

Shane Donnelly

From: Tracey Webb <twebb@ccc.tas.gov.au>
Sent: Wednesday, 20 February 2013 10:43 AM
To: Shane Donnelly
Subject: Submission - Colebrook Main Road, Richmond - Heavy Vehicle Link Road
Attachments: 1770_001.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Donnelly,

Please find attached letter from Mr John Stevens, Group Manager Asset Management, Clarence City Council.

Yours sincerely,

*Tracey Webb
Personal Assistant to Group Manager Asset Management
Clarence City Council
PO Box 96
Rosny Park TAS 7018
03) 6245 8624
03) 6245 8743*



Clarence...a brighter place

38 Bligh Street Rosny Park
Tasmania Australia
Address correspondence to:
General Manager
PO Box 96 Rosny Park 7018
Telephone (03) 6245 8600
Facsimile (03) 6245 8700
Dx: 70402
Email clarence@ccc.tas.gov.au
Website www.ccc.tas.gov.au

Enquiries: J. Stevens:tlw

Your ref:

In reply please quote: A731937
28-02-09

20 February 2013

Mr Shane Donnelly
The Secretary
Public Works Committee
Parliament House
HOBART TAS 7000
Email: Shane.donnelly@parliament.tas.gov.au

Dear Sir,

This letter is a submission on behalf of the Clarence City Council to the Parliamentary Standing Committee on Public Works to consider in relation to the Colebrook Main Road, Richmond – Heavy Vehicle Link Road.

The town of Richmond is a tourism drawcard for the City of Clarence and Tasmania as a whole due to its Georgian Village heritage. The residents of the township and the Council had concerns for the future of the built form of Richmond due to the impact of heavy vehicles using the main street as part of the freight transport network from the south of the state to the midlands.

To quantify the potential damage Council engaged Coffee geotechnical consultants to undertake a vibration analysis and assessment of the likely damage occurring to the building fabric in the township. As a consequence of that study and associated report, Council included the matter as one of the key transport issues that required resolution. Specifically, the decision of Council at its meeting on 14 August 2000 recognised that one of the priorities for the outstanding transport issues in the City was to address:

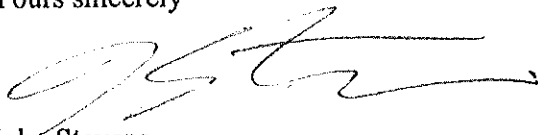
- The damage to historical buildings in Richmond from freight transport.
- The conflict between freight vehicles and tourist/residential traffic/pedestrians and
- Preserving and enhancing the heritage values of Richmond.

While I understand the main focus of the project is the engineering works associated with the link road construction, it is important to emphasise that the project scope of works and funding should provide for appropriate signage and entrance features at the northern and western entrances to the town to mitigate the impact upon local businesses. This is an issue that has arisen with similar town by-pass projects such as those on the Midlands Highway.

Council supports the construction of the link road as it will remove a significant threat to the built fabric of the Richmond Village and hopefully improve the pedestrian and visitor amenity to this Tasmanian tourism icon.

If you require any clarification on this submission please contact me at jstevens@ccc.tas.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J Stevens', with a stylized flourish at the end.

John Stevens

GROUP MANAGER ASSET MANAGEMENT

Shane Donnelly

From: Chris and Frances <campaniasprings@bigpond.com>
Sent: Sunday, 17 February 2013 1:44 PM
To: Shane Donnelly
Cc: Alex Green
Subject: 'Richmond Road Bypass' or the 'Heavy Vehicle Link Road'
Attachments: Chris Adams.doc

Follow Up Flag: Follow up
Flag Status: Flagged

Chris Adams
78 Armstrongs Rd.
CAMPANIA TAS 7026

The Parliamentary Standing Committee on Public Works
Parliament House

Dears Sirs/Mesdames

Reference: 'Richmond Road Bypass' or the 'Heavy Vehicle Link Road'

Please find the attached submission.

Yours sincerely

Chris Adams

Chris Adams
78 Armstrongs Rd.
CAMPANIA TAS 7026

The Parliamentary Standing Committee on Public Works
Parliament House

Dears Sirs/Mesdames

Reference: Richmond Road Bypass (or the 'Heavy Vehicle Link Road')

I am the Vice President of the Imagine Campania Inc., a progress association representing the interests of Campania residents and I am also the Co-ordinator of the Coal Valley Neighbourhood Watch which is involved with supporting community safety within the towns in the Coal Valley. Also I am a resident of Campania and a frequent user of the Colebrook and Richmond Roads.

Both Imagine Campania Inc and Neighbourhood Watch have in the past voted to push for bypasses for Richmond and Cambridge to, in particular, make the respective major intersections safer for both heavy vehicles and pedestrians and to reduce the traffic congestion in areas where there is a congregation of tourists and school children.

With the recent approval and commencement of construction of a 69-lot subdivision in Campania and other subdivisions in the pipeline, the growth of suburban traffic from this region will grow rapidly.

The volume of heavy traffic has from my observation also increased markedly. This rapid increase in traffic is due in part to the upgrade of Mudwalls Rd. and the increased demand for access to the airport, Cambridge and Sorell industrial parks and to South Eastern Tasmania.

Quite often heavy trucks are required to drive on the wrong side of the road to negotiate the very tight intersections in Richmond and Cambridge. Increased numbers of tourists, blissfully stroll all over the roads in Richmond and tourists park their cars such a way as to block the very narrow main road or to at least make negotiating these areas very dangerous.

As a community we would like to see the Richmond bypass built as soon as possible. It has been on the drawing board for so long people despair that building anything quickly is beyond the capabilities of the government. There should be no more delays – twenty years is long enough to plan this project.

Furthermore, once the bypass is constructed we would welcome the development by Government of an integrated upgrade plan for the Richmond Rd, Colebrook Rd, and the Coal Valley road system in general. The existing road system is under increasing

stress from heavy vehicles but there doesn't appear to be any funds available to reinstate the existing main arterial or to provide minor upgrades such as connecting the existing bridge built over the highway to the airport to Richmond Rd or widening the road shoulders and sighting distances on Richmond Rd. and having some passing lanes constructed.

Yours sincerely

Chris Adams

Shane Donnelly

From: Andrew Jones <andrewfjholden@gmail.com>
Sent: Tuesday, 19 February 2013 8:32 AM
To: Shane Donnelly
Subject: Richmond Heavy Vehicle Link Road

Dear Hon Chairman and Hon Committee Members,

Parliamentary Standing Committee on Public Works.

I own the farm known as Daisy Bank which will be affected by the proposed Richmond-Heavy Vehicle Link Road. My family has owned Daisy Bank since 1895.

The proposed roads position doesn't unduly worry me if indeed we have to have one. What does concern me greatly is the removal of the access from Victoria St to the block held in my name, Andrew Francis Jones.

The title of land is the only one which the proposed road passes through that does not have an alternative access. Under my family succession plan, this land will eventually pass to my daughter Harriet. My son Benjamin will take over the balance of the farm, held in the name of Lime Kiln Farms of which I am the sole owner.

DIER propose to provide alternative access via approximately 480 metres of gravel road entering from the Colebrook Main Road north of the link road start. This means that more valuable agricultural land is to be taken out of production, made even worse because of a bulge into the paddock due to the presence of Aboriginal Heritage discoveries.

DIER maintain that the proposed corridor is outside the area my centre pivot covered before I leased the area to Houston's for lettuce production. They fail to realise that the watered area extends a further 36 metres beyond the last wheel mark. When the lease expires, my son hopes to use our pivot irrigator and farm here again.

I have been informed that DIER will construct the gravel access and that compensation will cover its maintenance in perpetuity. I doubt that this will be adequate given present interest rates. They also haven't committed to compensate Lime Kiln Farms for the loss of this extra land, they haven't indicated that they will fence it and adhere it to the A F Jones title.

Even if all the above is done, the devaluing of the A F Jones title will be considerable. Having an existing long gravel drive to the farm house on the Middle Tea Tree Road, I know the expense of maintaining a gravel road and its impact on vehicle maintenance.

For the State of Tasmania which is supposedly facing hardship, to consider this access rather than directly from the proposed 80 kph limited link road seems foolish.

Thank you for the opportunity to present my views on the effect the proposed link road will have on my business and family.

Although the link road may be warranted I am very much against the idea of a long gravel access from Colebrook Main Road instead of direct access which in effect, will be from a road with the same speed limit as Acton Road.

Yours sincerely

Andrew Jones
Daisy Bank
Middle Tea Tree Road
Richmond

0419 103081

Shane Donnelly

From: Andrew Jones <andrewfjholden@gmail.com>
Sent: Tuesday, 19 February 2013 8:34 AM
To: Shane Donnelly
Subject: Fwd: Final layout of route for Richmond heavy vehicle link road project
Attachments: 32-15849-SK001-RL.pdf.pdf

Begin forwarded message:

From: "The Wadsleys" <wadsley@bigpond.com>
Date: 5 December 2012 11:10:18 AM AEDT
To: <andrewfjholden@gmail.com>
Cc: <mark.iles@dier.tas.gov.au>
Subject: Final layout of route for Richmond heavy vehicle link road project

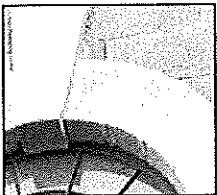
Hi Andrew,

When we last met with you we promised to send an updated plan of the final route.
Please find same attached. It also shows the proposed access road to your internal lot and the revised radius for your pivot irrigator (based on its previous position) if that was operating on the land currently cultivated by Houstons Farms.

Any questions please call me.

Cheers

John Wadsley
BA(Hons) MPIA CPP M.ICOMOS
Tasmanian Representative on Australia ICOMOS National Executive Committee
Deputy Chair, Military Heritage Foundation of Tasmania
Senior Vice-President, Friends of Soldiers Memorial Avenue Inc.



John Wadsley Planning and Heritage Consultancy
Heritage Management - Planning Assessment - Historic Research - Community Consultation

33 Everton Place, Acton Park TAS 7170

Mobile: 0417 487 289
Office: 03 6248 7294
ABN 47 435 784 653



PRELIMINARY - NOT FOR PUBLIC DISPLAY

L ISSUED FOR INFORMATION		L8	L8P	NAVC	18.11.12
K ISSUED FOR INFORMATION		L8	L8P	EA	13.08.12
J ISSUED FOR INFORMATION		L8	L8P	NAVC	22.06.12
Notes: Notes - indicates signature on original issue of drawing or last revision of drawing		Drawn	Modified	Checked	Date
File Name: D:\projects\2012\32-15849-SK001.dwg		Drawn	Modified	Checked	Date
Scale: 1:5000 AT ORIGINAL SIZE					
2 Dorrington Road, Warragul VIC 3599 Australia P 03 5620 3000 F 03 5620 3001 E info@chb.com.au W www.chb.com.au		DO NOT SCALE			
This drawing is for information only and is not to be used for construction purposes. It is not to be used for any other purpose without the written consent of the author.		Drawn	LIAISON	Checked	LIAISON
This drawing is for information only and is not to be used for construction purposes. It is not to be used for any other purpose without the written consent of the author.		Drawn	LIAISON	Checked	LIAISON
Client: DIER		Project: RICHMOND HEAVY VEHICLE LINK ROAD			
Drawing No: 32-15849-SK001		Scale: 1:5000			
Rev: L		Type: STUDY AREA			

Shane Donnelly

From: Richmond_Community Association <rcatas7025@gmail.com>
Sent: Tuesday, 19 February 2013 11:26 PM
To: Shane Donnelly
Subject: Colebrook Main Road, Richmond - Heavy Vehicle Link Road
Attachments: Premier Bartlett's proposal for Richmond's HVLR, 21-06-2009.jpg; Truck, Cope, 90 degree cnr, Richmond.JPG; RCA Submission to the Public Works Committee, 19-02-13.doc; Protect and Preserve Richmond, Feb. 2006, updated Jun 2009..doc; Richmond Link Road backed, Will Hodgman, Jul 2009.eml; The Heavy Vehicle Link Road for Richmond, April 2012.doc; Richmond Advisory Committee letter to Minister O'Byrne, 08-05-12.doc

Follow Up Flag: Follow up
Flag Status: Flagged

Attention: Mr. Shane Donnelly
The Secretary
Public Works Committee
Parliament House
Hobart
TAS 7000

Dear Sir

Please find attached a submission and supporting material re the above, from the Richmond Community Association. I would grateful for an acknowledgement of your receipt of the submission etc.

Thanks and regards

Barry Chapman
President, Richmond Community Association
Mobile: 0408 102 304

**Richmond Community Association
P.O. Box 47
Richmond Tas. 7025
Email: rcatas7025@gmail.com**

The Secretary
Public Works Committee
Parliament House
Hobart, Tas. 7000

19 February 2013

Dear Sir

**Parliamentary Standing Committee on Public Works –
Richmond Heavy Vehicle Link Road**

The Richmond Community Association respectfully presents its submission to the Parliamentary Standing Committee on Public Works in full support of the proposed 'Heavy Vehicle Link Road' at Richmond.

Richmond is a nationally significant historic village within 30 minutes of Hobart CBD and 20 minutes from Hobart Airport. Amongst its many heritage buildings and colonial infrastructure is a convict built bridge (Australia's oldest, and on the National Register), St. John's (the oldest Catholic Church in Australia), St. Luke's Anglican Church (1834), the Gaol (from 1825) and the scores of convict and colonial built private houses and business premises from the 1825-1840 period. As recently as 7 years ago, visitor surveys by Tourism Tasmania indicated that Richmond was the third or fourth most popular destination in Tasmania for interstate and overseas visitors, but more recently, visitor numbers have declined. Over that latter period, heavy vehicle (50 feet and longer) traffic through Richmond has increased considerably, as a result of the Cambridge Park/Cambridge Airport retail and industrial areas development, including factory built houses which are routed through Richmond, on oversize vehicles, to elsewhere in Tasmania.

In the 1960s, the former Richmond Council first mooted and discussed a bypass for the township, to provide protection for its built heritage from heavy vehicular through traffic. By the late 1970s, a route for that bypass was marked on commercially published road maps. From 1999 to 2000, a study funded by the Australian Heritage Commission and Clarence City Council recommended that a north/south bypass (since superseded by the Heavy Vehicle Link Road) of Richmond be constructed by 2002, following an open consultation of the Richmond community during the study. *Source: RCRMP Vol. 1, Section 5.4.2, pp 35 & 36.* In the 'Mercury' of 26 July 2001, Clarence City Mayor, Cathy Edwards stated "If an alternative route can't be provided, there will soon be nothing left of Richmond," she said. "The fabric is being worn away. It's an insidious thing."

More recently, a number of Tasmania Government organised, public consultations with the Richmond community have taken place on the proposal to build a 'Heavy Vehicle Link Road', and those consultations have recorded resounding support for an HVLR by a substantive majority of community members.

At this time, despite its nationally significant heritage properties, its iconic bridge and continuing high volume of interstate and overseas visitors, when it comes to 'Heritage Tourism', Richmond appears to have 'dropped off the radar' with the relevant government body. In May 2012, Tourism Tasmania released its eleven page 'Historic Heritage Tourism Strategy 2012 – 2015' in which Richmond receives not a single mention, whereas other less popular visitor destinations are noted in this strategy. http://www.tourismtasmania.com.au/_data/assets/pdf_file/0015/52143/heritage_strategy_1.pdf - From this omission, one could conclude that Richmond's heritage tourism product is perceived by some to be tired, shabby, unimaginative and perhaps not demonstrating its relevance to Tasmania's future heritage tourism experience. If so, then for the social and economic good of the Richmond community and Tasmania as a whole, Richmond needs to 'reinvent' its heritage tourism offering. The Richmond Community Association contends that the proposed Heavy Vehicle Link Road is an essential early step in Richmond's 'rebirth' as a pedestrian friendly, heritage rich village for the benefit of visitors, local businesses and the wider community.

In support of this submission, we include the following email attachments:

- 'Protect and Preserve Richmond', Feb. 2006, updated Jun. 2009
- Premier Bartlett's proposal, 21 June 2009
- Richmond Link Road Backed, Will Hodgman, 14 July 2009
- The Heavy Vehicle Link Road for Richmond, Apr. 2012
- Richmond Advisory Committee letter to Minister O'Byrne, May 2012
- Photograph of a 50 feet long, heavy vehicle travelling north, taking a 90 degree corner in Richmond

Yours faithfully,

Barry Chapman
President, Richmond Community Association
Mobile: 0408 102 304

[close](#) | [print](#)



David Bartlett, MP
Premier

Graeme Sturges, MP
Minister for Infrastructure

Sunday, 21 June 2009

Proposal to divert heavy traffic from Richmond

A proposal to divert heavy traffic from the historic township of Richmond will be presented to the local community today by the State Government.

Premier David Bartlett and Minister for Infrastructure Graeme Sturges, said that following a community forum at Richmond in March, potential solutions to concerns raised by residents had been explored.

"The Government has listened to community concerns about the impact of heavy vehicles through the historic village and we have come back with a proposed solution," Mr Bartlett said

The centrepiece of the Government's traffic management concept is the planned construction of a 1.4 km Link Road.

The proposed road – with an indicative cost of less than \$10 million - would run from a 'gateway' roundabout east of Middle Tea Tree Road to meet the Colebrook Road opposite the football ground following a proclaimed road corridor.

"If the proposal receives general community support, the next step will include detailed planning, consultation and an examination of the environmental, heritage and geotechnical aspects of the proposal.

"However, let me make it clear that this proposal is not designed to prevent service vehicles and tourist coaches from entering Richmond if that is their destination," Mr Bartlett said.

Minister Sturges said the possibility of introducing a 40 km/h speed limit through Richmond, like in historic Battery Point, would also be investigated.

"In line with the Richmond Bridge Conservation Plan and in consultation with the local community, new measures will also be considered to safeguard the historic Richmond Bridge.

"Richmond is one of Tasmania's most popular tourist attractions and it is important we do whatever we can to maintain important infrastructure and the historic town environment that visitors come here to experience."

Protecting and Preserving Richmond

- The town of Richmond is a significant tourist destination in Tasmania, receiving in the vicinity of 200,000 visitors annually from interstate and overseas with a further estimated 50,000 visitors per year from within Tasmania.
 - The appeal of Richmond to visitors is due to its small size, intimate scale and the breadth of surviving sites of high significance, representing historical, cultural and educational values of the 19th century. In a number travel brochures, it has been described as the prettiest Georgian village in Australia.
 - Richmond's historic bridge (completed in 1825) was placed on the National Heritage list in November 2005.
 - The built environment and cultural environment of Richmond are under threat from the persistent use of the principal roads through the town by heavy vehicles and other through traffic which –
 - pose dangers to residents and visitors alike;
 - destroy the visual appeal of Richmond's historic character; and
 - threaten to undermine the built fabric of older buildings within the town.
 - Without serious and persistent measures to preserve the built environment and the cultural environment of Richmond, the town will lose its authenticity and will continue to decline as a tourist attraction.
 - Now, Richmond gets more heavy vehicle through traffic to and from the north of the state due to the development of the Cambridge industrial areas and the Cambridge Park retail complex - the continuing development at Hobart Airport further increases this heavy vehicle traffic.
 - The construction of a relief road (now called the Heavy Vehicle Link Road) would enable heavy vehicles and other through traffic to avoid the historic village centre and has been in the public arena for over 30 years – the necessity of this relief road was again recognised in the 2001 Richmond Cultural Resource Management Plan (RCRMP)
 - RCRMP plans for this relief road propose two stages:
 - Stage One from the Bridge Street/Middle Tea Tree Road intersection to the Colebrook Road – passing from the west to the north of the town; and
 - Stage Two from the Colebrook Road, crossing the Coal River and intersecting Prosser Road – passing to the north and east of the town.
 - The development and construction of the Stage One, 1.4 km. relief road, is critical and should be completed without further delay.
 - Stage 2 of the relief road would involve the construction of a new bridge over the Coal River, north of St. John's Church and cemetery and is unlikely to be funded for some considerable time, if at all.
- ### About the Richmond Community Association
- The Richmond Community Association (RCA) is open to all who live in Richmond and area, as well as elected members of the three tiers of government.
 - The RCA is dedicated to the preservation and improvement of Richmond's built environment, its natural environment and the cultural heritage of this historic village and locale.

Richmond historic village - the 'Heavy Vehicle Link Road' timeline since 1999 – an update for the Richmond Advisory Committee

- The 2001 Richmond Cultural Resource Management Plan, the 1999-2000 study for which was funded by the Australian Heritage Commission and Clarence City Council, recommended that a north/south bypass (since replaced by the Heavy Vehicle Link Road) of Richmond be constructed by 2002, following substantive consultation of the Richmond community during the study. *Source: RCRMP Vol. 1, Section 5.4.2, pp 35 & 36.*
- On 15 March 2009, a State Government Community Forum was held at the Richmond Primary School which was strongly attended by the local community. Individuals and community groups were given the opportunity to meet with State Government Ministers, their advisers and senior departmental officers, to present and discuss submissions on issues of importance to the Richmond community. At that forum, the Mayor of Clarence publically reiterated the support of Clarence City Council for the removal of heavy vehicle through traffic from the historic village of Richmond.
- In the Richmond Advisory Committee's written submission dated 15 March 2009 to the above forum, the RAC chairperson, Dr. Dianne Snowden, noted:
 - 1. Richmond is an important heritage town and tourism destination.***
 - 2. The heritage of Richmond must be protected or it will be lost.***
 - 3. The amount of unnecessary heavy-vehicle through traffic has dramatically increased and is likely to continue to increase.***
 - 4. Heavy vehicles and heritage tourism are incompatible.***
 - 5. Roads in Richmond and the surrounding area are not suitable for heavy-vehicles.***
 - 6. A solution to the amount of unnecessary heavy-vehicle traffic is urgently and immediately required.***

Dr. Snowden also noted that "The three main representative groups in Richmond – the Richmond Advisory Committee, the Richmond and Coal River Valley Promotions Group Inc and the Richmond Community Association – are united in their advocacy of the removal of unnecessary heavy-vehicle through traffic from Richmond. All consider it a matter of

urgency requiring immediate attention and all are willing to work with the State Government and other parties to find a solution.”

- On 21 June 2009, the Premier of Tasmania and his Minister for Infrastructure released the government’s proposal and plans to divert heavy traffic from Richmond at a community forum held in Richmond Village Hall.
- Since that date, two further community forums have been held at which Heavy Vehicle Link Road designs have been publically displayed, attended by D.I.E.R officers and a consultant, seeking comment/feedback from members of the Richmond community, via oral comment and/or formal feedback forms. One of the forums was also attended by the current Premier, Lara Giddings, who confirmed her support for the H.V.L.R. and stated that funds for this project were committed.
- Given that the community has had four opportunities in the past 3 years to make comment and at least three opportunities to provide input into the Heavy Vehicle Link Road design, it is time to thank the State Government and its officers for their fair and exhaustive consultative process and encourage them to commence the project without further ado.

Richmond Community Association

16 April 2012

Richmond historic village - the 'Heavy Vehicle Link Road' timeline since 1999 – an update for the Richmond Advisory Committee

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 2. *The heritage of Richmond must be protected or it will be lost.*
 3. *The amount of unnecessary heavy-vehicle through traffic has dramatically increased and is likely to continue to increase.*
 4. *Heavy vehicles and heritage tourism are incompatible.*
 5. *Roads in Richmond and the surrounding area are not suitable for heavy-vehicles.*
 6. *A solution to the amount of unnecessary heavy-vehicle traffic is urgently and immediately required.*Dr. Snowden also noted that "The three main representative groups in Richmond – the Richmond Advisory Committee, the Richmond and Coal River Valley Promotions Group Inc and the Richmond Community Association – are united in their advocacy of the removal of unnecessary heavy-vehicle through traffic from Richmond. All consider it a matter of

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Richmond Community Association

16 April 2012



Richmond Advisory Committee
to Clarence City Council
C/- PO Box 193
Richmond 7025

The Hon. David O'Byrne MHA
Minister for Economic Development,
Infrastructure, Workplace Relations,
Innovation Science & Technology, &
Police and Emergency Management
Parliament House
Hobart 7000

Dear David,

RE: Richmond Heavy Vehicle Link Road

I have been requested by the members of the Richmond Advisory Committee to Clarence City Council to express their appreciation to the consultant and officers of the Department of Infrastructure, Energy & Resources in managing the public consultation process regarding the development of the Richmond Heavy Vehicle Link Road.

The last public consultation was held on 1 March 2012 and it is evident that plans for the bypass road have progressed, but are yet to be finalised. Of concern to the committee is that the continuing consultation process does not delay the commencement of works in the 2013/2014 financial year as identified on the DIER website, and that funding for the project is not affected by the forthcoming budget.

It is understood that there have been competing demands regarding the road, but this should be resolved within the scope & design stages of this project which has considerable community support. Your support of this project in the current budget process would be much appreciated.

Yours sincerely

Bob McNab
Chairman

The Secretary

Public Works Committee

Parliament House

Hobart. 7000

Dear Secretary

Colebrook Main Road, Richmond—Heavy Vehicle Link

I am writing in response to the call for submissions relating to Colebrook Main Road, Richmond—Heavy Vehicle Link, advertised in *The Mercury* 9 February 2013 p.49.

I am a former resident of Richmond (15 years) and former Chair of the Richmond Advisory Committee (Special Committee of Clarence City Council), as well as being a local historian and heritage consultant. I strongly advocated for the introduction of an alternative route for heavy vehicles.

Historically, there have been calls for a bypass since the 1960s and it appears on maps dating from that time. During my time living in Richmond, I noticed a steady increase in heavy vehicles (particularly car transporters and large refrigerated trucks) and through-traffic. At times, crossing Bridge Street was extremely difficult, particularly for children, the disabled and the elderly (there is no pedestrian crossing). On several occasions, I witnessed difficulties with large heavy vehicles accessing the intersection of Bridge and Colebrook Main Road (Franklin Street, north of Edward Street), particularly if two vehicles reached the intersection at the same time.

The modified version of a bypass—an alternate route for heavy vehicles—has strong community support. I understand that a minority of businesses do not support the Link Road, believing that it will cause a loss of business, but most of the heavy vehicles don't stop in Richmond.

The proposed Richmond Heavy Vehicle Link Road will provide a 1.4km link road to the west of Richmond for heavy vehicles. The road skirts the western edge of the Richmond Township connecting Colebrook Main Road east of Middle Tea Tree Road and north of Victoria Street. Importantly, the proposal does not prevent heavy vehicles and tourist coaches from entering Richmond if that is their destination; however, it does provide an alternative route which will make travelling safer and more efficient for those that don't need to visit the township.

The most recent comprehensive traffic survey information undertaken by DIER was in 2003-2004. It showed that there were 2,100 vehicles per day north of Edward Street. This is predicted to increase significantly.

Richmond is a pre-eminent tourism destination and many of its visitors are pedestrian. In the 1970s, awareness of the significance of Richmond's heritage began to develop. At the same time, Richmond grew as an arts and crafts centre, with a number of galleries opening. Richmond became recognised as an important Tasmanian tourist destination. More recently, the Coal River Valley has seen a diversification of agriculture, which has included the establishment of a number of successful vineyards. None of these are compatible with heavy vehicle through-traffic. The movement of heavy vehicles through the town detracts from the tourism experience.

Richmond's heritage is significant. It has more than fifty 19th-century Georgian buildings. The Heavy Vehicle Link Road proposal is consistent with the State Heritage Tourism Strategy, which acknowledges that many interstate and international visitors come to Tasmania to experience its built and cultural heritage. [*Tourism Tasmania Historic Heritage Tourism Strategy 2012-2015*]

In summary, removal of unnecessary heavy vehicles from Richmond township is not only an integral part of the continued success of Richmond as a tourism destination and experience but also of amenity for the residents of the township and the protection of its heritage.

Dr Dianne Snowden

0427 379 822



Shane Donnelly

From: Peter Dalkin <pdalkin@australiamail.com>
Sent: Monday, 18 February 2013 11:40 AM
To: Shane Donnelly
Subject: PSCPW_Richmond Heavy Vehicle Link Rd_Submission by Mr Peter Dalkin
Attachments: IMG_0074.JPG; IMG_0069.JPG; IMG_0067.JPG; IMG_0057.JPG

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern:

I am a resident and property owner living at 16 Bridge St, Richmond.

I am therefore directly affected by the large amount of heavy traffic which passes through this historic village.

I have lived in Richmond since 2003, and since that time have actively campaigned/lobbied at Council/State/Federal level to 'get the message across'.

On the basis that 'a picture is worth a 1,000 words' I attach for the Committees' information an email that I sent to then Premier in July 2010.

Attached to that email (and herewith) are several photos which graphically illustrate the need for urgent action of this matter.

Best wishes

Peter Dalkin

PS: I am no longer President of the Richmond Community Association.

----- Original Message -----

From: pdalkin@australiamail.com
Sent: 08/04/10 04:43 PM
To: david.bartlett@parliament.tas.gov.au
Subject: Heavy vehicles in Richmond

Premier

I still haven't had a definitive reply to my letter of 16 July 2010 regarding the urgent need to keep heavy vehicles away from Richmond: ie an 'alternative route for heavy vehicles' (ARHV).

You've really got to do something about this issue, quickly.

See the attachments. A picture (or so) is worth a thousand words.

At 1100 this morning, three huge oversize trucks (carrying kit homes from Cambridge) tried to transit historic Richmond.

The leading vehicle struck power lines and brought the convoy to a halt – the main street was blocked for almost three hours, and even now at (4.30 pm) Aurora crews have only just arrived to replace a power pole.

I spoke to some of the Aurora crew about the incident (oversize trucks coming through Richmond) and one of them said ‘they even sneak over the Bridge ... on the way to St Helen’s’).

This is scandalous, simply scandalous. Why can’t this heavy traffic be re-routed away from Richmond, immediately?

The RCA has been outspoken on both:

- a. the need for a bypass
- b. the need to complete the burial of powerlines underground (which has been happening in Stanley and Oatlands, as is about to happen in Cygnet).

We know all about ‘planning’ but you’re moving far too slowly. Time to commit money and to commit to a transparent timetable.

We want outcomes (ie ‘execution’).

Peter Dalkin

President

Richmond Community Association

Peter Dalkin
Bellevue House
PO Box 207
Richmond TAS 7025
Phone: 03 6260 2060 or 0412 772 287
Email: pdalkin@australiainmail.com

Peter Dalkin
Bellevue House
PO Box 207
Richmond TAS 7025
Phone: 03 6260 2060 or 0412 772 287
Email: pdalkin@australiainmail.com







