

Research Report
Issues and Stakeholder Analysis
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The following document outlines background information, positive issues and negative issues for key points along the preferred route between the proposed Electrona small port operation and proposed Huon ITPS.

The document is divided into five key areas as follows:

- Electrona Port
- Margate Community
- Sandfly Road
- Huon Highway Route
- Huon ITPS Site (incorporating Ranelagh & Judbury)

Within each of these five areas, positive and negative issues have been identified. These issues have been divided into the following categories:

- **Environmental Issues** — incorporates flora and fauna impacts, marine and coastal impacts, soil impacts etc.
- **Human Issues** — noise, visual amenity, safety, devalued community lifestyle etc.
- **Commercial/Economic issues** — impacts on business, employment etc.
- **General Issues** — all other issues not related to the above categories such as traffic management

This document was compiled from secondary research sources including Council documentation, relevant websites, meeting notes and a site tour with Dario Tomat (Whetstone) and Helen Taylor (Forestry Tasmania).

1.0 Electrona

1.1 *Positive Messages and General Background*

- Majority of basic infrastructure already in place, with the exception of the wharf and storage area.
- Wood-products wharf with limited port operation. Relatively small-scale operation — initially only 7 to 10 ships per year.
- Therefore Port will initially sit empty for approximately 420 days per year with only few employees conducting maintenance on site (similar to Triabunna).
- New wharf will be constructed and will be aligned to 12 metre depth contour. (Exact dimensions will be provided in conceptual engineering plan (layout proposal as submitted to Council). Shiploader will be constructed on it. It will be a T-shaped wharf that may be utilised by Fuglsang Shipbuilders in addition to other local industries.
- Two woodchip stockpiles will be put in place, cut into the existing bank (replace fold-up concrete shed on lower level). These stockpiles will not exceed the height of the existing shed on top level). (Note: Triabunna stockpiles are approximately 125m³ in volume whereas these stockpiles will probably be around 60m³).
- At present site is occupied by a number of tenants who will continue to operate from the site.
- All relevant environmental studies are being undertaken.
- Will be undertaking a DP/EMP - although not legally required. Therefore environmental factors and issues will be addressed as part of this process. Will ensure all consultation opportunities are provided and community needs adequately addressed.
- Environmental issues such as ballast water, seabed sediment, bilge water, tank washing oil spill, wash and noise to be satisfactorily addressed by HPC as part of the planning process
- Cost benefit analysis also being undertaken for Hobart Ports.
- Pothana Road has six houses located in the street. Five houses are privately owned and Hobart Ports owns the house closest to the site.
- Pothana Road requires work (widening, perhaps resealing for heavy vehicles).
- A slip road is being designed to accommodate vehicles turning into the site at the intersection with the Channel Highway.

1.0 Electrona

1.2 *Negatives*

Environmental Issues:

- May be contaminated soil issue (contaminated by previous operations) at site.
- Greens perception of Electrona as a woodchip port.
- Impacts on marine life at port — starfish contamination etc.
- Will port produce any air pollution — public may remember the silica plant production days.

Commercial/Economic Issues:

- Aquatas have fish farm located about 200 metres offshore directly in front of site. This is temporary set-up (and will probably be relocated in less than 12 months time). Hobart Ports Corporation is currently speaking to Aquatas about implications of deep-water wharf constructed at Electrona.
- Can Port Huon be used as an alternate port?

Human Issues:

- May be issue of visual amenity from properties located on opposite site of NW Bay (Howden and Conningham).
- Residents of Margate/Howden/Conningham may be concerned about noise and visual impacts of wharf when vessels loading 24 hours a day for two nights (but initially only 7 — 10 vessels per year).
- Noise concerns may be primarily centred on reversing noise of bulldozers maintaining woodchip piles during the day.
- Lights may be an issue during night loading (about 30 days per year) as they will be clearly visible from Conningham (Snug) area. However some residents may find it visually pleasing (?).
- Residents of Howden and Conningham concerned about chip bin noise at Electrona site (used to be with Silicon plant).
- Residents of Howden, Conningham and surrounding North West Bay areas may develop NIMBY outlook and perceived devalued community lifestyle amenity.
- Opposition by private homeowners along Pothana Road to reactivating of Port, road works and intersection upgrade.
- Community consultation issues — residents may not feel adequately informed.
- Construction of wharf will take 18 months and may be associated impacts such as noise (pile driving and reversing construction vehicles).

2.0 Margate Township

2.1 *Positive Issues/General Background*

- Upgrading works required on main road (Channel Highway) through township of Margate — road is State Highway and verges are owned by Kingborough Council.
- Local landowner and apple grower — Meredith family orchards appear to be supporters of Forestry Tasmania. Could be opinion leaders.
- Voluntary curfew from 7pm to 7am through township of Margate.
- 98 Value Management Plan for Businesses in Margate included consultation. Decision was that Margate township is OK for thoroughfare as decided by DIER — Flora Fox strongly advocates that Margate does not want to be bypassed. (Liz Anderson was present as was Flora Fox and other Kingborough Councillors). **Action:** Need to see results of this consultation and perhaps initiate contact with these people to make them friends of the project .

2.0 Margate Township

2.2 *Negatives*

Human Issues:

- May be issues associated with trucks passing through school zone at school start and finishing times (past Margate Primary school and local creche). No direct safety issues but there is safety concerns.
- General community safety issue (shoppers etc).
- Noise and vibration impacts and visual amenity of increased heavy vehicle flow through township.
- Trucks speeding through Margate is a concern held by Kingborough Council.
- Community Consultation issues — community may not feel involved in decision making process.

General Issue:

- Traffic Management problems as township based along Channel Highway — all strip shopping — but does have off-street parking in most instances (outside shops, school zone and Tavern).
- Traffic backing onto Channel Highway from strip shops.

3.0 Sandfly Road

3.1 Positive Messages and General Background

- Road is in OK condition and will require minor works to upgrade.
- Single lane carriageway.
- Landscaping will need to be addressed — trees and verges trimmed.
- Intersection has been upgraded to accommodate heavy vehicles.
- Relatively low population density.

3.0 Sandfly Road

3.2 *Negatives*

Human Issues:

- Many houses on acreage — obvious impact on visual amenity/noise issues of increased vehicle traffic (3 heavy vehicles per hour).
- Noise impact on livestock (some horses agisted in area).
- Residents of Allens Rivulet and Sandfly Road may develop NIMBY outlook and perceived devalued community lifestyle amenity.
- Impacts on Lower Longley Cricket Ground — increased traffic, safety impacts for children etc (Confirm that this is mainly used on weekends).
- Trucks speeding along Sandfly Road may be a concern for local residents.
- Community Consultation issues — community may not feel involved in decision making process.
- Childcare held daily at Christian Church, Sandfly Road, Margate.
- Recreational horse riding on Sandfly Road.
- Horse breeders/agistment also located in the area.

Economic/Commercial Issues:

- Find an alternative, less populated road.

General Issues:

- Junction of Sandfly Road and Huon Highway — major issue on outward journey with trucks turning across oncoming traffic. Need to investigate what traffic management solutions can be recommended. Ideal would be fly-over but obviously too costly. What other solutions are there?
- Huon Valley Council elections approaching in October — issues may arise if Greens take control of local Government.
- Perception that demolition order from Kingborough Council for Lower Longley Cricket Clubhouse is linked to B-Doubles. However issue is not linked.

4.0 Huon Highway

4.1 *Positive Messages and General Background*

- No major alterations required as log trucks currently travel along same route on the way to Triabunna.
- Infrastructure — Huon Highway - already in place.
- Impact on number of heavy vehicles replacing log trucks (details to be confirmed)
- Does not pass through any major townships on way.
- Slip lanes required for turnoff.

4.2 *Negatives*

General Issue:

- Local Government elections in October for Huon Valley Council — may be used as angle for Greens.

5.0 Huon ITPS Site (Incorporating Ranelagh & Judbury)

5.1 *Positive Messages and General Background*

- Large reduction in log truck traffic passing through Huonville township (as they currently do from southern forests logging area on the way to Triabunna).
- Road to forest area cuts through private forest — with owner s permission.
- Better roads for Huon Valley community.
- No visual amenity issues for ITPS Site — as cannot see site from river.
- Site will be lit for night work — isolation ensures no lighting impacts on neighbours.
- Power generation at the site.
- No apparent endangered fauna/flora issues.
- Isolation ensures minimum impact on neighbours.
- Jobs — 200 direct construction and 200 full-time.
- Log transport on predominantly forestry roads
- Consistency of product delivered to customers and markets
- Efficient transport of prepared, market-ready product from the site.
- Minimum waste.
- Capacity to use and add value to all grades of wood, from quality sawlogs through to sawdust.

5.0 Huon ITPS Site (Incorporating Ranelagh & Judbury)

5.2 *Negatives*

Environmental Issues:

- Construction of sawmilling/woodchipping facilities within State forest/old growth issues.
- Fauna — wedge-tailed eagle nests?
- Bridge will be constructed over Huon River (which is not part of this project site but is in Growth Plan). River is used for kayaking at this point — may be linked to project by particular groups eg users of river (kayakers).

Commercial Issues:

- If take current Judbury/Ranelagh turnoff (past Huonville Showgrounds) then major works will be required — National Trust is involved and costs to shore up bridge will be very high.
- The Ranelagh/Judbury road is touted as tourist drive (ref Huon Valley Holiday publication).
- Road is still tourist road until well into private forest — travel to Lake Skinner/Snowy Range fishery via Dennison Forest Drive.
- Perceived effect on Triabunna including jobs, industrial actions if Triabunna feels threatened by lost production.
- If alternative route selected then three houses may have to be resumed at Ranelagh as they are very close to roadside.

Human Issues:

- Noise, visual amenity and devaluation of community life issues may arise for small quiet townships of Ranelagh and Judbury.
- Safety concerns again for townships — children/livestock on roads.
- At times route runs parallel to Huon River. On other side of river are several houses and alternative living residents who may have issues regarding noise, visual amenity and devaluation of community life due to heavy vehicles travelling back and forth.

General Issues:

- Approaching Huon Council election time and because it is a fragmented region, there are many small, vocal groups looking for soap boxes .