

The above situation was exuberated by my age and special requirements. Up until advice that the property was no longer required, I would have had to locate suitable replacement property under both scenarios instigated by the Department.

I am advised that as the property acquisition was to be effected under the Act *Section 9 - Power to Purchase by Agreement* clauses, there are provisions in the Act to account for age, infirmity or want of means.

See Sect. 30

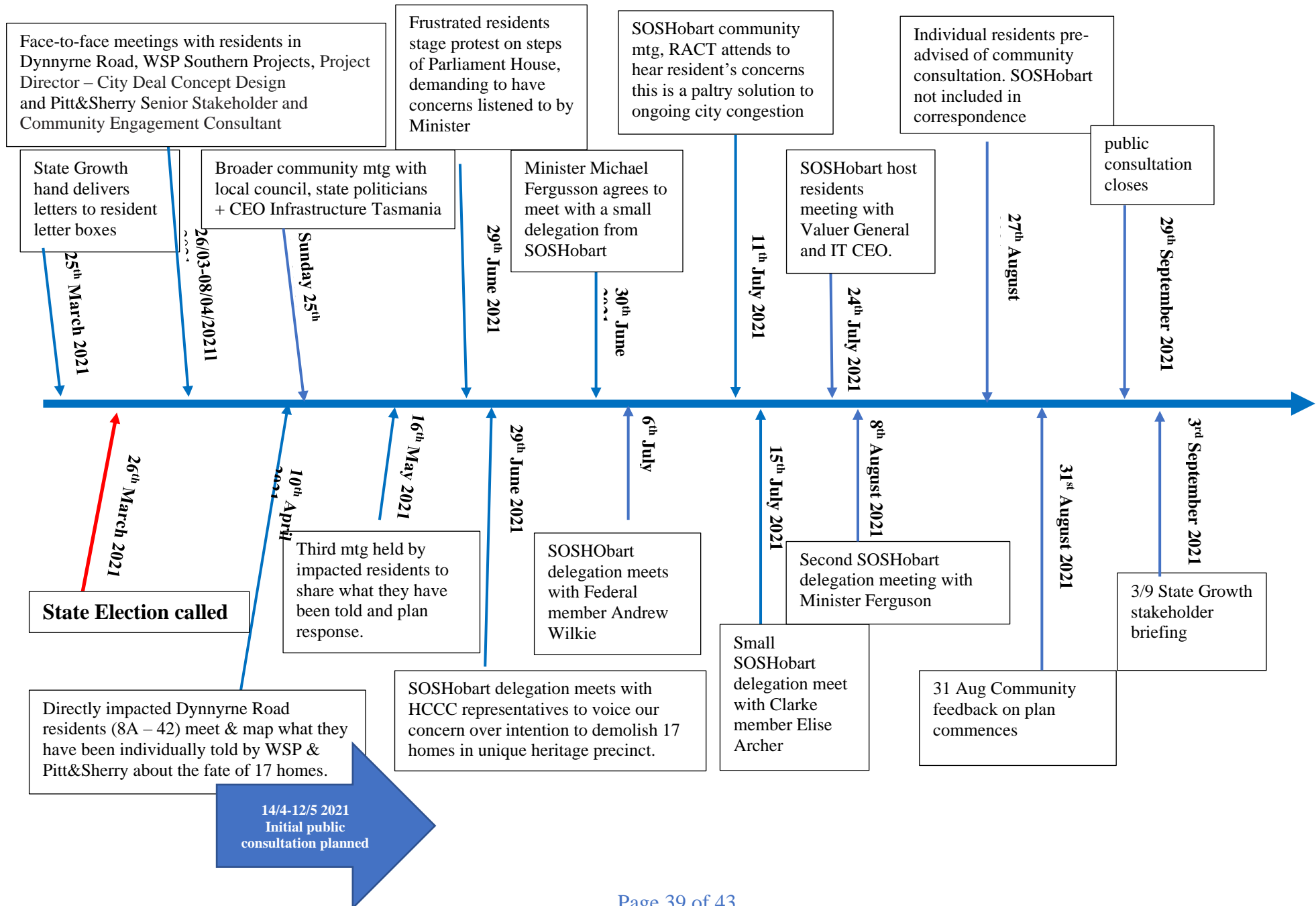
*(3) Notwithstanding that compensation is determined in accordance with subsection (2), additional compensation may be awarded in respect of any hardship that the claimant may suffer because the claimant cannot establish himself or herself in a suitable residence solely by reason of age, infirmity or want of means.*

Accordingly, I again request that the Department's actions in causing me considerable distress, inconvenience and loss of time be reconsidered, and compensated for by mutual agreement.

Yours faithfully,

A black rectangular redaction mark covering the signature.

## Appendix C: Timeline 2021 Key Dates





## Appendix D

### Sorry we missed you

25 March 2021

#### **Hobart City Deal – Southern Projects – Southern Outlet Transit Lane**

To improve congestion and ensure Hobart's future as a connected and liveable city, a new transit lane is proposed to run northbound on the Southern Outlet between the Olinda Grove interchange and Macquarie Street.

**An important part of all project planning is consulting with our communities.**

**As a resident of an adjacent property, we called by to speak with you about the concept design and seek your feedback.**

Please call Lorri Teepe, pitt&sherry's Senior Stakeholder Engagement Consultant on 0491 050 140 or email [engagement@pittsh.com.au](mailto:engagement@pittsh.com.au) to arrange a suitable time to meet with you to discuss the project.

Department of State Growth



## Department of State Growth

## STATE ROADS DIVISION

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Our Ref:



[REDACTED]  
[REDACTED] Dynnyrne Road  
Dynnyrne Tasmania 7005

**Hobart City Deal – Southern Projects – Southern Outlet Transit Lane**

Dear [REDACTED]

Re: [REDACTED] Dynnyrne Road Dynnyrne Tasmania 7005 – Property ID [REDACTED]  
Title Reference [REDACTED]

This letter is to inform you of a proposal to design and construct a northbound transit lane on the Southern Outlet between Olinda Grove and Macquarie Street, Hobart. Your property is located adjacent to the Southern Outlet and may be potentially impacted. It is important that we arrange a time to discuss the proposal and consider your feedback.

The Southern Outlet is the primary connection between Kingston and the Hobart CBD and experiences one of the highest volumes of daily traffic in Tasmania, especially during peak periods. This proposed new transit lane would be available for use by buses, private vehicles carrying three or more occupants, taxis, and emergency service vehicles.

The project is currently at concept design stage, and the proposed design requires more space than the existing road corridor permits. We want to assure you that no final decisions have been made regarding the level or extent of impacts to adjacent properties, including potential acquisitions.

A vital aspect of all project planning is community consultation. As an owner of an adjacent property, we would like you to offer the opportunity to discuss the project, so you can view the proposed concept design and provide us with your feedback. Your feedback will be taken into consideration in the next stages of the project, and we are committed to keeping you informed at every step of the way.

Please call Lorri Teepa, [pitt&sherry](mailto:pitt&sherry)'s Senior Stakeholder Engagement Consultant on 0491 050 140 or email [engagement@pittsh.com.au](mailto:engagement@pittsh.com.au) to arrange a suitable time.

The concept designs for the Southern Outlet Transit Lane will be on public display from Wednesday 14 April to Wednesday 12 May 2021. All comments and feedback received as part of our consultation activities will be carefully considered by the Department and will inform the detailed design.

For more information please visit <https://www.transport.tas.gov.au/southernprojects>.

Yours sincerely,

  
Christian Goninon  
Project Director – Hobart Transport Vision  
25 March 2021

## Appendix E

[Home](#) [About](#) [Cabinet](#) [News](#) [Speeches](#) [Budget](#) [Contact](#) [COVID-19 updates](#)

# Jeremy Rockliff

## Premier of Tasmania

[Share](#)

25 August 2022

Michael Ferguson, Minister for Infrastructure and Transport

## Better infrastructure to improve travel for users of Hobart's Southern Outlet

The Tasmanian Liberal Government is investing more than \$200 million into the Greater Hobart Traffic Solution for initiatives to manage peak commuter demand.

A key focus of these initiatives is to provide Hobart commuters with choice – private vehicles or improved public transport options and greater travel time reliability.

Feedback on the designs for the transit lane on the Southern Outlet and Macquarie and Davey Streets indicated broad support for the project, particularly the need to incentivise bus travel and improve traffic flow in Macquarie Street. The Southern Outlet is at capacity during peak traffic times, and the Government wants to expand that capacity and incentivise the greater use of public transport.

I have repeatedly said that the Government would minimise property acquisitions for the transit lane and that is what I am pleased has been delivered.

As a result of our substantial efforts, I can confirm that only three full property acquisitions are required, all of which have now been achieved on a voluntary basis through negotiation by agreement with the vendors. There have been no compulsory acquisitions. In fact, we had more people wanting to have the government purchase properties than were needed.

A further four properties will be subject to some land acquisition in the usual way, which will be partial land only, and that process is well underway.

Our Government is now moving forward with planning for the transit lane as the only real solution to ease traffic congestion on the Southern Outlet, particularly for residents of Kingborough, the Channel and the Huon Valley whose needs were ignored by Labor and the Greens who have blindly opposed this infrastructure.

Additional consultation will occur with property owners on Macquarie Street who will be impacted by the loss of on-street parking for the extra lane that will continue from the Outlet – an extra lane through the bottleneck and down into Macquarie Street.

I am pleased with the support received for this integrated solution from the RACT and the Tasmanian Chamber of Commerce and Industry.

There is a clear traffic congestion issue affecting the residents of the Huon and Kingborough municipal areas and, unlike Labor and the Greens, we have a plan to address it without resorting to short term politics.

[More Media Releases from Michael Ferguson](#)

[More Media Releases from the Minister for Infrastructure and Transport](#)

### Latest releases

Tasmanian Proclamation of King Charles III

Managing Tasmania's Rock Lobster Fishery for future generations

Help protect our shorebirds as the breeding season gets underway

Passing of Her Majesty, Queen Elizabeth II

Automatic Mutual Recognition bill passes House of Assembly

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