Rokeby Road - South Arm Road Upgrades: Acton Road Intersection Upgrade

Application Number: **03204** Commencement Date: **30/10/2025** Status: **Locked**

1. About the project

1.1 Project details

1.1.1 Project title *

Rokeby Road - South Arm Road Upgrades: Acton Road Intersection Upgrade

1.1.2 Project industry type *

Transport - Land

1.1.3 Project industry sub-type

Road

1.1.4 Estimated start date *

21/08/2026

1.1.4 Estimated end date *

16/06/2027

1.2 Proposed Action details

1.2.1 Provide an overview of the proposed action, including all proposed activities. *

The proposed action is the upgrade of the intersection of South Arm Road and Acton Road, Lauderdale Tasmania.

The Rokeby Stage 3 Corridor Planning Study 2020 (the Study) identified that by 2029 the westbound trip from Acton Road to Pass Road will increase by approximately 4 minutes without intervention. These travel times are projected to continue rising at a similar rate beyond 2029 when associated with the traffic growth on Rokeby and South Arm Roads, which has been growing in the order of 3.2% per annum in recent years (high from a Tasmanian perspective) and is predicted to continue due to the extent of planned residential development for the City of Clarence Plains area. The Study forecast 3.2% traffic growth based on modelling of Department of State Growth road network traffic count data and the planned residential development.

The intersection of South Arm and Acton Roads experiences long delays during the morning and afternoon peak hours due to its function as a local access road for both Lauderdale Primary School and residential properties. It is also considered a safety risk for pedestrians and cyclists due to the lack of infrastructure. The delivery of the project will increase the intersection capacity, reducing delays for drivers exiting Acton Road and improve efficiency and safety.

The proposed project elements include:

- traffic lights with signalised pedestrian crossings.
- two straight ahead lanes in both directions on South Arm Road.
- left and right turn lanes into Acton Road.
- right turn lane out of Acton Road.
- left turn slip-lane out of Acton Road.
- on-road cycle lanes.
- shared paths for pedestrians and cyclists.
- upgraded school access, car park and bus turnaround area.
- street lighting.
- upgraded Disability Discrimination Act (DDA) compliant bus stops and bus shelter in the Hobart direction of travel.
- gravel walking track from Acton Road pedestrian crossing for connection to walking tracks along Ralphs Bay; and,
- new stormwater bioretention basin that will be landscaped and provide water quality and quantity control, prior to stormwater discharge into Ralphs Bay.

The project requires a staged construction approach. The sequence of activities that will be required are:

- Stage 0 (6 to 8 weeks) – Property Access Relocations, Site Establishment & Service Relocations
    - Relocating private landowner fencing and utilities out of the roadway construction footprint (drainage, water, sewer, electrical and communications services).
    - Implementing tree protection zones (TPZ) barriers to prevent impacts from construction.
    - Clearing of trees and shrubbery required to facilitate the works.
    - Setting up of contractor facilities and laydown areas for construction within the Crown land at northwest corner of the project area (to be remediated at completion of construction).
    - Construction of temporary pavements outside of the proposed road alignment to enable temporary traffic diversions during critical construction stages. This temporary pavement will be removed and the area revegetated following construction.
- Stage 1A (8 to 12 weeks) – Works south of South Arm Rd and west of Acton Rd. No traffic realignments proposed.
    - Bulk of the earthworks (infilling mostly, with a maximum depth of 2.3m).
    - 960mm pavement construction.
    - Drainage installation (including proposed bio-retention basin).

- Stage 1B (2 weeks) – Tie-in works at limits of the Project area. Traffic to operate under single lane reversible shuttle flows.
- Stage 2A (2 to 4 weeks) – Works north of South Arm Road (upgrade intersection pavement). Traffic shifted onto new westbound carriageway along South Arm Rd.
- Stage 2B (8 weeks) – Works north of South Arm Rd and east of Acton Rd, extending over the School grounds. Traffic shifted onto new westbound carriageway along South Arm Rd. Acton Rd traffic shifted onto new alignment. This stage ideally aligns with school holidays.
    - Earthworks (bulk of excavations required).
    - Upgrade of the existing pavement.
    - Access reconstruction; and,
- Stage 2C (2 weeks) – Tie-in works at limits of the Project area. Traffic to operate under single lane reversible shuttle flows.

The proposed staging working comprises the installation of the required drainage features from the south to the north and should allow the downstream legs of the network to be installed in Stage 1 and then connected into the northern legs in Stage 2.

Most of the excavation will occur to the northeast of the intersection (during Stage 2), with a maximum excavation depth 2.5m. Geotechnical investigations in the area encountered nominally 1m of soil overlying sandstone. The maximum embankment/fill depth for the project is 2.3m and is located along the southern verge of South Arm Road (during Stage 1). Where applicable, the excavated materials will be reused onsite. The Contractor will need to be advised on the suitability of topsoil etc. for reuse based on the presence of weeds, in accordance with a Weed and Hygiene Management Plan (WHMP).

Post construction South Arm Road and the bio-retention basin will be maintained by the Department of State Growth, while the area of Acton Road after the traffic signals will be maintained by Clarence City Council.

There are no additional developments that are happening as part of (or associated with) the proposed action for Acton Road intersection Upgrades.

The project area will be entirely within road reserve in land owned by the Department of State Growth, except for minor works within the boundaries for services and fencing relocation and for access upgrades to neighbouring private properties. The land acquisition process is ongoing for acquiring the project land for road reserve.

The main potential for environmental impacts from the project activities will be related to the clearing of vegetation required to facilitate the works (particularly trees within the project footprint or that can’t be maintained due to the level of encroachment of the project in their TPZs), the stormwater runoff from the project areas, and the potential for spreading weeds during the construction works.

While the project is located within modified land, with only roadside trees not representative of any native vegetation communities, the clearing of vegetation within the project area will have both direct and indirect impacts on the environment, mainly due to the potential for some of these trees being habitat for threatened avian species. The natural values assessments completed by North Barker Ecosystem Services (including multiple natural values surveys and an arborist assessment) identified that the project will impact 23 potential foraging trees for the swift parrot (Tasmanian Threatened Species Protection Act (TSPA): endangered / EPBC Act: critically endangered), from which 15 trees also have potential nesting features for both the swift parrot and blue-winged parrot (EPBC Act: vulnerable) (refer to Attachment B – NVA Reports, Section 4.3 *Fauna of Conservation Significance*, page 25 of the PDF document).

The current project layout already comprises design adjustments to minimise the impacts to potential habitat trees identified during the natural values assessments. Upon the design adjustments and completion of the arboriculture assessment, out of the 31 potential habitat trees initially identified within or

near the project area, 8 trees in the vicinity of the stormwater basin and around relocated services will be retained, resulting in a total of 23 trees impacted by the project (Refer to Attachment B – NVA Reports, *Attachment 1: Arboricultural Impact Assessment*, page 50 of the PDF document).

Most of the earthworks within the Project area will comprise infilling for ground profiling, however, excavations are also proposed as part of the construction process. Both these activities have the potential to generate sediment laden runoff, which will be controlled through the construction stage by the implementation of appropriate sediment management measures under a Construction Environmental Management Plan (CEMP). The CEMP will also encompass a WHMP that will address the appropriate risks for spreading of environmental and declared weeds identified in the Project area (refer to Attachment B – NVA Reports, Section 6.3 *Weed and Hygiene Management*, page 39 of the PDF document).

The Project's disturbance footprint (6.97 hectares) comprises the direct and indirect impacted areas, consisting of the areas where the works are proposed to happen plus the TPZ of the potential habitat trees that will need to be removed as part of the project. The Project's retention area (0.26 hectares), which will be retained as potential habitat for threatened species, comprise the TPZ of the potential habitat trees that will be retained under the Project. The total project area corresponds to the disturbance footprint plus the retention areas and extends over 7.23 hectares (Refer to Attachment A – Project Maps, *Project Location Map*, page 2 of the PDF document).

1.2.2 Is the project action part of a staged development or related to other actions or proposals in the region?

Yes

1.2.3 Is the proposed action the first stage of a staged development (or a larger project)?

Yes

1.2.5 Provide information about the staged development (or relevant larger project).

The proposed action is part of the Tasmanian Government State Road Upgrades Southern Region Program 2033, initiated following commitments made during the 2018 election. The overarching action is the Rokeby Road - South Arm Road Upgrades, originated from the Rokeby Stage 3 Corridor Planning Study (the Study).

The Study identified key transport deficiencies, future infrastructure needs and key priority actions for Rokeby Road and South Arm Road. It identified that traffic volumes of the area are expected to increase due to the significant growth of new greenfield subdivisions and current/future urban growth along connecting local roads. The objectives of the projects originating from the Study are to address the expected traffic increases to these roads, providing safety and active transport improvements while also accommodating future projects.

The two projects originated from the Study that have been confirmed for the Rokeby Road and South Arm Road are:

1. Rokeby Road - South Arm Road Upgrades: Acton Road Intersection Upgrade (this proposed action); and,
2. Rokeby Road - South Arm Road Upgrades: Pass Road to Oakdowns Parade.

An amount of $55million of funding has been provided by the Federal and Tasmanian governments towards these projects, however the combined P50 estimates for the two exceed $100million. Therefore, currently only Acton Road Intersection Upgrade (proposed action) is proceeding as it can be accommodated within the existing funding. Additional funding will be sought for the Pass Road to Oakdowns Parade project (which is a significantly more expensive project), however, the provision of this additional funding is currently unknown and therefore the delivery timing of the project is also unknown.

The Pass Road to Oakdowns Parade project is located approximately 2.5 km apart from the Acton Road Intersection Upgrade and consists of approximately 3km of upgrades (duplication of Rokeby Road and South Arm Road). The first half of this project is a brownfield development duplicating Rokeby Road between Pass Road and Bayview Secondary College, Rokeby and the second half is a greenfield development, where the highway will divert into predominately undeveloped land from the existing Rokeby / South Arm Road alignment near Bayview Secondary College, crossing the Clarence Plain Rivulet and Droughty Point Road and running behind the Rokeby Commercial Area, before rejoining South Arm Road before Oakdowns Parade.

The proposed works include:

- Widening of existing road corridors.
- Construction of new road corridor.
- Construction of four new signalised intersections with pedestrian crossings.
- Upgrades to bus stops and active transport infrastructure.
- Realignment of Clarence Plains Rivulet to accommodate bridge and intersection works.
- Installation of retaining walls, stormwater infrastructure, and utility relocations.
- Upgrades to Council service roads to accommodate the construction works and utilities relocations.
- Landscape and lighting design, and heritage-sensitive treatments; and,
- Bio-retention basins to treat stormwater before it enters Clarence Plains Rivulet.

The two projects are approximately 2.5km apart, and there are no dependencies between them, i.e. Acton Road Intersection Upgrade project will proceed regardless of Pass Road to Oakdowns Parade progressing (Refer to Attachment B – NVA Reports, Section *2.6 Staged Development*, page 123 of the PDF document). The location of both projects in relation to each other is presented in Attachment A – Project Maps, *Related Action Location Map*, page 4 of the PDF document.

A range of studies have been completed for the Pass Road to Oakdowns Parade project during the development of the concept designs stage, which confirmed that, similar to the Acton Road Intersection Upgrade project, the only MNES present within the Pass Road to Oakdowns Parade project surrounds are

potential habitat trees for the swift parrot (TSPA: endangered / EPBC Act: critically endangered) and blue-winged parrot (EPBC Act: vulnerable).

The natural values assessments completed by North Barker Ecosystem Services (natural values surveys and arborist assessment) identified that the Pass Road to Oakdowns Parade project does not impact on threatened native vegetation communities, has no naturally occurring threatened flora species and has no confirmed threatened fauna species, with low likelihood of occurrence of threatened mammals given the absence of high-quality habitat areas within the predominantly modified environment. However, a number of potential habitat trees for the swift parrot (TSPA: endangered / EPBC Act: critically endangered) and blue-winged parrot (EPBC Act: vulnerable) have been identified within or near the project area, with both these species being considered MNES under the EPBC Act (Refer Attachment D – Related Action NVA Report, Section *4.3 Fauna of Conservation Significance*, page 32 of the PDF document)

From the 23 mapped trees, a total of 11 potential foraging trees for the swift parrot will need to be removed due to being within the development footprint or for having a level of encroachment to their TPZ too great to be able to maintain them. The remaining 12 trees are either: with the TPZs 100% outside the footprint (5 trees); or with the encroachment to the TPZ little enough so that the trees can be maintained by the employment of protection measures during the construction phase (7 trees, including 2 that present hollows that are potentially suitable nesting habitat for both the swift parrot and the blue-winged parrot).

As discussed in the report with the assessment against the DCCEEW significant impact criteria for the Acton Road Intersection Upgrades project (referred action) (Refer Attachment B – NVA Reports, Section *2.6 Staged Development*, page 126 of the PDF), the loss of 11 potential foraging habitat trees for the swift parrot is unlikely to result in significant impacts over MNES, and it's considered to fall under the significant impact threshold even when considered in conjunction with the other 23 potential habitat trees (8 potential foraging trees for swift parrot and 15 potential nesting trees for swift parrot and blue winged parrot) that will be impacted under the Acton Road Intersection Upgrades project (referred action).

1.2.6 What Commonwealth or state legislation, planning frameworks or policy documents are relevant to the proposed action, and how are they relevant? *

Commonwealth - *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act):*

Referral under the EPBC Act will be necessary if, as the Act states: *'An action has, will have, or is likely to have a significant impact on an endangered or vulnerable species if it does, will, or is likely to (amongst other things): - modify, destroy, remove, isolate or decrease the availability or quality of habitat to the extent that the species is likely to decline.'*

While the significant impact assessment completed for the Acton Road Intersection Upgrade project indicates that no significant impact is expected from the project (Attachment B – NVA Reports, Section *2.5 Summary of Our Findings*, page 123 of the PDF), referral under the EPBC Act was still recommended for endorsement of the conclusions of this assessment considering that the project is being referred as a split referral and seeking transparency in the approvals process.

Tasmania - *Environmental Management and Pollution Control Act 1994 (EMPCA):*

The EMPCA establishes the processes for assessment of activities considered to have the potential to cause environmental harm. It also relates to the management of pollution and remediation. Schedule 2 of EMPCA lists those activities (Level 2a, 2b and 2c activities), and any relevant production or process thresholds, which may require assessment by the EPA. Activities that do not classify as Level 2 (i.e. Level 1 activities) are exempt under the EMPCA and will have the environmental aspects assessed by the planning authority rather than by the EPA during the planning permit application process.

The project is not a level 2 activity under Schedule 2 of the EMPCA and therefore will not be assessed under this act. However, where Council decides to refer the project to the EPA, or where the Director of the EPA calls in the project based on the relevant provisions of the EMPCA, an assessment under this act could still apply.

Where approvals under the EPBC Act are required and the proponent opts for the process to be conducted under the bilateral agreement, provisions of the EMPCA could also be applied during the assessment process from the Tasmanian EPA.

Tasmania - *Threatened Species Protection Act 1995 (TSPA) and Nature Conservation (Wildlife) Regulations 2021:*

Under the Threatened Species Protection Act 1995 (TSP Act), a person cannot knowingly without a permit 'take' a listed species. The definition of 'take' encompassing actions that kill, injure, catch, damage, destroy and/or collect threatened species. Based on our knowledge of the Project Area, disturbance to either threatened flora or fauna species within the meaning of the word 'take' under the Act is not expected from the project. In particular, with no threatened flora species present in the Project Area, a permit to take flora is not anticipated.

Impacts to threatened fauna habitat is not regulated under the Act and so would only apply if there was impact to eggs or chicks occupying a nest

Attachment B – NVA Reports, Section 5 Legislative Implications, page 32 of the PDF document outlines the relevant legislative implications in relation to the natural values identified in the project area.

Tasmania - *Nature Conservation Act 2022 (NCA):*

Protection of communities listed under the NCA is administered through the Tasmanian *Land Use Planning and Approvals Act 1993* (LUPAA) or under the Tasmanian *Forest Practices Code 2015* in areas where Forest Practices Plans apply. No communities listed under the NCA will be affected by the Project.

Species listed under the Nature Conservation (Wildlife) Regulations 2021 (essentially all native wildlife, with limited exceptions) are protected from direct impacts and impacts to their products (e.g. nests and dens).

Losses of tree hollows that support products of wildlife (nests or eggs) are regulated under the Nature Conservation Act (Wildlife) Regulations 2021 administered under the Nature Conservation Act 2002. There are 15 trees within the Impact Area in which this applies. To avoid the need for a permit the decommissioning of these hollows (i.e. trees) should be conducted outside of the bird breeding season and following a project specific Habitat Tree Management Protocol.

Any other applicable requirements from the NCA will be addressed during the planning approvals process under the LUPAA.

Tasmania – *Biosecurity Act 2019:*

Attachment B – NVA Reports, Section 5 Legislative Implications, page 32 of the PDF document outlines the relevant legislative implications in relation to the natural values identified in the project area.

Tasmania – *Land Use Planning and Approvals Act 1993 (LUPAA):*

The *Land Use Planning and Approvals Act 1993* (LUPAA) establishes the statutory framework and systemic approvals process for land use and development applications in Tasmania. Under LUPAA, “development” is defined as the use or development of any land, building, or work, and “works” include any construction, alteration, demolition, removal, or excavation carried out on or in relation to land. Accordingly, both the use of land and any physical works proposed must either comply with the exemptions outlined in the Tasmanian Planning Scheme (TPS) or obtain a planning permit from the relevant authority.

Every project that involves development and/or works is required to seek the relevant approvals under LUPAA with the planning authority, either through a planning permit or by meeting the requirements for an exemption, based on the TPS. Where all proposed works and uses meet the requirements for exemption under the TPS, a planning permit (Development Application) is not required. However, if any part of the project does not meet the exemption requirements, or if the planning authority determines that a specific component is assessable, a planning permit application will be required for that component, and all relevant provisions of the TPS (including the Natural Assets Code and other applicable development codes) must be addressed in full.

Tasmania - *Tasmanian Planning Scheme – Clarence Local Provisions Schedule* (TPS - Clarence LPS):

The proposed Acton Road Intersection Upgrade is located on land owned by the Department of State Growth, which is or will be declared as State ‘road reserve’. Accordingly, the works are expected to qualify for exemptions under Clause 4, Table 4.2 of the Tasmanian Planning Scheme (TPS), specifically relating to “Road Works.” These exemptions apply to a broad range of activities associated with the maintenance, repair, and upgrading of State roads, provided the works are undertaken by or on behalf of the road authority.

The following exemptions are directly applicable to this project:

- 4.2.4 Road Works: Covers maintenance, repair, and upgrading of roads by the road authority, including works up to 3m outside the road reserve. Activities include carriageway modifications, kerb and gutter upgrades, footpaths, shoulders, traffic control devices, line marking, lighting, safety barriers, signage, fencing, landscaping, and bridge repairs or replacements in the same or adjacent location.
- 4.2.5 Vehicle Crossings, Junctions and Level Crossings: Applies to the development and use of crossings and junctions by the road authority or with written consent from the relevant authority.
- 4.2.7 Minor Infrastructure: Applies to the provision, maintenance, and modification of infrastructure such as footpaths, cycle paths, bus stops and shelters, seating, shelters, lighting, public toilets, post boxes, fire hydrants, waste/recycling bins, public art, and similar items by or on behalf of the Crown, council, or State authority.

As standard practice, Clarence Council has been requested to provide a written agreement confirming the applicability of exemptions for this project. If Council grants this agreement, no further planning assessment is required. If Council declines or determines that specific components are assessable, only those components will require a permit and be subject to planning scheme assessment.

Tasmania - *National Parks and Reserves Management Act 2002* (NPRM Act):

The NPRM Act is the principal legislation governing the use and management of reserved land in Tasmania. Any proposed activity or development within these areas must align with the management objectives outlined in the Act and, where applicable, statutory management plans.

Given the presence of Ralphs Bay Conservation Area at the extreme southeast of the Project area, to ensure compliance with the NPRM Act a Reserve Activity Assessment (RAA) will be completed in consultation with the Department of Natural Resources and Environment Tasmania (NRE Tas). This process functions as an environmental impact assessment and evaluates the proposal's potential effects on the natural, cultural, and recreational values of the reserve. The RAA will address the requirements of the NPRM Act and inform whether an authority may be issued for the activity.

Tasmania - *Aboriginal Heritage Act 1975*:

Attachment C – Heritage Assessments, Section *9.0 Statutory Controls and Legislative Requirements*, page 75 of the PDF document presents a discussion of the regulatory requirements under this Act.

Tasmania - *Historic Cultural Heritage Act 1995:*

A map of the road alignment with the location of the historic heritage features identified in the survey is presented in Attachment C – Heritage Assessments, *Figure 11 Aerial image showing the identified heritage features in relation to the study area corridor*, page 154 of the PDF document. In this figure, the Acton Road Intersection Upgrade project (this referred action) can be observed at the eastern end of the study area, with no identified historic heritage features nearby.

1.2.7 Describe any public consultation that has been, is being or will be undertaken regarding the project area, including with Indigenous stakeholders. Attach any completed consultation documentations, if relevant. *

Two rounds of public consultation have occurred to date. The first round at the commencement of the concept design for the entire Rokeby Road – South Arm Road corridor, in October 2024, and the following for detailed design specific to this action (Acton Road Intersection Upgrades), in April 2025.

Ongoing consultation is in place with Lauderdale Primary School, Clarence City Council and other key stakeholders. “Attachment E – Summary of Consultation” summarises consultation to date for this action including the date, type of consultation, issues raised and management plan (Noting that the project was originally being delivered as a single package, so consultation for Acton Road was undertaken together with the broader Rokeby Road - South Arm Road Upgrades. The proposed projects for the road corridor were later separated, and from June 2024 in the attachment, the activities listed relate only to the Acton Road Intersection Upgrade project, but prior to this they were combined.

pitt&sherry engaged Cultural Heritage Management Australia (CHMA) to complete an Aboriginal heritage assessment report for the entire Rokeby Road – South Arm Road corridor (refer to Attachment C – Heritage Assessments, *Aboriginal Heritage Assessment*, from page 2 of the PDF document). Completed in 2024, the assessment aimed to identify and evaluate Aboriginal cultural heritage values within the road corridor, in line with the *Aboriginal Heritage Act 1975* and the *Aboriginal Heritage Standards and Procedures 2023*. This included consultation with Aboriginal Heritage Tasmania (AHT) for reviewing the Aboriginal Heritage Register, conducting background research, field surveys, and consulting with relevant Aboriginal communities. This assessment was completed with the engagement of an Aboriginal Heritage Officer. While no registered Aboriginal heritage sites were identified within the study area for the entirety of the road corridor, five Potential Archaeological Deposits (PADs) areas for which further investigations were recommended were identified outside of the Acton Road Intersection Upgrade project area. The only applicable recommendation from this report to the Acton Road Intersection Upgrade project was the implementation of the Unanticipated Discovery Plan during construction (Attachment C – Heritage Assessments, Section *10.0 Aboriginal Cultural Heritage Management Plan*, page 79 of the PDF document). The assessment report was submitted to AHT for assessment and so it could be made available to key Aboriginal groups of the region.

A Historic Heritage Assessment Report was also prepared by CHMA for the Rokeby Road - South Arm Road corridor (refer to Attachment C – Heritage Assessments, *Historic Heritage Assessment*, from page 93 of the PDF document). Completed in 2024, no heritage features were identified during the course of the assessment within the Acton Road Intersection Upgrades project area, despite other heritage features located in the broader South Arm Highway area. A map of the road alignment with the location of the historic heritage features identified in the survey is presented in Attachment C – Heritage Assessments, *Figure 11 Aerial image showing the identified heritage features in relation to the study area corridor*, page 154 of the PDF document. In this figure, the Acton Road Intersection Upgrade project (this referred action) can be observed at the eastern end of the study area, with no identified historic heritage features nearby. The historic heritage report concluded that there is generally a low potential for undetected heritage features to be present and the overall archaeological potential was assessed as low. Nonetheless, the recommendation for implementing the Unanticipated Discovery Plan during the construction phase is still applicable for this project (Attachment C – Heritage Assessments, Section *7.4 Unanticipated Discoveries of Historic Features*, page 153 of the PDF document).

1.3.1 Identity: Referring party

Privacy Notice:

Personal information means information or an opinion about an identified individual, or an individual who is reasonably identifiable.

By completing and submitting this form, you consent to the collection of all personal information contained in this form. If you are providing the personal information of other individuals in this form, please ensure you have their consent before doing so.

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1.3.1.1 Is Referring party an organisation or business? *

Yes

Referring party organisation details

ABN/ACN	36388980563
Organisation name	Department of State Growth
Organisation address	7000 TAS

Referring party details

Name	Scott Muirhead
Job title	Project Manager
Phone	0431035677
Email	scott.muirhead@stategrowth.tas.gov.au
Address	GPO Box 536, Hobart TAS 7001

1.3.2 Identity: Person proposing to take the action

1.3.2.1 Are the Person proposing to take the action details the same as the Referring party details? *

No

1.3.2.2 Is Person proposing to take the action an organisation or business? *

Yes

Person proposing to take the action organisation details

ABN/ACN	36388980563
Organisation name	Department of State Growth
Organisation address	7000 TAS

Person proposing to take the action details

Name	Adrian Paine
Job title	General Manager Transport Delivery and Assets
Phone	0409 641 569
Email	Adrian.Paine@stategrowth.tas.gov.au
Address	GPO Box 536, Hobart, TAS, 7001 Australia

1.3.2.14 Are you proposing the action as part of a Joint Venture? *

No

1.3.2.15 Are you proposing the action as part of a Trust? *

No

1.3.2.17 Describe the Person proposing the action's history of responsible environmental management including details of any proceedings under a Commonwealth, State or Territory law for the protection of the environment or the conservation and sustainable use of natural resources against the Person proposing to take the action. *

State Growth has a proven track record of applying best practice environmental management forinfrastructure projects throughout Tasmania. The following projects are a testimony to State Growth's practice:

- Construction of the new Bridgewater Bridge
- Bass Highway, Ulverstone to Penguin Stages 1 and 2
- Construction of McGees Bridge at Sorell, including management of issues related to wetlands of international significance, within the PWOL Ramsar Site
- Bass Highway, Westbury-Hagley Bypass
- Brighton Bypass and
- Rokeby Main Road Upgrade.

State Growth has submitted the following EPBC referrals since 2002:

- Kingston Bypass Stage 2 and Algona Road Upgrades (2023/09751)
- Midland Highway (Campbell Town North Portion B) (2022/09424)
- New Bridgewater Bridge (2021/9114)
- Midland Highway (Campbell Town North Portion A)– Esk Main Road, Conara to south of Barton Road, Epping Forest (2021/9080)
- Tasman Highway – Hobart Airport to Sorell Causeway (2020/8805)
- Tasman Highway-Holyman Avenue intersection upgrade, near Hobart International Airport, Tasmania(2017/8054)
- Bridport Main Road Upgrade (2012/6515)
- Tarkine Forest Drive Road Upgrade (2011/6210)
- Rokeby Main Road Upgrades (2011/6061)
- Bagdad Bypass Project (2011/5982)
- The Tarkine Road Project (2009/5169)
- Brighton Bypass (2009/4762; 2009/4757)
- Brighton Transport Hub (2008/4537)
- Southern Outlet Bypass (2008/4445)
- Tea Tree Road Widening (2008/4344)
- Maclaines Creek Bridge (2007/3807)
- South Arm Highway Upgrade (2007/3526)
- Frankford Main Road Widening (2005/1963)
- Bass Highway Upgrade, Sisters Hills (2006/3007)
- Bridport Road Upgrade (2006/2553)
- Bass Highway Duplication (2003/1301); and
- North East Tasmanian Access Study (2003/1266); and
- Tasman Highway - Duplication of Midway Point and Sorell Causeways (2024/10059)

There have been no past or present proceedings under a Commonwealth, State or Territory law for the protection of the environment or the conservation and sustainable use of natural resources against StateGrowth.

1.3.2.18 If the person proposing to take the action is a corporation, provide details of the corporation's environmental policy and planning framework

State Growth is a Tasmanian Government Department and does not have an environmental policy or planning framework. It has developed a Corporate Plan which supports State Growth's values and builds on their achievements and sense of purpose as an organisation.
The Corporate Plan 2023-26, outlines the broad range of services State Growth provides to the Tasmanian community which are supported by the following five key objectives:

- Work with Tasmanian businesses, industries and communities to support sustainable growth and strategic workforce opportunities
- Contribute to Tasmania's brand as the best place in the country to live, work, visit, study, invest and raise a family
- Strategically develop our infrastructure, digital networks, transport and renewable energy systems to support industry, businesses and our community
- Enhance resilience and rapid recovery from economic, environmental and social shocks and stresses across industry, businesses and our community; and
- Continue to build our organisational capacity by working collaboratively and developing our people, safety, culture and systems, including our use of technology.

1.3.3 Identity: Proposed designated proponent

1.3.3.1 Are the Proposed designated proponent details the same as the Person proposing to take the action? *

Yes

Proposed designated proponent organisation details

ABN/ACN	36388980563
Organisation name	Department of State Growth
Organisation address	7000 TAS

Proposed designated proponent details

Name	Adrian Paine
Job title	General Manager Transport Delivery and Assets
Phone	0409 641 569
Email	Adrian.Paine@stategrowth.tas.gov.au
Address	GPO Box 536, Hobart, TAS, 7001 Australia

1.3.4 Identity: Summary of allocation

Confirmed Referring party's identity

The Referring party is the person preparing the information in this referral.

ABN/ACN	36388980563
Organisation name	Department of State Growth
Organisation address	7000 TAS
Representative's name	Scott Muirhead
Representative's job title	Project Manager
Phone	0431035677
Email	scott.muirhead@stategrowth.tas.gov.au
Address	GPO Box 536, Hobart TAS 7001

Confirmed Person proposing to take the action's identity

The Person proposing to take the action is the individual, business, government agency or trustee that will be responsible for the proposed action.

ABN/ACN	36388980563
Organisation name	Department of State Growth
Organisation address	7000 TAS
Representative's name	Adrian Paine
Representative's job title	General Manager Transport Delivery and Assets
Phone	0409 641 569
Email	Adrian.Paine@stategrowth.tas.gov.au
Address	GPO Box 536, Hobart, TAS, 7001 Australia

Confirmed Proposed designated proponent's identity

The Person proposing to take the action is the individual or organisation proposed to be responsible for meeting the requirements of the EPBC Act during the assessment process, if the Minister decides that this project is a controlled action.

Same as Person proposing to take the action information.

1.4 Payment details: Payment exemption and fee waiver

1.4.1 Do you qualify for an exemption from fees under EPBC Regulation 5.23 (1) (a)? *

No

1.4.3 Have you applied for or been granted a waiver for full or partial fees under Regulation 5.21A? *

No

1.4.5 Are you going to apply for a waiver of full or partial fees under EPBC Regulation 5.21A?

No

1.4.7 Has the department issued you with a credit note? *

No

1.4.9 Would you like to add a purchase order number to your invoice? *

No

1.4 Payment details: Payment allocation

1.4.11 Who would you like to allocate as the entity responsible for payment? *

Referring party

2. Location

2.1 Project footprint

Project Area: 6.60 Ha **Disturbance Footprint:** 5.44 Ha

2.2 Footprint details

2.2.1 What is the address of the proposed action? *

Intersection of Acton Road and South Arm Road, Lauderdale, TAS 7021 (538937E, 5249634N G

2.2.2 Where is the primary jurisdiction of the proposed action? *

Tasmania

2.2.3 Is there a secondary jurisdiction for this proposed action? *

No

2.2.5 What is the tenure of the action area relevant to the project area? *

The project sits partially within existing road reserve, which is Crown Land managed by the Department of State Growth. The Department of State Growth are in the process of acquiring the entire footprint for the project, with only minor works being carried out in private freehold tenure (e.g. fence relocation and access adjustments in private properties).

Assuming Ministerial approval is provided, it is anticipated that the site will belong to the Crown by April 2026. The majority will then be managed by the Department of State Growth, with approximately 560m2 to be handed over to the Department of Education, Children and Young Persons for use as staff parking at the Lauderdale Primary School.

3. Existing environment

3.1 Physical description

3.1.1 Describe the current condition of the project area’s environment.

The Acton Road Intersection Upgrades project is located 18km to the southeast of Hobart, Tasmania. The project is proposed over an area of existing road infrastructure, and while the proposed upgrades encompass a larger footprint than the current road, the project will still be developed predominantly within the road reserve (once land acquisition is completed) and the proposed land use will remain the same.

The project area has a topographical slope towards the southeast, with elevations ranging approximately from 30 metres Australian Height Datum (mAHD) to 5 mAHD. While some cut and fill activities are proposed as part of the construction stage, the overall topographic gradient and slope direction of the area will be maintained, with no significant changes to the drainage and runoff discharge point. Modified stormwater flows, due to the greater extension of impervious surfaces will be managed through the proposed stormwater retention basin at the southeast to comply with the *State Stormwater Strategy 2010* (Tasmania).

Based on the natural values surveys completed by North Barker Ecosystem Services, the Acton Road Intersection Upgrades project area is comprised of modified land, with a few roadside trees not representative of any native vegetation communities, and therefore no threatened vegetation communities will be impacted by the proposal. No naturally occurring threatened flora species listed under either the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) or the *Tasmanian Threatened Species Protection Act 1995* (TSPA) were recorded during field surveys. Five declared weeds have been recorded within the project area (Attachment B - NVA reports, Section *3 Biological Values*, page 14 of the PDF document).

The project area and surrounds contain several mature *Eucalyptus globulus* and *Eucalyptus ovata trees*, some of which are hollow-bearing, providing potential habitat for threatened fauna, notably for the swift parrot and the blue-winged parrot, which are considered MNES protected under the EPBC Act. One roosting tree for the Tasmanian masked owl is also present within the project footprint, but the loss of this tree in the context of the surrounding landscape, where 65 ha of high-quality mature habitat has been mapped on the forest maturity layer in 5 km, is highly unlikely to have any level of impacts on the species (Attachment B - NVA reports, Section *3.3 Fauna of Conservation Significance*, page 16 of the PDF document).

A total of 35 threatened fauna species have been recorded within 5 km, most are marine or migratory seabirds and are not considered relevant due to lack of suitable habitat. The project area may support foraging habitat for mammal species such as the eastern barred bandicoot, Tasmanian devil, eastern quoll, and spotted-tail quoll, however, no suitable denning habitat is present in the project area, and the surrounding / nearby areas have equivalent or better foraging habitat for these species. Large raptors may occasionally forage over the site, but nesting habitat is absent (Attachment B - NVA reports, Section *3.3 Fauna of Conservation Significance*, page 16 of the PDF document).

All of the 31 potential habitat trees for the swift parrot and blue winged parrot identified (23 of which will be impacted by the project) are documented in Attachment B - NVA reports, *Appendix C – Impacts to Habitat Trees*, page 48 of the PDF document. The location of these trees and TPZs in relation to the project area, and the indication of which trees will be retained, and which will be removed is also presented in Attachment A – Project Maps, *Relevant Aspects*, page 3 of the PDF document. Overall, the potential habitat areas within the project area are highly modified due to the location of the major road, and the surrounding landscape presents equivalent or better habitat to the identified species of potential occurrence.

The area of Ralphs Bay to the south of the project and some of the foreshore area (including the area proposed for the stormwater retention basin) are part of the Ralphs Bay Conservation Area, which is reserved land managed by the Tasmanian Department of Natural Resources and Environment (NRE Tasmania). Early engagement with NRE Tasmania has been undertaken for the assessment of the proposed features within this Conservation Area through the Reserve Activities Assessment (RAA) process.

The project area encompasses approximately 450 metres of South Arm Road to the west of the Acton Road intersection, 270 metres to the east of the intersection, and approximately 240 metres north along Acton Road. The broader surrounding area comprises a mix of land uses, including commercial and industrial activities, low-density rural residential development, conservation zones, agricultural land, transport corridors, and tourism-related uses.

Zoning within the project area currently includes “Utilities” along the road reserve to the north, west, and southeast; “Rural Living” to both the north and south of the existing intersection; “Community Purpose” within the Lauderdale Primary School site; “Open Space” along the Ralphs Bay foreshore; “Environmental Management” over Ralphs Bay itself; and “General Business” immediately to the east of the project boundary. These zoning classifications are illustrated in Attachment A – Project Maps, *Relevant Aspects*, page 3 of the PDF document.

To facilitate the proposed development, a change in zoning is required. The project is to be constructed predominantly within the road reserve, which will be rezoned to “Utilities” under the Tasmanian Planning Scheme – Clarence following the completion of land acquisition. This acquisition includes parcels of land currently zoned “Rural Living” and “Open Space.” Additionally, works within the Lauderdale Primary School precinct will be undertaken on land zoned “Community Purpose,” with approximately 560 square metres to be transferred to the Department of Education, Children and Young Persons for use as staff parking upon completion of the works.

Adjoining zoning and land uses on all boundaries of the project area have been carefully considered. To the north, west, and southeast, the road reserve is zoned “Utilities,” supporting transport infrastructure. To the north and south of the Acton Road intersection, land is zoned “Rural Living,” characterised by low-density residential development. To the east, the project boundary adjoins land zoned “General Business,” which supports commercial activities. The Lauderdale Primary School, located within the project area, is zoned “Community Purpose,” and the Ralphs Bay foreshore is zoned “Open Space,” providing recreational and environmental value. Ralphs Bay itself is zoned “Environmental Management,” reflecting its ecological significance and the need for protective planning controls.

The project will be constructed in stages, with utilities relocated outside of the road pavement areas first, new sections of road constructed offline, and traffic diverted on the new works as they become live. A high-level staging strategy has been developed and will be finalised by the contractor appointed to complete the works. A key part of the scope of works is to maintain access to the Lauderdale Primary School, bus stops and for through traffic on both South Arm and Acton Roads. The Crown owns titles 43107/1 and 43107/4 at the north of the works which will be used to house construction facilities and laydown areas.

3.1.2 Describe any existing or proposed uses for the project area.

The area is currently an intersection, and the proposed action will upgrade the safety and efficiency of the intersection for future expected traffic growth.

The surrounding land is predominantly cleared and modified, with Titles 43107/1 and 43107/4 allocated for temporary construction facilities, including site offices.

Upon completion of land acquisition, some areas currently zoned “rural living” and “open space” will be part of the road reserve (rezoned to “utilities”). These areas currently comprise cleared land (apart from a few roadside trees) with no particular uses being carried out.

3.1.3 Describe any outstanding natural features and/or any other important or unique values that applies to the project area.

The natural values surveys completed by North Barker Ecosystem Services identified the presence of potential habitat (nesting and foraging) trees for two species classified as Matters of National Significance - swift parrot (EPBC Act: critically endangered) and blue-winged parrot (EPBC Act: vulnerable). In total, 31 potential habitat trees were identified, from which 8 will be retained through adjustments completed to the project design and via protection measures around the trees and their TPZs. The project will therefore impact 23 swift parrot foraging trees, 15 of which have potential nesting features for both the swift parrot and blue-winged parrot. Nesting suitability is low when considering the context of the surrounding landscape – the trees in the project area occur within a highly disturbed environment (on the edge of a major road); and much more relevant undisturbed habitat areas are present in the surrounds, such as the Meehan Range, just 200m to the north (Attachment B - NVA reports, Section *4.3 Fauna of Conservation Significance*, from page 25 of the PDF document).

Potential habitat for other species that would also qualify as MNES, such as the Tasmanian masked owl (EPBC Act: vulnerable), Tasmanian devil (EPBC Act: vulnerable), eastern quoll (EPBC Act: endangered), and spotted-tail quoll (EPBC Act: vulnerable) was also identified within and near the project area, however, the overall low quality and number of potential habitat areas for these species (absence of nesting/denning habitats, only roosting and foraging habitat present), the context in which they occur (modified land near major road infrastructure), and the availability of higher quality and quantity habitat areas in the surrounding landscape, reduce the chances of these species using the project area and therefore significant impacts from the project are very unlikely (Attachment B - NVA reports, Section *4.3 Fauna of Conservation Significance*, from page 25 of the PDF document).

The Ralphs Bay Conservation Area is also present within the aquatic environment of Ralphs Bay to the south of the project area, and extending inland over a portion of the foreshore, including the area proposed for the stormwater retention basin. While this reserved area is downgradient to the project and will receive the stormwater discharge from the upgraded road infrastructure, Ralphs Bay already receives the untreated discharge of the existing road alignment, and even with the altered flows from the proposed road upgrades (greater volumes from an increase of impervious areas), the incorporation of the stormwater retention basin will control the flows to be discharged and also the quality of the stormwater being discharged, in line with the requirements of the *State Stormwater Strategy 2010* (Tasmania).

3.1.4 Describe the gradient (or depth range if action is to be taken in a marine area) relevant to the project area.

The Project Area is in Tasmania’s Southeast Bioregion and Clarence City Council. Altitude ranges from approximately 5 m to approximately 30 mAHD with mostly undulating terrain. Average annual rainfall recorded in the southeast area (Hobart Airport) is 495 mm per year (Attachment B - NVA reports, Section *1.2 Project Area*, page 9 of the PDF document).

Elevation contours in relation to the project area are also shown in Attachment A – Project Maps, *Relevant Aspects*, page 3 of the PDF document.

3.2 Flora and fauna

3.2.1 Describe the flora and fauna within the affected area and attach any investigations of surveys if applicable.

Based on previous fauna and vegetation surveys and findings summarised in the North Barker Ecosystem Services Natural Values Assessment reports, the following key flora and fauna species and habitat values have been identified within the Project Area.

The Project Area lies within the core range of the critically endangered swift parrot (*Lathamus discolor*) and the Meehan Range Important Breeding Area. 22 observation records of the species have been documented within 5 km of the site. From the 31 potential foraging habitat trees for the swift parrot identified (22 of which are also potential nesting habitat), the proposed works will impact 23 potential foraging trees (15 of which contain potential nesting features such as spouts and hollows). Therefore, the primary potential impact for this species relates to the direct loss of these 23 *Eucalyptus* trees (Attachment B - NVA reports, Section *4.3 Fauna of Conservation Significance*, from page 25 of the PDF document). The impact of such a removal, when considered in isolation of future developments in the area can be expected to have a negligible impact to the carrying capacity of the population given the nature and the availability of habitat in the broader area. Natural habitats mapped in the broader area (within 5 km of the project) support 234.93 ha of *Eucalyptus globulus* forest and 7.81 of *Eucalyptus ovata* forest, which offer foraging habitat for the swift parrot. The nearby Meehan Range, which is known for containing swift parrot nesting habitat, supports 2,083.77 ha of *Eucalyptus globulus* forest. Considering the scale of impact, the likelihood of the species occurring in the area (based on range, habitat, and past observations), and applying these to the significant impact criteria from the DCCEEW guidelines, the project will not cause a significant impact to the swift parrot (Attachment B - NVA reports, Section *2.5 Summary of Our Findings*, from page 123 of the PDF document).

The blue-winged parrot (*Neophema chrysostoma*, vulnerable) migrates seasonally between Tasmania and mainland Australia, with small numbers overwintering locally. While not recorded within 500 m of the Project Area, 13 records exist within 5 km. The natural values surveys identified 22 potential nesting trees for the blue winged parrot (Attachment B - NVA reports, Section *3.3.2 Blue Winged Parrot*, page 17 of the PDF document), from which 15 will be impacted by the proposal. Given the low likelihood of active use, the proximity to urban disturbance, and the availability of higher-quality habitat in the Meehan Ranges, the project is not expected to result in a significant impact to the species under EPBC Act criteria. Revegetation of temporarily impacted areas is recommended to offset habitat loss (Attachment B - NVA reports, Section *2.5 Summary of Our Findings*, from page 123 of the PDF document).

There is one tree within the Project Area which has suitably sized hollow that a Tasmanian masked owl could feasibly enter. This tree contains two hollows that are between 2 and 2.5 m above the ground, with entrances that are approximately 15 cm in diameter. One of these hollows was checked at the time of observation and appeared to be empty (with no signs of use by masked owl?), while the higher hollow could not be clearly seen into. However, this tree is considered as not suitable for nesting considering: the girth of the tree at the locations of these hollows (<50 cm) being too small to house an internal chamber large enough to enable breeding, as they are required to be large enough to host an adult and young; the orientation and position of these hollows, as being obscured by surrounding vegetation mean that there is quite poor accessibility; and the position in the landscape, as being on the edge of a noisy road is likely to be too disturbing for breeding to occur. Therefore, this tree provides at best low suitability roosting habitat but not nesting habitat. While this tree may be used on a rare occasion for sheltering and infrequently for roosting in the canopy, it is most likely to be utilised by non-threatened fauna, particularly the brush tailed possum (Attachment B - NVA reports, Section *3.3.3 Tasmanian Masked Owl*, page 17 of the PDF document).

Tasmanian devil, eastern quoll and spotted-tail quoll are considered to have very low potential to occur on site to any measurable degree and are considered likely to be transient and occasional visitors that may forage within or over the project land or pass through during dispersal but not use it in anyway critical to maintaining their local presence. They are not considered at risk of being negatively impacted by the proposed developments potential impacts on habitats, noting the absence of nesting/denning habitat and that equivalent or better foraging habitat for these species is abundant in the local area and within the

nearby foothills of the Meehan Range. Given this no mitigation or targeted avoidance is warranted for these species (Attachment B - NVA reports, Section *4.3.2 Tasmanian Devil, Eastern Quoll and Spotted-Tail Quoll*, page 26 of the PDF document).

Five declared weeds have been recorded within the project area: blackberry (*Rubus fruticosus* spp. agg); boneseed (*Chrysanthemoides monilifera* subsp. monilifera); serrated tussock (*Nassella trichotoma*); spanish heath (*Erica lusitanica*); and willows (*Salix* species), all of which are all 'Zone B' species within the Clarence City Council municipality, for which the management strategy under the provisions of the *Tasmanian Biosecurity Act 2019* is "containment of infestations" (Attachment B - NVA reports, Section *4.5 Weeds*, page 28 of the PDF document).

No naturally occurring threatened flora species listed under either the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) or the *Tasmanian Threatened Species Protection Act 1995* (TSPA) were recorded during field surveys and it is considered unlikely that the site supports any threatened flora species given the extent of poor-quality habitat. No threatened flora species have been recorded within a 500 m radius of the Project Area. No impacts to threatened flora are anticipated from the proposed works and no additional targeted flora surveys or specific mitigation or avoidance is warranted (Attachment B - NVA reports, Section *4.2 Flora of Conservation Significance*, page 25 of the PDF document).

3.2.2 Describe the vegetation (including the status of native vegetation and soil) within the project area.

Vegetation:

The Project Area is comprised of land extensively modified by previous development, with a few roadside trees, including native trees such as *Eucalyptus ovata* and *Eucalyptus globulus*, however, these trees are not representative of any native vegetation communities (Attachment B - NVA reports, Section *3.1 Vegetation Communities*, page 14 of the PDF document). The mapped TASVEG communities include extra-urban miscellaneous (FUM), agricultural land (FAG), weed infestation (FWU), urban areas (FUR) and regenerating cleared land (FRG). While some native trees and other vegetation are present within the road reserve at and near the project area, these are not part and do not constitute any native vegetation communities.

No threatened vegetation communities are expected to be impacted by the proposal. No naturally occurring threatened flora species listed under either the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA) or the Tasmanian *Threatened Species Protection Act 1995* (TSPA).

Soils:

The Reconnaissance Soil Map Series of Tasmania, Hobart Soil Report (Spanswick & Kidd, 2000) indicates the Project Area contains podzolic soils on mudstone, of the Forcett soil type. These are described as Shallow stony acidic soils, with a brown to grey weakly structured surface over a bleached, hardsetting subsurface over a weak to moderate structured clay subsoil. Desktop information indicates the site does not contain potential acid sulfate soils.

Intrusive geotechnical investigations of the Project Area identified an existing rock layer at between 1.0m and 1.5m below surface level. The natural soil material above the rock layer was variable in composition but generally stiff to very stiff clay or silt. Emerson tests indicate the soils are non-dispersive.

3.3 Heritage

3.3.1 Describe any Commonwealth Heritage Places Overseas or other places recognised as having heritage values that apply to the project area.

No historic heritage features have been identified within or near the Acton Road Intersection Upgrades project area, as demonstrated in the Historic Heritage Assessment Report completed by Cultural Heritage Management Australia for the whole Rokeby Road – South Arm Road corridor (Attachment C – Heritage Assessments, *Historic Heritage Assessment*, from page 93 of the PDF document).

A map of the road alignment with the location of the historic heritage features identified in the survey is presented in Attachment C – Heritage Assessments, *Figure 11 Aerial image showing the identified heritage features in relation to the study area corridor*, page 154 of the PDF document, this map shows the heritage features identified well outside the project area, which is located at the eastern end of the Rokeby Road – South Arm Road corridor. Therefore, no Commonwealth Heritage places, or other recognised heritage places will be impacted.

3.3.2 Describe any Indigenous heritage values that apply to the project area.

No Aboriginal heritage features have been identified within the project area, as demonstrated in the Aboriginal heritage assessment report completed by Cultural Heritage Management Australia for the whole Rokeby Road – South Arm Road corridor (Attachment C – Heritage Assessments, *Aboriginal Heritage Assessment*, from page 2 of the PDF document).

The Oyster Bay Nation occupied the area to the east of the Jordan River, with their territory encompassing around 7800 km2. The Nation consisted of ten bands with an estimated total population of between 700-800 people, making it the largest Nation in Tasmania. Of the ten clans that comprised the Oyster Bay Nation, it is the Moomairremener that probably occupied the land in the vicinity of the Project area (Attachment C – Heritage Assessments, *Section 3.1 Aboriginal Social Organisation in Tasmania*, page 29 of the PDF document).

The closest registered sites are a clustering of recorded shell midden sites (AH10692- AH10695) that are situated on the northern margins of Ralphs Bay, at Lauderdale. The Project area approaches to within 50m of one of these sites (AH10692). As part of the survey assessment, the field team carried out an inspection of the shoreline of Ralphs Bay, within and in the immediate vicinity of the eastern end of the study area corridor. There is an eroded foreshore embankment present in this area, and no evidence of midden material was identified along this section of the embankment nor was any midden material identified along the road cutting, just inland from the foreshore embankment. Based on these observations, it appears that site AH10692 does not extend to the Project area. Based on the negative results of the field survey assessment, together with the AHR search results, there are no identified Aboriginal heritage sites present within the Project area. The visual representation of the Aboriginal heritage sites near the Rokeby Road – South Arm Road corridor (which includes the Acton Road Intersection Upgrade project area at the eastern end) is shown in Attachment C – Heritage Assessments, *Figure 7: Aerial image showing the location of those registered Aboriginal sites located within an approximate 1km radius of the study area corridor*, page 53 of the PDF document.

3.4 Hydrology

3.4.1 Describe the hydrology characteristics that apply to the project area and attach any hydrological investigations or surveys if applicable. *

Ralphs Bay is the receiving water body for the stormwater flows from the project area (once treated via the proposed stormwater bioretention pond). The Ralphs Bay Conservation Area, managed by NRE Tasmania is present over Ralphs Bay and some of its foreshore, including the area proposed for the stormwater bioretention pond.

Only one minor defined watercourse is crossed by the Project area, located near its western end, close to the private property access of 358 South Arm Road, Lauderdale TAS 7021 (title reference 183728/1). This watercourse is currently culverted under the road, and this drainage infrastructure will be upgraded under the project (refer to designed scenario information below).

The hydrology aspects of the project are listed below for both the existing scenario (i.e. existing road infrastructure) and the proposed action scenario (designed scenario), which comprises the intersection upgrades.

Existing scenario

South Arm Road

- The southern side of South Arm Road (west of the intersection) is generally not serviced by formal drainage with road surface flows sheeting directly off the road into adjacent property or directed along very shallow drainage paths. West of the intersection a more obvious road drain is present to carry road surface flows down to the outfall near Ralphs Bay. The discharge is via pipe directly into the bay.
- The northern side of South Arm Road is serviced by a road drain that intercepts hillside flows and road surface runoff. A culvert crosses Acton Road at the intersection and discharges back to the South Arm Road drain. Flow is subsequently directed down the drain and into another culvert across the South Arm Highway and into Ralphs Bay at the aforementioned pipe discharge.
- A small existing transverse road culvert is present towards the western end of the limit of works. This serves an approximate 18-hectare hillside catchment and is significantly undersized for current standards.

Acton Road

- The western side of Acton Road is serviced by road drains that direct hillside and road surface stormwater flow to a road culvert north of the proposed limit of works. Several driveway access culverts are present along the road drain prior to the culvert. The culvert directs flow to the Council stormwater network and eventually into Ralphs Bay.
- The eastern side of Acton Road is currently serviced by kerb and channel with part of the road runoff being directed down the school access roads and picked up within the school drainage system. The remaining part is directed north along the kerb line and into an existing pit on the kerb a pipe then joins the Council drainage system.

Designed scenario:

- The project proposes to generally replicate the existing passage of stormwater emanating from the road catchment and the external catchments above the road. The proposed road drainage system is designed primarily to intercept hillside runoff from adjacent paddocks and bushland and convey it via drains and pipes to existing drainage outfall locations.
- A new bio-retention pond (water quality basin) is proposed to be installed prior to the Ralphs Bay outfall pipe. This basin will capture pollutants from the majority of the new road surface runoff and the upstream hillside catchment inflows. The final pipe length will be upgraded to a larger 750mm pipe but discharging at the same location as existing, with new scour protection provided at the outlet.
- Discharge locations along Acton Road are proposed to be maintained and upgraded drainage provided prior to the discharges. Rock lining of steeper drains is proposed to control erosion.
- The system does not re-direct any defined watercourses. One minor defined watercourse crosses the project area from north to south near the property access to 358 South Arm Road, Lauderdale

TAS 7021 (title reference 183728/1), where it is conveyed under the road via a 375mm culvert. This culvert is proposed to be upgraded to a 1050mm pipe and extended on the same alignment with scour protection at the outlet. The flow path has a catchment area of approximately 18 hectares, is ephemeral in nature, and is generally dry. Immediately downstream of the road, the watercourse transitions into a constructed vegetated open drain. A negligible increase in flow from the outlet of this culvert is expected as part of the works as the flow is dominated by the natural catchment.

4. Impacts and mitigation

4.1 Impact details

Potential Matters of National Environmental Significance (MNES) relevant to your proposed action area.

EPBC Act section	Controlling provision	Impacted	Reviewed
S12	World Heritage	No	Yes
S15B	National Heritage	No	Yes
S16	Ramsar Wetland	No	Yes
S18	Threatened Species and Ecological Communities	Yes	Yes
S20	Migratory Species	No	Yes
S21	Nuclear	No	Yes
S23	Commonwealth Marine Area	No	Yes
S24B	Great Barrier Reef	No	Yes
S24D	Water resource in relation to large coal mining development or coal seam gas	No	Yes
S26	Commonwealth Land	No	Yes
S27B	Commonwealth Heritage Places Overseas	No	Yes
S28	Commonwealth or Commonwealth Agency	No	Yes

4.1.1 World Heritage

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

—

4.1.1.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.1.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The project area is not located within/near a world heritage area.

4.1.2 National Heritage

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

—

4.1.2.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.2.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The project area is not located within/near a national heritage features.

4.1.3 Ramsar Wetland

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Direct impact	Indirect impact	Ramsar wetland
Yes		Pitt Water-Orielton Lagoon

4.1.3.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.3.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The project area is not located within/near a Ramsar Wetland.

4.1.4 Threatened Species and Ecological Communities

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Threatened species

Direct impact	Indirect impact	Species	Common name
No	No	Antipodia chaostola leucophaea	Tasmanian Chaostola Skipper, Heath-sand Skipper
No	No	Aquila audax fleayi	Tasmanian Wedge-tailed Eagle, Wedge-tailed Eagle (Tasmanian)
No	No	Ardenna grisea	Sooty Shearwater
No	No	Arenaria interpres	Ruddy Turnstone
No	No	Balaenoptera musculus	Blue Whale
No	No	Botaurus poiciloptilus	Australasian Bittern
No	No	Brachionichthys hirsutus	Spotted Handfish
No	No	Caladenia caudata	Tailed Spider-orchid
No	No	Calidris acuminata	Sharp-tailed Sandpiper
No	No	Calidris canutus	Red Knot, Knot
No	No	Calidris ferruginea	Curlew Sandpiper
No	No	Calidris tenuirostris	Great Knot
No	No	Carcharodon carcharias	White Shark, Great White Shark
No	No	Charadrius mongolus	Lesser Sand Plover, Mongolian Plover
No	No	Dasyurus maculatus maculatus (Tasmanian population)	Spotted-tail Quoll, Spot-tailed Quoll, Tiger Quoll (Tasmanian population)
No	No	Dasyurus viverrinus	Eastern Quoll, Luaner
No	No	Dianella amoena	Matted Flax-lily
No	No	Diomedea antipodensis	Antipodean Albatross
No	No	Diomedea antipodensis gibsoni	Gibson's Albatross
No	No	Diomedea epomophora	Southern Royal Albatross

Direct impact	Indirect impact	Species	Common name
No	No	Diomedea exulans	Wandering Albatross
No	No	Diomedea sanfordi	Northern Royal Albatross
No	No	Eubalaena australis	Southern Right Whale
No	No	Fregetta grallaria grallaria	White-bellied Storm-Petrel (Tasman Sea), White-bellied Storm-Petrel (Australasian)
No	No	Gallinago hardwickii	Latham's Snipe, Japanese Snipe
No	No	Glycine latrobeana	Clover Glycine, Purple Clover
No	No	Hirundapus caudacutus	White-throated Needletail
Yes	Yes	Lathamus discolor	Swift Parrot
No	No	Lepidium hyssopifolium	Basalt Pepper-cress, Peppercress, Rubble Pepper-cress, Pepperweed
No	No	Leucochrysum albicans subsp. tricolor	Hoary Sunray, Grassland Paper-daisy
No	No	Limosa lapponica baueri	Nunivak Bar-tailed Godwit, Western Alaskan Bar-tailed Godwit
No	No	Limosa limosa	Black-tailed Godwit
No	No	Litoria raniformis	Southern Bell Frog, Growling Grass Frog, Green and Golden Frog, Warty Swamp Frog, Golden Bell Frog
No	No	Macronectes giganteus	Southern Giant-Petrel, Southern Giant Petrel
No	No	Macronectes halli	Northern Giant Petrel
Yes	Yes	Neophema chrysostoma	Blue-winged Parrot
No	No	Numenius madagascariensis	Eastern Curlew, Far Eastern Curlew
No	No	Pachyptila turtur subantarctica	Fairy Prion (southern)
No	No	Pardalotus quadragintus	Forty-spotted Pardalote
No	No	Parvulastra vivipara	Tasmanian Live-bearing Seastar
No	No	Perameles gunnii gunnii	Eastern Barred Bandicoot (Tasmania)
No	No	Pluvialis squatarola	Grey Plover
No	No	Prasophyllum apoxychilum	Tapered Leek-orchid

Direct impact	Indirect impact	Species	Common name
No	No	Prototroctes maraena	Australian Grayling
No	No	Pterodroma leucoptera leucoptera	Gould's Petrel, Australian Gould's Petrel
No	No	Pterostylis ziegeleri	Grassland Greenhood, Cape Portland Greenhood
No	No	Sarcophilus harrisii	Tasmanian Devil
No	No	Seriolella brama	Blue Warehou
No	No	Sternula nereis nereis	Australian Fairy Tern
No	No	Thalassarche bulleri	Buller's Albatross, Pacific Albatross
No	No	Thalassarche bulleri platei	Northern Buller's Albatross, Pacific Albatross
No	No	Thalassarche carteri	Indian Yellow-nosed Albatross
No	No	Thalassarche cauta	Shy Albatross
No	No	Thalassarche chrysostoma	Grey-headed Albatross
No	No	Thalassarche impavida	Campbell Albatross, Campbell Black-browed Albatross
No	No	Thalassarche melanophris	Black-browed Albatross
No	No	Thalassarche salvini	Salvin's Albatross
No	No	Thalassarche steadi	White-capped Albatross
No	No	Thinornis cucullatus cucullatus	Eastern Hooded Plover, Eastern Hooded Plover
No	No	Thymichthys politus	Red Handfish
No	No	Tringa nebularia	Common Greenshank, Greenshank
No	No	Tyto novaehollandiae castanops (Tasmanian population)	Masked Owl (Tasmanian)
No	No	Xenus cinereus	Terek Sandpiper
No	No	Xerochrysum palustre	Swamp Everlasting, Swamp Paper Daisy

Ecological communities

Direct impact	Indirect impact	Ecological community
No	No	Giant Kelp Marine Forests of South East Australia
No	No	Tasmanian Forests and Woodlands dominated by black gum or Brookers gum (Eucalyptus ovata / E. brookeriana)
No	No	Tasmanian white gum (Eucalyptus viminalis) wet forest

4.1.4.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

Yes

4.1.4.2 Briefly describe why your action has a direct and/or indirect impact on these protected matters. *

The natural values assessment completed for the project identified the project will directly impact over habitat resources (23 foraging trees, of which 15 have potential nesting features) for two threatened fauna species, the swift parrot (*Lathamus discolor*, TSPA: endangered / EPBCA: critically endangered) and the blue-winged parrot (*Neophema chrysostoma*, EPBCA: vulnerable) (Attachment B - NVA reports, Section *4.3 Fauna of Conservation Significance*, from page 25 of the PDF document).

Potential habitat for other species that would also qualify as MNES, such as the Tasmanian masked owl (EPBC Act: vulnerable), Tasmanian devil (EPBC Act: vulnerable), eastern quoll (EPBC Act: endangered), and spotted-tail quoll (EPBC Act: vulnerable) was also identified within and near the project area, however, these species do not conceivably occur or utilise habitat within or near the project area in any meaningful way to have any likelihood of impact (Attachment B - NVA reports, Section *2.5 Summary of Our Findings*, from page 123 of the PDF document). This is mostly due to the overall low quality and number of potential habitat areas for these species (absence of nesting/denning habitats, only roosting and foraging habitat present), the context in which they occur (modified land near major road infrastructure), and the availability of higher quality and quantity habitat areas in the surrounding landscape, which reduce the chances of these species to occur or utilise habitat within or near the project area in any meaningful way.

4.1.4.4 Do you consider this likely direct and/or indirect impact to be a Significant Impact? *

No

4.1.4.6 Describe why you do not consider this to be a Significant Impact. *

Based on the proposed works and after the arboriculture assessment completed to identify which trees could be retained (Refer to Attachment B – NVA Reports, *Attachment 1: Arboricultural Impact Assessment*, page 50 of the PDF document), it has been concluded that a total of 23 swift parrot foraging trees will be impacted, 15 of which have potential nesting features for both the swift parrot and blue-winged parrot (Attachment B - NVA reports, Section *4.3 Fauna of Conservation Significance*, from page 25 of the PDF document).

The expected impacts over these 23 potential habitat trees have been assessed in accordance with the Significant Impact Guidelines from the DCCEEW for the swift parrot and blue-winged parrot. The assessment concluded that the loss of 23 potential habitat trees would not represent a significant impact for any of the two avifauna species assessed when considering the significant impact criteria outlined in the DCCEEW guidelines. Amongst the main aspects considered in relation to the trees to be impacted, their location within a highly disturbed environment (on the edge of a major road) and the presence of much more relevant undisturbed habitat areas in the surrounds (e.g. the Meehan Range, just 200m to the north) are key elements leading to this conclusion (Attachment B - NVA reports, Section *2.5 Summary of Our Findings*, from page 123 of the PDF document).

Therefore, the project is not expected to have a significant impact over protected matters under the EPBC Act.

4.1.4.7 Do you think your proposed action is a controlled action? *

No

4.1.4.9 Please elaborate why you do not think your proposed action is a controlled action. *

The proposed activity is not considered a controlled action based on the findings of the North Barker Ecosystem Services Significant Impact Assessment Report, which determines that the project is not expected to have a significant impact over protected matters under the EPBC Act. As stated previously in this application, the loss of 23 potential habitat trees would not represent a significant impact for any of the two avifauna species classified as MNES that were assessed against the significant impact criteria outlined in the DCCEEW guidelines. Amongst the main aspects considered in relation to the trees to be impacted, their location within a highly disturbed environment (on the edge of a major road) and the presence of much more relevant undisturbed habitat areas in the surrounds (e.g. the Meehan Range, just 200m to the north) are key elements contributing to why this is not considered an controlled action (Attachment B - NVA reports, Section *2.5 Summary of Our Findings*, from page 123 of the PDF document).

Based on assessments completed to date, including the significant impact assessment in accordance with the DCCEEW guidelines for the avifauna species mentioned above, it has been determined that the project will not cause a significant impact over the Matters of National Environmental Significance present in the area and therefore the project is not a controlled action.

4.1.4.10 Please describe any avoidance or mitigation measures proposed for this action and attach any supporting documentation for these avoidance and mitigation measures. *

In developing the design for the Project, the results of the initial natural values surveys were considered to minimise impacts to habitat trees, which included reducing the boundary for the proposed bio-retention pond. However, opportunities were limited due to the constraint of the Lauderdale Primary School site and facilities, which were a limiting factor on widening the road to the northeast of the site. Nonetheless, the design upgrades were still important to reduce the number of trees to be impacted down to the 23 trees currently being considered. The final natural values assessment report presented in Attachment B considers the current design of the project (Attachment B – NVA Reports, *Section 1.2 Project Area*, page 8 of the PDF document)

The natural values assessments completed include recommended mitigation methods for the impacts over habitat areas for the swift parrot and blue-winged parrot (Attachment B – NVA Reports, *Section 4.3.1 Swift Parrot and Blue Winged Parrot – Recommended Mitigation*, page 26 of the PDF document). These include:

-Avoiding impacts to all habitat trees outside of the direct impact area, including the implementation of tree protection fencing/barriers around trees with part of their TPZs in the impact area, as recommended in the arborist report; and

-To further compensate for the loss of threatened habitat fauna within the Project area, the greenfield sites (that currently comprise of modified land) within the Project area which incur temporary impacts only are recommended to be revegetated post works. This includes the lot of land northeast of the Acton Road intersection (Title Reference 43107/1 and 43107/4) which has been allocated for construction facilities such as site offices. DSG commits to providing compensatory planting of Eucalyptus globulus trees (swift parrot foraging habitat) and other native vegetation within the Acton Road Project Area as part of the landscaping plan.

4.1.4.11 Please describe any proposed offsets and attach any supporting documentation relevant to these measures. *

There are no proposed offsets for the project.

4.1.5 Migratory Species

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Direct impact	Indirect impact	Species	Common name
Yes		Actitis hypoleucos	Common Sandpiper
Yes		Apus pacificus	Fork-tailed Swift
Yes		Ardenna carneipes	Flesh-footed Shearwater, Fleshy-footed Shearwater
Yes		Ardenna grisea	Sooty Shearwater
Yes		Arenaria interpres	Ruddy Turnstone
Yes		Balaenoptera musculus	Blue Whale
Yes		Calidris acuminata	Sharp-tailed Sandpiper
Yes		Calidris alba	Sanderling
Yes		Calidris canutus	Red Knot, Knot
Yes		Calidris ferruginea	Curlew Sandpiper
Yes		Calidris melanotos	Pectoral Sandpiper
Yes		Calidris pugnax	Ruff
Yes		Calidris ruficollis	Red-necked Stint
Yes		Calidris tenuirostris	Great Knot
Yes		Caperea marginata	Pygmy Right Whale
Yes		Carcharodon carcharias	White Shark, Great White Shark
Yes		Charadrius bicinctus	Double-banded Plover
Yes		Charadrius mongolus	Lesser Sand Plover, Mongolian Plover
Yes		Charadrius veredus	Oriental Plover, Oriental Dotterel
Yes		Diomedea antipodensis	Antipodean Albatross
Yes		Diomedea epomophora	Southern Royal Albatross
Yes		Diomedea exulans	Wandering Albatross

Direct impact	Indirect impact	Species	Common name
Yes		Diomedea sanfordi	Northern Royal Albatross
Yes		Eubalaena australis	Southern Right Whale
Yes		Gallinago hardwickii	Latham's Snipe, Japanese Snipe
Yes		Hirundapus caudacutus	White-throated Needletail
Yes		Lagenorhynchus obscurus	Dusky Dolphin
Yes		Lamna nasus	Porbeagle, Mackerel Shark
Yes		Limosa lapponica	Bar-tailed Godwit
Yes		Limosa limosa	Black-tailed Godwit
Yes		Macronectes giganteus	Southern Giant-Petrel, Southern Giant Petrel
Yes		Macronectes halli	Northern Giant Petrel
Yes		Megaptera novaeangliae	Humpback Whale
Yes		Numenius madagascariensis	Eastern Curlew, Far Eastern Curlew
Yes		Numenius phaeopus	Whimbrel
Yes		Pluvialis fulva	Pacific Golden Plover
Yes		Pluvialis squatarola	Grey Plover
Yes		Thalassarche bulleri	Buller's Albatross, Pacific Albatross
Yes		Thalassarche carteri	Indian Yellow-nosed Albatross
Yes		Thalassarche cauta	Shy Albatross
Yes		Thalassarche chrysostoma	Grey-headed Albatross
Yes		Thalassarche impavida	Campbell Albatross, Campbell Black-browed Albatross
Yes		Thalassarche melanophris	Black-browed Albatross
Yes		Thalassarche salvini	Salvin's Albatross
Yes		Thalassarche steadi	White-capped Albatross
Yes		Tringa brevipes	Grey-tailed Tattler
Yes		Tringa nebularia	Common Greenshank, Greenshank

Direct impact	Indirect impact	Species	Common name
Yes		Xenus cinereus	Terek Sandpiper

4.1.5.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.5.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The natural values assessments completed indicate that no migratory species conceivably occur or utilise habitat within or near the project area in any meaningful way.

4.1.6 Nuclear

4.1.6.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? *

No

4.1.6.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The proposed action is not a nuclear action.

4.1.7 Commonwealth Marine Area

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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4.1.7.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.7.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The project is not within or near Commonwealth Marine Area.

4.1.8 Great Barrier Reef

4.1.8.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? *

No

4.1.8.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The Project is not within or near the Great Barrier Reef.

4.1.9 Water resource in relation to large coal mining development or coal seam gas

4.1.9.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? *

No

4.1.9.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The action is nor a large coal mining development or coal seam gas.

4.1.10 Commonwealth Land

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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4.1.10.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.10.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The project is not proposed over Commonwealth land.

4.1.11 Commonwealth Heritage Places Overseas

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

—

4.1.11.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.11.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The project does not impact on Commonwealth Heritage Places Overseas.

4.1.12 Commonwealth or Commonwealth Agency

4.1.12.1 Is the proposed action to be taken by the Commonwealth or a Commonwealth Agency? *

No

4.2 Impact summary

Conclusion on the likelihood of significant impacts

You have indicated that the proposed action will likely have a significant impact on the following Matters of National Environmental Significance:

None

Conclusion on the likelihood of unlikely significant impacts

You have indicated that the proposed action will unlikely have a significant impact on the following Matters of National Environmental Significance:

- World Heritage (S12)
- National Heritage (S15B)
- Ramsar Wetland (S16)
- Threatened Species and Ecological Communities (S18)
- Migratory Species (S20)
- Nuclear (S21)
- Commonwealth Marine Area (S23)
- Great Barrier Reef (S24B)
- Water resource in relation to large coal mining development or coal seam gas (S24D)
- Commonwealth Land (S26)
- Commonwealth Heritage Places Overseas (S27B)
- Commonwealth or Commonwealth Agency (S28)

4.3 Alternatives

4.3.1 Do you have any possible alternatives for your proposed action to be considered as part of your referral? *

No

4.3.8 Describe why alternatives for your proposed action were not possible. *

The project originated from the Rokeby Stage 3 Corridor Planning Study undertaken in 2020, which identified the risks and issues with the road infrastructure in the light of the predicted growth of the region. Therefore, the project is a priority for the community to address traffic and safety concerns.

Location alternatives couldn't be considered as the works proposed comprise the upgrade of an existing road intersection and therefore cannot be relocated.

Timeline alternatives couldn't be considered as the project's delivery is tied to its funding. Delaying the project would risk this funding due to timeframe requirements set by the Department of State Growth and the Australian Government.

5. Lodgement

5.1 Attachments

1.2.1 Overview of the proposed action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment A - Project Maps.pdf Project Maps		No	High
#2.	Document	Attachment B - NVA reports - Redacted.pdf NVA Reports - REDACTED		No	High
#3.	Document	Attachment B - NVA reports.pdf NVA Reports		Yes	High
#4.	Document	Attachment C - Heritage Assessments - Redacted.pdf Heritage Assessments - REDACTED		No	High
#5.	Document	Attachment C - Heritage Assessments.pdf Heritage Assessments		Yes	High
#6.	Document	Attachment D - Related Action NVA Report - Redacted.pdf Related Action NVA Report - REDACTED		No	Medium
#7.	Document	Attachment D - Related Action NVA Report.pdf Related Action NVA Report		Yes	Medium

1.2.7 Public consultation regarding the project area

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Attachment E - Summary of Consultation - Redacted.pdf Summary of Consultation - REDACTED		No	High
#2.	Document	Attachment E - Summary of Consultation.pdf Summary of Consultation		Yes	High

5.2 Declarations

Completed Referring party's declaration

The Referring party is the person preparing the information in this referral.

ABN/ACN	36388980563
Organisation name	Department of State Growth
Organisation address	7000 TAS
Representative's name	Scott Muirhead
Representative's job title	Project Manager
Phone	0431035677
Email	scott.muirhead@stategrowth.tas.gov.au
Address	GPO Box 536, Hobart TAS 7001

☑ Check this box to indicate you have read the referral form. *

☑ Check this box to confirm these are the correct identification details. *

☑ By checking this box, I, **Scott Muirhead of Department of State Growth**, declare that to the best of my knowledge the information I have given on, or attached to this EPBC Act Referral is complete, current and correct. I understand that giving false or misleading information is a serious offence. *

You may receive automated notifications that aim to assist you in tracking the progress of your project. You can opt out of these notifications by updating your communication preferences on your profile.

Completed Person proposing to take the action's declaration

The Person proposing to take the action is the individual, business, government agency or trustee that will be responsible for the proposed action.

ABN/ACN	36388980563
Organisation name	Department of State Growth
Organisation address	7000 TAS
Representative's name	Adrian Paine

Representative's job title	General Manager Transport Delivery and Assets
Phone	0409 641 569
Email	Adrian.Paine@stategrowth.tas.gov.au
Address	GPO Box 536, Hobart, TAS, 7001 Australia

☑ Check this box to indicate you have read the referral form. *

☑ Check this box to confirm these are the correct identification details. *

☑ I, **Adrian Paine of Department of State Growth**, declare that to the best of my knowledge the information I have given on, or attached to the EPBC Act Referral is complete, current and correct. I understand that giving false or misleading information is a serious offence. I declare that I am not taking the action on behalf or for the benefit of any other person or entity. *

You may receive automated notifications that aim to assist you in tracking the progress of your project. You can opt out of these notifications by updating your communication preferences on your profile.

✔ Completed Proposed designated proponent's declaration

The Proposed designated proponent is the individual or organisation proposed to be responsible for meeting the requirements of the EPBC Act during the assessment process, if the Minister decides that this project is a controlled action.

Same as Person proposing to take the action information.

☑ Check this box to indicate you have read the referral form. *

☑ Check this box to confirm these are the correct identification details. *

☑ I, **Adrian Paine of Department of State Growth**, the Proposed designated proponent, consent to the designation of myself as the Proposed designated proponent for the purposes of the action described in this EPBC Act Referral. *

You may receive automated notifications that aim to assist you in tracking the progress of your project. You can opt out of these notifications by updating your communication preferences on your profile.