

# Sideling Upgrade Project Stage I

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

**Version:** FINAL      **Date:** 1/12/2021

# Document Development History

## Build Status

Version	Date	Author	Reason	Sections
One	25/11/2021	Xavier Devereaux		All

## Amendments in this Release

Section Title	Section Number	Amendment Summary

## Distribution

Copy No	Version	Issue Date	Issued To

# Table of Contents

<b>Table of Contents</b>	<b>3</b>
1. Introduction.....	5
1.1. Project Name.....	5
1.2. Project Summary .....	5
1.3. Project Location .....	7
1.4. Related Projects and Strategic Context.....	7
2. Project Scope.....	8
2.1. Problem/ Opportunity Statement .....	8
2.2. Options Evaluation .....	8
2.3. Scope of Project.....	10
3. Project Cost .....	11
3.1. Overall Project Cost Summary Table.....	11
3.2. Budget profile for the Project .....	11
4. Project Benefits .....	12
4.1. Expected positive outcomes and benefits to be delivered by the Project .....	12
5. Finance and Procurement .....	13
5.1. Preferred procurement method for the Project.....	13
5.2. Project timeline.....	13
6. Risk and Sustainability .....	14
6.1. Major risks, and proposed mitigation strategies.....	14
6.2. Major dis-benefits including likely impacts to the community and environment.....	15
6.3. Detail any sustainability strategies that will be adopted .....	15
7. Stakeholder Engagement.....	16
7.1. Public and Stakeholder participation and consultation.....	16
7.2. Record of Stakeholder Consultation.....	16
7.3. Directly affected land owners and property acquisition.....	17
8. Compliance.....	18
8.1. List Commonwealth or State legislation triggered by the Project.....	18
8.2. Noise .....	18
8.3. Environment (Flora, Fauna, Landscaping and visual amenity) .....	19
8.4. Heritage (Aboriginal and Historic).....	19
8.5. Planning Approvals.....	20
Appendix A: Public Display Plans.....	21
Appendix B: Stakeholder Consultation and Engagement Plan.....	22
Appendix C: Community Consultation & Feedback Report.....	23

---

	Name	Signature	Date
Authorised by:	Adrian Paine		

# I. Introduction

## I.1. Project Name

Sideling Upgrade Project Stage I.

## I.2. Project Summary

**Rationale/objectives:** In 2019, the Dorset Council advocated for Commonwealth funding to: “Upgrade 24 kms of the Tasman Highway between St Patrick’s River, Targa and Minstone Road, Scottsdale. The \$50 million funding will be used to upgrade this section of the Highway to B-Double standard, predominately involving straightening of the existing alignment, addition of passing lanes and widening of the road.”

The Australian and Tasmanian Governments have committed \$50 million for the upgrading of the Tasman Highway from just south of the St Patricks River Bridge across the Sideling to Scottsdale.

An options analysis was completed including consideration of upgrading of the existing ‘Sideling’ route or alternatively constructed the new Corkerys Road route, with both options to be upgraded to B-Double standard. The preferred option selected was the upgrade of a 15km section of Tasman Highway Sideling between Minstone Road intersection and the Corkerys Road intersection.

**Location:** The Sideling Stage I project is defined as the section of the Tasman Highway (A0113) between the East and West Minstone Road intersection and the Corkerys Road intersection. This section of the Tasman Highway (A0113) sits within the following links and chainages:

Link 84: Myrtle Bank Road 11.76 – Wish Wilson Road 0.00, and

Link 82: Wish Wilsons Road 12.58 – East Minstone Road 1.97.

**Key Benefits:** The Sideling upgrade will improve travel time reliability for commercial operators and the travelling public between Bridport, Scottsdale and Launceston. Safety for heavy vehicles and general road users by providing wider lanes and sealed shoulders. Road alignments by widening corners and the driving experience and access for local road users, freight operators and tourists.

**Progress to Date:** Stage I of the Sideling upgrade project has been split into two portions (Section 1 and Section 2) to allow construction to commence at an earlier date. Development of the design for Stage I – Section 1 has been completed and design development activities for Stage I – Section 2 are underway. The first of two public displays took place in September 2021 which has allowed the community to provide feedback on the design of Section 1.

---



Figure I: Location of the Sideling upgrade project Stage I



Figure 2: A3 Sideling from the Minstone Road intersection to the Corkerys Road intersection

### I.3. Project Location

The location of the Sideling is provided in Figure 1 and 2. The geographical coordinates are:

Eastern end: 542046.97E, 5441872.51N

Western end: 536046.73E, 5432535.90N

### I.4. Related Projects and Strategic Context

There are no related projects.



## 2. Project Scope

### 2.1. Problem/ Opportunity Statement

Planning studies, with extensive community consultation undertaken in the early 2000s identified the Bridport Main Road as the primary freight route, the Lilydale/ Golconda Roads as a general access route and the Tasman Highway as having characteristics more of a local connector and tourist access route, with the primary function of connecting local townships on the route.

The Tasman Highway Sideling route has been identified as a barrier to the economic prosperity of the region. The key problems attributed to the Tasman Highway Sideling route are:

Safety:

- Deficient horizontal and vertical geometry,
- Deficient road width
- No rest areas,
- No overtaking opportunities,
- Mass limitation for Heavy Vehicles.

Economic growth and competitive disadvantage (access to markets) attributed to current road access:

- Low travel speed and increased travel time,
- Changes in industry (Food manufacturer, sawmill and dairy factory closed, container port moved to Burnie, industries moved closer to Bell Bay),
- Connectivity to Launceston and Northern Ports, and
- Impacts on tourism – noting key attractors of Derby (bike trails) and Barnbougle (golf).

Freight travel time and associated costs:

- Challenging terrain of the Sideling route, and
- Southbound freight is currently routed through Bridport Main Road and Launceston.

### 2.2. Options Evaluation

An Investment Logic Mapping (ILM) workshop with participation from key stakeholders resolved that the most appropriate way to address the key challenges was to introduce the concept of a “long term” staged approach to delivering the best value outcomes.

The ILM process confirmed that an upgrade of the existing Sideling route to B-Double standard, and including the Corkerys road option, would reduce freight costs, improve safety and lessen barriers to economic growth.

The first stage works proposed would be the upgrade of the Sideling route between East/West Minstone Road (Scottsdale) through to the “Lookout” on the Sideling. Based on the options analyses this section of road can likely be upgraded within the confines of the available grant funding (\$50M).

---



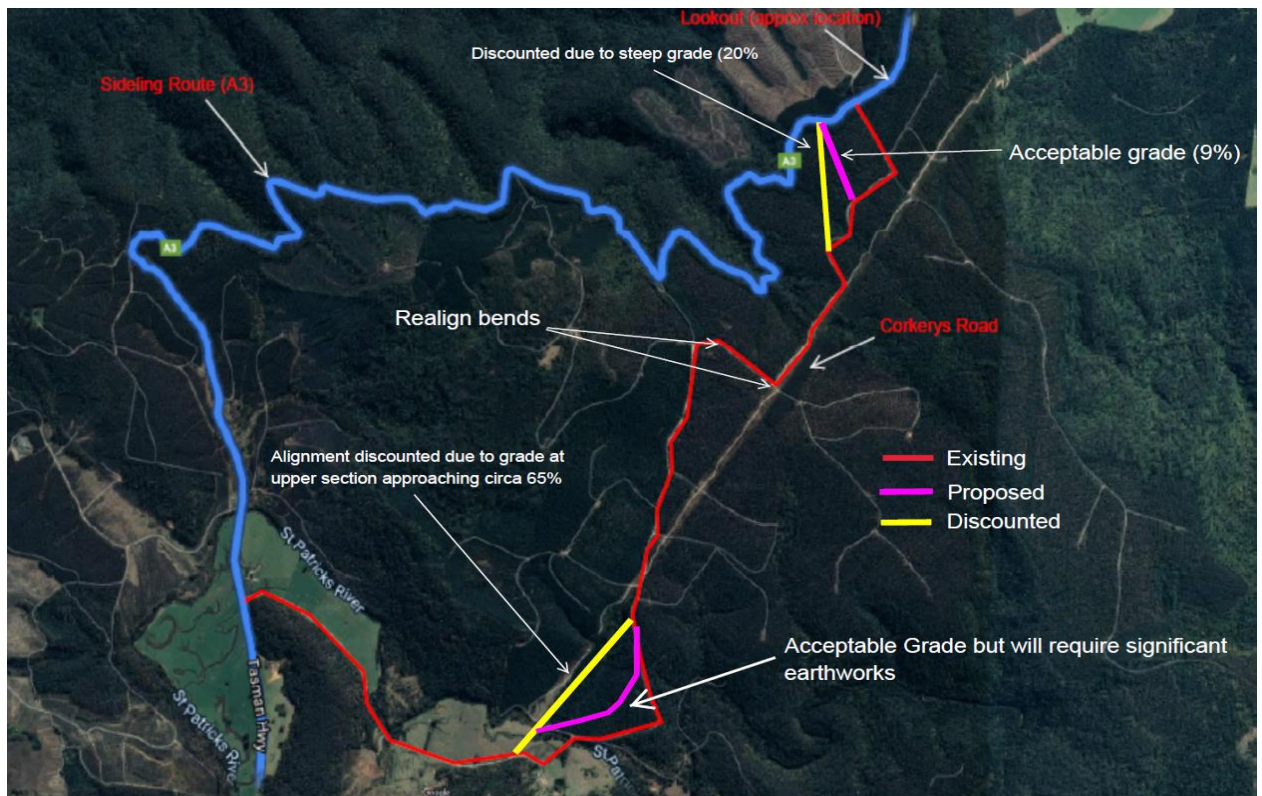


Figure 3: Options reviewed for the Sideling and Corkerys Road options



Figure 4: Possible realignment between the Sideling Lookout and Minstone Road discounted due to a vertical grade of 15% over a 700m length of road



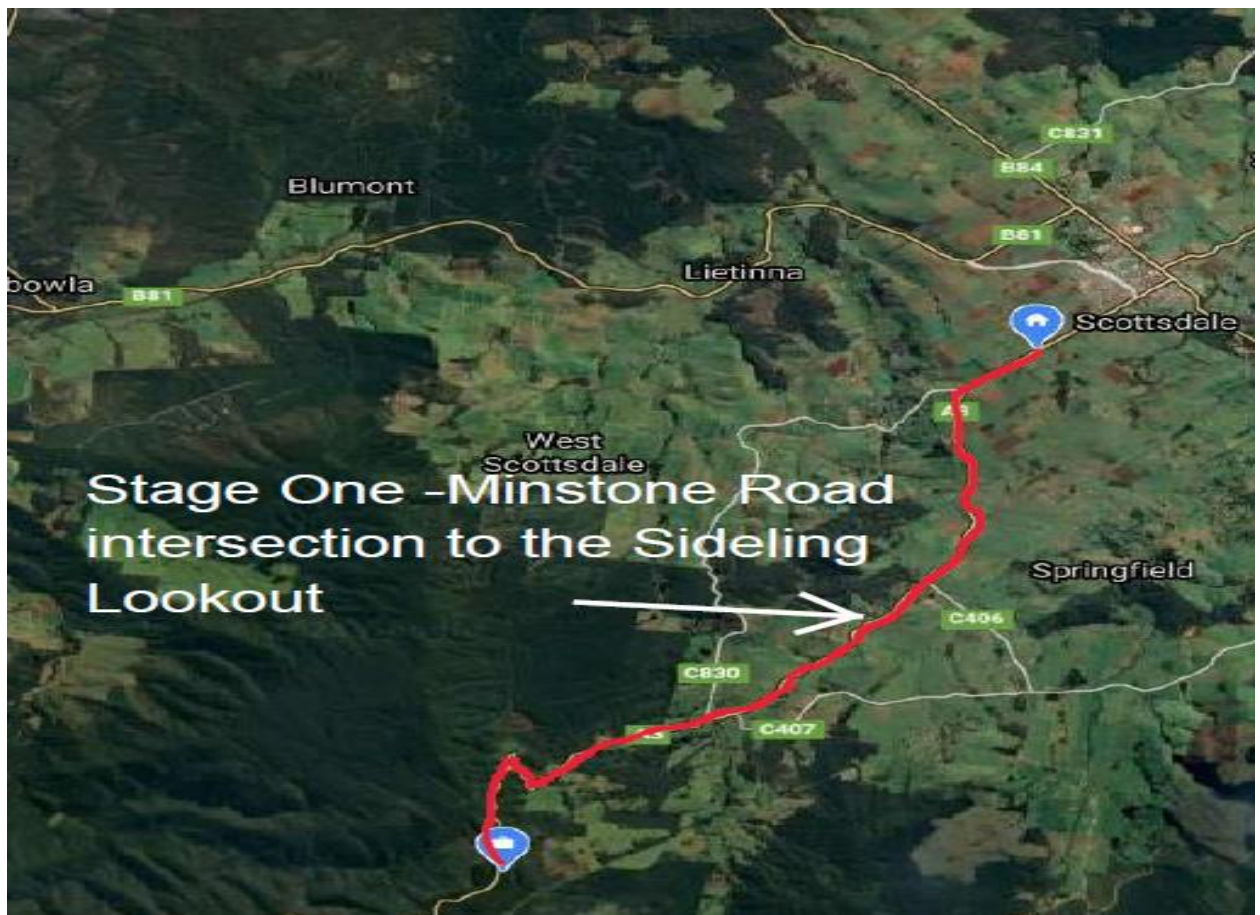


Figure 5: Stage I - Minstone Road to the Sideling Lookout

An economic assessment was undertaken which confirmed that the options to upgrade the Sideling route and Corkerys Road option are both feasible and can be upgraded to B-Double standard conforming to the Austroads Guidelines and the National Heavy Vehicle Regulator Performance Based Standards Scheme.

### 2.3. Scope of Project

The scope of the project is to upgrade the Tasman Highway from the East/West Minstone Road intersection through to the Sideling lookout to B-double standard.

The full design will include all works required to conform to the appropriate standards including, but not limited to, road alignment, road width, pavement condition, sealing requirements and all safety aspects.

Consideration will be given to the location of heritage landscape features, heritage listed structures, cultural heritage considerations, utility services, threatened flora and fauna and impacts on prime agricultural land.

### 3. Project Cost

#### 3.1. Overall Project Cost Summary Table

	P50 (\$m AUD)	P90 (\$m AUD)
Base Cost Estimate	\$37,867,119	\$37,867,119
Contingency	\$7,156,881	\$10,079,481
Total Project Cost Estimate	\$45,024,000	\$47,946,600
Escalation	\$1,846,642	\$1,990,565
Total Outturn Cost Estimate	\$46,870,642	\$49,937,165

#### 3.2. Budget profile for the Project

##### Financial Year Forecast Milestone Requirement \*

P50 Outturn (or Actual as appropriate)		FY2020/ 21	FY2021/ 22	FY2022/ 23	FY2023/ 24	FY2024/ 25	Balance of Commitment** (\$m)
		(\$m)	(\$m)	(\$m)	(\$m)	(\$m)	
	Australian Government contribution	0	\$5m	\$10m	\$12m	\$13m	\$40m
	State Government contribution	0	0	\$5m	\$5m	0	\$10m
	Other contribution (provide detail)	0	0	0	0	0	0
	Total		\$5m	\$15m	\$17m	\$13m	

\* Payment of Australian Government funding will be subject to the achievement of Project milestones determined in consultation between Commonwealth and state officials.

\*\* To be made available on demonstrated need.

## **4. Project Benefits**

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

Delivery of the upgrade of the Stage I Tasman Highway Sideling route will:

- Improve freight access to key freight hubs and reduce travel times and associated costs,
  - Increase the economic prosperity of the North East by improving access in providing a safe and compliant access route with reduced travel times to and from Launceston and access to key link roads, and
  - Improved safety by ensuring road upgrade is compliant with the appropriate contemporary standards.
-

## 5. Finance and Procurement

### 5.1. Preferred procurement method for the Project

A Construct only procurement model will be adopted for the delivery of this project in accordance with the Departments' AS2124 contract.

### 5.2. Project timeline

Indicative dates Activity	Timeline
<b>Stage 1 Section 1</b>	
Survey and Investigations	June 2021 – September 2021
Public Consultation	September 2021
Concept design development	July 2021 – October 2021
Request for Tender	October 2021
Award Construction contract	December 2021 *
Commencement of works	January 2021
Practical completion of works	May 2023
<b>Stage 1 Section 2</b>	
Survey and Investigations	December 2021 – January 2022
Public Consultation	February 2022
Request for Tender	June 2022
Award Construction contract	August 2022
Commencement of works	September 2022
Practical completion of works	Late 2024

\* Contract Award is pending securing of necessary approvals including Parliamentary Standing Committee Public Works, development application and completion of services relocations.

---

## 6. Risk and Sustainability

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

A project risk register has been produced. A risk workshop was conducted on 10 June 2021 to inform this risk register. Table F-I outlines the impacts and proposed mitigation strategies for some of the key risks identified to enable successful delivery of the project.

**Table F-I: Major Project Risks and Proposed Mitigation Strategies**

<b>Risk Event</b>	<b>Potential Impact of Risk</b>	<b>Risk Mitigation Strategy</b>
The project outputs cannot be delivered within the allocated project budget or cash flows.	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 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.
Investigation of the existing pavement identifies significant areas of underperforming pavement.	Scope of project required to be reduced, minimising the benefits of the project.  Alternatively, additional funding sources would need to be explored.	Deflectograph testing early during development phase. This identified regions of acceptable and unacceptable pavement.  A pavement design is currently being completed considering the findings of the investigations.
Significant property acquisition is required to achieve desired pavement widths.	Additional cost in land acquisition.  Landowner grievances.	Investigate road corridor widths and property boundaries early in the Development Phase.  Utilise design methods which minimise the impact of potential property acquisition.  Development of a Stakeholder and Community Engagement Plan and early engagement with landowners.
Extensive service relocations are required.	Increased construction cost.	Conduct DBYD and survey early in the Development Phase to identify potential asset relocations required.  Conduct early engagement meetings and discussions with asset owners to ensure no miscommunication, and all possible options for relocation are explored.
Latent Conditions	Scope of project required to be reduced, minimising the benefits of the project.  Alternatively, additional funding sources would need to be explored.	Geotechnical conditions have been assessed throughout design with further investigations to be completed through construction.  Construction program has allowed for two construction seasons to account for the shutdown period over the winter months

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

There are no major dis-benefits of the project.

Several potential environmental impacts were investigated during the scoping and development phases; however, the design has avoided significant impacts where possible. The construction contract documents include protection and advice measures where relevant.

There will be short term, minor impacts on the road user community during the construction phase, as speed limits will be reduced to manage safety of road workers and road users. Large vehicles such as semi-trailers will not be able to travel through the site during the construction works due to the need to maintain safe separation between vehicles and workers.

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

The Department of State Growth embeds sustainability in all their activities. For the Tasman Highway Sideling Upgrade project, sustainability initiatives will be considered by the nominated designer and contractor, during the Development and Delivery Phases. Potential initiatives include consideration of:

- Identification and protection and/or rehabilitation of protected or threatened flora and fauna habitats, as prescribed by the *Environment Protection and Biodiversity Conservation Act 1999* if required
  - Native plants will be used in any landscaping
  - Stormwater management identified in the design (reduce runoff volume and flow) and adopted during construction
  - Reusing material on site
  - Alleviation of greenhouse gas emissions and improvements in air quality through the more efficient running of heavy vehicle freight along the connector road
  - Sourcing material locally.
-



## 7. Stakeholder Engagement

### 7.1. Public and Stakeholder participation and consultation

A Stakeholder and Community Engagement Plan (SCEP) has been prepared and approved for this project in accordance with the State Roads Stakeholder and Community Engagement Framework and adopts the practices developed by the International Association of Public Participation (IAP2).

The SCEP is a whole of project document that is continually updated and managed throughout each phase of the project. The SCEP identifies the timing and outcomes of consultation as part of a transparent and well-planned decision-making process and informs stakeholders throughout the project.

### 7.2. Record of Stakeholder Consultation

Date	Type of Consultation (stakeholders invited i.e. industry, community)	Issues Raised	Management Plan
06/07/21	Presentation to Dorset Council (DC)	Location for the public display, lines of communication for the project, advertising of the public display, monthly meetings with DC	Monthly meetings or as required with DC, decision to hold public display in DC chambers – liaise to arrange, develop communication materials
15/07/21	Project Introduction letters	Notification letters mailed out to all stakeholders	Consultant to respond to project queries.
20/07/21	Permit to enter Notifications	Permit to enter letters mailed to stakeholders for signed approvals for investigation works.	Consultant to attempt contact with stakeholders 3 times before requesting permission to enter from Minister.
02/08/21	Presentation to City of Launceston Council (LCC)	LCC had no issues as the project did not impact them at this stage due to a lack of funding for the remainder of the Tasman Highway. They informed the Department no further project updates/consultation was necessary.	N/A
8/9/2021	Public Display 1	Attended by 42 community members. Questions focused on the alignment of the road, provision of passing lanes, passing bays, concerns around the quality of pavement and land acquisition. Concerns around the lack of details provided at this stage.	Develop and keep FAQ's up to date. Stakeholder questions answered in line with approved FAQ responses. Design concerns passed onto the design team for consideration. Consideration to be given to a further public display on completion of the concept design of Section 2.

\* Public Display 2 will be held in February 2022

---

### **7.3. Directly affected land owners and property acquisition**

Consultation has commenced with directly affected landowners and consultation will continue as the project progresses in accordance with the Stakeholder Consultation and Engagement Plan.

A Notice of Accommodation Works will be provided to all directly affected landowners that summarises how the landowner will be impacted by the project and how the proposed design will manage these impacts.

Property acquisition is likely to be required along areas of the project where the existing road corridor is of insufficient width to accommodate the proposed increased road cross section. Approximately four properties will be acquired in Section 1 and approximately eighty properties in Section 2 with the majority of acquisitions resulting in only a minor incursion on the property road frontage to allow for road widening.

Property acquisition requirements will be communicated to the affected landowners and undertaken in accordance with the Land Acquisition Act 1993 using the compulsory acquisition process.

---

## 8. Compliance

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

A Natural Values Assessment (NVA) has been prepared, which involved surveying the site in order to carry out a flora and fauna habitat assessment of the survey area. The NVA indicates that the proposed road works will:

- not impact on any Threatened Vegetation Communities, identified under the EPBCA or the *Tasmanian Nature Conservation Act 2002* (NCA);
- not impact on any threatened flora species identified under the EPBCA or the *Tasmanian Threatened Species Protection Act 1995* (TSP);
- have no direct impact on threatened fauna or any critical habitats for threatened fauna.

The NVA demonstrates that there are 9 large Eucalyptus trees within the vicinity of the works, with hollow bearing potential to occur. Only one of these trees exhibits hollows suitable for nesting and will not be affected by the proposed works. The NVA indicates that there have been unconfirmed reports of a nearby Wedge-tailed eagle nest and recommends that an aerial survey to determine the presence and activity status of eagle nests in the vicinity of the survey area. Since the NVA was finalised, the eagle's nests have been surveyed and one of these nests was found to be active. An additional line of sight survey was undertaken which identified that the eagle's nest had no line of sight to the Tasman Highway and, therefore, would not be impacted by the works.

### 8.2. Noise

The Department uses the Tasmanian State Road Traffic Noise Management Guidelines to manage traffic noise on State Roads. The Guidelines have been endorsed by the Environment Protection Authority (Tasmania).

The Department has applied the Guidelines and determined that the project does not trigger any requirements for noise mitigation, being a safety upgrade of an existing road. Notwithstanding this and the nature of the proposed works, the operational noise generated once construction is completed is not considered likely to increase significantly.

---

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

As indicated in subsection 8.1 above, the project will have no impact on threatened vegetation communities or threatened flora species and will have no direct impacts on threatened fauna or any critical habitats for threatened fauna.

In order to mitigate impacts on natural values and to be consistent with the recommendations of the NVA, the construction contractor will provide and implement a Construction Environmental Management Plan which will be prepared in accordance with the Department of State Growth Standard Specification 176 – Environmental Management (May 2017), and will include provisions to:

- ensure that all works and vegetation clearance will be limited to the extent shown in the approved plans;
- ensure batters and other exposed areas are revegetated and stabilised using rootstock, seed and topsoil derived from the clearing process;
- provide a summary of erosion and sedimentation measures;
- remove all large trees outside of the Tasmanian masked owl nesting season and follow best practice management when felling trees ensuring all operations are conducted in accordance with the Department of State Growth Standard Specification 201 – Site Clearing. Alternatively, an assessment of the hollows completed by a consultant ecologist may be conducted to identify Tasmania Masked Owl nests. If inactive, the trees may be removed throughout construction;
- If potential dens for species such as the Tasmanian devil, the eastern quoll and/or the spotted-tailed quoll are identified within 50 m of the impact area during works, appropriate advice will be sought on a course of action from DPIPW and/or consultant ecologists; and
- implement a Weed Management Plan to ensure that weed and hygiene management for the project comply with the *Weed Management Act 1999*, including pre-treatment for Spanish Heath (*Erica lusitanica*).

The most significant views of the proposed road widening works will be from traffic using the road. The vegetation clearance will be mitigated by the remaining large tracts of existing forest (along most of the alignment) or pasture land (at the northern end). When viewed from the road, the current landform is characterised by higher or lower areas adjacent the road, covered in existing vegetation. Post-development, the view from the road will be typical for a highway and softened when the exposed areas are revegetated. This design approach is aimed at providing a safer road, while mitigating impacts on natural and scenic value.

### 8.4. Heritage (Aboriginal and Historic)

An Aboriginal Heritage Desktop Assessment prepared by Aboriginal Heritage Tasmania (Job Number 21243066) has not identified any registered Aboriginal relics or apparent risk of impacting Aboriginal relics. The assessment recommends that an Unanticipated Discovery Plan be implemented during ground disturbance or excavation activities, should Aboriginal relics be uncovered.

A review of LISTmap indicates that the proposed road alignment:

- Does not traverse any identified local heritage places or precincts, and that the Local Historic Heritage Code does not apply; and
  - Does not traverse any heritage places or precincts identified under the State Heritage Register.
-

## 8.5. Planning Approvals

Under the Dorset Interim Planning Scheme 2013:

- Significant portions of the proposed development are exempt from a planning permit under:
  - Sub-clause 5.2.4 road works; and
  - Sub-clause 5.2.5 vehicle crossings, junctions and level crossings; and
  - Sub-clause 5.2.8 minor upgrades to linear infrastructure.
- A planning permit application must be submitted for the works not exempted by the above-mentioned sub-clauses (i.e. for most of the road widening works, vegetation clearance which is located more than 3m outside the existing road reserve, minor upgrades where threatened vegetation or heritage places are not impacted).

The permit application is currently being prepared in the event the works are not exempt.

---

# Appendix A: Public Display Plans

# Tasman Highway Sideling Road Upgrade Project

## Background

The Australian and Tasmanian Governments have provided \$50 million to upgrade 15 km of the Tasman Highway between Scottsdale and Launceston.

## Design

Stage 1 will be delivered in two sections.

- Section 1: 500 m south-east of the Scottsdale Lookout to Whish-Wilson Road.
- Section 2: Whish-Wilson Road to Minstone Road.

## Project benefits

This safety upgrade is focused on improving:

- travel times for commercial and social purposes between Bridport, Scottsdale and Launceston
- safety for heavy vehicles and general road users by providing general road widening and sealed shoulders
- road alignments by widening highway curves
- the driving experience and access for local road users, freight operators and tourists.

## Stage 1 Timing

### Section 1

Surveys and investigations: July – August 2021

Public consultation: 8 September – 22 September 2021

Tender release: October 2021

Construction start: December 2021

Construction completion: Early 2023

### Section 2

Surveys and investigations: October – December 2021

Public consultation: 8 September – 22 September 2021

Tender release: Mid – Late 2022

Construction start: End 2022

Construction completion: Mid 2024

## Further information

Web: [www.transport.tas.gov.au/TasmanHighwaySideling](http://www.transport.tas.gov.au/TasmanHighwaySideling)

Email: [engagement@pittsh.com.au](mailto:engagement@pittsh.com.au)



# Tasman Highway Sideling Road Upgrade

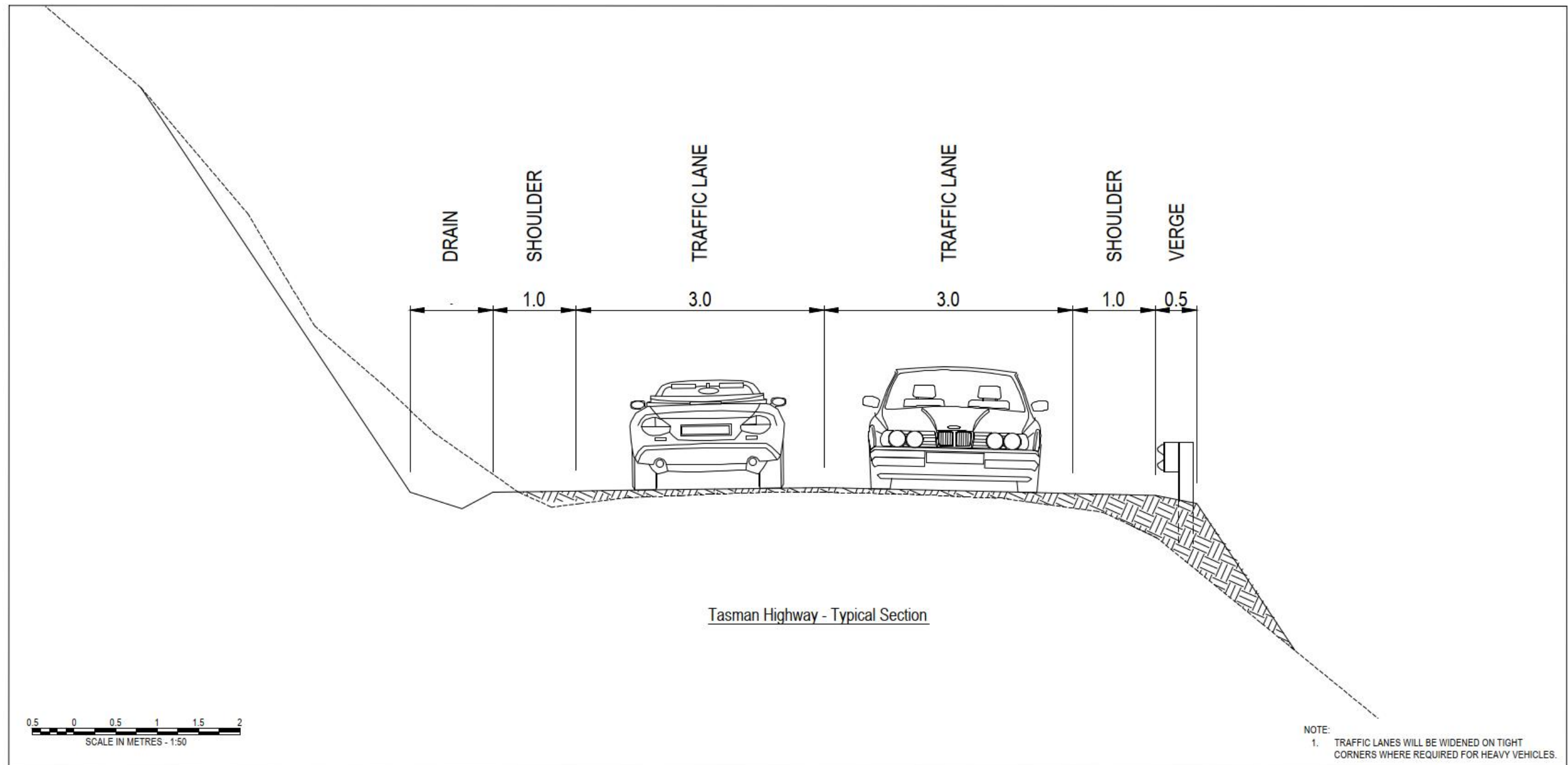
Location map of Stage I - section 1 and section 2





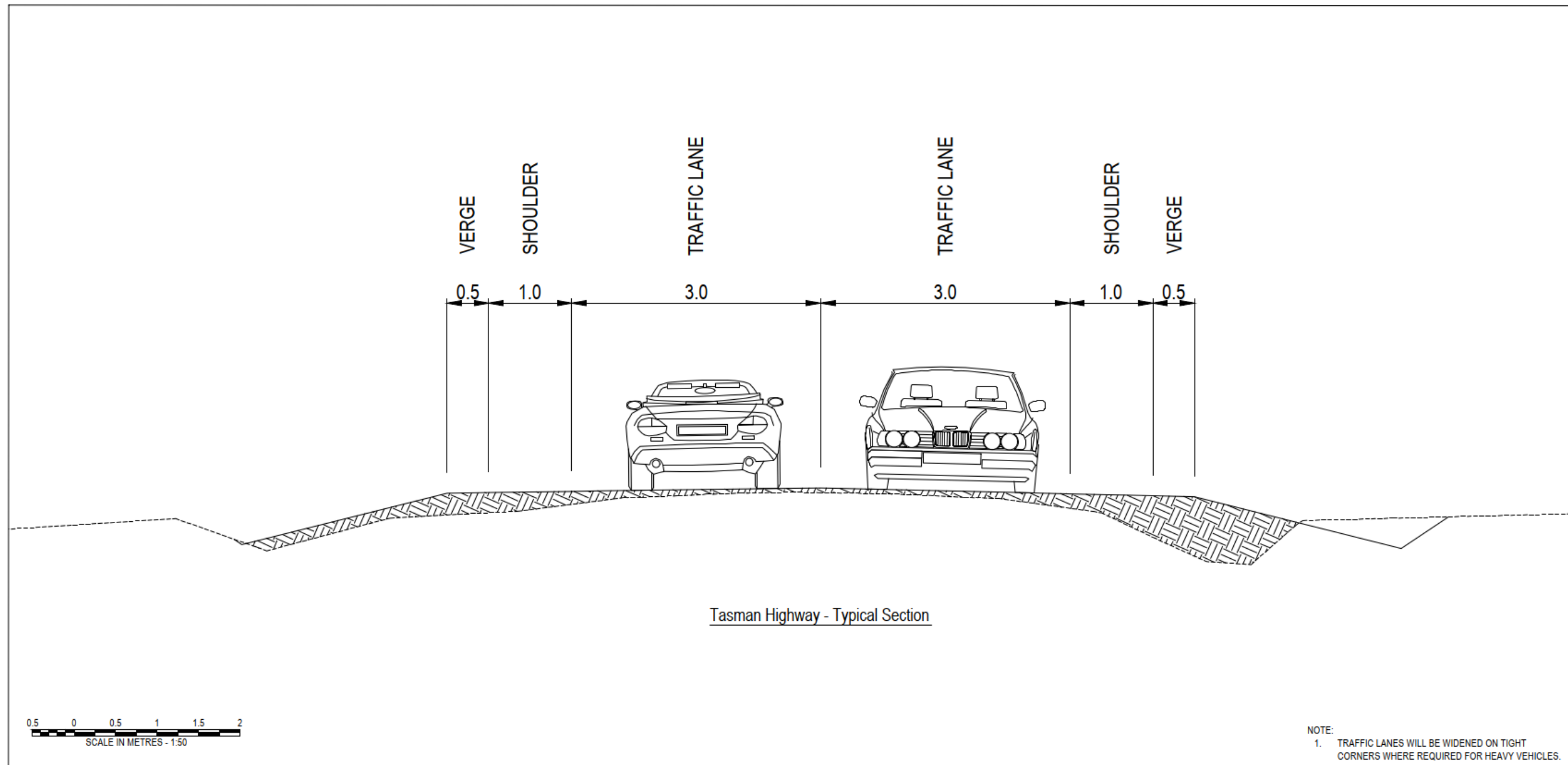
# Tasman Highway Sideling Road Upgrade

Stage I – section I typical cross section



# Tasman Highway Sideling Road Upgrade

Stage 1 – section 2 typical cross section



# Appendix B: Stakeholder Consultation and Engagement Plan

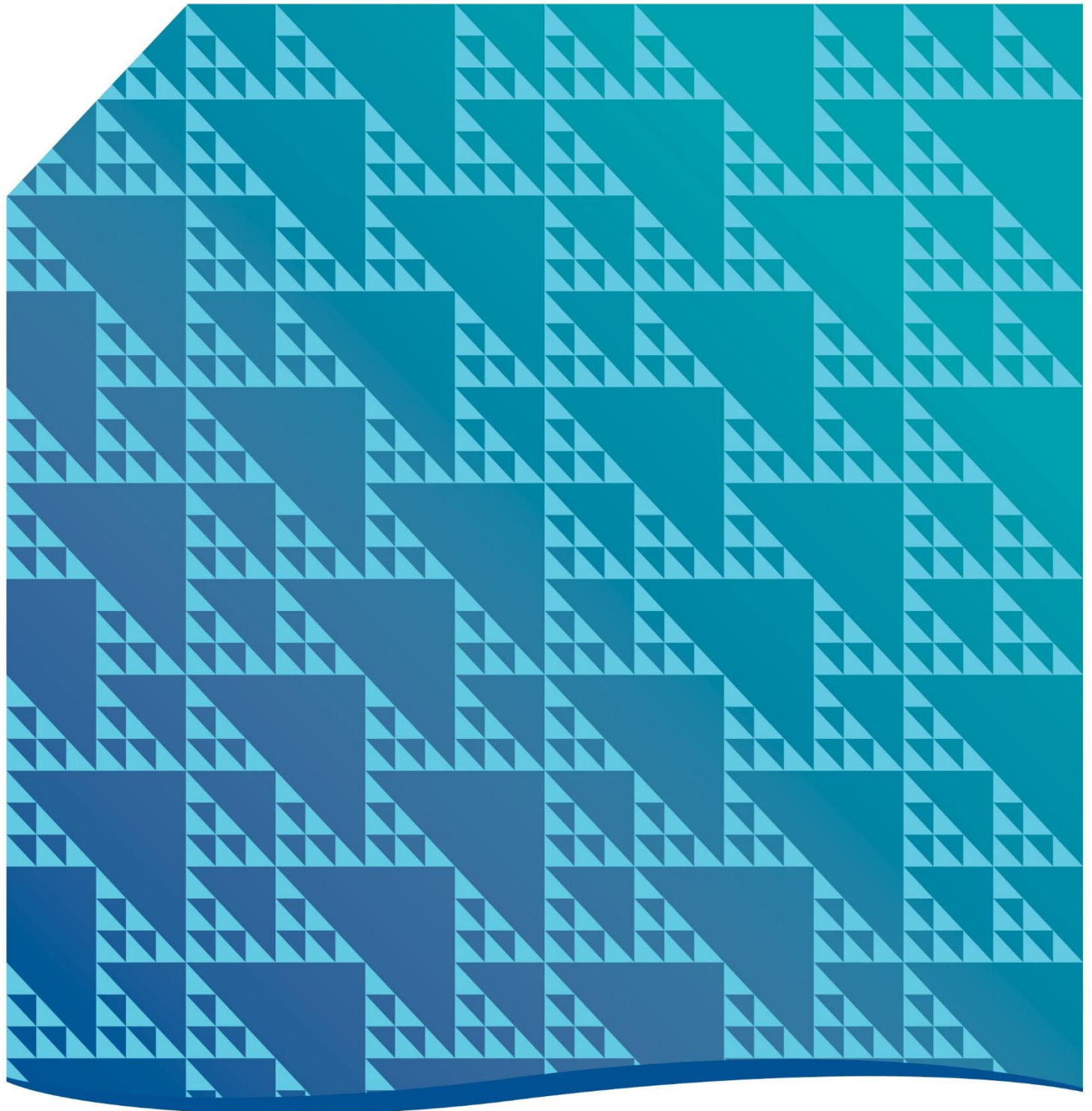
Sideling Upgrade Project Stage One

June 2021

Development Phase  
Stages 1a and 1b

Revision F

# Stakeholder and Community Engagement Plan



## Contents

<b>Stakeholder and Community Engagement Plan.....</b>	
Project contact list .....	1
Document revisions .....	1
Level of involvement .....	2
<b>Introduction .....</b>	<b>3</b>
Project overview and objectives.....	3
Background .....	3
Project benefits .....	2
Project location.....	3
<b>Stakeholder engagement .....</b>	<b>4</b>
Engagement objectives .....	5
Key messages.....	5
Stakeholder risk and opportunities analysis.....	7
Community involvement - tools and methods.....	20
Action Plan.....	22
Escalation process .....	25
Reporting and evaluation .....	26

## Project contact list

Name	Position	Contact Details
Jane Hicks	State Growth Project Sponsor	<a href="mailto:Jane.hicks@stategrowth.tas.gov.au">Jane.hicks@stategrowth.tas.gov.au</a> 0457 904 461
Adrian Mythen	State Growth Project Manager	<a href="mailto:Adrian.Mythen@stategrowth.tas.gov.au">Adrian.Mythen@stategrowth.tas.gov.au</a> 0499 076 321
Kristin Raw	State Growth Stakeholder Communications Manager	<a href="mailto:kristin.raw@stategrowth.tas.gov.au">kristin.raw@stategrowth.tas.gov.au</a>
Sarah Davidson	State Growth Team Leader Stakeholder Engagement	<a href="mailto:Sarah.Davidson@stategrowth.tas.gov.au">Sarah.Davidson@stategrowth.tas.gov.au</a> 03 6166 3175
Xavier Devereaux	pitt&sherry Project Manager	<a href="mailto:xdevereaux@pittsh.com.au">xdevereaux@pittsh.com.au</a> 0447 036 432
Alexandra Poate	pitt&sherry Team Leader – Stakeholder Engagment	<a href="mailto:apoate@pittsh.com.au">apoate@pittsh.com.au</a> 0490 442 213
Stephanie Lawson	pitt&sherry Senior Stakeholder Engagement Consultant	<a href="mailto:slawson@pittsh.com.au">slawson@pittsh.com.au</a> 0482 166 434

## Document revisions

REV	DATE	DETAILS
A	07 June 2021	Draft for discussion purposes
B	16 June 2021	Updates as per verbal discussion & comments
C	24 June 2021	Update as per email 16.06.21 from Elisha Warren and as per meeting 23.06.21
D	29/06/21	Update as per comments within report email 25.06.21 from Sarah Davidson
E	07/08/21	Update as per comments within report email 02.07.21 from Sarah Davidson and email 07/07/21 from Adrian Mythen
F	01/08/21	Update in line with project progression



	NAME	DATE	SIGNATURE
Prepared by:  (Consultant / Contractor)	Stephanie Lawson	24 June 2021	<i>SLawson</i>
Reviewed by:  (Project Services)			
Approved by:  (Stakeholder Engagement Officer or Stakeholder Engagement Team Leader if low profile or Stakeholder Communications Branch Manager if high profile)	Sarah Davidson	2 July 2021	By email

## Level of involvement

The International Association for Public Participation (IAP2) has developed a Public Participation Spectrum to demonstrate the possible types of engagement with stakeholders and communities. The IAP2 spectrum also shows the increasing level of public impact as engagement progresses from 'inform' through to 'empower'.

With a commitment to effective community engagement as part of State Roads core business through project planning, development, design, construction and completion, the engagement strategies and supporting materials outlined in this document will uphold the IAP2 model.

The level of engagement for the Development Phase of this project is 'consult' for adjacent landowners impacted by land acquisition, and 'inform' for the broader public.



# Introduction

## Project overview and objectives

The project involves upgrading the Sideling route, in particular the section of road between the Minstone Road intersection to the Sideling 'Lookout'. As well as improving the overall condition of the road for all road users, the project will ensure the road can safely accommodate heavy vehicles up to a B-Double size. The following road issues have been identified:

- Poor sight distance
- Narrow geometry
- No rest areas
- No edge lines (linemarking)
- No safety barriers
- Vegetation / rocks on road
- No overtaking opportunities
- Truck difficulty negotiating corners
- Lack of driver awareness
- Drainage issues
- Road failures (slumps)
- Weight issues for B-Doubles

The project will address these issues through the development of concept designs, and drawings to detailed designs in compliance with our processes and requirements typical for a project of this nature. Specific activities will include road widening, strengthening and sealing of shoulders, and pavement upgrades.

The project objectives are to promote inter-generational economic and social benefits in the North East region of Tasmania through the upgrading of access to the region. Improved access shall be the catalyst for un-tapping agricultural potential and improving socio-economic benefits through tourism growth and business productivity improvement opportunities.

## Background

Dorset Council has been successful in securing \$50 million in joint Australian and State funding to upgrade approximately 24 kilometres of the Tasman Highway (A3) between the St Patricks River Bridge and Minstone Road, Scottsdale (*Ref. Tasman highway sideling upgrade to B-Double standard \$50 million state and Australian funding commitment March 2019 Dorset Council*).

It is proposed that the joint Australian and Tasmanian funding will be used to upgrade this section of the highway to B-Double standard<sup>1</sup> to:

- Increase safety for road users
- Facilitate B-Double use through the provision of
  - Sealed shoulders for 14.4km road; and
  - Pavement upgrades.

The existing pavement will be rehabilitated where necessary to provide a design life of 20 years.

An initial assessment and review by Dorset Council officers and Department of State Growth personnel of the existing Sideling route between the St Patricks River (bridge) and the Minstone Road, Scottsdale highlights a

---

<sup>1</sup> With reference to the Tasmanian 26m B-Double Network, this section of road is gazetted as being a restricted road due to its geometry.

number of challenges including, steep slopes, drainage management issues, narrow and steep sections and tight bends (challenging geometry). The section between the 'Sideling' track turn off and the Minstone Road, Scottsdale (circa 12km) may require land acquisition.

Dorset Council officers have proposed an alternative route utilising Forestry and Council managed roads. This alternative route is colloquially referred to as Corkerys Road.

The Corkerys Road route was initially proposed as an alternative route in late 1989 and the Tasmania Government State Roads Division undertook an investigation with respect to feasibility and costs – "Tasman Highway Launceston to Scottsdale Sideling Deviation Investigations 1990". This report recommended that the benefit/cost figures for the deviation suggested that it is economically viable and it also appears topographically viable (NB – not assessed for B-Double requirements).

This project will assess the economic viability of upgrading both routes to a B-Double standards, taking into account topography, geology and risk. The selection of the viable option will allow for the completion of a final design and planning requirements (compliance, stakeholder management, environmental and heritage requirements, etc).

### **Options Analyses**

An options analysis was undertaken to examine various route options for the development of a B-Double standard road. The two preferred options were identified as:

- upgrade of the existing 'Sideling' route; and
- Corkerys Road route.

The cost estimates for both options were similar. Both significantly exceeded the \$50 million funding.

An Investment Logic Mapping workshop identified ways to maximise benefits of the funding commitment (\$50M). An upgrade of the existing Sideling route in a staged approach from the A3 Minstone road intersection (near Scottsdale) through to the intersection of the A3 and the access Road (Corkerys Road, 550m south-east of the Scottsdale 'Lookout') was confirmed as achieving the key objective of maximising benefits of the available grant funding (\$50M).

The project would be undertaken in two stages:

- Stage 1a (4.55km): From the intersection of the Tasman Highway and the access road (550m south-east of the Scottsdale 'Lookout') to the intersection of the Tasman Highway and Whish-Wilson Road.
- Stage 1b (10.61km): From the intersection of Whish-Wilson Road to the intersection of Minstone Road.

This will allow the Stage 1a concept design to be completed by October 2021 and will likely allow for construction activities to commence in the 2021/2022 financial year (tender documentation complete by December 2021).

Stage 1b design works will follow Stage 1a, with the concept design for Stage 1b completed by February 2022, detailed design works from complete by July 2022 and therefore allowing construction works to continue from the Stage 1a.

There is no funding committed from State or Australian Government for Stage 2 of the project.

Dorset Council has confirmed acceptance of this approach.

## **Project benefits**

The Sideling upgrade will promote inter-generational economic and social benefits in the North East region of Tasmania through the upgrading of access to the region. Improved access shall be the catalyst for un-tapping

agricultural potential and improving socio-economic benefits through tourism growth and business productivity improvement opportunities.

## Project location

The project is located on the Tasman Highway, south-west of Scottsdale in the north-east of Tasmania.

The Tasman Highway is 410 kilometres in length and connects the major cities of Hobart and Launceston, via the north-eastern and eastern coasts of the state (see Figure 1).

The project is located in the Dorset local government area, Bass electorate and includes the suburbs/localities of Springfield and Scottsdale.

This section of the Tasman Highway is a Category 3 State Road with a posted speed limit of 100 km/h.

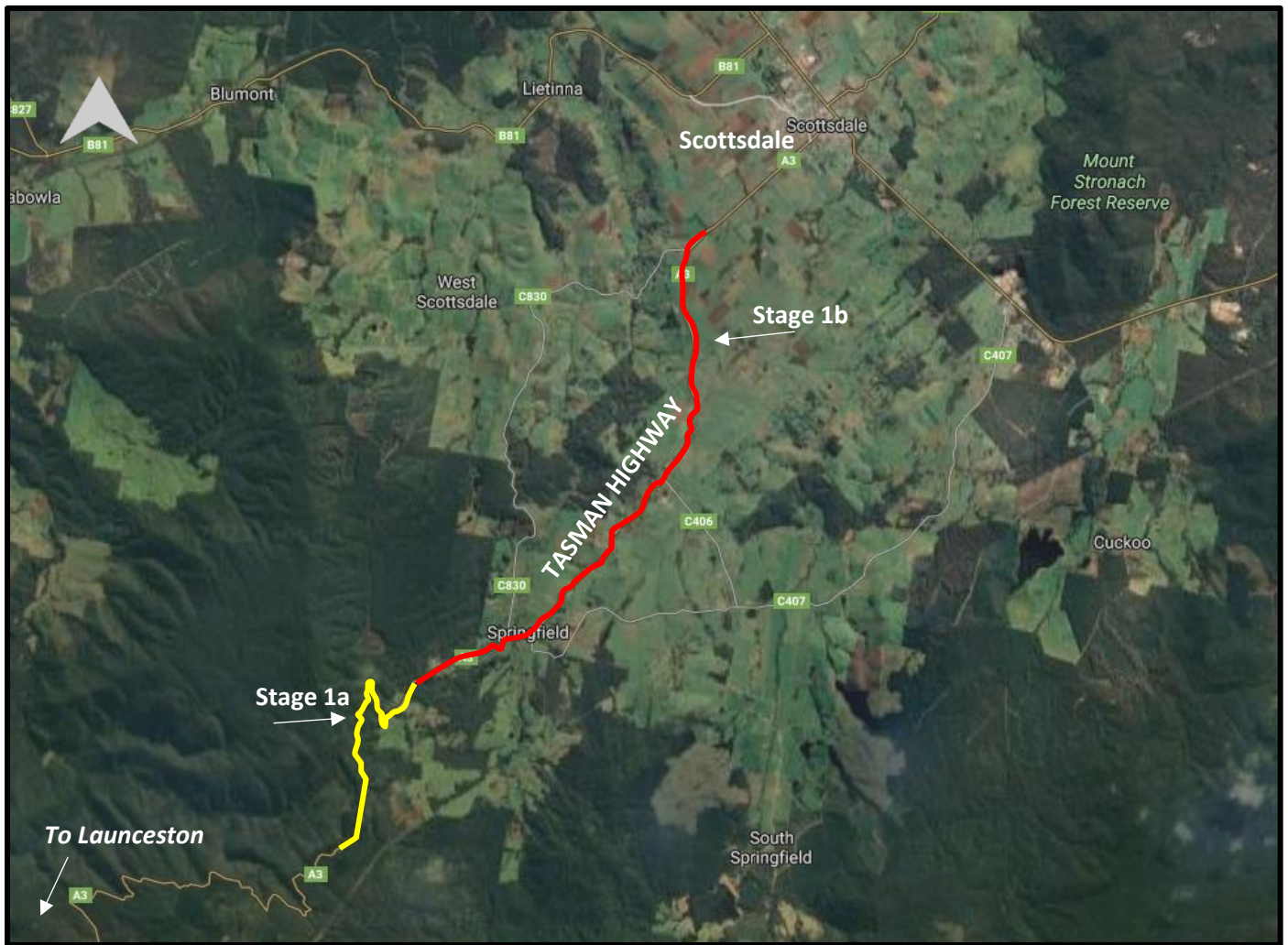
Road Links:

Stage 1a, Link 84 Chainage 0 to 4.55

Stage 1b, Link 82 Chainage 1.97 to 12.58

The average annual daily traffic using this road is 1,139 vehicles per day, with 15.5 per cent being heavy vehicles. This data was recorded in 2018.

The adjacent land is Forestry, DPIPWE, residential and agricultural.



**Figure 1: Project stage locations**

# Stakeholder engagement

## Engagement objectives

The engagement objectives for Stages 1a and 1b are as follows:

- To identify and engage productively with all impacted and interested stakeholders to design a fit for service product with understood and planned-for impacts.
- To explain to stakeholders the benefits and objectives of the engagement and the project.
- To provide regular updates to key stakeholders to maintain an open and ongoing relationship.
- To let stakeholders know how their input, such as local knowledge and safety concerns were considered in project decisions, including design.
- Early identification of potential local stakeholder issues and implementation of appropriate mitigation strategies.

## Key messages

### Overall project messages

- The Australian and Tasmanian Governments have committed \$50 million in joint funding to upgrade 15 kilometres of the Tasman Highway between Corkerys Road intersection (500 metres North West of the Sideling Lookout) and Minstone Road, Scottsdale
- This project will improve safety for all road users by providing general road widening, lane widening on tight curves and sealed shoulders.
- The project will bring the road up to a standard acceptable for heavy vehicle usage. This will result in benefits such as improved freight efficiency and a decrease in freight costs through reduced travel times
- The upgrade will improve the driving experience and access for locals and visitors to the area
- The project will be delivered in two stages;
  - Stage 1a (4.55km) is from the intersection of the Tasman Highway and the access road (550 metres south-east of the Scottsdale 'Lookout') to the intersection of the Tasman Highway and Whish-Wilson Road.
  - Stage 1b (10.61km) is from the intersection of Whish-Wilson Road to the intersection of Minstone Road.
- Survey investigation works will be carried out from Monday, 12 July 2021. Traffic management will be in place while the surveying takes place, including a reduced speed limit to ensure the safety of workers and road users, and will be designed to minimise impacts on traffic. Please keep to speed limits and follow the directions of traffic controllers and signs.

### Stage 1a

- It is expected that Stage 1a will start construction in December 2021 and be completed by early 2023.

### Stage 1b

- It is expected that Stage 1b will start construction in the last quarter of 2022 and will be completed by mid 2024.



# Stakeholder risk and opportunities analysis

## Stage 1a

Stakeholder	Stakeholder representative, if available	Stakeholder issues	Level of Support/ Interest	Influence	Level of engagement (inform, consult, involve, collaborate, empower)	Stakeholder classification
Australian Government	Minister for Infrastructure, Transport, Regional Development and Communications  The Hon Barnaby Joyce MP	Infrastructure project  Regional development project  Funding body	High	High	Inform	Key player
Australian Government	Bridget Archer Parliamentary Member for Bass	Regional development project  Strong relationship with Dorset Council	High	High	Inform	Key player
Tasmanian Government	Premier, Peter Gutwein  Minister for Infrastructure and Transport, Michael Ferguson	Infrastructure project  Funding body  Manager of State Roads network	High	High	Inform	Key player
Local Government	Dorset Council Mayor Greg Howard	Project in local government jurisdiction  Community contact	High	High	Inform	Key player

		Successful in securing Australian and Tasmanian funding for the project				
Local Government	Dorset Council General Manager Tim Watson	Knowledge of local community, development applications, and channel for communication	High	Moderate	Inform	Important
Local Government	Launceston City Council General Manager Michael Stretton	Increase in heavy vehicles using Council roads in St Leonards. Stakeholder buy in to ensure the road upgrade post Stage 2 is a success.	Moderate	Low	Inform	Affected
Department of Primary Industries, Parks, Water and Environment	Parks and Wildlife Service Regional Manager Northern Tasmania, Donna Stanley	Landowner Management Authority in the area of works.  Land classed as Future Potential Production Forest permission required for survey access and potential land acquisition.	Moderate	Moderate	Consult	Important
Sustainable Timber Tasmania	North East Region - Scottsdale Office Level 1, 24 King Street, Scottsdale, TAS 7260 Ph: (03) 6350 6466 Email: stakeholder@sttas.com.au	Land Management Authority in the area of works  Potential for loss of vegetation and batter revegetation concerns	High	Moderate	Consult	Important
Emergency services	<ul style="list-style-type: none"> <li>Tasmania Police (Scottsdale Police Station)</li> </ul>	Key link for emergency services	Moderate	Low	Inform	Affected

	<ul style="list-style-type: none"> <li>• Tasmania Fire Service (Scottsdale Fire Station)</li> <li>• SES Tasmania</li> <li>• Ambulance Tasmania (Ambulance Service Scottsdale)</li> </ul>					
Representative Groups	<ul style="list-style-type: none"> <li>• RACT</li> <li>• Australian Forest Contractors Association</li> <li>• Forest Industries Association of Tasmania</li> <li>• Tasmanian Bus Association</li> <li>• Livestock Carriers Association Tasmania</li> <li>• Livestock Transporters Association</li> <li>• Tasmanian Graziers and Farmers Association</li> <li>• Tasmanian Motorcycle Council</li> <li>• Tasmanian Transport Association</li> <li>• Future Transport Tasmania</li> <li>• Tasmanian Automobile Chamber of Commerce</li> </ul>	<p>Continued relationship with stakeholders</p> <p>Changes to traffic during construction</p> <p>Improved road conditions for freight vehicles</p>	High	Moderate	Consult	Important
Tasmanian Transport Association	Executive Director Michelle Harwood	Infrastructure project	Moderate	Moderate	Consult	Important
Utility Services	<ul style="list-style-type: none"> <li>• Zinfra (Tasmanian Gas Pipeline)</li> <li>• Telstra</li> <li>• NBN Co</li> <li>• TasNetworks</li> <li>• TasWater</li> </ul>	Identification and potential relocation of infrastructure	Moderate	Low	Consult	Affected
Local businesses	Local businesses in Scottsdale and Springfield	Decrease in visitors and business due to the detour route	Moderate	Low	Inform	Affected

Local bus operators	Noel Douglas Gerke & Yvonne Ruth Gerke	Changes to traffic during construction, including potential relocation of informal bus stops	Moderate	Low	Inform	Affected
Road users and the wider community (cars, cyclists, buses, taxis etc)	All	Changes to road access  Changes to traffic during construction  Increased travel time due to detour route  Improved road safety	Moderate	Moderate	Consult	Affected
Conservation/Environmental groups	<ul style="list-style-type: none"> <li>• Environment Tasmania</li> <li>• Australian Conservation Foundation</li> <li>• NRM North</li> <li>• Landcare Tasmania</li> <li>• Wilderness Society</li> </ul>	Potential for loss of vegetation and batter revegetation concerns	Very High	Moderate	Consult	Important
Environmental Group	North East Bioregional Network Todd Dudley	Protecting native and endangered species and weed management	High	Moderate	Inform	Important
Tourism Groups	<ul style="list-style-type: none"> <li>• Tas Vacations</li> <li>• Visit Northern Tasmania, Chris Griffin – CEO</li> <li>• Scottsdale Visitor Information Centre run by Dorset Council</li> <li>• Tourism Tasmania</li> </ul>	Changes to road access  Increased travel time due to detour route  Impact on touring routes  Impact on Targa Tasmania packages	Moderate	Low	Inform	Affected

		Government funded events and initiatives that may be impacted				
Events Tasmania	TBC	<p>Changes to road access</p> <p>Increased travel time due to detour route</p> <p>Impact on touring routes</p> <p>Government funded events and initiatives that may be impacted</p>	Moderate	Low	Inform	Affected
Targa Tasmania (30 <sup>th</sup> anniversary)	<p>8–13 March 2022</p> <p>Director Mark Perry</p>	<p>Changes to road access and impact on the event.</p> <p>Targa route map will need to be altered</p>	High	High	Consult	Affected
Directly affected landowners	<ul style="list-style-type: none"> <li>• Sustainable Timbers Tasmania (The Crown)</li> <li>• DPIPWE Future Potential Production Forest (DPIPWE)</li> <li>• Natalie Ann Burch 36514 Tasman Highway, Springfield</li> <li>• Michael and Edwina Powell 35 Sideling Track, Springfield</li> <li>• Ronald and Patricia Avery 20 Sideling Track, Springfield</li> <li>• Andrew and Lisa Whish-Wilson 30 Whish-Wilson Road, Springfield</li> </ul>	<p>Potential for</p> <ul style="list-style-type: none"> <li>• land acquisition</li> <li>• changes to fencing and/or access</li> <li>• loss of vegetation</li> <li>• interruptions to access during construction</li> <li>• increase in traffic noise</li> <li>• detours/changes to traffic during construction</li> </ul>	High	Moderate	Consult	Affected

		Improved road conditions and access to properties				
Directly affected businesses	<p>Woodlea Nursery Director Tony Waites</p> <p>49 Whish-Wilson Road, Springfield TAS 7260</p>	<p>Potential for</p> <ul style="list-style-type: none"> <li>• land acquisition</li> <li>• changes to fencing and/or access</li> <li>• loss of vegetation</li> <li>• interruptions to access during construction</li> <li>• increase in traffic noise</li> <li>• detours/changes to traffic during construction</li> <li>• Loss of business during construction</li> </ul> <p>Improved road conditions and access to properties</p>	High	Moderate	Consult	Affected

## Stage 1b

Stakeholder	Stakeholder representative, if available	Stakeholder issues	Level of Support/ Interest	Influence	Level of engagement (inform, consult, involve, collaborate, empower)	Stakeholder classification
Australian Government	Minister for Infrastructure, Transport, Regional Development and Communications  The Hon Barnaby Joyce MP	Infrastructure project  Regional development project	High	High	Inform	Key player
Australian Government	Parliamentary Member for Bass Bridget Archer	Regional development project  Strong relationship with Dorset Council	High	High	Inform	Key player
Tasmanian Government	Premier, Peter Gutwein MP  Minister for Infrastructure and Transport, Michael Ferguson MP	Infrastructure project  Funding body  Manager of State Roads network	High	High	Inform	Key player
Local Government	Dorset Council Mayor Greg Howard	Project in local government jurisdiction  Community contact	High	High	Inform	Key player
Local Government	Dorset Council General Manager Tim Watson	Knowledge of local community, development	High	Moderate	Inform	Important



		applications, and channel for communication				
Local Government	Launceston City Council General Manager Michael Stretton	Increase in heavy vehicles using Council roads in St Leonards	Moderate	Low	Inform	Affected
NE Advertiser	24A King Street, Scottsdale, TAS 7260 Ph: 03 6352 2642 Email: editor@northeasternadvertiser.com	Interest in reporting local stakeholder viewpoints and project progress.	Moderate	Moderate	Inform	Important
Department of Primary Industries, Parks, Water and Environment	Parks and Wildlife Service Regional Manager Northern Tasmania, Donna Stanley	Landowner Management Authority in the area of works.  Land classed as Future Potential Production Forest permission required for survey access and potential land acquisition.	Moderate	Moderate	Consult	Important
Sustainable Timber Tasmania	North East Region - Scottsdale Office Level 1, 24 King Street, Scottsdale, TAS 7260 Ph: (03) 6350 6466 Email: stakeholder@sttas.com.au	Landowner Management Authority in the area of works  Potential for loss of vegetation and batter revegetation concerns	High	Moderate	Consult	Important
Reliance Forest Fibre	Reliance Forest Fibre General Manager Danny Peet	Landowner in the area of works	High	Moderate	Consult	Important

		Potential for loss of vegetation and batter revegetation concerns				
Emergency services	<ul style="list-style-type: none"> <li>Tasmania Police (Scottsdale Police Station)</li> <li>Tasmania Fire Service (Scottsdale Fire Station)</li> <li>SES Tasmania</li> <li>Ambulance Tasmania (Ambulance Service Scottsdale)</li> </ul>	Key link for emergency services	Moderate	Low	Inform	Affected
Representative Groups	<ul style="list-style-type: none"> <li>RACT</li> <li>Australian Forest Contractors Association</li> <li>Forest Industries Association of Tasmania</li> <li>Tasmanian Bus Association</li> <li>Livestock Carriers Association Tasmania</li> <li>Livestock Transporters Association</li> <li>Tasmanian Graziers and Farmers Association</li> <li>Tasmanian Motorcycle Council</li> <li>Tasmanian Transport Association</li> <li>Future Transport Tasmania</li> <li>Tasmanian Automobile Chamber of Commerce</li> </ul>	<p>Continued relationship with stakeholders</p> <p>Changes to traffic during construction</p> <p>Improved road conditions for freight vehicles</p>	High	Moderate	Consult	Important
Tasmanian Transport Association	Executive Director Michelle Harwood	Infrastructure project	Moderate	Moderate	Consult	Important
Utility Services	<ul style="list-style-type: none"> <li>Zinfra (Tasmanian Gas Pipeline)</li> <li>Telstra</li> <li>NBN Co</li> <li>TasNetworks</li> </ul>	Identification and potential relocation of infrastructure	Moderate	Low	Consult	Affected

	<ul style="list-style-type: none"> <li>TasWater</li> </ul>					
Local businesses	Local businesses in Scottsdale and Springfield	Decrease in visitors and business due to the detour route	Moderate	Low	Inform	Affected
Local bus operators	Noel Douglas Gerke & Yvonne Ruth Gerke	Changes to traffic during construction, including potential relocation of informal bus stops	Moderate	Low	Inform	Affected
Road users and the wider community (cars, cyclists, buses, taxis etc)	All	<p>Changes to road access</p> <p>Changes to traffic during construction</p> <p>Increased travel time due to detour route</p> <p>Improved road safety</p>	Moderate	Moderate	Consult	Affected
Known affected landowners	Robin Gray 35481 Tasman Highway, Scottsdale	<p>Potential for</p> <ul style="list-style-type: none"> <li>land acquisition</li> <li>changes to fencing and/or access</li> <li>loss of vegetation</li> <li>interruptions to access during construction</li> <li>increase in traffic noise</li> <li>detours/changes to traffic during construction</li> </ul>	High	High	Consult	Affected

		Improved road conditions and access to properties  Has previously stopped the project progressing				
Affected landowners	Approximately 90 landowners	Potential for <ul style="list-style-type: none"> <li>• land acquisition</li> <li>• changes to fencing and/or access</li> <li>• loss of vegetation</li> <li>• interruptions to access during construction</li> <li>• increase in traffic noise</li> <li>• detours/changes to traffic during construction</li> </ul> Improved road conditions and access to properties	High	High	Consult	Affected
Conservation/ Environmental groups	<ul style="list-style-type: none"> <li>• Environment Tasmania</li> <li>• Australian Conservation Foundation</li> <li>• NRM North</li> <li>• Landcare Tasmania</li> <li>• Wilderness Society</li> </ul>	Potential for loss of vegetation and batter revegetation concerns	Very High	Moderate	Consult	Important
Environmental Group	North East Bioregional Network Todd Dudley	High interest in protecting native and endangered species and weed management	High	Moderate	Inform	Important

Tourism Groups	<ul style="list-style-type: none"> <li>Tas Vacations</li> <li>Visit Northern Tasmania, Chris Griffin – CEO</li> <li>Scottsdale Visitor Information Centre run by Dorset Council</li> <li>Tourism Tasmania</li> </ul>	<p>Changes to road access</p> <p>Increased travel time due to detour route</p> <p>Impact on touring routes</p> <p>Impact on Targa Tasmania packages</p> <p>Government funded events and initiatives that may be impacted</p>	Moderate	Low	Inform	Affected
Events Tasmania	TBC	<p>Changes to road access</p> <p>Increased travel time due to detour route</p> <p>Impact on touring routes</p> <p>Government funded events and initiatives that may be impacted</p>	Moderate	Low	Inform	Affected
Targa Tasmania (30 <sup>th</sup> anniversary)	<p>8–13 March 2022</p> <p>Director Mark Perry</p>	<p>Changes to road access and impact on the event.</p> <p>Targa route map will need to be altered</p>	High	High	Consult	Affected

## Community involvement - tools and methods

Item	Description	Responsibility	Approval
Issues briefing	Briefings to Australian Government and Tasmanian Government Ministers. An Issues Brief will be required for public display.	State Growth Project Manager	State Growth Project Sponsor
Verbal briefing	Briefings to Dorset Council General Manager Tim Watson and Launceston City Council General Manager Michael Stretton	Engagement Consultant	State Growth Stakeholder Communications Branch (SCB) and State Growth Project Manager
Targeted consultation	<p>A program of targeted consultation with affected property owners (residents and businesses) and associations, groups and committees will be developed and implemented to ensure 'no surprises'.</p> <p>Directly affected property owners will be consulted about the expected impacts, including changes to property access, and they will be kept informed about project activities. Individual needs will be identified, and all reasonable needs will be met.</p> <p>A communications plan will be developed for the Minister for Infrastructure and Transport, Michael Ferguson MP for the NE advertiser.</p> <p>Notes of interactions will be recorded in Consultation Manager.</p>	Engagement Consultant	State Growth SCB and State Growth Project Manager
Frequently asked questions	Prepare a list of frequently asked questions that can be used online, in mailouts and provided to Council and electorate offices.	Engagement Consultant	State Growth Stakeholder Communications Branch, State Growth Project Manager
Public Display	A public display will be held to discuss the project benefits, impacts and schedule with the community. Display material to include roll plans for the project, FAQs (including safety benefits) and project milestone poster with a flyer size handout that includes key dates.	Engagement Consultant	State Growth Project Manager
Static Display	Static public display using the above materials will be established for two weeks at Dorset Council offices, with feedback form and box.	P&S Project Manager DSG Project Manager	
Project letters and notifications Project Introduction	Issue project introduction letters to directly affected landowners and businesses to initiate contact; request access; comply with acquisition or re-fencing/access requirements; project start works letters, invitation to attend public/static display.	Engagement Consultant	State Growth Stakeholder Communications Branch, State Growth Project Manager

Land Access Notification Permit to Enter Form Start of Investigation Works Notice of Accommodat ion Works letters			
Meetings, emails, letters and phone calls with directly impacted stakeholders	Liaise with directly affected stakeholders using their preferred communication platform to discuss specifics of construction requirements (fencing, access etc).	Engagement Consultant	State Growth SCB
Facebook	Post prepared with Sideling project information, notification of start of design works and details of public/static display and project webpage.	Consultant to prepare content	State Growth SCB
Project webpage	Update Sideling project page with notification of start of design works, and map. Notice of public display	Consultant to prepare content	State Growth SCB
Contact details	Contact details (phone number and email) of consultant to be left with directly impacted or interested stakeholders.	Consultant	State Growth SCB, State Growth Project Manager

## Action Plan

Planned activity date range	Communication tool	Stakeholder	Activity	Responsibility / Approval	Date completed
Ongoing	Consultation Manager	All	Document all stakeholder engagement in Consultation Manager.	P&S Consultant	Ongoing
Upon Approval of SCEP	Briefing	Australian Government	Advise stakeholder of project commencement.	State Growth	
Upon Approval of SCEP	Briefing	Minister for Infrastructure and Transport, Michael Ferguson MP	Advise stakeholder of project commencement.	State Growth	
Week starting 05/07/21	Letters	Directly affected landowners Directly affected businesses	Project introduction letter – include reference to public display and indicative engagement timeline.	P&S Consultant to draft content State Growth to review and approve.	02/07/21
1 week after project introduction letter	Permit to enter form and survey works notification letter	Directly affected landowners Directly affected businesses Emergency services, TTA, representative groups and local bus and tourism operators	Survey works notification letter. Where relevant, request access to properties for heritage, ecological and property surveying (Land Access No Digging Notification and Permit to Enter Form). Provide copy of notification of survey works to advise traffic impacts.	P&S Consultant to draft content State Growth to review and approve.	15/07/21
05/07/21 onwards	Frequently asked questions	All	Prepare a list of frequently asked questions.  Update after public display and as queries come in.	P&S Consultant	01/08/21
Beginning July 2021	Online project page	Online audiences	Project page development and infographic.	P&S Consultant to draft content and State Growth to review and upload.	15/07/21
1 week after project webpage launch	Letters and phone calls inviting to public display	Directly affected landowners Directly affected businesses	Invitation to inform of public/static display locations and times.	P&S Consultant to draft content State Growth to review and approve.	01/08/21
Monthly starting from week 05/07/21	Briefings, phone calls, meetings	Dorset Council General Manager	Inform of project updates including changes to staging and timeframes.	P&S Consultant	06/07/21



05/07/21 onwards	Briefing	Utilities services Sustainable Timbers Tasmania Reliance Forest Fibre DPIPWE Targa Tasmania	Individual briefings to advise stakeholders of project commencement and/or any project impacts.	P&S Consultant	16/07/21
Week of 12/07/21	Briefing	Launceston City Council	Inform of project commencement and project scope	P&S Consultant	02/07/21
12/07/21	Online project page	Online audiences	Project page development.	P&S Consultant to draft content and State Growth to review and upload.	01/08/21
19/07/21	Communications Plan	Minister for Infrastructure and Transport, Michael Ferguson MP	Communications for the Minister for Infrastructure and Transport, Michael Ferguson MP for the NE Advertiser.	P&S Consultant to draft content State Growth to review and approve	TBC
Early August 2021	Advertisement in Examiner/ Facebook post announcing public display	Wider community	Advise of public display, to inform of public/static display locations and times.  (Request Dorset Council share RoadsTas facebook post)	P&S Consultant to draft content State Growth to review and approve and book advertising post fb post	01/08/21
Early August 2021	Public display	Wider community	Public display	P&S Consultant to coordinate public display materials for Australian Government and State Growth to review and approve.	Date set 17/08/21
1 week after commencement of public display	Commence landowner acquisition meetings	Impacted landowner	Land acquisition	P&S Consultant and project manager	
Meetings as required (project milestones)	Briefings	Local stakeholder groups, including tourism and conservation/ environmental groups	Individual, virtual meetings, emails, letters and phone calls with local stakeholder groups.	P&S Consultant	

Ongoing throughout project	Phone calls, letters, emails and meetings Notice of Accommodation Works	Directly affected landowners Directly affected businesses	Liaise with directly affected landowners and businesses to discuss the project impacts.	P&S Consultant	Ongoing
----------------------------	--	--	---	----------------	---------

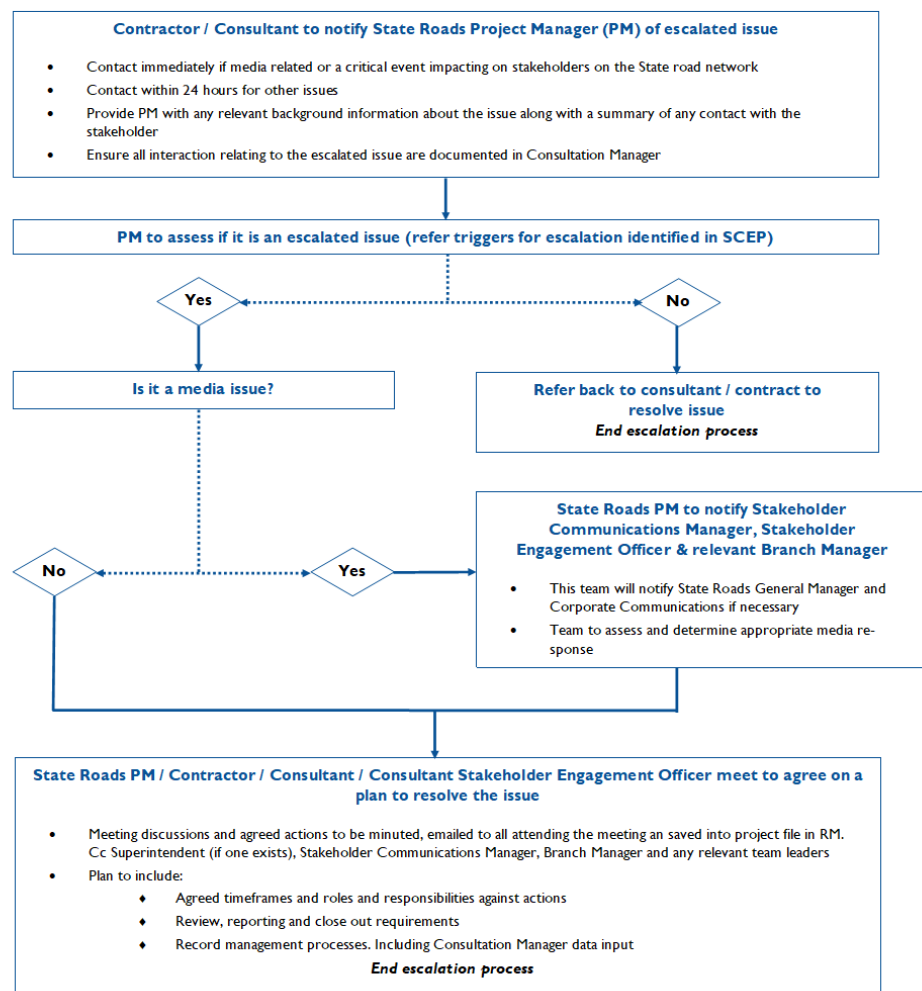
## Escalation process

The escalation process outlined below will be implemented to resolve escalated stakeholder issues. The escalation process is designed to facilitate the necessary decision making to resolve the issue and identify and allocate any necessary resources required to prevent escalated issues from having a negative impact on project deliverables.

Triggers for escalation include:

- Stakeholder threatens to go to the media or the Minister about an issue.
- A significant stakeholder issue is raised that is outside of the project and contract scope.
- Stakeholder driven escalation, where the stakeholder demands Principal involvement.

### ESCALATION PATHWAY



## Reporting and evaluation

Consultation and Feedback Report	<p>Consultation and Feedback Report following public display.</p> <p>Consultation Manager data used to provide a report on key issues – customised to what is relevant to the project at the time.</p>	To measure the effectiveness of the engagement strategy and identify key issues being raised by stakeholders.
Media Monitoring	Media monitoring will also be reported if any coverage has occurred during the period.	To measure the effectiveness of the engagement strategy, identify key issues being raised by stakeholders and monitor any escalation requirements.



Department of State Growth

Parliament Square

4 Salamanca Place

Hobart TAS 7000 Australia

Phone: 1800 030 688

Email: [info@stategrowth.tas.gov.au](mailto:info@stategrowth.tas.gov.au)

Web: [www.transport.tas.gov.au](http://www.transport.tas.gov.au)

# Appendix C: Community Consultation & Feedback Report

# Tasman Highway Sideling Road Upgrade Project

Consultation Update

October 2021



## About the project

The Tasman Highway Sideling Road Upgrade Project involves upgrading about 15 kilometres of the Tasman Highway between Corkerys Road intersection (500 m south-east of the Sideling Lookout) and Minstone Road, Scottsdale.

Stage 1 of the project will be delivered in two sections:

- Section 1: 500 m south-east of the Sideling lookout to Whish-Wilson Road
- Section 2: Whish Wilson Road to Minstone Road

During July, August and September 2021 the project team consulted with Dorset Council, Launceston City Council, the community, landowners, businesses and organisations regarding the development of the concept design.

The consultation process included written submissions via email, face to face meetings, telephone calls and a public consultation at Dorset Council Chambers. The public was notified of the public consultation through the RoadsTas facebook page, the Department of State Growth website ([www.transport.tas.gov.au](http://www.transport.tas.gov.au)), letters which were posted or emailed to adjoining landowners and organisations, public notices in The Examiner and the North East Advertiser and hard copy posters in Scottsdale business windows.

This report summarises the feedback received during the consultation period and outlines the next steps for this project.

## Consultation Summary

Dorset Council and Launceston City Council were briefed on the project in July and August 2021 by the project team via face to face meetings. Businesses and organisations were briefed on the project through a project introduction letter in September 2021, invitation to the public consultation letter in September 2021 and followed up with phone calls as required. Adjacent landowners were briefed on the project through a mail out of a project introduction letter in July 2021, followed by a permit to enter notification letter and form in August 2021 and an invitation to the public consultation in September 2021. A project contact name, phone number and email address was provided on all correspondence to encourage stakeholders to make contact should they have any questions.

The public consultation was held at the Dorset Council Chambers, 3 Ellenor Street, Scottsdale, from 8 September – 22 September 2021. The purpose of the public consultation was to present and gather feedback on the high-level concept design for Stage 1: Section 1 and Section 2.

The public consultation was staffed from 12:00 – 6:30 pm on 8 September 2021. The public consultation materials included a Frequently Asked Question brochure and four A3 posters. The four posters contained the following:

1. Information sheet outlining the project background, staged approach, project benefits.
2. Location map of Stage 1, Section 1 and 2
3. Section 1 typical cross section
4. Section 2 typical cross section

At the completion of the staffed public consultation the plans were moved into the Dorset Council reception area where they remained for viewing until the completion of the consultation period.

Feedback forms and a suggestion box was available for public comment during both the staffed and static consultation periods.

The initial staffed consultation was well attended by a total of 43 individuals, asking a range of questions, with many taking feedback forms to complete and submit later. 15 feedback forms were collected during the static display period, however many stakeholders also provided feedback through phone calls.

A total of 66 individual stakeholders made inquiry and provided feedback regarding the project during the consultation period, while approximately 15 stakeholders made inquiries requiring follow-up communication.

## Stakeholder and Community Feedback

The following key issues and themes were raised during the public consultation, feedback forms, face to face meetings, emails and phone calls with Dorset Council, Launceston City Council, the community, landowners, businesses and organisations:

- Strong community sentiment that the provision of overtaking options including passing lanes, overtaking lanes, slow vehicle lanes and stopping bays/pull off areas for trucks/slow moving vehicles is needed.
- Disappointment that the upgrade will follow the current road alignment. There was an expectation that the two hairpin bends may be bypassed



- Support for closing the road during construction for certain periods to allow for a shorter construction time frame.
- Support for straightening out more of the curves in the road
- A need to clear dangerous trees from the road verge to avoid debris impacting road users
- Consideration of motorcycles in the design and placement of safety barriers
- Bus stop pull off areas required in the eight informal bus stop locations
- Opposition to B-double trucks using the road.

## State Growth Response to Feedback

The below table summarises what we heard during the public consultation and how we responded to the feedback during the design process.

What we heard	What we did
Provision of overtaking options	Providing overtaking opportunities along the road is challenging due to the steep terrain in Section I. Two short passing bays have been included in the design to enable slow moving vehicles to move out of the way of following vehicles.
Disappointment that the upgrade will follow the current road alignment	Various alternative alignment options have been explored and found to be unviable due to the steep terrain.
Support for closing the road for certain period during construction to enable a shorter construction time frame	Opportunities to close the road during construction will be reviewed with the contractor engaged to undertake delivery of the project.
Support for straightening out more of the curves in the road	Significant realignment is outside of the project scope however safety improvement such as widening the road and sealing the shoulders will make for a safer and more comfortable journey.
A need to clear dangerous trees from the road verge to avoid debris impacting road users	Dangerous vegetation will be removed accordingly during the construction phase.
Consideration of motorcycles in safety barriers and design	Motorcycle safe barriers have been considered in the design.

Bus stop pull off areas required in eight informal bus stop locations	These areas have been identified and will be addressed in the design of Section 2.
Opposition to B-double trucks using the road	The road has been designed to ensure it can be safely used by all road users, including B-double trucks.

## Next steps

This report concludes the stakeholder activities for the concept design of Stage 1, Section 1. Section 1 was advertised as a Construct Only Tender on the 30 October 2021. Tenders close on 26 November 2021 with the expectation of awarding the contract for construction in December 2021. A second public consultation for Section 2 is recommended to present the concept design to the community for feedback in early 2022.