

From: [NE Bioregional Network](#)
To: [Scott Hennessy](#)
Subject: Fw: Parliamentary Committee hearing re Great Eastern Drive
Date: Wednesday, 14 August 2019 10:03:11 PM

Sorry another comment

ROADKILL/WILDLIFE CORRIDORS (St Helens Point rd to Dianas Basin)

Does State Growth take into account potential impacts on Wildlife Corridors from new or expanded roads ?

The area between St Helens Point rd and Dianas Basin is an important wildlife corridor between St Helens Point Conservation Area and the hinterland.

Todd Dudley President North East Bioregional Network Inc. Phone (03) 6376 1049 Postal address: 24751 Tasman Hwy, RSD St. Marys 7215

----- Forwarded message -----

From: NE Bioregional Network <telopea_tas@yahoo.com.au>
To: Scott Hennessy <scott.hennessy@parliament.tas.gov.au>
Sent: Wednesday, 14 August 2019, 9:19:44 pm AEST
Subject: Fw: Parliamentary Committee hearing re Great Eastern Drive

Hi Scott,
Just one more comment

CONSULTATION/GOVERNANCE

We believe that State Growth (and any associated partners such as East Coast Regional Tourism Organisation /St Helens Destination Action Plan group etc) should consult with the community more before pressing ahead with projects such as the Great Eastern Dive project.

Adjoining landowners in particular should be directly notified and asked for input.

We also think that the comment process should make it easier for people to have input than the current situation. In particular just today I was contacted by a resident who (like ourselves) contacted State Growth as per the directions in the Examiner to seek more information on the proposed works. Unfortunately they had the same experience that we did which was that they were not provided with specific information about the proposed new works for the Great Eastern Drive. This is a serious breach of process given the significant expenditure associated with these projects.

Regards

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From: NE Bioregional Network <telopea_tas@yahoo.com.au>
To: Scott Hennessy <scott.hennessy@parliament.tas.gov.au>
Sent: Wednesday, 14 August 2019, 6:34:10 pm AEST
Subject: Parliamentary Committee hearing re Great Eastern Drive

Hi Scott,
Thank you for allowing us to make further comments re the above in recognition of the request for additional information provided by State Growth this week.

OVERTAKING LANES

Regarding the proposed overtaking lanes between Dianas Basin to St Helens. I have attached a map showing the following

* Location of active Sea Eagles Nest

*Location of mature Eucalyptus globulus (Blue Gums)

* Location of Roadside Management Area where I (as a resident) have maintained the roadside free of weeds and rubbish for the past 28 years and don't want to see the native grasses and plants destroyed by road widening.

As a general comment the notion of putting in overtaking lanes while at the same time reducing the speed limit to 80 kmh is a bit odd. It would appear to set up a likely scenario of people regularly breaking the speed limit of 80kmh in order to overtake. We support reducing the speed limit to 80kmh but wonder whether this is partly due to trying to accommodate sight distances for proposed new developments accesses

1. The northbound proposed overtaking lane just after Basin Creek bridge (referred to as T4) is hard to justify given it is only at most 3km from the St Helens Point rd/Tasman Highway intersection (the 60kmh limit is about 100metres south of this intersection which is the beginning of the St Helens urban area). Further considerations are the speed limit is going to be reduced to 80kmh from Dianas Basin to St Helens and the fact that the Break O Day Council will most certainly be seeking to reduce the speed limit further south from the St Helens Point rd Tasman Highway intersection in order to facilitate the safe passage of walkers and mountain bikers across Tasman Highway from the Lions Park to the beginning of a multi user track (which is located just a few metres north of the St Helens Point rd Tasman Highway intersection).

In addition the area where the overtaking lane is proposed to be located has a number of large Eucalyptus globulus trees which are key habitat for the endangered Swift Parrot (see attached photos). The western side of the Tasman Highway in this location has a number of outstanding specimens of mature Eucalyptus globulus (Blue Gum), Eucalyptus sieberi (Ironbark) and Eucalyptus viminalis (White Gum) forming a very aesthetically attractive avenue of native trees. Is the road widening going to require the removal of these trees and if so isn't that a contradiction in terms of the Great Eastern Drive showcasing natural beauty.

RECOMMENDATION: This overtaking lane (or any other northbound overtaking lane in such close proximity to St Helens) is pointless and will save very little in the way of time and as such is a waste of taxpayers money. If for some inexplicable reason the lane is constructed it should be based on widening on the eastern side of the road not the western side to avoid impacting on the mature Blue Gum trees present. It's also worth noting that only a few hundred metres up the Highway on the eastern side of the road there are a number of large mature dead or close to dead Pine trees which need to be removed before they fall on the road (this might be better use of the money than building an unnecessary overtaking lane).

2. Overtaking Lane southbound (referred to as T7)

This overtaking lane will require substantial earthworks and is not supported. You have to wonder why overtaking lanes are being put in while the speed limit is being reduced from 100kmh to 80kmh. It is also worth noting that there is an active Sea Eagles nest close the Highway in Boggy Creek which would mean no works can be carried out within 500metres during the breeding season.

RECOMMENDATION: This overtaking lane should be scrapped and the other southbound lane extended. This would reduce costs by not requiring the massive amount of earthmoving associated with this site.

3. Overtaking lane southbound (referred to as T5): This lane should be extended to increase opportunities for overtaking and will not require anywhere near the same amount of excavation that the other southbound lane requires (see Overtaking Lane image attached). The overtaking lane should cease before it gets to a mature patch of Eucalyptus globulus (Blue Gum) as identified in image entitled Eastern Drive

ROAD WIDENING

It is important that as little damage as possible is done to native vegetation in the process of widening the Highway. This can be achieved by using some of the steps outlined in my previous submission. I have also attached an extract from Vicroads Roadside Handbook as a good checklist for roadside works. As mentioned previously I have diligently maintained (weed and rubbish removal) roadside vegetation adjacent to my property for 28 years and would hope that the widening avoids this area as much as possible.

PULL OVERS FOR VIEWS

We don't support creating more pull overs for views as this creates more sites for people to dump

rubbish. Sites such as at Chain of Lagoons and Four Mile Creek seem to tie in with the Break O Day Councils idea of "Loos with a view" which is a non sensical notion and waste of taxpayers money. For example why would you put a toilet at the Chain of Lagoons view when there are toilets at the Chain of Lagoons campground only about 2km away and a toilet is proposed for Little Beach. Again we question the involvement of the East Coast Regional Tourism Organisation (and the associated St Helens Destination Action Plan group) in such processes.

IDENTIFIICATION OF PRIORITY SITES

We would like to know who identified the previous and current sites for works.

For example the document sent to me states the list is of "Safety treatments at entrances to popular tourism experiences" yet if I had to choose the least frequented beach access in all of Break O Day municipality it would be Beaumaris Beach (yet this received a slip lane involving clearing of high quality native vegetation)

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Sea
Eagle Nest

Blue Gum

Ponderosa

Roadside
Man. Area

Blue
Gums

Basin Creek

St Helens campsite

Dianas Basin







An aerial photograph of a forested landscape. A red pin is placed on a road, with a white line extending from it to the label 'Ponderosa'. To the right of the pin, the text 'Large Dead Pine trees' is written in red, with a red arrow pointing to a small green dot on the road. In the bottom right corner, there is a body of water labeled 'Diablo Reservoir' and a small area labeled 'St. Helen'. The terrain is mostly dark green, indicating dense forest, with some lighter patches of cleared land or fields.

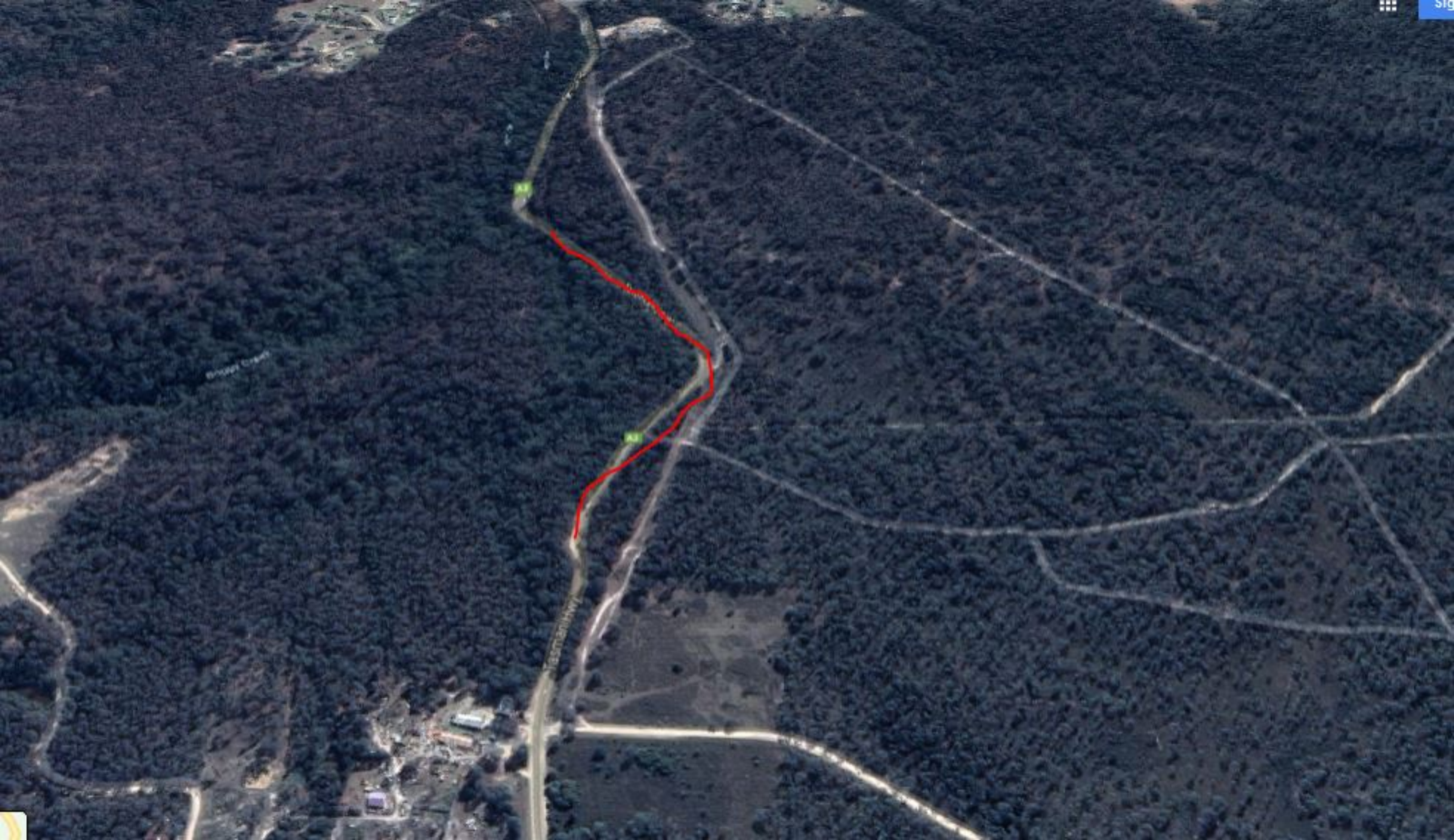
Ponderosa

Large Dead
Pine trees

Diablo Creek

Diablo Reservoir

St. Helen



Bridges Creek

Tasman Highway

Sig

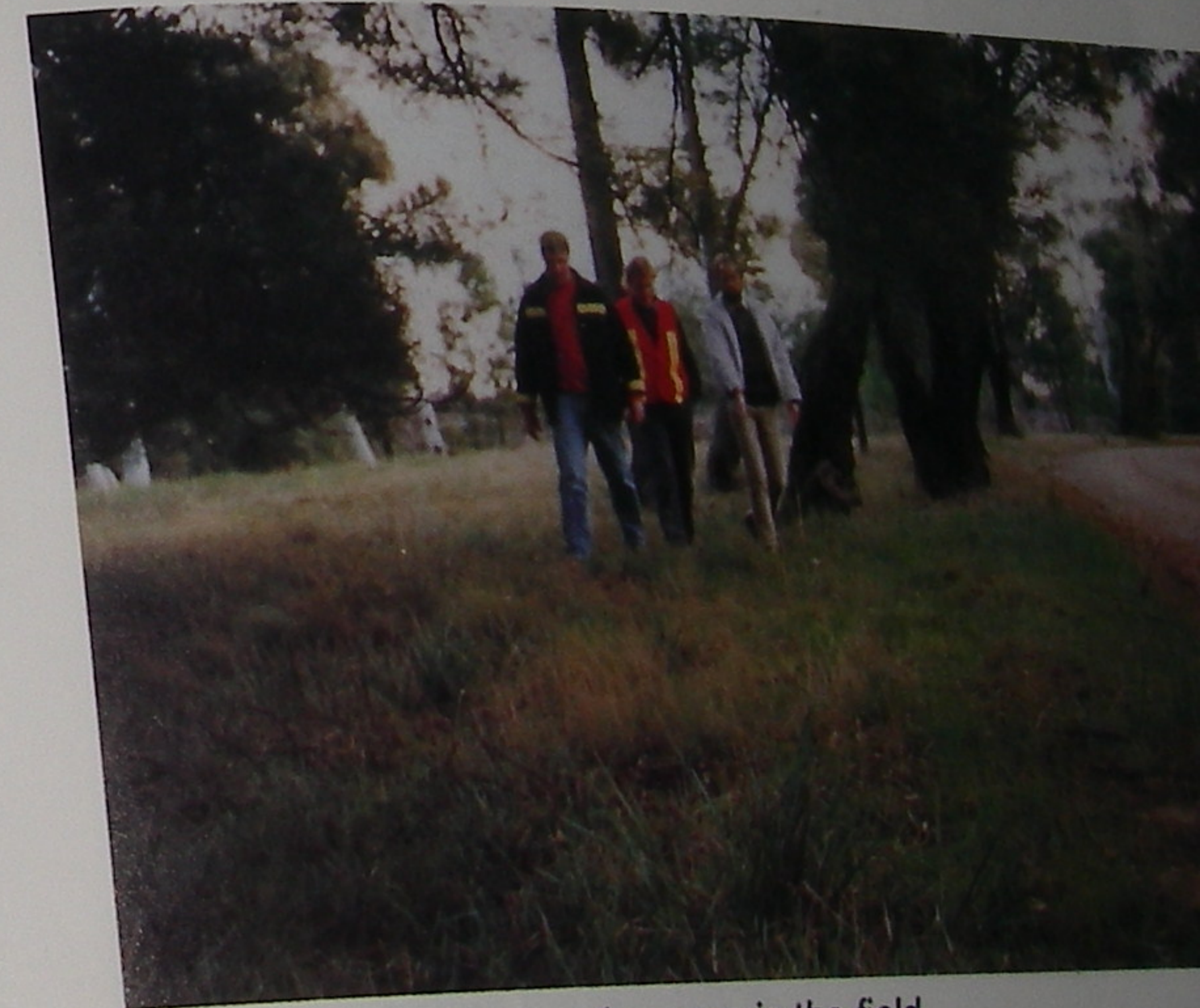
Environmental Code of Practice for Construction Workers

1. Clearly mark the limits of stripping and all other construction zones.
2. Always stay within the 'construction zone'.
3. Keep machinery and stockpiles on cleared land.
4. Only use the appropriate type and minimum size of machine for the job.
5. Plan vegetation removal.
6. If there is no alternative to burning, do not burn under or near desirable vegetation.
7. Chip light material left over from tree removal into mulch to spread the local seed.
8. Strip and stockpile topsoil from areas of good native vegetation. Re-use as soon as possible.
9. Control erosion:
 - minimise vegetation removal and encourage the growth of vegetation on batters;
 - leave batters rough so as to hold the topsoil;
 - limit access and earthworks to the area required for construction; and
 - establish adequate drainage systems.
10. Avoid 'tidying up' roadside vegetation after construction.
11. Clean down machinery before moving to another site.

Walking the Route

'Walking the route' involves inspecting the construction alignment before construction begins to confirm and mark the limits of all construction activities (the construction zone). This should involve the Construction Engineer, Overseer and an officer from the Department of Conservation and Natural Resources. To minimise the impact of construction on vegetation, they should identify:

- the limits of stripping and where all vegetation removal should start. Paint or tape is used to mark trees to be removed and to show the direction of felling;
- significant or protected vegetation and sensitive areas which are to be protected from disturbance; and
- the exact location of stockpiles, plant compounds and access roads.



Identifying the construction area in the field.