

# Bass Highway – Wynyard to Marrawah

## **Submission to the Parliamentary Standing Committee on Public Works**

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# I. Introduction

## I.1. Project Name

Bass Highway – Wynyard to Marrawah

## I.2. Project Summary

### Rationale/ objectives

The *Tasmanian Government Building Your Future State Road Upgrades – North West and West Coast Plan, 2018* election commitment included a \$40 million funding commitment for upgrades to the 112km section of the Bass Highway between Wynyard and Marrawah. The Australian Government subsequently announced a \$60 million funding commitment resulting in a total \$100m million commitment for the Bass Highway between Wynyard and Marrawah upgrades.

The Bass Highway between Wynyard and Marrawah is the key link for freight, tourism and people movement between the far north west of Tasmania and the key ports of Burnie and Devonport and further to Launceston and Hobart.

The existing highway is a single carriageway rural road of varying standard. While some sections meet performance and design standards, others would be assessed as being substandard in relation to cross section, and geometric alignment. Numerous intersections do not meet contemporary standards relating to the provision of safe turning facilities.

The vision for the Bass Highway between Wynyard and Marrawah over the next 20 years is to provide a safe, reliable and consistent road for all road users that supports economic development and future growth. Implementing these projects will improve road safety, assist economic benefits and contribute to increased productivity by providing a more efficient corridor in the north-west region of Tasmania.

### Location

The Bass Highway corridor runs from Launceston to Marrawah. The section of the Bass Highway between Launceston and Burnie is part of the National Highway Network. The section beyond Burnie through Wynyard to Marrawah, is part of the State Road Network.

This project relates to the 110 km section of the Bass Highway from Inglis Street at Wynyard to Arthur River Road at Marrawah.

### Key benefits

Following the election commitment, the Tasmanian Government set out its policy commitments in *Building Your Future* and the State Road Upgrade commitments for Tasmania. A key commitment in these policies is building Tasmania's infrastructure for the 21st century. The vision for the Bass Highway between Wynyard and Marrawah over the next 20 years is to provide a safe, reliable and consistent road for all road users that supports economic development into the future.

The vision would specifically:

- provide a safe, efficient and consistent travel experience for all road users with improved road cross section alignment and junction upgrades
- support productivity of agricultural and industrial activity to enable safe and reliable access for high productivity vehicles from the north west to key ports in the north of Tasmania, as a principal freight route
- have a sufficient number of overtaking opportunities in both directions to maintain a safe and efficient level of service

- enhance road safety outcomes for all road users over the length of the corridor through implementation of the safe system approach in the planning, development and delivery of improvement and maintenance works.

### Progress to date

When developing the project program, consideration was given to available and possible future funding opportunities. A range of high and medium priority projects are expected to be delivered over the next five years, based on funding committed by the Australian and Tasmanian Governments. Project delivery will also depend on the availability of resources, projects requiring more immediate action, and unforeseen project constraints. The planning of potential works will also consider if multiple projects can be combined to maximise the financial investment and efficiency of delivery.

As of the end of 2020, the first of three tranches of work encompassing the high priority projects have been commenced. Preliminary design of the nine projects making up this first tranche have been completed. Six projects are currently being procured under a Design and Construct contract and the remaining three projects are progressing to detail design and a Construct Only contract. Construction of the first tranche is estimated to be completed in March 2022.

The second and third tranche of high priority sites will commence design mid to late 2021.

Timing for the medium and low priority sites will depend on remaining budget and available resources. Programming for this work will be undertaken once the final budget and scheduling of all high priority sites is known.

## 1.3. Project Location

The Project is located approximately 130 km west of Launceston, on the Bass Highway (A0249). The corridor extends for a 110 km section of the Bass Highway, between Inglis Street (Wynyard) and Arthur River Road (Marrawah) as shown in Figure 1.

The project is located in the Federal Electorate of Braddon and the Division of Murchison in the Tasmania Legislative Council.

Geographical coordinates of the project have been listed below:

- Inglis Street – Department of State Growth Link 60, Chainage 6.16 (E 390602 N 5462592)
- Marrawah – Department of State Growth Link 94, Chainage 7.1 (E 305270 N 5466315).



## I.4. Related Projects and Strategic Context

The *Tasmanian Government Building Your Future State Road Upgrades – North West and West Coast Plan, 2018* outline initiatives to target and further strengthen the local economy, create jobs and develop a safe and productive transport network. The plans outline the government's commitment to a program of upgrades for the Bass Highway, between Wynyard and Marrawah.

The *Sustainable Murchison 2040 Community Plan Regional Framework Plan, 2016* identified a number of factors, which justify Bass Highway improvements. Importantly, it identified that economic development of the region and the expansion in the dairy, agricultural and forestry industries has resulted in more heavy vehicles on the road. There is a need to ensure timely transport of goods and product to Burnie Port from the north-west region of Tasmania.

The *Tasmanian Integrated Freight Strategy, 2016*, details the importance of the highway as a principal freight route for the movement of produce from the north and north west of Tasmania to key ports for the export of produce to the rest of the world.

Related Projects include:

- **Bass Highway: Cooee to Wynyard Road Upgrade Program**
  - The Bass Highway Upgrade - Wynyard to Marrawah program commences approximately 9 kms to the west of the extent of works for the Bass Highway: Cooee to Wynyard Road Upgrade Program.
  - The Bass Highway Upgrade – Cooee to Wynyard program consists of nine projects jointly funded by the Australian Government and Tasmanian Government to make the highway safer and improve travel time reliability between Cooee and Wynyard.
  - More information on the Bass Highway Upgrade – Cooee to Wynyard program can be found here: <https://www.transport.tas.gov.au/road/projects/BassHighway/CooeetoWynyard>
- **Bass Highway: Boat Harbour Primary School – Turning Facilities**
  - The Bass Highway – Boat Harbour Primary School Turning Facilities Project will provide safer access to and from Boat Harbour Primary School, Dobsons Lane, Fists Lane and the Boat Harbour store for the local community, and improve the safety and efficiency of the Bass Highway for all road users.
  - This project has been fully funded by the Tasmanian Government, independently to the Bass Highway Upgrade – Wynyard to Marrawah program.
  - More information on the Bass Highway – Boat Harbour Primary School Turning Facilities Project can be found here: <https://www.transport.tas.gov.au/road/projects/BassHighway/boatharbourprimary>
- **Bass Highway: Brittons Swamp and Togari Shoulder Widening and Pavement Rehabilitation**
  - The Bass Highway – Brittons Swamp and Togari Shoulder Widening and Pavement Rehabilitation project will improve the safety of the highway through Brittons Swamp and Togari by providing a one metre sealed shoulder, in addition to the existing six metre wide pavement, as well as improving the condition of the existing pavement.
  - This project has been fully funded by the Tasmanian Government, independently to the Bass Highway Upgrade – Wynyard to Marrawah program.
- **Bass Highway: Rocky Cape Hall Relocation**
  - The Bass Highway – Rocky Cape Hall Relocation project, involves the relocation of the Rocky Cape Hall further away from the highway to improve safety and access into the hall. This project was committed to by the Tasmanian Government and will be delivered through a State Grant process.

## 2. Project Scope

### 2.1. Problem/ Opportunity Statement

The Bass Highway between Wynyard and Marrawah performs multiple functions, as it is the key link for freight, tourism and people movement between the far north west of Tasmania and the key ports of Burnie and Devonport and further to Launceston and Hobart.

The existing highway between Wynyard and Marrawah is an undivided single carriageway rural road of varying standard. The nominal cross section is as follows:

- **Wynyard to Detention River** – Two traffic lanes of between 3.1 m to 3.5 m width with 0.6 m to 1.0 m wide shoulders
- **Detention River to Smithton** – Two traffic lanes of approximately 3.0 m width with 0.0 m to 0.6 m wide shoulders
- **Smithton to Marrawah** – Two traffic lanes of approximately 3.0 m with no shoulders.

The road is signposted at 60 – 100 km/h through both residential and rural environments. There is one school zone along the corridor, near Boat Harbour Primary School.

While some sections meet performance and design standards, others would be assessed as being substandard in relation to cross section and geometric alignment. There are numerous intersections that do not meet contemporary standards relating to the provision of safe turning facilities.

Investment in the Bass Highway west of Inglis Street, Wynyard will improve the economic development of the region and Tasmania. The region supports agricultural activity and has seen an increase in energy investment.

The objectives of the road upgrade project is to:

- **Improve safety** for all road users, recognising the growing transport demands on the corridor
- **Improve travel time reliability and efficiency** by providing an acceptable level of service for the diverse group of road users (commuters, freight, tourists, and cyclists)
- **Improve corridor resilience** by minimising delays caused by unplanned incidents
- **Support growth and social access** by improving economic support for the region by providing a good quality transport corridor with reliable travel times.

The expected benefits of meeting objective outcomes include:

- Travel time efficiency
- Reduced accidents and injuries
- Capacity to meet future demand and foster growth within north west Tasmania

A total of 458 crashes were recorded on Bass Highway between Wynyard and Marrawah, from January 2009 and March 2019. Of these, a total of 220 resulted in casualty. There were 13 crashes resulting in fatality, 26 resulting in serious injury, 134 minor injury and 47 requiring first aid. While there are some specific locations with crash histories, there are safety concerns for the full length of the corridor.

The crash analysis undertaken indicates that the majority of incidents were the result of drivers losing control of their vehicle and the vehicle leaving the carriageway (62% of all crashes). Rear-end collisions are also a prominent crash type making up 10% of all crashes in the section in the last 10 years. A more detailed breakdown of the crash history is included in the [Bass Highway – Wynyard to Marrawah Corridor Strategy, 2019](#).



The current traffic volume (AADT) on the Bass Highway is approximately:

- Wynyard to Smithton – 4,000 vpd
- Smithton to Mella Road – 1,000 vpd
- Mella Road to Marrawah – 600 vpd

By 2040, the traffic volumes are forecast to increase to:

- Wynyard to Smithton – 7,000 vpd
- Smithton to Mella Road – 1,200 vpd
- Mella Road to Marrawah – 1,000 vpd

Approximately 20% of traffic are heavy freight vehicles. With an increase in traffic volumes, the risk of crashes occurring on the corridor also increases.

The existing safety performance of the corridor may be contributable to:

- the current road cross section not adequate in some locations
- the existing road alignment has some inconsistencies including sub-standard curves
- many junctions do not have safe turning facilities
- existing signage and delineation is sub-standard
- sections of the highway have pavement with signs of distress or deterioration from traffic wear and tear

The proposed Bass Highway Upgrade – Wynyard to Marrawah program will alleviate the issues identified above with respect to the proposed Works Packages.

## 2.2. Options Evaluation

No option evaluation was undertaken for the program of work. This project involves upgrading an existing corridor and focuses on safety and travel time efficiency improvements.

Projects were identified based on an engineering assessment undertaken of the corridor, and feedback received from the Bass Highway – Wynyard to Marrawah Working Group and the Tasmanian community.

For the sections of road identified as substandard, appropriate treatments were developed based on the recommendations outlined in the following documents:

- Department of State Growth Technical Specifications
- Austroads Guide to Road Design
- Austroads Guide to Road Transport Planning
- Austroads Guide to Traffic Management

The projects have been prioritised based on the level of safety and travel time efficiencies to be gained and are expected to be delivered with the priority identified. It is anticipated that a range of high and medium priority projects would be delivered within the committed funding envelop.

## 2.3. Scope of Project

This PSCPW submission is for the Development and Delivery Phase of the Bass Highway Upgrade – Wynyard to Marrawah.

This project involves upgrading an existing corridor, and focuses on safety and travel time efficiency improvements. Project upgrades identified include new overtaking lanes, junction upgrades, alignment improvements, and shoulder widening. Work packages include:

- Overtaking lanes Four new overtaking lanes (approximately 7 km)
- Alignment improvements 13 sections of road to be realigned, with potential for realigning an additional two sections (approximately 11 km).
- Junction upgrades 63 junctions to be upgraded to improve safety. Proposed treatments include new left and right turning treatments, such as auxiliary lanes and intersection channelization. Intersections will also be upgraded through incorporation of traffic islands, signs, line marking and medians.
- Shoulder widening up to 55 km of shoulder widening with 20 km identified as a high priority. The following cross section will be adopted between Wynyard to Mella Road (3.5 m lanes and 1.0 m shoulder), and Mella Road and Marrawah (3.0 m lanes and 1.0 m shoulder).

Other features within the project scope includes upgrades to roadside drainage, pavement strengthening, removal of roadside hazards, and upgrades to general access bus stop infrastructure (to be DDA compliant, as part of adjacent road upgrades). The scope also includes all pre-construction activities such as the relocation of services.

For the proposed work, the number of kilometres of road that is equivalent to a single lane in width (for example, a one kilometre stretch of a standard two lane road represents two lane kilometres), is 70 km. It is expected that a range of medium and high priority projects will be delivered in the next 5 years, depending on resource and availability.

## 3. Project Cost

### 3.1. Overall Project Cost Summary Table

The total Bass Highway Wynyard to Marrawah Program budget is \$94 million, which includes a Tasmanian Government commitment for shoulder sealing, road rehabilitation at Brittons Swamp, Togari, and Boat Harbour Primary School – Turning Facilities that commenced construction in 2019/2020.

The following project cost estimates have been prepared on concept design and option analysis information. The package has remaining funding of \$90 million with Tasmanian State Government (\$35 million) and the Australian Government (\$55 million) contributions. The Department of State Growth will use a probabilistic cost estimation process to assess the total outturn cost. The costs are broken down in the table below, where the base cost estimate includes design development which is underway and ongoing.

The project scope will be refined using the results cost estimation to ensure the project is delivered in within the project budget.

**Table 1 Cost Summary Table**

	<b>P50 (\$m AUD)</b>	<b>P90 (\$m AUD)</b>
<b>Base Cost Estimate</b>	62.95	62.95
<b>Contingency</b>	7.80	23.38
<b>Total Project Cost Estimate</b>	70.75	86.33
<b>Escalation</b>	6.19	7.62
<b>Total Outturn Cost Estimate</b>	76.94	93.95

### 3.2. Budget profile for the Project

Expenditure of the \$90 million allocated budget will be defined during development of the designs and finalisation of the staging of the works. A budget profile outlining the Australian and State funding contributions per financial year will be developed as per the process outlined in the National Partnership Agreement.

## 4. Project Benefits

### 4.1. Expected positive outcomes and benefits to be delivered by the Project

The objectives of the Bass Highway Wynyard to Marrawah Upgrade project are to:

- Improve safety for all road users, recognising the growing transport demands on the corridor
- Improve travel time reliability and efficiency by providing an acceptable level of service for the diverse group of road users (commuters, freight, tourists, and cyclists)
- Improve corridor resilience by minimising delays caused by unplanned incidents
- Support growth and social access to improve economic support for the region by providing a good quality transport corridor with reliable travel times.

This assumes the project is able to realise significant safety benefits through the implementation of safety treatments such as alignment improvements, junction upgrades, additional overtaking lanes, and shoulder widening.

A safety analysis estimates that this project will be able to reduce on average, 9.59 accidents each year. This is equivalent to a \$2.8 million crash cost savings per year.

Providing sealed shoulders is expected to result in a reduction of run off road and head on crashes by 40%. Upgrades at junctions, including provision of turning lanes, are expected to reduce opposing turn and rear end crashes at junctions by 20%. The provision of overtaking lanes is expected to reduce head on crashes by 30%.

Four overtaking lanes are to be implemented along the corridor. This will reduce congestion along these areas and allow for greater free flow of traffic, which is particularly prevalent for areas along the highway with high heavy vehicle mode share (approximately 20% of all traffic is heavy vehicles, along the corridor). This results in travel time savings. A conservative assumption has been applied based on travel time analysis that general traffic will realise a 2.5 minute reduction in travel time across the entire 110 km highway network.

This allows for an increase in average speeds for both general traffic and heavy vehicles. Currently average speed along the highway is 86 km/hr. It is assumed that average speeds for general traffic will increase to approximately 88 km/hr. This results in a monetised benefit of \$1.4 million a year (in the first year that the project is complete).

Non-monetised benefits refer to benefits which are not captured within the economic analysis. This program of works however is likely to improve access for heavy vehicles by widening the road cross section, improving road alignments, improving junctions and providing overtaking lanes. The project will also enhance regional connectivity by providing a safer route for both general traffic and freight vehicles.

Benefits indicators are shown in Table 2.

**Table 2 Benefits Indicator Table**

Benefit Area	Benefit indicator and units	Value
Reliability/ amenity	Public Transport reliability (standard deviation hours per annum)	
	Journey time reliability (standard deviation hours per annum)	
Safety	Number of avoided accidents (average annual)	9.59 accidents
	Number of avoided serious injuries (average annual)	0.65 accidents
	Number of avoided fatalities (average annual)	0.35 accidents
Active transport benefits	Additional kilometres of walk and cycle paths (kilometres)	
	Increased walking and cycling activity (number of trips by mode and average kilometres per annum)	
Commuter time savings (daily commute to work)	Minutes saved by commuters on their daily commute to work based on a sample of OD commutes along the relevant corridor (average annual)	2.5 minute travel time savings across whole corridor (commuter only trips unknown)
	Average number of commuter trip (annual)	
Leisure time savings	Average time savings for people on trips for leisure activities (minutes)	2.5 minute travel time savings across whole corridor (commuter only trips unknown)
	Average number of leisure trips (annual)	
Freight / business time savings	Average time savings for business trips, including freight (minutes)	2.5 minute travel time savings across whole corridor
	Average number of business and freight trips (annual)	Assumes 20% of the traffic flows comprise of heavy vehicle and another 16% of traffic flows are for business purposes
Vehicle Operating Costs	Average change in vehicle operating costs for freight and business operators (annual)	Average speeds increase across the entire length of the corridor, therefore vehicle operating costs increase as a result of this project by \$140,000 a year
	Average change in vehicle operating costs for passengers (annual)	
Freight and Business Productivity	Average annual value of the sum of reduced vehicle operating costs, time savings and travel time reliability for freight and business users	It is assumed that 36% of all traffic flows are either freight or business related.  The project realises a total travel time cost savings and vehicle operating cost savings of \$14 million per year. Therefore Freight and business users realise a benefit of \$4 million per year.
Construction Jobs	Number of jobs supported by the Project during the construction phase of the Project (average per annum FTE)	Average 34 FTEs per annum
Operations Jobs	Number of jobs supported by the Project during the operational phase of the Project (average per annum FTE)	

## 5. Finance and Procurement

### 5.1. Preferred procurement method for the Project

With the exception of the six projects under the first tranche of high priority sites that are being procured under a Design Development and Construct model the remaining projects will be constructed by means of a Construct only procurement model. By having the design consultant fully progress the project design to construction documentation will allow the Department greater control over risk and timelines for delivery as well as providing a consistent message to stakeholders.

### 5.2. Project Timeline

The key assumptions of the project schedule for the Bass Highway Upgrade – Wynyard to Marrawah program includes:

- Timely resolution of stakeholder issues, particularly regarding property access, land acquisition, vegetation impacts and fencing and access agreements.
- Early engagement with the relevant service authorities for any relocation works.
- Approvals are received in a timely manner, including Development Application approvals from Wynyard-Waratah Council and Circular Head Council, without onerous conditions.
- No environmental or heritage delays impact to the Project
- Land acquisition is undertaken through the compulsory acquisition process.
- Construction proceeds without delay.

This project has a fixed committed amount, but a variable scope of work. This provides flexibility within the program, so that if one project is delayed, another project can be delivered instead.

At the beginning of the Development Phase, a flora and fauna investigation has commenced that aims to identify if any projects will negative impact on environmental values that could increase the scope and cost of construction work required.

A geotechnical investigation will need to be undertaken for each medium and high priority project. This will be to identify any potential geotechnical issues which may increase the scope and cost of construction work required.

Project costs have been determined for only the high priority projects.

**Table 3 High Priority Project Timeline**

<b>Activity</b>	<b>Timeline</b>
Tranche 1 Projects – Planning and Design	2020 – 2021
Tranche 1 Projects – Construction	2021 – 2022
Tranche 2 Projects – Planning and Design	2021 – 2022
Tranche 2 Projects – Construction	2022 – 2023
Tranche 3 Projects – Planning and Design	2022 – 2023
Tranche 3 Projects – Construction	2023 – 2024

## 6. Risk and Sustainability

### 6.1. Major risks, and proposed mitigation strategies

A risk and mitigation assessment has been undertaken for this project. Details of potential risks and proposed mitigation strategies are outlined in Table 4.

Where potential impacts have been identified, mitigation measures have been devised to reduce the extent of impact.

Overall, the project is viewed as relatively low risk, as it has the support of all levels of government, key stakeholders and the local community.

Areas of potential conflict for this project are land acquisition, inconveniences as a result of construction, and concerns from the community about natural and cultural values.

Given the physical impact associated with such a major road project, environmental and cultural concerns among stakeholders are likely. Mitigation measures have been identified in the risk register relating to environmental, historical and Aboriginal heritage concerns.

The project will be subject to a number of approvals, both at state and federal level. The programming of the works has factored in the time required to obtain approvals, including the submission of a number of development applications.

Geotechnical investigations will be undertaken in the Development Phase to identify characteristics and determine a methodology to meet design requirements.

A delay in receipt of project funding approval could also increase outturn costs and expose the project to significant cost pressures.

**Table 4 Major Risks**

<b>Risk Event</b>	<b>Potential impact of risk</b>	<b>Risk Mitigation Strategy</b>
Unforeseen ground conditions or latent conditions	Delays to program and/or unbudgeted additional project cost	Geotechnical investigations to be undertaken during Development Phase.
Stakeholder consultation leads to significant design changes	Delays to program and/or unbudgeted additional project cost	Stakeholder and Community Engagement Plan is to be developed, and stakeholder consultation is to be commenced during the Development Phase to finalise project scope.
Discovery of site/object with Aboriginal heritage values	Delays to program and/or unbudgeted additional project cost	Additional investigations to be undertaken (if required) and approvals sought in the Development Phase, if any required.  An Unanticipated Discovery Plan will be utilised during Delivery Phase.

## **6.2. Major dis-benefits including likely impacts to the community and environment**

A project of this size will most likely require multiple construction sites on the highway at any one time, however all efforts will be made to minimise the impact that the project has on the community and environment. Having multiple construction sites on the highway means the projects will be delivered faster, which will decrease disruption to the travelling public.

This project will also require the compulsory acquisition of land which will variously impact landowners from which the land is to be acquired. Discussions with landowners will be undertaken early in the design process to help minimise concerns the landowners may have. The design will be developed, with consideration to reduce the amount property acquisition required.

The majority of the proposed upgrades will have an impact on the surrounding environment and habitat. Environmental assessments are being undertaken for each project and all environmental permits will be obtained prior to any work commencing.

## **6.3. Detail any sustainability strategies that will be adopted**

The Department of State Growth embed sustainability in all their activities. For the Bass Highway Upgrade - Wynyard to Marrawah project, sustainability initiatives will be considered by the nominated designer and contractor, during the Development and Delivery Phase.

Potential initiatives include consideration of:

- Protection of rehabilitation of habitats
- Native plants will be used in any landscaping
- Stormwater management considered in the design (reduce runoff volume and flow)
- Reusing material on site
- Sourcing material from nearby
- Consideration to recycled materials, for example guide posts made from recycled plastic



## 7. Stakeholder Engagement

### 7.1. Public and Stakeholder participation and consultation

Given the scale of the program, a strategic approach to public, community and stakeholder engagement and consultation will be developed and adopted.

State Growth will continue to update the Stakeholder and Community Engagement Plan (SCEP) developed during the planning phase of the project.

All stakeholder engagement will be undertaken in accordance with State Growth's Stakeholder and Community Engagement Framework and will ensure that all community and stakeholder risks are identified, and appropriate mitigation actions are detailed. The SCEP will include details on how key stakeholders and the community will be regularly updated, and how targeted information on each project will be undertaken to build awareness of the Bass Highway Upgrade – Wynyard to Marrawah program of works.

The SCEP will include the requirement for State Growth to commence engagement with individual landowners that will be directly impacted as part of the upgrade projects either through land acquisition or from direct impacts of the construction phase. The SCEP will also detail how State Growth will engage with members of the community that may be adversely impacted by construction.

The Department will submit any required Development Applications, which will be advertised for public submissions, as part of the development process.

The SCEP will detail how State Growth will continue to engage with key stakeholders and the wider community through the delivery of the project, and what strategies will be adopted for the consultation. Future stakeholder events and activities will include the announcement of any start of works information, tailored to the interests of stakeholder groups and circulated widely on the web page, through public notices and media.

### 7.2. Record of Stakeholder Consultation

A summary of the stakeholder consultation program for the project is provided below.

A Stakeholder and Community Engagement Plan (SCEP) was developed during the planning phase of this project. In this plan, key stakeholders were identified, and guidance was provided on when to engage when stakeholders, as well as the best method of engagement.

To meet the Tasmanian Government's commitment outlined in the State Road Upgrades – North West and West Coast Plan, State Growth held a Project Introduction Meeting with Circular Head Council and Waratah-Wynyard Council (both salaried staff and elected members), early during the planning phase of this project.

Following this initial meeting, an Investment Logic Mapping (ILM) workshop was held with representatives from State Growth, both councils, Cradle Coast Authority, RACT and the Tasmanian Transport Association. The purpose of this meeting was to identify the key objectives of the [Bass Highway – Wynyard to Marrawah Corridor Strategy](#).

The Working Group met two more times during the development of the Corridor Strategy. The outcomes of these meetings are summarised in the following documents:

- [Bass Highway Upgrade – Wynyard to Marrawah Working Group Meeting 2 – Report 2019](#)
- [Bass Highway Corridor Strategy – Wynyard to Marrawah, 2019](#)

Feedback and suggestions for the Bass Highway between Wynyard and Marrawah were sought from the Tasmanian community in May and June 2019. Members of the public could provide their feedback via an online consultation portal, feedback forms, phone, email and social media.

There were 239 pieces of feedback received from the community during this consultation. An overview of the feedback and comments received, and specific issues identified are outlined in more detail in the *Bass Highway – Wynyard to Marrawah Corridor Strategy Consultation & Feedback Report* (September, 2019).

### **7.3. Directly affected landowners and property acquisition**

Engagement with landowners directly affected by the first tranche of projects commenced in early 2020. To date, the response from directly affected landowners has been positive with most landowners fully supportive of the projects.

All landowners directly affected by the first tranche of projects have allowed early access to their properties for pre-construction investigations.

Consultation with directly affected landowners will continue to be undertaken in accordance with the Stakeholder and Community Engagement Plan (SCEP).

Land acquisition will be required for several projects. Property acquisition will be managed by the Office of the Valuer-General, in accordance with the Tasmanian [Land Acquisition Act 1993](#).

## 8. Compliance

### 8.1. List Commonwealth or State legislation triggered by the Project

**Table 5 Commonwealth or State Legislation**

Legislation	Department/ Authority	Likelihood
<i>Land Use Planning and Approvals Act 1993</i>	Circular Head Council  Waratah-Wynyard Council	Certain
<i>Land Acquisition Act 1993</i>	Department of Primary Industries, Parks, Water and Environment	Certain
<i>Environmental Management and Pollution Control Act 1994</i>	Environment Protection Authority (EPA) Tasmania	Unlikely
<i>Environmental Protection and Biodiversity Conservation Act 1999</i>  (Commonwealth)	Department of the Environment and Energy	Possible
<i>Threatened Species Protection Act 1995</i>	Department of Primary Industries, Parks, Water and Environment	Possible
<i>Aboriginal Relics Act 1976</i>	Aboriginal Heritage Tasmania	Possible

### 8.2. Noise

The project area comprises an existing highway. The proposed work will improve the safety and efficiency of the network, and it is not expected to increase traffic generation. It is unlikely that noise mitigation will be required, in accordance with the *Tasmanian State Road Traffic Noise Management Guidelines* (State Growth, 2015).

### 8.3. Environment (Flora, Fauna, Landscaping and visual amenity)

The Bass Highway corridor is a rich source of biodiversity and agricultural production. Through the length of the corridor, there are areas of threatened flora and fauna communities and species identified. A preliminary desktop assessment review of the corridor identified environmental issues which would need to be taken into account when considering the individual upgrade projects.

The location of known environmental features that may impact on corridor upgrade works have been mapped and are identified in Figure 2.

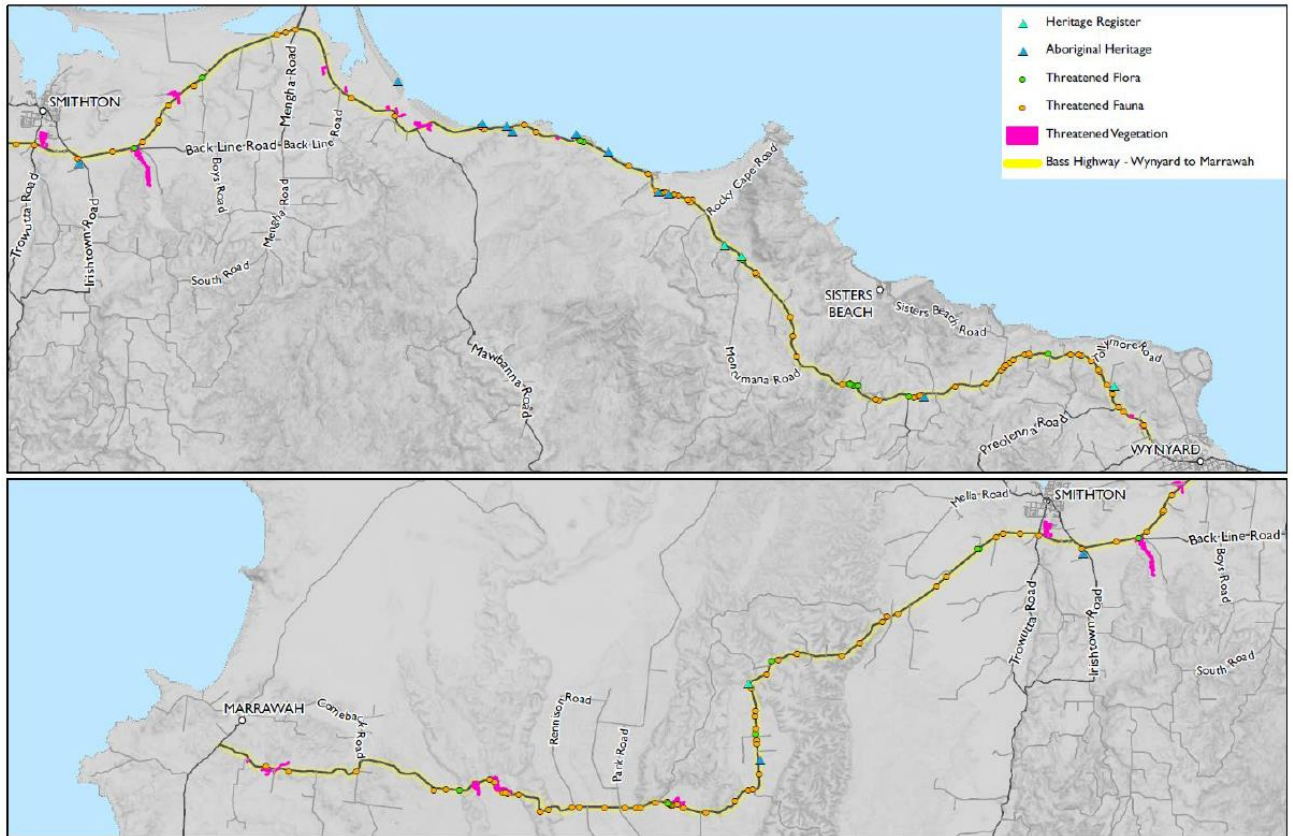
Prior to any works being undertaken all projects would have to undergo the appropriate environmental assessment. Appropriate assessment of soil and water bodies would also be required.

### 8.4. Heritage (Aboriginal and Historic)

The Bass Highway corridor is a rich source of cultural heritage. Through the length of the corridor, there are a number of Aboriginal places and heritage sites identified.

The location of known heritage features that may impact on corridor upgrade works have been mapped and are identified in Figure 2.

Prior to any works being undertaken all projects would have to undergo the appropriate heritage assessment.



**Figure 2 State Growth identified aboriginal heritage, historical heritage, and environmental community sites**

## 8.5. Planning Approvals

Development Applications for projects will be developed in conjunction with the relevant Council and submitted for approval as part of the Design phase.

## **Appendix A: Public Display Plans**

# **Appendix B: Stakeholder Community Consultation Feedback Report**