

## Department of State Growth Project Brief Scope Section - Second Cam River Bridge Feasibility Study

*Atkins*

### 3 Scope of Work Required

The project scope includes:

- Project Management (refer to section 4)
- Baseline Analysis and Assessment (refer to section 3.1)
- Background Information
- Need for a Second Cam River Bridge
- Nature of a Second Cam River Bridge
- Examining all possible locations for a Second Cam River Bridge
- Stakeholder and Community Consultation to obtain feedback on the developed options (refer to section 3.13)
- Environmental and Planning assessment (refer to section 3.7)

The following matters are excluded from the scope of works:

- Concept Design
- P50 – P90 Cost Estimates
- Business case development (BCR determination)
- Intrusive geotechnical investigations
- Detailed design
- Development application
- Environment Protection and Biodiversity Conservation Act (EPBC) application
- Parliamentary Steering Committee on Public Works (PSCPWW) application
- Land acquisition plans and associated survey diagram and notes

#### 3.1 Baseline Analysis and Assessment

The Consultant is to review all relevant previous studies (including those listed in Section 6) and gain an understanding of the specific issues and opportunities for a second Cam River Bridge and a Burnie to Wynyard bypass. The following are to be assessed as part of the baseline analysis and assessment to inform the Feasibility Study.

- Traffic analysis (current and future) including:
  1. levels of service across the corridor
  2. corridor capacity and demand
- Traffic modelling (if required to assess benefits and local traffic impacts)
- Crash Data (as a background to assessing the safety aspects of developed options)
- Impacts from climate change and other environmental constraints. A Coastal Erosion report can be provided to the Consultant on Award which contains present day and 2040 run-up hazard maps of the Bass Highway between Coee and Wynyard.

Additional assessments can be included as deemed necessary as part of the tender submission and must be identified as provisional items.

All technical documents produced to support the development of the Feasibility Study must be provided to the State Growth project manager. These documents should provide evidence and support for the details and outcomes of the Planning Study.

## 3.2 Background Information

The Feasibility Study is to provide background information explaining, in plain english, the Department's decision to replace the existing Cam River Bridge, build a higher and wider replacement bridge and then demolish the existing bridge.

This section of the study should explain the vulnerabilities of the existing Cam River Bridge to flood damage and other incidents that could lead to closure of the Bass Highway at the bridge. It should also outline the design of the new higher and wider bridge that is under construction including improved strength and foundations in response to heavy vehicle and flood loads.

This section of the study should be based on documentation available from the Coode to Wynyard Planning study, the Cam River Bridge – Risk Assessment (2019) and design documentation for the replacement Cam River Bridge.

## 3.3 Need for a Second Cam River Bridge

Using the baseline analysis and assessment combined with the feedback from stakeholder and community consultation, the Consultant is to outline the case (positive or negative) for a Second Cam River Bridge.

Reasons presented should explicitly consider:

- Risk - The likelihood of the new Cam River Bridge being damaged or destroyed by different events and the consequences in terms of the duration of full or partial closures, while the bridge is repaired or replaced.
- The extent to which a second crossing could alleviate Bass Highway – Coode to Somerset congestion
- The impacts a second crossing might have on the local community including local traffic networks, noise and light pollution
- Land acquisition requirements
- Required planning approvals including environmental and heritage impacts

## 3.4 Nature of a Second Cam River Bridge

The consultant should establish the functional requirements of a Second Cam River Bridge and note how these differ depending on whether the bridge is built adjacent to the new bridge under construction, upstream as a connection between local council roads, or as part of an alternative dual carriageway route for the Bass Highway.

Functional requirements include number of lanes, cross-section widths, footpath provision, design for heavy vehicles including any requirements for OSOM vehicles and the standard of connection back to the Bass Highway.

## 3.5 Examine all possible location options for a Second Cam River Bridge

In a Question Time Response in November 2022, the Government said that a Feasibility Study would consider all possible location options for the second bridge. In practice, this is understood to mean that the Study should consider the following locations:

- On the Bass Highway next to the new bridge under construction
- Upstream of the Bass Highway linking local council roads
- As part of an alternative route for the Bass Highway between Burnie and Wynyard to establish a dual carriageway bypass

Building a Second bridge on the Bass Highway adjacent to the new bridge under construction means constructing a two-lane bridge on the location of the existing bridge to be demolished. As shown in Attachment 2, there are four options of how to use a two-lane bridge in that location. The Department considers the most practical option to be as part of a dual carriageway on existing alignment between Bridport Road, Cooe and McKays Road, Somerset. As such, the investigation of this option should include the pros and cons of the duplication, including property acquisition.

Options upstream of the Bass Highway linking local council roads should include the options of Scarfe St to Wragge St (the location of a previous bridge) and the option of East Cam Road – Cam Court to Simpson St, or another way of trying to provide local connections that might relieve Bass Highway peak congestion.

A further Option is to be a new four-lane bridge as part of an alternate dual carriageway route of the Bass Highway between Burnie and Wynyard. This could be envisaged as a long-term option in response to factors like a significant increase in traffic volumes, local population growth between Cooe and Somerset or protection of the Bass Highway from coastal inundation. Only one alternate Bass Highway route should be developed however the Study should note that optimisation of the route would be subject to future scoping studies if committed to by the Government. On the western side of Somerset, it is recommended that the alternative route return to the Bass Highway prior to Woody Hill.

Option development should be informed by factors including the local street network, the topography, land ownership, stakeholder input and anticipated environmental and approval issues.

For each of the Options developed, the Consultant should describe the Option and outline its advantages (benefits & opportunities) and disadvantages (high level costs and risks). This work shall include:

- preparation of a concept drawing for each option (plan & cross-section on one sheet),
- a high-level cost range (for instance -25% to +100%) for the bridge and the new or upgraded road connections required
- assessment of how the bridge increases the resilience of the Bass Highway
- assessment of whether the bridge would relieve peak period volumes on the Bass Highway
- assessment of on-going maintenance requirements and costs to the Government
- description of the location's benefits
- description of the constructability risks
- description of the acquisition requirements
- description of the local road network impacts
- description of any specific environmental, heritage and planning issues.

Subject to approval of the SCEP (refer section 3.15), engagement materials should be prepared so that key stakeholders, including Burnie, Waratah-Wynyard and Circular Head Councils, and the public can provide feedback on the options and the advantages and disadvantages presented for each.

Following feedback, the descriptions of each Option should be updated to indicate the level of community support and time should be allowed by the Consultant to investigate any particular issues that may be raised by stakeholders, so that the final study can be considered to have adequately considered all issues raised.

### 3.6 Other Alternatives

The Feasibility Study should also address some alternatives to building a Second Cam River Bridge in any location that may be suggested by stakeholders and the community. In particular, the report should cover:

- Utilisation of the existing rail bridge – the report content should be guided by plans to use the rail bridge in the future as part of the Coastal Pathway project and the 2018 GHD report: Cam River Rail Bridge – Conversion to Emergency Bypass
- Building foundations ready for Bailey Bridge type structures to provide a two lane crossing - Either for the existing 30m spans owned by the Department and stored at TasSpan, Latrobe, or for a

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purchased Mabey Compact 200 system mentioned in the Cam River Bridge Emergency Response Planning, including purchase of – Handover Report (2019)

- Providing better resilience of the detour route – this involves understanding where the Murchison Hwy-Oonah Road – Talunah Road – Ridgley Hwy detour route is vulnerable to closure in storms and floods and whether it would be cost effective to upgrade the State and Council roads in those locations to ensure that the detour is always available when a Bass Highway closure at Cam River occurs. During the 2022 Bass Highway lane closure, Oonah Road was also closed due to a landslide.

### 3.7 Strategic Cost Estimate and Concept Designs

Not required at this stage of the project.

### 3.8 Environment and Planning – Desktop Assessment

The Consultant must complete a Desktop Assessment to identify and address the potential environmental, heritage and planning approval issues for all options. Consultation with the State Roads Environment and Development Approvals Unit will be required to determine if any consultation is required with regulators

The Consultant should refer to the following (listed in Section 6):

- Natural Values Assessment – Cooe to Wynyard - Cam River Bridge Replacement – February 2021 – GHD
- EDA Desktop Assessment Template – details the tools the Consultant is expected to use to undertake Desktop Assessment.

On Award or within 1 month of Award, the Consultant will be provided with the following information:

- Planning Permits x 2 for Cam River Bridge Replacement.
- Relevant EDA Desktop Assessments covering various bridge options will be provided to the Consultant for review.

The Desktop Assessment should address (but not be limited to) the following matters:

- Threatened Vegetation Communities
- Threatened Flora Species
- Threatened Fauna Species including raptor nests within 1000m of desktop area, and other native fauna species under the *Wildlife Regulations 2021 (Nature Conservation Act 2002)* such as penguins and other shore birds.
- Land tenure including Crown land, Private land, Reserved land, Private Reserves and State Forests
- Reserves (Crown, Council or other)
- Conservation sites (conservation covenants and State Growth Roadside Conservation Sites)
- Aboriginal Heritage
- Historic Heritage
- Natural Hazards
- Planning approval requirements and any matters to be addressed under the applicable planning scheme (such as exemptions, zones, codes relating to natural hazards – landslide, inundation, coastal erosion, biodiversity, landscape/scenic protection, land contamination and specific area plans)

The Desktop Assessment must provide adequate description of each matter and any known approval requirements that may impact on feasibility of options.

**3.8.1 Flora/Fauna species, communities and habitat**

State Growth will undertake a preliminary desktop assessment for protected or listed flora and fauna in the project area.

The Consultant must review the provided information.

**3.8.2 Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) Applications**

State Growth will undertake a preliminary desktop assessment for any species, communities or areas listed under the EPBC Act in the project area.

The Consultant must review the provided information.

**3.8.3 Cultural Heritage - Historic and Aboriginal Heritage Assessment**

State Growth will undertake a preliminary desktop assessment for protected or listed Aboriginal or European heritage artefacts or areas in the project area.

The Consultant must review the provided information.

**3.8.4 Reserves**

State Growth will undertake a preliminary desktop assessment for protected or listed reserves or conservation areas in the project area.

The Consultant must review the provided information.

**3.9 Noise**

Not required at this stage of development.

**3.10 Development Application**

Not required at this stage of development.

**3.11 Property Acquisition**

Land acquisition plans and associated survey diagram and notes are not required; however, the identification of any property impacts outside the available corridor is to be undertaken and outlined and noted as part of the Feasibility Study report. The land acquisition requirements of each developed option should be clearly outlined.

**3.12 Project Proposal Report (Australian Government PPR) – Planning**

A project proposal report is not required at this stage of the project.

**3.13 Parliamentary Standing Committee on Public Work (PSCPW) Application**

A PSCPW Application is not required at this stage of the project.

## 3.14 Stakeholder and Community Consultation

The Consultant must plan and undertake best practice stakeholder and community engagement in accordance with the State Roads Stakeholder and Community Engagement Framework (refer link in Section 6) using templates in the online toolkit. Access to the online toolkit will be provided by State Growth.

The Consultant must appoint a stakeholder engagement specialist as part of the identified project team to manage and deliver stakeholder engagement, including developing, reviewing, and updating a Stakeholder and Community Engagement Plan (SCEP).

All Stakeholder engagement activities, including development of communications information will be undertaken by the Consultant, with review and approval by the nominated Project Manager, Transport Network Planning, and representative from the State Roads Stakeholder Communications Branch at key milestones determined in the SCEP. To inform the engagement approach, the Stakeholder Engagement specialist should attend regular project meetings with the project representative to develop and maintain a current understanding of the project.

The State Growth Project Manager will host a project website and social media platform and prepare media releases and organise media events. Web and social media posts and media activities must be identified in the SCEP by the Consultant.

The SCEP is an active document used to plan and reach agreement with State Growth on stakeholder engagement activities across all the project phases and at any point in time should reflect the current planning phase stakeholder engagement approach and activities. A copy of the current SCEP template is provided by State Growth to all panel contractors via the State Roads Division Stakeholder Engagement Toolkit portal.

The Consultant is required to use the software package, Consultation Manager (CM) (access to be provided by State Growth) to record and report on all public and stakeholder contact and issues management. This includes all public and stakeholder complaints and enquiries made directly to the Consultant in relation to the project. A summary of the status of issues must be included in the Consultant's Monthly Report. The Consultant is responsible for the resolution or escalation of issues raised by stakeholders in accordance with the escalation process included in the SCEP.

If online consultation is identified as an appropriate consultation method by the Consultant, Social Pinpoint is State Growth's required online consultation tool. State Growth will organise access for the Consultant to Social Pinpoint to develop and maintain a page for the project, including analysing and reporting on stakeholder engagement.

Advice to the broader public must only be distributed as identified, and in accordance with the timeframes agreed in the SCEP and its supporting process documents. All public information and correspondence will include a project contact name, phone number and email address.

The Consultant must provide a customer (public) point of contact name, dedicated phone number and email address for public enquiries that is monitored during business hours until the end of the contract. The individual nominated as the point of contact will have previous demonstrated experience with successful stakeholder engagements.

For this contract, the Consultant is expected to:

- develop a Stakeholder and Community Engagement Plan (SCEP) in line with the Framework and online toolkit for this phase of the project, with periodic updates tracking all consultation and stakeholder activity for the duration of this contract (updates to be made on monthly basis)
- undertake at least one period of public consultation, which for this project is expected to be at least 4 weeks as part of the overall stakeholder engagement strategy
- incorporate into the SCEP, the appropriate approach, tools and methods to support meaningful engagement with diverse and geographically dispersed communities, and maximising accessibility

- incorporate into the SCEP, options for online / digital engagement tools for receiving public input across the corridor
- undertake all stakeholder engagement in accordance with the SCEP
- deliver specific stakeholder engagement outputs that are required for this planning effort. This includes:
  - undertaking a Stakeholder Risk and Opportunity Classification Workshop
  - preparation of public consultation collateral
  - a Consultation Feedback Report following the public consultation feedback period
  - a Consultation Feedback Summary Report
  - the relevant chapter of the Feasibility Study document incorporates the public consultation feedback received for the project.

The Consultant should expect no more than 2 revisions of the SCEP that fully addresses the Department's comments, guidelines and standards of State Growth. A period of at least 1 month should be allowed to gain Ministerial approval for public consultation after the Consultant submits the final version of this collateral.

A provisional item should be included in the proposal detailing hourly rates at which additional consultation requirements can be delivered or if the Consultant can provide a new innovative approach to managing the stakeholder engagement component of this contract, that are outside of the above requirements.

The Consultant will refer and apply the requirements of Department of State Growth – Standard Sections- Section 177, Stakeholder and Community Engagement.

### 3.15 Investment Logic Mapping

Investment Logic Mapping (ILM) is not required at this stage of the project.

