

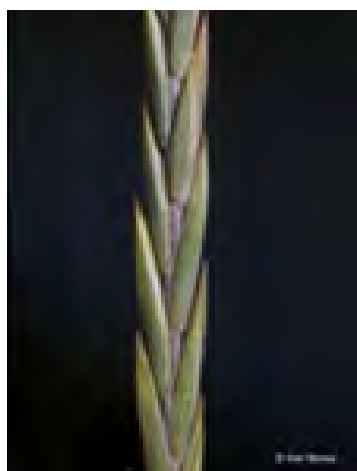
- Heavy grazing during late summer or early autumn has the opposite effect, as the bare patches of soil left behind are readily colonised by capeweed seedlings.
- Under-grazing can also favour capeweed as pasture grasses and clover are grazed preferentially, leaving the capeweed to mature and produce seed.

Chemical control

- A number of herbicides are registered for use on capeweed. See [Herbicides for Capeweed Control](#) for more information.
- Herbicide control is only a short term solution; unless a vigorous sward is established to compete with the capeweed, the weed is likely to re-establish.
- No herbicide will be used to control this species on the property.

Rope twitch – *Elytrigia repens*

Significant weed of crops, pastures and gardens



- Rope twitch is an erect, perennial (long lived) grass with numerous rhizomes (underground-stems). In pastures and mown areas rope twitch sometimes assumes a prostrate (ground hugging) habit and may not produce flowering stems.
- Rope twitch produces an extensive root system with many rhizomes. The rhizomes are white in colour and may be several metres long. Shoots and roots develop from nodes along the rhizome.
- The leaves are medium to light green in colour and are finely pointed at the tips. In cross section the leaf forms a flat "V".
- The flowers consist of spikelets arranged alternately in two rows, one on each side of the stem.

Control Guide (from [https://nre.tas.gov.au/invasive-species/weeds/weeds-index/declared-weeds-index/rope-twitch-\(or-english-couch-grass\)\)](https://nre.tas.gov.au/invasive-species/weeds/weeds-index/declared-weeds-index/rope-twitch-(or-english-couch-grass)))

Weed matting

- Rope twitch can be suppressed using impervious mulching materials to smother the plant.
- Commercially available weed matting or black polythene sheeting work well. All holes and other potential areas of escape in the matting or plastic must be sealed.
- Use weed matting over several months to completely kill the rope twitch. Depending upon the material used, this practice may have a negative impact on beneficial organisms within the soil.
- Continual follow up of treated areas is vital. If follow up is not carried out, small regrowths can rapidly develop into large infestations.

Chemical control

- A number of herbicides are registered for use on rope twitch in Tasmania. See [Herbicides for Rope Twitch Control](#) for more information.
- Herbicide treatment should be combined with cultivation and good hygiene for best results.

Sheep sorrel – *Rumex acetosella*

Pasture weed species



- Sorrel (*Acetosella vulgaris*) is a native plant of western and central Europe that has widely naturalised in southern and eastern Australia.
- It is a slender upright, rhizomatous perennial.
- Plants bear either male or female flowers.
- It is hard to eradicate because of its extensive rhizomatous root system.
- It is an agricultural and environmental weed, best controlled through an integrated management program.

Control guide

Non-chemical control

- Sorrel can be controlled more effectively by cultivation and grazing practices and selective use of fertilisers and taller-growing pasture species than by use of herbicides.
- Manual removal is rarely successful and extremely difficult due to the extensive rhizomatous root system and attempts often lead to greater infestations.

Chemical control

- Sorrel can be reduced by the use of herbicides but most likely not eradicated.

From: Out of scope
To: Out of scope
Subject: Milford Planting & Golf Club
Date: Tuesday, 5 November 2024 12:38:23 PM

Hi Out of scope

Can you please send through the Management Plan prepared by others for the tree planting on Milford. Need to check that to see if it's consistent with statements we are making in the Prelim Documentation. Out intention is to get the PD tidied up asap and submit to DAWE. Do you need to see it again.

Also are we clear to commence the acquisition of the extra Golf Club land.

Regards

Out of scope

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From: [Out of scope]
Sent: Wednesday, 23 October 2024 3:14 PM
To: [Out of scope]
Cc: [Out of scope]
Subject: FW: Preliminary Documentation - Department's comments
Attachments: 2020-8805_Tasman Hwy_Orchid Habitat Impact Assessment _20241008 - DSG comments.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [Out of scope],

Please find attached the comments received from [Out of scope] on the NBES Report, I have nothing further to add.

Thanks for the meeting the other day I think we have now worked through all outstanding matters. s35

[Redacted]

s35

[Redacted]

Thanks, [Out of scope]

Assessment of results:

The purpose of this assessment was to determine the impact, if any, from storm road on the soil quality next to and beyond the road. The aim was to assess the to establish whether there is noticeable impact on the soils affected by road to background soil levels. This approach is considered appropriate given that the within soils with these background levels.

The results (refer to Figures 2 and 3 and Tables 1 and 2) indicate a drop in con within five to ten metres from the road, regardless of whether stormwater drains the road or via surface sheet flow over land. This indicates that the run-off from is relatively uniform under present conditions. On this basis, a 10m contamination the proposed new road alignment in Figure 4. The 10m 'contamination impact' road will have similar run-off quantities to the current road.

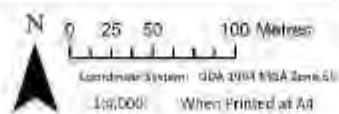
However, the new road alignment and widening is likely to result in an increase 21%². When a 21% increase is applied to the 10m 'contamination impact' band the impact to the potential *Caladenia* habitat being only marginally wider. As st 12.1m contamination impact area from the new road will not intersect the *Prasc* core habitat, but it will intersect the edges of potential *Caladenia* habitat.

It should be emphasized, as shown in Figures 1 and 4 that the *Caladenia* habit and there are no records of actual orchids within the area of potential impact sh in Figure 4.

It is recommended that background soil sampling be undertaken as part of the plans. These samples are to be taken form representative locations prior to the

s42

Department of State Growth
Potential maximum extent of
soil contamination along new
road alignment



Coordinate System: GDA 2004 MGA Zone 56
1:9,000 When Printed at A4



MAP KEY | PB1919795 | DATA | Base map from ESRI

Out of scope

State Roads | Department of State Growth

Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001

Email: **Out of scope** @stategrowth.tas.gov.au / MB: **Out of scope**

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Courage to make a difference through

TEAMWORK | INTEGRITY | EXCELLENCE | RESPECT

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: **Out of scope** @stategrowth.tas.gov.au>

Sent: Wednesday, October 23, 2024 11:14 AM

To: **Out of scope** @stategrowth.tas.gov.au>

Subject: FW: Preliminary Documentation - Department's comments

Hi **Out of scope**,

My comments on the latest NBES reports.

Cheers,

Out of scope

From: **Out of scope** @pittsh.com.au>

Sent: Tuesday, October 15, 2024 11:36 AM

To: **Out of scope** @stategrowth.tas.gov.au>

Cc: **Out of scope** @stategrowth.tas.gov.au>

Subject: RE: Preliminary Documentation - Department's comments

Thanks **Out of scope** and **Out of scope**

I will organise a discussion to resolve your comments. Can you please confirm availability for Thursday, or Monday or Tuesday next week.

Regards

Out of scope

Out of scope

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From: **Out of scope** @stategrowth.tas.gov.au>

Sent: Tuesday, October 15, 2024 8:44 AM

To: **Out of scope** @pittsh.com.au>

Cc: **Out of scope** @stategrowth.tas.gov.au>

Subject: Preliminary Documentation - Department's comments

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Hi **Out of scope**,

NOTE: many of these questions may be answered with your last email that I have not read yet.

Out of scope and I have gone through the reports and have made comments in the PD report. Below are some specific items for further discussion.

Once you have looked at the attached and items below could we please set up a meeting to talk through the documentation and the points below:

S35

S35

Thanks, Out of scope

Out of scope

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: Out of scope @pittsh.com.au>

Sent: Monday, September 30, 2024 7:53 AM

To: Out of scope @stategrowth.tas.gov.au>

Subject: Preliminary Documentation

Hio Out of scope

I have just sent you a link to the Preliminary Documentation for your review. There a couple of matters we are still working on.

Out of scope has to update his reports to ensure they reflect the latest Drainage Report

I would hope that we can get this submitted to DCCEEW before the end of October

We recommend meeting with DCCEEW to go through it before we submit as we think there would be benefit in describing how the drainage works.

Regards

Out of scope

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Tasman Highway
Hobart Airport Interchange to Sorell Causeway

Orchid Habitat Significant Impact Assessment

For Department of State Growth

8 October 2024
PAS150

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163 Campbell Street, Hobart Tasmania, 7000

03 62319788

Document version control:

V0.0 Draft	Out of scope [REDACTED] NBES	29/02/2024
Review	Out of scope [REDACTED] Pitt & Sherry	29/02/2024
V01.1	Out of scope [REDACTED]	01/03/2024
Review	Out of scope [REDACTED] Department of State Growth	06/03/2024
V1.0	Out of scope [REDACTED]	02/05/2024
V1.1	Out of scope [REDACTED]	17/05/2024
Review	Out of scope [REDACTED]	13/05/2024
V1.2	Out of scope [REDACTED]	29/05/2024
V1.3	Out of scope [REDACTED]	23/08/2024
V1.4	Out of scope [REDACTED]	08/10/2024



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Summary

Road upgrades to the Tasman Highway on Segment of 1 of the South East Traffic Solution will necessitate some vegetation clearance in close proximity to populations of three threatened orchid species (*Prasophyllum milfordense* - Milford leek orchid, *Caladenia saggicola* - sagg spider-orchid and *Caladenia caudata* - tailed spider orchid).

No direct impacts to individual plants are expected to occur.

The original design included minor direct impact to critical habitat where the widening extended into the Milford property.

Design modification to the alignment has shifted the extent of earthworks by approximately 10 m and in so doing avoided any direct impact to critical habitat.

Indirect impacts to critical orchid habitat are minor and not significant. Increased water runoff from the enlarged road surface is largely now directed via drains and culverts away from the orchid habitat down Pittwater Road. Through provision of additional and wider swale drains volume flow is reduced. This is an improvement on the previous design. Any inflow into Milford is expected to infiltrate into the soil before reaching orchid habitat. Soil contaminants are not expected to extend into the orchid habitat.

The new design avoids the need to realign the service track thus avoiding any additional vegetation clearance that previously would have impacted some of the orchid habitat in the far northwest corner. Weed infestations are already an issue. Increased water infiltration and ground disturbance associated with the development may favour habitat suitability on the roadside for weeds.

Indirect impacts can be minimised through the implementation of a high standard of management practises through the construction period and for the period after works are complete. Vegetation clearance works will remove some of the worst infestations close to the roadside which have recently been colonised by highly invasive ground cover species such as panic veldt grass.

Clear orchid habitat protection and weed management prescriptions will be developed and implemented in construction documentation and post construction through a roadside reserve management plan. This will prescribe monitoring of potential impacts and management of threats, notably existing weed infestations. It will also include a monitoring regime that will identify and respond to any future threats to orchids and their habitat.

The implementation of a management regime within the road reserve adjoining the orchid habitat on the Milford property will potentially result in an improved outcome to the current situation. This is because it provides an opportunity to tackle some existing serious weed threats in the road reserve that are a source of infestation into habitat on Milford and ensures a higher standard of roadside maintenance than is currently in place.

Significant Impact Assessment for each of the three listed orchid species confirms that the action will not result in a significant impact to any species.

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1 Threatened Orchids

1.1 Background

The Department of State Growth is proposing to upgrade the Tasman Highway between Hobart Airport Interchange and the Arthur Highway at Sorell in a five-stage project called the South East Traffic Solution (SETS). Segment 1 of the project starts immediately east of the Airport Interchange and extends for 2.7 kilometres. This stage has been referred under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999, EPBCA 2020-8805.

It was determined by the Commonwealth that the project is controlled action specifically for impacts to three species:

the proposed action is likely to have significant impacts on the critically endangered Milford Leek-orchid (*Prasophyllum milfordense*) and the critically endangered Sagg Spider-orchid (*Caladenia saggicola*). Significant impacts to the vulnerable Tailed Spider-orchid (*Caladenia caudata*) cannot be ruled out.¹

Species	Status EPBCA	Comment
<i>Prasophyllum milfordense</i> Milford leek orchid	Critically endangered	Development is adjacent to the only known population.
<i>Caladenia saggicola</i> sagg spider-orchid	Critically endangered	Development is adjacent to largest of only two known populations.
<i>Caladenia caudata</i> Tailed spider orchid	Vulnerable	Development is adjacent to one of 48 populations recorded in Tasmania ² .

An MNES Significant Impact Assessment report³ was prepared to support the referral which defined 'core' and 'potential' habitat for the three threatened orchids. As part of the additional information requested by DCCEEW, the report was updated to incorporate the findings of the later surveys conducted in 2020 and 2021. The report also included reclassification of orchid habitat as 'core', 'primary potential habitat' and 'secondary potential habitat'. Subsequent assessment by DCCEEW categorised all areas of 'core' and 'primary potential habitat' as critical habitat⁴ the latter report⁵ included a thorough assessment of the edge effects associated with the project and provided mitigation options for reducing the residual impacts of the project.

DCCEEW determined that even with mitigation there were sufficient residual impacts that would require offsetting.

This report reassesses potential impacts to the three listed orchid species following a redesign that specifically aims to demonstrate substantial avoidance of direct and indirect impacts to orchid critical habitat. It also takes advantage of more recent survey data from 2022. There is no data from 2023 due to a weather induced dormancy of plants. Dry and warm winter conditions in 2023 are likely cause of failed flowering of plants of all three species. The

¹ Referral letter dated 8 February 2021

² Threatened Species and Marine Section (2014). Listing Statement for *Caladenia caudata* (tailed spider-orchid). Department of Primary Industries, Parks, Water and Environment, Tasmania DPIPWE

³ North Barker Ecosystem Services (30 September 2020)

⁴ Email from Assessment Officer DAWE to Pitt & Sherry (16/03/2024)

⁵ North Barker Ecosystem services (18 February 2022)

exceptionally favourable conditions for 2021 and 2022 have provided opportunity to reliably map the full extent of the populations.⁶

Information on the populations and habitat extent are taken from the previous work⁷.

1.2 Orchid Habitat

1.2.1 Critical Habitat

The *Significant Impact Guidelines* refer to 'habitat critical to the survival of a species'. Critical Habitat is rarely well defined and has only been formally prescribed on the Register of Critical Habitat⁸ under the EPBC Act for five species and does not include any of the three being considered here. The *Threatened Tasmania Orchids Flora Recovery Plan*⁹ defines critical habitat thus:

"Habitat critical to the survival of a species is defined as specific areas within and beyond a species' current distribution range containing biological and ecological characteristics essential to the continued existence of the species. Therefore, habitat critical to the survival of a particular species includes all areas deemed important to that species' survival or recovery, whether the species currently resides in those areas, historically resided in those areas, or may successfully recruit there in the future." pg 8

For *Prasophyllum milfordense* and *Caladenia saggicola*, critical habitat is defined (Figures 1-2)¹⁰. Critical habitat includes, with one exception¹¹, all areas of reliable records accumulated annually since 2018 and extending back to 1994. It also includes vegetation with similar attributes in vegetation composition and structure in proximity to the known records.

For *Caladenia caudata* the Milford subpopulation is one of 48 identified in the Listing Statement¹². This subpopulation is not included in the list of priority populations which infer important populations in the Recovery Plan¹³ as being an 'important subpopulation':

"Appendix 2 includes priority subpopulations for species listed on the TSP and EPBC Acts; these subpopulations are considered critical for the survival of the respective species and are therefore considered to be 'important populations'. " p 9

The Recovery Plan then goes on to say:

"The list of priority subpopulations is by no means complete and it is important to recognise that this list is dynamic and requires revision, as baseline surveys are conducted, as new information becomes available, as the status of threatening processes change, and as negotiations with landowners and managers progress."p9

An important population is a population that is necessary for a species' long-term survival and recovery. This may include populations identified as such in recovery plans, and / or that are:

1. key source populations either for breeding or dispersal
2. populations that are necessary for maintaining genetic diversity, and / or
3. populations that are near the limit of the species range.

⁶ This work is conducted by the Milford Forest Group with assistance from volunteers of the Threatened Plants Tasmania.

⁷ North Barker Ecosystem services (18 February 2022)

⁸ <https://www.environment.gov.au/cgi-bin/sprat/public/publicregisterofcriticalhabitat.pl>

⁹ Threatened Species Section (2017)

¹⁰ In accordance with email from Assessment Officer DAWE to Pitt & Sherry (16/03/2024)

¹¹ As single outlier record close to the highway was recorded in Dec 2022. Further consideration of this record is provided in section 1.2.3

¹² Threatened Species Section (2014)

¹³ Threatened Species Section (2017) Appendix 2, p 66

There is evident hybridisation between *C. saggicola* and *C. caudata*¹⁴ and the full genetic range of *C. saggicola* are of significance making these plants of *C. caudata* and all hybrids part of an 'important population'. This is consistent with criterion 2 above.

As such the mapped habitat at Milford for *Caladenia caudata* constitutes 'critical habitat' for the species (Figure 3).

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¹⁴ "It appears that *Caladenia caudata* can hybridise with other spider orchids (e.g. Milford area), making the identification of individuals difficult" p 3 *Caladenia caudata* Listing statement; Threatened Species Section (2014).

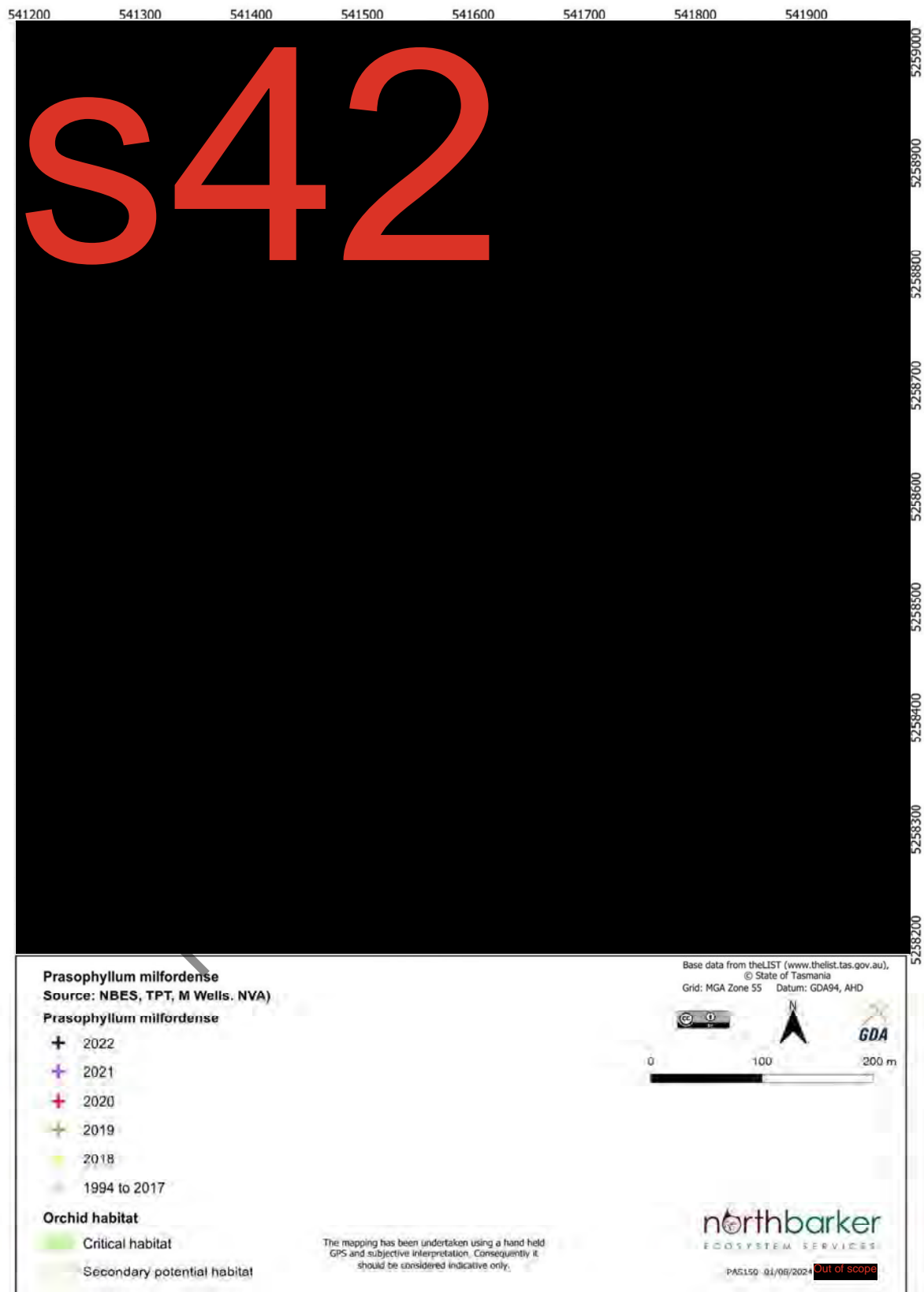


Figure 1: *Prasophyllum milfordense* records and habitat

Summary of Comments on 2020-8805_Tasman Hwy_Orchid Habitat Impact Assessment _20241008 - DSG comments.pdf

Page: 8

Number: 1	Author: Out of scope	Subject: Sticky Note Date: 16/10/2024 9:31:17 AM +11'00'
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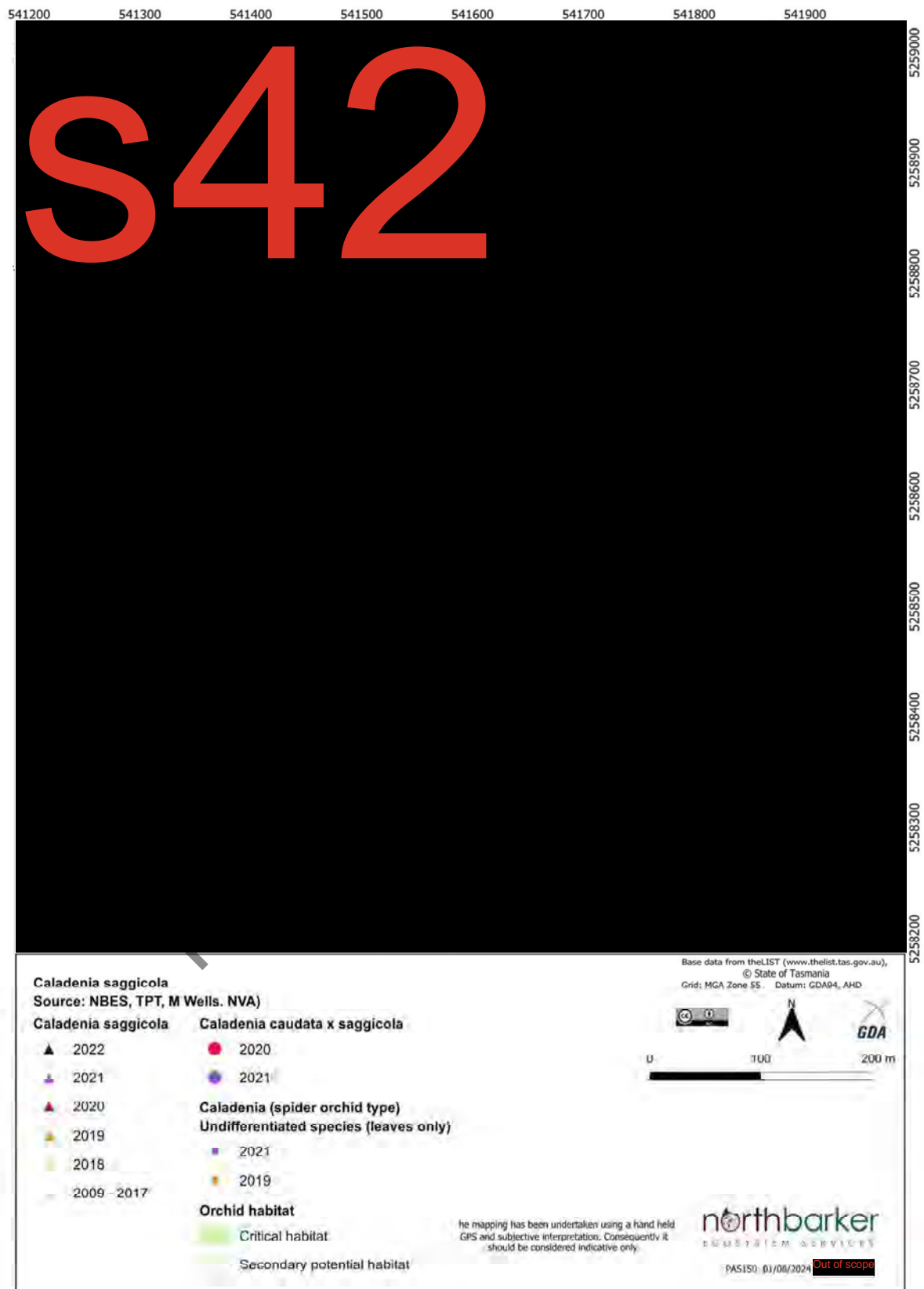


Figure 2: *Caladenia saggicola* records and habitat



Figure 3: *Caladenia caudata* records and habitat

1.2.2 Secondary Potential Habitat

This includes other areas of *E. viminalis* woodland on Milford that has attributes less suited to orchids e.g. dense bracken cover, weedy ground layer. The factors limiting suitability for orchids are considered reversible. It is very unlikely that much of this habitat is currently suitable but through biomass control, weed removal and other related actions it may be possible to enhance habitat suitability, although the circumstances required to make the habitat able to be colonised by orchids is uncertain.

A slither of native vegetation along the north-west of the property is defined as secondary potential habitat. This area is delineated by the Tasman Highway to the north, Pittwater Road to the west and a service track to the south-east. As such, this polygon is isolated from areas of critical habitat which are subject to regular weed management and biomass controls favourable to orchids. The slither is also subject to edge effects from the road, including weed incursion and stormwater run-off.

Secondary potential habitat is not considered critical habitat¹⁵.

1.2.2.1 Outlying *Prasophyllum milfordense* record

Despite annual surveys of the property, no records for threatened orchid species have been located in secondary potential habitat with the exception of a single outlying sighting of *Prasophyllum milfordense* recorded in late 2022 along the northern boundary of the Milford property. This record warrants closer consideration. The record was located with handheld GPS, and has been given an accuracy of 10 m on the Natural Values Atlas. The documented location with a 10 m buffer is shown in Figure 4. Following consultation with one of the listed the recorders¹⁶ it has been confirmed that the location of the record was inside the Milford property, north of the service track and at the point where the track veered closer to the highway. The most likely location is shown on Figure 4 within the hatched area of secondary potential habitat, 5-8 m south of the centroid of the record on the NVA the NVA (well within the realms of acceptable variation for hand held GPS). No further data on this record could be obtained.

Figure 1 shows *Prasophyllum milfordense* recorded as part of the 2022 survey. These specimens are concentrated to pockets where the species has been reliably recorded during annual surveys. The single observation is a visible outlier to historical data, located more than 20 m north from the nearest record, and surrounded by an area that is heavily degraded and infested with weeds. This area is fragmented from critical habitat and a single outlying record is not considered to warrant a change of classification of critical habitat.

1.3 Direct Impacts

1.3.1 Earthworks

This includes the removal of vegetation and topsoil along the corridor required for all earthworks including cuttings, embankments, table drains and culvert outfalls.

The direct footprint of the development avoids impacting known locations of any of the three species.

The proximity of confirmed observation records for threatened orchids from edge of works are listed below noting that these are plotted with hand held GPS (accuracy 5-10 m):

- *Prasophyllum milfordense* - single outlier record (2022), north of service road, likely to be 8-11 m from edge of earthworks and 3-5 m from edge of service track. Next nearest record (2022) is 20 m from edge of earthworks (highway) and 15 m from edge of realigned watermain service track. Other plants are all a further 7 m back from there.

¹⁵ In accordance with email from Assessment Officer DAWE to Pitt & Sherry (16/03/2024)

¹⁶ Peter Stronach, Landcare Tasmania

- *Caladenia saggiticola* - single record (2018) 52 m from the edge of earthworks, 47 m from edge of realigned watermain service track.
- *Caladenia caudata* - single record (2019) 55 m from edge of earthworks.
- *Caladenia* sp. (leaves only 2018) 27 m from edge of earthworks and 24 m edge of realigned watermain service track

No critical habitat for *P. milfordense*, *C. saggiticola* or *C. caudata* will be directly impacted, with the amended earthworks being 8 m from the edge of critical habitat at the closest point. This compares with a projected impact of 420 sqm of critical habitat for all three species in the referred design. [Compare 5 with 6.](#)

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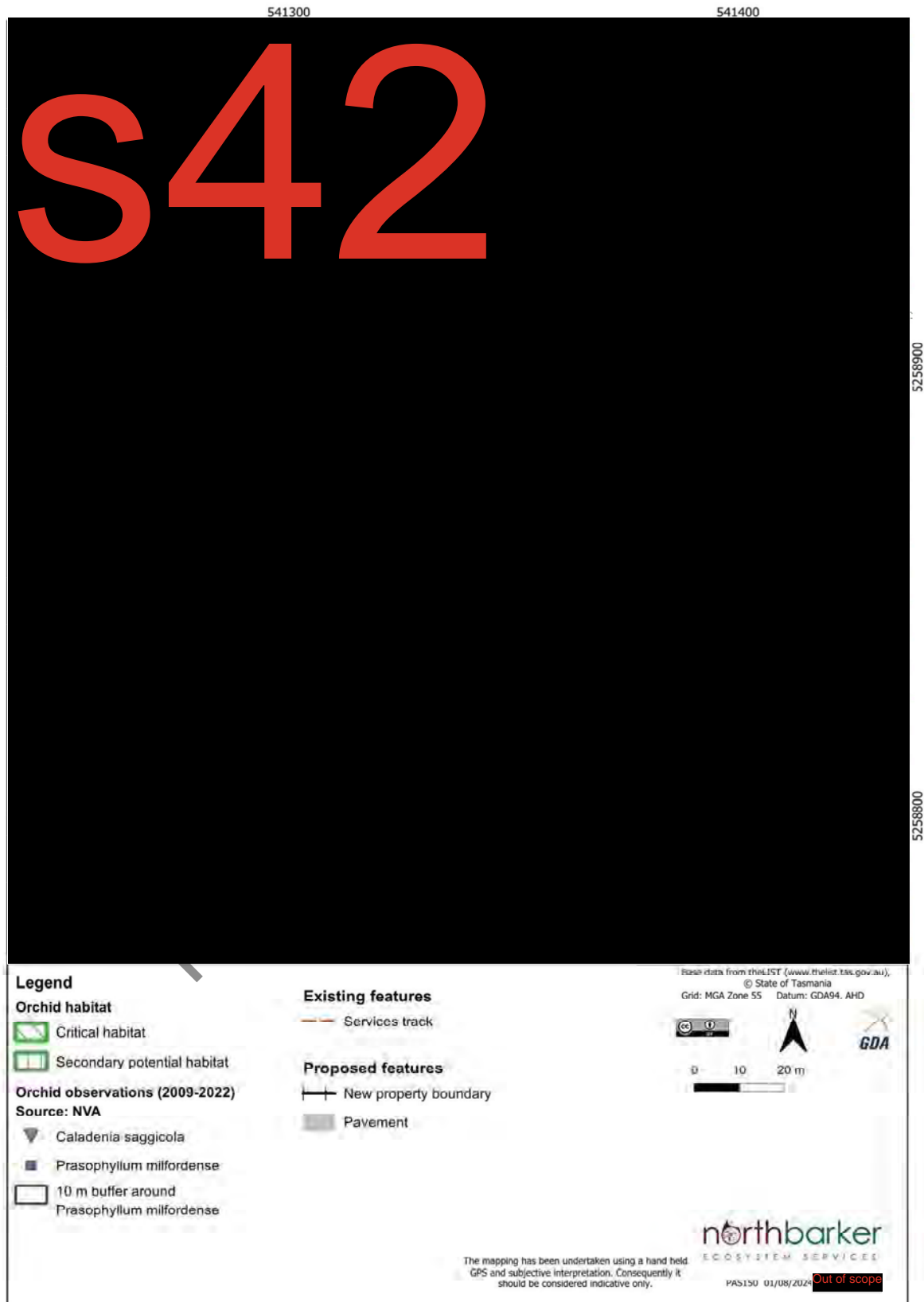


Figure 4: Outlier record of *Prasophyllum milfordense*



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1.3.2 Service Track

The existing service track (Plate 4) follows a route roughly parallel to the highway 5-10 m in from the original property boundary. It includes for much of its length a water main and accompanying pits and meters. The previous design (figure 5) included a 90 m section in the northwest corner of the Milford property where the service track would have needed to be realigned through native vegetation to provide ongoing landowner vehicle access within the property.



Plate 1: Typical condition of existing service track

The new design (figure 5) allows for the landowner service track to be retained in its current location. An amended future recommended property boundary would ensure the existing service road remained within Milford ownership.




A new service track will be provided on the highway side of the new property fence to provide access for the water main. At its closest this is more than 4 m outside the critical orchid habitat in contrast to the previous design that affected 350 sqm of critical habitat. The existing landowner service track which follows the edge of the orchid habitat will not need to be moved.

Figures 5, 6 and 7 show detail where the works extend into orchid habitat and the proximity to known orchid records.

Table 1: Direct Impact to critical orchid habitat (hectares)

Species	Critical Habitat	Impact	Impact (Original Design)
<i>Prasophyllum milfordense</i>	17.24	0.00	0.078
<i>Caladenia saggiticola</i>	19.10	0.00	0.078
<i>Caladenia caudata</i>	19.10	0.00	0.078

No direct impact is anticipated to habitat for any of the species. This compares with proportionate direct impacts in the previous design of 0.45 % to critical habitat for *Prasophyllum milfordense* and 0.41 % to habitat for *Caladenia saggiticola* and *C. caudata*.

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	Number: 2	Author: Out of scope	Subject: Highlight	Date: 16/10/2024 9:35:51 AM +11'00'
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	Number: 3	Author: Out of scope	Subject: Highlight	Date: 16/10/2024 9:38:14 AM +11'00'
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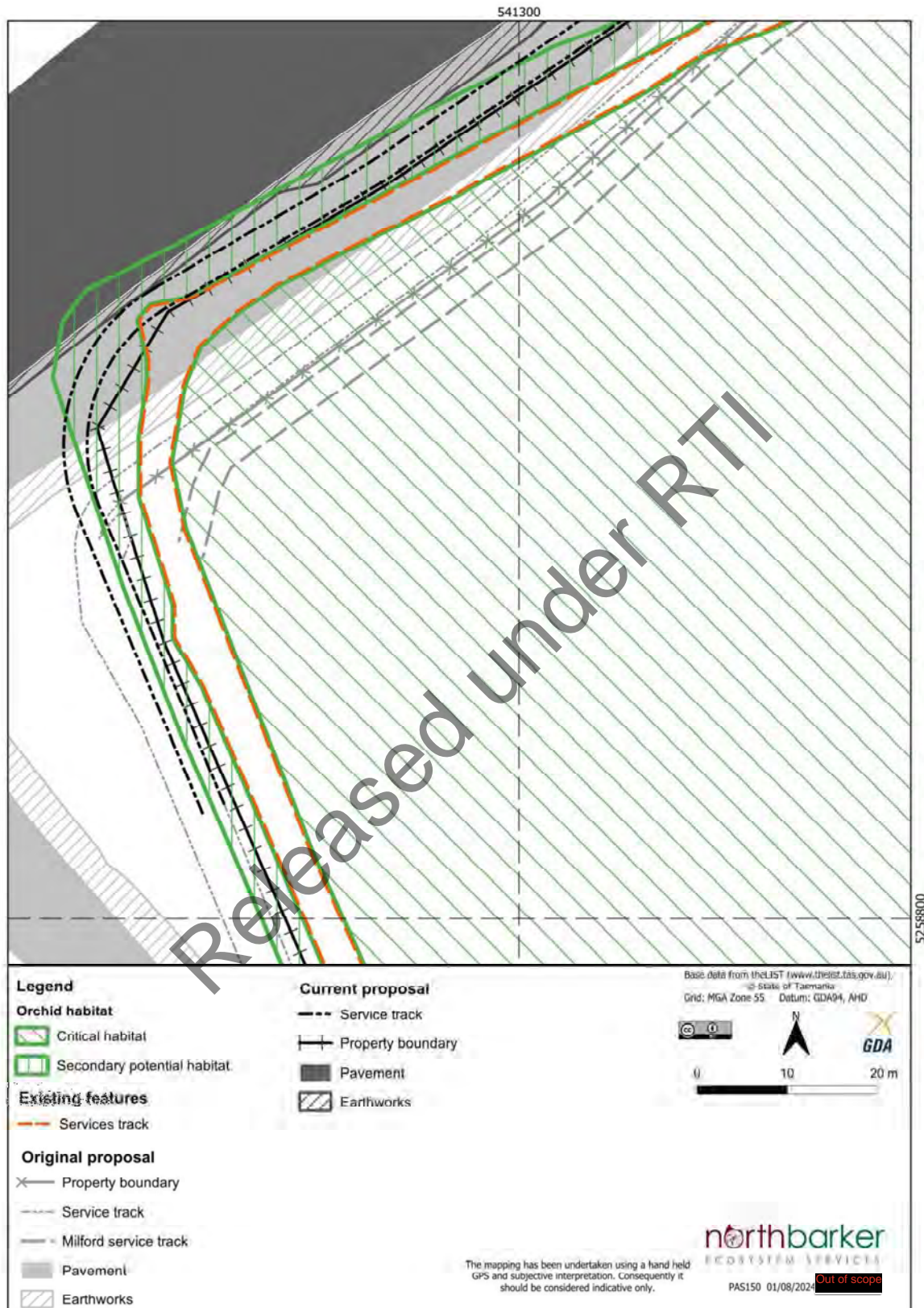


Figure 5: Original and amended design



Figure 6: Impacts to Orchid habitat – Pittwater Road junction (original design)

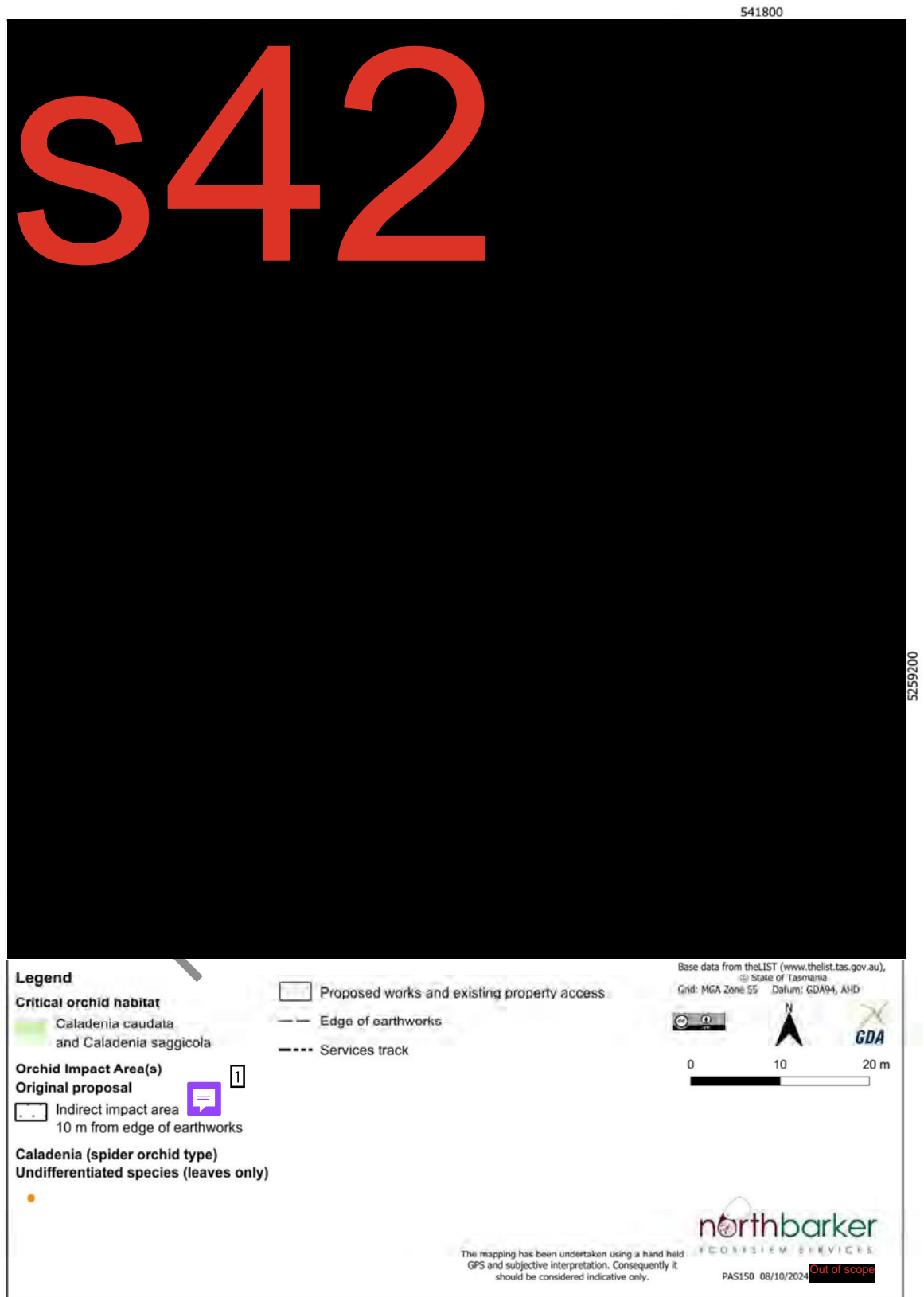


Figure 7: Impacts to Orchid habitat – west (amended design)



Number: 1

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Figure 8: Impacts to Orchid habitat (east of Milford access) – unchanged disturbance buffer to current situation

1.4 Indirect Impacts

This includes changes to habitat suitability outside the immediate footprint of the development resulting from changes in vegetation structure and site conditions. Facilitated impacts considered here include alterations to stormwater management, modifications to forest structure that may affect habitat suitability, changes to site use in orchid habitat and the introduction or spread of weeds. The spread of weeds may be affected by other impacts listed here. For example, increase in water runoff may improve suitability for invasive weeds.

1.4.1 Soil contamination

Increased nutrient and dissolved chemical loads into orchid habitat could adversely impact on the sensitive mycorrhizal associations reducing the suitability of the habitat for orchids. Increased nutrients can also benefit faster and denser growing weeds which could smother the site and reduce its suitability for orchids. Roadsides are known to have elevated nutrient loads resulting from runoff of soluble contaminants such as trace metals and hydrocarbons which increase in concentration in line with increases in traffic volumes¹⁷. It is possible contaminants are also carried in dust.

Soil analysis of the roadside has been undertaken using two transects extending for 50 m from the highway south into Milford. This is included in the Field Assessment of Potential Contaminants report (Appendix L of the Preliminary Documentation report). At both locations there were elevated levels of contaminants at the road edge which decreased to background levels 5-10 m from the road. Spikes in levels were also recorded downslope of a vehicle access track. The soil analysis extrapolates a likely 12.1 m impact buffer based on this analysis and assuming a 21 % increase in stormwater runoff. A conservative response to this would be to model a disturbance buffer from edge of earthworks embankment as 13 m.

The amended stormwater study¹⁸ reviewing a modified design with additional and wider swales will result in overall reduction in total flows with minor increase (7 %) at one location and significant reduction (31 %) at another. Collectively there is a 7 % reduction.

With the current scenario we have considered there to be no change to the 5-10 m impact buffer and have adopted 10 m as a conservative measure increasing to 11 m at one discharge where an increased discharge of 7 % is modelled.

Table 2 summarises the calculations for Indirect Impacts.

Table 2: Indirect Impact to critical orchid habitat (hectares)

Species	Critical Habitat	Impact	Impact (Original Design)
<i>Prasophyllum milfordense</i>	17.24	0.0047	0.041
<i>Caladenia saggicola</i>	19.10	0.0065	0.049
<i>Caladenia caudata</i>	19.10	0.0065	0.049

The proportionate indirect impact to critical habitat of *Prasophyllum milfordense* is 0.027%.

The proportionate indirect impact to critical habitat of *Caladenia saggicola* and *C. caudata* is 0.034 %.

Overall, the reduction in impact to critical habitat (both direct and indirect impacts) is summarised in Table 3. These equate to a marked improvement by reducing the extent of

¹⁷ Wong, T. Breen, P. & Lloyd, S. (2000); Department of Environment and Swan River trust (2005); AusRoads (2021).

¹⁸ Pitt and Sherry 2024 rev02

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encroachment into orchid habitat by nearly 25- fold for *P. milfordense* and by 19fold for *C. saggicola* and *C. caudata*.

Table 3: Total Impact to critical orchid habitat (hectares)

Species	Critical Habitat	Impact (new design)	%	Impact (Original Design)	%
<i>Prasophyllum milfordense</i>	17.24	0.0047	0.027	0.119	0.69
<i>Caladenia saggicola</i>	19.10	0.0065	0.034	0.127	0.66
<i>Caladenia caudata</i>	19.10	0.0065	0.034	0.127	0.66

1.4.2 Stormwater

The new road layout duplicates the current two lanes to four. It also involves an amended drainage plan with new larger format culverts to ensure water can pass under the highway in flood events. The increased hard surface will result in higher water flows during rain events. This could potentially impact on run off into the habitat for orchids which may alter the habitat suitability. Marked increase in moisture availability could also favour more aggressive plant species, both native and introduced, that could reduce habitat suitability for orchids. **Runoff from the golf course on the north side of the highway can carry increased nutrients.** Runoff from road surface can also carry trace metals and hydrocarbons dissolved in the water. Collectively these inputs could adversely impact on the delicate mycorrhizal associations in the soil which are so critical to viability of the orchids, especially for germination.

The stormwater Discharge Analysis report¹⁹ describes the current and altered stormwater discharge regime. The current regime includes four culverts emptying into the southern side of the highway. Water from the two western most culverts discharges into a table drain which directs water down the side of Pitt Water Road. From there it pools in a shallow hardened roadside pull off approximately 100 m down Pittwater Road.

Two other culverts currently discharge into the southern roadside from where water percolates into the adjoining bushland. These discharge points are all identified in Figure 9.


The locations of the new culverts discharge points are comparable to the current ones. The stormwater discharge modelling (Table 4) for the original design suggested there would be an annual increase in runoff of 21 % where the drainage flows in the vicinity of the critical habitat area for threatened orchids.

The more recent stormwater discharge assessment of the realigned highway proposal suggests that there will be an overall decrease of 7 % with modelled changes of -31 % and +7 % at each discharge points in proximity to the orchid habitat. The report concludes that "variability in annual rainfall has a significantly bigger impact on flow than the proposed development" and that "overall discharge volume directed towards the local depressions... from the site is slightly reduced as a result of the proposals"²⁰.


Analysis of the water flow into critical orchid habitat based on modelled infiltration rates suggest that any increased runoff will infiltrate into the natural surface. Consequently, moisture availability within the critical orchid habitat is likely to remain unchanged with any excess water runoff being readily taken up in the soil well before any water reaches the critical habitat for orchids.

¹⁹ Pitt & Sherry (2024)

²⁰ Pitt & Sherry (2024) p 17

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The current water flow based on our own site assessment and ²interpretation of stormwater discharge report and road design cross sections is represented in Figure 9. This shows that runoff from the road and input from the broader catchment adjacent to the critical orchid habitat is directed down Pittwater Road. Our ³interpretation of runoff elsewhere from the highway is ⁴that little runoff extends beyond the existing service track and that much is directed away from critical orchid habitat.

Our ⁵interpretation of water flows from the new design (Figure 10) is that drainage of the broader catchment and some of the highway surface will continue to be discharged down Pittwater Road. In major storm events this water will then overflow into the Milford (as currently happens) ⁷where it is likely, based on infiltration rates analysis in Stormwater Discharge report, that the water will continue to percolate through the sand on the service track without dispersing into the critical orchid habitat beyond.

The latest design ensures south flowing surface runoff will continue to be picked up in a table drain and discharged into Pittwater Road. The increased runoff, predominantly from two west bound lanes will ^{s35} to discharge in a southerly direction. The infiltration rates analysis in Stormwater Discharge report suggests the water will continue to percolate through the sand ^{s35} critical orchid habitat. The anticipated higher flows into the pull off 110 m down Pittwater ¹⁰ could also be managed through removal of impervious hard stand and reinstatement of sandy substrate to better ensure seepage into the ground and reduce risk of infill into Milford.



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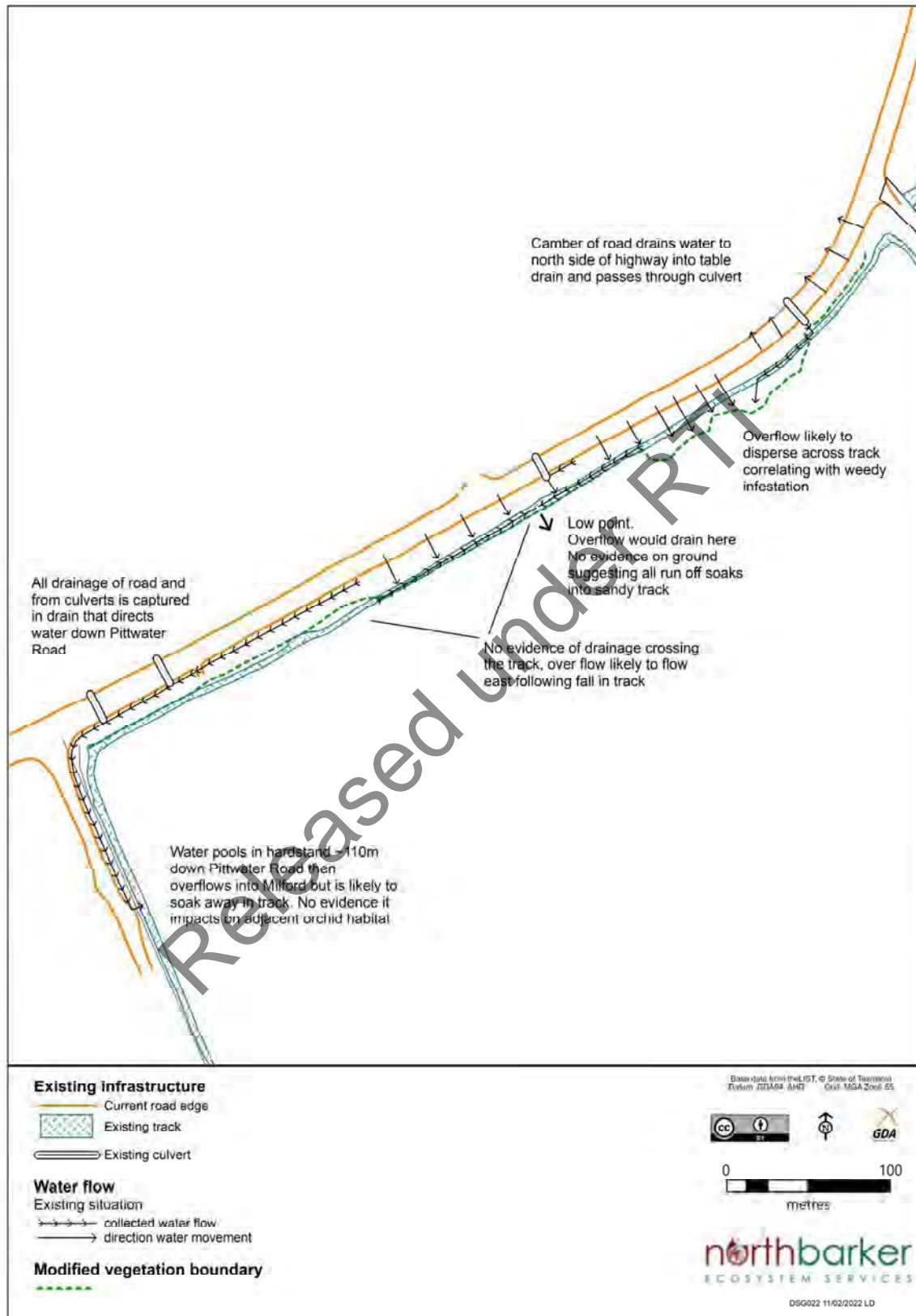


Figure 9: Stormwater – existing highway

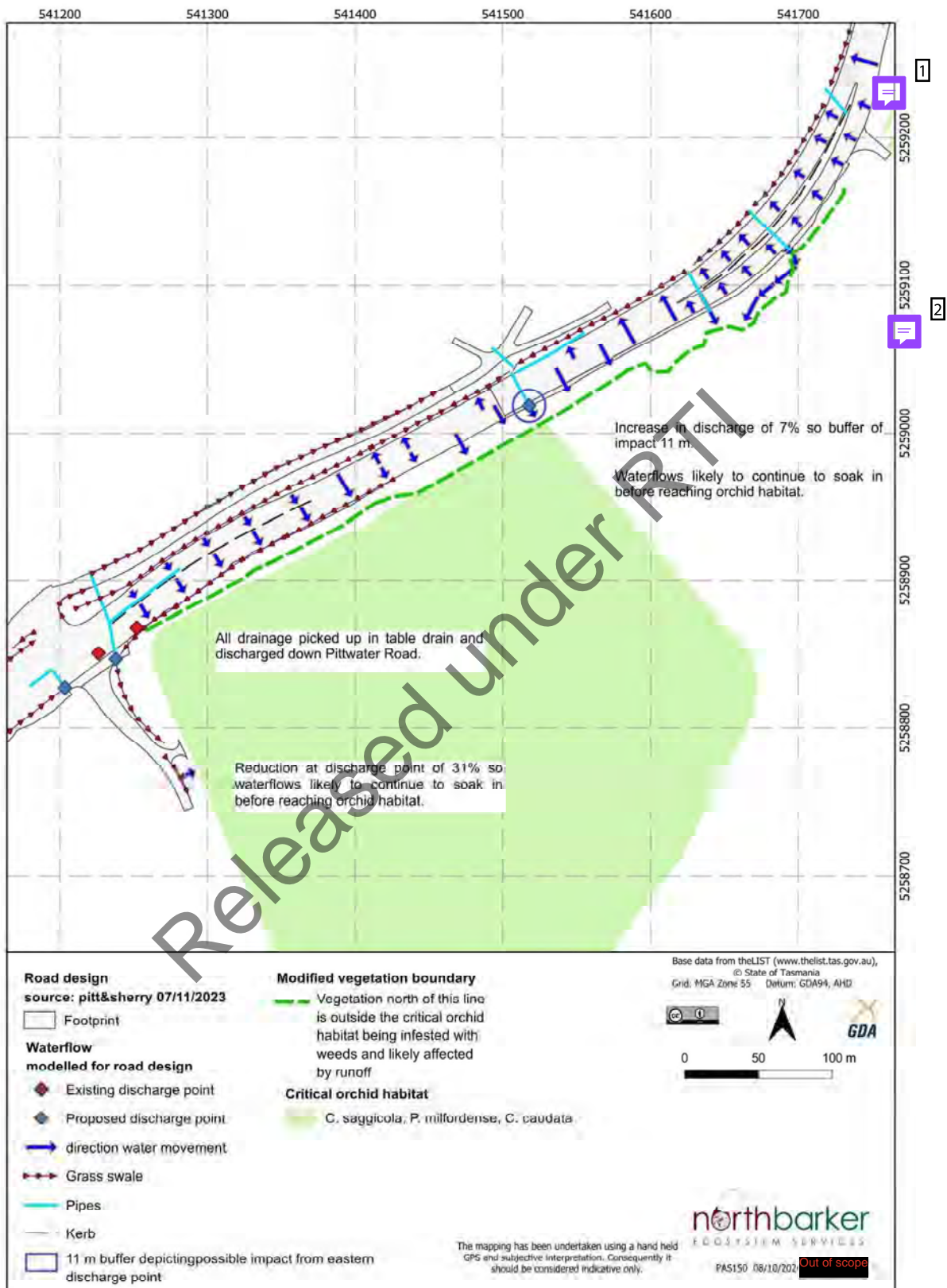




Figure 10: Stormwater – new highway

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1.4.3 Weed Infestation

Not atypically, the roadside vegetation supports an elevated proportion of non-native weeds species which are able to exploit the disturbed roadside environment. Elements of disturbance include:

- runoff supplying excess moisture, nutrients and other contaminants (refer 2.3.1 and 2.3.2);
- road dusts carrying nutrient load through chemicals from bitumen surface and tyres;
- ground disturbance and weed spread from roadside slashing;
- removal of competition from herbicide treatment of road edge and around guide posts; and
- introduction of weeds seed from passing vehicles.

The road edge supports a typical range of invasive roadside weeds including cocksfoot grass (*Dactylis glomerata*), shaking grass (*Briza maxima*), panic veldt grass (*Ehrharta erecta*), fog grass (*Holcus lanatus*), rough catsear (*Hypochaeris radicata*) and scarlet pimpernel (*Anagallis arvensis*). For the most part the weed infestation is confined to the section between the highway and the fence, although to lesser extent these weeds are present in most sections up the edge of the sandy service track. The track forms a discernible boundary to the weed infestation extent. Plate 2 shows the distinct difference of the grass composition each side of the service track that runs parallel to the highway. There are sections between the fence and service track which remain dominated by native species, especially where the ground is slightly elevated. Here orchids are prominent although they do not include any of the three threatened species. (MNES). The conditions created by the track are suitable for several *Pterostylis*, *Thelymitra*, *Acianthus* and *Corybas* species.

There is an area of low-lying ground where the weed infested section is much wider (Figure 10). It is likely that any excess runoff from the existing central culvert flows to this low point creating conditions favourable to weedy grasses (Plate 3).

There are four species of weeds (Plate 4) which are gradually increasing in extent which are all likely to have been introduced into the roadside and have extended their occupancy into the adjacent bushland. Their spread is less a function of ground conditions but more a natural colonisation. All are recognised environmental weeds which potentially threaten the integrity of the orchid habitat in the medium to long term.

The implications to weed infestation resulting from the project include the establishment of new earthworks prime for weed colonisation. These works also provide an opportunity as a significant portion of the current weed infested vegetation will be removed as part of the construction works. The management of the new roadside during and following completion of works will be critical to the scale of consequential weed infestations.

1.4.4 Vegetation clearance

The northwest corner of the **1** property is distinguished by a dense shrub layer to 5 m dominated by hop bush (*Dodonaea viscosa*) and silver wattle (*Acacia dealbata*). Some of this has been slashed in recent years opening up the ground layer and improving its suitability for orchid habitat as borne out by the discovery of a new location of *Prasophyllum milfordense* in 2020-2022 period. A dense screen of this shrubby section persists closer to the highway which maintains shelter from the highway and potentially reduces exposure to desiccating winds. With the amended design much of this can now be retained. The importance of the potential screening function that this shrub band provides for the orchid habitat is theoretical and not proven.

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Plate 2: Service track Milford. Tasman Highway is on the right. Northern side of track (right image) is dominated by introduced grasses (blue green colour signature). Southern side (left image) is dominated by yellow/green shade of native grasses (*Microlaena stipoides*) and retains better quality habitat value for orchids.



Plate 3: Heavy infestations of panic veldt grass (*Ehrharta erecta*). Outfall of culvert (left) in bushland in low lying site (right)



Soursob (*Oxalis pes caprae*)



Garden freesia (*F. alba* x *F. leichtlinii*)



Panic veldt grass (*Ehrharta erecta*)



Bluebell creeper (*Billardiera heterophylla*)

Plate 4: Four most significant weed threats to threatened orchid habitat

1.5 Facilitated impacts.

Changes to the road surface of Pittwater Road may facilitate changes or increases in accumulation and runoff of stormwater. Informal pull off areas along Pittwater Road are subject to ponding in rain events, the most severe of which can lead to overflow potentially entering the orchid habitat. The closing and rehabilitation of these sites would improve water absorption and reduce the risk of overflow into nearby orchid habitat.

Much of these effects are current and not conceivably increased through the road upgrades other than the closest sites located 59 m and 83 m respectively south of the existing Tasman Highway junction. Nevertheless, the Department of State Growth is investigating closing these plus three other sites located 159 m, 194 m and 376 m south of the junction. The consequence of rehabilitating all of these will potentially result in an improvement of the current situation.

A secondary likely benefit of closing pull-off areas may be to reduce or stop the behaviour of some people to use the site to release unwanted roosters, and for other well meaning citizens

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to release grain and other garden and household waste to feed the feral poultry population. The poultry population roams through the Milford site and potentially disturb orchid habitat in the process.

1.6 Cumulative impacts.

The road upgrades associated with this section of the Tasman Highway forms part (Segment 1) of several stages of works, collectively known as the South East Traffic Solution (SETS). None of the other segments include habitat for these threatened orchids and so do not constitute impacts that are cumulative to those taking place here.

2 Significant Impact Assessment

Table 4 reviews each of the Significant Impact Criteria listed in the Significant Impact Guidelines ²¹. All three orchids are considered concurrently accepting the overlap of habitat and the recognition that the population of the one vulnerable species (*Caladenia caudata*) is recognised as 'important population' (refer 1.2). The assessment concludes that the revised proposal will not have a significant residual impact on the three listed orchid species.

There will be no direct impacts to individuals of any threatened orchids and no direct impact to critical orchid habitat. Impact to threatened orchids is limited to potential indirect impacts to habitat.





Indirect impacts to threatened orchid habitat are minor and not significant. Increased water runoff from the enlarged road surface is likely to infiltrate into the soil before reaching orchid habitat. Improved drainage management will direct much of the runoff from the core habitat. Soil contaminants are not expected to extend into the orchid habitat.

Existing weed infestations currently impose management challenges. Vegetation clearance works will remove some of the worst weed infestations close to the roadside. Increased water infiltration and ground disturbance associated with the development may favour habitat suitability on the roadside for weeds.

Indirect impacts can be minimised through the implementation of a high standard of management practises during the construction period and through monitoring of potential impacts and management of threats, notably existing weed infestations. Clear orchid habitat protection and weed management prescriptions in construction documentation and post construction roadside reserve management will be developed and implemented. This will prescribe monitoring of potential impacts and management of threats, notably existing weed infestations. It will also include a monitoring regime that will identify and respond to any future threats to orchids and their habitat.

The implementation of these prescriptions will result in an improved outcome than would occur should the project not proceed. This is because it provides an opportunity to tackle some existing serious weed threats to orchid habitat on Milford and to ensure a higher standard of roadside maintenance.


²¹ Matters of National Environmental Significance: Significant Impact Guidelines 1.1, Commonwealth of Australia (2013)

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Table 4: Summary of Impacts for three listed orchid species

Impact	Species	Extent
Direct Impact Critical Habitat The development footprint (earthworks, watermain service track and fence)	<i>Caladenia caudata</i>	0 ha critical habitat – entirely avoided - earthworks 8m from habitat
	<i>Caladenia saggicola</i>	0 ha critical habitat – entirely avoided - earthworks 8m from habitat
	<i>Prasophyllum milfordense</i>	0 ha critical habitat – entirely avoided - earthworks 8m from habitat
Indirect Impact Critical Habitat A disturbance buffer from the edge of the highway that could affect the soil microbiology estimated to be 11 m from the base of the future embankment. This is based on a soil chemistry analysis for contaminants extending in two transects from the roadside and modelled increases in water run-off, cross referenced against evident alterations to species composition, weeds etc	<i>Caladenia caudata</i>	0.028 ha The disturbance buffer is 42 m from the nearest confirmed record and 27 m from the nearest <i>Caladenia</i> sp. (likely to be <i>C. caudata</i>) recorded in 2019.
	<i>Caladenia saggicola</i>	0.028 ha The disturbance buffer is 39 m from the nearest confirmed <i>C. saggicola</i> record recorded in 2019 but not relocated in subsequent surveys.
	<i>Prasophyllum milfordense</i>	0.020 ha The disturbance buffer is 7 m from the nearest confirmed record from 2022.
Total Impact Critical Habitat	<i>Caladenia caudata</i>	0.028 ha 0.15 % of total (19.1ha)
	<i>Caladenia saggicola</i>	0.028 ha 0.15 % of total (19.1ha)
	<i>Prasophyllum milfordense</i>	0.02 ha 0.12 % of total (17.24 ha).

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Table 5: Significant impact criteria with regards to three listed orchid species

Significant Impact Criteria ²² (statements adjusted for critically endangered status)	Likelihood of significant impact	Comments
1. Lead to a long-term decrease in the size of a population	None	No known occurrences of the threatened orchids are likely to be directly impacted. No direct loss of critical habitat is anticipated. The small proportionate indirect impact to habitat is of such small scale as to not lead to any long term decrease in size of the populations. The disturbance to critical habitat on the margins of the population is not likely to lead to a long-term decrease in the size of the population and it is unlikely to increase the population's susceptibility to extinction from localised stochastic events considered a potential threatening process ²³ . The extent of impact is not significant
2. Reduce the area of occupancy of the species	None	<u>2</u> known occupied area will be reduced. <u>1</u> the potential disturbance to critical habitat on the margins of the population through indirect impacts will reduce the potential area for future occupancy of the species by (at worst) 0.12-0.15 % (1/666-1/833). Existing threatening processes (weed infestation) are likely to have a greater effect should the project not proceed and the intensive management of future infestations from the roadside will not be tackled.
3. Fragment an existing population into two or more populations	None	The development footprint intersects with the northernmost extent of habitat. <u>3</u> hile this potentially impacts some (though does not directly remove any) critical habitat, it does not fragment the population.
4. Adversely affect habitat critical to the survival of a species	None Improved with mitigation	<u>4</u> though the impact does potentially (indirectly) affect some critical habitat the small extent of impact is not likely to be deemed significant. Nevertheless, mitigation measures through habitat management of the roadside reserve through improved drainage management and filtration planting will potentially eliminate any indirect impacts
5. Disrupt the breeding cycle of a population	None	Factors that could impact on the breeding cycle of flora would include impacts to pollinators, mycorrhiza, flowering and seeding. The proposal will have no impact to these processes.

²² Matters of National Environmental Significance: Significant Impact Guidelines 1.1, Commonwealth of Australia (2013)

²³ Threatened Species Section (2020)

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Significant Impact Criteria ²² (statements adjusted for critically endangered status)	Likelihood of significant impact	Comments
		The development footprint avoids the known population location.
6. Modify, destroy, remove, isolate or decrease the availability or quality of habitat to the extent that the species is likely to decline	None Improved with mitigation	Modifications are expected in the area of critical habitat of this specie, albeit very small proportion (up to 0.15%). The scale of impact is not sufficient to lead to a decline. Mitigation measures through habitat management of the roadside reserve through improved drainage management and filtration planting will potentially eliminate any indirect impacts
7. Result in invasive species that are harmful to the species becoming established in the species' habitat	None Improved with mitigation	Weeds are considered harmfully competitive to these species ²⁴ . Construction of this project has a moderate possibility of introducing or spreading harmful weed species into the area. Habitat management of roadside will prescribe weed management measure that will respond to this threat reducing the current risk of infestation. Rehabilitation of informal pull off areas along Pittwater Road may reduce opportunities for people to park to release and feed poultry. [1] portion of the critical population of all three orchid species is fenced to protect plants from browsing by rabbits. The project will not affect this fenced area which is located more than 200 m to the south of the proposed road works.
8. Introduce disease that may cause the species to decline	None	No specific diseases are known to impact this species ²⁵ , and the project is unlikely to lead to the introduction of any new diseases.
9. Interfere with the recovery of the species	None Improved with mitigation	Recovery actions identified for these species include surveys, subpopulation size & demographic monitoring, fencing, weed control, provision of suitable fire regime, conservation covenant and management planning ²⁶ . None of these actions are interfered with by this project. Improved boundary fencing and improved management of the adjacent roadside reserve will contribute positively to some of these recovery actions.

²⁴ Threatened Species Section (2017)

²⁵ Threatened Species Section (2017)

²⁶Threatened Species Section (2017)

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From: Out of scope
To: Out of scope
Subject: Preliminary Documentation
Date: Monday, 30 September 2024 7:53:07 AM

Hio Out of scope

I have just sent you a link to the Preliminary Documentation for your review. There a couple of matters we are still working on.

Out of scope has to update his reports to ensure they reflect the latest Drainage Report

I would hope that we can get this submitted to DCCEEW before the end of October

We recommend meeting with DCCEEW to go through it before we submit as we think there would be benefit in describing how the drainage works.

Regards

Out of scope

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From: [Out of scope]
To: [Out of scope]
Subject: RE: Airport Interchange to Midway Point Causeway
Date: Thursday, 1 August 2024 4:43:00 PM
Attachments: [Tasman Highway Hobart Airport to Midway Point Causeway Realignment of original design Roll Plan - Urban Mobility comments.pdf](#)

Hi [Out of scope],

So the additional works are on-ground survey of tie in points and additional design for underground TasNetwork power. Are there any other updates associated with new specifications etc. I assume this is just for design drawings at the moment and not tender specs which will need to be as per the new AS4000 contract.

Can you have a look at the As built files and let me know if you still need the on ground survey and/or any other survey details.

I did send the old drawings around and the only comment I received were some active transport comments (see attached).

Thanks

Out of scope

State Roads | Department of State Growth
 Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001

Email: [Out of scope]@stategrowth.tas.gov.au / MB: [Out of scope]

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: [Out of scope]

Sent: Thursday, August 1, 2024 3:16 PM

To: [Out of scope]

Subject: Airport Interchange to Midway Point Causeway

Hi [Out of scope]

Please refer to attached change order for updating the current detailed design including the conversion to underground power from the airport to Pittwater Road.

The design component is [s38]. This included an amount of [s38] to survey the western tie in to the Airport Interchange works. I requested a revised quote for the survey from Veris and they advised a cost of [s38]. I considered this to be too high asked Veris for a revised quote without all the requirements of Specification T4 and only picking up pavement edge and lane lines. This came in at [s38]. The change order is 2 years old and the agreed cost escalation of 7.7% applicable under our contract should be applied to the Design amount. We now don't need to design the Milford access or prepare the DA as there are being done by JMG. Recognising these changes I now propose a revised fee for the Design Update as below

Original Fee	s38
less survey	
less Milford Access	
less Milford access DA	
Subtotal	
add cost excalation at 7.7%	

add current survey quote

Revised Total

Additional cost

s38

Can you confirm that you are happy with the s38 additional cost and I will forward a change order.

Regards

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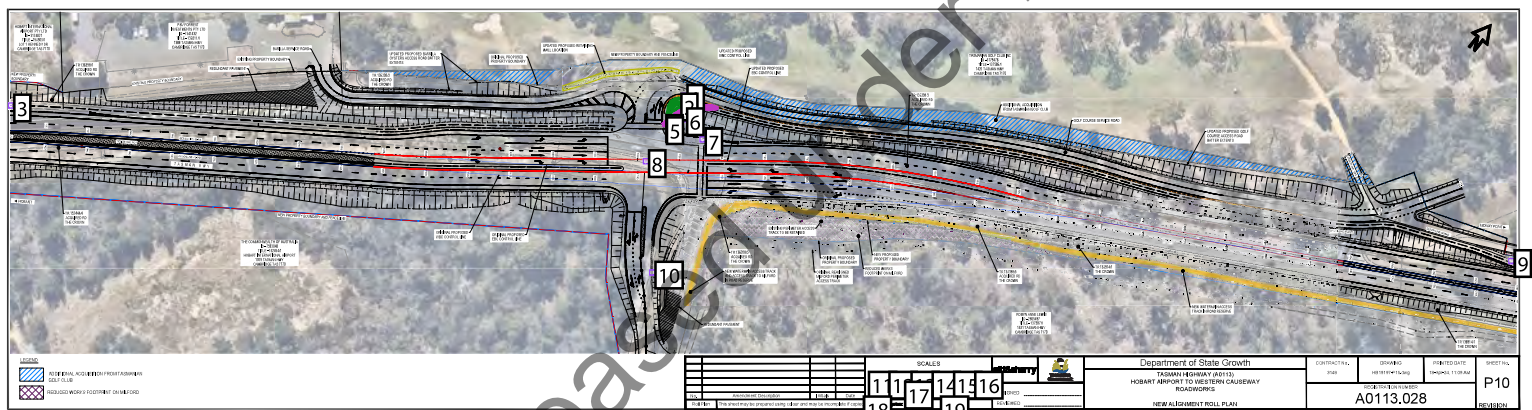
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Summary of Comments on 43a Tasman Highway_Hobart Airport to Midway Point Causeway_Realignment of original design Roll Plan - Urban Mobility comments.pdf

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 Number: 2	Author: Out of scope	Subject: Pencil	Date: 9/07/2024 1:57:00 PM
 Number: 3	Author: Out of scope	Subject: Sticky Note	Date: 9/07/2024 2:02:45 PM
s35			
 Number: 4	Author: Out of scope	Subject: Pencil	Date: 9/07/2024 1:57:19 PM
 Number: 5	Author: Out of scope	Subject: Pencil	Date: 9/07/2024 1:56:44 PM
 Number: 6	Author: Out of scope	Subject: Sticky Note	Date: 9/07/2024 1:56:08 PM
s35			
 Number: 7	Author: Out of scope	Subject: Sticky Note	Date: 9/07/2024 2:07:06 PM
s35			
 Number: 8	Author: Out of scope	Subject: Sticky Note	Date: 9/07/2024 2:06:28 PM
s35			
 Number: 9	Author: Out of scope	Subject: Sticky Note	Date: 9/07/2024 2:02:38 PM
s35			
 Number: 10	Author: Out of scope	Subject: Sticky Note	Date: 9/07/2024 2:01:25 PM
s35			
<input type="checkbox"/> Number: 11	Author: AutoCAD SHX Text	Date: Indeterminate	
10			
<input type="checkbox"/> Number: 12	Author: AutoCAD SHX Text	Date: Indeterminate	
0			
<input type="checkbox"/> Number: 13	Author: AutoCAD SHX Text	Date: Indeterminate	
10			
<input type="checkbox"/> Number: 14	Author: AutoCAD SHX Text	Date: Indeterminate	
20			
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40			
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SCALE IN METRES - 1:500			
<input type="checkbox"/> Number: 18	Author: AutoCAD SHX Text	Date: Indeterminate	
Co-ordinate System:			
<input type="checkbox"/> Number: 19	Author: AutoCAD SHX Text	Date: Indeterminate	
Height Datum:			

From: [Out of scope]
To: [Out of scope]
Subject: RE: Community Consultation - Tasman highway EPBC
Date: Monday, 16 December 2024 9:26:00 AM

Thanks [Out of scope]

Out of scope

State Roads | Department of State Growth
Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Email: [Out of scope]@stategrowth.tas.gov.au / MB: [Out of scope]
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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: [Out of scope]@pittsh.com.au>
Sent: Monday, December 16, 2024 9:20 AM
To: [Out of scope]@stategrowth.tas.gov.au>; [Out of scope]
[Out of scope]@stategrowth.tas.gov.au>
Cc: [Out of scope]@pittsh.com.au>
Subject: Community Consultation - Tasman highway EPBC

Hi [Out of scope] and [Out of scope]

For discussion this morning re inclusion with the Preliminary Documentation

After development of Option 5 (the original design) we had a meeting with key stakeholders – Airport, Golf Club, Milford, Local Government. The response was quite positive and was a key reason why we proceeded with the design. I've attached a summary and also the minutes from the meeting (meeting minutes were taken by [Out of scope]).

Out of scope

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From: Out of scope [REDACTED]@pittsh.com.au>
Sent: Monday, 5 August 2024 3:50 PM
To: Out of scope [REDACTED]
Subject: RE: Out of scope [REDACTED] shared "HB19197-P10 - Standard" with you
Attachments: Revised Design Reduction.pdf

Hi Out of scope [REDACTED]

Refer attached. Let me know if this is now suitable or if you require any changes. Labels will be apparent in the GIS model which I will send off if you happy with the attached.

Regards

Out of scope [REDACTED]
[REDACTED]

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pittsh.com.au

Duplicate



State Growth

Reduced Acquisition

pitt&sherry



0 5 10 20 30 40 Meters

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere
1:1,217 When Printed at A4

MAP REF P.19.0270
AUTHOR Out of scope
REVISION A
DATE 5/08/2024

DATA Base data and map from
SOURCES The LIST Tasmanian
Government

Legend

- Property Fence
- CONTINUOUS
- Gate
- Property Fence new
- Shared Used Path
- Earthworks Batter
- Edge of Track
- Footpath
- Table Drain
- Verge
- WBeam new
- Wire Rope new
- Reduced Acquisition

From: Out of scope
To: Out of scope
Subject: RE: Design Progress
Date: Wednesday, 11 December 2024 1:15:00 PM
Attachments: [image001.png](#)
[image002.gif](#)
[image003.png](#)

Thanks for the update Out of scope, s35

For now please proceed without consideration for the Sewar rising main as no official request has been made to the Department on this matter.

Regards, Out of scope

s35

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: s35 @pittsh.com.au>
Sent: Tuesday, December 10, 2024 3:32 PM
To: s35 @stategrowth.tas.gov.au>
Subject: Design Progress

Hi s35

s39

I have just had a discussion with the designer and we will get back to you with a revised anticipated completion date in the next day or so. This will assume that we are not including and designing a sewer rising main in the road reserve, however I understand that the rising main is likely to become a requirement?

Regards

Out of scope

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From: Out of scope <[REDACTED]@stategrowth.tas.gov.au>
Sent: Tuesday, 10 December 2024 1:49 PM
To: Out of scope <[REDACTED]@pittsh.com.au>
Subject: FW: TasNetworks - CN24-239909

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Hi [REDACTED],

Can you please provide an update on design and advise when you can meet this requirement to TasNetworks?

Thanks, [REDACTED]

Out of scope
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Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Email: Out of scope <[REDACTED]@stategrowth.tas.gov.au> / MB: Out of scope
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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: Network Customer Supply <networkcustomersupply@tasnetworks.com.au>
Sent: Tuesday, December 3, 2024 8:29 AM
To: Out of scope <[REDACTED]@stategrowth.tas.gov.au>
Cc: Out of scope <[REDACTED]@pittsh.com.au>
Subject: TasNetworks - CN24-239909

You don't often get email from networkcustomersupply@tasnetworks.com.au. [Learn why this is important](#)
Morning, [REDACTED].

Thank you for your application regarding the street light removal at 1388 Tasman Highway.

Could you kindly send through any CAD plans that would correspond to this application so I can add them to the case to progress through to the next stages?

Kind regards,

Out of scope
[REDACTED]
Connection Services



P Out of scope | **E** networkcustomersupply@tasnetworks.com.au

1 Australis Dr, Rocherlea 7248
PO Box 419, Launceston TAS 7250

www.tasnetworks.com.au

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☐ /TasNetworks

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Released under FOI

From: Out of scope @pittsh.com.au>
Sent: Monday, 16 December 2024 9:07 AM
To: Out of scope
Subject: RE: Letter Tasman Hwy design Milford Property 12th Nov 2024
Attachments: Out of scope

Good morning

Revised letter attached. s39

Regards

Out of scope

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[pittsh.com.au](#)

From: Out of scope
Sent: Friday, 13 December 2024 11:04 AM
To: Out of scope @jmg.net.au>; Out of scope @stategrowth.tas.gov.au>; Out of scope @stategrowth.tas.gov.au>
Subject: RE: Letter Tasman Hwy design Milford Property 12th Nov 2024

Hi Out of scope

I'll leave it to you and Out of scope to decide whether to send the letter as a draft. s39

The orchid record you have highlighted is the outlier. It is plotted from handheld GPS with an accuracy of +/- 10%. Based on anecdotal evidence of where the plant was identified, proximity to fence and other features we believe it is outside the impact area. This is addressed in the Significant Impact Assessment report. The boundary as shown is correct and is part of the acquisition (refer attached). I understand that further acquisition of a small parcel further to the east is required for the causeway upgrade.

Regards

Out of scope

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[pittsh.com.au](#)

From: Out of scope [REDACTED]@img.net.au>

Sent: Friday, 13 December 2024 10:13 AM

To: Out of scope [REDACTED]@pittsh.com.au>; Out of scope [REDACTED]@stategrowth.tas.gov.au>; Out of scope [REDACTED]@stategrowth.tas.gov.au>

Subject: RE: Letter Tasman Hwy design Milford Property 12th Nov 2024

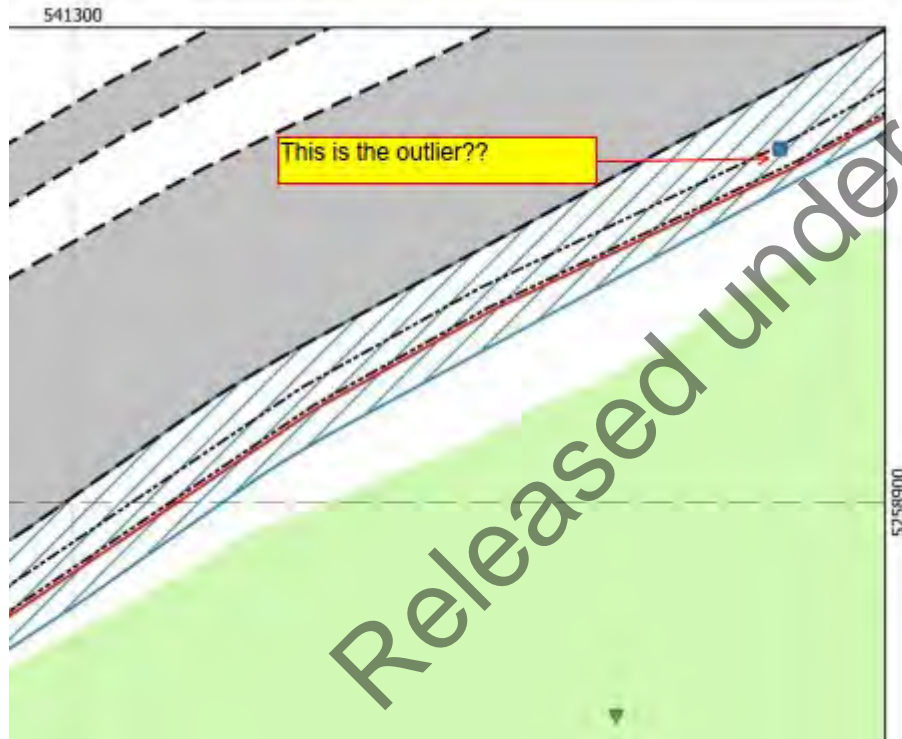
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Terrific,

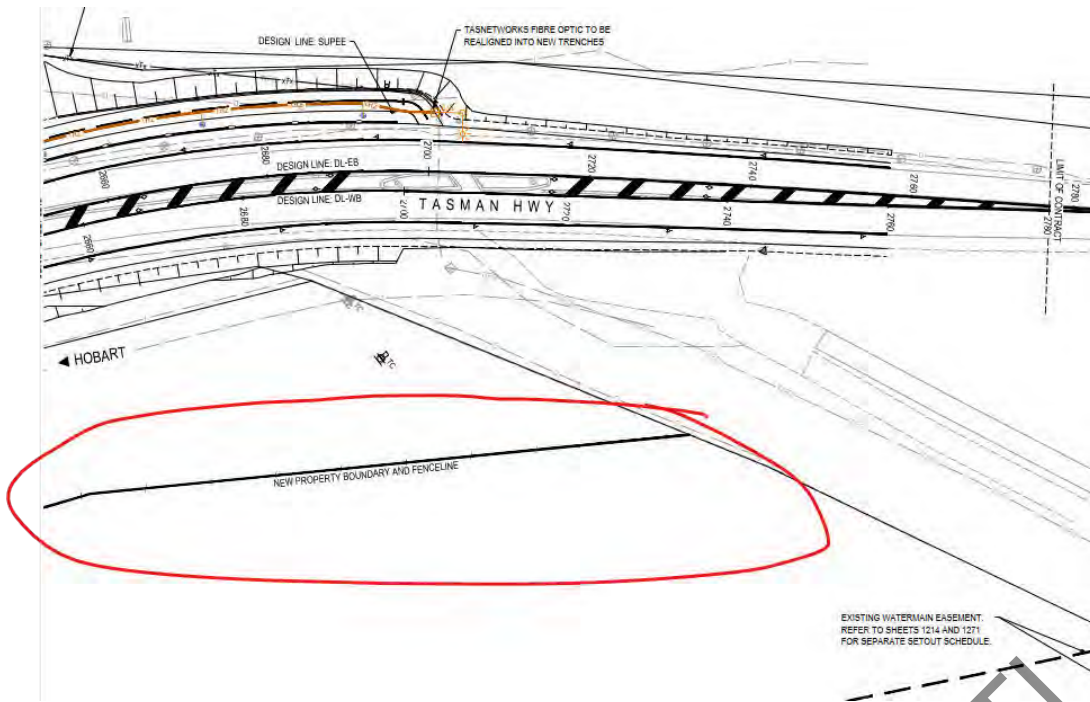
I believe the insight into the “assessment is to be by “Preliminary Documentation”” will be material in Out of scope [REDACTED] acceptance of information.

s39 [REDACTED]

In regard to the maps, is this the one orchid you were concerned about?



And is the boundary shown on sheet 3214 the new proposed boundary location?



I'll be in the southwest on Monday but back in the office on Tuesday. s39
 But I'll take your lead on this Out of scope before it gets out in the wilderness.

Out of scope

Out of scope

117 Harrington St. Hobart TAS 7000
 E: Out of scope @jmg.net.au
 P: Out of scope



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From: Out of scope @pittsh.com.au>
Sent: Friday, 13 December 2024 9:45 AM
To: Out of scope @jmg.net.au>; Out of scope @stategrowth.tas.gov.au>; Out of scope @stategrowth.tas.gov.au>
Subject: RE: Letter Tasman Hwy design Milford Property 12th Nov 2024

Good morning

Following comments from Out of scope I have made some minor changes to the letter
 Added a statement that the Stormwater Discharge Analysis is an integral part of the submission to DCCEEW
 Clarified the assessment process by DCCEEW

Added a statement from the Significant Impact Assessment that loss of tree cover on the Milford boundary is not considered detrimental to orchid habitat

Included maps at Pittwater Road corner and highway access showing impact of works overlaid on orchid habitat

We only have part survey of trees that are on Milford inside the original design boundary so we haven't included that layer on the drawings.

Regards

Out of scope

Mobile [Out of scope] | [Out of scope] [@pittsh.com.au](mailto:[Out of scope]@pittsh.com.au) | [Connect on LinkedIn](#)

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PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

From: [Out of scope]

Sent: Wednesday, 11 December 2024 10:51 AM

To: [Out of scope] [@img.net.au](mailto:[Out of scope]@img.net.au); [Out of scope] [@stategrowth.tas.gov.au](mailto:[Out of scope]@stategrowth.tas.gov.au)>

Cc: [Out of scope] [.Meyer@stategrowth.tas.gov.au](mailto:[Out of scope].Meyer@stategrowth.tas.gov.au)>

Subject: RE: Letter Tasman Hwy design Milford Property 12th Nov 2024

Good morning [Out of scope]

I have drafted up the letter that we discussed last Friday. On reflection it seemed better to deal with all of the issues in a single response. The letter references revised drawings which are attached and also a map showing the extent of batters near the Milford Highway access overlaid on orchid habitat. The map is not yet complete, but hopefully will be in the next day or so. In the meantime let me know of any changes to the letter.

Regards

Out of scope

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From: [Out of scope] [@img.net.au](mailto:[Out of scope]@img.net.au)>

Sent: Thursday, 5 December 2024 9:17 AM

To: [Out of scope] [@stategrowth.tas.gov.au](mailto:[Out of scope]@stategrowth.tas.gov.au)>; [Out of scope] [@pittsh.com.au](mailto:[Out of scope]@pittsh.com.au)>

Cc: [Out of scope] [@stategrowth.tas.gov.au](mailto:[Out of scope]@stategrowth.tas.gov.au)>

Subject: RE: Letter Tasman Hwy design Milford Property 12th Nov 2024

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Good call, and tomorrow afternoon suits me as well. If it's preferable, I can come down your way [Out of scope].

Out of scope

Out of scope

JMG

117 Harrington St. Hobart TAS 7000

E: Out of scope@jmg.net.au

P: Out of scope

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From: Out of scope@stategrowth.tas.gov.au

Sent: Thursday, 5 December 2024 8:58 AM

To: Out of scope@pittsh.com.au; Out of scope@jmg.net.au

Cc: Out of scope@stategrowth.tas.gov.au; Out of scope@stategrowth.tas.gov.au

Subject: RE: Letter Tasman Hwy design Milford Property 12th Nov 2024

Hi Out of scope and Out of scope

Agree would be good to meet and discuss, I'm also available tomorrow afternoon.

Regards

Out of scope

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PH: Out of scope | MB: Out of scope

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: Out of scope@pittsh.com.au

Sent: Thursday, December 5, 2024 6:57 AM

To: Out of scope@jmg.net.au

Cc: Out of scope@stategrowth.tas.gov.au; Out of scope@stategrowth.tas.gov.au;

Out of scope@stategrowth.tas.gov.au; Out of scope@stategrowth.tas.gov.au

Subject: Re: Letter Tasman Hwy design Milford Property 12th Nov 2024

Good morning Out of scope and Out of scope

You have raised a few more questions here Out of scope and I think it's best if we all discuss the response rather than exchanging comments on your letter.

I am available tomorrow afternoon from 1 pm, any time Monday and Tuesday or Wednesday afternoon

Regards

Out of scope

Sent from my iPhone

On 4 Dec 2024, at 16:00, Out of scope@jmg.net.au wrote:

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Good afternoon Out of scope,

Many thanks for this and apologies for our call being cut short yesterday, I was out of range and missed you by the time I was back in town.

I've just gone over this, and made a few suggestions. s39

In addition, I believe you may need to tic-tac with [Out of scope] (and I'm sure you're already doing this) as he previously flicked over a response; some items are out of sync with your response (the location of the access track is the one that comes to mind).

So, moving forward, and none of this has been shared with [Out of scope], can a response be formed that has some of the attached suggested tone and language enshrined within it.

s39

[Out of scope]

Out of scope

JMG

117 Harrington St. Hobart TAS 7000

E: [Out of scope]@jmg.net.au

P: Out of scope

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From: Out of scope @pittsh.com.au>

Sent: Tuesday, 3 December 2024 4:39 PM

To: Out of scope @jmg.net.au>; Out of scope @stategrowth.tas.gov.au>;

Out of scope @stategrowth.tas.gov.au>

Subject: RE: Letter Tasman Hwy design Milford Property 12th Nov 2024

Good afternoon [Out of scope] and [Out of scope]

Attached, marked up in red, please find our response to the matters raised in your letter to [Out of scope] of 12th November. Environmental impacts on Milford Natural Values are addressed in several reports prepared by North Barker (Natural Values Assessment, Orchid Habitat Significant Impact Assessment, Tasman Highway Minor Amendment Natural Values Assessment, Milford Conservation Area Roadside Biological Monitoring and Management). These reports form part of the Preliminary Documentation submission for the EPBC Approval for the project. The reports are currently being finalised ahead of submission on 13th December. Drainage issues are addressed in the Stormwater Discharge Analysis report which also forms part of the Preliminary Documentation. It is understood that the Department will make the submission available to [Out of scope] once it is lodged. Revised Drawings are being prepared and should be available on Friday. I have also included a cross section at ch 1753 showing that a width of 4.1 me can be provided on the watermain access track at the pinch point at the Pittwater Road corner.

Out of scope

Mobile [Out of scope] | [Out of scope]@pittsh.com.au | [Connect on LinkedIn](#)

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PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

From: Out of scope [REDACTED]@jmg.net.au>

Sent: Tuesday, 12 November 2024 5:23 PM

To: Out of scope [REDACTED]@stategrowth.tas.gov.au>; Out of scope [REDACTED]

Subject: Letter Tasman Hwy design Milford Property 12th Nov 2024

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Out of scope [REDACTED] and Out of scope [REDACTED],

Please see attached follow-up to the Milford Property visit that took place last week. From an engineering and functionality perspective there was a lot of comfort in the design, the impacts on the habitat critical to the survival of the orchids is a main concern.

Regards,

Out of scope [REDACTED]
[REDACTED]

117 Harrington St. Hobart TAS 7000

E: Out of scope [REDACTED]@jmg.net.au

P: Out of scope [REDACTED]

<image001.png>

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<Letter Tasman Hwy design Milford Property 12th Nov 2024 comments BBG Comms 4th Dec.pdf>

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Department of State Growth

STATE ROADS

4 Salamanca Place HOBART TAS 7000 Australia

GPO Box 536, Hobart TAS 7001 Australia

Ph **Out of scope**

Email elspeth.moroni@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au

18th December 2024

Out of scope

Milford

1431 Tasman Highway Cambridge

TAS 7170

Tasman Highway Interface with Milford Property

Dear **Out of scope**

I refer to the letter sent to you by **Out of scope** of JMG dated 12th November 2024 that documents current outstanding issues with respect to the revised design for the Tasman Highway in the vicinity of Pittwater Road.

Several issues raised in JMG's letter predate JMG's involvement in the project and so I have compiled the following response and attached revised drawings 3105-3114 and 3205-3214 for your information. Please note that the attached drawings remain work in progress and are not final design drawings which will be completed in the new year.

The following section headings refer to the respective item numbers in the JMG letter which have been consolidated into a single response as appropriate.

Items 1, 3, 6, 9 and 10 Access from HIAPL crash gate to Milford

The new dual access to Milford and the highway reserve (watermain access track), 40 metres south of the new junction is sufficient to accommodate the HIAPL firefighting unit and a 12.5 m heavy rigid vehicle. At the Pittwater Road corner the access is wide enough for vehicles to either enter Milford or continue on to the watermain access track. An additional gate will be provided in the Milford boundary fence approximately 90 metres further to the east at chainage 1835 as the preferred access for larger vehicles to enter Milford so that they do not have to use the narrower first section of the Milford perimeter track. (Refer figure 1 below and attached Drawings 3108 and 3109). The access from Pittwater Road and the watermain access track have been reviewed and a minimum width of 4 metres is provided in all cases.

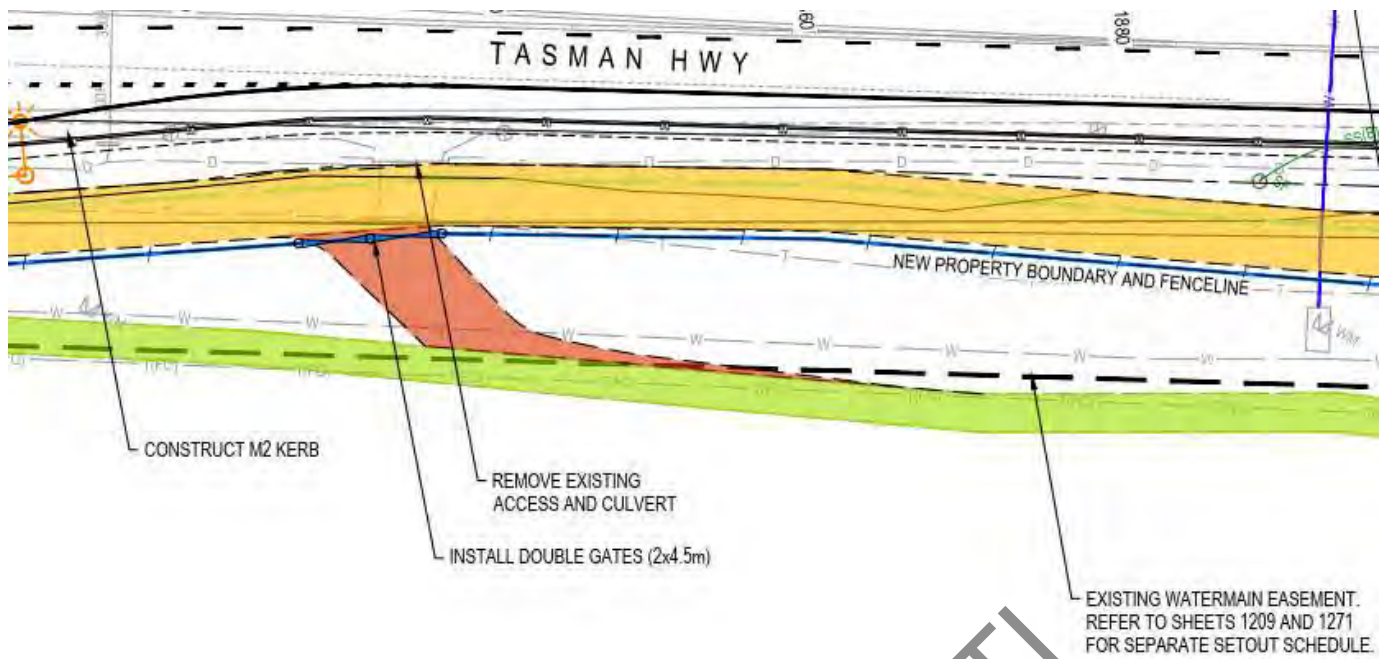


Figure 1 Access for large vehicles at chainage 1835

Item 2 Water course management

A Stormwater Discharge Analysis report has been prepared for the revised design and this report is an integral part of the Preliminary Documentation submission under the *Environment and Biodiversity Conservation Act 1999* (EPBC Act) to be assessed by the Commonwealth Department of Climate Change Energy, the Environment and Water (DCCEE). The key findings of this report are

- i. Stormwater flows have been assessed on the basis of average annual totals. This is in addition to earlier assessments which considered flows arising from the 1 in 20 year and 1 in 100 year events which are discrete relatively short term events. The annual average flow is more appropriate for determining how stormwater runoff from the new highway and upstream impacts on Milford.
- ii. Stormwater discharge points (new culverts) are located in the same vicinity as the existing culverts – at Pittwater Road (chainage 1740), opposite the Golf Club entry (chainage 2020) and approximately 220 metres east of the Golf Club entry (chainage 2260).
- iii. The annual flow adjacent to habitat critical to the survival of the species at chainage 1740 under the new development is approximately 30% lower than the existing annual flow and at chainage 2020 it is 5% higher.
- iv. Overland flow will infiltrate into the sandy soils before it reaches habitat critical to the survival of the species.
- v. The variation in flows resulting from the new development are well within the historical variation between the driest and wettest years of 45% from the median annual rainfall.
- vi. Additional drains grassed with native species have been included in the new design and these result in a reduction in pollutants at discharge points compared with pre-development conditions.

Items 4, 8 and 11 Milford natural values

The impact on the three threatened orchid species on Milford will be assessed under the EPBC Act and the impacts on other species (*E.viminalis*) not being nationally listed are assessed under the *State Nature Conservation Act 2002* (NCA).

The State assessment is carried out through the statutory planning process and as you would recall, the Development Application for the previous design was approved with a Planning Permit issued on 1st March 2022. The revised design has a smaller impact on the natural values on Milford than the original design approved in the Planning Permit.

In the case of *E.viminalis*, the redesign has resulted in a reduction in the loss of trees on Milford with additional trees to be removed from the property acquired from the Golf Course, but overall loss of trees under the redesign is not increased.

The Natural Values and Significant Impact Assessment reports have been revised to reflect the redesign and will be submitted to Clarence City Council for assessment as part of the proposed minor amendment to the Planning Permit. The Significant Impact Assessment report recognises the interrelationship between the orchids and *E.Viminalis* and the potential screening of trees in general. The report concludes that *"The loss of many trees along the road corridor in recent years for road safety measures is not reflected in declines in orchid numbers close to the road."*

With respect to the threatened orchid species, DCCEEW has advised that the project is a "controlled action" under the EPBC Act and assessment is to be by "Preliminary Documentation". This documentation is being revised to reflect the redesign. The Preliminary Documentation includes the updated Environmental reports and the revised Stormwater Discharge Analysis that has been submitted to DCCEEW for assessment. On receipt of the updated EPBC Act submission, DCCEEW will advise on the date for public consultation and we'll let you know once the date is confirmed.

Item 5 Gate into Pittwater Road

I can confirm a double gate is to be provided – 2 x 4.6 m wide, manually operated and will be documented in the final design.

Item 7 Overland flow path along watermain access track

The watermain access track adjacent to habitat critical to the survival of the species has been designed to fall away from the Milford boundary towards the highway and direct stormwater flows towards Pittwater Road. This drain replicates an existing open drain between the highway and the Milford fence line.

A typical cross section is provided in figure 2 below.

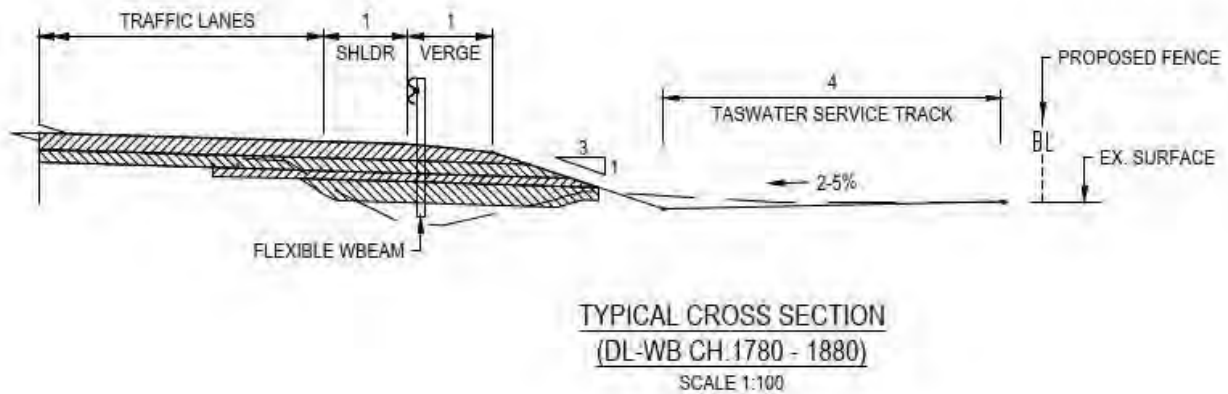


Figure 2 Typical cross section watermain access track

Item 12 Culvert at chainage 2040

Discharge from this culvert where it crosses the watermain access track will be controlled by a trafficable rock apron.

Item 13 Passing bay on Milford perimeter track

I can confirm that a passing bay will be provided on the perimeter track adjacent to the powerline easement (near chainage 2060). This passing bay has been located to avoid habitat critical to the survival of the species and is included in the Preliminary Documentation submitted to DCCEEW.

Item 14 Screening between perimeter track and highway

This section of track follows the watermain easement and accordingly needs to be retained as much as possible in its current position. Any relocation of the track to the south will move the track close or into secondary potential orchid habitat.

Notwithstanding, we will be pleased to work with you on the possibility of providing screening to the highway once the construction contractor has completed the clearing and fencing works.

Item 15 Vegetation removal chainage 2160 to chainage 2400

The section of pink perimeter track is to be retained as the preferred alignment and the green section is likewise to be retained to provide access to the watermain that is inside it, as shown in figure 3 below and drawings 3111 and 3112. The footprint of these tracks including batters, do not impact on habitat critical to the survival of the species.



Figure 3 Track configuration near Milford highway access

Item 16 and 17 Access track layout and suitability for service vehicles

The access tracks and connection to the modified Milford highway access have been reviewed and reconfigured slightly to ensure that a heavy rigid vehicle and the airport fire fighting unit can enter and exit the green sections of track. The exit is a two-stage movement for these larger vehicles; however, it provides equivalent or better functionality than current arrangements.

The Milford access will be raised by approximately 1 metre and the adjoining sections of the green track will similarly be raised to match and the batter slopes have been reviewed to ensure there is no encroachment into orchid habitat. The existing Milford access is on a grade of 11% where the side tracks join, and this grade increases slightly to 12% under the redesign.

These arrangements were previously endorsed by Tas Water as part of the approval for the watermain relocation under the original design and the final design will be discussed with Tas Water and Hobart Airport.

Item 18 Batter extents for Milford access and deceleration lane

As advised under Item 16 and 17 above, batter extents have been checked and there is no encroachment into habitat critical to the survival of the species. Maps showing the extent of works and indirect impacts adjacent to habitat critical to the survival of the species at the Pittwater Road corner and near the highway access are attached. All earthworks for the highway are contained within the highway reserve. Minor earthworks are required inside the Milford boundary to realign the highway access and adjoining tracks but remain outside habitat critical to the survival of the species.

Item 19 Cattle grid and gates

A new cattle grid and new gate of nominal 5 metre width will be provided at the Milford entrance. New railing fences similar to the existing will also be provided along with 4.6 metre wide gates to the two sections of green track. The process for any relocation of the post box will be discussed with Australia Post to ensure continued safe access for mail delivery.

Item 20 Extension of pink access track

The pink access track has been extended to match the main access inside the property as shown in mauve in the figure 3 above and on the attached drawings 3111 and 3112.

Construction Provisions

Further to the specific items in the letter, below is the broader requirements regarding the management of environmental matters during construction.

- i. All construction works must comply with the Department Specification for Environmental Management. This specification mandates the minimum requirements to be met by the Contractor with respect to Water Quality, Air Quality, Erosion and Sediment Control, Contaminated Soils and Materials, Fauna and Flora Protection and Reporting. Cost penalty provisions apply to failures by the Contractor to adhere to specified requirements.
- ii. The Contractor must prepare an Environmental Management Plan setting out how the specification requirements and any regulatory approvals conditions will be met. The Contractor must engage independent auditors to ensure that stated activities and associated verification are carried out. The Department, at its discretion, will also carry out audits.

You may be aware that the Department maintains a number of roadside conservation areas around the state road network and on completion of the works, we will be adding the road reserve adjacent to Milford to our roadside conservation areas to be managed under the roadside conservation management plan. The roadside conservation areas are excluded from our standard maintenance contracts and administered under a roadside conservation management plan that provides for management practice specific to the natural values to be protected in the conservation areas. Specifically, the roadside conservation area will be subject to regular monitoring and treatment of weed growth, health of planted native species, efficient functioning of drains, and other processes and actions to protect against any potential detrimental impacts to the adjacent habitat critical to the survival of the species.

I trust that this letter satisfactorily addresses the items raised and is sufficient for you to be able to provide your consent to the Department submitting the minor amendment to the Planning Permit.

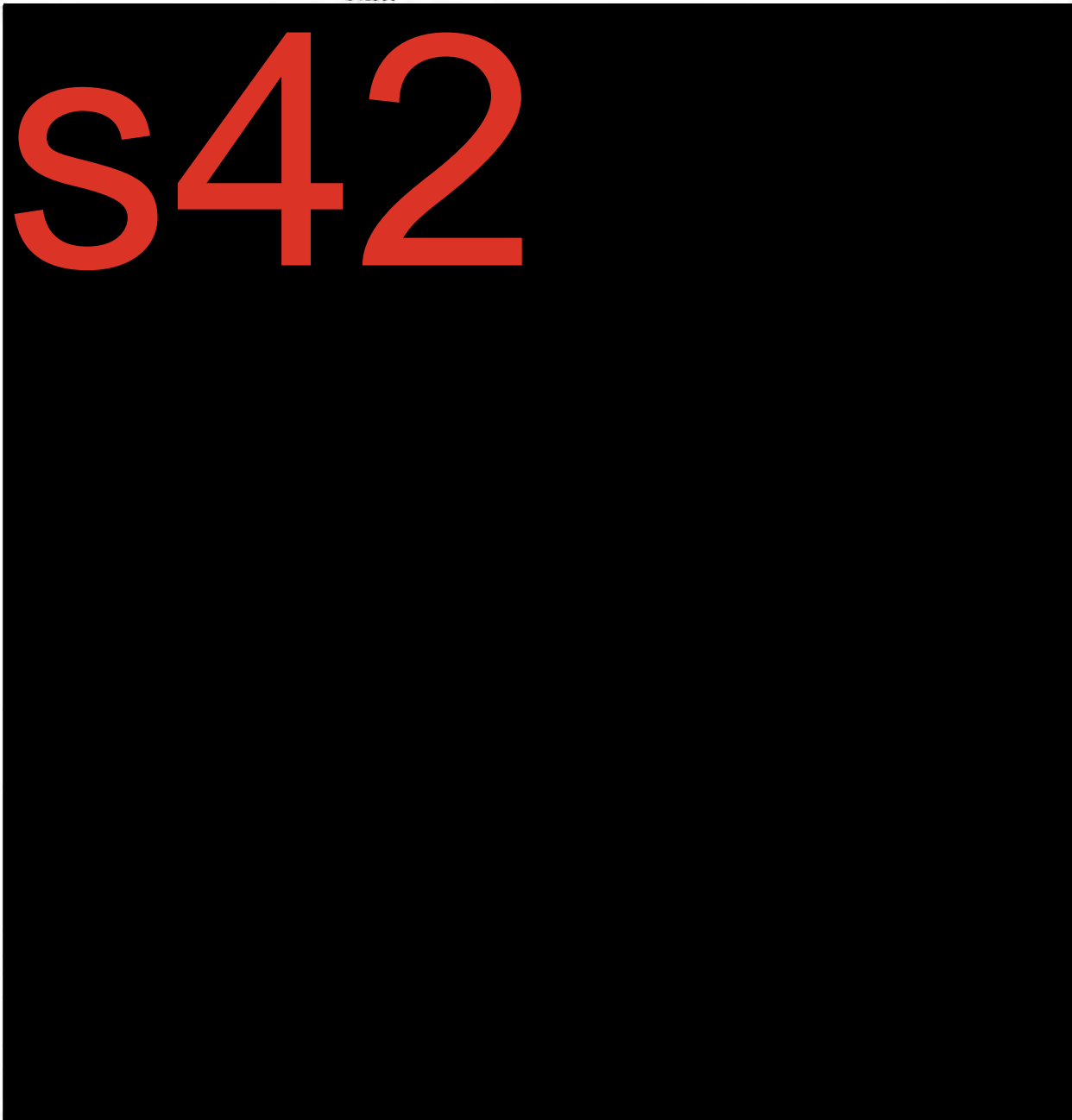
Should you wish to discuss the above further please do not hesitate to contact me.

Yours sincerely,

Out of scope

State Roads – Department of State Growth

541300



5258900



Figure 7: Impacts to Orchid habitat – west (amended design)

541800

s42

5259200

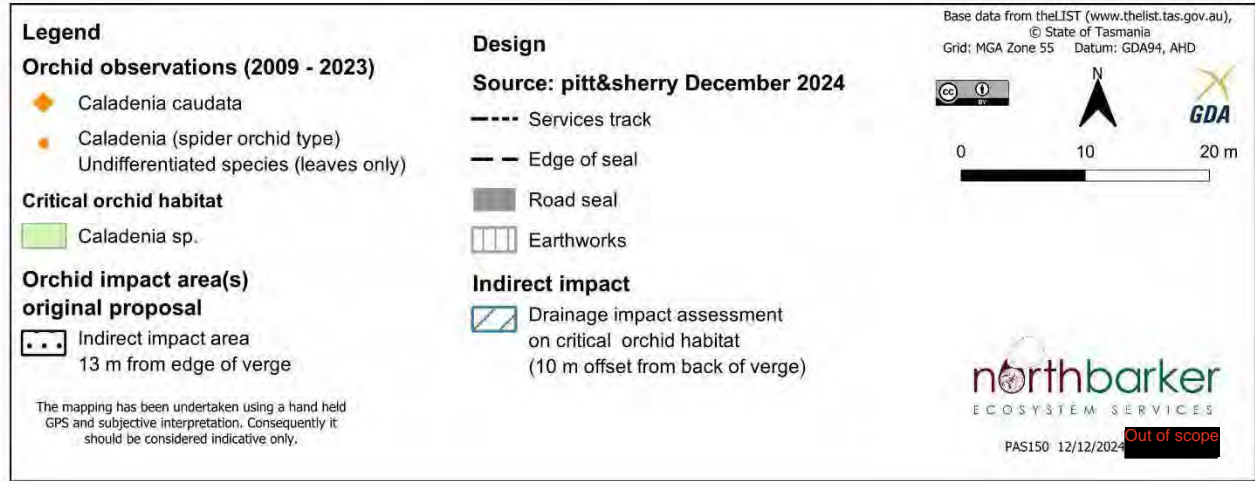
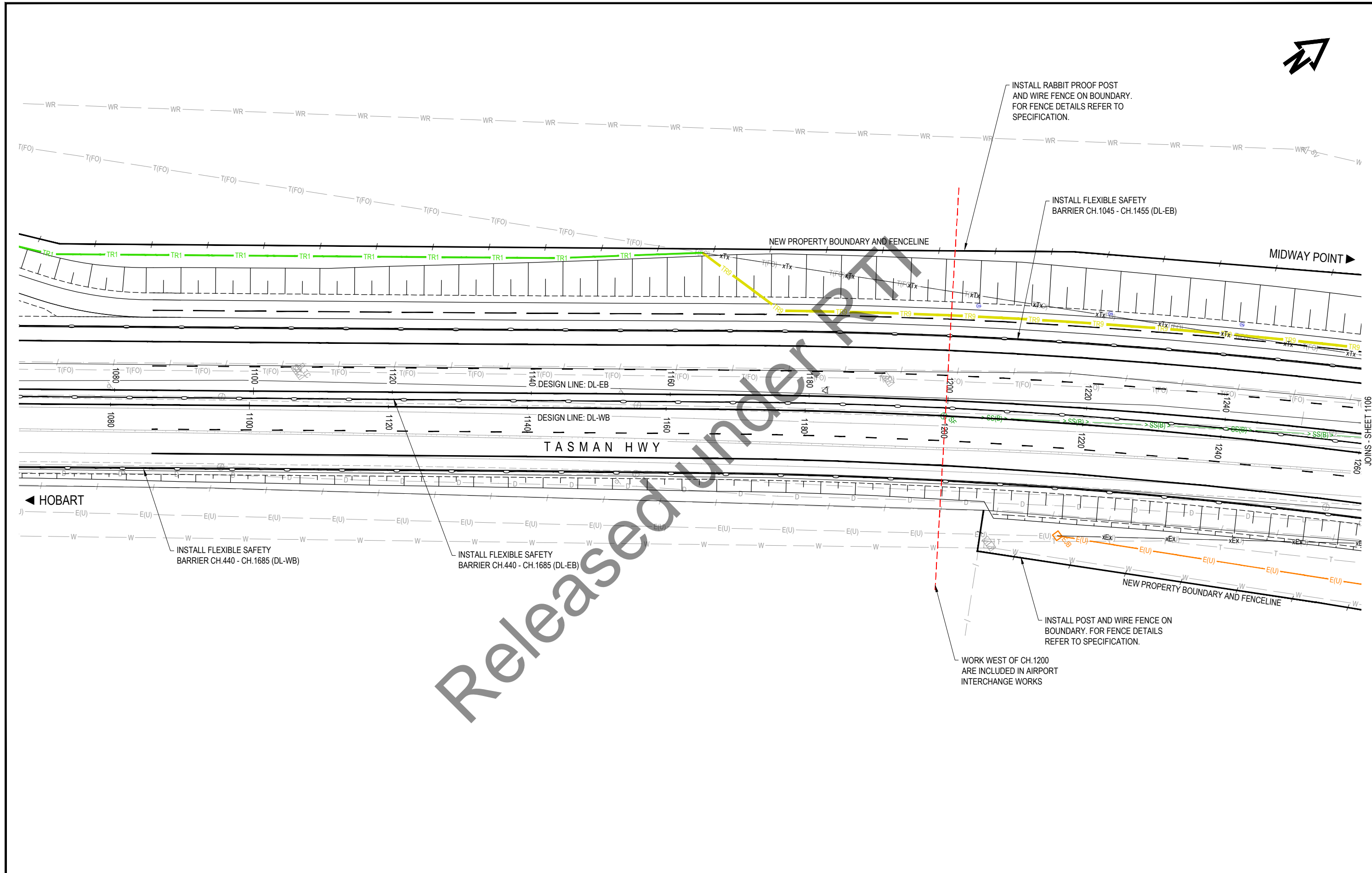

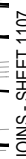
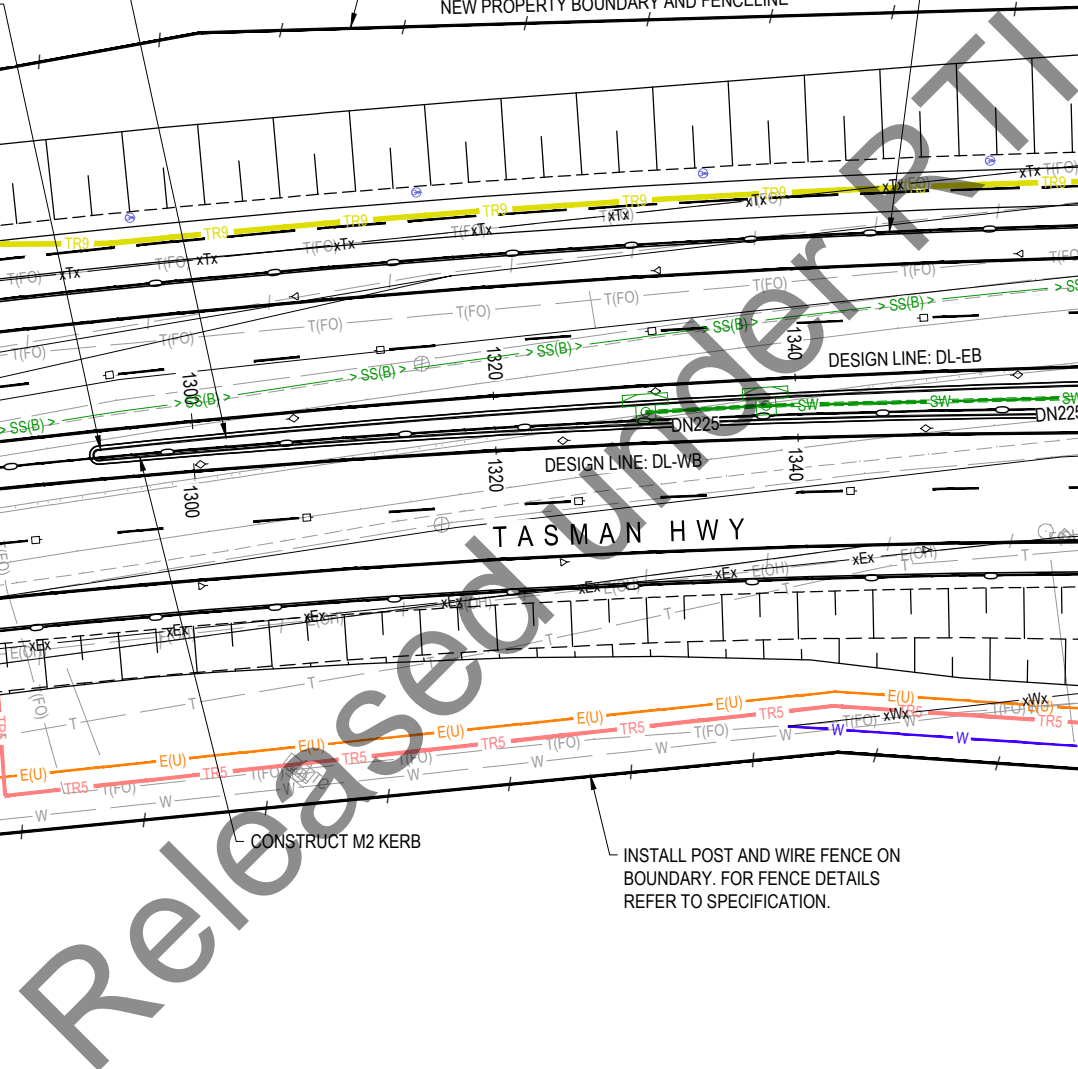




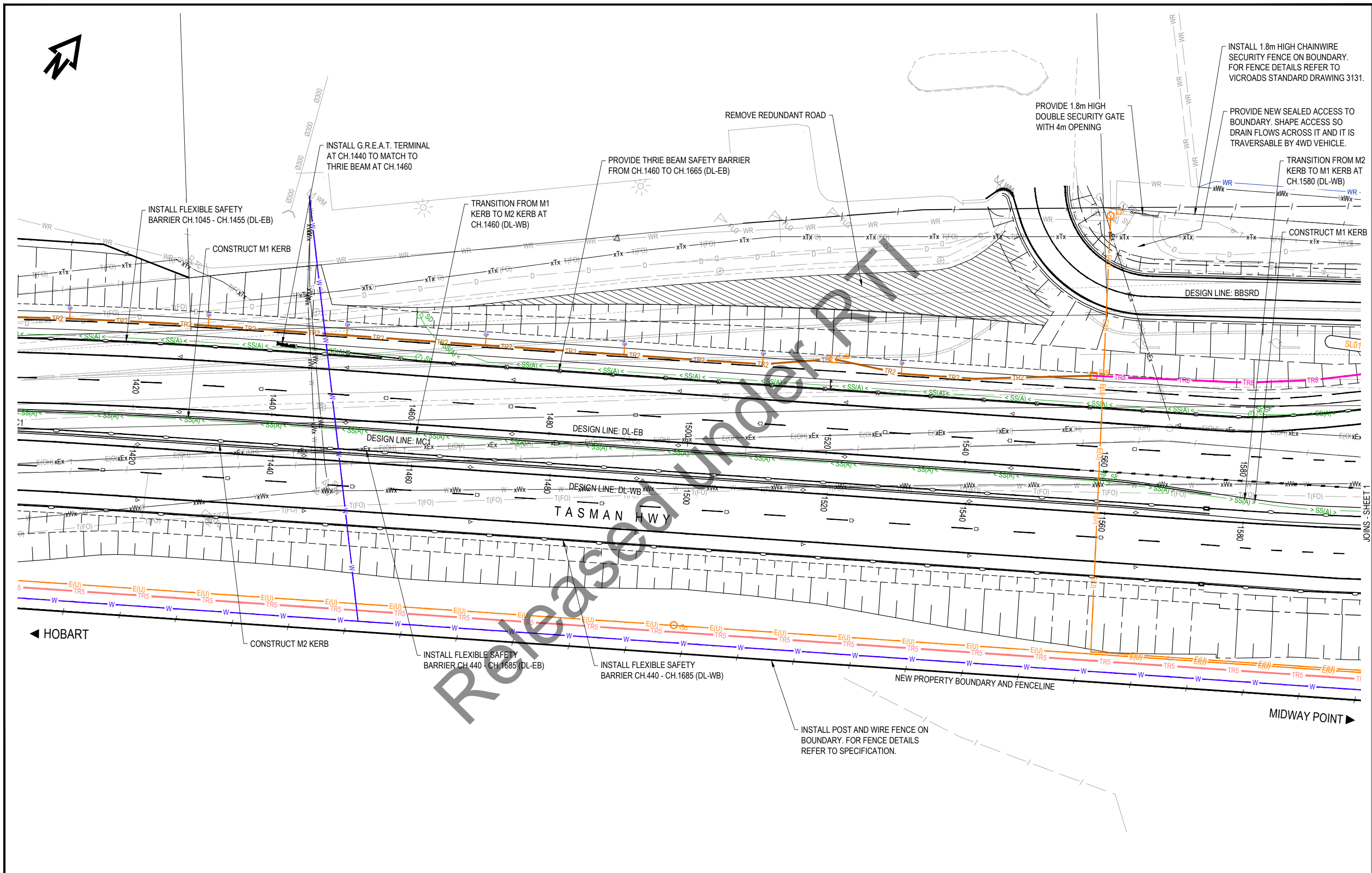
Figure 8: Impacts to Orchid habitat (east of Milford access) – unchanged disturbance buffer to current situation



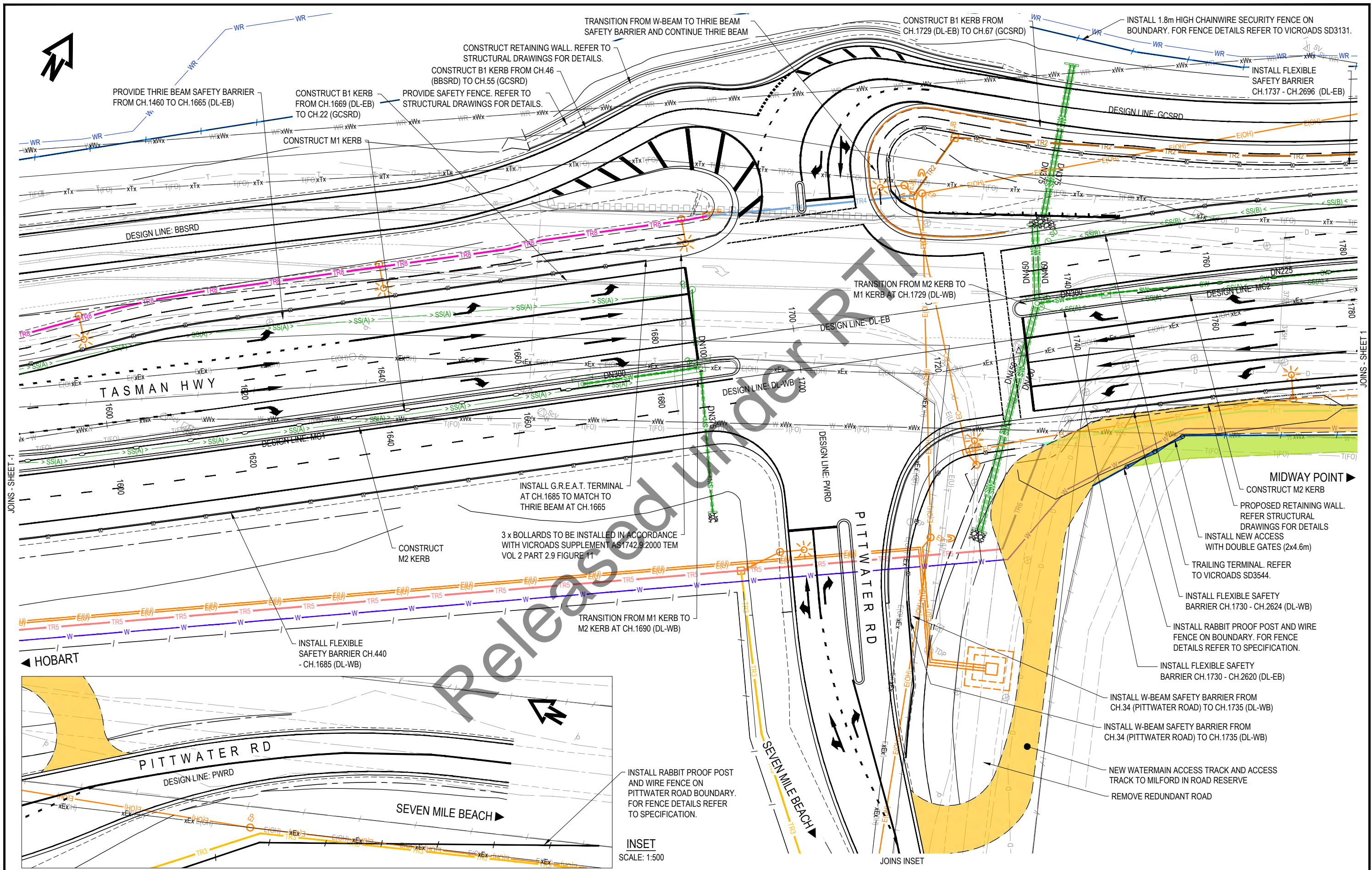
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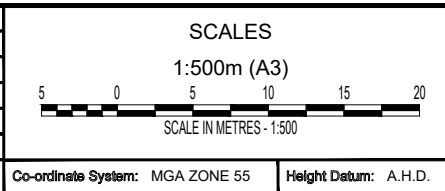
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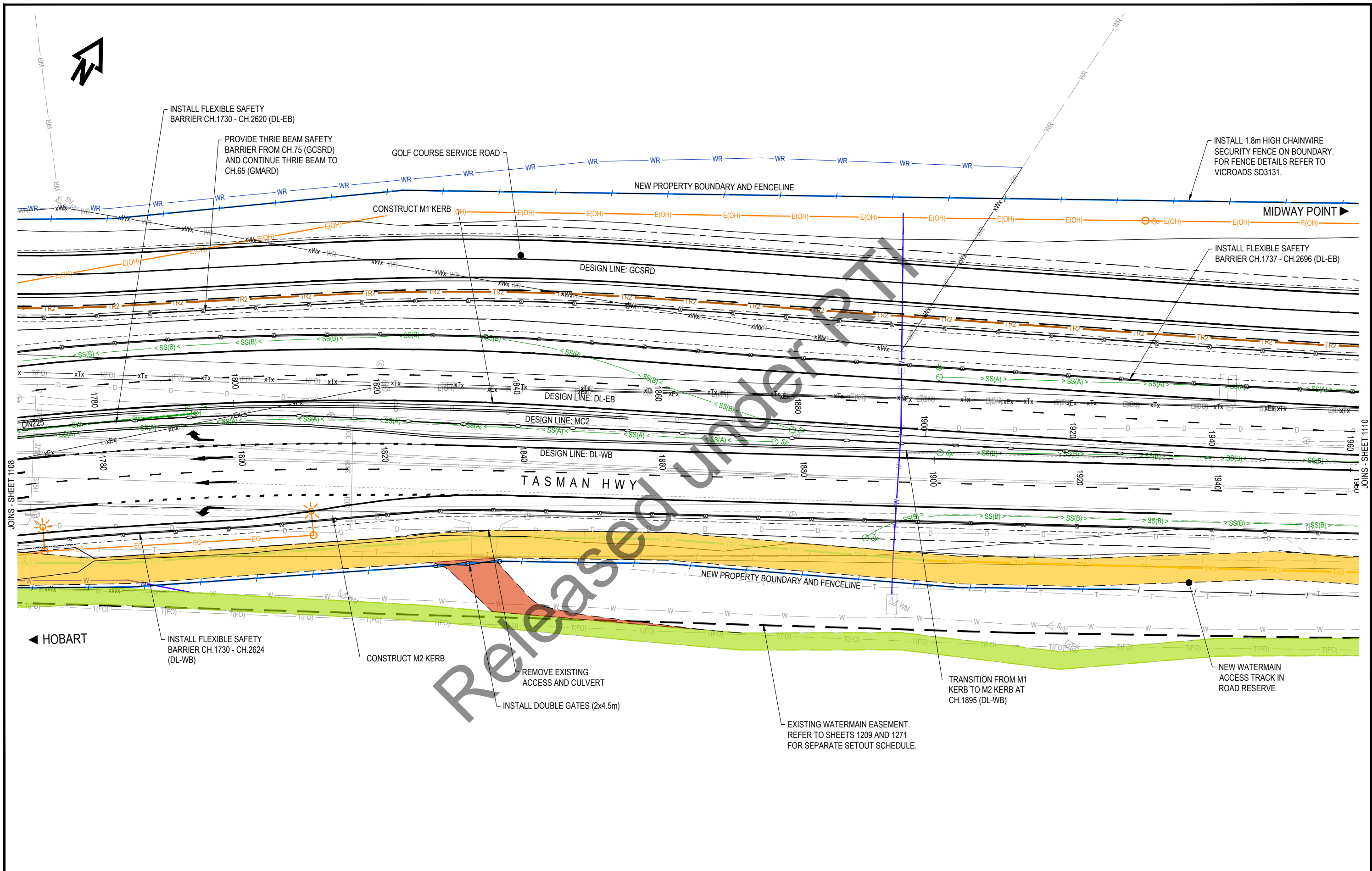


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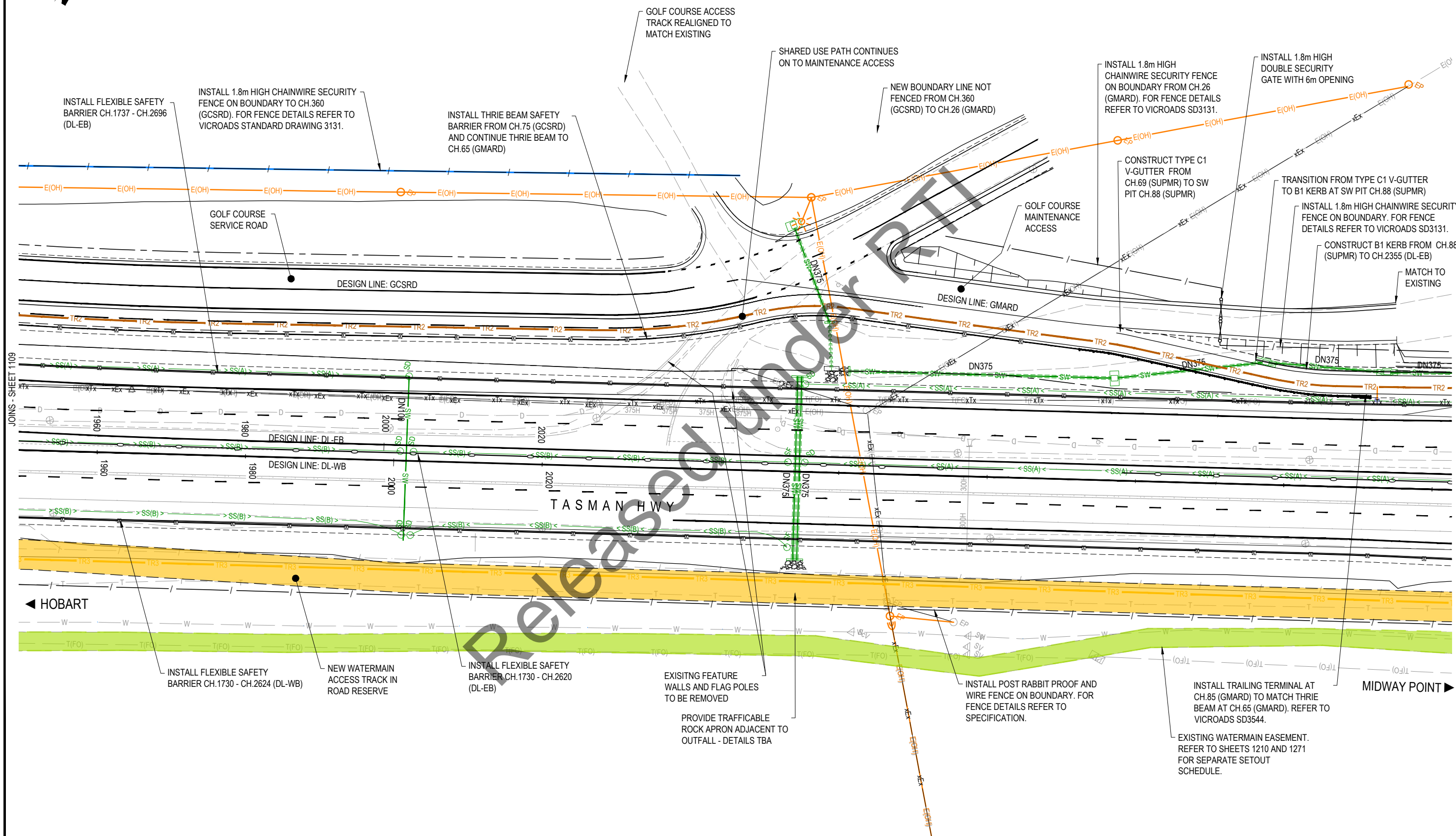
Department of State Growth

TASMAN HIGHWAY (A0113)
HOBART AIRPORT TO WESTERN CAUSEWAY
ROADWORKS
CONCEPT FOR DA
GENERAL ARRANGEMENT - DRG 8

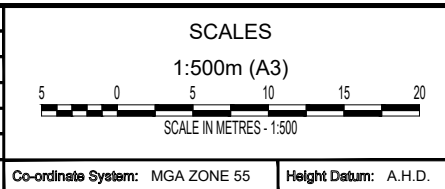
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pitt&sherry

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Department of State Growth

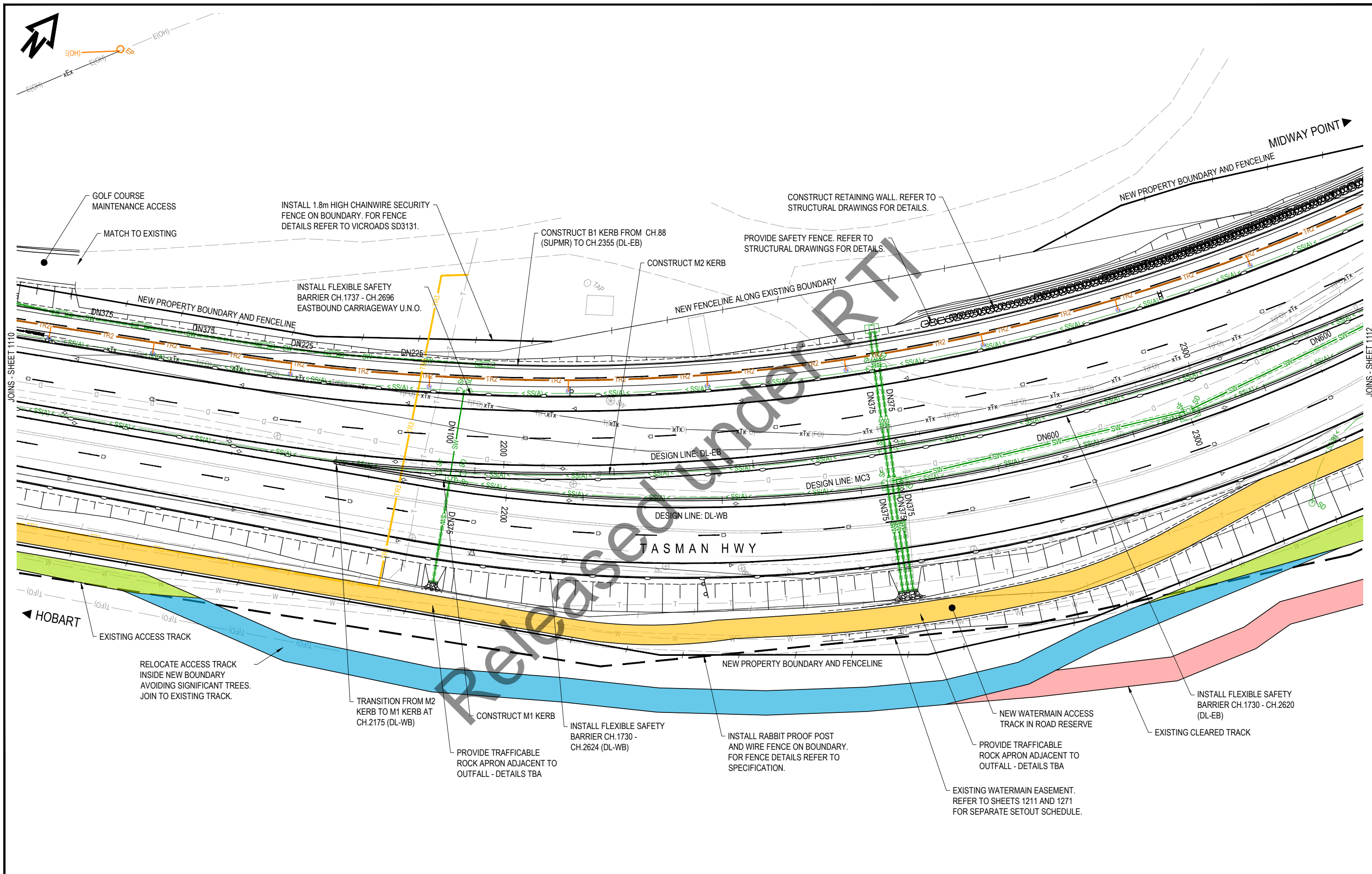
TASMAN HIGHWAY (A0113)



HOBART AIRPORT TO WESTERN CAUSEWAY ROADWORKS

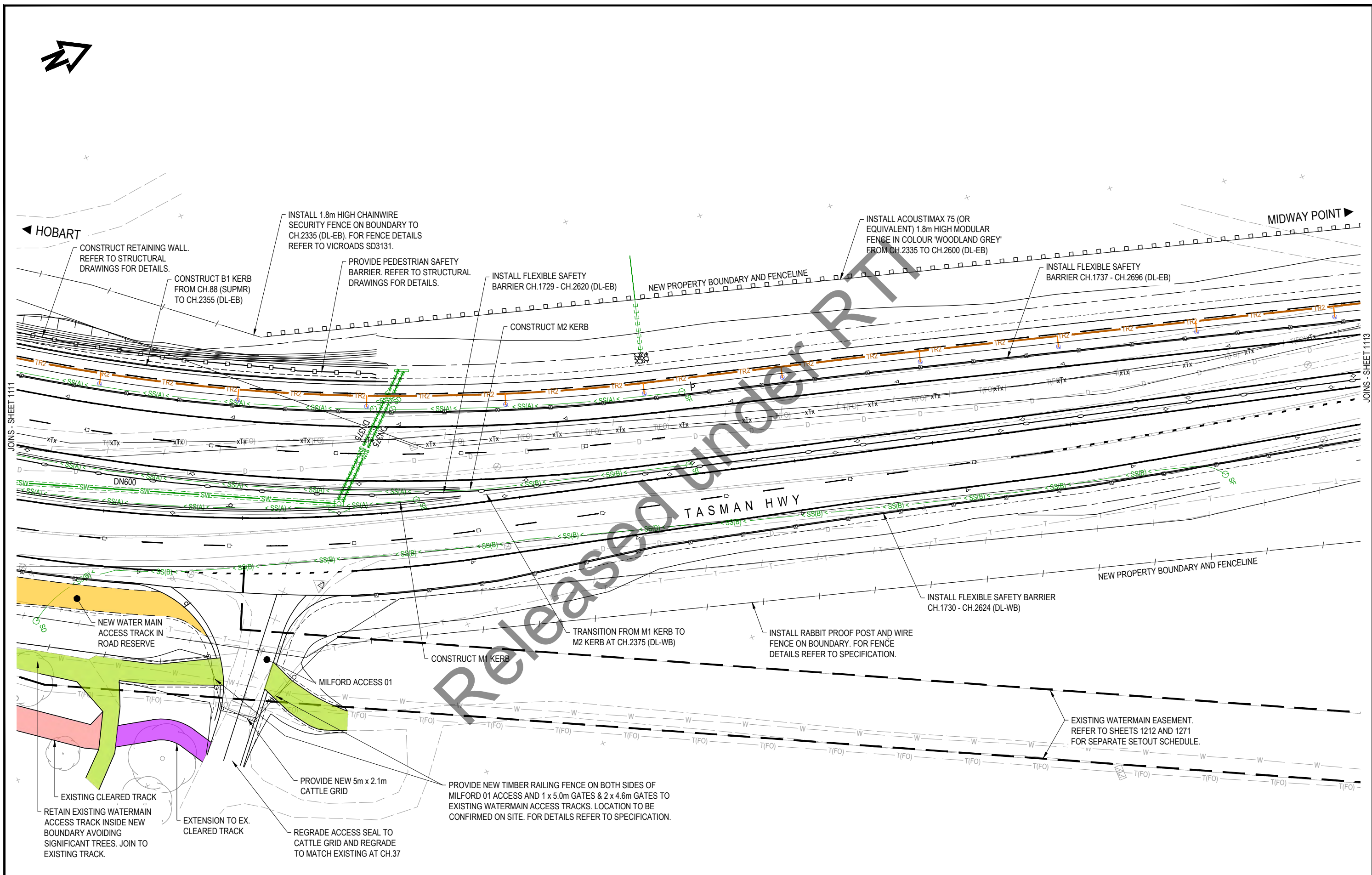
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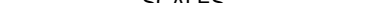
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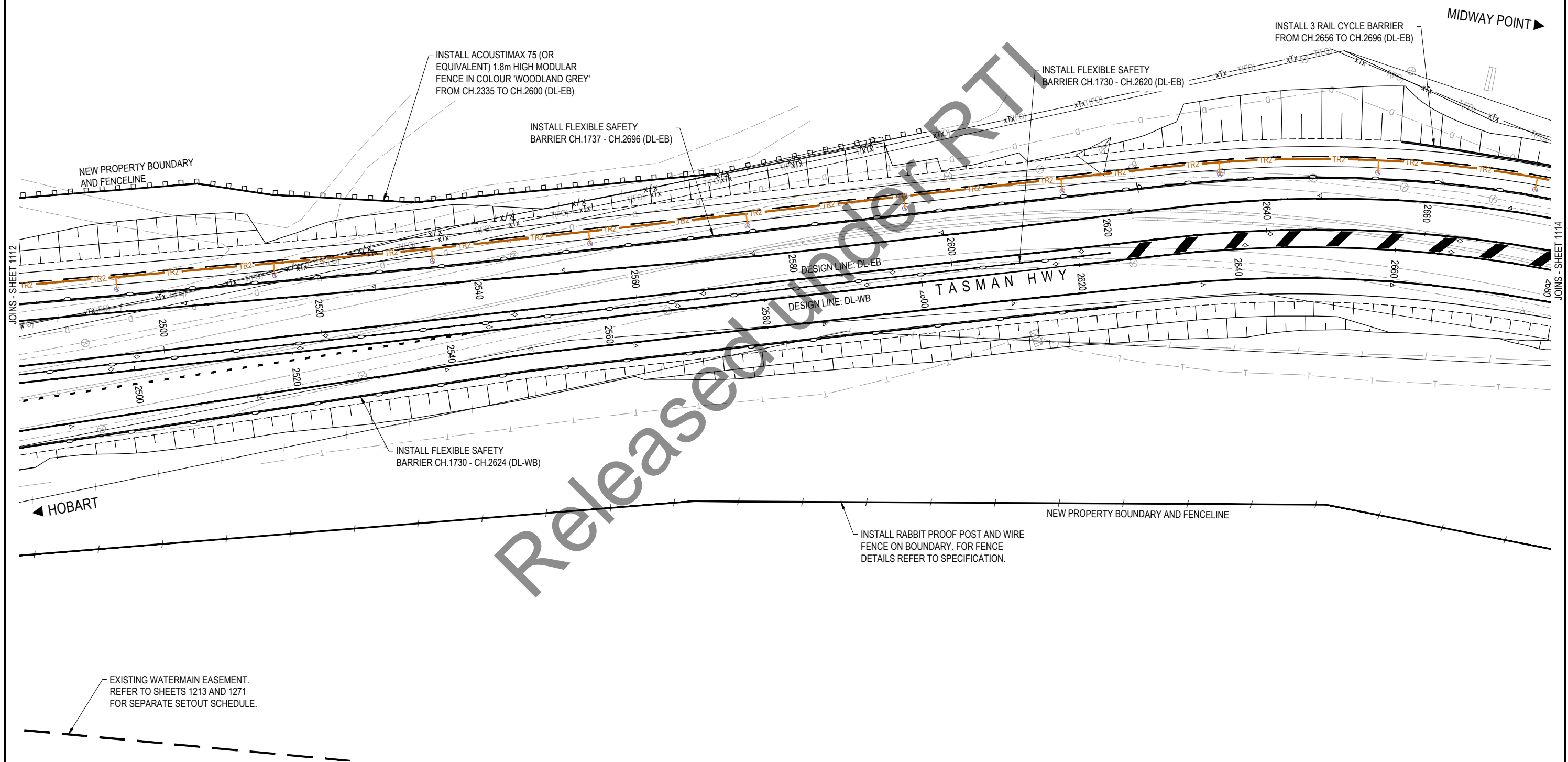
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EXISTING WATERMAIN EASEMENT.
REFER TO SHEETS 1213 AND 1271
FOR SEPARATE SETOUT SCHEDULE.

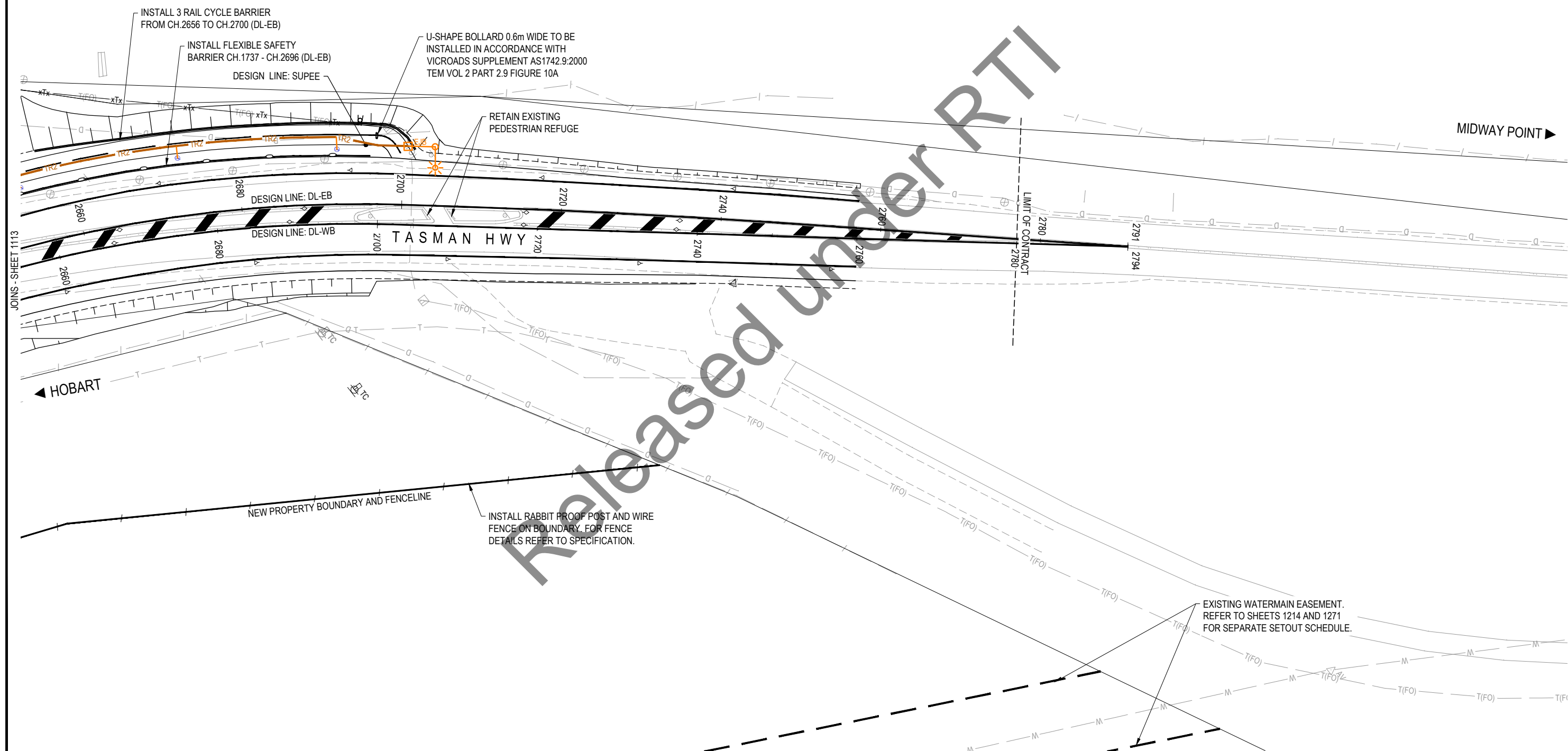
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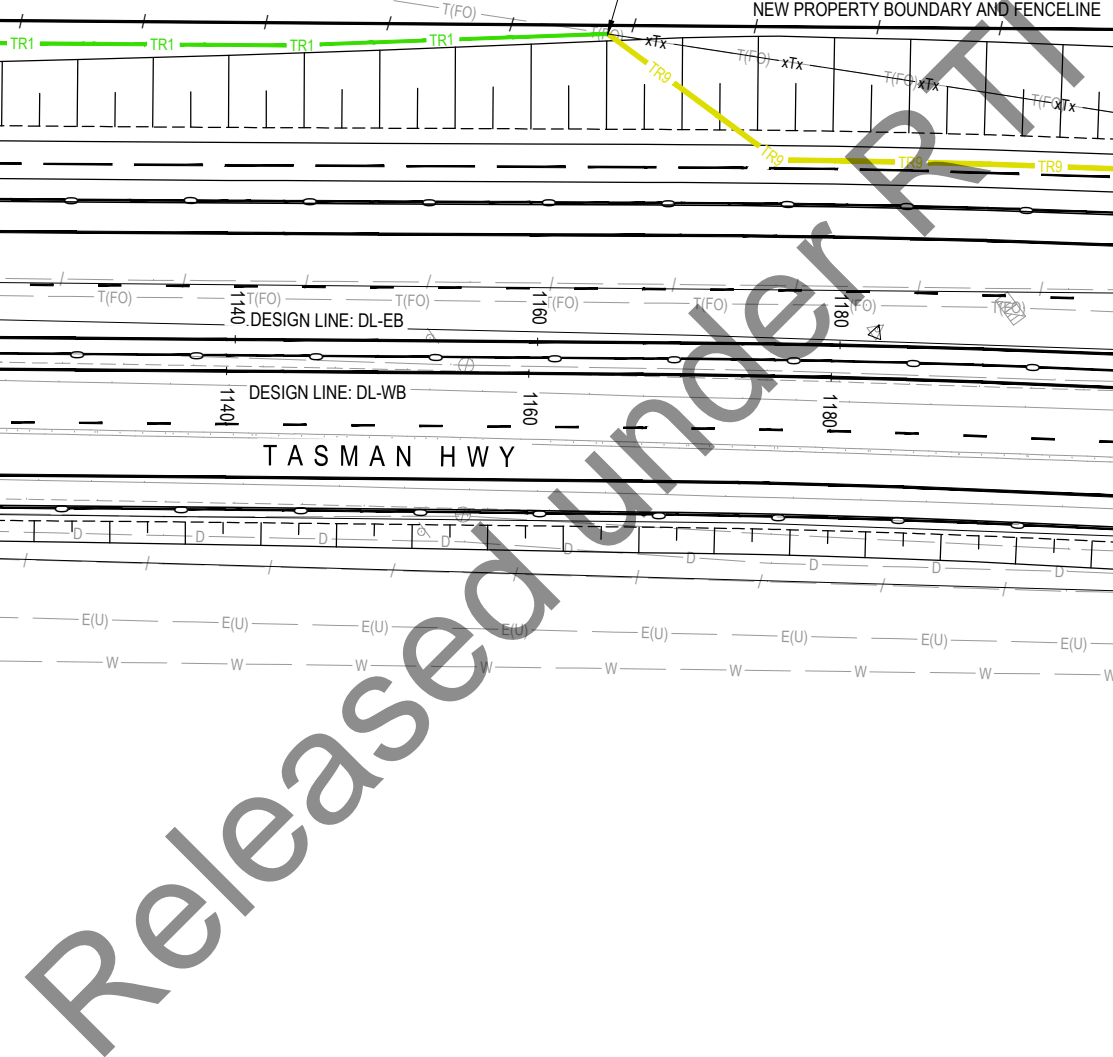
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Department of State Growth	
TASMAN HIGHWAY (A0113)	
HOBART AIRPORT TO WESTERN CAUSEWAY	
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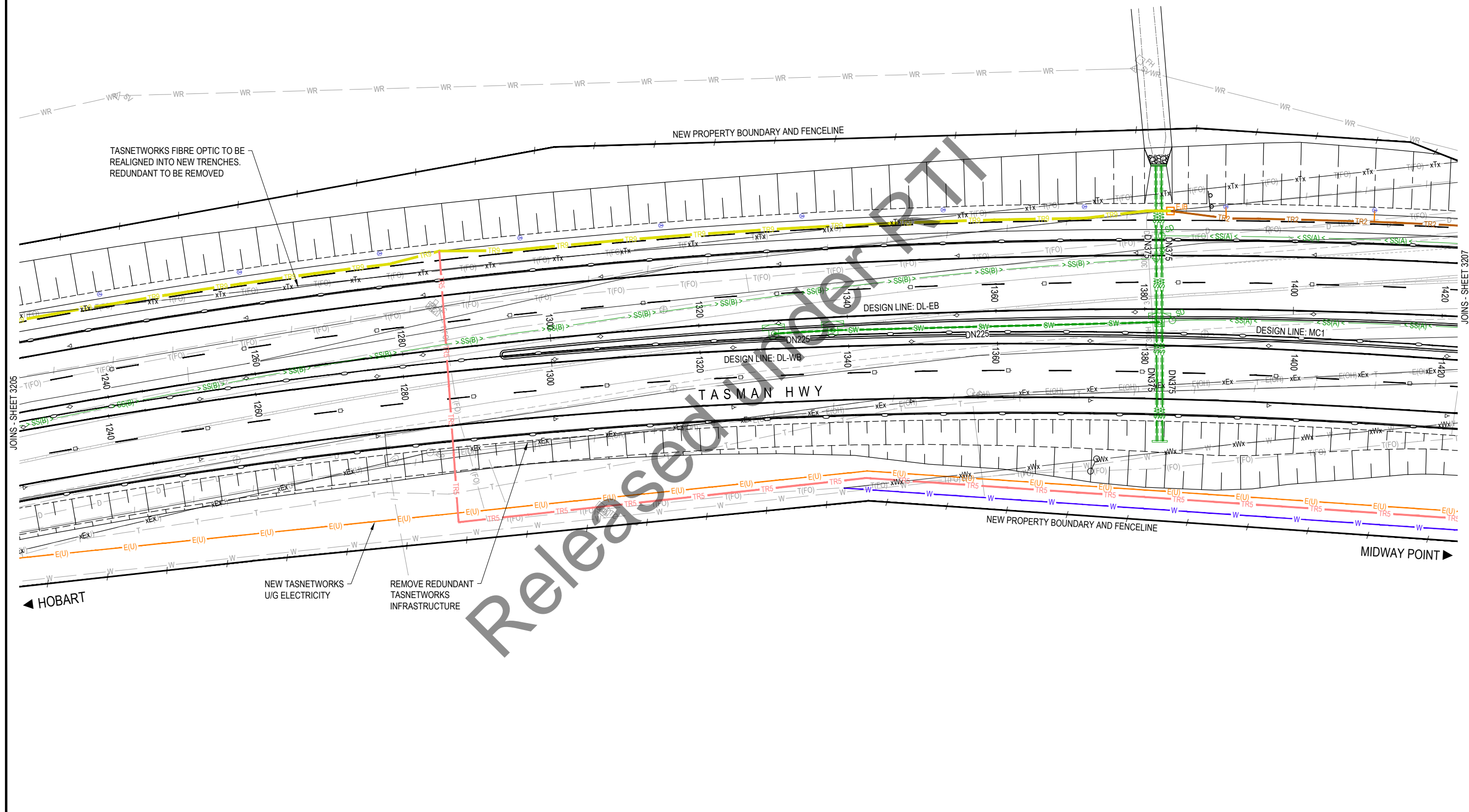
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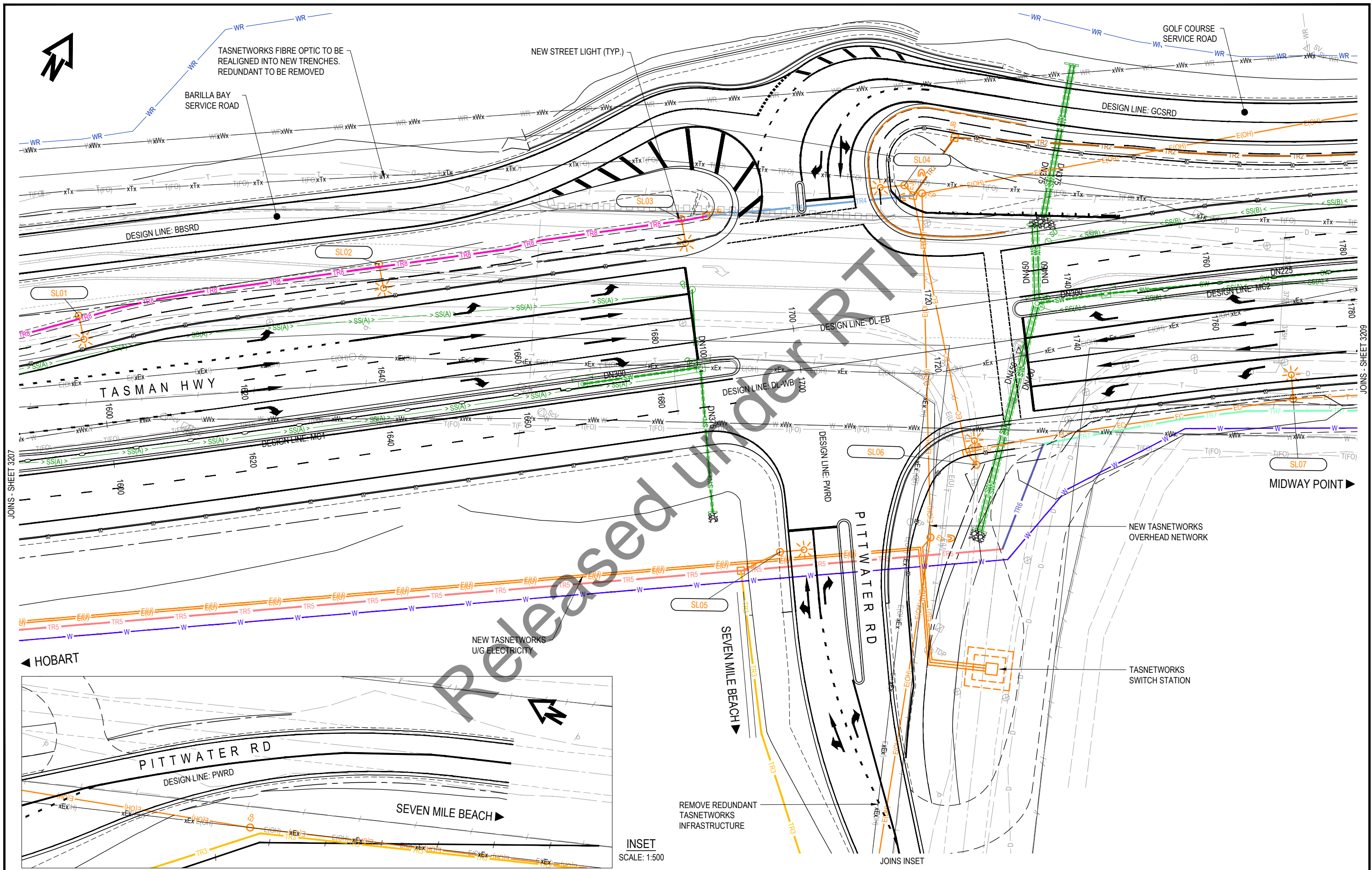
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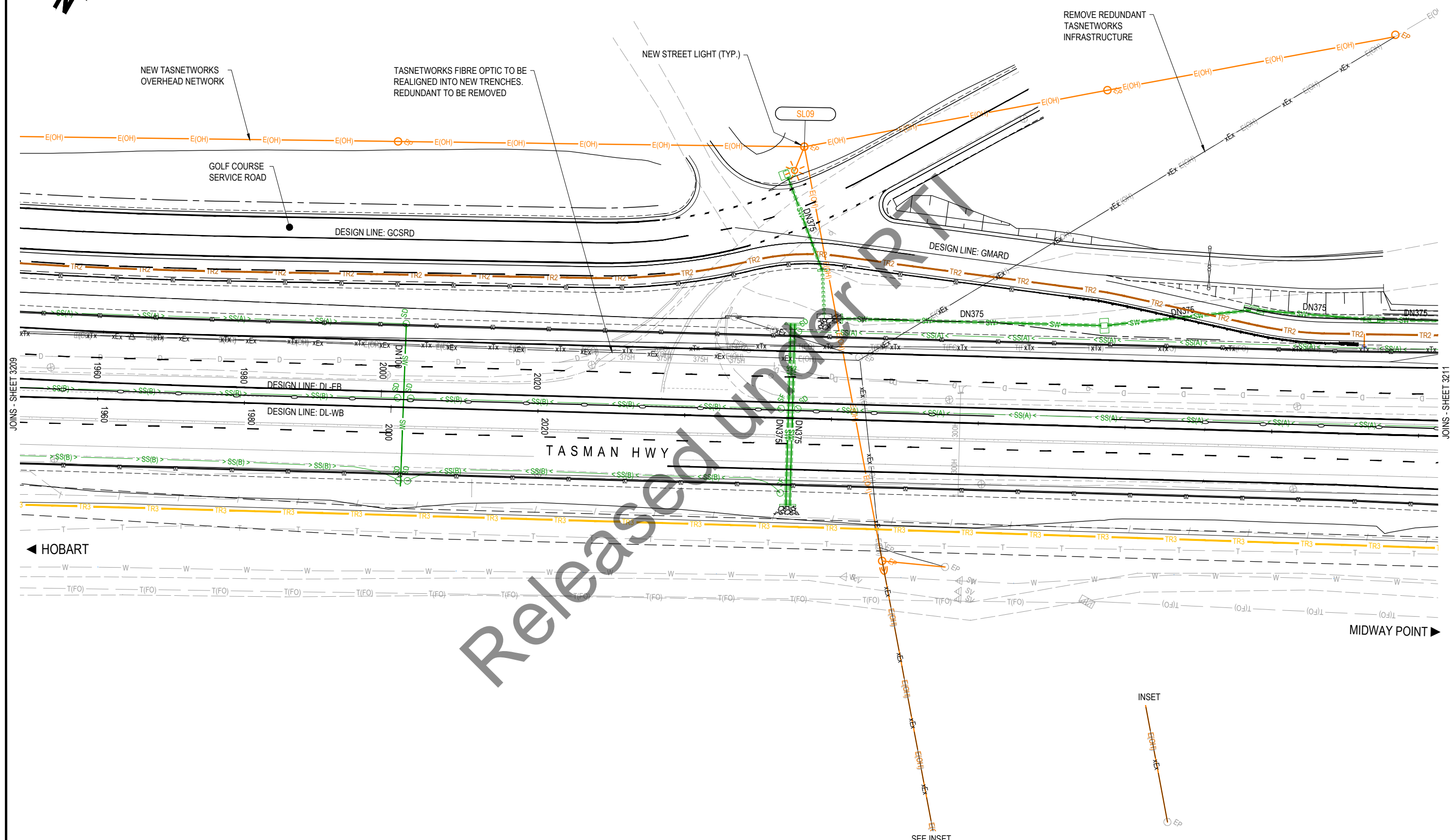
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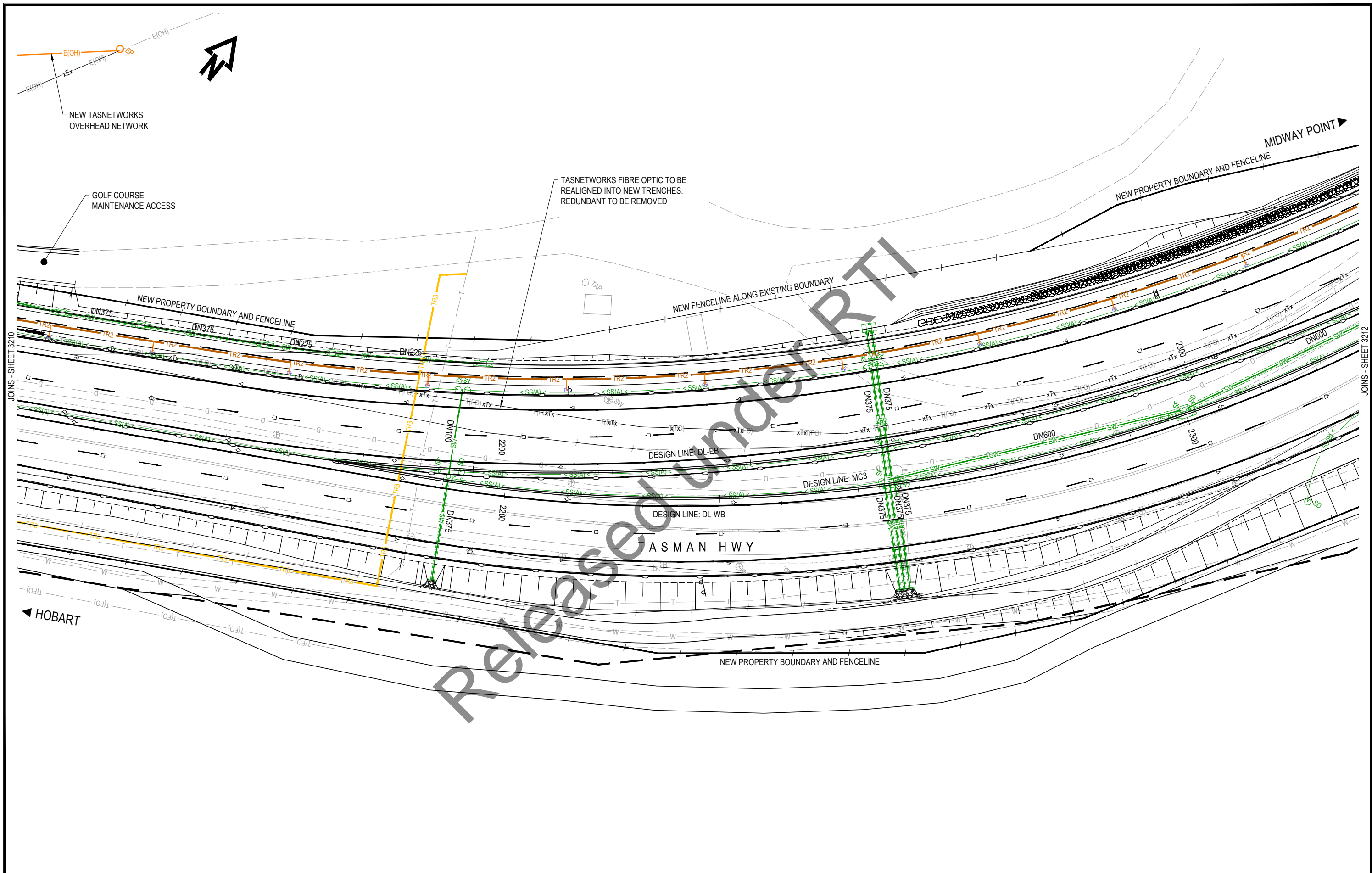
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								REVIEWED					
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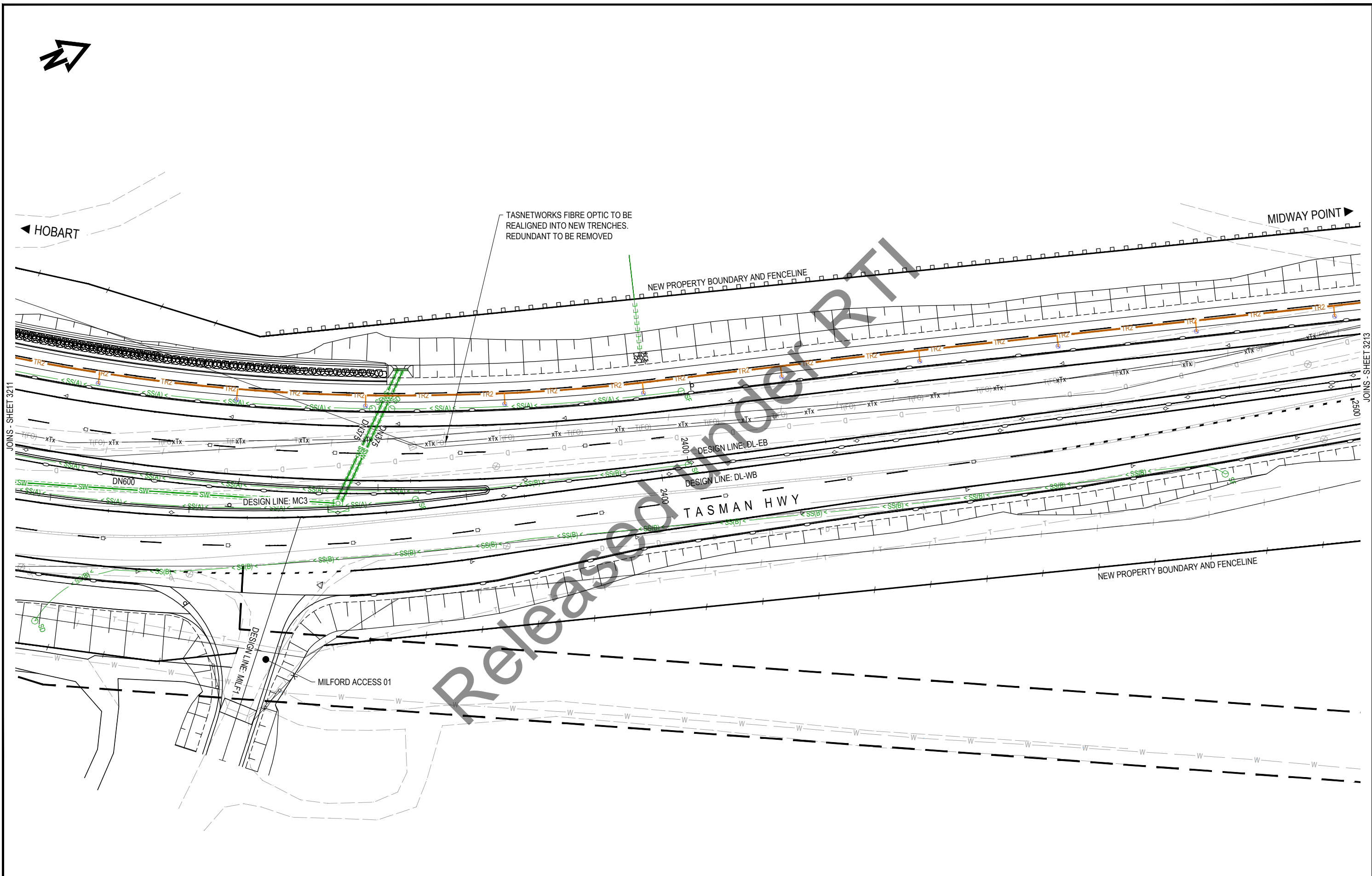
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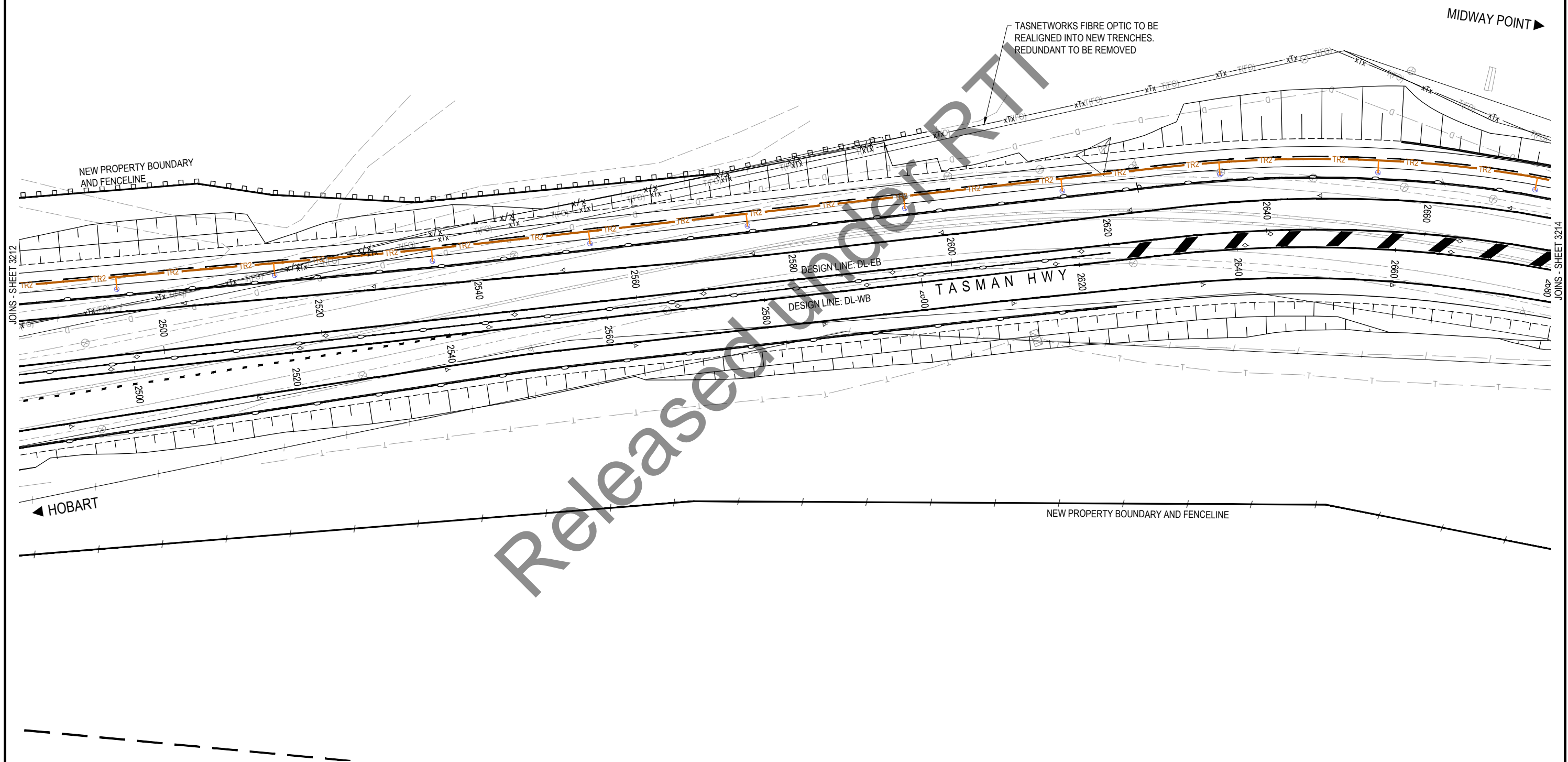
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Co-ordinate System: MGA ZONE 55

Height Datum: A.H.D.

DESIGNED

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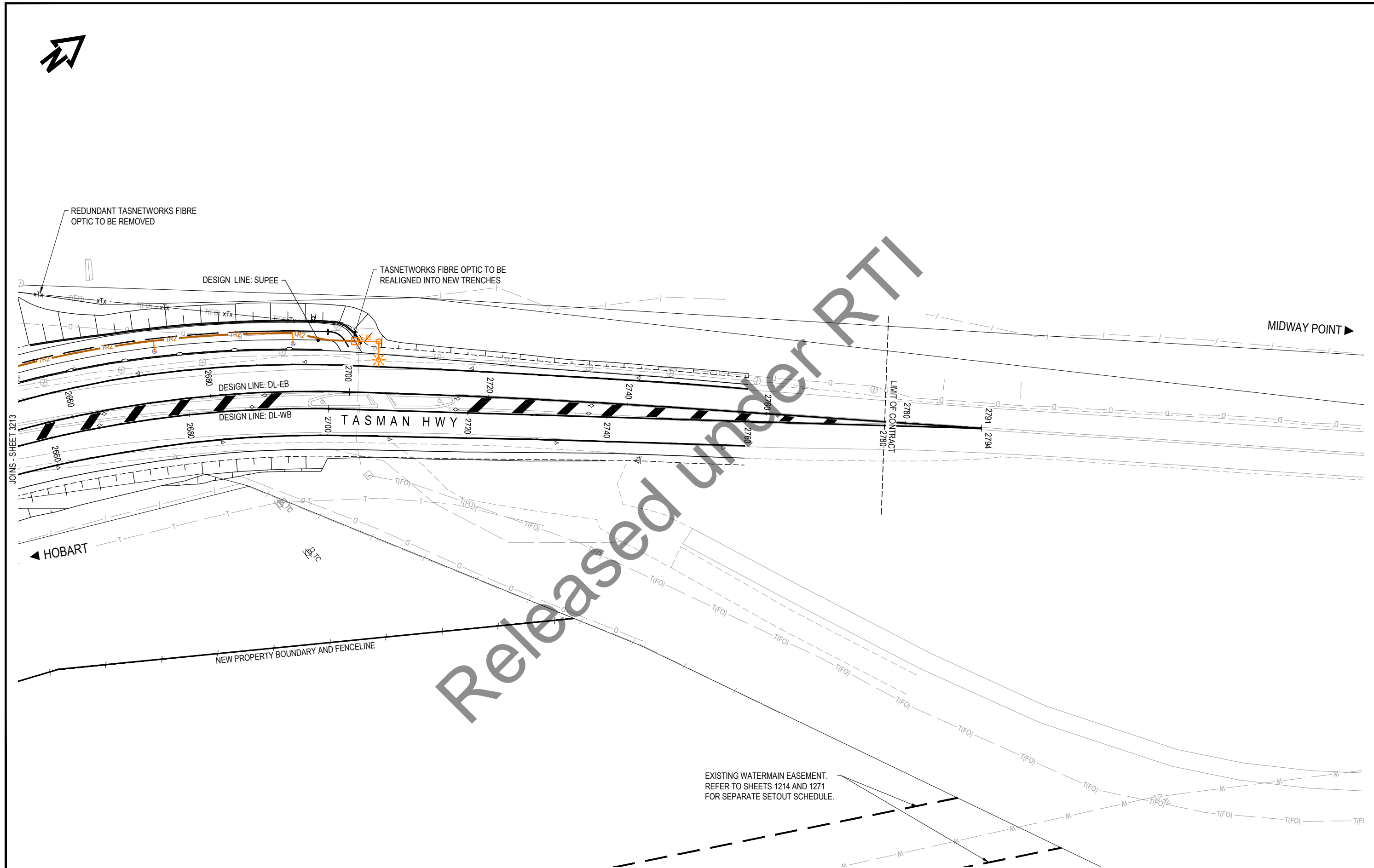
Department of State Growth


TASMAN HIGHWAY (A0113)

HOBART AIRPORT TO WESTERN CAUSEWAY ROADWORKS

DRAINAGE AND SERVICES - DRG 13

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From: Out of scope
To: Out of scope
Cc: Out of scope ; Out of scope
Subject: Re: Milford - Design and Environmental Matters
Date: Thursday, 19 December 2024 7:45:19 AM

Hi

The important information for is the opportunity to comment and I understood it will be advertised seeking public submission.

Regards

Out of scope

State Roads | Department of State Growth
 Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
 PH: Out of scope | MB: Out of scope
 www.stategrowth.tas.gov.au

Courage to make a difference through

TEAMWORK | INTEGRITY | EXCELLENCE | RESPECT

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people, the past, and present custodians of the Land.

From: Out of scope @pittsh.com.au>
Sent: Thursday, December 19, 2024 7:07:28 AM
To: Out of scope @jmg.net.au>
Cc: Out of scope ; Out of scope
 @stategrowth.tas.gov.au>; Out of scope @stategrowth.tas.gov.au>;
 Out of scope @stategrowth.tas.gov.au>; Out of scope
 @stategrowth.tas.gov.au>
Subject: Re: Milford - Design and Environmental Matters

Good morning Out of scope

s39

Regards

Out of scope

Sent from my iPhone

On 18 Dec 2024, at 16:17, Out of scope @jmg.net.au> wrote:

attachments unless you recognize the sender and know the content is safe.

Hi [Out of scope],

As per attached, the Department has responded to the concerns raised. [Out of scope] would be happy to be included in further discussions as necessary, inviting you to contact him if need be. Similarly, I'm happy to provide any interpretation on how the revised design interacts with your property.

Regards,

[Out of scope]
[Redacted signature block]

117 Harrington St. Hobart TAS 7000

E: [Out of scope]@img.net.au

P: [Out of scope]

[<jmgxmasfooter2024_898ef9e1-d808-4843-9649-f72add3f7b98.png>](#)

[Privacy Policy](#)

<Milford - Design and Environmental Matters.pdf>

Released under RTI

From: [Out of scope]
To: [Out of scope]
Subject: RE: Preliminary Documentation
Date: Monday, 30 September 2024 9:43:00 AM

Great, thanks [Out of scope], [Out of scope] and I will start reviewing the docs.

Cheers, [Out of scope]

Out of scope

State Roads | Department of State Growth

Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001

Email: [Out of scope]@stategrowth.tas.gov.au / MB: [Out of scope]

www.stategrowth.tas.gov.au

Courage to make a difference through

TEAMWORK | INTEGRITY | EXCELLENCE | RESPECT

In recognition of the deep history and culture of this island, I acknowledge and pay my

respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: [Out of scope]

Sent: Monday, September 30, 2024 7:53 AM

To: [Out of scope]

Subject: Preliminary Documentation

Hio [Out of scope]

I have just sent you a link to the Preliminary Documentation for your review. There a couple of matters we are still working on.

[Out of scope] has to update his reports to ensure they reflect the latest Drainage Report

I would hope that we can get this submitted to DCCEEW before the end of October

We recommend meeting with DCCEEW to go through it before we submit as we think there would be benefit in describing how the drainage works.

Regards

Out of scope

Mobile [Out of scope] | [Out of scope]@pittsh.com.au | [Connect on LinkedIn](#)

Hobart Office — Level 1, Surrey House, 199 Macquarie Street

PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

From: Out of scope
To: Out of scope
Cc: Out of scope
Subject: RE: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782
Date: Thursday, 6 February 2025 4:36:18 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[Tasman Highway - Airport to Causeways - Planning Permit s53 and conditons assessment.docx](#)

Hi Out of scope,

Further to my previous email, I have had to review the conditions for the Tasman Highway – Airport to Causeways planning permit for the Steering Committee to discuss which conditions we would wish to retain and if there was any we would wish to strike.

As a result, I have prepared two tables:

1. Assessment against the 'substantially commenced criteria'
2. Assessment against the permit conditions for:
 - a. What conditions we can demonstrate commencement
 - b. What conditions we would retain

I thought this would be useful for your assessment

Cheers,

Out of scope

Out of scope

Environment & Development Approvals
 State Roads | Department of State Growth
 Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
 Phone: Out of scope
 Email: Out of scope@stategrowth.tas.gov.au
www.stategrowth.tas.gov.au

Out of scope

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: Out of scope @pittsh.com.au>
Sent: Thursday, 23 January 2025 9:02 AM
To: Out of scope @stategrowth.tas.gov.au>
Subject: RE: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782

It came unprompted. And doesn't say "yes or no" rather asks for justification. [redacted] had the impression it was "no". I really just need to talk with [redacted].

[redacted]

[redacted] [redacted]

Out of scope [redacted]

Out of scope [redacted]

Ph: [redacted]
[redacted]@pittsh.com.au

[redacted] [redacted]

[redacted] [redacted] [redacted] [redacted] [redacted]

From: [redacted]@stategrowth.tas.gov.au>

Sent: Thursday, January 23, 2025 7:20 AM

To: [redacted]@pittsh.com.au>

Subject: Re: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [redacted],

Reading this again, was the council response to the extension of time and confirmation that the permit lapsed actually in response to your question about extending the permit? Or did it come unprompted as a you think they wanted p&s to know that Council are unsure if the permit can actually lapse? It kind of reads like the former to me, in which case that's great. But I do remember you saying Council contacted [redacted] about it.

Just hold of any discussions with Council for the minute.

Cheers,

[redacted]

From: [redacted]

Sent: Wednesday, January 22, 2025 4:40:02 PM

To: [redacted]@pittsh.com.au>

Subject: RE: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782

Thanks for sending this info through.

With respect to the causeways exemptions:

s35

With respect to the Airport-Causeways DA:

s35

Cheers,

Out of scope

From: Out of scope <@pittsh.com.au>

Sent: Wednesday, 22 January 2025 4:21 PM

To: Out of scope <@stategrowth.tas.gov.au>

Subject: FW: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782

s39

This is separate to the minor amendment/new permit issue that I wanted to speak to Out of scope about.

Thoughts?

?

Out of scope

Out of scope

Ph: Out of scope
<@pittsh.com.au>

?

?

From: Out of scope <@ccc.tas.gov.au>

Sent: Wednesday, January 22, 2025 3:22 PM

To: Out of scope <@pittsh.com.au>

Subject: RE: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Out of scope

Yes, please provide justification of how the PA can extend the permit under S53 LUPAA. A new planning application is only required if the permit cannot be extended under S53 LUPAA, and substantial commencement cannot be demonstrated.

The minor amendment to the permit is a separate issue. Please provide the updated plans you mention as this will enable me to provide advice about whether minor amendments to both this permit and the golf course permit are required. Unfortunately, I'm unable to assist you with the

owner consent issue if a s56 application is required, because we are bound by LUPAA and S56 is clear in this regard.

The other issue is whether the proposed Midway Point Causeway and McGees Bridge Duplication is exempt from planning approval.

Exemption 4.2.4 only applies to an area within 3m of the road reserve, and it appears that this project extends beyond 3m of the existing road reserve, noting that the future road reserve for the project has not yet been declared and is not in existence.

Based on the information provided to date, it appears that the area beyond 3m of the existing road reserve requires land reclamation, and land reclamation requires a planning permit. This is why Council requires justification from you as to how the project as a whole complies with exemption 4.2.4 (see attached email).

We keep missing each other's calls, and perhaps it would be helpful to have a Teams meeting to discuss these issues?

Kind regards

Out of scope



Out of scope

a 38 Bligh Street | PO Box 96 Rosny Park TAS 7018

p Out of scope m Out of scope
e Out of scope @ccc.tas.gov.au | w www.ccc.tas.gov.au

Clarence City Council pays respect to all First Peoples, including the Mumirimina (mu mee ree mee nah) People of the Oyster Bay Nation whose unceded lands, skies, and waterways we are privileged to conduct our business on. We pay respect to, and value the deep knowledge of Elders past and present, and we acknowledge the survival and deep spiritual connection of the Tasmanian Aboriginal People to their Country, a connection which has endured since the beginning of time. Our work reflects our ongoing commitment to truth-telling and respectful understanding.

From: Out of scope <@pittsh.com.au>

Sent: Wednesday, January 22, 2025 2:14 PM

To: Out of scope <@ccc.tas.gov.au>

Subject: RE: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782

This Message Is From an External Sender

This message came from outside your organization.

Thank you for getting back to me so quickly.

I am very confused as I am getting updates third-hand. And I have come very, very late to this project.

I am prepared to lodge a fresh application (instead of a minor amendment) – however, DSG now own most of the land (for road purposes) and the works are for road purposes so would be exempt.

Except for works on the Golf Course land (who have no issue with the works). I would need new drawings for just those works.

It would be easier to lodge a minor amendment except one of the original land owners won't give

consent (and they don't own the land so see no reason to be involved, I think).

It seems to be that the justification for an extension of time (road works) is to meet the Federal environmental requirements – with the road having been realigned to minimise impact on the flora values which are significant – a rare orchid.

I will follow your lead. I can certainly have them draft up a 'proper' justification.

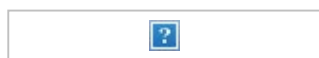
Out of scope



Out of scope

Out of scope

Ph: Out of scope
Out of scope



From: Out of scope <ccc.tas.gov.au>

Sent: Wednesday, January 22, 2025 11:34 AM

To: Out of scope <pittsh.com.au>

Subject: RE: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Out of scope

Just tried to call but missed you. Please call again and we can discuss it.

In the meantime, the problem is that the permit was granted on 1 March 2022 after the appeal was determined, and the application to extend under s53(5A) was made on 6 January 2025 which is outside the six months allowed under S53(5C). Therefore, we as the PA don't have the power to extend the permit for an additional two years. It is now for the applicant to demonstrate substantial commencement to continue to be able to rely on that permit.

At this point in time, it seems that the alternative is to make a fresh application. However, if you would like to put a argument to us as to how we as the PA would have the power to extend the permit, we would definitely consider that.

With respect to the S56 minor amendment and landowner consent, I'm a little confused by your question, but essentially it is the owner of land or a person with the consent of the owner that can make the minor amendment application.

Kind regards

Out of scope

Out of scope



p Out of scope m Out of scope
e Out of scope @ccc.tas.gov.au | w www.ccc.tas.gov.au

Clarence City Council pays respect to all First Peoples, including the Mumirimina (mu mee ree mee nah) People of the Oyster Bay Nation whose unceded lands, skies, and waterways we are privileged to conduct our business on. We pay respect to, and value the deep knowledge of Elders past and present, and we acknowledge the survival and deep spiritual connection of the Tasmanian Aboriginal People to their Country, a connection which has endured since the beginning of time. Our work reflects our ongoing commitment to truth-telling and respectful understanding.

From: Out of scope @pittsh.com.au>

Sent: Wednesday, January 22, 2025 11:05 AM

To: Out of scope @ccc.tas.gov.au>

Subject: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782

This Message Is From an External Sender

This message came from outside your organization.

Good morning, Out of scope.

Do you have a spare moment to discuss this extension of time request?

DSG want to extend the time (and will pay the fee) however, Out of scope contacted me last week stating that they were not allowed to extend that time and could I find time to draft a new planning permit. I am a little confused so thought it best to ask you directly.

I just want to clarify that they will be allowed an extension of time? I had the minor amendment drafted and ready to lodge last year (DSG waiting on private land owner consent).

This brings me to my second question – the private land (excepting the Golf Course land) has since been acquired therefore do they need to still need landowner consent (private) for the minor amendment for land (Crown) they now own? This has never come up before.

Thank you.



Out of scope

Out of scope

Ph: Out of scope
Out of scope @pittsh.com.au

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pitt&sherry acknowledges the Traditional Custodians of the many Countries throughout Australia and their connections to land, sea and community. We acknowledge the contributions and sophistication of Aboriginal and/or Torres Strait Islander knowledge.

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Substantial Commencement Assessment

Substantial commencement criteria	Can the project meet criteria?	Justification
Demonstration of the commitment of resources of such proportions relative to the project approved under the planning permit as to carry the assurance that the work has meaningfully commenced.	No	The construction works have not been tendered for and there is no construction start date. The project requires approval under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> and through this process the roadworks have been shifted further north to avoid impacts to critical habitat for listed threatened orchid species. Subsequently, the project cannot commence under the current permit and require confirmation from Council that the redesigned road works can proceed.
Show what physical on-site works have been completed relative to the project approved under the planning permit	No	No physical works have commenced.
Demonstrate what permit conditions have been complied with	No - See table below	With the exception of the commencement of condition 7(b), the project cannot demonstrate compliance with any of the conditions. Further, due to the redesign many of the conditions are no longer applicable or cannot be enacted without further permission from Council either via a minor amendment to these conditions or a new assessment under the Tasmanian Planning Scheme.
Any preparatory work such as design or off-site work required via permit conditions and which are referable to the planning permit, including related work performed on site.	No – See table below	With the exception of the commencement of condition 7(b), the project cannot demonstrate compliance with any of the conditions. Further, due to the redesign many of the conditions are no longer applicable or cannot be enacted without further permission from Council either via a minor amendment to these conditions or a new assessment under the Tasmanian Planning Scheme.

Permit Conditions

Number	Condition	Commenced	Justification	Condition applicable to be retained under exemption?
1	The use or development must only be undertaken in accordance with the endorsed plans and any permit conditions and must not be altered without the consent of Council. The endorsed plans are those plans prepared by Pitt & Sherry, dated 16 March 2021 (Drawing HB19197-C1058 to HB19197-C1062), 9 July 2021 (Drawing HB19197-C1901 to HB19197- 1910, and HB19197-1914), and 16 July 2021 (Drawing HB19197-C1911 to HB19197-1913)	No	<p>No construction works have commenced.</p> <p>The road design has been shifted further north to avoid impacts to critical habitat for listed threatened orchid species. As such, the endorsed plans listed in this condition are no longer applicable. Endorsement of new plans reflecting the realignment of the road would be required by Council through a minor amendment process if the permit was active. However, as the permit has now lapsed confirmation of the works as exempt from requiring planning approval is required from Council.</p>	No
2	Amended plans showing the access from Tasman Highway to 1431 Tasman Highway, Cambridge on proposal plan Sheet 1912 (dated 24 Jun 2021) not being shaded pink. These amended plans must be submitted to and approved by Council's Manager City Planning prior to the commencement of the use/development. When approved, the plans will form part of the permit. The reason for the imposition of this condition is that these access works are exempt.	No	<p>No plans have been submitted to Council for their endorsement.</p> <p>The road design has been shifted further north to avoid impacts to critical habitat for listed threatened orchid species. As such, the endorsement of the plans referenced in this condition are no longer applicable. Endorsement of new plans reflecting the realignment of the road would be required by Council through a minor amendment process if the permit was active. However, as the permit</p>	No

			has now lapsed confirmation of the works as exempt from requiring planning approval is required from Council.	
3	Non-Statutory signs must not be displayed on the site or adjoining properties without further approval from Council.	No	No construction works have commenced.	Yes
4	To ensure the Tasmania Golf Club Colourbond fence contributes positively to the streetscape all external surfaces must be maintained in good condition and free of graffiti.	No	No construction works have commenced.	Yes – will form part of maintenance contract
5	For the purposes of protecting Council's stormwater system all stormwater runoff from impervious surfaces within the site must be treated and discharged from the site using Water Sensitive Urban Design principles to achieve stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010 and consistent with the Stormwater System Management Plan for the relevant catchment. Detailed engineering designs accompanied with a report on all stormwater design parameters and assumptions or a model using industry accepted proprietary software, such as MUSIC must be submitted to Council's Group Manager Engineering Services for approval prior to the commencement of works.	No.	No construction works have commenced. The project has been designed using water sensitive urban design principles and under MUSIC modelling. Stormwater runoff has been design to avoid, minimise and mitigate impacts to listed threatened orchid species and all plans will be in accordance with the conditions of the <i>Environment Protection Biodiversity Conservation Act 1999</i> approval.	Partially – stormwater plans will be submitted to Council for information purposes.
6	Each lot must be provided with a minimum 3.6m wide constructed and sealed access from the road carriageway to the property boundary in accordance with Standard Drawing TSD-R03 (Rural)	No	No construction works have commenced.	Yes – condition can be retained in full unless

	(copy available from Council). This access must be inspected by Council's Development Works Officer prior to sealing or pouring new concrete. Following construction, the crossover must be maintained or repaired by the owner at the owner's expense in accordance with any directions given by Council to the owner.			there is a requirement to close to access to Milford from the Tasman Highway under the EPBC approval.
7	<p>Detailed engineering designs and plans, prepared by a suitably qualified person, are required for:</p> <ul style="list-style-type: none"> • road design (including line marking); • shared path design; • road stormwater drainage; • Native vegetation management plan; • lot accesses; • stormwater drainage; <p>and must show the extent of any vegetation removal proposed for these works.</p> <p>The detailed engineering designs and plans must be submitted to and approved by Council's Group Manager Engineering Services and must clearly describe what works are being undertaken for each approved stage of the development.</p> <p>(a) The road stormwater drainage plans must provide details of how the stormwater, from Tasman Highway, the Tasmania Golf Club, and the Tasman Highway-Pittwater Road intersection will be managed, to minimise any flow into the potential orchid habitat area described in Figure 5</p>	No	<p>Detailed engineering plans are still being development. No plans have been submitted to Council.</p> <p>In response to 7(a) Stormwater design and management will be in accordance with conditions of the EPBC approval.</p> <p>In response to 7(b) the area adjoining the Milford property will be incorporated into State Growth's Roadside Conservation Program. The management plan for this area will be in accordance with conditions of the EPBC approval.</p> <p>In response to 7 (c) a Vegetation Rehabilitation Plan for <i>E.viminalis</i> has been prepared and was approved by Council. Planting commenced on site and a Management Plan has been prepared for the 10 year monitoring period. The management plan for this area will be in accordance with conditions of the EPBC approval.</p>	Partially – detailed engineering plans , stormwater management plans and vegetation management plans will be prepared and submitted to Council for information purposes.

	<p>of the Natural Values Assessment 'Tasman Highway Holyman Avenue to Pittwater Bluff' prepared by North Barker dated 30 September 2020.</p> <p>(b) For those works within the pink shaded areas of the approved plans, a native a management plan must be prepared by a suitably qualified person to implement the mitigation strategies set out in part 7.2 'Proposed mitigation strategies' of the 'Orchid Habitat Management Plan' prepared by Pitt & Sherry dated 15 October 2021, Rev 00. The developer is to provide evidence for review by Council's Group Manager Engineering Service, that the plan is consistent with any requirements imposed under the Environment Protection and Biodiversity Conservation Act 1999.</p> <p>(c) For those works within the pink shaded areas of the approved plans, if the proposed works may reasonably be expected to impact on the threatened vegetation community Eucalyptus viminalis (White Gum), then a native management plans must be prepared by a suitably qualified person. Prior to the commencement of works, this plan must be submitted to and approved by Council's Group Manager Engineering Services and include the following:</p> <ul style="list-style-type: none"> • details of the specific mitigation activities to the White Gum community; <p>and</p>			
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	<ul style="list-style-type: none"> details of the funding by the Department of State Growth for the implementation and management of any assessed environmental offsets for a period of 10 years from the date of this permit. <p>Works for all stages shown on the design plans must commence within 2 years of the date of their approval or the engineering designs will be required to be resubmitted</p>			
8	An erosion and sedimentation control plan, in accordance with the Hobart Regional Soil and Water Management on Building and Construction Sites document, must be submitted and approved by Council's Group Manager Engineering Services prior to the commencement of works.	No	<p>No plans have been submitted to Council.</p> <p>An erosion and sediment control plan will be prepared in accordance with State Growth specifications, which involves preparing plans to IECA (best practice) erosion and sediment control guidelines and in accordance with conditions of the EPBC approval.</p>	Partly – ESCP will be prepared and submitted to Council for information purposes.
9	<p>For those works within the pink shaded areas of the approved plans, to avoid potential contamination of land and/or damage to native vegetation, suitable barriers are to be installed at the boundary of the approved works area prior to any works commencing and must be maintained in position and in a suitable condition at all times until all works are concluded. Where applicable the standard of those barriers is to be determined by a relevant native vegetation management plan prepared in accordance with condition 7.</p> <p>Evidence demonstrating that these barriers are in place and being maintained must be prepared by a suitably qualified person and be submitted to Council's group Manager Engineering</p>	No	<p>No construction works have commenced.</p> <p>A Construction Environmental Management Plan will be prepared in accordance with State Growth specification and include specific requirements for works adjoining Milford to avoid, minimise and mitigate potential impacts to native vegetation during construction. This will include provisions for exclusion fencing and signage of no-go zones to be shown on all CEMP drawings and erected on site prior to construction and to be checked daily by the Contractor's Environmental Representative. The CEMP will be prepared in accordance with EPBC approval conditions.</p>	Partly - Monthly reports can be prepared and submitted to Council for information purposes on request.

	Services prior to any works commencing and every month thereafter until the completion of the works.		The area adjoining the Milford property will be incorporated into State Growth's Roadside Conservation Program. The management plan for this area will be in accordance with conditions of the EPBC approval conditions.	
10	<p>A weed management plan identifying methods to control weeds, must be submitted to and approved by Council's Group Manager Engineering Services prior to commencement of works. The plan must:</p> <ul style="list-style-type: none"> • reference any Weeds of National Significance and Declared Weeds under the Weed Management Act 1999 and address the spread of soil based pathogens in accordance with the Tasmanian Washdown Guidelines for Weed and Disease Control; • identify the weed species, initial treatment, on-going management and maintenance period thereof. The plan may include manual removal of larger plants and/or chemical control as recommended by the relevant Government department; • demonstrate implementation of good hygiene practices as detail in Appendix 1 of DPIPW (2015) Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania; • include a timetable for implementation and maintenance of the weed management plan activities, including a date by when all activities associated with the approved works will be 	No	<p>No plans have been submitted to Council.</p> <p>A Weed Management Plan will be prepared in accordance with State Growth specifications and any requirements of the EPBC approval.</p>	Partially – the Weed Management Plan will be prepared and submitted to Council for information purposes.

	<p>completed and the management period has expired; and</p> <ul style="list-style-type: none"> • include a detailed breakdown of estimated costs. <p>The weed management plan must be implemented and maintained to the satisfaction of Council's Group Manager Engineering Services prior to the issue of the certificate of practical completion for the works. Alternatively, a bond of 1.5 times the estimated cost of works associated with implementing the weed management plan must be submitted to Council. The bond will be held as security to ensure both development and maintenance of the approved works is undertaken in accordance with the approved plan until the management period has expired. The bond is to be a cash deposit or a bank guarantee.</p>			
11	<p>Street construction, including line marking, concrete kerbs, gutters and footpaths with bitumen roads, must be carried out to the requirements of Council's Local Highways Standard Requirements By-Law. Pavement designs must be based upon laboratory soaked CBR values. Line marking must be in thermoplastic material.</p>	No	No construction works have commenced.	Yes
12	<p>The owner must, at their expense, repair any Council services (e.g., pipes, drains) and any road, crossover, footpath or other Council infrastructure that is damaged as a result of any works carried out by the developer, or their contractors or agents pursuant to this permit. These repairs are to</p>	No	No construction works have commenced.	Yes

	<p>be in accordance with any directions given by the Council.</p> <p>If the owner does not undertake the required repair works within the timeframe specified by Council, the Council may arrange for the works to be carried out at the owner's expense.</p>			
13	<p>Stormwater reticulation is to be designed in accordance with the requirements of Council's Local Highways Standard Requirements By- Law and the State Stormwater Strategy to the satisfaction of Council's Group Manager Engineering Services. The design is to identify and design overland flow paths and run-off handling systems for 1% AEP events. These systems shall ensure that no concentrated flow or overflow from street drainage and stormwater reticulation is directed across or through proposed lots (unless dedicated as an overland flow path with easements in favour of Council). Designs shall ensure that net discharge of stormwater does not exceed predevelopment levels and water quality characteristics of receiving waters are maintained or improved. The design must incorporate Water Sensitive Urban Design principles and be submitted for approval by Council's Group Manager Engineering Services prior to the commencement of the use / prior to the issue of a building permit or a certificate of likely compliance (CLC) for building works.</p>	No	<p>No plans have been submitted to Council. Stormwater management will be designed in accordance with State Growth specifications and adopt best practice water sensitive design. Stormwater management will be in accordance with EPBC approval conditions.</p>	Yes

14	No works are to be undertaken, including changes in the topography of the site or the removal, destruction or lopping of trees other than in accordance with the approved plans, without the consent of Council. Adequate steps must be taken to prevent the damage and/or removal of any other vegetation during any works.	No	No construction works have commenced. All works will be undertaken in accordance with the CEMP which will delineate the construction footprint and demarcate no-go zones. Where required exclusion fencing will be erected and maintained throughout the construction period.	Yes
15	Prior to commencement of work a Noise Management Plan must be submitted and approved to the satisfaction of Council's Senior Environmental Health Officer describing how noise from the construction activities will be minimised and managed.	No	No Plans have been submitted to Council.	Partially – A Noise Management Plan will be prepared and submitted to Council for information purposes.
16	Prior to the commencement of works, as approved under this permit, a plan for the management of construction of the site must be submitted and approved by Council's Manager City Planning. The plan must outline the proposed demolition and construction practices for the site in relation to: (a) proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken onsite); (b) identification of potentially noisy construction phases, such as operation of rockbreakers, explosives or pile drivers, and proposed means to	No	No plans have been submitted to Council. A CEMP will be prepared in accordance with State Growth specifications and any requirements of EPBC approval conditions.	Partially – A CEMP will be prepared and submitted to Council for information purposes.

	<p>minimise impact on the amenity of neighbouring buildings;</p> <p>(c) control of dust and emissions during working hours;</p> <p>(d) construction parking;</p> <p>(e) proposed screening of the site and vehicular access points during work;</p> <p>(f) procedures for washing down vehicles, to prevent soil and debris being carried onto the street; and</p> <p>(g) traffic/pedestrian management.</p>			
17	<p>The development must meet all required Conditions of Approval specified by TasWater notice, dated 08/04/2021 ([TWDA 2021/00506-CCC).</p>	No	No construction works have commenced.	Yes

From: Out of scope
Sent: Tuesday, 12 November 2024 3:53 PM
To: Out of scope
Subject: RE: Revised boundary at Milford - Pittwater Road

Thanks Out of scope, sounds good. Yes agree we should stake the revised proposed boundary so Out of scope can understand the difference and discuss as necessary.

Out of scope

Out of scope

State Roads | Department of State Growth
Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Email: Out of scope @stategrowth.tas.gov.au / MB: Out of scope
www.stategrowth.tas.gov.au

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: Out of scope @jmg.net.au>
Sent: Tuesday, November 12, 2024 3:46 PM
To: Out of scope @pittsh.com.au>; Out of scope @stategrowth.tas.gov.au>
Subject: RE: Revised boundary at Milford - Pittwater Road

Thanks Out of scope,

In regard to Out of scope's confirmation of scope, Out of scope's expectation is that the boundary will be pegged.

I understand that the boundary location with the giveback is yet to be finalised from a Titles perspective, so I suggest the boundary is pegged as per the attached notice to treat, and the give back area is staked. I can communicate this with Out of scope.

The fungicide to be used is as per below photo, note that it isn't allowed to be used in normal spray bottle so this needs to be purchased separately (I have no idea of reasoning...) and comes in a concentrate.



Cheers,

Out of scope

Out of scope

JMG

117 Harrington St. Hobart TAS 7000

E: Out of scope @jmg.net.au

P: Out of scope

[Email Confidentiality Notice and Disclaimer](#)

From: Out of scope @pittsh.com.au>

Sent: Tuesday, 12 November 2024 3:21 PM

To: Out of scope @jmg.net.au>; Out of scope @stategrowth.tas.gov.au>

Subject: Fwd: Revised boundary at Milford - Pittwater Road

Hi Out of scope and Out of scope

Next Wednesday 9 am, no ifs or buts or further negotiation

Sent from my iPhone

Begin forwarded message:

From: Out of scope @veris.com.au>

Date: 12 November 2024 at 15:13:39 GMT+11

To: Out of scope @pittsh.com.au>

Cc: Out of scope @veris.com.au>

Subject: RE: Revised boundary at Milford - Pittwater Road

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [Out of scope],

I can do Wednesday (20/11) next week 9am on site.

Before I provide our fee, I just wanted to confirm the scope, my understanding is:

1. We are just placing stakes to show the position of the revised boundary on the ground (Milford property only).
2. The revised acquisition survey (Placing CP's / RM's, Plans, notes etc.) will take place at a later date.

Kind regards,

[Out of scope]

Out of scope

[Out of scope]@veris.com.au

T [Out of scope]
M [Out of scope]
Suite 1, Level 3, "Kirksway House"
2-8 Kirksway Place
Battery Point TAS 7004
Australia



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From: [Out of scope]@pittsh.com.au>
Sent: Tuesday, November 12, 2024 2:22 PM
To: [Out of scope]@veris.com.au>; [Out of scope]@veris.com.au>
Subject: Fwd: Revised boundary at Milford - Pittwater Road

Hi [Out of scope]

Thanks for your quick response on this, s39 [Out of scope] Refer below and please let me know if there is a suitable time next week. Note also anti fungal requirements and please also confirm cost of the job

Regards

[Out of scope]

Sent from my iPhone

Begin forwarded message:

From: [Out of scope]@jmg.net.au>
Date: 12 November 2024 at 14:16:41 GMT+11

To: Out of scope [REDACTED]@pittsh.com.au>, "Out of scope"
<Out of scope [REDACTED]@stategrowth.tas.gov.au>

Subject: RE: Revised boundary at Milford - Pittwater Road

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Out of scope [REDACTED],

I've just had a phone conversation with Out of scope [REDACTED], and the answer is that it needs to be next week. There is an orchid survey scheduled for Saturday, and she's concerned that there may be damage ahead of the survey. My apologies for not getting onto this sooner, I've been away from my emails since 9 this morning.

Let me know what time works and I'll coordinate with Out of scope [REDACTED]. She has requested that they have the fungicide with them, and all pegs, boots, etc are treated ahead of stepping into the area.

Cheers,

Out of scope [REDACTED]

Out of scope [REDACTED]

117 Harrington St. Hobart TAS 7000

E: Out of scope [REDACTED]@jmg.net.au

P: Out of scope [REDACTED]



[Privacy Policy](#)

From: Out of scope [REDACTED]@pittsh.com.au>

Sent: Tuesday, 12 November 2024 9:58 AM

To: Out of scope [REDACTED]@jmg.net.au>; Out of scope [REDACTED]@stategrowth.tas.gov.au>

Subject: Fwd: Revised boundary at Milford - Pittwater Road

Hi Out of scope [REDACTED]

Surveyors can set out new Milford boundary on Thursday

Regards. Please confirm this is ok with Out of scope [REDACTED]

Out of scope [REDACTED]

Sent from my iPhone

Begin forwarded message:

From: Out of scope [REDACTED]@veris.com.au>

Date: 12 November 2024 at 09:53:32 GMT+11

To: Out of scope [REDACTED]@pittsh.com.au>

Cc: **Out of scope** <[REDACTED]@veris.com.au>

Subject: RE: Revised boundary at Milford - Pittwater Road

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi **Out of scope**,

I can do this on Thursday (14/11) if that works, 9am on site.

Are you able to send through coordinates of the revised boundary.

Kind regards,

Out of scope

Out of scope

Out of scope <[REDACTED]@veris.com.au>

T **Out of scope**

M **Out of scope**

Suite 1, Level 3, "Kirksway House"
2-8 Kirksway Place
Battery Point TAS 7004
Australia



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From: **Out of scope** <[REDACTED]@veris.com.au>

Sent: Monday, November 11, 2024 2:37 PM

To: **Out of scope** <[REDACTED]@veris.com.au>

Subject: FW: Revised boundary at Milford - Pittwater Road

Hi **Out of scope**,

Any chance of getting this done this week?

Cheers,

Out of scope

Out of scope


Out of scope @veris.com.au

T Out of scope
M Out of scope
Suite 1, Level 3, "Kirksway House"
2-8 Kirksway Place
Battery Point TAS 7004
Australia

<image008.png>

<image007.png>

Follow us on

<image005.png><image006.png>



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From: Out of scope @pittsh.com.au>

Sent: Monday, 11 November 2024 2:33 PM

To: Out of scope @veris.com.au>

Subject: Revised boundary at Milford - Pittwater Road

Good afternoon Out of scope

I have had an urgent request from DSG and the owner to put some stakes in on the proposed revised boundary at Milford, shown inside the green cloud on the attached, length approx. 200 metres.

Is there any chance this could be done this week. We will arrange permission. If not this week, please advise your earliest timeslot.

Regards

Out of scope

Mobile Out of scope | Out of scope @pittsh.com.au | [Connect on LinkedIn](#)

Hobart Office — Level 1, Surrey House, 199 Macquarie Street
PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

From: [Out of scope]
To: [Out of scope]
Subject: RE: Tasman Highway - Airport Interchange to Midway Point Causeway - August 2024 Invoice
Date: Friday, 30 August 2024 10:26:00 AM

Hi [Out of scope],

Yes, please submit a change order. I am keen to get this realignment design sorted so we can confirm all impacts and progress the further acquisition from the golf course, could you keep this moving.

Thanks, [Out of scope]

Out of scope

State Roads | Department of State Growth
 Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
 Email: [Out of scope]@stategrowth.tas.gov.au / MB: [Out of scope]
www.stategrowth.tas.gov.au

Courage to make a difference through

TEAMWORK | INTEGRITY | EXCELLENCE | RESPECT

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: [Out of scope]

Sent: Wednesday, August 28, 2024 10:42 AM

To: [Out of scope]

Subject: Tasman Highway - Airport Interchange to Midway Point Causeway - August 2024 Invoice

Hi [Out of scope]

Attached please find draft invoice report and forecast for your approval. You will note that we have used up all of 3100-B-6-37 SETS Project management. There will still be ongoing tasks beyond the Design Completion and EPBC Approval that will be required before we can call tenders in about 12 months (hopefully)

- i. Assisting the Department in finalising agreement with Milford, Commonwealth/Airport and Golf Club
- ii. General enquiries
- iii. Coordination

Are you happy for me to forward a change order to cover this – I'm guessing about [s38]

Regards

Out of scope

[Out of scope]

Mobile [Out of scope] | [Out of scope]@pittsh.com.au | Connect on LinkedIn

Hobart Office — Level 1, Surrey House, 199 Macquarie Street

PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au



Pro forma Tax Invoice

Pitt & Sherry (Operations) Pty Ltd

Level 4, 113 Cimitiere Street Tel: 1300 748 874
 LAUNCESTON TAS 7250 Em: info@pittsh.com.au
 AUS ABN: 67140184309

Bill To:**Department of State Growth**

4 Salamanca Place Tel:
 HOBART TAS 7000 Em:
 AUS ABN: 36388980563

Invoice number: PIP025526

Invoice date: 28/08/2024
 Payment terms: 14DAYS
 Due date: 11/09/2024
 Currency: AUD
 Customer reference: 3100B-6-37
 Customer account: C08439

SUMMARY OF CHARGES PAYABLE ON THIS INVOICE**NET AMOUNT**

Professional services for the period to 23 August 2024

P.19.0406.013 - SETS Project Management to 31 March 2023

P.19.0406.017 - Design Completion

P.19.0406.020 - ADJ9 - Ongoing EPBC Approval Costs

P.19.0406.022 - Realignment at Pittwater Road

Time and material	4,585.55
Fixed-price	9,086.90
Time and material	23,361.34
Fixed-price	11,463.35

Details on next page

PAYABLE ON THIS INVOICE

Currency	Net amount	GST amount	Total
AUD	48,497.14	4,849.71	53,346.85

Due date : 11/09/2024

Out of scope

Interest will be charged on overdue accounts

Description	Resource	Quantity	Unit price	Net amount
-------------	----------	----------	------------	------------

P.19.0406.013 - SETS Project Management to 31 March 2023

Hours / Time & Materials				
SETS Project Management				4,585.55
23/07/2024	Project Admin	Out of scope	S38	
23/07/2024	Golf club & Milford			
25/07/2024	Preparation for steering committee meeting			
29/07/2024	Project review and update			
01/08/2024	FOI request			
02/08/2024	Shape file updating			
02/08/2024	Clarify dwg requirements for RL			
05/08/2024	GIS mapping for design changes			
05/08/2024	GIS map ex AP			
07/08/2024	Discussion, changes to map, export shapefiles and send.			
09/08/2024	Background files for AH			
12/08/2024	Dwgs for Milford approval			
13/08/2024	Update program			
13/08/2024	Progress dot points as requested by			
14/08/2024	Print roll plans and deliver to DSG			
15/08/2024	Program			
21/08/2024	Save DWG to shapefiles			
21/08/2024	Merging overall design with new alignmentcleaning xref for to export as shape filesnew roll plan showing overall job			
22/08/2024	Roll plans			
Subtotal				4,585.55
Charges for P.19.0406.013		Previous claims		New charges
		28,950.77		4,585.55

P.19.0406.017 - Design Completion

Milestones / Fixed Price		Contracted Amt	Claims	CTD	Claim	This claim \$
Remove Works CH 440-1200		s38				
Amend Drawings for Underground Power						
Design Management						
Subtotal						9,086.90
* CTD = Claim to date						
Charges for P.19.0406.017		Previous claims		New charges		
				9,086.90		

P.19.0406.020 - ADJ9 - Ongoing EPBC Approval Costs

Hours / Time & Materials				
Ongoing EPBC Approval Costs				23,361.34
22/07/2024	Reading background info, trying to login to portal, requesting spatial data	Out of scope	S38	
22/07/2024	EPBC variation			
23/07/2024	Reviewing and updating referral docs for new alignment			
23/07/2024	High level familiarisation with background documentation and scope of requirements to update the Preliminary Assessment documentation; discuss with			
23/07/2024	Revise PD			
29/07/2024	Review drainage design and conclusions			

Description	Resource	Quantity	Unit price	Net amount
30/07/2024 EPBC ref variation shapefiles and meeting to discuss updating PD and discussing stormwater	Out of scope			
30/07/2024 Preliminary review of plans				
30/07/2024 Clarify/meet	Out of scope			
31/07/2024 Review of previous report ideas for solution project meeting approach plan with	Out of scope			
31/07/2024 Drainage issues, meet	Out of scope			
01/08/2024 EPBC variation - sourcing shapefiles				
01/08/2024 Discuss changes with	Out of scope			
02/08/2024 EPBC variation - shapefiles				
05/08/2024 Drainage Review - Orchids				
06/08/2024 Drainage Review - Orchids				
06/08/2024 Progress update and review with	Out of scope			
06/08/2024 Finalise EPBC VO				
08/08/2024 Updating PD				
09/08/2024 Updating PD				
12/08/2024 Reviewing NVAs				
13/08/2024 PD update and GIS for PMST				
14/08/2024 PD update				
15/08/2024 PD update				
15/08/2024 Stormwater Assessment				
15/08/2024 Drainage review	Out of scope			
16/08/2024 PD update, getting GIS file from to update PMST report	Out of scope			
16/08/2024 Fixing shapefile for PMST				
16/08/2024 Stormwater Assessment				
19/08/2024 Updating PD and meeting with	Out of scope and Out of scope			
19/08/2024 Meeting with and re questions/progress on the prelim. report update and the Stormwater redesign	Out of scope and Out of scope			
19/08/2024 Water Discharge Review				
19/08/2024 Report review				
19/08/2024 Meet with, follow up time and process	Out of scope			
20/08/2024 Updating PD				
20/08/2024 Water Discharge Review				
20/08/2024 Report review				
20/08/2024 Review drainage report				
21/08/2024 PD update				
21/08/2024 Water Discharge Review				
22/08/2024 PD update and review stormwater report				
22/08/2024 Exchanges with re updated Stormwater design/model and 10% decrease in pre-works flows	Out of scope			
22/08/2024 Water Discharge Review				
22/08/2024 Meeting no change in flow	Out of scope			
Meeting regarding report approach	Out of scope			
22/08/2024 Drainage concepts, interpretation and conclusions				
23/08/2024 Finalise drainage analysis				
Subtotal				23,361.34
Charges for P.19.0406.020	Previous claims		New charges	
	44,129.61		23,361.34	
P.19.0406.022 - Realignment at Pittwater Road				

Released under RTI



SETS
Tasman Highway – Airport Interchange to Midway
Point Causeway



Status Report for period ending: 23 August 2024

Job. No.2220-3-128

1 Project Health Chart

	If this box is selected please shade the tick box green.	If this box is selected please shade the tick box yellow.	If this box is selected please shade the tick box red.
Scope Definition	<h1 style="color: red;">S339</h1>		
Delivery / Timing			
Input Information			
Project Changes & Cost			

2 Progress

Activities Completed Last Month
Detailed design of realignment commenced
Variation to revised EPBC footprint processed by DCCEEW – awaiting approval
Current & Future Activities Next Month
Revise EPBC Preliminary Documentation for realignment
Detailed design of realignment

2

3 Critical Risks, Opportunities & Issues

Risk / Issue	Action
<h1 style="color: red;">S339</h1>	

s39

4 Outstanding Information

Information requirement	From Who	Date req'd	Urgency (low, medium or Urgent – shade cell accordingly)

5 Awaiting Client Action

Decisions, Approvals and Escalation Items	Date req'd	Urgency (low, medium or Urgent – shade cell accordingly)

Contract 2220-3-128.

Tasman Highway – Airport Interchange to Midway Point Causeway

Monthly Report to 23 August 2024

1. Project Details

Key dates including acceptance of proposal and dates for all deliverables stated in the project brief.

Item	Date At Project Agreement	Anticipated/Actual Date Achieved	Comment
Project Agreement	11 July 2019	11 July 2019	Complete
Feature Survey	27 November 2019	9 December	Complete
Concept Design incl Options Analysis	3 September 2019	22 November	Complete
Environmental Investigation	6 February 2020		DSG has forecast EPBC Approval date at January 2026 whilst remaining hopeful of an earlier resolution. Once Preliminary Documentation is acceptable to DCCEEW there is a minimum 4 month timeframe to Approval
Geotechnical investigation	1 December 2019	20 April 2020	Complete
PPR Submission	31 October 2019	6 December 2019	Complete
PPR Approval	31 December 2019	January 2020	Complete
Preliminary Design	24 March 2020	21 May 2020	Complete
Detailed Design	2 July 2020	28 February 2021	Complete
RFT Documentation	2 July 2020		To be updated to account for realignment

Stakeholder Engagement	Ongoing		
Submission of Development Application	18 March 2020	2 April 2021	Approved 01/03/2022 with commencement required within 2 years. Extension of time required for Highway Permit. Extension has been obtained for Golf Course Permit Revised Permits to be submitted to account for realignment. Awaiting landowner consent
PSCPW Report and Hearing (3-month notice required)	21 April 2020	30 April 2021	Project approved by PSCPW
EPBC Approval		Refer above – unlikely before early 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Golf Course Agreement		December 2024	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Airport land acquisition		December 2024	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Call tenders	To be confirmed		To be confirmed (subject to approvals) - July 2025 on latest program

2. Progress

Detailed design completed. Outstanding items to be resolved/completed before highway tenders can be called

- i. EPBC resolution
- ii. Licence for works to be carried out on the Golf course
- iii. Commonwealth land - lease then agreement for purchase, noting ideally Tripartite Deed can be finalised and Lease becomes redundant
- iv. Additional items including Milford access, drawing changes resulting from extension of underground power to Pittwater Road and other changes due to the passage of time between completion of final design and calling tenders
- v. Realignment design

3. Risk Assessment, Opportunities and Issues

Key risk/issue are now

- i. Acquisition of Commonwealth land – Lease and purchase to be progressed simultaneously – timeframe remains uncertain.
- ii. EPBC referral time.

4. Stakeholder Engagement Issues

Golf club – discussions at project level on hold.

Out of scope – Currently at Senior Management level with the Department

Airport accept resumption of land west of Pittwater Road, subject to HIAPL Board approval and Commonwealth approval. Discussions ongoing with key airport personnel.

5. Service Authorities / Utilities

Taswater – 375 mm watermain to Sorell. Design completed for relocation of 400 metres of main ch 1370 – 1825 and associated road crossings. Design fully approved.

Telstra – multiple services including Fibre Optic cable in Tasman Highway corridor – preliminary design received

Tasnetworks – HV, LV, streetlighting. Tasnetworks design finalised

6. Financial

a. Project Costs

ITEM	COST EST P50	COST EST P90	COMMENT
Outturn Cost – indicative only	s38		

b. Design Fee Cash Flow

Month Year	Forecast Expenditure	Actual Expenditure	Forecast Cum	Actual Cum
July 2024	9572	9572	2496355	2239457
Aug 2024	28574	48497	2268031	2287954
September 2024	26717		2294748	
October 2024	35238		2329986	

November 2024	35238		2365224	
December 2024	35238		2400461	
January 2025	31626		2432087	
February 2025	35926		2468013	
March 2025	17280		2485293	
April 2025	9368		2494661	
May 2025	847		2495508	
June 2025	847		2496355	
2025/26	43102		2539457	
2026/27	31665		2570122	

7. Additional Information (as required)

N/A

Department of State Growth Invoice Report

Department Project No: 2220-3-128
Project description SETS - Airport Interchange to Causeway 1 HB19197
Progress Claim: No. 53
Period:

Project Component	Budget	Previous Claims	Current Claim	Total Claims To Date	% Work completed to date
Project Management	\$144,872	\$144,872		\$144,872	100.00%
DSG Reporting and Stakeholder Management	\$70,800	\$70,800		\$70,800	100.00%
Geotechnical Investigations	\$129,025	\$129,025		\$129,025	100.00%
Concept Design	\$24,592	\$24,592		\$24,592	100.00%
Environmental Investigations	\$96,795	\$96,795		\$96,795	100.00%
Land Use Planning	\$18,306	\$18,305		\$18,305	100.00%
Reports	\$38,628	\$38,628		\$38,628	100.00%
Stakeholder Engagement	\$99,126	\$99,126		\$99,126	100.00%
Constructability Reviews	\$31,223	\$10,928		\$10,928	35.00%
Preliminary Design	\$216,494	\$216,494		\$216,494	100.00%
Detailed Design	\$349,066	\$349,066		\$349,066	100.00%
RFT	\$9,528	\$4,764		\$4,764	0.00%
Post Tender P50/P90	\$1,544	\$0		\$0	0.00%
Land Acquisitions	\$43,929	\$43,928		\$43,927	100.00%
Survey	\$57,225	\$57,225		\$57,225	100.00%
Road Safety Audits	\$12,664	\$12,664		\$12,664	100.00%
Independent QS Estimate	\$21,204	\$0		\$0	0.00%
	\$1,365,021				

Project Component	Budget	Previous Claims	Current Claim	Total Claims To Date	% Work completed to date
Variations (Change Orders)					
CO1: Concept Design of Golf Course Modifications	\$21,500	\$21,500		\$21,500	100%
CO2: Presentation to Golf Club Members	\$4,945	\$4,945		\$4,945	100%
CO2: Ongoing Advice	\$8,600	\$6,235		\$6,235	73%
CO3: Golf course design	\$94,600	\$94,600		\$94,600	100%
CO3: Civil Design of Dam	\$39,600	\$39,600		\$39,600	100%
CO3: Environmental Assessment	\$3,494	\$3,494		\$3,494	100%
CO3: Geotechnical investigation	\$5,812	\$5,812		\$5,812	100%
CO3: Development Application	\$7,712	\$7,712		\$7,712	100%
CO3: Specification and Tender Documents	\$3,764	\$0		\$0	0%
CO3: Project Management	\$11,612	\$11,612		\$11,612	100%
P.19.0406.005 - 3100B-6-37					
1.Environmental managment	\$29,483	\$29,483		\$29,483	100%
2.Golf Club negotiation	\$16,238	\$16,238		\$16,238	100%
3. Airport and Commomnwealth negotiation	\$21,158	\$21,158		\$21,158	100%
4. DSG Project management	\$33,040	\$33,040		\$33,040	100%
5. Amend PSCPW report	\$7,280	\$7,280		\$7,280	100%
P.19.0406.006 - 3100B-6-42 EPBC Controlled Action Response	\$46,430	\$72,888		\$72,888	157%
P.19.0406.006.001 - 3100B-6-42 ADJ 1 EPBC Controlled Action Response	\$52,000	\$39,139		\$39,139	100%
P.19.0406.007 - 3100B-6-37 ADJ1 - Respond to CCC RFIs on DA	\$41,400	\$63,545		\$63,545	100%
P.19.0406.007.001 - 3100B-6-37 ADJ - Additional DA costs	\$10,000	\$19,034		\$19,034	100%
P.19.0406.007.002 - 3100B-6- 37-ADJ 03 Planning Appeal & Tribunal Hearing Costs	\$49,520				
P.19.0406.008 -3100B-6-37 ADJ2 - Additional Design Tasks	\$77,976	\$64,791		\$64,791	
Shared path lights	\$8,325	\$8,325		\$8,325	100%
Golf course dam	\$16,610	\$16,610		\$16,610	100%
Golf course toilet at practice area	\$7,485	\$7,485		\$7,485	100%
Milford access road	\$24,171	\$24,171		\$24,171	100%
Milford compensatory planting area	\$7,904	\$3,900		\$3,900	49%
Specialist advice contour golf (earthworks volumes)	\$581			\$0	
Specialist advice contour golf (specification, timing , general advice)	\$12,900	\$4,300		\$4,300	33%

Project Component	Budget	Previous Claims	Current Claim	Total Claims To Date	% Work completed to date
P.19.0406.009 - 3100B-6-46 SETS Project Management	\$62,896	\$72,685		\$72,685	100%
P.19.0406.010 - 3100B-6-46 ADJ 1 Golf Course Dam Approval fee	\$1,036	\$1,036	\$ -	\$1,036	100%
P.19.0406.011 - 3100B-6-46 ADJ 2 Bird Strike Risk Assessment	\$14,518	\$14,518		\$14,518	100%
P.19.0406.012 Forest Practices Plan	\$4,837	\$4,837		\$4,837	100%
p.19.0406.015 3100B-6-37 ADJ 05 Milford Compensatory Planting	\$31,894	\$31,894		\$31,894	100%
DESIGN COMPLETION 3100B-6-37 ADJ 06	\$209,563	105,723.00		119,395.45	
P.19.0406.013 3100B-6-37 ADJ 06 SETS Project Management - May 2023	\$41,125	\$36,890	\$ 4,586	\$41,476	101%
P.19.0406.014 3100B-6-37 ADJ 06 EPBC Additional	\$41,870	\$68,833		\$68,833	164%
P.19.0406.016 3100B-6-37 ADJ 06 Design Completion	\$65,239		\$ 9,086.90	\$9,087	14%
P.19.0406.017 3100B-6-37 ADJ 06 Construction phase services	\$61,330			\$0	0%
P.19.0406.018 3100B-6-37 ADJ 07 Hazardous Testing at Tasmania Golf Club	\$16,679	\$14,906		\$14,906	
P.19.0406.019 3100B-6-37 ADJ 08 Milford Stakeholder Engagement Support	\$10,000	\$8,124		\$8,124	
P.19.0406.020 3100B-6-37 - ADJ 09 - Ongoing EPBC Approval Costs	\$89,722	\$44,130	\$ 23,361	\$67,491	
P.19.0406.021 3100B-6-37 - ADJ 09 - Options to Reduce Impact on Milford	\$27,970	\$38,074		\$38,074	
P.19.0406.022 3100B-6-37 - ADJ 10 - Realignment at Pittwater Road (Detailed Design)	\$119,293	\$6,422	\$ 11,463	\$17,885	
P.19.0406.023 3100B-6-37 - ADJ 11 Amendments to Development Application	\$27,587	\$17,791		\$17,791	
TOTALS	\$3,932,202	\$2,239,457.63	\$48,497.14	\$2,287,954	



Forecast at Completion	Status / Comments on Progress to date
\$144,872	
\$70,800	
\$129,025	
\$24,592	
\$96,795	
\$18,306	
\$38,628	
\$99,126	
\$10,928	
\$216,494	
\$349,066	
\$9,528	
\$1,544	
\$43,929	
\$57,225	
\$12,664	Draft inv PIP002668
\$0	
	0.0046

Forecast at Completion	Status / Comments on Progress to date
\$21,500	
\$4,945	
\$8,600	
\$94,600	
\$39,600	
\$3,494	
\$5,812	
\$7,712	
\$3,764	\$162,830
\$11,612	\$166,594
\$29,483	\$107,199
\$16,238	
\$21,158	
\$33,040	
\$7,280	
\$72,888	
\$39,139	
\$63,545	
\$19,034	
\$24,760	
\$8,325	
\$16,610	
\$7,485	
\$24,171	
\$7,904	
\$581	
\$12,900	

Released under RTI

Forecast at Completion	Status / Comments on Progress to date
\$72,685	
\$1,036	
\$14,518	
\$4,837	
\$31,894	
\$209,563	
\$41,125	Includes \$7938.26 paid in March Invoice that should be allocated to P.19.0406.023 3100B-6-37 ADJ 11
\$66,110	
\$65,239	
\$61,330	
\$14,906	
\$10,000	
\$89,722	
\$27,970	
\$119,293	
\$27,587	0.889513176
\$2,577,955	

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From: [Out of scope]
To: [Out of scope]
Subject: RE: Tasman Highway - Airport interchange to Midway Point Causeway - Change Orders
Date: Tuesday, 17 September 2024 4:24:00 PM

Thanks, that's probably enough I will send on and see how I go

Ta, [Out of scope]

Out of scope

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From: [Out of scope]

Sent: Tuesday, September 17, 2024 4:12 PM

To: [Out of scope]

Subject: RE: Tasman Highway - Airport interchange to Midway Point Causeway - Change Orders

Hi [Out of scope]

The 7.7% came from figures supplied by the Department for approved cost adjustment to the schedule of rates in contract 3100. Refer attached Column L.

Regards

Out of scope

[Out of scope]

Mobile: [Out of scope] | [Out of scope]@pittsh.com.au | Connect on LinkedIn

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pittsh.com.au

From: [Out of scope]@stategrowth.tas.gov.au>

Sent: Tuesday, September 17, 2024 3:47 PM

To: [Out of scope]@pittsh.com.au>

Subject: RE: Tasman Highway - Airport interchange to Midway Point Causeway - Change Orders

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Hi [Out of scope],

The Department is currently undertaking strict due diligence on contract variations to ensure the allocated rates are in accordance with the 3100 Contract. This cost adjustment includes a 7.7% cost escalation since the 2022 quote. I will require a schedule to demonstrate the difference between the original hour fees and the current approved P & S hourly fees so the difference can be calculated and substantiated.

Can you please prepare this and send it through.

Thanks, [Out of scope]

Out of scope

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respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: **Out of scope** @pittsh.com.au>

Sent: Monday, September 9, 2024 1:43 PM

To: **Out of scope** @stategrowth.tas.gov.au>; Consultants

<consultants@stategrowth.tas.gov.au>

Subject: Tasman Highway - Airport interchange to Midway Point Causeway - Change Orders

Hi **Out of scope**

Attached please find change orders covering additional costs on the lump sum Design Completion and also for ongoing project management that sit outside current approved change orders and scope of work.

Regards

Out of scope

Out of scope

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From: Out of scope
To: Out of scope
Subject: Re: Tasman Highway - Airport Interchange to Midway Point Causeway - January 2025 Invoice
Date: Friday, 7 February 2025 3:05:37 PM

Hi

Last advice from Tasnetworks was that they were unlikely to look at the redesign until May. Having said that we have given them positions of poles and cables, so should only be minor adjustment to our drawings when Tasnetworks come back to us.
 I am expecting to send our water main design to Taswater for approval in about 4 weeks.
 Still haven't heard anything on the Sewer rising main.

Sent from my iPhone

On 7 Feb 2025, at 14:58, Out of scope @stategrowth.tas.gov.au> wrote:

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Thanks,

Draft invoice approved.

Do you have any updates on the TasWater and TasNetwork design status, are these still progressing as required?.

Ta,

Out of scope

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From: Out of scope @pittsh.com.au>
Sent: Thursday, 30 January 2025 9:22 AM
To: Out of scope @stategrowth.tas.gov.au>
Subject: Tasman Highway - Airport Interchange to Midway Point Causeway - January 2025 Invoice

Hi

Attached please find January invoice forecast and report. Program is unchanged from last month. Current date for receipt of advice back from DCCEEW was 29th Jan with turnaround by us 6th March. That is still achievable if we get something from DCCEEW in next day or so and it's not extensive. I've sent a reminder to DCCEEW.

Regards

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From: [Out of scope]
To: [Out of scope]
Subject: RE: Tasman Highway - Airport Interchange to Midway Point Causeway - November Invoice
Date: Friday, 29 November 2024 3:16:00 PM

Thanks [Out of scope],

Invoice approved please submit a new variation order for the EPBC with some reference to why additional time/resources were required.

Can I please get an update on when the final design will be ready

[Out of scope]

Out of scope

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island, I acknowledge and pay my
respects to all Tasmanian Aboriginal people; the past,*

and present custodians of the Land.

From: Out of scope [redacted]@pittsh.com.au>
Sent: Wednesday, November 27, 2024 3:06 PM
To: Out of scope [redacted]
[redacted]@stategrowth.tas.gov.au>
Subject: Tasman Highway - Airport Interchange to
Midway Point Causeway - November Invoice

Good afternoon [redacted] Out of scope

Attached please find draft invoice, forecast and report for your approval. We are still having a few issues with the EPBC and it looks like the 13th December before we can submit which includes a week for you to review with hopefully no last minute changes. This doesn't change the overall program. We are now over the current EPBC cost allocation so I will need to forward a change order to cover ongoing work.

Regards

Out of scope [redacted]

Mobile Out of scope [redacted]

| Out of scope [redacted]@pittsh.com.au | Connect

on LinkedIn

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From: Out of scope
To: Out of scope
Subject: RE: Tasman highway - Airport Interchange to Midway Point Causeway - October Invoice and Schedules
Date: Friday, 1 November 2024 3:58:00 PM

Thanks Out of scope,

Program looks fine, lets see if we can make it happen.

Draft invoice approved.

Out of scope

Out of scope

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From: Out of scope @pittsh.com.au>
Sent: Thursday, October 24, 2024 12:32 PM
To: Out of scope @stategrowth.tas.gov.au>
Subject: Tasman highway - Airport Interchange to Midway Point Causeway - October Invoice and Schedules

Hi Out of scope

Attached please find invoice report and forecast for your approval. I have also included updated schedules – one in the standard format and a more detailed one expanding on EPBC, Airport acquisition and design. I will call you next week to discuss this schedule.

Regards

Out of scope

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From: Out of scope
To: Out of scope
Cc: Out of scope
Subject: RE: Tasman Highway - EPBC Preliminary Documentation Submission to DCCEEW
Date: Wednesday, 18 December 2024 1:50:00 PM

Fantastic, thanks Out of scope to you and your team in getting the docs to this point

Regards

Out of scope

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From: Out of scope @pittsh.com.au>
Sent: Wednesday, December 18, 2024 1:48 PM
To: Out of scope @stategrowth.tas.gov.au>; Out of scope @stategrowth.tas.gov.au>; Out of scope @stategrowth.tas.gov.au>
Subject: Tasman Highway - EPBC Preliminary Documentation Submission to DCCEEW

Good afternoon

Confirming that the updated Preliminary Documentation has been uploaded to the DCCEEW portal.

Out of scope

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From: Out of scope
To: Out of scope
Subject: RE: Tasman Highway - Roads and Jetties Notice
Date: Monday, 28 October 2024 10:48:00 AM

Thanks Out of scope,

I have put this in Cm and sent up for approval.

Please Note that the street lighting and power for traffic signals are not relocations and so we will require a separate quote and contract for execution for TasNetworks to complete these works.

Out of scope

Out of scope

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From: Out of scope @pittsh.com.au>
Sent: Thursday, October 24, 2024 4:05 PM
To: Out of scope @stategrowth.tas.gov.au>
Subject: Tasman Highway - Roads and Jetties Notice

Hi Out of scope

Attached is the revised Roads and Jetties Notice now requested by Tasnetworks. Could you please arrange the covering letter and signature.

Regards

Out of scope

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From: Out of scope
To: Out of scope
Cc: Out of scope
Subject: RE: Tasman Highway: Hobart Airport to Midway Point Causeway Project - Golf Course access issues: P urn
Date: Monday, 2 December 2024 2:21:00 PM

Hi Out of scope,

Please see comments below.

Based on these assumption could P & S please develop a new proposal to develop this project through to a detailed design package ready for potential delivery.

Thanks, Out of scope

Out of scope

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From: Out of scope @pittsh.com.au>
Sent: Monday, December 2, 2024 9:46 AM
To: Out of scope @stategrowth.tas.gov.au>
Cc: Out of scope @pittsh.com.au>
Subject: RE: Tasman Highway: Hobart Airport to Midway Point Causeway Project - Golf Course access issues: P urn

Hi Out of scope

This looks quite straightforward. Key issues

S339

s39

Regards

Out of scope

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From: **Out of scope** @stategrowth.tas.gov.au>

Sent: Tuesday, 26 November 2024 3:00 PM

To: **Out of scope** @pittsh.com.au>

Cc: **Out of scope** @pittsh.com.au>

Subject: Tasman Highway: Hobart Airport to Midway Point Causeway Project - Golf Course access issues: P urn

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Hi **Out of scope**,

Could you have a quick look at the attached and advise how easy it would be to install a P Turn arrangement in this location (as small as possible) and a traffic island and line marking at the Golf Club entrance to make it Left out only. Im just after some early advice at the moment and any risks/issues you can see with these potential interim works.

Thanks, **Out of scope**

Out of scope

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Released under RTI

From: Out of scope
To: Out of scope
Subject: RE: Tasman Highway Services
Date: Friday, 29 November 2024 2:56:00 PM
Attachments: Out of scope

Hi Out of scope,

NBN is definitely paid, I cant find any CM records of Telstra being paid and so will need to investigate the Finance system and get back to you.

TasNetworks we just paid the design fee

Out of scope

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From: Out of scope

Sent: Wednesday, November 27, 2024 3:09 PM

To: Out of scope

Subject: RE: Tasman Highway Services

Hi [Out of scope]

Any update on this. It would be nice to have journal records to provide to the authorities. In discussion with the NBN person the other day he was pretty certain the Dept had paid.

Regards

Out of scope

Mobile [Out of scope] |
[Out of scope]@pittsh.com.au | Connect on
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From: [Out of scope]

Sent: Wednesday, 6 November 2024 3:13 PM

To: [Out of scope]@stategrowth.tas.gov.au

Subject: Tasman Highway Services

Hi [Out of scope]

I refer to our previous discussion about payment for service relocations. I believe that the current situation is

Tasnetworks – DSG previously paid for the design.

Refer first attachment design fee - \$21,012.47 9

(\$23,113.72 incl GST). Tasnetworks have acknowledged that the design fee was paid. You may wish to check whether the relocation fee was also paid as DSG were at the time wanting to maximise expenditure on the project.

Telstra – Relocation cost \$269,760.93 (\$296,737.03 incl GST). s39

NBN – relocation cost \$158,994.79 (\$174,894.27 incl GST). My understanding is that this amount was also paid .

Can you please check the payment status of these items to avoid any chance of overpayment.

Regards

Out of scope

Mobile Out of scope |

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From: [Out of scope]
To: [Out of scope]
Subject: RE: Tasmania Golf Club
Date: Friday, 10 January 2025 11:35:00 AM

Hi [Out of scope],

Could you please set up a meeting with me, you, [Out of scope], John and whoever John would like from the club. After this initial meeting [Out of scope] is happy to step back and we can progress negotiations, it might be easier to have it in our office. Prior to the meeting [Out of scope] was keen for the three of us to get together to confirm how we see this working with the club.

I was thinking it could proceed on the following basis:

S39

Thanks, [Out of scope]

[Out of scope]

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Duplicate

From: [Out of scope]
To: [Out of scope]
Subject: RE: Updated RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]
Date: Tuesday, 17 September 2024 3:57:00 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)

Great, thanks I will get it signed and will then return to you for submission.

[Out of scope]
[Out of scope]
State Roads | Department of State Growth
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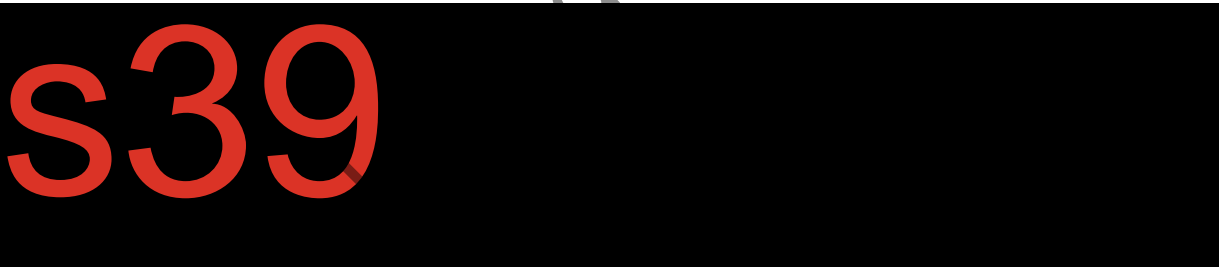
From: [Out of scope]
Sent: Tuesday, September 17, 2024 10:15 AM
To: [Out of scope]
Subject: Updated RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]
Hi [Out of scope]
Revised letter and maps
regards

[Out of scope]
[Out of scope]
Mobile [Out of scope] | [Out of scope]@pittsh.com.au | [Connect on LinkedIn](#)
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From: [Out of scope]@stategrowth.tas.gov.au>
Sent: Thursday, September 12, 2024 4:16 PM
To: [Out of scope]@pittsh.com.au>
Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

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Thanks [Out of scope],
I discussed the letter and maps with [Out of scope] and we need to add a few more details on the indirect orchid impacts and the change in impact on the Golf Course (section 3.3 f realignment report), just to ensure these important details are captured at a high level. The maps also need adjustment, could we please have the following maps:



Regards, [Out of scope]
[Out of scope]
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From: [Out of scope]@pittsh.com.au>
Sent: Wednesday, September 11, 2024 4:12 PM
To: [Out of scope]@stategrowth.tas.gov.au>
Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]
Hi [Out of scope]
I have revised the letter and we will include the 4 maps that are also attached.
Regards

[Out of scope]
[Out of scope]
Mobile [Out of scope] | [Out of scope]@pittsh.com.au | [Connect on LinkedIn](#)
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pittsh.com.au

From: [Out of scope]@stategrowth.tas.gov.au>
Sent: Wednesday, September 11, 2024 1:01 PM
To: [Out of scope]@pittsh.com.au>

Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

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Thanks [Out of scope],

We have made a couple of minor changes, please see attached. I went back to [Out of scope] to confirm what would be published (see attached) as whatever goes public needs to be shared first with the Golf Club and [Out of scope]. So can you please amend the attached letter to include relevant maps and any other additional information that you think needs to be covered off in the letter.

I was not keen to release all of the information we previously submitted as the most current version will be the Preliminary documentation report not the previous doc we provided for their information.

Please give me a call if you would like to discuss

thanks

[Out of scope]

State Roads | Department of State Growth
Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Email: [Out of scope]@stategrowth.tas.gov.au / MB: [Out of scope]
www.stategrowth.tas.gov.au

Courage to make a difference through

TEAMWORK | INTEGRITY | EXCELLENCE | RESPECT

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: [Out of scope] <[Out of scope]@pittsh.com.au>

Sent: Tuesday, September 10, 2024 10:45 PM

To: [Out of scope] <[Out of scope]@stategrowth.tas.gov.au>

Subject: FW: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Hi [Out of scope]

Draft letter attached for GM signature. Please return to me for forwarding to DCCEEW, or alternatively forward directly to [Out of scope] and copy me in

[Out of scope]

Mobile: [Out of scope] | [Out of scope]@pittsh.com.au | Connect on LinkedIn

Hobart Office — Level 1, Surrey House, 199 Macquarie Street
PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

From: [Out of scope]

Sent: Tuesday, September 10, 2024 1:51 PM

To: [Out of scope] <[Out of scope]@stategrowth.tas.gov.au>

Subject: Fwd: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Hi [Out of scope]

Here's the text of the variation. I'll get this onto a DSG letterhead and forward to you for signature by the GM. I'm on jury duty, so it will have to be later this evening.

Regards

[Out of scope]

Sent from my iPhone

Begin forwarded message:

From: [Out of scope] <[Out of scope]@dcceew.gov.au>

Date: 10 September 2024 at 11:04:29 GMT+10

To: [Out of scope] <[Out of scope]@pittsh.com.au>

Cc: [Out of scope] <[Out of scope]@dcceew.gov.au>

Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

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[SEC=OFFICIAL]

Good morning [Out of scope],

See below each question and your response saved within the variation application the department received on 6 August 2024.

We will not require the maps as they are within your supporting document which is able to be published when the decision is made.

Thank you again for your understanding.

Details of the proposed variation to the action*

The design of the highway upgrade has been modified to move the highway to the north by up to 10 metres over a length of approximately 480 metres in the vicinity of Pittwater Road. Some adjustments have also been made to the highway cross section. These changes reduces the width of the strip of land to be acquired from the Milford property by up to 14 metres. Additional land is to be acquired from the Tasmania Golf Club on the northern side of the highway to accommodate the realignment.

Additionally the Department of State Growth has agreed to provide a new access to the Milford property. This new access is to be located on Pittwater Road approximately 1.47 kilometres from the junction with the Tasman Highway and will ensure that vehicular traffic servicing the property can obtain access to all parts of the property without passing through orchid habitat.

Reasons for the proposed variation*

The revised alignment (the variation) avoids direct impact to critical orchid habitat.

How the impacts of the proposed variation on matters of national environmental significance compare with those of the original proposal*

Under the original design there was a direct impact on 0.078 hectares of the 17.24 hectares of critical habitat of the prasophyllum milfordense species. The variation will avoid direct impact on critical habitat.

Under the original design there was a direct impact on 0.078 hectares of the 19.10 hectares of critical habitat of the caladenia sagggicola species. The variation will avoid direct impact on critical habitat.

Under the original design there was a direct impact on 0.078 hectares of the 19.10 hectares of critical habitat of the caladenia caudataNot applicable as the variation species. The variation will avoid direct impact on critical habitat.

The new Milford access from pittwater road doe not impact on orchid habitat or any other species listed under the EPBC Act.

If applicable, the impacts of the proposed variation on matters of national environmental significance not considered in the referral or assessment of the original proposal*

Not applicable as the variation results in a reduced impact by avoiding direct impact on the critical habitat of the three orchid species.

If applicable, alternatives, mitigation measures and offsets to compensate for additional impacts on matters of national environmental significance

Kindest,

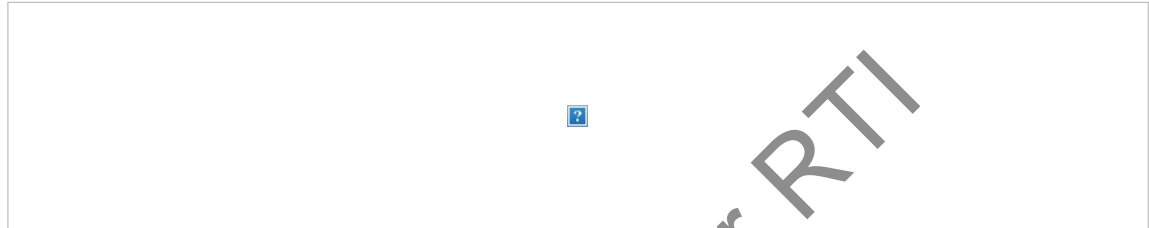
Out of scope

Tasmania Assessments Section | Environment Assessments (Vic and Tas) and Post Approvals Branch | Nature Positive Regulation Division

Department of Climate Change, Energy, the Environment and Water

E: Out of scope@dceew.gov.au |

DCCEEW.gov.au | ABN 63 573 932 849



From: Out of scope@pittsh.com.au>

Sent: Tuesday, September 10, 2024 7:10 AM

To: Out of scope@dceew-migration.gov.au>

Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Good morning Out of scope

We are working on your request. We don't appear to now have access to the information on the variation that was submitted through the portal, in particular the information entered into the text boxes. Is that something you can provide in any format. We did not think that we would need to make a copy of that and will otherwise have to refer to memory to replicate it. I assume that you have access to that information and to avoid any confusion or misinterpretation we think it would be best make sure our letter matches the original submission.

Do you also require copies of the maps and report we included with the variation.

Regards

Out of scope

Out of scope

Mobile Out of scope@pittsh.com.au | Connect on LinkedIn

Hobart Office — Level 1, Surrey House, 199 Macquarie Street

PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

From: Out of scope@dceew.gov.au>

Sent: Monday, September 9, 2024 3:13 PM

To: Out of scope@pittsh.com.au>; Out of scope@dceew.gov.au>

Cc: Out of scope@stategrowth.tas.gov.au>

Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

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[SEC=OFFICIAL]

Dear Out of scope,

Thank you for submitting your formal variation request for the proposed action to the department on 6 August 2024.

We are writing to inform you that there is currently a limitation in our system that prevents us from directly downloading the variation to proposal details in a format suitable for publication on our portal.

To ensure that the variation to proposal request meets all publication requirements, we kindly request that you submit a formal variation proposal letter in line with the formal variation we have received (details below). This will allow us to process and publish the request in a timely and accurate manner. Please note our team are working on this decision and this request has not paused its progress. However, finalisation of the decision on your variation cannot be made without receipt of the requested letter.

We apologise for any inconvenience this may cause and appreciate your understanding.

Please ensure the letter contains the following information:

1. the EPBC number for the action (EPBC 2020/8805) and a signature of the Person Proposing the Action;
2. details of the proposed variation to the action;
3. the reasons for the proposed variation;
4. if applicable, the impacts of the proposed variation on MNES not considered in the referral or assessment of the original proposal, if there are no impacts to MNES not considered within the original referral please state so; and
5. if applicable, alternatives, mitigation measures and offsets to compensate for additional impacts on MNES.

Happy to raise a meeting if you have any questions on the above.

Kindest,
[Redacted]

Tasmania Assessments Section | Environment Assessments (Vic and Tas) and Post Approvals Branch | Nature Positive Regulation Division
Department of Climate Change, Energy, the Environment and Water
E: [Redacted]@dcceew.gov.au |

DCCEEW.gov.au | ABN 63 573 932 849

From: [Redacted]@pittsh.com.au>
Sent: Tuesday, August 6, 2024 8:26 PM
To: [Redacted]@dcceew-migration.gov.au>; [Redacted]@dcceew-migration.gov.au>
Cc: [Redacted]@stategrowth.tas.gov.au>
Subject: RE: Meeting summary- EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]
Hi [Redacted] and [Redacted]

We have submitted the variation through the EPBC portal. Can you please make out the invoice to Department of State Growth
4 Salamanca Place
Hobart
ABN 36388980563
Attention [Redacted]
And forward a copy to both [Redacted] and myself.
Regards
[Redacted]

Mobile [Redacted] [Redacted]@pittsh.com.au | Connect on LinkedIn
Hobart Office — Level 1, Surrey House, 199 Macquarie Street
PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466
pittsh.com.au

From: [Redacted]@dcceew.gov.au>
Sent: Thursday, July 18, 2024 1:20 PM
To: [Redacted]@pittsh.com.au>; [Redacted]@stategrowth.tas.gov.au>; [Redacted]@stategrowth.tas.gov.au>; [Redacted]@pittsh.com.au
Cc: [Redacted]@dcceew.gov.au>; [Redacted]@dcceew.gov.au>
Subject: RE: Meeting summary- EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

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[SEC=OFFICIAL]

Hi [Redacted] and team,
We have conducted a high-level review of the attached document as discussed.
In regard to your conclusion that the varied project will not result in residual significant impacts we would like to see some additional information in the updated PD documentation before we can provide more guidance.
We note there is a risk of residual indirect impact to between 0.02ha-0.028ha of habitat critical to the survival of critically endangered orchid species. We would like to see the PD provide a very clear view on whether indirect residual impacts to these species are likely, and if so, if they are likely to be significant. This should include clear commitments to mitigation measures and robust justification of the effectiveness of these measures. In many cases the document refers to mitigation measures “being considered” and suggests both that residual impacts may occur, and could potentially be eliminated.
Any updated storm water modelling conducted to support the conclusion that increased flows are likely to soak into the soil before reaching orchid habitat with the new design should also be included. It would also be beneficial to understand why storm water design cannot prevent all overflow (and contaminants) from reaching critical habitat.
We appreciate the varied project will remove the risk of direct impacts but remain concerned that indirect impacts may affect habitat critical to the survival of Milford Leek-orchid in particular and could be considered a residually significant impact given the importance of this population.
We have not conducted a detailed review of the document however we do note the following comments we would like to see addressed in the final PD document

General (example table 5- Appendix B Threatened Orchid- Significant impact Assessment)	Please be sure to provide a clear view on whether indirect residual impacts are likely, and if so, if they are likely to be significant. For example table 5 suggests the action “does potentially (indirectly) affect some critical habitat”, while also suggesting mitigation measures will “potentially eliminate any indirect impacts.
Appendix B- Threatened Orchid- Significant impact Assessment Figures 6 and 7	The outlier <i>Prasophyllum milfordense</i> located in the north eastern corner does not appear on these maps given their scale. Can you confirm if the proposed area of indirect impact will include the location of this outlier?
Appendix B- Threatened Orchid- Significant impact Assessment Table 4	Where ‘Total Impact Critical habitat’ is calculated on line 3 of the table, clarify this by amending to ‘Total Indirect Impact’ or other wording to make it

General (e.g page 17 and 22 of Appendix B Threatened Orchid- Significant impact Assessment)	clear only indirect impacts are expected. When discussing mitigation measures such as those to manage stormwater run off please use clear language like “will” rather than ‘could. If the implementation of a mitigation measure is dependant on another factor, such as the results of monitoring please state so. In the final PD please make it clear if pull-off areas will be closed, and if not, whether there is a risk overflow will create indirect impacts greater than the proposed 0.02ha for <i>P. milfordense</i> . Also note reference to this mitigation measure on page 13 of Appendix D
---	---

We are very happy to meet and talk through these comments.

As discussed, when you are ready you can submit your variation request through the EPBC Business Portal. If you let us know when you have done so we can raise an invoice for your payment.

We are also happy to review a draft of the updated PD at any time but request final versions are not submitted until the variation decision is made.

Kind regards,

Out of scope

[Redacted signature]

Tasmania Assessments Section | Environment Assessments (Vic, Tas) and Post Approvals Branch | Nature Positive Regulation Division

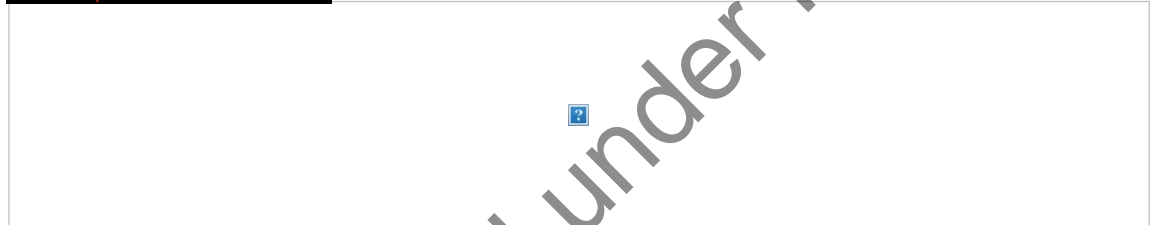
Department of Climate Change, Energy, the Environment and Water

Ngunnawal Country, John Gorton Building, King Edward Terrace, Parkes ACT 2600 | GPO Box 3090

✉ Out of scope | [@dcceew.gov.au](mailto:outofscope@dcceew.gov.au) Phone: Out of scope

DCCEEW.gov.au | ABN 63 573 932 849

Out of scope



From: Out of scope | [@stategrowth.tas.gov.au](mailto:outofscope@stategrowth.tas.gov.au)

Sent: Thursday, July 4, 2024 9:32 AM

To: Out of scope | [@dcceew.migration.gov.au](mailto:outofscope@dcceew.migration.gov.au)

Subject: RE: Meeting summary- EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Thanks Out of scope

Out of scope

State Roads | Department of State Growth

Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001

Email: Out of scope | [@stategrowth.tas.gov.au](mailto:outofscope@stategrowth.tas.gov.au) / MB: Out of scope

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From: Out of scope | [@dcceew.gov.au](mailto:outofscope@dcceew.gov.au)

Sent: Wednesday, July 3, 2024 4:34 PM

To: Out of scope | [@pittsh.com.au](mailto:outofscope@pittsh.com.au)

Cc: Out of scope | [@stategrowth.tas.gov.au](mailto:outofscope@stategrowth.tas.gov.au); Out of scope | [@stategrowth.tas.gov.au](mailto:outofscope@stategrowth.tas.gov.au); Out of scope

| [@pittsh.com.au](mailto:outofscope@pittsh.com.au); Out of scope | [@dcceew.gov.au](mailto:outofscope@dcceew.gov.au); Out of scope | [@dcceew.gov.au](mailto:outofscope@dcceew.gov.au)

Subject: Meeting summary- EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

[SEC=OFFICIAL]

Hi Out of scope,

Thank you and your team for your time this afternoon.

To summarise our discussion

1. DCCEEW will review and provide high level feedback on the document dated 14 June 2024 (Realignment of the Original Design Adjacent to the Milford Property). The focus will be the change in impacts and avoidance, mitigation and offset measures, and what information should be in the final PD. In particular, the conclusion the change in footprint removes any residual significant impact and the need for an offset.
2. The variation can be submitted at anytime through the EPBC portal. Once a valid variation and the variation fee is received, a variation decision will be made within 20 business days.
3. The draft PD documentation will need to be updated to reflect the varied project and footprint area, any new surveys and changes in avoidance, mitigation and offset proposals. We are happy to review draft PD documents whenever they are ready but request final versions are not submitted until the variation is processed.
4. Once we are satisfied with the PD documentation we move on with the assessment process including the public comment process and assessment decision. We will keep you up to date with each step as we get there.

Please reach out if you have any questions.

Kind regards,

Out of scope
[Redacted]
[Redacted]
[Redacted]

Tasmania Assessments Section | Environment Assessments (Vic, Tas) and Post Approvals Branch | Nature Positive Regulation Division

Department of Climate Change, Energy, the Environment and Water

Ngunnawal Country, John Gorton Building, King Edward Terrace, Parkes ACT 2600 | GPO Box 3090

✉ Out of scope | [@dcceew.gov.au](mailto:dcceew.gov.au) Phone: Out of scope

DCCEEW.gov.au | ABN 63 573 932 849

Out of scope
[Redacted]

[SEC=OFFICIAL]

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From: [Out of scope]
To: [Out of scope]
Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]
Date: Thursday, 12 September 2024 4:16:00 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)

Ok, thanks for the input

[Out of scope]

State Roads | Department of State Growth
Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Email: [Out of scope] [@stategrowth.tas.gov.au](mailto:[Out of scope]@stategrowth.tas.gov.au) / MB: [Out of scope]
www.stategrowth.tas.gov.au

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: [Out of scope]

Sent: Wednesday, September 11, 2024 5:33 PM

To: [Out of scope]

Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Hi,

S35

Cheers,

[Out of scope]

From: [Out of scope] [@stategrowth.tas.gov.au](mailto:[Out of scope]@stategrowth.tas.gov.au)

Sent: Wednesday, September 11, 2024 4:50 PM

To: [Out of scope] [@stategrowth.tas.gov.au](mailto:[Out of scope]@stategrowth.tas.gov.au)

Subject: FW: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Just had a thought, should the maps show the Orchid areas as to the uniformed they may think orchids are in some of the pink areas?

[Out of scope]

State Roads | Department of State Growth
Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
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From: [Out of scope]

Sent: Wednesday, September 11, 2024 4:22 PM

To: [Out of scope] [@stategrowth.tas.gov.au](mailto:[Out of scope]@stategrowth.tas.gov.au)

Subject: FW: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Hello,

Happy with this, letter with associated attachments?

Ta, [Out of scope]

[Out of scope]

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Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Email: [Out of scope] [@stategrowth.tas.gov.au](mailto:[Out of scope]@stategrowth.tas.gov.au) / MB: [Out of scope]
www.stategrowth.tas.gov.au

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: [Out of scope] [@pittsh.com.au](mailto:[Out of scope]@pittsh.com.au)

Sent: Wednesday, September 11, 2024 4:12 PM

To: [Out of scope] [@stategrowth.tas.gov.au](mailto:[Out of scope]@stategrowth.tas.gov.au)

Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Hi [Out of scope]

I have revised the letter and we will include the 4 maps that are also attached.

Regards

[Out of scope]

[Out of scope]

Mobile [Out of scope] | [Out of scope] [@pittsh.com.au](mailto:[Out of scope]@pittsh.com.au) | [Connect on LinkedIn](#)

Hobart Office — Level 1, Surrey House, 199 Macquarie Street
PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

From: Out of scope [redacted] <[redacted]@stategrowth.tas.gov.au>

Sent: Wednesday, September 11, 2024 1:01 PM

To: Out of scope [redacted] <[redacted]@pittsh.com.au>

Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

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Thanks [redacted],

We have made a couple of minor changes, please see attached. I went back to [redacted] to confirm what would be published (see attached) as whatever goes public needs to be shared first with the Golf Club and [redacted] Out of scope. So can you please amend the attached letter to include relevant maps and any other additional information that you think needs to be covered off in the letter.

I was not keen to release all of the information we previously submitted as the most current version will be the Preliminary documentation report not the previous doc we provided for their information.

Please give me a call if you would like to discuss

thanks

Out of scope [redacted]

State Roads | Department of State Growth
Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001

Email: Out of scope [redacted] <[redacted]@stategrowth.tas.gov.au> / MB: Out of scope [redacted]

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Duplicate

From: Out of scope
To: Out of scope; [Consultants](#)
Subject: Tasman Highway - Airport Interchange to Midway Point Causeway - Change order for EPBC Approval
Date: Wednesday, 4 December 2024 8:18:21 AM
Attachments: [P.19.0406.026 - Finalise Preliminary Documentation and submit for approval.pdf](#)

Hi Out of scope

Attached please find our change order for ongoing work on the EPBC approval. Hopefully this is the last one. If this could be approved prior to December invoicing that would be much appreciated.

Regards

Out of scope

Mobile Out of scope | Out of scope [@pittsh.com.au](mailto:Out of scope@pittsh.com.au) | [Connect on LinkedIn](#)

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info@pittsh.com.au
pittsh.com.au

P.19.0406.026 Tasman Highway – Airport to Midway Point Causeway – Finalise Preliminary Documentation and submit for approval

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport



Date	4 th December 2024
Client	Department of State Growth
Client Representative	Out of scope
Contact Details	Out of scope @stategrowth.tas.gov.au
pitt&sherry Representative	Out of scope
Contact Details	Out of scope @pittsh.com.au Out of scope
Revision	Rev00

1. Background

Preliminary Documentation required to obtain approval under the EPBC Act for the highway upgrade works is being revised to reflect the changes resulting from the decision to realign the highway in the vicinity of Pittwater Road. The previous change order had been based on the original design and the DCCEEW requirement to develop an offset. The realignment has necessitated the following changes to the documentation

- i. Submission of a request to DCCEEW to vary the works footprint
- ii. Development of a comprehensive realignment report
- iii. Remodelling of stormwater discharge
- iv. Revising specialist reports to reflect the reduced impact of the works, the revised stormwater modelling and include the most recent orchid survey information
- v. Inclusion of the proposed new Milford access on Pittwater Road 1.3 km south of the highway
- vi. Modifications to Milford access arrangements in response to issues raised by the owner
- vii. Review of all documentation and Appendices (18 number) for currency and consistency

2. Scope of services

- i. Complete Preliminary Documentation and submit to DCCEEW – target date 13th December 2024
- ii. Respond to questions from DCCEEW and make changes if required including the possibility of updating orchid distribution records
- iii. Provide site survey on Milford to indicate revised boundaries to owner
- iv. Prepare Preliminary Documentation for advertising
- v. Respond to public comments following advertising period
- vi. Update Preliminary Documentation as required
- vii. Resubmit documentation for Department and Ministerial Approval.

3. Deliverables

Completed Preliminary Documentation.

4. Client responsibilities

Negotiation with landowner to obtain approvals, noting that pitt&sherry/North Barker will discuss technical matters with the owner to the extent permitted.

5. Program

Submit preliminary Documentation - 13th December 2024. Following submission, the Approval timeframe remains uncertain and will depend on the extent and complexity of public comments. Public comment is highly likely and a minimum time of 7 months is expected from submission until Approval.

6. Project team

Project Manager – Out of scope

Environmental Scientist – Out of scope

Environmental Consultant – North Barker, Out of scope

7. Conditions of Engagement

Contract 3100.

8. Fee Structure:

Work will be carried out on a time and expense basis with an estimated cost of \$38 . The fee estimate is attached.

The following assumptions apply to the estimate.

- i. An offset is not required
- ii. Public comments are of a general nature only requiring explanation and clarification and do not challenge the fundamental conclusions on direct and indirect impacts.

SIGNED for and on behalf of pitt&sherry:

Out of scope

Signature of Authorised Representative

Name of Authorised Representative

Date 4/12/2024

SIGNED for and on behalf of the Client:

Signature of Authorised Representative

Name of Authorised Representative

Date Click or tap to enter a date.

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Task name	Transaction Description	Project category	Quantity	Unit sales price	Total sales price
FINALISE PRELIMINARY DOCUMENTATION AND SUBMIT FOR APPROVAL					
Finalise Preliminary Documentation					
	Hour	Senior Principal Professional	P7_SPEng		
	Hour	Experienced Consultant	C3_ECons		
	Hour	Senior Technical Officer	T4_STech		
	Expense	Sub-Consultants	Sub_cons		
	Expense	Sub-Consultants	Sub_cons		
Submit PD, meetings, questions, review and update					
	Hour	Senior Principal Professional	P7_SPEng		
	Hour	Experienced Consultant	C3_ECons		
	Hour	Senior Technical Officer	T4_STech		
	Expense	Sub-Consultants	Sub_cons		
Advertise					
	Hour	Senior Principal Professional	P7_SPEng		
	Hour	Experienced Consultant	C3_ECons		
	Expense	Sub-Consultants	Sub_cons		
Respond to public comment and update					
	Hour	Senior Principal Professional	P7_SPEng		
	Hour	Experienced Consultant	C3_ECons		
	Hour	Senior Technical Officer	T4_STech		
	Expense	Sub-Consultants	Sub_cons		
Finalisation					
	Hour	Senior Principal Professional	P7_SPEng		
	Hour	Experienced Consultant	C3_ECons		
	Hour	Senior Technical Officer	T4_STech		

S38

From: Out of scope
To: Out of scope
Subject: Tasman highway - Airport interchange to Midway Point Causeway - December invoice
Date: Tuesday, 17 December 2024 11:39:05 PM
Attachments: [3100B-6-37 - P.19.0406 - Draft invoice PIP027453.pdf](#)
[December 2024 Forecast.xlsx](#)
[December 2024 Report.docx](#)
[Airport Interchange to Midway Point Causeway - 17122024 Standard.mpp](#)
[Airport Interchange to Midway Point Causeway - 17122024 detailed.mpp](#)

Hi Out of scope

Attached please find December invoice, report and forecast. I have also updated the programs. Unfortunately Detailed design is out to march 2025. That is a 95% design and doesn't include final Tasnetworks, Taswater, NBN or Telstra. If Taswater request the sewer rising main and DSG agree to include it that will extend the time frame.

Regards

Out of scope

Mobile Out of scope | Out of scope [@pittsh.com.au](mailto:Out of scope@pittsh.com.au) | [Connect on LinkedIn](#)

Hobart Office — Level 1, Surrey House, 199 Macquarie Street
PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

Released under RTI



Pro forma Tax Invoice

Pitt & Sherry (Operations) Pty Ltd

Level 4, 113 Cimitiere Street Tel: 1300 748 874
 LAUNCESTON TAS 7250 Em: info@pittsh.com.au
 AUS ABN: 67140184309

Bill To:**Department of State Growth**

4 Salamanca Place Tel:
 HOBART TAS 7000 Em:
 AUS ABN: 36388980563

Invoice number: PIP027453

Invoice date: 17/12/2024
 Payment terms: 14DAYS
 Due date: 31/12/2024
 Currency: AUD
 Customer reference: 3100B-6-37
 Customer account: C08439

SUMMARY OF CHARGES PAYABLE ON THIS INVOICE**NET AMOUNT**

Professional services for the period to 13 December 2024

P.19.0406.017 - Design Completion

P.19.0406.020 - ADJ9 - Ongoing EPBC Approval Costs

P.19.0406.022 - Realignment at Pittwater Road

P.19.0406.025 - SETS Project Management to August 2025

Fixed-price	3,508.06
Time and material	32,687.71
Fixed-price	5,694.48
Time and material	165.02

Details on next page

PAYABLE ON THIS INVOICE

Currency	Net amount	GST amount	Total
AUD	42,055.27	4,205.53	46,260.80

Due date : 31/12/2024

Out of scope

Interest will be charged on overdue accounts

Description	Resource	Quantity	Unit price	Net amount
-------------	----------	----------	------------	------------

P.19.0406.017 - Design Completion

Milestones / Fixed Price	Contracted Amt	Claims	CTD	Claim	This claim \$
Remove Works CH 440-1200	9304.96	80%	100%	20%	1,860.99
Amend Drawings for Underground Power	9304.96	70%	80%	10%	930.50
Update Milford Works	2326.24	60%	75%	15%	348.94
Design Management	7352.64	80%	85%	5%	367.63
Subtotal					3,508.06
* CTD = Claim to date					

	Previous claims	New charges
Charges for P.19.0406.017	48,947.12	3,508.06

P.19.0406.020 - ADJ9 - Ongoing EPBC Approval Costs

Hours / Time & Materials	
Ongoing EPBC Approval Costs	15,826.33
25/11/2024 Project Admin	
25/11/2024 PD update	
25/11/2024 Remodel driveway and access tracks to suit [redacted] and avoid orchids	Out of scope
26/11/2024 PD update and meeting with [redacted]	Out of scope
26/11/2024 Prelim doc	
26/11/2024 Remodel driveway and access tracks to suit [redacted] and avoid orchids	Out of scope
27/11/2024 PD update, organising soil contam memo update	
27/11/2024 Remodel driveway and access tracks to suit [redacted] and avoid orchids	Out of scope
28/11/2024 Checking NVA records for counts, updating PD	
28/11/2024 Prelim doc	
28/11/2024 Remodel driveway and access tracks to suit [redacted] and avoid orchids	Out of scope
29/11/2024 Sending [redacted] email links for App O update and talking through	Out of scope
29/11/2024 Remodel driveway and access tracks to suit [redacted] and avoid orchids	Out of scope
02/12/2024 PD	
02/12/2024 Speak to [redacted] updating the stormwater contam report	Out of scope
02/12/2024 Export design for environmental report and liaise with environmental team	
03/12/2024 PD, and discussing with [redacted]	Out of scope
03/12/2024 Milford response	
04/12/2024 Liaise with environmental team and update export	
05/12/2024 Begin making edits to the contam from SW report; liaise with [redacted] on the relevant report to reference; read stormwater report to work out what changes are needed to contam. report	
05/12/2024 Catch up with [redacted] to go through work	Out of scope
06/12/2024 Discussions with [redacted] re App O, review updates and discussion with [redacted] looking for SCEP	Out of scope
06/12/2024 Editing contam report	
06/12/2024 Editing report; speak to [redacted]; speak to [redacted] send update email to [redacted] and [redacted]	Out of scope
06/12/2024 Milford response	

Description	Resource	Quantity	Unit price	Net amount
06/12/2024 Mark ups and updates/Sheet set management/Full set print	Out of scope			
09/12/2024 Letter to Out of scope				
11/12/2024 Updating PD and documentation				
11/12/2024 Instructions / replies to Out of scope re updating the figures for the stormwater contam report				
11/12/2024 EPBC docs				
12/12/2024 Reviewing NBES revised report and updating PD, discussion re shapefiles with Out of scope				
13/12/2024 Updating PD, discussions with Out of scope re figures and Out of scope re NBES reports				
13/12/2024 Figure and report update				
13/12/2024 Discuss figure and text updates to contam. report with Out of scope				
13/12/2024 Update Out of scope letter				
Subtotal				15,826.33
Expenses / Time & Materials				
South -East Traffic Solution Project- EPBC referral- Update orchid im		1.00	16861.38	16,861.38
Subtotal				16,861.38
Charges for P.19.0406.020	Previous claims	New charges		
	108,753.90	32,687.71		
P.19.0406.022 - Realignment at Pittwater Road				
Milestones / Fixed Price	Contracted Amt	Claims	CTD	Claim
3D Modelling - Highway				
3D Modelling - Golf Course access				
Realign services incl water				
Realign drainage				
Design Management				
Cross sections and long sections				
Subtotal				5,694.48
* CTD = Claim to date				
Charges for P.19.0406.022	Previous claims	New charges		
	52,944.03	5,694.48		
P.19.0406.025 - SETS Project Management to August 2025				
Hours / Time & Materials				
SETS Project Management to August 2025				
02/12/2024 Golf course P turn	Out of scope	s38		
Subtotal				165.02
Charges for P.19.0406.025	Previous claims	New charges		
	990.09	165.02		





Department of State Growth Invoice Report

Department Project No: 2220-3-128
Project description: SETS - Airport Interchange to Causeway 1 HB19197
Progress Claim: No. 53
Period:

Project Component	Budget	Previous Claims	Current Claim	Total Claims To Date	% Work completed to date	Forecast at Completion	Status / Comments on Progress to date
Project Management	\$144,872	\$144,872		\$144,872	100.00%	\$144,872	
DSG Reporting and Stakeholder Management	\$70,800	\$70,800		\$70,800	100.00%	\$70,800	
Geotechnical Investigations	\$129,025	\$129,025		\$129,025	100.00%	\$129,025	
Concept Design	\$24,592	\$24,592		\$24,592	100.00%	\$24,592	
Environmental Investigations	\$96,795	\$96,795		\$96,795	100.00%	\$96,795	
Land Use Planning	\$18,306	\$18,305		\$18,305	100.00%	\$18,306	
Reports	\$38,628	\$38,628		\$38,628	100.00%	\$38,628	
Stakeholder Engagement	\$99,126	\$99,126		\$99,126	100.00%	\$99,126	
Constructability Reviews	\$31,223	\$10,928		\$10,928	35.00%	\$10,928	
Preliminary Design	\$216,494	\$216,494		\$216,494	100.00%	\$216,494	
Detailed Design	\$349,066	\$349,066		\$349,066	100.00%	\$349,066	
RFT	\$9,528	\$4,764		\$4,764	0.00%	\$9,528	
Post Tender P50/P90	\$1,544	\$0		\$0	0.00%	\$1,544	
Land Acquisitions	\$43,929	\$43,928		\$43,927	100.00%	\$43,929	
Survey	\$57,225	\$57,225		\$57,225	100.00%	\$57,225	
Road Safety Audits	\$12,664	\$12,664		\$12,664	100.00%	\$12,664	Draft inv PIP002668
Independent QS Estimate	\$21,204	\$0		\$0	0.00%	\$0	
Variations (Change Orders)							
CO1: Concept Design of Golf Course Modifications	\$21,500	\$21,500		\$21,500	100%	\$21,500	
CO2: Presentation to Golf Club Members	\$4,945	\$4,945		\$4,945	100%	\$4,945	
CO2: Ongoing Advice	\$8,600	\$6,235		\$6,235	73%	\$8,600	
CO3: Golf course design	\$94,600	\$94,600		\$94,600	100%	\$94,600	
CO3: Civil Design of Dam	\$39,600	\$39,600		\$39,600	100%	\$39,600	
CO3: Environmental Assessment	\$3,494	\$3,494		\$3,494	100%	\$3,494	
CO3: Geotechnical investigation	\$5,812	\$5,812		\$5,812	100%	\$5,812	
CO3: Development Application	\$7,712	\$7,712		\$7,712	100%	\$7,712	
CO3: Specification and Tender Documents	\$3,764	\$0		\$0	0%	\$3,764	\$162,830
CO3: Project Management	\$11,612	\$11,612		\$11,612	100%	\$11,612	\$166,594
P.19.0406.005 - 3100B-6-37							
1.Environmental managment	\$29,483	\$29,483		\$29,483	100%	\$29,483	\$107,199
2.Golf Club negotiation	\$16,238	\$16,238		\$16,238	100%	\$16,238	
3. Airport and Commomnwealth negotiation	\$21,158	\$21,158		\$21,158	100%	\$21,158	
4. DSG Project management	\$33,040	\$33,040		\$33,040	100%	\$33,040	

Project Component	Budget	Previous Claims	Current Claim	Total Claims To Date	% Work completed to date	Forecast at Completion	Status / Comments on Progress to date
S. Amend PSCPW report	\$7,280	\$7,280		\$7,280	100%	\$7,280	
P.19.0406.006 - 3100B-6-42 EPBC Controlled Action Response	\$46,430	\$72,888		\$72,888	157%	\$72,888	
P.19.0406.006.001 - 3100B-6-42 ADJ 1 EPBC Controlled Action Response	\$52,000	\$39,139		\$39,139	100%	\$39,139	
P.19.0406.007 - 3100B-6-37 ADJ1 - Respond to CCC RFIs on DA	\$41,400	\$63,545		\$63,545	100%	\$63,545	
P.19.0406.007.001 - 3100B-6-37 ADJ - Additional DA costs	\$10,000	\$19,034		\$19,034	100%	\$19,034	
P.19.0406.007.002 - 3100B-6- 37-ADJ 03 Planning Appeal & Tribunal Hearing Costs	\$49,520					\$24,760	
P.19.0406.008 -3100B-6-37 ADJ2 - Additional Design Tasks	\$77,976	\$64,791		\$64,791			
Shared path lights	\$8,325	\$8,325		\$8,325	100%	\$8,325	
Golf course dam	\$16,610	\$16,610		\$16,610	100%	\$16,610	
Golf course toilet at practice area	\$7,485	\$7,485		\$7,485	100%	\$7,485	
Milford access road	\$24,171	\$24,171		\$24,171	100%	\$24,171	
Milford compensatory planting area	\$7,904	\$3,900		\$3,900	49%	\$7,904	
Specialist advice contour golf (earthworks volumes)	\$581			\$0		\$581	
Specialist advice contour golf (specification, timing , general advice)	\$12,900	\$4,300		\$4,300	33%	\$12,900	
P.19.0406.009 - 3100B-6-46 SETS Project Management	\$62,896	\$72,685		\$72,685	100%	\$72,685	
P.19.0406.010 - 3100B-6-46 ADJ 1 Golf Course Dam Approval fee	\$1,036	\$1,036	\$ -	\$1,036	100%	\$1,036	
P.19.0406.011 - 3100B-6-46 ADJ 2 Bird Strike Risk Assessment	\$14,518	\$14,518		\$14,518	100%	\$14,518	
P.19.0406.012 Forest Practices Plan	\$4,837	\$4,837		\$4,837	100%	\$4,837	
p.19.0406.015 3100B-6-37 ADJ 05 Milford Compensatory Planting	\$31,894	\$31,894		\$31,894	100%	\$31,894	
DESIGN COMPLETION 3100B-6-37 ADJ 06	\$209,563	161,717.00		165,225.06		\$209,563	
P.19.0406.013 3100B-6-37 ADJ 06 SETS Project Management - May 2023	\$41,125	\$43,937		\$43,937	107%	\$41,125	Includes \$7938.26 paid in March Invoice that should be allocated to P.19.0406.023 3100B-6-37 ADJ 11
P.19.0406.014 3100B-6-37 ADJ 06 EPBC Additional	\$41,870	\$68,833		\$68,833	164%	\$66,110	
P.19.0406.016 3100B-6-37 ADJ 06 Design Completion	\$65,239	\$48,947	\$ 3,508.06	\$52,455	80%	\$65,239	
P.19.0406.017 3100B-6-37 ADJ 06 Construction phase services	\$61,330			\$0	0%	\$61,330	
P.19.0406.018 3100B-6-37 ADJ 07 Hazardous Testing at Tasmania Golf Club	\$16,679	\$14,906		\$14,906		\$14,906	
P.19.0406.019 3100B-6-37 ADJ 08 Milford Stakeholder Engagement Support	\$10,000	\$8,124		\$8,124		\$10,000	
P.19.0406.020 3100B-6-37 - ADJ 09 - Ongoing EPBC Approval Costs	\$89,722	\$108,754	\$ 32,688	\$141,442		\$89,722	
P.19.0406.021 3100B-6-37 - ADJ 09 - Options to Reduce Impact on Milford	\$27,970	\$38,074		\$38,074		\$27,970	
P.19.0406.022 3100B-6-37 - ADJ 10 - Realignment at Pittwater Road (Detailed Design)	\$119,293	\$52,944	\$ 5,694	\$58,638		\$119,293	
P.19.0406.023 3100B-6-37 - ADJ 11 Amendments to Development Application	\$27,587	\$17,791		\$17,791		\$27,587	0.889513176
P.19.0406.024 3100B-6-37 - ADJ 13 Cost Adjustment to ADJ06	\$12,493	\$12,493				\$12,493	
P.19.0406.025 3100B-6-37 - ADJ 12 Project Management to August 2025	\$13,000	\$990	\$ 165	\$1,155		\$13,000	
TOTALS	\$2,592,674	\$2,420,080.63	\$42,055.27	\$2,449,642		\$2,603,448	

	<div>SETS Tasman Highway – Airport Interchange to Midway Point Causeway</div> <div>Status Report for period ending: December 2024</div>		
		Job. No.2220-3-128	
1 Project Health Chart			
	If this box is selected please shade the tick box green.	If this box is selected please shade the tick box yellow.	If this box is selected please shade the tick box red.
Scope Definition	<div>S339</div>		
Delivery / Timing			
Input Information			
Project Changes & Cost			
2 Progress			
Activities Completed Last Month			
Detailed design of realignment - approx. 85% complete			
EPBC Preliminary Documentation – submitted to DCCOEW 18 December			
Current & Future Activities Next Month			
Detailed design of realignment			
Working with JMG to resolve Milford issues			
2			
3 Critical Risks, Opportunities & Issues			
Risk / Issue		Action	
<div>S339</div>			

s339

4 Outstanding Information

Information requirement	From Who	Date req'd	Urgency (low, medium or Urgent – shade cell accordingly)

5 Awaiting Client Action

Decisions, Approvals and Escalation Items	Date req'd	Urgency (low, medium or Urgent – shade cell accordingly)

Contract 2220-3-128.

Tasman Highway – Airport Interchange to Midway Point Causeway

Monthly Report to 13 December 2024

1. Project Details

Key dates including acceptance of proposal and dates for all deliverables stated in the project brief.

Item	Date At Project Agreement	Anticipated/Actual Date Achieved	Comment
Project Agreement	11 July 2019	11 July 2019	Complete
Feature Survey	27 November 2019	9 December	Complete
Concept Design incl Options Analysis	3 September 2019	22 November	Complete
Environmental Investigation	6 February 2020		DSG has forecast EPBC Approval date at January 2026 whilst remaining hopeful of an earlier resolution. Once Preliminary Documentation is acceptable to DCCEEW there is a minimum 4 month timeframe to Approval
Geotechnical investigation	1 December 2019	20 April 2020	Complete
PPR Submission	31 October 2019	6 December 2019	Complete
PPR Approval	31 December 2019	January 2020	Complete
Preliminary Design	24 March 2020	21 May 2020	Complete
Detailed Design	2 July 2020	28 February 2021	Realignment Design to 95% completion – March 2025
RFT Documentation	2 July 2020		RFT following receipt of EPBC Approval and final conditions – September 2025

Stakeholder Engagement	Ongoing		
Submission of Development Application	18 March 2020	2 April 2021	Approved 01/03/2022 with commencement required within 2 years. Extension of time required for Highway Permit. Extension has been obtained for Golf Course Permit Amendments to Permits to be submitted to account for realignment. Awaiting landowner consent
PSCPW Report and Hearing (3-month notice required)	21 April 2020	30 April 2021	Project approved by PSCPW
EPBC Approval		August 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Golf Course Agreement		June 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Airport land acquisition		August 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Call tenders	To be confirmed		To be confirmed (subject to approvals) -November 2025 on latest program

2. Progress

Realignment design in progress (85% complete). Outstanding items to be resolved/completed before highway tenders can be called

- i. EPBC resolution
- ii. Licence for works to be carried out on the Golf course
- iii. Commonwealth land - Tripartite Deed
- iv. Additional items including Milford access, drawing changes resulting from extension of underground power to Pittwater Road and other changes due to the passage of time between completion of final

design and calling tenders – all to be resolved in the realignment design

- v. Realignment design

3. Risk Assessment, Opportunities and Issues

Key risk/issue are now

- i. Acquisition of Commonwealth land – timeframe remains uncertain.
- ii. EPBC referral time.

4. Stakeholder Engagement Issues

Golf club – discussions at project level on hold.

Out of scope – Seeking consent for submission of minor amendment to Planning Permit. Numerous issues still require resolution.

Airport accept resumption of land west of Pittwater Road, subject to HIAPL Board approval and Commonwealth approval. Discussions ongoing with key airport personnel.

5. Service Authorities / Utilities

Taswater – 375 mm watermain to Sorell. Design completed for relocation of 400 metres of main ch 1370 – 1825 and associated road crossings. Design previously approved, realignment requires further approval

Telstra – multiple services including Fibre Optic cable in Tasman Highway corridor – preliminary design received

Tasnetworks – HV, LV, streetlighting. Tasnetworks design finalised

6. Financial

a. Project Costs

ITEM	COST EST	COST EST	COMMENT
	P50	P90	
Outturn Cost – indicative only	s38		

b. Design Fee Cash Flow

Month Year	Forecast Expenditure	Actual Expenditure	Forecast Cum	Actual Cum
July 2024	9572	9572	2496355	2239457

Aug 2024	28574	48497	2268031	2287954
September 2024	26717	38755	2294748	2326709
October 2024	35238	59982	2329986	2386692
November 2024	35238	33388	2365224	2407587
December 2024	35238	42055	2400461	2449642
January 2025	31626		2432087	
February 2025	35926		2468013	
March 2025	17280		2485293	
April 2025	9368		2494661	
May 2025	847		2495508	
June 2025	847		2496355	
2025/26	43102		2539457	
2026/27	31665		2570122	

7. Additional Information (as required)

N/A

ID	Task Name	Start	Finish	Duration	Predecessors	% Complete	Notes
1	State Roads Road and Bridge Upgrade Project	Mon 1/07/19				24%	PMs can add in additional task
2	Scoping (Project Delivery Team)	Mon 1/07/19	Mon 1/07/19	1 day?		100%	
3	Project Charter Review and Handover Meeting	Mon 1/07/19	Mon 1/07/19	1 day		100%	
4	Project Execution Plan	Tue 2/07/19	Thu 4/07/19	3 days	3	100%	Including procurement strategy
5	Award of Consultant Contract	Tue 2/07/19	Tue 2/07/19	1 day	3	100%	Including development of cons
6	Project Risk & Stakeholder Risk Workshop	Wed 3/07/19	Tue 23/07/19	15 days	5	100%	
7	SCEP	Wed 24/07/19	Wed 31/07/19	6 days	6	100%	
8	Development of Risk Register	Thu 1/08/19	Wed 7/08/19	5 days	7	100%	To be reviewed minimum quar
9	Constraints Investigations	Thu 8/08/19	Wed 14/08/19	5 days	8	100%	Including geotechnical, aborigi
10	Approval of Concept Design	Thu 15/08/19	Wed 20/11/19	70 days	9	100%	
11	Public Consultation	Thu 21/11/19	Wed 15/01/20	40 days	10	100%	
12	Issue Public Consultation Feedback Report	Thu 16/01/20	Wed 29/01/20	10 days	11	100%	
13	Development (Project Delivery Team)	Mon 1/07/19				48%	
14	Award of Consultant Contract	Mon 1/07/19	Mon 1/07/19	1 day		100%	
15	Update Project Risk & Stakeholder Risk Workshop	Thu 30/01/20	Mon 3/02/20	3 days	12	100%	
16	Update SCEP	Tue 4/02/20	Tue 4/02/20	1 day	15	100%	
17	Update Risk Register	Wed 5/02/20	Wed 5/02/20	1 day	16	100%	To be reviewed minimum quar
18	Approval of Preliminary Design	Thu 6/02/20	Wed 22/07/20	120 days	10,14,17	100%	
19	Tender Documentation	Tue 1/10/24	Thu 6/11/25	271 days	18FS+1080 days,42	20%	
20	95% Tender documentation	Tue 1/10/24	Fri 28/03/25	116 days	18FS+1080 days	32%	
21	Final tender documentation	Mon 28/07/25	Thu 11/09/25	34 days	56FF+10 days,20,38,43,44,45,46	0%	
22	Contingency	Fri 12/09/25	Thu 6/11/25	40 days	21	0%	
23	DPC Approval	Fri 12/09/25	Thu 9/10/25	20 days	47,21	0%	
24	Tender Advertise (Construct Only)	Fri 7/11/25	Tue 11/11/25	3 days	22,23,27,47,31,28	0%	
25	Approvals	Mon 1/07/19				14%	
26	Project Delivery PPR	Thu 21/11/19	Fri 21/02/20	67 days	10	100%	Or Development & Delivery PP
27	Property Acquisition	Tue 1/10/24	Wed 18/06/25	170 days		1%	From survey to approval of Nc
28	Golf Course Agreement	Tue 1/10/24	Wed 18/06/25	170 days	18FS+1080 days	4%	
29	Co-ordinate timing of works with Golf Club	Tue 1/10/24	Thu 3/04/25	120 days	18FS+1080 days	5%	
30	Agree terms of compensation with Golf Club	Fri 4/04/25	Wed 18/06/25	50 days	29,18FS+1080 days	0%	
31	Commonwealth (Airport) land Acquisition	Tue 1/10/24	Wed 20/08/25	215 days	18FS+1080 days	0%	
32	DITRDCA seek internal endorsement for disposal	Tue 1/10/24	Tue 7/01/25	60 days	18FS+1080 days	0%	
33	DITRDCA obtain approval under CPDP and LAA for d	Wed 8/01/25	Thu 3/04/25	60 days	32	0%	
34	LAA delegate approves disposal	Fri 4/04/25	Tue 20/05/25	30 days	33	0%	
35	HIAPL & DITRDCA agree revised lease	Tue 1/10/24	Wed 2/07/25	180 days	18FS+1080 days	0%	
36	HIAPL, DTIRDCA agree transfer Deed	Tue 1/10/24	Wed 16/07/25	190 days	18FS+1080 days,35FF+10 days	0%	
37	DITRDCA transfer property to DSG	Thu 3/07/25	Wed 20/08/25	35 days	35	0%	
38	Planning Permit Amendment	Tue 1/10/24	Mon 17/02/25	88 days	18FS+1080 days	0%	
39	Landowner approval of Minor amendment	Tue 1/10/24	Fri 15/11/24	33 days	18FS+1080 days	0%	
40	Submit minor amendment	Mon 18/11/24	Fri 6/12/24	15 days	39	0%	
41	Council Approval	Mon 9/12/24	Mon 17/02/25	40 days	40	0%	
42	PWC Approval	Thu 1/09/22	Wed 2/11/22	45 days	18FS+520 days	100%	
43	TasNetworks Asset Relocation	Tue 1/10/24	Wed 19/02/25	90 days	18FS+1080 days	10%	From submission of drawings t
44	TasWater Approval	Tue 1/10/24	Wed 19/02/25	90 days	18FS+1080 days	10%	
45	NBN/Telstra Asset Relocation	Tue 1/10/24	Wed 19/02/25	90 days	18FS+1080 days	10%	
46	Internal Approvals	Tue 1/10/24	Wed 5/03/25	100 days	18FS+1080 days	50%	Traffic engineering approval, si
47	EPBC Approval	Tue 1/10/24	Thu 28/08/25	221 days	18FS+1080 days	11%	
48	Complete Preliminary Documentation and Submit to D	Tue 1/10/24	Wed 18/12/24	56 days	18FS+1080 days	43%	
49	DCCEEW review Preliminary Documentation and provide comments	Thu 19/12/24	Wed 29/01/25	20 days	48	0%	
50	Update Preliminary Documentation	Thu 30/01/25	Thu 6/03/25	25 days	49	0%	
51	DCCEEW approve Preliminary Documentation and direct to publish	Fri 7/03/25	Fri 28/03/25	15 days	50	0%	
52	Publish	Mon 31/03/25	Fri 4/04/25	5 days	51	0%	
53	Advertising period	Mon 7/04/25	Wed 7/05/25	20 days	52	0%	
54	Update Prreliminary Documentation based on comme	Thu 8/05/25	Thu 19/06/25	30 days	53	0%	
55	Readvertise Preliminary Documentation	Fri 20/06/25	Thu 3/07/25	10 days	54	0%	
56	DCCEEW makes recommendation to Minister and Minister's Decision	Fri 4/07/25	Thu 28/08/25	40 days	55	0%	
57	NRE/Other Environmental Approval	Thu 23/07/20	Thu 23/07/20	1 day	18	0%	
58	Heritage Approval	Thu 23/07/20	Thu 23/07/20	1 day	18	0%	
59	Aboriginal Heritage Approval	Thu 23/07/20	Thu 23/07/20	1 day	18	0%	
60	Delivery (Project Delivery Team)					0%	
61	Contract Award	Wed 12/11/25	Mon 16/02/26	60 days	24	0%	
62	Commencement of Work	Tue 17/02/26	Mon 2/03/26	10 days	61	0%	
63	Milestones - Traffic switch to completed carriageway	Tue 27/10/26	Wed 28/10/26	2 days	62FS+170 days	0%	
64	Practical Completion	Thu 29/10/26	Mon 31/05/27	153 days	63	0%	
65	Complete Project Manager Completion Report	Tue 1/06/27	Mon 12/07/27	30 days	64	0%	

ID	Task Name	Start	Finish	Duration	Predecessors	% Complete	Notes
1	State Roads Road and Bridge Upgrade Project	Mon 1/07/19				37%	PMs can add in additional task
2	Scoping (Project Delivery Team)	Mon 1/07/19	Mon 1/07/19	1 day?		100%	
3	Project Charter Review and Handover Meeting	Mon 1/07/19	Mon 1/07/19	1 day		100%	
4	Project Execution Plan	Tue 2/07/19	Thu 4/07/19	3 days	3	100%	Including procurement strategy
5	Award of Consultant Contract	Tue 2/07/19	Tue 2/07/19	1 day	3	100%	Including development of cons
6	Project Risk & Stakeholder Risk Workshop	Wed 3/07/19	Tue 23/07/19	15 days	5	100%	
7	SCEP	Wed 24/07/19	Wed 31/07/19	6 days	6	100%	
8	Development of Risk Register	Thu 1/08/19	Wed 7/08/19	5 days	7	100%	To be reviewed minimum quar
9	Constraints Investigations	Thu 8/08/19	Wed 14/08/19	5 days	8	100%	Including geotechnical, aborigi
10	Approval of Concept Design	Thu 15/08/19	Wed 20/11/19	70 days	9	100%	
11	Public Consultation	Thu 21/11/19	Wed 15/01/20	40 days	10	100%	
12	Issue Public Consultation Feedback Report	Thu 16/01/20	Wed 29/01/20	10 days	11	100%	
13	Development (Project Delivery Team)	Mon 1/07/19				58%	
14	Award of Consultant Contract	Mon 1/07/19	Mon 1/07/19	1 day		100%	
15	Update Project Risk & Stakeholder Risk Works	Thu 30/01/20	Mon 3/02/20	3 days	12	100%	
16	Update SCEP	Tue 4/02/20	Tue 4/02/20	1 day	15	100%	
17	Update Risk Register	Wed 5/02/20	Wed 5/02/20	1 day	16	100%	To be reviewed minimum quar
18	Approval of Preliminary Design	Thu 6/02/20	Wed 22/07/20	120 days	10,14,17,24	100%	
19	Tender Documentation	Fri 20/06/25	Thu 11/09/25	60 days	27,32FF+10 days	29%	
20	Contingency	Fri 12/09/25	Thu 6/11/25	40 days	19,32	0%	
21	DPC Approval	Fri 12/09/25	Thu 9/10/25	20 days	32,19	0%	
22	Tender Advertise (Construct Only)	Fri 7/11/25	Tue 11/11/25	3 days	20,21,25,32	0%	
23	Approvals	Thu 21/11/19	Thu 28/08/25	1476 days		32%	
24	Project Delivery PPR	Thu 21/11/19	Fri 21/02/20	67 days	10	100%	Or Development & Delivery PP
25	Property Acquisition	Tue 1/10/24	Wed 20/08/25	215 days	18FS+1080 days	30%	From survey to approval of No
26	Council Development Application Approval	Tue 1/10/24	Mon 17/02/25	88 days	18FS+1080 days	0%	
27	PWC Approval	Thu 1/09/22	Wed 2/11/22	45 days	18FS+520 days	100%	
28	TasNetworks Asset Relocation	Tue 1/10/24	Wed 19/02/25	90 days	18FS+1080 days	10%	From submission of drawings t
29	TasWater Approval	Tue 1/10/24	Wed 19/02/25	90 days	18FS+1080 days	10%	
30	NBN/Telstra Asset Relocation	Tue 1/10/24	Wed 19/02/25	90 days	18FS+1080 days	10%	
31	Internal Approvals	Tue 1/10/24	Wed 5/03/25	100 days	18FS+1080 days	0%	Traffic engineering approval, si
32	EPBC Approval	Tue 1/10/24	Thu 28/08/25	221 days	18FS+1080 days	54%	
33	NRE/Other Environmental Approval	Thu 23/07/20	Thu 23/07/20	1 day	18	100%	
34	Heritage Approval	Thu 23/07/20	Thu 23/07/20	1 day	18	100%	
35	Aboriginal Heritage Approval	Thu 23/07/20	Thu 23/07/20	1 day	18	10%	
36	Delivery (Project Delivery Team)					0%	
37	Contract Award	Wed 12/11/25	Mon 16/02/26	60 days	22	0%	
38	Commencement of Work	Tue 17/02/26	Mon 2/03/26	10 days	37	0%	
39	Milestones - Traffic switch to completed carriageway	Tue 27/10/26	Wed 28/10/26	2 days	38FS+170 days	0%	
40	Practical Completion	Thu 29/10/26	Mon 31/05/27	153 days	39	0%	
41	Complete Project Manager Completion Report	Tue 1/06/27	Mon 12/07/27	30 days	40	0%	

From: Out of scope
To: Out of scope
Subject: Tasman Highway - Airport Interchange to Midway Point Causeway - January 2025 Invoice
Date: Thursday, 30 January 2025 9:22:32 AM
Attachments: [3100B-6-37 - P.19.0406 - Draft invoice PIP027880.pdf](#)
[January 2025 Forecast.xlsx](#)
[January 2025 Report.docx](#)

Hi Out of scope

Attached please find January invoice forecast and report. Program is unchanged from last month. Current date for receipt of advice back from DCCEEW was 29th Jan with turnaround by us 6th March. That is still achievable if we get something from DCCEEW in next day or so and it's not extensive. I've sent a reminder to DCCEEW.

Regards

Out of scope

Mobile Out of scope | Out of scope [@pittsh.com.au](mailto:Out of scope@pittsh.com.au) | [Connect on LinkedIn](#)

Hobart Office — Level 1, Surrey House, 199 Macquarie Street
PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

Released under RTI



Pro forma Tax Invoice

Pitt & Sherry (Operations) Pty Ltd
Level 4, 113 Cimitiere Street Tel: 1300 748 874
LAUNCESTON TAS 7250 Em: info@pittsh.com.au
AUS ABN: 67140184309

Bill To:
Department of State Growth
4 Salamanca Place Tel:
HOBART TAS 7000 Em:
AUS ABN: 36388980563

Invoice number: **PIP027880**
Invoice date: 29/01/2025
Payment terms: 14DAYS
Due date: 12/02/2025
Currency: AUD
Customer reference: 3100B-6-37
Customer account: C08439

SUMMARY OF CHARGES PAYABLE ON THIS INVOICE	NET AMOUNT
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Professional services for the period to 24 January 2025

P.19.0406.017 - Design Completion	Fixed-price	367.63
P.19.0406.022 - Realignment at Pittwater Road	Fixed-price	5,995.85
P.19.0406.025 - SETS Project Management to August 2025	Time and material	660.06
P.19.0406.026 - EPBC-Finalise Preliminary Documentation & submit for approval	Time and material	7,319.59

Details on next page

PAYABLE ON THIS INVOICE	Currency	Net amount	GST amount	Total
	AUD	14,343.13	1,434.31	15,777.44

Due date : 12/02/2025

Out of scope

Interest will be charged on overdue accounts

Description	Resource	Quantity	Unit price	Net amount	
P.19.0406.017 - Design Completion					
Milestones / Fixed Price	Contracted Amt	Claims	CTD	Claim	This claim \$
Design Management	7352.64	85%	90%	5%	367.63
Subtotal					367.63
* CTD = Claim to date					
Charges for P.19.0406.017					
Previous claims				New charges	
55,963.24				367.63	
P.19.0406.022 - Realignment at Pittwater Road					
Milestones / Fixed Price	Contracted Amt	Claims	CTD	Claim	This claim \$
Property acquisition	s38				5,678.32
Design Management					317.53
Subtotal					5,995.85
* CTD = Claim to date					
Charges for P.19.0406.022					
Previous claims				New charges	
64,332.99				5,995.85	
P.19.0406.025 - SETS Project Management to August 2025					
Hours / Time & Materials					
SETS Project Management to August 2025					660.06
14/01/2025 Update with HIAPL reactivate current issues					
15/01/2025 Tas golf club works delivery					
Subtotal					660.06
Charges for P.19.0406.025					
Previous claims				New charges	
1,320.13				660.06	
P.19.0406.026 - EPBC-Finalise Preliminary Documentation & submit for approval					
Hours / Time & Materials					
Finalise Preliminary Documentation for submission					4,682.07
16/12/2024 Formatting Rev00					
16/12/2024 Finalising PD					
16/12/2024 Figure updates					
16/12/2024 PD finalisation					
17/12/2024 Finalising PD					
18/12/2024 PD finalisation, reviewing formatting and final and upload					
18/12/2024 PD finalisation					
13/01/2025 Project Admin					
Submit PD, meetings, questions, review and update					
15/01/2025 Review timeframes under best case					
Subtotal					4,847.09
Expenses / Time & Materials					
AIRPORT Milford Revised Boundary Marking Nov. 2024					2,472.50
Subtotal					2,472.50
Charges for P.19.0406.026					
Previous claims				New charges	
-				7,319.59	











Department of State Growth Invoice Report

Department Project No: 2220-3-128
Project description: SETS - Airport Interchange to Causeway 1 HB19197
Progress Claim: No. 54
Period:

Project Component	Budget	Previous Claims	Current Claim	Total Claims To Date	% Work completed to date	Forecast at Completion	Status / Comments on Progress to date
Project Management	\$144,872	\$144,872		\$144,872	100.00%	\$144,872	
DSG Reporting and Stakeholder Management	\$70,800	\$70,800		\$70,800	100.00%	\$70,800	
Geotechnical Investigations	\$129,025	\$129,025		\$129,025	100.00%	\$129,025	
Concept Design	\$24,592	\$24,592		\$24,592	100.00%	\$24,592	
Environmental Investigations	\$96,795	\$96,795		\$96,795	100.00%	\$96,795	
Land Use Planning	\$18,306	\$18,305		\$18,305	100.00%	\$18,306	
Reports	\$38,628	\$38,628		\$38,628	100.00%	\$38,628	
Stakeholder Engagement	\$99,126	\$99,126		\$99,126	100.00%	\$99,126	
Constructability Reviews	\$31,223	\$10,928		\$10,928	35.00%	\$10,928	
Preliminary Design	\$216,494	\$216,494		\$216,494	100.00%	\$216,494	
Detailed Design	\$349,066	\$349,066		\$349,066	100.00%	\$349,066	
RFT	\$9,528	\$4,764		\$4,764	0.00%	\$9,528	
Post Tender P50/P90	\$1,544	\$0		\$0	0.00%	\$1,544	
Land Acquisitions	\$43,929	\$43,928		\$43,927	100.00%	\$43,929	
Survey	\$57,225	\$57,225		\$57,225	100.00%	\$57,225	
Road Safety Audits	\$12,664	\$12,664		\$12,664	100.00%	\$12,664	Draft inv PIP002668
Independent QS Estimate	\$21,204	\$0		\$0	0.00%	\$0	
Variations (Change Orders)							
CO1: Concept Design of Golf Course Modifications	\$21,500	\$21,500		\$21,500	100%	\$21,500	
CO2: Presentation to Golf Club Members	\$4,945	\$4,945		\$4,945	100%	\$4,945	
CO2: Ongoing Advice	\$8,600	\$6,235		\$6,235	73%	\$8,600	
CO3: Golf course design	\$94,600	\$94,600		\$94,600	100%	\$94,600	
CO3: Civil Design of Dam	\$39,600	\$39,600		\$39,600	100%	\$39,600	
CO3: Environmental Assessment	\$3,494	\$3,494		\$3,494	100%	\$3,494	
CO3: Geotechnical investigation	\$5,812	\$5,812		\$5,812	100%	\$5,812	
CO3: Development Application	\$7,712	\$7,712		\$7,712	100%	\$7,712	
CO3: Specification and Tender Documents	\$3,764	\$0		\$0	0%	\$3,764	\$162,830
CO3: Project Management	\$11,612	\$11,612		\$11,612	100%	\$11,612	\$166,594
P.19.0406.005 - 3100B-6-37							
1.Environmental managment	\$29,483	\$29,483		\$29,483	100%	\$29,483	\$107,199
2.Golf Club negotiation	\$16,238	\$16,238		\$16,238	100%	\$16,238	
3. Airport and Commomnwealth negotiation	\$21,158	\$21,158		\$21,158	100%	\$21,158	
4. DSG Project management	\$33,040	\$33,040		\$33,040	100%	\$33,040	

Project Component	Budget	Previous Claims	Current Claim	Total Claims To Date	% Work completed to date	Forecast at Completion	Status / Comments on Progress to date
S. Amend PSCPW report	\$7,280	\$7,280		\$7,280	100%	\$7,280	
P.19.0406.006 - 3100B-6-42 EPBC Controlled Action Response	\$46,430	\$72,888		\$72,888	157%	\$72,888	
P.19.0406.006.001 - 3100B-6-42 ADJ 1 EPBC Controlled Action Response	\$52,000	\$39,139		\$39,139	100%	\$39,139	
P.19.0406.007 - 3100B-6-37 ADJ1 - Respond to CCC RFIs on DA	\$41,400	\$63,545		\$63,545	100%	\$63,545	
P.19.0406.007.001 - 3100B-6-37 ADJ - Additional DA costs	\$10,000	\$19,034		\$19,034	100%	\$19,034	
P.19.0406.007.002 - 3100B-6- 37-ADJ 03 Planning Appeal & Tribunal Hearing Costs	\$49,520					\$24,760	
P.19.0406.008 -3100B-6-37 ADJ2 - Additional Design Tasks	\$77,976	\$64,791		\$64,791			
Shared path lights	\$8,325	\$8,325		\$8,325	100%	\$8,325	
Golf course dam	\$16,610	\$16,610		\$16,610	100%	\$16,610	
Golf course toilet at practice area	\$7,485	\$7,485		\$7,485	100%	\$7,485	
Milford access road	\$24,171	\$24,171		\$24,171	100%	\$24,171	
Milford compensatory planting area	\$7,904	\$3,900		\$3,900	49%	\$7,904	
Specialist advice contour golf (earthworks volumes)	\$581			\$0		\$581	
Specialist advice contour golf (specification, timing , general advice)	\$12,900	\$4,300		\$4,300	33%	\$12,900	
P.19.0406.009 - 3100B-6-46 SETS Project Management	\$62,896	\$72,685		\$72,685	100%	\$72,685	
P.19.0406.010 - 3100B-6-46 ADJ 1 Golf Course Dam Approval fee	\$1,036	\$1,036	\$ -	\$1,036	100%	\$1,036	
P.19.0406.011 - 3100B-6-46 ADJ 2 Bird Strike Risk Assessment	\$14,518	\$14,518		\$14,518	100%	\$14,518	
P.19.0406.012 Forest Practices Plan	\$4,837	\$4,837		\$4,837	100%	\$4,837	
p.19.0406.015 3100B-6-37 ADJ 05 Milford Compensatory Planting	\$31,894	\$31,894		\$31,894	100%	\$31,894	
DESIGN COMPLETION 3100B-6-37 ADJ 06	\$209,563	165,225.00		165,592.63		\$209,563	
P.19.0406.013 3100B-6-37 ADJ 06 SETS Project Management - May 2023	\$41,125	\$43,937		\$43,937	107%	\$41,125	Includes \$7938.26 paid in March Invoice that should be allocated to P.19.0406.023 3100B-6-37 ADJ 11
P.19.0406.014 3100B-6-37 ADJ 06 EPBC Additional	\$41,870	\$68,833		\$68,833	164%	\$66,110	
P.19.0406.016 3100B-6-37 ADJ 06 Design Completion	\$65,239	\$52,455	\$ 367.63	\$52,823	81%	\$65,239	
P.19.0406.017 3100B-6-37 ADJ 06 Construction phase services	\$61,330			\$0	0%	\$61,330	
P.19.0406.018 3100B-6-37 ADJ 07 Hazardous Testing at Tasmania Golf Club	\$16,679	\$14,906		\$14,906		\$14,906	
P.19.0406.019 3100B-6-37 ADJ 08 Milford Stakeholder Engagement Support	\$10,000	\$8,124		\$8,124		\$10,000	
P.19.0406.020 3100B-6-37 - ADJ 09 - Ongoing EPBC Approval Costs	\$89,722	\$141,442		\$141,442		\$89,722	
P.19.0406.021 3100B-6-37 - ADJ 09 - Options to Reduce Impact on Milford	\$27,970	\$38,074		\$38,074		\$27,970	
P.19.0406.022 3100B-6-37 - ADJ 10 - Realignment at Pittwater Road (Detailed Design)	\$119,293	\$58,638	\$ 5,996	\$64,634		\$119,293	
P.19.0406.023 3100B-6-37 - ADJ 11 Amendments to Development Application	\$27,587	\$17,791		\$17,791		\$27,587	0.889513176
P.19.0406.024 3100B-6-37 - ADJ 13 Cost Adjustment to ADJ06	\$12,493	\$12,493		\$12,493		\$12,493	
P.19.0406.025 3100B-6-37 - ADJ 12 Project Management to August 2025	\$13,000	\$1,155	\$ 660	\$1,815		\$13,000	
P.19.0406.026 3100B-6-37 - ADJ 14 Finalise preliminaray Documentation	\$44,047		\$ 7,320	\$7,320		\$44,047	
TOTALS	\$2,592,674	\$2,462,135.63	\$14,343.13	\$2,476,478		\$2,603,448	

 <p>Tasmania</p>	<p align="center">SETS Tasman Highway – Airport Interchange to Midway Point Causeway</p> <p>Status Report for period ending: December 2025</p>	 <p>Job. No.2220-3-128</p>												
<p>1 Project Health Chart</p>														
<table border="1"> <tr> <td></td> <td>If this box is selected please shade the tick box green.</td> <td>If this box is selected please shade the tick box yellow.</td> <td>If this box is selected please shade the tick box red.</td> </tr> <tr> <td>Scope Definition</td> <td colspan="3" rowspan="4">  </td> </tr> <tr> <td>Delivery / Timing</td> </tr> <tr> <td>Input Information</td> </tr> <tr> <td>Project Changes & Cost</td> </tr> </table>		If this box is selected please shade the tick box green.	If this box is selected please shade the tick box yellow.	If this box is selected please shade the tick box red.	Scope Definition				Delivery / Timing	Input Information	Project Changes & Cost			
	If this box is selected please shade the tick box green.	If this box is selected please shade the tick box yellow.	If this box is selected please shade the tick box red.											
Scope Definition														
Delivery / Timing														
Input Information														
Project Changes & Cost														
<p>2 Progress</p>														
<p>Activities Completed Last Month</p> <p>Detailed design of realignment - approx. 85% complete</p> <p>EPBC Preliminary Documentation – submitted to DCCEEW 18 December, initial advice received from DCCEEW on 15/01/2025 that assessment had been completed and was under review</p>														
<p>Current & Future Activities Next Month</p> <p>Detailed design of realignment</p> <p>Working with JMG to resolve Milford issues, noting approval from owner may not be needed for DA/Planning permit resolution</p> <p>Resolve Golf club work packages</p> <p>Resolve/amend agreement with HIAPL re advertising signs, fence, bird monitoring</p>														
<p>3 Critical Risks, Opportunities & Issues</p>														
<table border="1"> <tr> <td>Risk / Issue</td> <td>Action</td> </tr> <tr> <td colspan="2">  </td> </tr> </table>				Risk / Issue	Action									
Risk / Issue	Action													
														

s39

4 Outstanding Information

Information requirement	From Who	Date req'd	Urgency (low, medium or Urgent – shade cell accordingly)

5 Awaiting Client Action

Decisions, Approvals and Escalation Items	Date req'd	Urgency (low, medium or Urgent – shade cell accordingly)

Contract 2220-3-128.

Tasman Highway – Airport Interchange to Midway Point Causeway

Monthly Report to 24 January 2025

1. Project Details

Key dates including acceptance of proposal and dates for all deliverables stated in the project brief.

Item	Date At Project Agreement	Anticipated/Actual Date Achieved	Comment
Project Agreement	11 July 2019	11 July 2019	Complete
Feature Survey	27 November 2019	9 December	Complete
Concept Design incl Options Analysis	3 September 2019	22 November	Complete
Environmental Investigation	6 February 2020		DSG has forecast EPBC Approval date at January 2026 whilst remaining hopeful of an earlier resolution. Once Preliminary Documentation is acceptable to DCCEEW there is a minimum 4 month timeframe to Approval
Geotechnical investigation	1 December 2019	20 April 2020	Complete
PPR Submission	31 October 2019	6 December 2019	Complete
PPR Approval	31 December 2019	January 2020	Complete
Preliminary Design	24 March 2020	21 May 2020	Complete
Detailed Design	2 July 2020	28 February 2021	Realignment Design to 95% completion – March 2025
RFT Documentation	2 July 2020		RFT following receipt of EPBC Approval and final conditions – September 2025

Stakeholder Engagement	Ongoing		
Submission of Development Application	18 March 2020	2 April 2021	Approved 01/03/2022 with commencement required within 2 years. Extension of time required for Highway Permit. Extension has been obtained for Golf Course Permit Amendments to Permits to be submitted to account for realignment. Awaiting advice from Clarence on whether in fact an amendment is required
PSCPW Report and Hearing (3-month notice required)	21 April 2020	30 April 2021	Project approved by PSCPW
EPBC Approval		August 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Golf Course Agreement		June 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Airport land acquisition		August 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Call tenders	To be confirmed		To be confirmed (subject to approvals) -November 2025 on latest program

2. Progress

Realignment design in progress (85% complete). Outstanding items to be resolved/completed before highway tenders can be called

- i. EPBC resolution
- ii. Licence for works to be carried out on the Golf course
- iii. Commonwealth land - Tripartite Deed

- iv. Additional items including Milford access, drawing changes resulting from extension of underground power to Pittwater Road and other changes due to the passage of time between completion of final design and calling tenders – all to be resolved in the realignment design
- v. Realignment design

3. Risk Assessment, Opportunities and Issues

Key risk/issue are now

- i. Acquisition of Commonwealth land – timeframe remains uncertain.
- ii. EPBC referral time.

4. Stakeholder Engagement Issues

Golf club – discussions at project level on hold.

Out of scope – Consent may not be required to progress Planning Permit as revised DA may not be required. Numerous issues still require resolution.

Airport accept resumption of land west of Pittwater Road, subject to HIAPL Board approval and Commonwealth approval. Discussions ongoing with key airport personnel.

5. Service Authorities / Utilities

Taswater – 375 mm watermain to Sorell. Design completed for relocation of 400 metres of main ch 1370 – 1825 and associated road crossings. Design previously approved, realignment requires further approval

Telstra – multiple services including Fibre Optic cable in Tasman Highway corridor – preliminary design received

Tasnetworks – HV, LV, streetlighting. Tasnetworks design finalised

6. Financial

a. Project Costs

ITEM	COST EST P50	COST EST P90	COMMENT
Outturn Cost – indicative only	s38		

b. Design Fee Cash Flow

Month Year	Forecast Expenditure	Actual Expenditure	Forecast Cum	Actual Cum
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July 2024	9572	9572	2496355	2239457
Aug 2024	28574	48497	2268031	2287954
September 2024	26717	38755	2294748	2326709
October 2024	35238	59982	2329986	2386692
November 2024	35238	33388	2365224	2420080
December 2024	35238	42055	2400461	2462136
January 2025	31626	14343	2432087	2476478
February 2025	35926		2468013	
March 2025	17280		2485293	
April 2025	9368		2494661	
May 2025	847		2495508	
June 2025	847		2496355	
2025/26	43102		2539457	
2026/27	31665		2570122	

7. Additional Information (as required)

N/A

From: Out of scope
To: Out of scope
Subject: Tasman Highway - Airport Interchange to Midway Point Causeway - November Invoice
Date: Wednesday, 27 November 2024 3:06:42 PM
Attachments: [3100B-6-37 - P.19.0406 - Draft Invoice PIP026941.pdf](#)
[November 2024 Forecast.xlsx](#)
[November 2024 Report.docx](#)

Good afternoon

Attached please find draft invoice, forecast and report for your approval. We are still having a few issues with the EPBC and it looks like the 13th December before we can submit which includes a week for you to review with hopefully no last minute changes. This doesn't change the overall program. We are now over the current EPBC cost allocation so I will need to forward a change order to cover ongoing work.

Regards

Out of scope

Mobile Out of scope | Out of scope [@pittsh.com.au](mailto:outofscope@pittsh.com.au) | [Connect on LinkedIn](#)

Hobart Office — Level 1, Surrey House, 199 Macquarie Street
PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

Released under RTI



Pro forma Tax Invoice

Pitt & Sherry (Operations) Pty Ltd
Level 4, 113 Cimitiere Street Tel: 1300 748 874
LAUNCESTON TAS 7250 Em: info@pittsh.com.au
AUS ABN: 67140184309

Bill To:
Department of State Growth
4 Salamanca Place Tel:
HOBART TAS 7000 Em:
AUS ABN: 36388980563

Invoice number: **PIP026941**
Invoice date: 25/11/2024
Payment terms: 14DAYS
Due date: 09/12/2024
Currency: AUD
Customer reference: 3100B-6-37
Customer account: C08439

SUMMARY OF CHARGES PAYABLE ON THIS INVOICE	NET AMOUNT
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Professional services for the period to 22 November 2024

P.19.0406.017 - Design Completion	Fixed-price	3,159.12
P.19.0406.020 - ADJ9 - Ongoing EPBC Approval Costs	Time and material	23,937.46
P.19.0406.022 - Realignment at Pittwater Road	Fixed-price	6,291.70

Details on next page

PAYABLE ON THIS INVOICE	Currency	Net amount	GST amount	Total
	AUD	33,388.28	3,338.83	36,727.11

Due date : 09/12/2024

Out of scope

Interest will be charged on overdue accounts

Description	Resource	Quantity	Unit price	Net amount
-------------	----------	----------	------------	------------

P.19.0406.017 - Design Completion

Milestones / Fixed Price	Contracted Amt	Claims	CTD	Claim	This claim \$
Remove Works CH 440-1200	s38				930.50
Amend Drawings for Underground Power					465.25
Update Milford Works					697.87
Update Golf Club Works					697.87
Design Management					367.63
Subtotal					3,159.12

* CTD = Claim to date

Charges for P.19.0406.017	Previous claims	New charges
	45,788.00	3,159.12

P.19.0406.020 - ADJ9 - Ongoing EPBC Approval Costs

Hours / Time & Materials		23,937.46
Ongoing EPBC Approval Costs		
21/10/2024 Going through PD comments, email, reviewing against reports and positioning for meeting tomorrow	Out of scope	s38
22/10/2024 Meeting with DSG and NBES to discuss, updating PD, reading new NBES reports		
22/10/2024 Water Quality Review		
22/10/2024 Meeting and comments review		
22/10/2024 Review mtg and follow up		
23/10/2024 Discussion with David and updating PD		
23/10/2024 Water Quality Review		
23/10/2024 Report review and MUSIC model checks / updates		
29/10/2024 Review updates		
30/10/2024 EPBC PD updates		
31/10/2024 EPBC PD update, meeting with Andy and David		
31/10/2024 Meet with NB, AH and update		
01/11/2024 Updating PD		
04/11/2024 Updating PD		
05/11/2024 Updating PD		
05/11/2024 EPBC docs		
06/11/2024 Updating PD		
06/11/2024 Discuss with BG re Milford		
07/11/2024 Updating documentation - looking through DA permit		
11/11/2024 Updating PD		
11/11/2024 Figure updates		
12/11/2024 Investigate swept paths for access tracks		
13/11/2024 PD, figure discussion with Linda		
13/11/2024 Milford access coord with BG		
13/11/2024 Investigate swept path of Fire Truck along access tracks		
14/11/2024 PD - stormwater and SIA		
14/11/2024 Footprint and impacts		
14/11/2024 Revise access track arrangement		
15/11/2024 Updating PD		
15/11/2024 Revise access track arrangement		
18/11/2024 Updating PD		
18/11/2024 Access track at Milford Access design		
19/11/2024 Updating PD		

Description	Resource	Quantity	Unit price	Net amount
19/11/2024 Access track at Milford Access design	Out of scope	s38		
20/11/2024 PD update				
20/11/2024 Access track at Milford Access design				
21/11/2024 Access track at Milford Access design				
22/11/2024 Updating PD				
22/11/2024 Access track at Milford Access design				

Subtotal

23,937.46

	Previous claims	New charges
Charges for P.19.0406.020	84,816.44	23,937.46

P.19.0406.022 - Realignment at Pittwater Road

Milestones / Fixed Price	Contracted Amt	Claims	CTD	Claim	This claim \$
3D Modelling - Highway	s38				
3D Modelling - Golf Course access					
Realign services incl water					
Realign drainage					
Design Management					
Cross sections and long sections					

Subtotal

6,291.70

* CTD = Claim to date

	Previous claims	New charges
Charges for P.19.0406.022	46,652.33	6,291.70



Department of State Growth Invoice Report

Department Project No: 2220-3-128



Project description: SETS - Airport Interchange to Causeway 1 HB19197

Progress Claim: No. 53

Period:

Project Component	Budget	Previous Claims	Current Claim	Total Claims To Date	% Work completed to date	Forecast at Completion	Status / Comments on Progress to date
Project Management	\$144,872	\$144,872		\$144,872	100.00%	\$144,872	
DSG Reporting and Stakeholder Management	\$70,800	\$70,800		\$70,800	100.00%	\$70,800	
Geotechnical Investigations	\$129,025	\$129,025		\$129,025	100.00%	\$129,025	
Concept Design	\$24,592	\$24,592		\$24,592	100.00%	\$24,592	
Environmental Investigations	\$96,795	\$96,795		\$96,795	100.00%	\$96,795	
Land Use Planning	\$18,306	\$18,305		\$18,305	100.00%	\$18,306	
Reports	\$38,628	\$38,628		\$38,628	100.00%	\$38,628	
Stakeholder Engagement	\$99,126	\$99,126		\$99,126	100.00%	\$99,126	
Constructability Reviews	\$31,223	\$10,928		\$10,928	35.00%	\$10,928	
Preliminary Design	\$216,494	\$216,494		\$216,494	100.00%	\$216,494	
Detailed Design	\$349,066	\$349,066		\$349,066	100.00%	\$349,066	
RFT	\$9,528	\$4,764		\$4,764	0.00%	\$9,528	
Post Tender P50/P90	\$1,544	\$0		\$0	0.00%	\$1,544	
Land Acquisitions	\$43,929	\$43,928		\$43,927	100.00%	\$43,929	
Survey	\$57,225	\$57,225		\$57,225	100.00%	\$57,225	
Road Safety Audits	\$12,664	\$12,664		\$12,664	100.00%	\$12,664	Draft inv PIP002668
Independent QS Estimate	\$21,204	\$0		\$0	0.00%	\$0	
Variations (Change Orders)							
CO1: Concept Design of Golf Course Modifications	\$21,500	\$21,500		\$21,500	100%	\$21,500	
CO2: Presentation to Golf Club Members	\$4,945	\$4,945		\$4,945	100%	\$4,945	
CO2: Ongoing Advice	\$8,600	\$6,235		\$6,235	73%	\$8,600	
CO3: Golf course design	\$94,600	\$94,600		\$94,600	100%	\$94,600	
CO3: Civil Design of Dam	\$39,600	\$39,600		\$39,600	100%	\$39,600	
CO3: Environmental Assessment	\$3,494	\$3,494		\$3,494	100%	\$3,494	
CO3: Geotechnical investigation	\$5,812	\$5,812		\$5,812	100%	\$5,812	
CO3: Development Application	\$7,712	\$7,712		\$7,712	100%	\$7,712	
CO3: Specification and Tender Documents	\$3,764	\$0		\$0	0%	\$3,764	\$162,830
CO3: Project Management	\$11,612	\$11,612		\$11,612	100%	\$11,612	\$166,594
P.19.0406.005 - 3100B-6-37							
1.Environmental managment	\$29,483	\$29,483		\$29,483	100%	\$29,483	\$107,199
2.Golf Club negotiation	\$16,238	\$16,238		\$16,238	100%	\$16,238	
3. Airport and Commomnwealth negotiation	\$21,158	\$21,158		\$21,158	100%	\$21,158	
4. DSG Project management	\$33,040	\$33,040		\$33,040	100%	\$33,040	

Project Component	Budget	Previous Claims	Current Claim	Total Claims To Date	% Work completed to date	Forecast at Completion	Status / Comments on Progress to date
S. Amend PSCPW report	\$7,280	\$7,280		\$7,280	100%	\$7,280	
P.19.0406.006 - 3100B-6-42 EPBC Controlled Action Response	\$46,430	\$72,888		\$72,888	157%	\$72,888	
P.19.0406.006.001 - 3100B-6-42 ADJ 1 EPBC Controlled Action Response	\$52,000	\$39,139		\$39,139	100%	\$39,139	
P.19.0406.007 - 3100B-6-37 ADJ1 - Respond to CCC RFIs on DA	\$41,400	\$63,545		\$63,545	100%	\$63,545	
P.19.0406.007.001 - 3100B-6-37 ADJ - Additional DA costs	\$10,000	\$19,034		\$19,034	100%	\$19,034	
P.19.0406.007.002 - 3100B-6- 37-ADJ 03 Planning Appeal & Tribunal Hearing Costs	\$49,520					\$24,760	
P.19.0406.008 -3100B-6-37 ADJ2 - Additional Design Tasks	\$77,976	\$64,791		\$64,791			
Shared path lights	\$8,325	\$8,325		\$8,325	100%	\$8,325	
Golf course dam	\$16,610	\$16,610		\$16,610	100%	\$16,610	
Golf course toilet at practice area	\$7,485	\$7,485		\$7,485	100%	\$7,485	
Milford access road	\$24,171	\$24,171		\$24,171	100%	\$24,171	
Milford compensatory planting area	\$7,904	\$3,900		\$3,900	49%	\$7,904	
Specialist advice contour golf (earthworks volumes)	\$581			\$0		\$581	
Specialist advice contour golf (specification, timing , general advice)	\$12,900	\$4,300		\$4,300	33%	\$12,900	
P.19.0406.009 - 3100B-6-46 SETS Project Management	\$62,896	\$72,685		\$72,685	100%	\$72,685	
P.19.0406.010 - 3100B-6-46 ADJ 1 Golf Course Dam Approval fee	\$1,036	\$1,036	\$ -	\$1,036	100%	\$1,036	
P.19.0406.011 - 3100B-6-46 ADJ 2 Bird Strike Risk Assessment	\$14,518	\$14,518		\$14,518	100%	\$14,518	
P.19.0406.012 Forest Practices Plan	\$4,837	\$4,837		\$4,837	100%	\$4,837	
p.19.0406.015 3100B-6-37 ADJ 05 Milford Compensatory Planting	\$31,894	\$31,894		\$31,894	100%	\$31,894	
DESIGN COMPLETION 3100B-6-37 ADJ 06	\$209,563	158,558.00		161,717.12		\$209,563	
P.19.0406.013 3100B-6-37 ADJ 06 SETS Project Management - May 2023	\$41,125	\$43,937		\$43,937	107%	\$41,125	Includes \$7938.26 paid in March Invoice that should be allocated to P.19.0406.023 3100B-6-37 ADJ 11
P.19.0406.014 3100B-6-37 ADJ 06 EPBC Additional	\$41,870	\$68,833		\$68,833	164%	\$66,110	
P.19.0406.016 3100B-6-37 ADJ 06 Design Completion	\$65,239	\$45,788	\$ 3,159.12	\$48,947	75%	\$65,239	
P.19.0406.017 3100B-6-37 ADJ 06 Construction phase services	\$61,330			\$0	0%	\$61,330	
P.19.0406.018 3100B-6-37 ADJ 07 Hazardous Testing at Tasmania Golf Club	\$16,679	\$14,906		\$14,906		\$14,906	
P.19.0406.019 3100B-6-37 ADJ 08 Milford Stakeholder Engagement Support	\$10,000	\$8,124		\$8,124		\$10,000	
P.19.0406.020 3100B-6-37 - ADJ 09 - Ongoing EPBC Approval Costs	\$89,722	\$84,817	\$ 23,937	\$108,754		\$89,722	
P.19.0406.021 3100B-6-37 - ADJ 09 - Options to Reduce Impact on Milford	\$27,970	\$38,074		\$38,074		\$27,970	
P.19.0406.022 3100B-6-37 - ADJ 10 - Realignment at Pittwater Road (Detailed Design)	\$119,293	\$46,652	\$ 6,292	\$52,944		\$119,293	
P.19.0406.023 3100B-6-37 - ADJ 11 Amendments to Development Application	\$27,587	\$17,791		\$17,791		\$27,587	0.889513176
P.19.0406.024 3100B-6-37 - ADJ 13 Cost Adjustment to ADJ06	\$12,493	\$12,493				\$12,493	
P.19.0406.025 3100B-6-37 - ADJ 12 Project Management to August 2025	\$13,000	\$990		\$990		\$13,000	
TOTALS	\$2,592,674	\$2,386,692.63	\$33,388.28	\$2,407,587		\$2,603,448	

	<div>SETS Tasman Highway – Airport Interchange to Midway Point Causeway</div> <div>Status Report for period ending: 22 November 2024</div>		
		Job. No.2220-3-128	
1 Project Health Chart			
	If this box is selected please shade the tick box green.	If this box is selected please shade the tick box yellow.	If this box is selected please shade the tick box red.
Scope Definition	<div>S339</div>		
Delivery / Timing			
Input Information			
Project Changes & Cost			
2 Progress			
Activities Completed Last Month			
Detailed design of realignment - approx. 80% complete			
EPBC Preliminary Documentation – Amendments to preliminary documentation in progress			
Current & Future Activities Next Month			
Finalise EPBC Preliminary Documentation – target for submission to DCCEEW 13 th December			
Detailed design of realignment			
Working with JMG to resolve Milford issues			
2			
3 Critical Risks, Opportunities & Issues			
Risk / Issue		Action	
<div>S339</div>			

S39

4 Outstanding Information

Information requirement	From Who	Date req'd	Urgency (low, medium or Urgent – shade cell accordingly)

5 Awaiting Client Action

Decisions, Approvals and Escalation Items	Date req'd	Urgency (low, medium or Urgent – shade cell accordingly)

Contract 2220-3-128.

Tasman Highway – Airport Interchange to Midway Point Causeway

Monthly Report to 22 November 2024

1. Project Details

Key dates including acceptance of proposal and dates for all deliverables stated in the project brief.

Item	Date At Project Agreement	Anticipated/Actual Date Achieved	Comment
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Stakeholder Engagement	Ongoing		
Submission of Development Application	18 March 2020	2 April 2021	Approved 01/03/2022 with commencement required within 2 years. Extension of time required for Highway Permit. Extension has been obtained for Golf Course Permit Amendments to Permits to be submitted to account for realignment. Awaiting landowner consent
PSCPW Report and Hearing (3-month notice required)	21 April 2020	30 April 2021	Project approved by PSCPW
EPBC Approval		Refer above – unlikely before early 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Golf Course Agreement		June 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Airport land acquisition		August 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Call tenders	To be confirmed		To be confirmed (subject to approvals) -October 2025 on latest program

2. Progress

Realignment design in progress (75% complete). Outstanding items to be resolved/completed before highway tenders can be called

- i. EPBC resolution
- ii. Licence for works to be carried out on the Golf course
- iii. Commonwealth land - Tripartite Deed
- iv. Additional items including Milford access, drawing changes resulting from extension of underground power to Pittwater Road and other changes due to the passage of time between completion of final

design and calling tenders – all to be resolved in the realignment design

- v. Realignment design

3. Risk Assessment, Opportunities and Issues

Key risk/issue are now

- i. Acquisition of Commonwealth land – timeframe remains uncertain.
- ii. EPBC referral time.

4. Stakeholder Engagement Issues

Golf club – discussions at project level on hold.

Out of scope – Seeking consent for submission of minor amendment to Planning Permit. Numerous issues still require resolution.

Airport accept resumption of land west of Pittwater Road, subject to HIAPL Board approval and Commonwealth approval. Discussions ongoing with key airport personnel.

5. Service Authorities / Utilities

Taswater – 375 mm watermain to Sorell. Design completed for relocation of 400 metres of main ch 1370 – 1825 and associated road crossings. Design previously approved, realignment requires further approval

Telstra – multiple services including Fibre Optic cable in Tasman Highway corridor – preliminary design received

Tasnetworks – HV, LV, streetlighting. Tasnetworks design finalised

6. Financial

a. Project Costs

ITEM	COST EST	COST EST	COMMENT
	P50	P90	
Outturn Cost – indicative only	s38		

b. Design Fee Cash Flow

Month Year	Forecast Expenditure	Actual Expenditure	Forecast Cum	Actual Cum
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March 2025	17280		2485293	
April 2025	9368		2494661	
May 2025	847		2495508	
June 2025	847		2496355	
2025/26	43102		2539457	
2026/27	31665		2570122	

7. Additional Information (as required)

N/A

From: Out of scope
To: Out of scope
Subject: Tasman highway - Airport Interchange to Midway Point Causeway - October Invoice and Schedules
Date: Thursday, 24 October 2024 12:33:56 PM
Attachments: [3100B-6-37 - P.19.0406 - Draft Invoice PIP026462.pdf](#)
[October 2024 Forecast .xlsx](#)
[October 2024 Report.docx](#)
[Airport Interchange to Midway Point Causeway - 01102024 detailed.mpp](#)
[Airport Interchange to Midway Point Causeway - 01102024 Standard.mpp](#)

Hi Out of scope

Attached please find invoice report and forecast for your approval. I have also included updated schedules – one in the standard format and a more detailed one expanding on EPBC, Airport acquisition and design. I will call you next week to discuss this schedule.

Regards

Out of scope

Mobile Out of scope | Out of scope [@pittsh.com.au](mailto:Out of scope@pittsh.com.au) | [Connect on LinkedIn](#)

Hobart Office — Level 1, Surrey House, 199 Macquarie Street
PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

Released under RTI



Pro forma Tax Invoice

Pitt & Sherry (Operations) Pty Ltd

Level 4, 113 Cimitiere Street Tel: 1300 748 874
 LAUNCESTON TAS 7250 Em: info@pittsh.com.au
 AUS ABN: 67140184309

Bill To:**Department of State Growth**

4 Salamanca Place Tel:
 HOBART TAS 7000 Em:
 AUS ABN: 36388980563

Invoice number: PIP026462

Invoice date: 22/10/2024
 Payment terms: 14DAYS
 Due date: 05/11/2024
 Currency: AUD
 Customer reference: 3100B-6-37
 Customer account: C08439

SUMMARY OF CHARGES PAYABLE ON THIS INVOICE**NET AMOUNT**

Professional services for the period to 18 October 2024

P.19.0406.013 - SETS Project Management to 31 March 2023

P.19.0406.017 - Design Completion

P.19.0406.020 - ADJ9 - Ongoing EPBC Approval Costs

P.19.0406.022 - Realignment at Pittwater Road

P.19.0406.024 - Cost adjustment to P.19.0406.017

P.19.0406.025 - SETS Project Management to August 2025

Time and material	1,205.46
Fixed-price	25,083.96
Time and material	6,972.69
Fixed-price	13,237.26
Fixed-price	12,493.00
Time and material	990.09

Details on next page

PAYABLE ON THIS INVOICE

Currency	Net amount	GST amount	Total
AUD	59,982.46	5,998.25	65,980.71

Due date : 05/11/2024

Out of scope

Interest will be charged on overdue accounts

Description	Resource	Quantity	Unit price	Net amount
-------------	----------	----------	------------	------------

P.19.0406.013 - SETS Project Management to 31 March 2023

Hours / Time & Materials

SETS Project Management

23/09/2024 Discussion with Out of scope re Milford issues
 24/09/2024 Project Admin
 24/09/2024 Drawing markup for Milford
 30/09/2024 Project management
 01/10/2024 Program update

Out of scope

S38

1,205.46

Subtotal

1,205.46

	Previous claims	New charges
Charges for P.19.0406.013	34,792.14	1,205.46

P.19.0406.017 - Design Completion

Milestones / Fixed Price

Remove Works CH 440-1200
 Amend Drawings for Underground Power
 Milford Access 1.4 km South
 Update Milford Works
 Update Golf Club Works
 Update Golf Course Specification
 Update Roadworks Specification
 Design Management
 DA for Milford Access

Contracted Amt	Claims	CTD	Claim	This claim \$
----------------	--------	-----	-------	---------------

S38

Subtotal

25,083.96

* CTD = Claim to date

	Previous claims	New charges
Charges for P.19.0406.017	20,704.04	25,083.96

P.19.0406.020 - ADJ9 - Ongoing EPBC Approval Costs

Hours / Time & Materials

Ongoing EPBC Approval Costs

23/09/2024 PD update and figures
 24/09/2024 Splicing in new export to original design
 26/09/2024 Update PD
 26/09/2024 Project area map and area calculations
 26/09/2024 Updating drawings with latest design, Updating linemarking, Updating stormwater, Updating boundaries, Updating new hating for access tracks, Print for review
 27/09/2024 Finalise draft PD
 27/09/2024 Review prelim Docs and send out
 03/10/2024 Drainage review with AN
 08/10/2024 Mark ups and re print of sheets
 10/10/2024 Begin review of Prelim Doc. draft
 14/10/2024 Check NB reports for updated sw
 15/10/2024 Coordinate review
 17/10/2024 Review DSG comments, prep for discussion

Out of scope

S38

6,972.69

Subtotal

6,972.69

	Previous claims	New charges
Charges for P.19.0406.020	77,843.75	6,972.69

P.19.0406.022 - Realignment at Pittwater Road

Description	Resource	Quantity	Unit price	Net amount
Milestones / Fixed Price				
3D Modelling - Highway				
3D Modelling - Golf Course access				
Realign services incl water				
Realign drainage				
Design Management				
Cross sections and long sections				
Subtotal				13,237.26
* CTD = Claim to date				
		Previous claims		New charges
Charges for P.19.0406.022		33,415.07		13,237.26
P.19.0406.024 - Cost adjustment to P.19.0406.017				
Milestones / Fixed Price				
Additional Subconsultant Costs				
	Contracted Amt	Claims	CTD	Claim
	12493.00	-	100%	100%
Subtotal				12,493.00
* CTD = Claim to date				
		Previous claims		New charges
Charges for P.19.0406.024		-		12,493.00
P.19.0406.025 - SETS Project Management to August 2025				
Hours / Time & Materials				
SETS Project Management to August 2025				
07/10/2024 Golf course update				990.09
09/10/2024 Program update				
10/10/2024 Summary and letter to Golf				
Subtotal				990.09
		Previous claims		New charges
Charges for P.19.0406.025		-		990.09





Department of State Growth Invoice Report

Department Project No: 2220-3-128
Project description: SETS - Airport Interchange to Causeway 1 HB19197
Progress Claim: No. 53
Period:

Project Component	Budget	Previous Claims	Current Claim	Total Claims To Date	% Work completed to date	Forecast at Completion	Status / Comments on Progress to date
Project Management	\$144,872	\$144,872		\$144,872	100.00%	\$144,872	
DSG Reporting and Stakeholder Management	\$70,800	\$70,800		\$70,800	100.00%	\$70,800	
Geotechnical Investigations	\$129,025	\$129,025		\$129,025	100.00%	\$129,025	
Concept Design	\$24,592	\$24,592		\$24,592	100.00%	\$24,592	
Environmental Investigations	\$96,795	\$96,795		\$96,795	100.00%	\$96,795	
Land Use Planning	\$18,306	\$18,305		\$18,305	100.00%	\$18,306	
Reports	\$38,628	\$38,628		\$38,628	100.00%	\$38,628	
Stakeholder Engagement	\$99,126	\$99,126		\$99,126	100.00%	\$99,126	
Constructability Reviews	\$31,223	\$10,928		\$10,928	35.00%	\$10,928	
Preliminary Design	\$216,494	\$216,494		\$216,494	100.00%	\$216,494	
Detailed Design	\$349,066	\$349,066		\$349,066	100.00%	\$349,066	
RFT	\$9,528	\$4,764		\$4,764	0.00%	\$9,528	
Post Tender P50/P90	\$1,544	\$0		\$0	0.00%	\$1,544	
Land Acquisitions	\$43,929	\$43,928		\$43,927	100.00%	\$43,929	
Survey	\$57,225	\$57,225		\$57,225	100.00%	\$57,225	
Road Safety Audits	\$12,664	\$12,664		\$12,664	100.00%	\$12,664	Draft inv PIP002668
Independent QS Estimate	\$21,204	\$0		\$0	0.00%	\$0	
Variations (Change Orders)							
CO1: Concept Design of Golf Course Modifications	\$21,500	\$21,500		\$21,500	100%	\$21,500	
CO2: Presentation to Golf Club Members	\$4,945	\$4,945		\$4,945	100%	\$4,945	
CO2: Ongoing Advice	\$8,600	\$6,235		\$6,235	73%	\$8,600	
CO3: Golf course design	\$94,600	\$94,600		\$94,600	100%	\$94,600	
CO3: Civil Design of Dam	\$39,600	\$39,600		\$39,600	100%	\$39,600	
CO3: Environmental Assessment	\$3,494	\$3,494		\$3,494	100%	\$3,494	
CO3: Geotechnical investigation	\$5,812	\$5,812		\$5,812	100%	\$5,812	
CO3: Development Application	\$7,712	\$7,712		\$7,712	100%	\$7,712	
CO3: Specification and Tender Documents	\$3,764	\$0		\$0	0%	\$3,764	\$162,830
CO3: Project Management	\$11,612	\$11,612		\$11,612	100%	\$11,612	\$166,594
P.19.0406.005 - 3100B-6-37							
1.Environmental managment	\$29,483	\$29,483		\$29,483	100%	\$29,483	\$107,199
2.Golf Club negotiation	\$16,238	\$16,238		\$16,238	100%	\$16,238	
3. Airport and Commomnwealth negotiation	\$21,158	\$21,158		\$21,158	100%	\$21,158	
4. DSG Project management	\$33,040	\$33,040		\$33,040	100%	\$33,040	

Project Component	Budget	Previous Claims	Current Claim	Total Claims To Date	% Work completed to date	Forecast at Completion	Status / Comments on Progress to date
S. Amend PSCPW report	\$7,280	\$7,280		\$7,280	100%	\$7,280	
P.19.0406.006 - 3100B-6-42 EPBC Controlled Action Response	\$46,430	\$72,888		\$72,888	157%	\$72,888	
P.19.0406.006.001 - 3100B-6-42 ADJ 1 EPBC Controlled Action Response	\$52,000	\$39,139		\$39,139	100%	\$39,139	
P.19.0406.007 - 3100B-6-37 ADJ1 - Respond to CCC RFIs on DA	\$41,400	\$63,545		\$63,545	100%	\$63,545	
P.19.0406.007.001 - 3100B-6-37 ADJ - Additional DA costs	\$10,000	\$19,034		\$19,034	100%	\$19,034	
P.19.0406.007.002 - 3100B-6- 37-ADJ 03 Planning Appeal & Tribunal Hearing Costs	\$49,520					\$24,760	
P.19.0406.008 -3100B-6-37 ADJ2 - Additional Design Tasks	\$77,976	\$64,791		\$64,791			
Shared path lights	\$8,325	\$8,325		\$8,325	100%	\$8,325	
Golf course dam	\$16,610	\$16,610		\$16,610	100%	\$16,610	
Golf course toilet at practice area	\$7,485	\$7,485		\$7,485	100%	\$7,485	
Milford access road	\$24,171	\$24,171		\$24,171	100%	\$24,171	
Milford compensatory planting area	\$7,904	\$3,900		\$3,900	49%	\$7,904	
Specialist advice contour golf (earthworks volumes)	\$581			\$0		\$581	
Specialist advice contour golf (specification, timing , general advice)	\$12,900	\$4,300		\$4,300	33%	\$12,900	
P.19.0406.009 - 3100B-6-46 SETS Project Management	\$62,896	\$72,685		\$72,685	100%	\$72,685	
P.19.0406.010 - 3100B-6-46 ADJ 1 Golf Course Dam Approval fee	\$1,036	\$1,036	\$ -	\$1,036	100%	\$1,036	
P.19.0406.011 - 3100B-6-46 ADJ 2 Bird Strike Risk Assessment	\$14,518	\$14,518		\$14,518	100%	\$14,518	
P.19.0406.012 Forest Practices Plan	\$4,837	\$4,837		\$4,837	100%	\$4,837	
p.19.0406.015 3100B-6-37 ADJ 05 Milford Compensatory Planting	\$31,894	\$31,894		\$31,894	100%	\$31,894	
DESIGN COMPLETION 3100B-6-37 ADJ 06	\$209,563	132,269.00		158,558.42		\$209,563	
P.19.0406.013 3100B-6-37 ADJ 06 SETS Project Management - May 2023	\$41,125	\$42,732	\$ 1,205	\$43,937	107%	\$41,125	Includes \$7938.26 paid in March Invoice that should be allocated to P.19.0406.023 3100B-6-37 ADJ 11
P.19.0406.014 3100B-6-37 ADJ 06 EPBC Additional	\$41,870	\$68,833		\$68,833	164%	\$66,110	
P.19.0406.016 3100B-6-37 ADJ 06 Design Completion	\$65,239	\$20,704	\$ 25,083.96	\$45,788	70%	\$65,239	
P.19.0406.017 3100B-6-37 ADJ 06 Construction phase services	\$61,330			\$0	0%	\$61,330	
P.19.0406.018 3100B-6-37 ADJ 07 Hazardous Testing at Tasmania Golf Club	\$16,679	\$14,906		\$14,906		\$14,906	
P.19.0406.019 3100B-6-37 ADJ 08 Milford Stakeholder Engagement Support	\$10,000	\$8,124		\$8,124		\$10,000	
P.19.0406.020 3100B-6-37 - ADJ 09 - Ongoing EPBC Approval Costs	\$89,722	\$77,844	\$ 6,973	\$84,817		\$89,722	
P.19.0406.021 3100B-6-37 - ADJ 09 - Options to Reduce Impact on Milford	\$27,970	\$38,074		\$38,074		\$27,970	
P.19.0406.022 3100B-6-37 - ADJ 10 - Realignment at Pittwater Road (Detailed Design)	\$119,293	\$33,415	\$ 13,237	\$46,652		\$119,293	
P.19.0406.023 3100B-6-37 - ADJ 11 Amendments to Development Application	\$27,587	\$17,791		\$17,791		\$27,587	0.889513176
P.19.0406.024 3100B-6-37 - ADJ 12 Project Management to August 2025	\$13,000		\$ 990	\$990		\$13,000	
P.19.0406.025 3100B-6-37 - ADJ 13 Cost Adjustment to ADJ06	\$12,493		\$ 12,493	\$12,493		\$12,493	
TOTALS	\$2,592,674	\$2,326,710.63	\$59,982.46	\$2,386,692		\$2,603,448	

	<div>SETS Tasman Highway – Airport Interchange to Midway Point Causeway</div> <div>Status Report for period ending: 18 October 2024</div>		
		Job. No.2220-3-128	
1 Project Health Chart			
	If this box is selected please shade the tick box green.	If this box is selected please shade the tick box yellow.	If this box is selected please shade the tick box red.
Scope Definition	<div>S339</div>		
Delivery / Timing			
Input Information			
Project Changes & Cost			
2 Progress			
Activities Completed Last Month			
Detailed design of realignment - approx. 75% complete			
EPBC Preliminary Documentation – Draft forwarded to Department for comment			
Current & Future Activities Next Month			
Finalise EPBC Preliminary Documentation – target for submission to DCCEEW 12 th November			
Detailed design of realignment			
2			
3 Critical Risks, Opportunities & Issues			
Risk / Issue		Action	
<div>S339</div>			

s39

4 Outstanding Information

Information requirement	From Who	Date req'd	Urgency (low, medium or Urgent – shade cell accordingly)

5 Awaiting Client Action

Decisions, Approvals and Escalation Items	Date req'd	Urgency (low, medium or Urgent – shade cell accordingly)

Contract 2220-3-128.

Tasman Highway – Airport Interchange to Midway Point Causeway

Monthly Report to 18 October 2024

1. Project Details

Key dates including acceptance of proposal and dates for all deliverables stated in the project brief.

Item	Date At Project Agreement	Anticipated/Actual Date Achieved	Comment
Project Agreement	11 July 2019	11 July 2019	Complete
Feature Survey	27 November 2019	9 December	Complete
Concept Design incl Options Analysis	3 September 2019	22 November	Complete
Environmental Investigation	6 February 2020		DSG has forecast EPBC Approval date at January 2026 whilst remaining hopeful of an earlier resolution. Once Preliminary Documentation is acceptable to DCCEEW there is a minimum 4 month timeframe to Approval
Geotechnical investigation	1 December 2019	20 April 2020	Complete
PPR Submission	31 October 2019	6 December 2019	Complete
PPR Approval	31 December 2019	January 2020	Complete
Preliminary Design	24 March 2020	21 May 2020	Complete
Detailed Design	2 July 2020	28 February 2021	Realignment Design to 95% completion – December 2024
RFT Documentation	2 July 2020		RFT following receipt of EPBC Approval and final conditions – August 2025

Stakeholder Engagement	Ongoing		
Submission of Development Application	18 March 2020	2 April 2021	Approved 01/03/2022 with commencement required within 2 years. Extension of time required for Highway Permit. Extension has been obtained for Golf Course Permit Amendments to Permits to be submitted to account for realignment. Awaiting landowner consent
PSCPW Report and Hearing (3-month notice required)	21 April 2020	30 April 2021	Project approved by PSCPW
EPBC Approval		Refer above – unlikely before early 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Golf Course Agreement		June 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Airport land acquisition		August 2025	BEST GUESS ONLY AS FINALISATION DATE OUTSIDE THE CONTROL OF PITT & SHERRY
Call tenders	To be confirmed		To be confirmed (subject to approvals) - October 2025 on latest program

2. Progress

Realignment design in progress (75% complete). Outstanding items to be resolved/completed before highway tenders can be called

- i. EPBC resolution
- ii. Licence for works to be carried out on the Golf course
- iii. Commonwealth land - Tripartite Deed
- iv. Additional items including Milford access, drawing changes resulting from extension of underground power to Pittwater Road and other changes due to the passage of time between completion of final

design and calling tenders – all to be resolved in the realignmwnt design

- v. Realignment design

3. Risk Assessment, Opportunities and Issues

Key risk/issue are now

- i. Acquisition of Commonwealth land – timeframe remains uncertain.
- ii. EPBC referral time.

4. Stakeholder Engagement Issues

Golf club – discussions at project level on hold.

Out of scope – Seeking consent for submission of minor amendment to Planning Permit.

Airport accept resumption of land west of Pittwater Road, subject to HIAPL Board approval and Commonwealth approval. Discussions ongoing with key airport personnel.

5. Service Authorities / Utilities

Taswater – 375 mm watermain to Sorell. Design completed for relocation of 400 metres of main ch 1370 – 1825 and associated road crossings. Design previously approved, realignment requires further approval

Telstra – multiple services including Fibre Optic cable in Tasman Highway corridor – preliminary design received

Tasnetworks – HV, LV, streetlighting. Tasnetworks design finalised

6. Financial

a. Project Costs

ITEM	COST EST P50	COST EST P90	COMMENT
Outturn Cost – indicative only	s38		

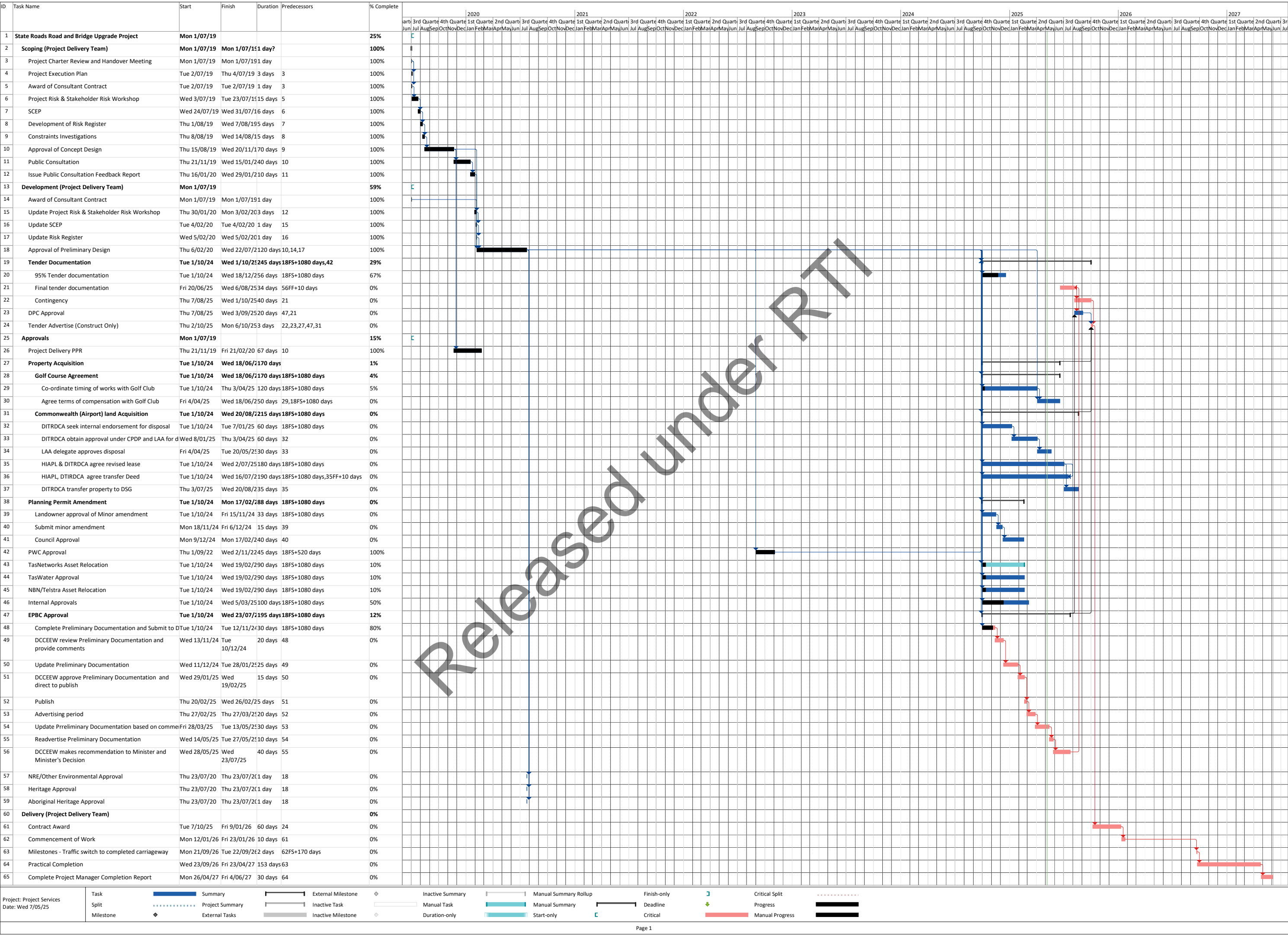
b. Design Fee Cash Flow

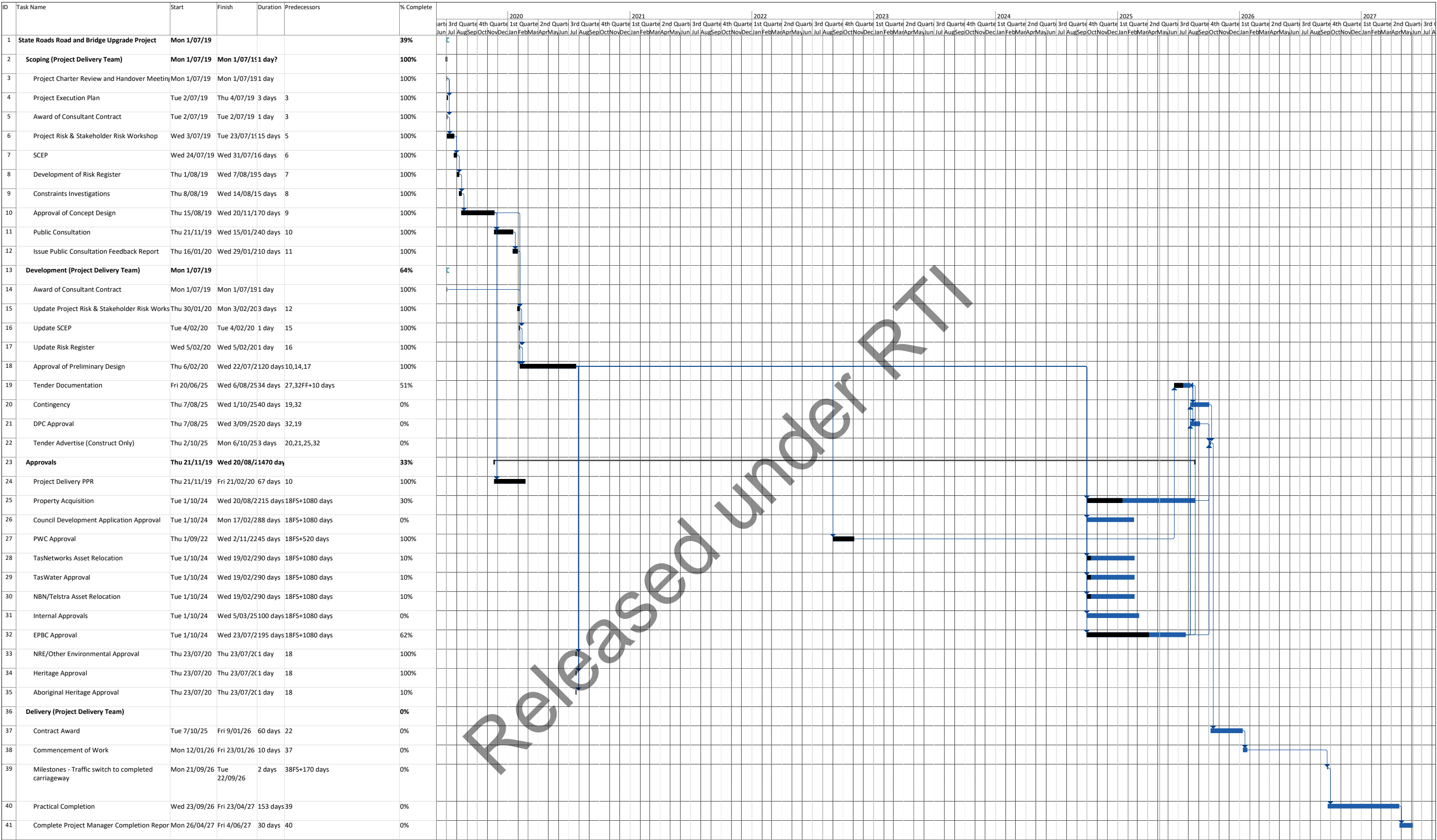
Month Year	Forecast Expenditure	Actual Expenditure	Forecast Cum	Actual Cum
July 2024	9572	9572	2496355	2239457
Aug 2024	28574	48497	2268031	2287954

September 2024	26717	38755	2294748	2326709
October 2024	35238	59982	2329986	2386692
November 2024	35238		2365224	
December 2024	35238		2400461	
January 2025	31626		2432087	
February 2025	35926		2468013	
March 2025	17280		2485293	
April 2025	9368		2494661	
May 2025	847		2495508	
June 2025	847		2496355	
2025/26	43102		2539457	
2026/27	31665		2570122	

7. Additional Information (as required)

N/A





Project: Project Services
Date: Wed 7/05/25

Task Split

Summary

Project Summary

External Tasks

External Milestone

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

Deadline

Progress

Manual Progress

Page 1

From: Out of scope
To: Out of scope; [Consultants](#)
Subject: Tasman Highway - P Turn at Tasmania Golf Club
Date: Monday, 20 January 2025 10:24:45 PM
Attachments: [P.19.0406.027 - P Turn at Tasmania Golf Club.pdf](#)

Hi 

Attached please find the change order for the P Turn for the Golf Club.

Regards

Out of scope


Mobile  |  @pittsh.com.au | [Connect on LinkedIn](#)

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PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

Released under RTI



P.19.0406.027 Tasman Highway – Airport to Midway Point Causeway – P Turn at Tasmania Golf Club

Date	20 th January 2025
Client	Department of State Growth
Client Representative	Out of scope
Contact Details	Out of scope @stategrowth.tas.gov.au
pitt&sherry Representative	Out of scope
Contact Details	Out of scope @pittsh.com.au Out of scope
Revision	Rev00

1. Background

The Department of state growth has requested that Pitt & Sherry prepare the design for a P turn on the Tasman Highway 300 metres east of the Tasmania Golf Course access. The P turn is to be located on a section of road reserve/pull off area adjacent to the disused original highway and will provide an alternative to the current right turn out movement.

2. Scope of services

Prepare design documentation for the proposed P turn under the following assumptions.

- Turning area to cater for a heavy rigid vehicle, if achievable without additional earthworks or pavement works on the southern side of the pull off area.
- Design to be to the absolute minimum standard that can be fitted within the available area.
- Shoulder widening and minor modifications to traffic island as required.
- No pavement investigation required
- Vegetation clearing to improve sight light lines only within the road reserve.
- External approvals are not required.
- No additional drainage provisions are required.
- Traffic island modification at the Golf Club access but may not prevent all drivers from making right turns out of the Golf Club.

3. Deliverables

Drawings and specification.

4. Client responsibilities

Not applicable.

5. Program

Documentation to be provided 6 weeks from advice to proceed.

6. Project team

Principal Engineer and Project Manager – Out of scope

Design Technician – Out of scope.

7. Conditions of Engagement

Contract 3100.

8. Fee Structure:

A lump sum of \$9,700 excluding GST as detailed below is proposed

ITEM	FEE
Set up, scoping and preliminary design	s38
Final Design	
Specification	
Design management	
TOTAL	

SIGNED for and on behalf of pitt&sherry:

Out of scope

Signature of Authorised Representative

Name of Authorised Representative

Date 20/01/2025

SIGNED for and on behalf of the Client:

Signature of Authorised Representative

Name of Authorised Representative

Date Click or tap to enter a date.

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From: [Out of scope]
To: [Out of scope]
Subject: Tasman Highway Airport Interchange to Midway Point Causeway - Timeframes to Construction
Date: Wednesday, 4 September 2024 1:26:00 PM
Attachments: [Airport Interchange to Midway Point Causeway - 12082024.mpp](#)

Hi [Out of scope],



Requirement	Expected timeframe	Lead (DITRDC or APAM)	Additional information
HIAPL land valuation	By February 2022	HIAPL	
DSG land valuation	By February 2022	DSG	
Commonwealth land valuation	By February 2022	DITRDC	
DITRDC to seek internal endorsement from the Operations Committee	February 2022 (tentative)	DITRDC	
DITRDC to obtain approval under the CPDP and LAA for the disposal of part Lot 1 Plan	March 2022	DITRDC to lead and will coordinate with HIAPL/DSG for required input	The Department of Finance has encouraged early engagement and is happy to review the draft documents. The Department of Finance has

152454 (the Property) to DSG			advised that the assessment/approvals process can take several weeks or more depending on whether further advice or clarification is required (although this is unlikely given we will provide draft documents for review).
LAA delegate within Infrastructure can approve the disposal of an interest in the land under s 119 of the LAA	March-April 2022	DITRDC	Infrastructure should then provide Finance with a fully executed LAA Form D within 14 days of the delegation being exercised.
Establish governance arrangement - Tripartite deed between DSG, HIAPL and the Commonwealth	April 2022	DITRDC	<p>As per internal legal advice and advice from the Department of Finance:</p> <ul style="list-style-type: none"> • The Deed should refer to the disposal in line with the Lands Acquisition Act considerations to land disposal. • We may wish to include an Agreement to Pay Commonwealth Costs between DSG and the Commonwealth. • It is not expected that the Deed would detail the make good or other security arrangements between HIAPL and DSG for DSG's use of the Relevant Land while HIAPL remains leaseholder (i.e. security of purpose clause to ensure the ongoing use of the site as a public road). These are matters to be dealt with within the terms of the licence and sublease documents themselves. • The Deed should not have any provisions relating to the granting of a licence or sublease; DITRDC has an established process in which we consider these so do not need to set it out

			in this document.
HIAPL and DSG enter into licence/sub-lease agreement	April 2022	HIAPL/DSG/DITRDC	
DSG to undertake construction works	April 2022 to April 2023	DSG	
Subdivision of the Property	April 2022	HIAPL/DSG	
Variation of lease between HIAPL and DITRDC to reduce the leased area to excise the Property (via 163A of the <i>Airports Act 1996</i>)	April 2022	HIAPL/DITRDC	The Property would now be back in Infrastructure's ownership/not leased to HIA.
DITRDC to dispose of the Property to DSG at market value	April-May 2022	DITRDC	
DITRDC to amend regulations for disposal	May 2022	DITRDC	

Thanks,

Out of scope

State Roads | Department of State Growth

Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001

Email: **Out of scope** @stategrowth.tas.gov.au / MB: **Out of scope**

www.stategrowth.tas.gov.au

Courage to make a difference through

TEAMWORK | INTEGRITY | EXCELLENCE | RESPECT

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: **Out of scope** @pittsh.com.au>

Sent: Thursday, August 15, 2024 2:49 PM

To: **Out of scope** @stategrowth.tas.gov.au>

Subject: Tasman Highway Airport Interchange to Midway Point Causeway

Hi **Out of scope**

I have updated the program. **s39**

[Redacted content]

Please review the program and let me know your thoughts. It might be worth jointly discussing the key assumptions.

Regards

Out of scope

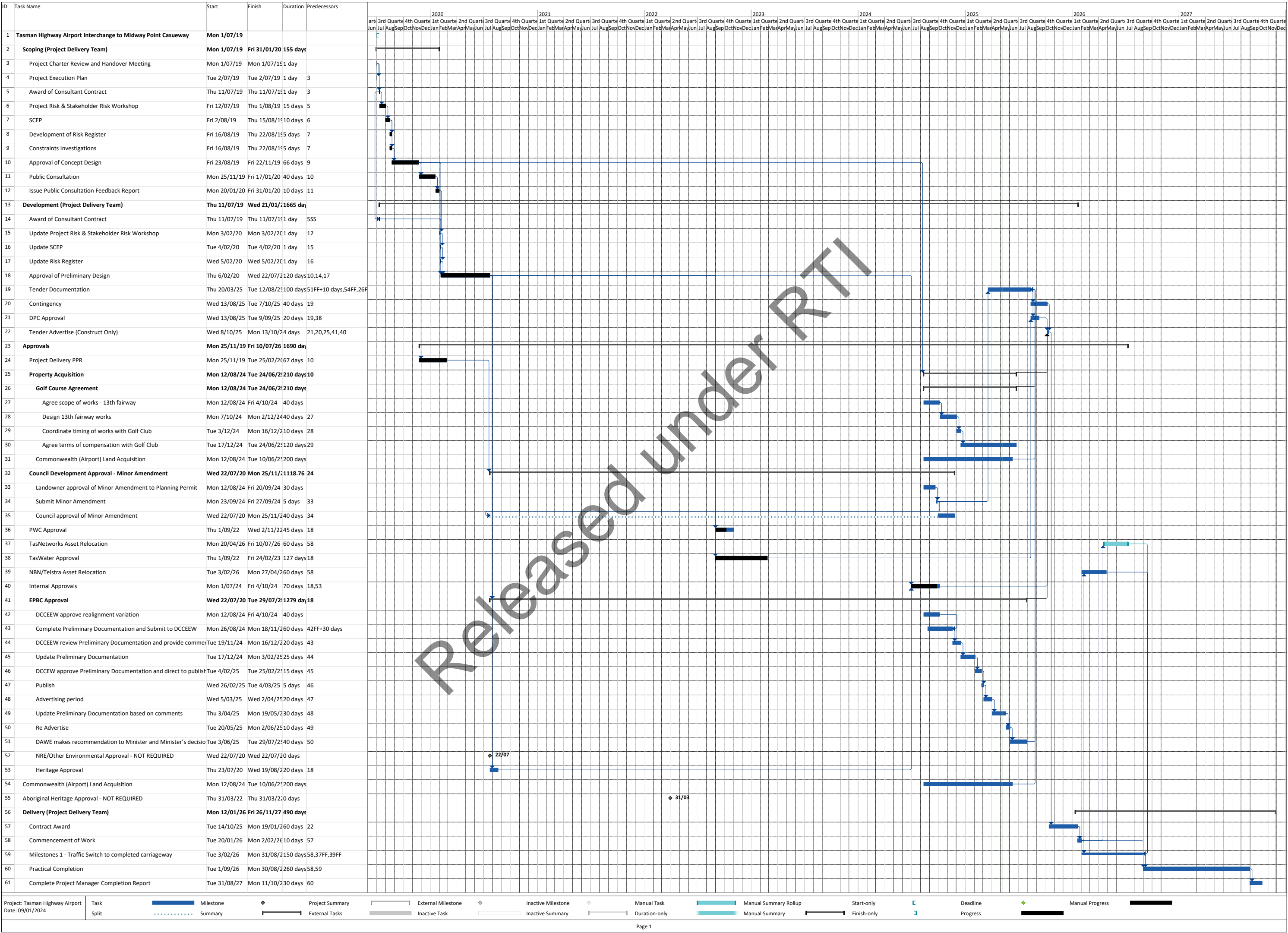
[Redacted content]

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PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au



From: Out of scope
To: [John Milbourne](#); [McIntyre, Denise](#)
Cc: Out of scope
Subject: Tasman Hwy - Hobart to Sorell Duplications Project Update
Date: Monday, 4 November 2024 9:08:17 AM
Attachments: Duplicate

Hi John and Out of scope

Thanks for meeting with us today. As agreed, below is a summary of the discussion and happy for you to advise any amendments where I've misunderstood.

Project Update

- The Department presented the roll plan of the roadworks across the full extent of the Golf Course boundary which in summary details impacts to the Golf Course as follows:
 - As a consequence of the revised design moving the road works away from critical orchid habitat on the Milford property, there is a need for further acquisition approximately 490 metres long and up to 10.2 metres wide adjacent to the current 16th fairway which totals of approximately 2,998 square metres.
 - The revised design does not introduce any additional items to the previous agreed scope of works, but it does move the highway boundary 10m closer to the fairway but still allows the required 50 metre clearance to boundary. Landscaping along the new boundary line will provide the same level of cover and species as previously proposed, with safety requirements still being met.
 - The Midway Point Causeway duplication project does not require any additional acquisition however there is a small encroachment of earthworks near the 10th Green inside the Golf Club boundary which will require a low embankment, erection of new boundary fence and planting of vegetation to the satisfaction of the golf club.
- The Department has submitted the final Cwlth EPBCA referral documentation and expects the Cwlth to advertise the referral for public comment in the coming months after which the Department will be required to provide to the Cwlth a response to the public comments which will be considered in the assessment and any conditions to the approval or refusal.
- No works associated with the project can progress, including the Golf Course re-arrangement works to provide for the road widening, until the Cwlth approval has been received. As, in the unlikely event that the roadworks do not receive approval, any expenditure on on-ground works would potentially be considered unauthorised and therefore an ex-gratia payments.

Golf Course – rearrangement works

- The Golf Club is keen for the works to progress as soon as possible and is also willing to propose taking-on some of the works rather than the Department completing all of the works required to provide for the road widening as had previously been agreed.
- It was agreed that the Golf Club would review the schedule of proposed Golf Course re-arrangement works and provide to the Department details including costings for completing some of the works and potentially all works excepting for the Dam works.
- Noting that it was agreed the Department, would retain responsibility for completion of

the Dam works including the construction of new Dam and filling-in of the old dam, and notwithstanding, as noted above, that works can't commence until the Cwlth EPBCA approval is received, the Department will commence finalising the tender documentation for the dam works such that they can commence promptly on receipt of approvals.

Planning Permit Amendment – Adjoining Landowner Consent

- The Department also requires the Golf Club's consent to the submission of the Planning Permit amendment to the Clarence Council which is necessary to provide planning approval for the revised design.
- The Planning Permit amendment documentation will be provided for the Golf Club's consideration to agreeing to sign the land owner consent necessary for Council to consider the amendments.

Golf Course – measures to address the safety concerns on turning right from the Golf Club onto the highway

- The Golf Club raised concerns some months back regarding the increasing difficulty in exiting the Golf Club and tuning right onto the highway.
- The Golf Club has previously requested the Department consider reducing the speed limit to 60 Km/hr from just prior to the Barilla Bay Oysters entrance through to the Causeway.
- The Department will review the previously provided information from the Golf Club and consider a submission to the Transport Commissioner for a reduction in speed limit.

ACTIONS

- The Golf Club to provide to the Department a proposal for the Golf Club to complete some of the works on Golf Course required for the road widening including costings for the Department's consideration.
- The Department will finalise (including confirming the currency of the Dam Permit) the contract documents and advertise the tender for the Dam Works such that as soon as Cwlth EPBCA approval is received a contract can be awarded and works on the dam construction promptly commence.
- The Department will provide the Planning Permit Amendment and adjoining landowner consent (see attached) for the Golf Clubs' consideration and signing such that on receipt of the Milford landowners consent the Planning Permit Amendment for the revised road design can be submitted to Clarence Council for approval.
- The Golf Club to resend the emails regarding the advice on a speed limit reduction (received on 1 November 2024)
- The Department will consider a submission to the Transport Commissioner for a reduction in speed limit from just prior to the Barilla Bay Oysters entrance through to the causeway.

Just to further clarify the requirement for landowner consent for the planning permit amendment, as the original planning permit was determined by the Planning Tribunal, Clarence Council have advised that without Landowner consent the Planning Permit Amendment would need to be submitted to the Planning Tribunal for a further hearing and obviously it is preferable that a further Planning Tribunal Hearing is avoided.

As noted at the beginning please let me know if I've missed anything, misunderstood and/or inadvertently misrepresented any of our discussion.

Regards

Out of scope

State Roads | Department of State Growth

Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001

PH: **Out of scope** | MB: **Out of scope**

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

Released under RTI

From: [Out of scope]
To: [Out of scope]
Cc: [Out of scope]
Subject: Tasmania Golf Club - Agreements and discussion history
Date: Monday, 3 February 2025 12:17:00 PM
Attachments: [Out of scope]

Hi [Out of scope],

Please find attached the most recent draft acquisition development agreement produced by Simmons Wolfhagen and the letter supplied in August 2021 with the previous history of negotiations including our in-principle agreements and all correspondence up until that date.

Regards, [Out of scope]

[Out of scope]

State Roads | Department of State Growth
Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Email: [Out of scope]@stategrowth.tas.gov.au / MB: [Out of scope]
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Released under RTI

From: [Out of scope]
 To: [Out of scope]
 Cc: John Milbourne; Paine, Adrian
 Subject: Tasmania Golf Club - Tas Networks
 Date: Friday, 10 January 2025 12:16:00 PM

Hi [Out of scope],

Can you please supply the required information to John and engage a surveyor to confirm and peg out the new boundaries.

Thanks, [Out of scope]

out of scope

State Roads | Department of State Growth
 Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
 Email: [Out of scope]@stategrowth.tas.gov.au / MB: [Out of scope]
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From: Paine, Adrian <Adrian.Paine@stategrowth.tas.gov.au>

Sent: Thursday, January 9, 2025 8:35 AM

To: [Out of scope]@stategrowth.tas.gov.au>

Cc: John Milbourne <president@tasmaniagolfclub.com.au>

Subject: RE: Tas Networks

Hi [Out of scope]

As per below, can you please arrange for the latest drawings to be provided to John and consider if we should arrange for the new boundary to be surveyed and pegged.

Regards

Adrian Paine | Acting General Manager State Roads
 State Roads | Department of State Growth
 Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
 PH: [Out of scope] | MB: [Out of scope]
www.stategrowth.tas.gov.au

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: John Milbourne <president@tasmaniagolfclub.com.au>

Sent: Thursday, January 9, 2025 7:16 AM

To: Paine, Adrian <Adrian.Paine@stategrowth.tas.gov.au>

Subject: Fw: Tas Networks

Dear Adrian,

Our course Superintendent has been working with Tas Networks on the preliminary works associated with ensuring adequate power supply to the "new" dam, see email below.

Would you please send me a copy of the latest drawings showing the new boundaries at the airport end of the course.

Cheers
John

----- Forwarded Message -----

From **out of scope** <superintendent@tasmaniagolfclub.com.au>
"Milbourne" <president@tasmania.com.au>; **Out of scope**
out of scope <@tasmaniagolfclub.com.au>; **Out of scope**
out of scope <@tasmaniagolfclub.com.au>
1/2025 10:52:20 AM

Subject Tas Networks

Hello Gentlemen,

Just had another site meeting with **Out of scope** and a Tas Networks representative regarding the power supply for the new pump shed. It looks like things are progressing well.

They have requested some more exact drawings showing the location of the new boundary, so that we can mark out a location for the pole.

Could someone please forward the relevant file to me.

Kind regards,

Out of scope

From: Out of scope
To: Out of scope
Subject: FW: Revised Preliminary Documentation Received - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]
Date: Thursday, 20 February 2025 1:28:21 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[DCCFEWComments_2025_PDV4_10-02-25.xlsx](#)

Good afternoon

Attached please find comments on our preliminary Documentation submitted on 18th December last year. Please review the comments and I will set up a meeting to discuss next week.

Regards

Out of scope

Mobile: Out of scope | Out of scope @pittsh.com.au | [Connect on LinkedIn](#)

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PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

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Duplicate

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Preliminary Documentation V4

Tasman Highway Upgrade - Hobart Airport to Sorell Causeway

Revision #	4
Chapters	Biodiversity Impact Assessment
Date material received:	18/12/2024
Organisation:	DCCEEW

4 - Critical Issue
3 - Immediate Issue
2 - Discussion Item
1 - Suggestion / editorial change

1 - Accepted - change made.
2 - Closed - no change made.
3 - for further discussion.

Assessment Team Members						Proponent Team Members		Assessment Team Members		
Comment ID	Reviewer Name	Report /Chapter Revision	Report Section/ location	Reviewer Comment	Comment Date	Comment Category	Respondents Name	Response Category	Response Comment	Response Date
	DCCEEW									
5	DCCEEW	V4	5.2.3 New Milford access from Pittwater Road	<p>The department notes that the variation documentation submitted on August 6, 2024, proposed only one new access. We have been unable to find any reference to the additional new access to the Milford perimeter track in previous versions of the preliminary documentation.</p> <p>Please provide additional information or indicate where the discussion of this new access to the Milford perimeter track can be found in the previously submitted preliminary documentation.</p>	6/01/2025	2				
6	DCCEEW	V4	Appendices	<p>The department notes that no reference to the <i>Draft Survey Guidelines for Australia's Threatened Orchids</i> (2013), available on the DCCEEW website, is made in any appendices regarding the survey methods for EPBC-threatened orchids surveyed for the proposed action.</p> <p>We require the use of department guidelines to ensure that surveys are deemed adequate during our assessment process. Alternertively please provide significant justification as to why state guidelines provide better protection for MNES.</p>	6/01/2025	3				
7	DCCEEW	V4	6.7.3 Outlying <i>Prasophyllum milfordense</i> record	<p>The department notes that 'a single outlying sighting of <i>P. milfordense</i> was recorded in late 2022 along the northern boundary of the Milford property. Apart from this outlier, no records for threatened orchid species have been recorded in secondary potential habitat. This outlier is recorded within the project area according to the Natural Values Atlas but the actual location of the sighting is likely outside the project area, as explained below.'</p> <p>Therefore based on the conclusions, please include all areas of suitable vegetation composition and structure of <i>Eucalyptus viminalis</i> – <i>E. globulus</i> coastal forest habitat in core habitat, irrespective of the categorisation of 'primary' or 'secondary potential habitat'.</p>	23/01/2025	3				
8	DCCEEW	V4	5.2.3 New Milford access from Pittwater Road - Figure 6	<p>The department notes that the variation document allocated a figure 'Figure 5 - detailing new access from Pittwater Road'. It has been incorporated in the Revised Document in Figure 6, however it is not clear.</p> <p>Please enhance the icon representing the new road by adding more detail and making it more visually prominent within the figure.</p>	24/01/2025	2				
9	DCCEEW	V4	Appendix D Orchid Habitat Significant Impact Assessment	<p>The department notes that increased hard surfaces may lead to higher waterflows during rain events, potentially affecting runoff into the orchid habitat and altering its suitability. Later analysis concludes that increased runoff will infiltrate natural surfaces, with moisture availability in the orchid habitat remaining unchanged.</p> <p>Please ensure conclusions on the indirect impact of water runoff on the orchid habitat are consistent.</p>	28/01/2025	2 - Discussion Item				
10	DCCEEW	V4	Appendix D Orchid Habitat Significant Impact Assessment	<p>The department notes that the Orchid Impact Assessment identifies that 'the original design estimated a 23% increase in annual runoff directed towards the critical orchid habitat'.</p> <p>Additionally it suggests that 'the realigned highway proposal suggests an 8% overall decrease in discharge, with variability of -33% and +5% at different discharge points.'</p> <p>The department acknowledges that design improvements can reasonably reduce runoff. However, the wide variability in discharge at individual points remains a concern. The department seeks clarification from the proponent on two key issues:</p> <p>(1) How will the observed 5% increase in discharge at certain points impact the orchid habitat?</p> <p>(2) Can the 33% decrease in discharge at other points adequately offset the potential increase in pollutant concentration?</p>	29-Jan-25	2 - Discussion Item				
11	DCCEEW	V4	Appendix D Orchid Habitat Significant Impact Assessment	<p>The department notes that the prepared report states 'the variability in annual rainfall has a bigger impact on flow than the proposed development.'</p> <p>The department seeks evidence demonstrating how variability in annual rainfall does not preclude the potential for localised increases in runoff that may impact the orchid habitat.</p>	29-Jan-25	2 - Discussion Item				
12	DCCEEW	V4	8.2.2 Drainage	<p>The department notes that the Revised Preliminary Document states that stormwater from the Tasman Highway is unlikely to flow directly into the orchid habitat due to the flat terrain and sandy soil, which allows for natural infiltration. However, it also mentions that during major storm events, water may overflow into Milford, as it currently does.</p> <p>The department seeks clarification on whether stormwater could reach the orchid habitat during these major storm events, raising potential ambiguity regarding natural infiltration.</p>	29-Jan-25	3 - Immediate Issue				
13	DCCEEW	V4	8.1.1 Pittwater Road Access	<p>The department notes that the Revised Assessment states that 'the existing farmgate access 400m south will be retained under the 'owners discretion.'</p> <p>Please provide a summary including how often or under what circumstances this access may be used. If impacts to orchid habitat may occur due to the continued use of this access, please provide further information on how these will be mitigated.</p>	30-Jan-25	2 - Discussion Item				

OFFICIAL

[illegible]

From: Out of scope
Sent: Wednesday, 18 September 2024 1:28 PM
To: Out of scope
Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Hi,

I think because they have asked for it we should.

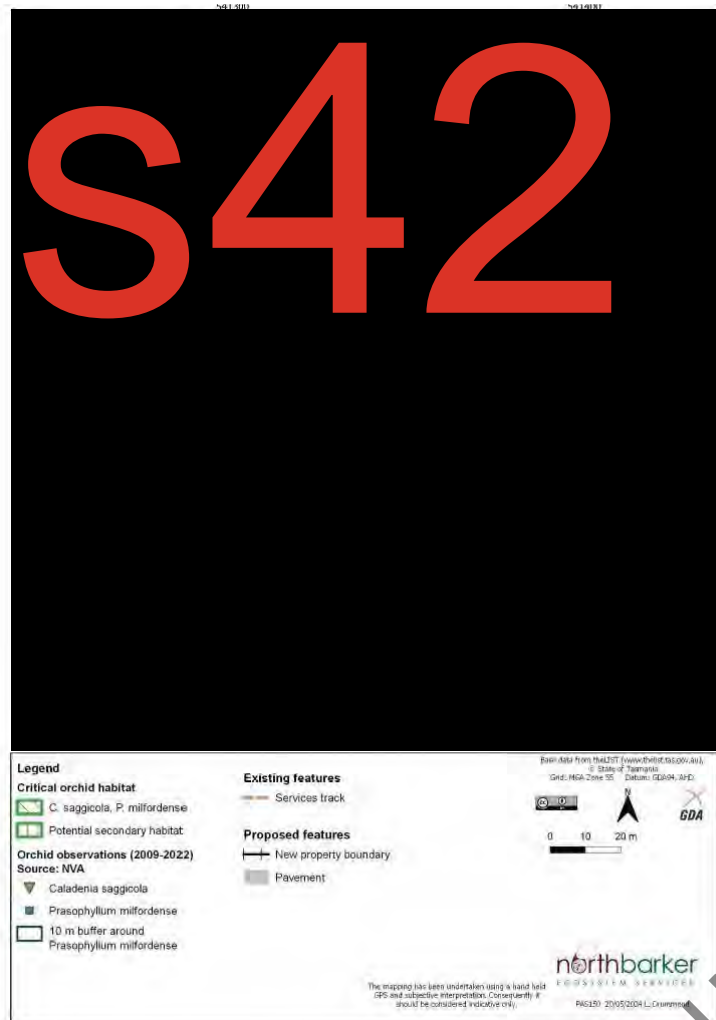


See extract from Realignment report below.

Cheers,

Out of scope

“The record was located with handheld GPS, and has been given an accuracy of 10 m on the Natural Values Atlas. The documented location with a 10 m buffer is shown in Figure 4. Following consultation with one of the listed the recorders¹⁶ it has been confirmed that the location of the record was inside the Milford property, north of the service track and at the point where the track veered closer to the highway. The most likely location is shown on Figure 4 within the hatched area of secondary potential habitat, 5-8 m south of the centroid of the record on the NVA the NVA (well within the realms of acceptable variation for hand held GPS). No further data on this record could be obtained”



From: Out of scope

Sent: Wednesday, September 18, 2024 12:43 PM

To: Out of scope

Subject: FW: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Ah the special new location. What do you think should we include a zoom section within the existing map?

Out of scope

State Roads | Department of State Growth

Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001

Email: Out of scope@stategrowth.tas.gov.au / MB: Out of scope

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: Out of scope@dcceew.gov.au>

Sent: Wednesday, September 18, 2024 12:40 PM

To: Out of scope@stategrowth.tas.gov.au>

Cc: Out of scope@dcceew.gov.au>

Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Hi Out of scope,

Thank you for providing the draft letter and accompanying maps.

The department can confirm that the draft letter includes all necessary information.

We have one suggestion regarding the "Impact Areas with Orchid Habitat" map. There seems to be a *Prasophyllum milfordense* individual within the disturbance footprint at the current map scale (see screenshot). To not confuse the public, we recommend creating a zoomed-in section of the map at a closer scale to confirm this individual is not within the disturbance area.



Kindest,

Out of scope

Tasmania Assessments Section | Environment Assessments (Vic and Tas) and Post Approvals Branch | Nature Positive Regulation Division

Department of Climate Change, Energy, the Environment and Water

E: Out of scope [@dcceew.gov.au](mailto:dcceew.gov.au) |

DCCEEW.gov.au | ABN 63 573 932 849



We acknowledge the Traditional Owners of country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past and present.

From: Out of scope <[redacted]@stategrowth.tas.gov.au>
Sent: Wednesday, September 18, 2024 10:49 AM
To: Out of scope <[redacted]@dcceew-migration.gov.au>
Cc: Out of scope <[redacted]@dcceew-migration.gov.au>
Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Thanks [redacted],

Please find attached the draft letter and associated attachments. Once the letter has been reviewed and signed by our acting GM, we will then share it with the impacted stakeholders prior to submitting the final letter to DCCEEW.

If the attached does not address your requirements, could you please let me know so I can provide any necessary updates.

Regards

Out of scope
State Roads | Department of State Growth
Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Email: Out of scope <[redacted]@stategrowth.tas.gov.au> / MB: Out of scope
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From: Out of scope <[redacted]@dcceew.gov.au>
Sent: Wednesday, September 18, 2024 10:42 AM
To: Out of scope <[redacted]@stategrowth.tas.gov.au>
Cc: Out of scope <[redacted]@dcceew.gov.au>
Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

[SEC=OFFICIAL]

Hi [redacted],

Thanks for your quick reply, the department is happy to review a draft and provide feedback if needed.

Kindest,

Out of scope
[redacted]



We acknowledge the Traditional Owners of country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past and present.

From: Out of scope@stategrowth.tas.gov.au
Sent: Wednesday, September 18, 2024 10:39 AM
To: Out of scope@dcceew-migration.gov.au
Cc: Out of scope@dcceew-migration.gov.au
Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Hi Out of scope,

Thanks for checking, the letter and associated maps are complete and with my A/General Manager for signing. Would you like to see a draft copy of the proposed letter to ensure it meets your requirements?

Thanks, Out of scope

Out of scope
State Roads | Department of State Growth
Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Email: Out of scope@stategrowth.tas.gov.au / MB: Out of scope
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From: Out of scope@dcceew.gov.au
Sent: Wednesday, September 18, 2024 9:41 AM
To: Out of scope@stategrowth.tas.gov.au
Cc: Out of scope@dcceew.gov.au
Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

[SEC=OFFICIAL]

Morning Out of scope,

Just following up on the below email chain regarding the formal letter to support the proposed actions variation request.

Please let us know if we can provide any further assistance prior to finalising the letter.

Kindest,

Out of scope

Tasmania Assessments Section | Environment Assessments (Vic and Tas) and Post Approvals Branch | Nature Positive Regulation Division

Department of Climate Change, Energy, the Environment and Water

E: **Out of scope** [@dcceew.gov.au](mailto:dcceew.gov.au) |

DCCEEW.gov.au | ABN 63 573 932 849



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From: **Out of scope** @stategrowth.tas.gov.au>

Sent: Wednesday, September 11, 2024 1:03 PM

To: **Out of scope** @dcceew-migration.gov.au>

Cc: **Out of scope** @dcceew-migration.gov.au>

Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Thank you **Out of scope** for your quick response, we will amend the letter to include enough information and maps to provide the appropriate context.

Best regards

Out of scope

State Roads | Department of State Growth

Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001

Email: **Out of scope** @stategrowth.tas.gov.au / MB: **Out of scope**

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From: **Out of scope** @dcceew.gov.au>

Sent: Wednesday, September 11, 2024 11:32 AM

To: **Out of scope** @stategrowth.tas.gov.au>

Cc: **Out of scope** @dcceew.gov.au>

Subject: RE: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

[SEC=OFFICIAL]

Morning [Out of scope],

The department will only publish the formal letter and our decision notice if the information within your supporting documentation is deemed sensitive.

If sensitivity is the case for your supporting documentation, please ignore our previous advice to not include maps within your letter.

Please include mapping which supports your answers to the questions required.

If you would like to meet to discuss any of the above, please let us know.

Kindest,

[Out of scope]

Tasmania Assessments Section | Environment Assessments (Vic and Tas) and Post Approvals Branch | Nature Positive Regulation Division

Department of Climate Change, Energy, the Environment and Water

E: [Out of scope]@dcceew.gov.au |

DCCEEW.gov.au | ABN 63 573 932 849



We acknowledge the Traditional Owners of country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past and present.

From: [Out of scope]@stategrowth.tas.gov.au>

Sent: Wednesday, September 11, 2024 8:39 AM

To: [Out of scope]@dcceew-migration.gov.au>

Subject: FW: Variation Letter Request - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]

Hi [Out of scope],

Can I please just confirm what documentation will be published for this variation request, is it just the letter or will it also be the supporting documentation (realignment report-supporting documentation). The project has some stakeholders who we will share the information with before it is published so I just wanted to be clear of the process at this stage. I understand that when a decision is made the preliminary documentation would be made public for community consultation purposes.

Thanks, [Out of scope]

[Out of scope]

State Roads | Department of State Growth

Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

Duplicate

From: Out of scope
To: Out of scope
Subject: FW: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782
Date: Wednesday, 8 January 2025 4:41:13 PM
Attachments: [image001.png](#)

Hi Out of scope

Yes current access into Milford at ch 2340 – 620 metres east of Pittwater Road.

Regards

Out of scope

Mobile Out of scope | Out of scope [@pittsh.com.au](mailto:Out of scope@pittsh.com.au) | [Connect on LinkedIn](#)

Hobart Office — Level 1, Surrey House, 199 Macquarie Street
 PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

From: Out of scope <Out of scope@stategrowth.tas.gov.au>
Sent: Wednesday, 8 January 2025 4:30 PM
To: Out of scope <Out of scope@pittsh.com.au>
Subject: RE: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782

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By that do you mean the current access into Milford?

Out of scope

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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: Out of scope <Out of scope@pittsh.com.au>
Sent: Wednesday, January 8, 2025 4:28 PM
To: Out of scope <Out of scope@stategrowth.tas.gov.au>
Subject: FW: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782

Hi Out of scope

Further to this, I expect that we will still need 'Out of scope' approval as we are realigning the existing highway access inside the boundary.

Regards

Out of scope

Mobile Out of scope | Out of scope @pittsh.com.au | [Connect on LinkedIn](#)

Hobart Office — Level 1, Surrey House, 199 Macquarie Street
PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

From: Out of scope @ccc.tas.gov.au>

Sent: Wednesday, 8 January 2025 2:27 PM

To: Out of scope @pittsh.com.au>

Cc: Out of scope @stategrowth.tas.gov.au>

Subject: RE: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782

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Hi Out of scope

Thank you for your application to extend the planning permits validity under s53 *Land Use Planning and Approvals Act 1993* (LUPAA).

The planning permit was issued on 1 March 2022 and unless the use and development was substantially commenced, the permit was valid for a two year period from the date of issue, in accordance with S53(5) LUPAA.

A planning permit can be extended under S53(5A) if not substantially commenced within the first two years from the date of issue, provided the application to extend the planning permit is made within six months of the lapsed date. This is the same scenario for the further and subsequent extensions under S53(5B) and S53(5D).

It appears that your application to extend the planning permit has not been made within the six month period from the date the planning permit lapsed under S53(5), noting that the planning permit was issued on 1 March 2022. Therefore, the planning permit cannot be extended under S53 and you need to demonstrate to the planning authority that substantial commencement of the use and development approved under that planning permit has occurred if you intend to act on this planning permit. Otherwise, it is advised that a fresh planning application be made for the project that incorporates all variations/updates to the alignment that may have occurred to the design since the original planning permit was issued in 2022.

Given the above, please indicate via return email whether you intend to lodge a fresh planning application or choose to demonstrate substantial commencement of Planning Permit PDPLANPMTD - 2021/017782.

Whether or not commencement is substantial is a question of fact and degree. An application to demonstrate substantial commencement must include but not be limited to the following:

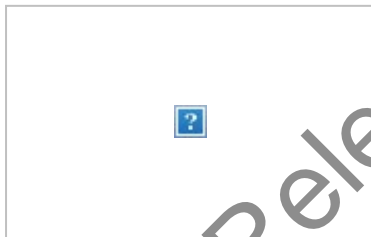
- a. Demonstration of the commitment of resources of such proportions relative to the project approved under the planning permit as to carry the assurance that the work has meaningfully commenced;
- b. Show what physical on-site works have been completed relative to the project approved under the planning permit;
- c. Demonstrate what permit conditions have been complied with; and
- d. Any preparatory work such as design or off-site work required via permit conditions and which are referable to the planning permit, including related work performed on site.

Also, I recently met with [Out of scope] (Pitt and Sherry) to discuss whether the Midway Point Causeway and McGees Bridge Duplication project meets the planning scheme exemption to not require a planning permit, and we are still working through the complexities of what is exempt and what is not. If a fresh planning application is made for the Tasman Highway Upgrades including Pittwater Road Intersection Upgrades, the non-exempt works from the Midway Point Causeway and McGees Bridge Duplication project (excluding works on the Tasmanian Golf Club land) may be included into that fresh application.

I look forward to hearing from you soon.

Kind regards

[Out of scope]



[Out of scope]

| Clarence City Council

a 38 Bligh Street | PO Box 96 Rosny Park TAS 7018

p [Out of scope] m [Out of scope]
e [Out of scope] @ccc.tas.gov.au | w www.ccc.tas.gov.au

Clarence City Council pays respect to all First Peoples, including the Mumirimina (mu mee ree mee nah) People of the Oyster Bay Nation whose unceded lands, skies, and waterways we are privileged to conduct our business on. We pay respect to, and value the deep knowledge of Elders past and present, and we acknowledge the survival and deep spiritual connection of the Tasmanian Aboriginal People to their Country, a connection which has endured since the beginning of time. Our work reflects our ongoing commitment to truth-telling and respectful understanding.

From: [Out of scope] @pittsh.com.au>

Sent: Monday, January 6, 2025 2:28 PM

To: City Planning <cityplanning@ccc.tas.gov.au>

Cc: [Out of scope] @ccc.tas.gov.au>; [Out of scope]

[Out of scope] @stategrowth.tas.gov.au>

Subject: Request for Extension of time for Planning Permit PDPLANPMTD - 2021/017782

This Message Is From an External Sender

This message came from outside your organization.

Good afternoon

The Department of State Growth requests an extension of time for Planning Permit PDPLANPMTD – 2021/017782 Tasman Highway Upgrades including Pittwater Road Intersection Upgrades.

The Department of State Growth continues to work with the Department of Climate Change, Energy, the Environment and Water to obtain EPBC Approval for the project. It is the Department of State Growth's intention to submit a minor amendment to the permit in due course resulting from changes that will reduce the impact on nationally listed threatened species on the Milford property on the southern side of the highway near Pittwater Road. Landowner approval is being sought for the minor amendment.

Regards

Out of scope

Mobile Out of scope | Out of scope @pittsh.com.au | Connect on LinkedIn

Hobart Office — Level 1, Surrey House, 199 Macquarie Street
PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466
pittsh.com.au

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From: Out of scope
To: Out of scope
Subject: RE: Community Consultation - Tasman highway EPBC
Date: Monday, 16 December 2024 9:26:00 AM

Thanks Out of scope

Out of scope

State Roads | Department of State Growth
Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
Email: Out of scope @stategrowth.tas.gov.au / MB: Out of scope
www.stategrowth.tas.gov.au

Courage to make a difference through

TEAMWORK | INTEGRITY | EXCELLENCE | RESPECT

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: Out of scope @pittsh.com.au>
Sent: Monday, December 16, 2024 9:20 AM
To: Out of scope @stategrowth.tas.gov.au>; Out of scope @stategrowth.tas.gov.au>
Cc: Out of scope @pittsh.com.au>
Subject: Community Consultation - Tasman highway EPBC

Hi Out of scope and Out of scope

For discussion this morning re inclusion with the Preliminary Documentation

After development of Option 5 (the original design) we had a meeting with key stakeholders – Airport, Golf Club, Milford, Local Government. The response was quite positive and was a key reason why we proceeded with the design. I've attached a summary and also the minutes from the meeting (meeting minutes were taken by Out of scope).

Out of scope

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pittsh.com.au

From: Out of scope
To: Out of scope
Subject: Milford Planting & Golf Club
Date: Tuesday, 5 November 2024 12:38:23 PM

Hi Out of scope

Can you please send through the Management Plan prepared by others for the tree planting on Milford. Need to check that to see if it's consistent with statements we are making in the Prelim Documentation. Out intention is to get the PD tidied up asap and submit to DAWE. Do you need to see it again.

Also are we clear to commence the acquisition of the extra Golf Club land.

Regards

Out of scope

Mobile Out of scope | Out of scope [@pittsh.com.au](mailto:Out of scope@pittsh.com.au) | [Connect on LinkedIn](#)

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Released under RTI

From: [Out of scope]
To: [Out of scope]
Subject: RE: Tasmania Golf Club - New Impacts
Date: Friday, 11 October 2024 4:18:00 PM

Thanks [Out of scope]

[Out of scope]

State Roads | Department of State Growth

Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001

Email: [Out of scope]@stategrowth.tas.gov.au / MB: [Out of scope]

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In recognition of the deep history and culture of this island, I acknowledge and pay my

respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

Duplicate

From: Out of scope
To: Out of scope
Subject: RE: Tasman Highway - Airport interchange to Midway Point Causeway - Change Orders
Date: Thursday, 12 September 2024 6:39:05 PM
Attachments: Out of scope

Hi Out of scope
 Here it is.
 Regards

Out of scope

Mobile Out of scope | Out of scope @pittsh.com.au | [Connect on LinkedIn](#)

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 PO Box 94 Hobart Tasmania 7001 | Phone +61 3 6210 1466

pittsh.com.au

From: Out of scope
Sent: Thursday, September 12, 2024 4:31 PM
To: Out of scope
Subject: RE: Tasman Highway - Airport interchange to Midway Point Causeway - Change Orders

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks Out of scope,

Could you please send me the 2022 P.19.0406.017 design variation change order so I can review it against the current costs.

Ta, Out of scope

Out of scope

State Roads | Department of State Growth
 Level 2, 4 Salamanca Place, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
 Email: Out of scope @stategrowth.tas.gov.au / MB: Out of scope
www.stategrowth.tas.gov.au

Courage to make a difference through

TEAMWORK | INTEGRITY | EXCELLENCE | RESPECT

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: Out of scope @pittsh.com.au>
Sent: Monday, September 9, 2024 1:43 PM
To: Out of scope @stategrowth.tas.gov.au>; Consultants
 <consultants@stategrowth.tas.gov.au>

Subject: Tasman Highway - Airport interchange to Midway Point Causeway - Change Orders

Hi Out of scope

Attached please find change orders covering additional costs on the lump sum Design Completion and also for ongoing project management that sit outside current approved change orders and scope of work.

Regards

Out of scope

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From: Out of scope
To: Out of scope; [Consultants](#)
Subject: Tasman Highway - Airport interchange to Midway Point Causeway - Change Orders
Date: Monday, 9 September 2024 1:44:55 PM
Attachments: [P.19.0406.024 - Cost adjustment to lump sum.pdf](#)
[P.19.0406.025 - SETS Project management.pdf](#)

Hi Out of scope

Attached please find change orders covering additional costs on the lump sum Design Completion and also for ongoing project management that sit outside current approved change orders and scope of work.

Regards

Out of scope

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Released under RTI



P.19.0406.24 Tasman Highway – Airport to Midway Point Causeway – Cost adjustment to lump sum

Date	9 September 2024
Client	Department of State Growth
Client Representative	Out of scope
Contact Details	Out of scope r@@stategrowth.tas.gov.au
pitt&sherry Representative	Out of scope
Contact Details	Out of scope @pittsh.com.au Out of scope
Revision	Rev00

1. Background

The lump sum quote for design completion (P.19.0406.017) was submitted in November 2022 and due to ongoing delays in obtaining project approvals (EPBC, Tasmania Golf Course and Airport acquisition) design finalisation did not proceed. pitt&sherry were recently requested to bring the design up to date along with the realignment at Pittwater Road. Since November 2022 cost adjustment under contract 3100 B has amounted to 7.7%. Ground survey costs have also risen by significantly more than the cost adjustment. Additionally, there have been some changes to the original scope of work. This change order covers additional costs that have occurred as a result of the 2-year duration between submitting the change order and carrying out the work.

2. Scope of services

The following table summarises the changes in cost.

Original fee
less original survey quote for tie in to Airport Interchange
less Milford access (now by others)
less Milford access DA (now by others)
Subtotal
add cost escalation at 7.7%
add current survey quote for tie in to Airport Interchange
Revised total
Additional cost

S38

3. Deliverables

Revised Drawings and documentation ready for calling tenders.

4. Client responsibilities

Community and stakeholder engagement.

5. Program

The anticipated completion date is the end of October 2024 but is dependent on receiving updated advice from Service authorities (Taswater, Telstra, NBN and Tasnetworks)

6. Project team

Project Manager – Out of scope

Design Engineer – Out of scope

Design Technician – Out of scope

Drafting – Out of scope

7. Conditions of Engagement

Contract 3100.

8. Fee Structure:

A lump sum fee of \$38 plus GST is proposed.

SIGNED for and on behalf of pitt&sherry:

Out of scope

Signature of Authorised Representative

Name of Authorised Representative

Date 3/09/2024

SIGNED for and on behalf of the Client:

Signature of Authorised Representative

Name of Authorised Representative

Date Click or tap to enter a date.

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Released under PTI



P.19.0406.025 Tasman Highway – Airport to Midway Point Causeway – SETS Project Management

Date	9 th September 2024
Client	Department of State Growth
Client Representative	Out of scope
Contact Details	Out of scope @stategrowth.tas.gov.au
pitt&sherry Representative	Out of scope
Contact Details	Out of scope @pittsh.com.au Out of scope
Revision	Rev00

1. Background

Current programming indicates that, subject to obtaining project approvals (EPBC, Tasmania Golf Course, Airport land acquisition) tenders could be called in August 2025. There remain ongoing Project Management tasks that sit outside current change orders for EPBC approval and design completion. This change order covers those additional tasks.

2. Scope of services

Ongoing advice to the Department associated with

- i. Tasmania Golf Course acquisition
- ii. Airport (Commonwealth) land acquisition
- iii. Milford land acquisition
- iv. Planning permit amendments
- v. Co-ordination with Midway Point Causeway upgrade
- vi. General enquiries including provision of relevant reports, drawings and maps

3. Deliverables

Correspondence as required in relation to the above matters.

4. Client responsibilities

Final approval of terms and conditions of the various deeds and agreements.

5. Program

Provide advice on an “as required” basis until the anticipated date for calling tenders (August 2025)

6. Project team

Principal Engineer and Project Manager – **Out of scope**

Technical, Planning and Administrative staff as required.

7. Conditions of Engagement

Contract 3100.

8. Fee Structure:

A time-based fee is proposed for this work recognising the uncertainties around time frames and the complexity and uncommon nature of these negotiations. An allowance of 50 hours at an estimated cost of **s38** is proposed across a range of staff including:

Administration - \$67/hr
C4 Consultant - \$201/hr
P3 Engineer - \$201/hr
T4 Technician - \$179/hr
P7 Principal Engineer - \$330/hr

SIGNED for and on behalf of pitt&sherry:

Out of scope

Signature of Authorised Representative

Name of Authorised Representative

Date 9/09/2021

SIGNED for and on behalf of the Client:

Signature of Authorised Representative

Name of Authorised Representative

Date Click or tap to enter a date.

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From: Out of scope
To: Out of scope
Subject: Airport Interchange to Midway Point Causeway
Date: Thursday, 1 August 2024 3:16:37 PM
Attachments: Out of scope

Hi Out of scope

Please refer to attached change order for updating the current detailed design including the conversion to underground power from the airport to Pittwater Road.

The design component is s38 . This included an amount of s38 to survey the western tie in to the Airport Interchange works. I requested a revised quote for the survey from Veris and they advised a cost of s38 . I considered this to be too high asked Veris for a revised quote without all the requirements of Specification T4 and only picking up pavement edge and lane lines. This came in at s38 . The change order is 2 years old and the agreed cost escalation of 7.7% applicable under our contract should be applied to the Design amount. We now don't need to design the Milford access or prepare the DA as there are being done by JMG. Recognising these changes I now propose a revised fee for the Design Update as below

Original Fee	s38
less survey	
less Milford Access	
less Milford access DA	
Subtotal	
add cost excalation at 7.7%	
add current survey quote	
Revised Total	
Additional cost	

Can you confirm that you are happy with the s38 additional cost and I will forward a change order.

Regards

Out of scope

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From: Duplicate
To: Duplicate
Subject: Fwd: Revised Preliminary Documentation Received - EPBC 2020-8805- Tasman Highway Upgrade [SEC=OFFICIAL]
Date: Thursday, 13 February 2025 10:08:30 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)

Hi Duplicate

This came on Monday. Don't know whether the complexities are on our side or theirs, hopefully some answers soon
Sent from my iPhone

Begin forwarded message:

Duplicate