

Tasman Bridge Pathways Upgrade

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

Version: 0 Date: 16/08/2022

Document Development History

Build Status

Version	Date	Author	Reason	Sections
0	16 / 8 / 22			-

Amendments in this Release

Section Title	Section Number	Amendment Summary

Distribution

Copy No	Version	Issue Date	Issued To

Authorisation

	Name	Signature	Date
Authorised by:	Adrian Paine		16 August 2022

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I. Introduction

I.1. Project Name

Tasman Bridge Pathways Upgrade

I.2. Project Summary

Rationale/objectives: The Tasman Bridge provides the main traffic route between the eastern and western shores of Hobart. It currently has two narrow walkways on either side that accommodate a maintenance inspection gantry, bridge lighting and major services.

Provision of shared pathways across the Bridge to facilitate active travel as both an incentive to increased uptake of this mode, as well as being a traffic congestion measure, that at the same time provides improved barriers as a community safety measure.

The Tasman Bridge Pathways Upgrade Project, is supported by an \$130 million funding commitment from the Australian and Tasmanian governments (50 per cent respectively) as part of the Greater Hobart Traffic Solution in terms of the Tasmanian Governments commitment

Location: The project is an upgrading of the Tasman Bridge over the River Derwent in southern Tasmania. The Bridge is a key component of the Tasman Highway, a major transport corridor serving the Hobart International Airport and regional centres around Greater Hobart, connecting the City of Clarence and the City of Hobart.

Key Benefits:

- Improved safety and access for all users of the pathways, including safety barriers.
- Improved access for bridge maintenance and emergency services.

I.3. Project Location

The project location is shown on Figure I and includes the full length of the Tasman Bridge and the required infrastructure to provide safe and practical connectivity to the existing pedestrian and cycling networks.



Figure I Image supplied by <https://maps.thelist.tas.gov.au>

Geographical coordinates

- Westernmost point (intersection with Domain Highway): 527512E, 5254071N
- Easternmost point: 528801E, 5254288N

I.4. Related Projects and Strategic Context

The Tasman Bridge is a key link in the Tasman Highway which provides connections to the council areas of Clarence and Hobart, as well as more regional locations in eastern Tasmania, to the inner regions of Greater Hobart.

The corridor's existing road infrastructure is at capacity at peak times, and with limited alternative transport choices, congestion at the Tasman Bridge's eastern approach and the Mornington Interchange is resulting in extensive queuing and delays during peak periods. These traffic issues are expected to get worse in the future because of further significant residential growth in the outer Clarence areas and the Sorell municipality.

The Sorell to Hobart Corridor Plan identified potential solutions to address issues of capacity and congestion at peak times focusing on key themes:

- Road infrastructure
- Public and active transport
- Intelligent transport systems upgrade

The Tasman Bridge Pathways Upgrade project adopts a number of these key themes as part of key deliverables and with the inclusion of upgrades to the Lane Use Management System on the Bridge will contribute to addressing capacity and congestion issues.

The Lane Use Management System was considered by the Joint Standing Committee on Public Works as part of the Tasman Highway Intelligent Transport Systems project on 23 February 2021. The Lane Use Management System is currently funded separately and is not included in the cost estimate.

Related Projects

On-road Traveller Information System (OTIS)

The OTIS project's objective is to advise motorists of the condition of the network to allow users to make more informed decisions and will achieve this by providing real time traffic information displayed on Variable Message Signs (VMS). The VMS will be installed at key locations to maximise the benefit to road users.

Lane Use Management System (LUMS)

The existing Lane Control Sign System on the Tasman Bridge has passed its serviceable life and requires replacement. The existing Lane Control Sign System comprises of gantries (for lane signs) and signals gantry, providing lane status and availability with red crosses, green arrows and sliding signs that advise motorists of lane status. The existing Lane Control Sign System is also supported by an aging variable speed limit system (VSLs) (currently not integrated into the existing system). The LUMS upgrades will be incorporated into the Tasman Bridge Pathways Upgrade project.

2. Project Scope

2.1. Problem/ Opportunity Statement

The Tasman Bridge is a key link in the road network connecting a large resident and working population located on the eastern shore of the River Derwent and areas beyond, including the Hobart International Airport, to the commercial areas of the City of Hobart and the City of Glenorchy.

Traffic volumes on the Bridge continue to increase, with efforts being made to better manage peak demand through a variety of traffic management projects. Improving the pathways and railings across the Tasman Bridge will remove a significant impediment to an increase in the uptake of active travel along this corridor as a viable mode for journey to work trips between the Eastern and Western shores, reducing reliance on private motor vehicles as the means of transport and improving travel reliability reducing congestion during peak periods.

The Tasman Bridge is being upgraded to provide better access for cyclists and pedestrians and improve safety of all users. Currently the Tasman Bridge pathway is one metre wide. The upgrade will provide a 3.5 m shared path on each side of the bridge and improve connection to the existing path network on the eastern and western shores.

Safety barrier protection will be provided on both sides of the path and the new path is further away from traffic. The new barriers should help reduce the impact of wind, eliminate the likelihood of the structures being climbed, and pathway lighting will also be upgraded to improve pedestrian and cyclist safety at night.

Maintenance access is currently incorporated into the existing pathway structure via a gantry system. The system impacts on the pathway width and availability for users. The Tasman Bridge Pathways Upgrade project will provide maintenance access that is separated from the pathway improving the safety for maintenance personnel and reducing the impact on both the pathway and traffic lanes when maintenance or inspection of the Bridge is required.

The project will consider and accommodate emergency access for path users and maintenance workers. The access arrangements are currently limited due to the pathway width and the location of the maintenance inspection gantry which is incorporated into the pathways currently.

Community consultation for the Project has identified that aesthetics are an important consideration for the proposed upgrades. The design, choice of colour and lighting is important to the community, as the Tasman Bridge is a significant visual and physical gateway to the city.

2.2. Options Evaluation

The Tasman Bridge is a five-lane bridge crossing the Derwent River and provides the main traffic route between the eastern and western shores. The bridge has an overall length of 1.4 km and overall width of 17.7 m with 15.85 m between kerbs.

As part of the response to the Coroner's report "Deaths from a Public Place" (28 November 2016), the Department of State Growth commenced investigations into the possibility of widening the existing shared paths on both sides of the Bridge and installing full height public safety barriers. To inform this work, the Department commenced an assessment of the ability of the bridge to carry current and future traffic with or without the widened pathways.

Following the completion of this initial structural capacity review two options to support the walkways were further considered:

- Cantilevered option - This consisted of individual pathway units cantilevered off the existing beams with multiple fixings to the existing deck and beams.

- Separate support option – This option supports the pathways via trusses. This option proposes prefabricated steel truss units to carry the new walkways and barriers in addition to a new separate maintenance access.

Both above options were assessed as possible, however the option to provide separate support was assessed as preferred on the basis of improved constructability, reduced impact on road and pathway users during construction, reduced construction risk and improved access to existing services. The option was selected based on the comparative assessment as part of an options analysis.

The separate support option has been developed into the concept design which was provided to the community as part of the recent consultation in June/July 2022. Further design development will consider key success factors including constructability, ensuring minimal traffic disruption during construction and preserving iconic architectural values.

2.3. Scope of Project

The Concept design will be finalised at the conclusion of the consultation period and will inform the functional requirements for the project.

The upgrade works shall include:

- The provision of a 3.5 m shared pathway on each side of the Bridge with improvements to connection to the existing and pathway network on the eastern and western sides of the Bridge (Approximately 2.8km of Shared Path)
- Safety barriers on each side of the pathways that adopt all suicide prevention measures
- Improvements to pathway lighting
- Upgrade to the Bridge Maintenance and Inspection access
- Bridge strengthening
- Lane Use Management System upgrade, to be delivered concurrently, as noted in Section 1.4 is funded separately and is not included in the project costs section of this report

3. Project Cost

3.1. Overall Project Cost Summary Table

The Tasman Bridge Pathways Upgrade Project is supported by an \$130 million funding commitment from the Australian and Tasmanian governments (50 per cent each respectively).

The following project cost estimates have been prepared on concept design and option analysis information. 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.

	P50 (\$m AUD)	P90 (\$m AUD)
Base Cost Estimate	119.18	119.18
Contingency	5.67	12.76
Total Project Cost Estimate	124.85	131.94
Escalation	4.74	5.01
Total Outturn Cost Estimate	129.59	136.95

3.2. Budget profile for the Project

Expenditure of the \$130 million allocated budget will be defined during development of the concept design 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.

Financial Year Forecast Milestone Requirement *

P50 Outturn (or Actual as appropriate)		FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	Balance of Commitment**
		(\$m)	(\$m)	(\$m)	(\$m)	(\$m)	(\$m)
	Australian Government contribution	1.4	3.6	31	23.9	1	4.1
	State Government contribution	1.4	3.6	31	23.9	1	4.1
	Other contribution (provide detail)	0	0		0	0	0
	Total	2.8	7.2	62	47.8	2	8.2

4. Project Benefits

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

The project incorporates numerous positive outcomes and benefits to the community. The primary positive outcome is the creation of safe access, for all, on an iconic piece of infrastructure in Hobart.

The Project will include a 3.5-metre-wide shared path for cyclists and pedestrians, making travel across the bridge safer and better connecting local communities either side of the River Derwent. Facilitation of increased walking and cycling trips can improve the health and wellbeing of residents within the local community. The new shared path will improve safety with barriers being provided to current standards which addresses community concerns about the safety of the pathways for all users.

It is expected that the project will lead to an increased demand for active travel between the Eastern and Western Shores across the Tasman Bridge.

There is a significant residential population on the Eastern Shore within a 10-kilometre travel distance from the Hobart CBD, a proportion of whom would take advantage of the opportunity to use active transport as the means of undertaking journeys to and from work.

Active transport between the East and Western Hobart will increase, and this will improve congestion in the city during peak hours and enhance regional connectivity.

The Lane Use Management System is proposed to be delivered concurrently with the Project and additional benefits include:

- Improved travel time prediction reliability and resilience, and provide greater operational flexibility to allow different responses to incidents and other events
- Expanded traffic camera coverage providing greater visibility of traffic conditions, and improve situational awareness that will allow Traffic Management Centre operators to adopt an appropriate response and monitoring of incidents and other events
- Improved road user safety, by providing a level of automation to the current tidal flow transition process, and improved messaging to motorists
- Improved road user and Work Health and Safety outcomes, by providing a level of automation to the current tidal flow transition process, and reducing the need for workers to be positioned on the roadway and better messaging for road users

5. Finance and Procurement

5.1. Preferred procurement method for the Project

A Procurement Options Workshop has been held to advise on the suitability of available procurement options to adequately address the objectives, challenges and constraints of the Project. The workshop considered a comparison of risk between a number of procurement options regarding the key risk factors identified and likely impact on the success of the project delivery including budget, and program.

The assessment process consists of an overview of the Project objectives, challenges and constraints, shortlisting of available delivery models. The assessment also considered learnings from recent projects such as the New Bridgewater Bridge.

An Early Contractor Involvement (ECI) procurement process is being considered for the delivery of this project.

The use of an Early Contractor Involvement (ECI) procurement process is a collaborative approach which involves appointing a contractor in the early stage of the project development process to develop the design, promoting a shared understanding of the project risks and how to mitigate and deliver benefits and innovation.

5.2. Project Timeline

Activity	Timeline
Concept Design Completion	September 2022
Request for Proposal	Late 2022
Shortlisting engagement	January 2023
Award ECI Contract	February 2023
Complete ECI Design	Mid 2023
Construction commencement	Late 2023
Construction completion	Late 2025

6. Risk and Sustainability

6.1. Major risks, and proposed mitigation strategies

A project risk register has been produced. The risk register will be further developed through the various stages of the project, and this will be managed by a risk workshop at each of these stages with mitigation strategies to be reviewed and adopted throughout the project.

The table below outlines the impacts and proposed mitigation strategies for some of the key risks identified to enable successful delivery of the project.

Note that the risks outlined below are delivery risks rather than reputational or stakeholder risks that may arise if the project does not meet the objectives or is opposed by the community or local councils due to their actual or perceived impacts, or lack of community or council support.

Risk Event	Major Risk Summary	Risk Mitigation Strategy
The project outputs cannot be delivered within the allocated project budget	Scope of project required to be reduced, minimising the benefits of the project. Alternatively, additional funding sources would need to be explored.	Project scope prepared through the Planning and Scoping Phase required for the PPR includes the preparation of project cost estimates in accordance with Department of State Growth procedures and the PCB template. High level estimates to be completed at Concept/Preliminary Design completion. Preparation of P50 & P90 estimates at Detailed Design completion.
Implementation and delivery	The State's procurement strategy and procurement documentation, including the project technical requirements, may not be contemporary or comprehensive enough to reflect the complexity of the Project, compromising project quality or causing extra costs.	Ensure adequate expertise and resources, including review of similar contemporary examples, to ensure that project documentation is suitable for the level of complexity required for the Project. Anticipate key decision points and developing a contingency plan to cater for any associated risks.
Key stakeholder and community requests for additional project scope through the consultation process	Communication with community and stakeholders may be inadequate or inconsistent, causing dissatisfaction or loss of public and political support.	Develop and implement the Stakeholder and Community

	The community or the key stakeholders could be dissatisfied with the proposed project scope, causing loss of public and/or political support.	Engagement Plan and include a designated stakeholder communications manager within the project team. Maintain clear and consistent communications with stakeholders through a single point of contact. Engage with stakeholders and promote stakeholder interaction where possible, including providing regular updates.
Construction	Inadequate or inappropriate construction methods, materials and/or work conditions, resulting in unsafe, unsatisfied, or non-conforming works. Poorly defined assessment of the existing bridge including service location may impact on project cost, delivery and/or quality	Ensure suitable management plans that manage safety and environmental risks are provided and implemented by the contractor. Undertake advanced works (e.g. geotechnical investigation, utility service relocations) early to ensure that they do not hold up later tasks.

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

There are no major dis-benefits identified.

The table below outlines identified minor dis-benefits and impacts to the community and environment for the project:

Dis-benefits and/or Community and Environmental Impacts
<ul style="list-style-type: none"> Traffic disruption during construction Changes to pathway conditions requiring user education

6.3. Detail any sustainability strategies that will be adopted

The project addresses the need for enhancing active transport connections in the urban environment, which cover a variety of sustainability strategies, including facilitating increases in cycling, walking and other forms of pedestrian traffic.

This project will comply with the Positive Provision for Cycling Infrastructure Policy. This forms part of the Tasmanian Government's Walking and Cycling for Active Transport Strategy, which aims to support a shift to more sustainable transport modes.

7. Stakeholder Engagement

7.1. Public and Stakeholder participation and consultation

The Tasman Bridge is one of Hobart's iconic landmarks and an essential connector between the western and eastern shores and beyond.

The high profile and heavy usage of this critical infrastructure means that consultation focused primarily on providing clear communication of the project objectives and anticipated benefits to attract widespread support for the proposed upgrades.

Consultation also involved gathering general feedback in relation to three key themes to determine where the community's main concerns lay.

General questions were posed around the themes of:

- accessibility
- safety and security
- aesthetics.

The engagement objectives for this phase of the project were to:

- introduce the project to the community
- inform stakeholders and community of the project objectives and benefits
- build a sense of community ownership and goodwill for the planned upgrades
- provide information about the concept design
- provide opportunity for stakeholders and the community to give feedback on accessibility, aesthetics, safety and security
- establish an open relationship with key stakeholders via discussion and regular updates

A Stakeholder and Community Engagement Plan has been developed for the project. The plan will continue to be reviewed and updated as the project progresses.

Key Stakeholder Consultation

State government, local government, emergency services and special interest groups were engaged with, over nine key stakeholder consultation sessions, with a total of 58 individuals participating. Two of these sessions were conducted face-to-face and the remaining seven were online via MS Teams. Consultation sessions were delivered by the project team.

Key stakeholder groups were followed up after the consultation sessions to seek further comment and were notified at the commencement of the public consultation period.

The following key stakeholder groups were consulted:

Key Stakeholder
VisAbility Tasmania
Paraquad Tasmania
Graeme Peck, Community Advocate (suicide prevention)
Department of State Growth, Metro Tasmania, Tasmanian Parks & Wildlife Service, Heritage Tasmania, Department of Natural Resources and Environment, Aboriginal Heritage Tasmania
City of Hobart, City of Clarence, Rose Bay High School
Tas Networks, Tas Ports, Tasmania Police, Ambulance Tasmania, Tasmania Fire Service, Tas Rail, Department of Police Fire & Emergency Management, Tas Water, Stornoway

Bicycle Network, Cycling South, Hobart Walking Group, Royal Automobile Club of Tasmania
Tasmanian Aboriginal Centre
Karadi Aboriginal Corporation

Public consultation was undertaken following the key stakeholder consultation from Monday, 27 June 2022 to Tuesday, 19 July 2022. Project information was shared with the public via Facebook, a project webpage, Social Pinpoint website and public notices in the Mercury, Kingborough Chronicle, Glenorchy Gazette, Hobart Observer, Eastern Shore Sun, Tasman Gazette, Sorell Times, East Coast View and Huon Valley News.

Pull-up banners and A3 posters were displayed at the Hobart Public Library, Rosny Public Library, Lindisfarne Yacht Club, Bellerive Yacht Club, Hobart City Council and Clarence City Council.

Letters were sent out to local residents and businesses across the postcodes of 7015 and 7018 which are in closest proximity to the bridge (Lindisfarne, Bellerive, Rosny, Rose Bay, Flagstaff Gully, Geilston Bay, Howrah, Montagu Bay, Mornington, Rosny Park, Tranmere and Warrane).

The community were invited to provide feedback via the Social Pinpoint website, and via email and telephone.

A total of 397 public responses were received. Based on all feedback received the following aspects received the most comment:

- Cycling - the majority of feedback received during the public consultation related to the cycleways and cycling generally. In particular, improved connections to the intercity cycleway, existing cycle paths and main roads on either side of the bridge is desired.
- Improved connections – many participants were keen to have improved connections on the eastern and western shores, and to the Clarence Foreshore Trail, Rosny, Bellerive, and Lindisfarne while also having safe road crossings and linkages to the Domain and East Derwent Highways.
- Barrier design - the majority of safety and security feedback related to the design of the barriers and railings defining the paths. People are concerned about the inward slope/lean of the barriers increasing the likelihood of collision and catch points for cyclists.
- Pathway colour – the number of comments received indicates that the choice of colour of the pathway is an important consideration.
- Wayfinding, instructional signage, artwork and storytelling – the inclusion of these elements was seen as important across all groups consulted. Traditional Custodians in particular would like to see their culture included and appropriately represented as part of this significant upgrade.
- Traffic management – an emerging theme from the feedback related to traffic management during and after construction. The community are sensitive to the impacts that construction will have on traffic movements and how this will be effectively managed to minimise disruption.

7.2. Record of Stakeholder Consultation

The following is a summary of meetings held with key stakeholders held June / July 2022:

Theme	Key Stakeholder Feedback
Access and connectivity	<ul style="list-style-type: none"> • improving linkages to existing trails and pathways • providing a defined shoreline with lighting and tactile markers on pathways for increased accessibility for users with reduced vision • instructional signage to guide user behaviour • rest points/seating on the pathways to allow people to take a break if less mobile, or just to enjoy the surroundings • viewing platforms/vantage points to make the most of the views • scooter/bicycle parks at eastern and western shore connection points • wind protection on pathways as a buffer for cyclists in particular • non-slip surfaces on pathways to avoid accidents

	<ul style="list-style-type: none"> • call help points along the pathways in case of emergencies • lighting and security surveillance on pathways • provision for digital future proofing (Bluetooth and internet access).
Aesthetics	<ul style="list-style-type: none"> • programmable coloured lighting on the exterior to feature the bridge from a distance at night • coloured pathways to add aesthetic value and guide user behaviour • instructional signage and storytelling to add visual amenity, guide user behaviour and add cultural elements • integrated Public Art opportunities along pathways and barriers to add aesthetic and cultural value • integration of Aboriginal heritage and culture in design • consideration of other aesthetic elements to support the Bridge as an iconic gateway.
Safety and Security	<ul style="list-style-type: none"> • shared usage advice signage to guide user behaviour of cyclists and pedestrians • speed control of path commuters to improve safety • designated pathways for cyclists versus pedestrians or fast versus slow traffic. • safe cycling crossing points at eastern and western connections • consideration of pedestrian management during construction/installation • strategic planning for traffic impacts and management during construction • improving and consideration for maintenance access • removable barriers next to bridge lanes to allow for emergency access to the pathways • visual pathway divisions (lines) to differentiate users (cyclists/pedestrians) • dog waste bins and bags • general waste bins • stopping pedestrians and vehicular traffic for vessel transits.

7.3. Directly affected land owners and property acquisition

It is not likely that the project will directly impact private landowners or require property acquisition. This will be confirmed by the Contractor during the detailed design.

8. Compliance

8.1. List Commonwealth or State legislation triggered by the Project

Commonwealth and State legislation triggered by the project has been investigated during the Scoping Phase for the project. A Natural Values Assessment has been completed for the project footprint to assess whether there will be any impacts on threatened species or habitat.

Desktop investigations reviewing the impact on Aboriginal and historic heritage and legislation are continuing. Where possible the project scope and design will aim to minimise or eliminate impact.

8.2. Noise

In accordance with the *Tasmanian State Road Traffic Noise Management Guidelines (State Growth, 2015)*. Management Guidelines, no noise mitigation is required on the Tasman Bridge Upgrade. The pathway upgrade is for cyclists and pedestrian use, both of which possess low to negligible noise pollution.

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

A Natural Values Assessment has been undertaken for the project. The following subsections summarise the scope and findings of this assessment.

Flora and Fauna assessment overview

The purpose of the flora and fauna assessment was to examine the environment within the proposed development area and identify the extent of any environmental values that may constrain the suitability of the site for the Tasman Bridge development. Potential constraints assessed include conservation significant fauna habitat, flora species, and vegetation communities.

The scope of works for the Natural Values Survey was to undertake a desktop assessment to identify threatened flora, fauna or vegetation communities that may potentially occur within, or in close proximity to the Survey Area; then undertake a field survey to ground truth the results of the desktop and complete a full assessment of findings and results. The assessment then outlined potential impacts of the proposed works on ecological values; evaluated the proposed works against relevant ecological policy and legislation; and provided recommendations to minimise impacts of the proposed works on ecological values.

Potential Impacts

The project is not expected to have a detrimental impact on any native vegetation communities. The site was surveyed to find that the area comprised small, highly disturbed, and isolated remnant native vegetation features whilst predominantly modified urban land. No native vegetation communities were recorded.

Given the highly modified and degraded condition of the Survey Area including significant abundance of weed species, it is considered unlikely that any of the habitat present within the Survey Area represent significant habitat for any conservation significant fauna species.

Significant fauna and fauna habitat

The field survey did not reveal any significant fauna or fauna habitat in the study area, as such there are no specific recommendations for those aspects.

8.4. Heritage (Aboriginal and Historic)

Any required heritage permit applications determined as a result of the site investigations will be obtained as the design is developed. Impacts on Aboriginal and Historic Heritage will continue to be reviewed.

Aboriginal Heritage Assessment Overview

An Aboriginal heritage assessment for the proposed footprint for the project, to identify any potential Aboriginal heritage constraints has been undertaken.

The field survey resulted in the recording of two Aboriginal heritage shell midden sites. Both sites are situated on the western margins of the river Derwent.

Historic Heritage Assessment Overview

A Historic Heritage Assessment has been undertaken for the Project. The assessment takes into consideration adjoining heritage listed properties which are adjoining but not impacted by the project these being the Government House Estate and the Royal Tasmanian Botanic Gardens.

The review also noted the presence of a series of stone culverts along the section of rail line between Macquarie Point and Cornelian Bay. The box stone culverts were assessed as being of high historic heritage significance for their association with the construction of the Main Line Railway, the first rail link established between Hobart and Launceston.

Two historic anchor point features have been identified on the western foreshores of the River Derwent, just to the south of the Tasman Bridge. The two anchor point features are situated within the foreshore cultural landscape

There were no heritage features present within the eastern study area footprint (on the east side of the River Derwent).

8.5. Planning Approvals

The Tasman Bridge falls within two municipal areas, Hobart in the west and Clarence in the east. As such, the western abutment of the Bridge is subject to the Hobart Interim Planning Scheme 2015 and the eastern abutment is subject to the Tasmanian Planning Scheme – Clarence. Assessment against both planning schemes is required.

Following confirmation of preliminary design, consultation with both Planning Authorities is required. This will inform the nature of each application and specify what works may be exempt from requiring a planning permit.

Appendix A: Public Display Plans