

**From:** [NE Bioregional Network](#)  
**To:** [Scott Hennessy](#)  
**Subject:** Fw: Parliamentary Standing Committee on Public Works Great Eastern Drive  
**Date:** Friday, 9 August 2019 3:15:09 PM  
**Attachments:** [Eastern Drive.doc](#)

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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:** Bill Manning <fourmile18@gmail.com>  
**Sent:** Friday, 9 August 2019, 2:50:14 pm AEST  
**Subject:** Fw: Parliamentary Standing Committee on Public Works Great Eastern Drive

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@parliament.tas.gov.au <scott.hennessy@parliament.tas.gov.au>  
**Sent:** Friday, 9 August 2019, 2:49:18 pm AEST  
**Subject:** Parliamentary Standing Committee on Public Works Great Eastern Drive

To whom it may concern,  
We wish to make a representation regarding the above process as advertised in the Examiner Public Notices recently.

#### COMMENTS

1. Firstly after making enquiries to Stefano Conforti as directed in the Public Notice we received the following replies to requests for more detailed information about specific works proposed

Hi Todd

The project will consider road improvements along the corridor between Orford and St Helen but there is nothing defined in terms of revegetation scope at this stage. The project is at inception stage and a Contractor will be sought to manage both the design and the construction works. As you are an interested party I will list you in the register of stakeholders so that you can be consulted appropriately.

Regards

Stefano Conforti | Project Manager

Todd

I suppose that the advertisement on the paper has a standard text which is a general description of the process. The scope of the works is mainly intersection improvements as in Stage 1 which you observed previously, so, there will be some batter treatments and revegetation but, at present, this hasn't been scoped yet, so, there is an opportunity for you to make comments in the early stages of the decision making. Also, consider that the scope of the works is about improving the road and the treatment are generally scoped within the current specification and budget.

Regards

Stefano Conforti | Project Manager

T: +61 3 6166 3379 | M: 0406 399 444

COMMENT: Obviously such responses make it impossible to comment on any particular proposed works.

## 2. GOVERNANCE

It appears that much of the Great Eastern Drive works program is being directed through East Coast Regional Tourism Organisation. This is not appropriate especially in relation to works on Parks and Wildlife land. East Coast Regional Tourism Organisation has no expertise in conservation land management or road management. We record here our concern that tourism interests are over riding Parks and Wildlife management of their land.

## 3. PREVIOUS WORKS

The previous recent works carried out in the Break O Day area as part of the Great Eastern Drive program include the following :

### (a) Four Mile Creek Car Park

The project here has significantly reduced the car parking capacity of the site.

It has also included the imposition of a ugly concrete footpath which is not in keeping with the aesthetics or character of the area (see attached photo). There doesn't appear to be any revegetation associated with the works.

(b) Intersection of Tasman Highway and Skyline Drive. The slip lane created on the eastern side of the Tasman Highway has created a hazard where there is now about a 1 metre drop off of the side of the road and a place previously used for parking is now not accessible

(c) Turn off to Beaumaris beach slip lane. This beach access has extremely low usage so it is hard to understand why you would spend any money in such a place.

(d) Turn off to Dark Hollow beach slip lane. Local residents were significantly disadvantaged by the works with some landowners having their accesses to their properties changed to less acceptable locations.

In relation to projects (c) and (d)

We are concerned that there seems to be a almost complete lack of standards in various Tasmanian State Departments and outsourced Contractor organisations when it comes to best practice land management. Basic principles are rarely followed and the result is a great deal of unnecessary environmental damage is caused as well as there being a lack of follow up for weed management and other maintenance requirements post completion of works. Planning in advance to collect local provenance seed/cuttings for erosion control and stabilisation purposes is rarely if ever implemented. We recommend the development of a Roadside Management/Code of Practice Handbook and

associated training courses for all levels of staff from on ground workers to managers in best practice roadside management.

The message below sent to State Growth highlights a number of basic principles not carried out on the jobs at sites (c) and (d) in particular

Roadsides Beaumaris to St Helens11  
Yahoo/Inbox

•  
NE Bioregional Network <telopea\_tas@yahoo.com.au>  
To: Leaman Tim (StateGrowth), Conforti Stefano (StateGrowth), Leighton, Sandy (StateGrowth)  
6 Mar at 10:53 am

Hi Tim,

As discussed we are concerned about the following.

1. Adequate follow up after roadworks for weeds as a result of soil disturbance
2. Introduction of topsoil from off site (this shouldn't be done at all).
3. Use of exotic grasses to stabilise batters etc
4. Revegetation/stabilisation of bare areas/batters etc

As discussed there are a few principles that should be followed including :

- (a) Keeping machinery and any stockpiles on cleared land (preferably specified stockpile areas)
- (b) Clearly delineating and keeping within construction zones
- (c) Use the minimum size necessary machinery for the job
- (d) Strip and stockpile topsoil from areas of good native vegetation for re use in revegetating the site. Don't use top soil from off site and also make sure any gravel used is weed and Phytophthora free.
- (e) Leaving batters slightly rough will enhance native vegetation regeneration
- (f) Clean down vehicles/machinery before moving to new site and if there are multiple sites work from most degraded to least degraded

This is important because the roadside in this area is Conservation Area on the eastern side of the road and high quality native bushland on private land on the western side of the road. The roadside vegetation between Beaumaris and St Helens is mostly still in relatively good condition being primarily made up of native plant species so extra care is required.

The images below are of a roadside site in St Helens we revegetated after it was cleared and bulldozed by Break O Day Council. No planting or seeding was undertaken. Just cordoned off and weed control undertaken for exotic grasses, Blackberry and a few other weeds.

Happy to provide further advice and direction.

#### CONCLUSION:

In summary our main concerns are that standards for roadside works need to be better especially in relation to environmental management (noting that management of roadside vegetation has deteriorated over the past 15 years see article in the Mercury)

#### **[Talking Point: Vegetation care falls along wayside | The Mercury](#)**

<https://www.themercury.com.au/news/.../7210c27604c7df8787f3bd565f717869>

Jan 1, 2017 - *Roadside* vegetation is important for a number of reasons including ... *Todd Dudley* is the president of the North East Bioregional Network

. We also believe that taxpayers money should not be spent on "improvements" that are not required (ie Beaumaris beach access) or could be done for a fraction of the cost (ie Four Mile Creek car park)

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