

Land Use Planning and Approvals

LAND USE PLANNING AND APPROVALS ACT 1993

Major Projects

Major Project Declaration – New Bridgewater Bridge

I, ROGER CHARLES JAENSCH, Minister for Planning, hereby give notice that I have made a declaration under section 60O of the *Land Use Planning and Approvals Act 1993* to declare the proposed New Bridgewater Bridge as a Major Project.

The project known as the New Bridgewater Bridge Project, is intended to replace the existing 2 lane Midland Highway connection between Bridgewater and Granton with a 4 lane connection (2 in each direction).

The declaration takes effect on the day of this notice.

The declaration can be viewed at www.planning.tas.gov.au or at the offices of the Tasmanian Planning Commission at level 3 144 Macquarie Street, Hobart.

Enquiries about the declaration can be directed to the Department of Justice, Planning Policy Unit on (03) 6166 1429 or email planning.unit@justice.tas.gov.au.

Enquiries about the project can be directed to the Department of State Growth on 1800 517 290 or email bridgewaterbridge@stategrowth.tas.gov.au.

Dated this 23rd day of December 2020.

ROGER CHARLES JAENSCH
Minister for Planning

DECLARATION OF A MAJOR PROJECT

LAND USE PLANNING AND APPROVALS ACT 1993

NEW BRIDGEWATER BRIDGE

I, the Honourable Roger Charles Jaensch, Minister for Planning, pursuant to section 60O(1) of the *Land Use Planning and Approvals Act 1993*, hereby declare the project known as the New Bridgewater Bridge and more particularly described in the Schedule to be a Major Project.

The New Bridgewater Bridge Major Project is intended to replace the existing 2 lane Midland Highway connection between Bridgewater and Granton with a 4 lane connection (2 in each direction).

Dated this 23rd day of December 2020.

ROGER CHARLES JAENSCH
Minister for Planning

The Schedule

New Bridgewater Bridge Major Project

1.0 Interpretation

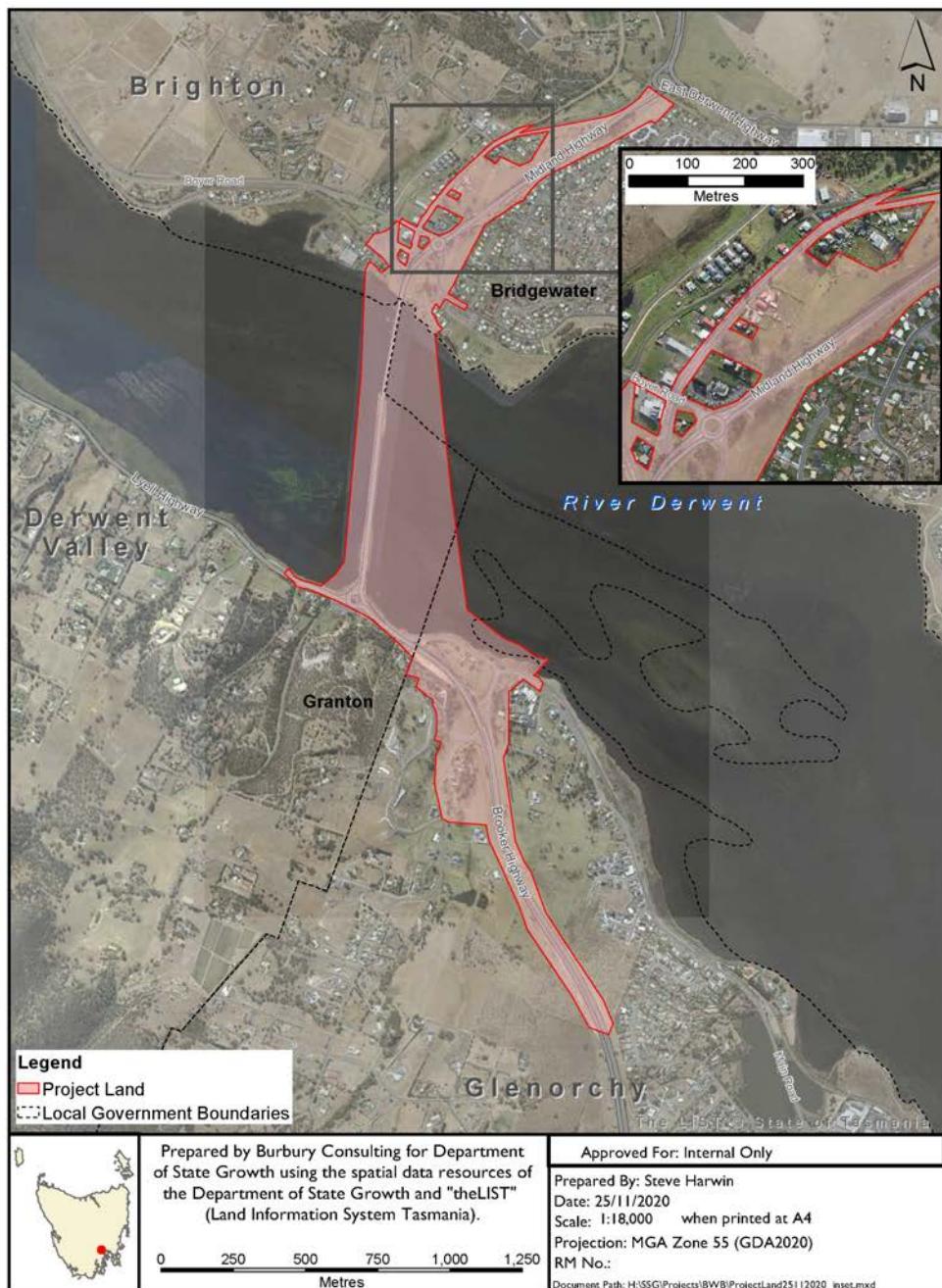
In this Schedule –

Act means the *Land use Planning and Approvals Act 1993*

Project means the New Bridgewater Bridge Major Project

2.0 The project location

For the purposes of section 60Q(1)(a) of the Act, the location of the land on which the project is to be situated is shown on the map below –



3.0 General project description

For the purposes of section 60Q(1)(b) and section 60Q(2)(a) of the Act, a general description of the project activities and a general description of the project uses and developments is set out below –

3.1 The activities that are proposed to be carried out after the construction phase has been completed are:

- The project will provide a new river crossing for motor vehicles between the Brooker Highway and Midland Highway, with connections to the Lyell Highway and other surrounding roads.
- The project will also provide a new river crossing for pedestrians and cyclists from the northern and southern shores.
- The new bridge structure or structures will include two motor vehicle lanes in each of the two directions of traffic (north bound and south bound).
- The project will include the grade separation of the Lyell Highway and Black Snake Road junctions at Granton and connecting ramps with Gunn Street, Boyer Road and Old Main Road at Bridgewater.
- Marine vessel passage will be accommodated by a minimum air draft clearance consistent with the clearance under the Bowen Bridge.
- The new bridge will include safety screens and barriers.

3.2 The uses that are proposed to occur in relation to the project are:

- The Project is for a ‘Utilities’ use class, as defined by the State Planning Provisions, including associated new transport infrastructure works. All other activities required for the project are directly associated with and a subservient part to the primary ‘Utilities’ use class.

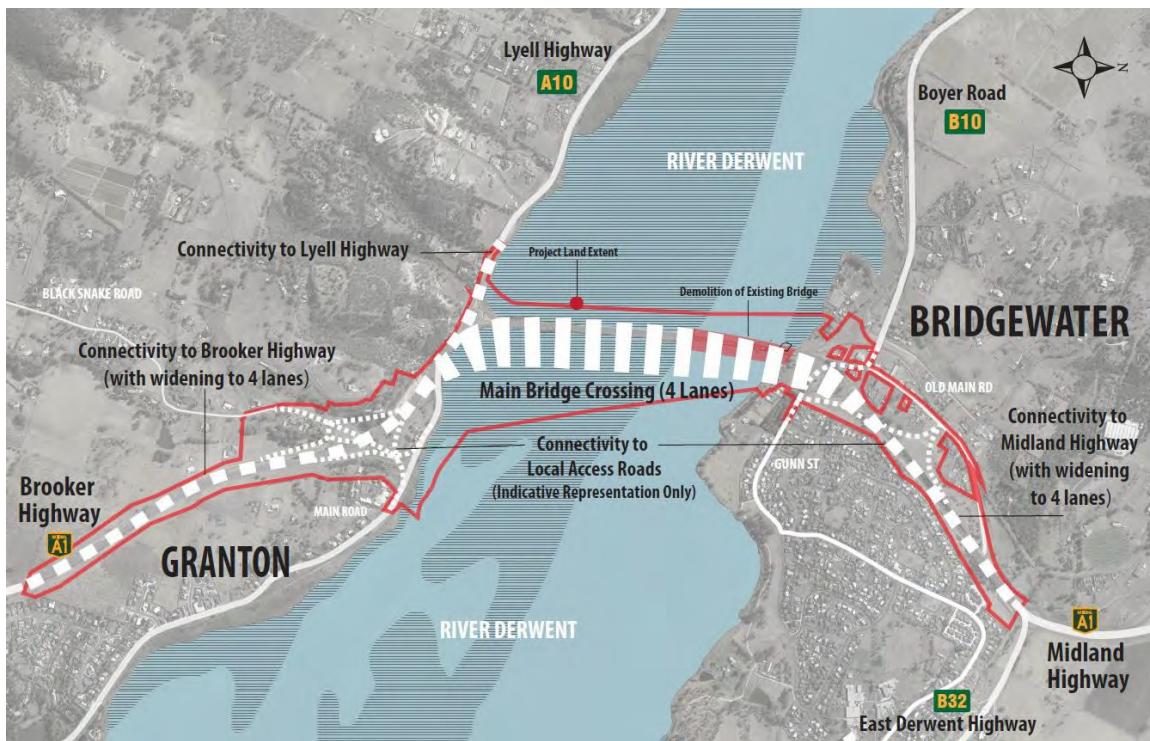
3.3 The developments that are proposed to occur in relation to the project are:

- construct new transport infrastructure as a new road bridge crossing of the River Derwent from Granton to Bridgewater
- construct grade separated interchanges to connect to the local road network
- potential alterations and reuse of the existing causeway
- earthworks, marine sediment extraction and potential dredging
- waste material (contamination or Acid Sulfate Soils) handling, treatment and/or disposal or reuse from both terrestrial and marine construction activities
- consequential changes to existing utilities
- modifications to existing intersections

- remove or demolish the existing bridge structure including the existing road and rail lift span crossing
- potential demolition of other existing structures
- potential construction of a jetty
- temporary works to facilitate the bridge construction, such as public information booth, site storage, site offices, concrete batching or bridge component construction
- a shared pathway for pedestrians and cyclists
- screens and safety barriers
- temporary works including but not limited to, conversion of the boat ramp for barges, temporary traffic lanes during construction, storage areas such as lay down areas and site offices

4.0 General project plan

For the purposes of section 60Q(1)(c) and section 60Q(2)(b) of the Act, a plan indicating generally on the project land where uses and developments are to occur within the project area is shown below –



5.0 The proponent

For the purposes of section 60Q(1)(d) the proponent of the project is –

The Crown in Right of Tasmania (represented by the Department of State Growth). Acting on behalf of the Department of State Growth will be the project director –

Project Director
New Bridgewater Bridge
Department of State Growth
Level 6, 144 Macquarie Street
HOBART 7000

Email: bridgewaterbridge@stategrowth.tas.gov.au
Phone: 1800 517 290

6.0 Project Eligibility Attributes

For the purposes of section 60Q(1)(e) the attributes of the project specified in section 60M(1) of the Act, which, in my opinion, are such that the project is eligible to be declared a major project are –

- (a) the project will have a significant impact on, or make a significant contribution to, the southern region's economy, environment or social fabric in that:
 - The \$576 million project is the largest ever investment in a single transport infrastructure project in Tasmania's history. This level of funding will have a significant economic contribution, generating employment in project planning, delivery and construction.
 - The activity and employment created by the Project will see increased spending within the region, with local businesses expected to benefit.
 - The project will deliver improved freight efficiency on the State's strategically important Burnie to Hobart Freight Corridor.
 - The project will deliver a contemporary bridge design, consistent with the standards expected of the Australian Government-funded National Land Transport Network.
- (b) the project is of strategic importance to the southern region in that:
 - The project will deliver improved freight efficiency and accessibility for the Southern Region. The Bridge is a critical link in the Region's freight supply chain, connecting the Brighton Transport Hub to key metropolitan freight generation and distribution areas in Glenorchy.
 - The project will improve travel reliability for passenger vehicles. The Bridge connects high growth residential areas in Brighton to central Hobart.
 - The project will provide access for river traffic to New Norfolk consistent with the Bowen Bridge.
 - The project is a key feature of the Hobart City Deal.
 - The project is identified as a medium term (5-10 year) initiative on Infrastructure Australia's Infrastructure Priority List.
- (c) the project is of significant scale and complexity in that:

- The project will have a direct impact on three planning authorities – Brighton, Derwent Valley and Glenorchy City.
- Part of the project land lies outside the jurisdiction of any planning authority.
- The project extends through the River Derwent Conservation Area.
- The project will require assessment and permits under one or more of the following acts – *Historic Cultural Heritage Act 1995, Threatened Species Protection Act 1995, Aboriginal Heritage Act 1975 and Environmental Management and Pollution Control Act 1994*.
- The technical requirements of the project are broad and detailed, reflecting the scale and complexity of the project. These include advice on geotechnical, cultural, Aboriginal heritage, environmental, engineering design and planning issues, and
- The project will ultimately benefit a wider sector of the public than just those who reside in the municipalities of Brighton, Derwent Valley and Glenorchy City due to the increased efficiency with freight movement and less traffic congestion for broader users of the Midlands Highway.

7.0 Planning Authority

For the purposes of section 60Q(5), (6) and (7) the Brighton Council is to be the planning authority for the portion of the project land that sits outside of any municipality, as shown as ‘Non –LGA (Brighton)’ on the map below –

