



Freycinet National Park and Coles Bay Conservation Area

Freycinet Esplanade to Visitor Centre
Shared-use Track

RAA 3801

March 2022

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Environmental Assessment Report

Proponent	PWS Operations Branch Northern Region
Proposal	Freycinet Esplanade to Visitor Centre Shared-use Track Project
Location	Freycinet National Park and Coles Bay Conservation Area
RAA No.	3801
Document ID.	Environmental Assessment Report – Freycinet Esplanade to Visitor Centre Shared-use Track – March 2022
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Related plans	Freycinet National Park, Wye River State Reserve Management Plan 2000 Freycinet Peninsula Master Plan 2019
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Acronyms

AHT	Aboriginal Heritage Tasmania
CA	Conservation Area
CAS	Conservation Assessments Section
CEMP	Construction Environmental Management Plan
EIA	Environmental Impact Assessment
EAR	Environmental Assessment Report (this report)
EOI	Expressions of Interest
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
FRP	Fibreglass Reinforced Plastic
FNPMP (2000)	Freycinet National Park/Wye River State Reserve Management Plan 2000
FPMP	Freycinet Peninsula Master Plan 2019
GSBC	Glamorgan Spring Bay Council
JRA	Job Risk Analysis
LPS	Local Provisions Schedule
MP	Management Plan
NC Act	Nature Conservation Act 2002
NCH	Natural and Cultural Heritage Division, NRE
NP	National Park
NPRM Act	National Parks and Reserves Management Act 2002
NRE	Natural Resources and Environment Department
PWS	Tasmania Parks and Wildlife Service
RAA	Reserve Activity Assessment
TNVC	Threatened Native Vegetation Communities
TPP's	Tasmanian Planning Provisions
TPS	Tasmanian Planning Scheme
TSP Act	Threatened Species Protection Act 1995
UDP	Unanticipated Discovery Plan

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Report Summary

This report completes the environmental assessment of the Freycinet Esplanade to Visitor Centre Shared-use Track Project proposed by the Tasmania Parks and Wildlife Service (PWS).

The proposal is one of the key initiatives of the Freycinet Peninsula Master Plan 2019.

The proposal includes widening of the existing track from Esplanade East to the Richardsons Beach access track and construction of a new elevated boardwalk across Mosquito Creek.

The proposal will improve visitor safety by providing a formal pedestrian and bicyclist link between the Coles Bay Township and the National Park without the need to use Freycinet Drive. It will also provide the long-term capacity to link the planned Coles Bay Foreshore Walk with the Freycinet Walk and Cycle track which was constructed in 2020 between the Visitor Centre and Wineglass Bay trackhead.

This proposal will also implement recommendations of the Freycinet National Park, Wye River State Reserve Management Plan 2000. (FNPMP 2000) regarding the shared-use track. Funding is provided through the Australian Government's National Tourism Icons Program, with planning and construction taking place this financial year.

This report has been prepared based on the draft environmental impact assessment (EIA) (Reserve Activity Assessment RAA #3801), which includes agency advice, and public submissions. The recommendations from this report are incorporated into the final EIA (RAA #3801).

This report provides an evaluation of the EIA process for the proposal in accordance with PWS policy. The PWS, as the administering authority of the *National Parks and Reserves Management Act 2002* (NPRM Act), developed the proposal and coordinated the assessment process.

The assessment process is presented in section 1 of this report; section 2 describes the statutory requirements and principles underpinning the assessment; the proposal is described in section 3; section 4 reviews the need for the proposal and the design alternatives; section 5 summarises the public and agency consultation process and the issues raised in that process; section 6 provides an evaluation of the issues; and section 7 the report conclusions.

Appendix 1 lists the commitments outlined in the final EIA; Appendix 2 lists the submitters and provides a copy of all public submissions received; and Appendix 3 is an analysis of issues raised in the submissions.

This completed Environmental Assessment Report (EAR) finalises the EIA process.

1. Assessment Process

A draft EIA (RAA 3801) was released for public exhibition for a 28-day period from 27 March 2020. Assessment process milestones are summarised in Table 1.

An application for a discretionary planning permit under the *Land Use Planning and Approvals Act 1993* (LUPAA) for the proposal to be submitted to the Glamorgan Spring Bay Council (GSBC) is now not required due to the Tasmanian Planning Scheme (TPS) including the draft Local Provisions Schedule (LPS) coming into force on 14th February 2022 and the project now being classed exempt development under clause 4.2.7 of the TPPs in that the provision of a footpath/cycle path would be minor infrastructure by or on behalf of the Crown or a State Authority.

A building permit may be required for the elevated track sections.

No other local council permits are required to implement the proposal.

Table 1: Milestones

Assessment Process Milestones	
2000	Freycinet National Park, Wye River State Reserve Management Plan
2019	Freycinet Peninsula Master Plan
2021	Proposal developed and funded
2021-22	Proposal design, including specialist reports
2022	PWS EIA
5 February 2022	Public consultation period commenced
7 March 2022	Public consultation period ended
March 2022	PWS environmental assessment completed

2. Statutory assessment and policy requirements

The *Nature Conservation Act 2002* (NC Act) is the regulatory mechanism in Tasmania through which land is proclaimed as a reserve.

Schedule 1 of that Act sets out the purposes of reservation for the various classes of reserved land.

For a national park, the purposes of reservation are, the protection and maintenance of the natural and cultural values of the area, while providing for ecologically sustainable recreation consistent with conserving those values.

For a conservation area, the purposes of reservation are the protection and maintenance of the natural and cultural values of the area of land and the sustainable use of the natural resources of that area of land.

The key statutory framework for achieving that aim is the NPRM Act.

Section 30 of the NPRM Act requires that the managing authority (Director of National Parks and Wildlife [NPW]) ensures development and use within the National Park is in accordance with the FNPMP (2000). The EIA documentation (in this case RAA 3801) is an assessment of the proposal and the degree to which it is in accordance with the requirements of the management plan and policies. The EIA includes consideration of Australian and State Government legislative requirements.

As the proposal is within Freycinet National Park (FNP) and Coles Bay Conservation Area (CBCA), and the activity does not involve a lease or licence, the Director NPW, or their delegate, must make the decision as to whether, or not, the proposal is approved.

The FNPMP (2000) was prepared in accordance with the requirements of Part 3 of the NPRM Act. The EIA includes consideration of Australian and other Tasmanian Government legislative requirements.

3. The proposal

Proponent

The proponent is the Northern Region, Operations Branch of the PWS, a division of NRE.

Objectives of the proposal

The EIA documents stated that the objectives of the proposal are to

1. To link the future Coles Bay Foreshore Trail via Coles Bay Esplanade East through to the existing Visitor Centre and Wineglass Bay carpark shared-use track by providing a new shared-use track between the esplanade and visitor centre via Mosquito Creek.
2. To provide a more tranquil visitor experience.
3. The protection and maintenance of the natural and cultural values of the area while providing for ecologically sustainable recreation consistent with conserving those values.
4. The reduction of visitor risk by providing appropriate pedestrian and cycling access from the Coles Bay township to the National Park.

Proposal summary

The proposal is within the FNP and CBCA and on a small section of private land.

It is proposed to construct a new shared-use track consisting of sections of elevated track, a short bridge, gravel track and a landing and steps connecting to the existing track to Richardsons Beach.

The shared-use track will connect Esplanade East and the Visitor Centre, descending down from the esplanade to, along and across Mosquito Creek through to the existing Visitor Centre infrastructure.

The proposed alignment takes advantage of higher ground within the Mosquito Creek marshland.

Through both the construction period and operation of the new infrastructure, visitors will be informed using interpretation signage, education materials, and compliance provisions.

A detailed description of the proposal is provided in Section 2 of the EIA document.

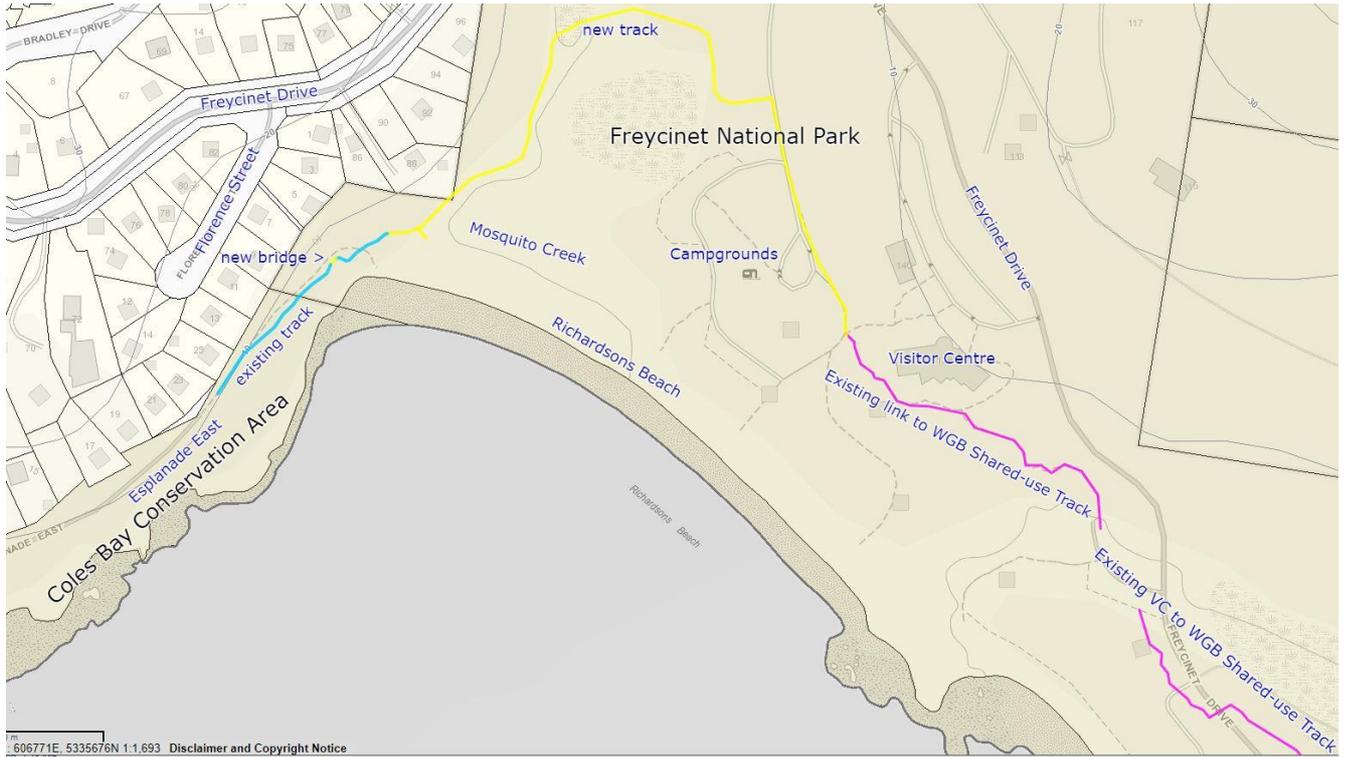


Figure 1: Freycinet National Park and Coles Bay Conservation Area shared-use track location



Figure 2: Aerial Photo – shared-use track location

4. Need for the proposal and alternatives

The proposal is a \$400,000 investment to implement the recommendations of the FPMP.

The proposal features widening of the existing track from Esplanade East to the Richardsons Beach access track and construction of a new elevated boardwalk across Mosquito Creek linking to existing visitor centre infrastructure.

The proposal is required to improve visitor safety by providing a formal pedestrian and bicyclist link between the Coles Bay Township and the National Park without the need to use busy Freycinet Drive. It will also provide the long-term capacity to link the planned Coles Bay Foreshore Walk with the Freycinet Walk and Cycle track which was constructed in 2020 between the Visitor Centre and Wineglass Bay trackhead.

Alternative sites and design were considered, including (refer Table 2.1 EIA):

- **Do nothing** - existing facilities provide insufficient capacity for current visitor numbers. Congested roads within Coles Bay and Freycinet National Park will remain with no improvement to visitor experience and the objectives of the Freycinet Master Plan will not be met.
- **Direct walkers and riders along busy roads** - this would not meet one of the primary objectives of reducing crowding or providing a more tranquil experience for visitors. Safety concerns and conflicting user types will not be addressed.
- **Restrict visitor numbers** - the existing track from Esplanade East already provides access so it is not feasible to restrict visitor numbers. Redirecting visitors to other sites when overcrowding occurs would create issues at other sites not designed or resourced for increased visitation.
- **Redirect users along Richardsons Beach** - will result in adverse impacts on soft coastal sands, stream banks, Aboriginal heritage sites and to other beach users.
- **Alternative locations** - several locations were considered for the shared-use track. Several criteria were taken into consideration for the location of the track:
 - a. Environmental – location of threatened flora and fauna species or habitat was considered (which significantly informed the potential route of the shared-use track).
 - b. Coastal erosion and inundation hazards
 - **Decking options** - consideration of use of FRP instead of treated timber decking on elevated structures. Benefits of FRP in marine environment include:
 - a. Strength-to-weight ratio is high, lighter than timber and has benefits for construction manual handling.
 - b. Dimensionally stable meaning it will not change shape as timber does.

- c. Distribute impact load to prevent surface damage and will not permanently deform.
- d. Low life cycle costs.
- e. UV resistant.
- f. Low water absorption.

5. Public and Agency consultation

A summary and analysis of public comments is in Appendix 3 of this report. Table 2 summarises the submission types.

Table 2: Summary of submissions by type

Type of submission	Number
Private individuals	5
Organisations	1
TOTAL	6

Six public submissions, mostly supportive, were received by the advertised date - see Appendix 2 for copies. The issues identified included:

- Track width and lines of sight – track should be >1.8m width to allow safe 2-way walking and cycling with good lines of sight. Another recommending 3m track width to support increasing ridership over time given connection to future foreshore shared path around Coles Bay Esplanade, the existing shared path in the park and due to the track being two-way direction utilised by walkers and riders with varying skills - bollards can be placed at entrances to prevent vehicles entering the track.
- Car Parking - need to retain direct private vehicle access to the park for longer walks access and a booking system for parking for those genuinely doing longer walks to aid with safety for the usual long drive home.
- Consultation with organisations – need for direct notification of proposals.
- Other connections – opportunity to make sure the track connects to as many places to ensure it is well used and a good alternative to travelling by car into the park, for example, connections to Bradley Drive and Freycinet Lodge.
- Track use – walkers from Coles Bay, Richardsons Beach campsites and Freycinet Lodge will continue to walk along the beach instead of using the longer loop track.
- Existing use of Esplanade roadway and safety – higher priority than this proposal.
- Existing use of Esplanade East track – has a survey been done to evaluate usage?
- Track location through Richardson Beach campgrounds (currently regarded as safe for children) – safety implications for campers, including children, due to increased traffic where track directly runs through paths campers use to the toilets, showers, rubbish / recycling bins and to access between campsites (suggested mitigation by realignment of track and installation of barriers through the carpark above the campgrounds where there is enough space - removing the safety risks to campers and

providing a more direct / logical route connecting to existing tracks in the park).

- Track intersection with campground road and visibility – proposed track designed to enter the road through a vegetated section not easy for track users and drivers to see each other (suggested mitigation by realignment of track and installation of barriers through the carpark above the campgrounds where there is enough space – providing better visibility between track users and drivers at the road crossing and a more direct / logical route connecting to existing tracks in the park).
- Track standards – none referred to that include bike paths. What are the technical standards that are being referred to for shared used trails?

The draft EIA was referred to various government agencies/bodies with a possible interest in the proposal.

The following branches within NRE provided submissions:

- Aboriginal Heritage Tasmania (AHT)
- CAS, NCH Division
- Major Projects and Infrastructure (engineering advice)

The National Parks and Wildlife Advisory Council also provided advice.

Liaison with the GSBC has occurred throughout the design and assessment process.

At the time of the Draft EIA consultation:

- the proposed works were consistent with the current RMP prepared under the NPRM Act and were thus permitted in the Environmental Management Zone per Section 29.2 of the Glamorgan Spring Bay Interim Planning Scheme 2015.
- the proposed shared-use track was partially located within E15.0 Inundation Prone Areas Code (engineered to comply), E16.0 Coastal Erosion Hazard Code (engineered to comply) and E11.0 Waterway and Coastal Protection Code (within 20m of a stream).
- a discretionary planning permit was required under the Glamorgan Spring Bay Interim Planning Scheme 2015 and would have been applied for after this report was finalised.

GSBC has since received a notice from the Tasmanian Planning Commission that in accordance with section 51(3AB) of the Land Use Planning and Approvals Act (LUPAA) as of Monday 14th February 2022 the Tasmanian Planning Scheme (TPS) including the draft Local Provisions Schedule (LPS) will be required to be used to assess any application lodged from that date.

Any application not validly made before Monday 14th February will be assessed against the TPS and LPS.

GSBC now considers that the proposed works would be exempt development under clause 4.2.7 of the TPP's in that the provision of a footpath/cycle path would be minor infrastructure by or on behalf of the Crown or a State Authority.

The PWS therefore will not lodge a Development Application and is satisfied that adequate public consultation has been completed through the FNPMP 2000, FPMP 2019 and the Draft EIA 'Have your say' consultation processes.

A building permit may be required for the elevated track sections.

Feedback from the above referral bodies has been incorporated into the discussion of environmental management issues in the next section, and in the final EIA.

6. Evaluation of environmental impacts

The issues raised in the submissions were primarily about usage, design and safety rather than environmental issues, however all issues relevant to the proposal have been evaluated. Details of this evaluation, including the commitments made by the PWS for implementing the proposal, are discussed, including:

1. Flora, fauna, threatened native vegetation communities and fauna habitat
2. Weeds, Pathogens and Diseases
3. Visual Impact
4. Cultural Heritage
5. Waste and Hazardous Materials
6. Health and Safety
7. Monitoring and review
8. Usage, design and safety

Issues that require additional explanatory material are addressed in the following sections.

Issue 1: Flora, threatened native vegetation communities and fauna habitat

Description of potential impacts
<p><u>Flora</u> The field survey identified no threatened flora species listed under the TSPA or the Commonwealth EPBCA occur within the project area.</p> <p><u>Threatened native vegetation communities</u> The field survey identified three threatened native vegetation communities within the project footprint. Saline sedge/land / rushland – ARS aligned with the Subtropical and Temperate Coastal Saltmarsh ecological community listed as Vulnerable by the Commonwealth EPBC. <i>Eucalyptus globulus</i> dry forest and woodland – DGL and <i>Eucalyptus viminalis</i> and <i>E. globulus</i> coastal forest – DVC listed as threatened native vegetation communities on Schedule 3A of the Nature Conservation Act 2002. There is potential for these communities to be impacted during the construction phase however the construction types and alignment of the track have been designed to minimise impact to these communities.</p> <p>Additional preventative measures proposed by the consultant have been adopted by the PWS.</p> <p><u>Fauna / habitat</u> The field survey identified potential habitat is present for <i>Sarcophilus harrisii</i> (Tasmanian devil), <i>Dasyurus maculatus subsp. maculatus</i> (spotted-tailed quoll), <i>Dasyurus viverrinus</i> (eastern quoll), and <i>Antipodia chaostola tax. leucophaea</i> (chaostola skipper). There is potential for habitat features to be impacted during</p>

the construction phase however the construction types and alignment of the track have been designed to avoid and/or minimise impact to identified features.

The proposed track has been aligned to avoid known habitat features and the scale of works is such that no significant impact on potential habitat is likely.

Additional preventative measures proposed by the consultant have been adopted by the PWS.

Management measures proposed

Wherever practical, individual trees (Eucalyptus species) will be protected from disturbance.

Impacts to dense patches of Chaostola skipper habitat (*Gahnia radula* or *Gahnia microstachya*) will be avoided through minor route adjustments and these areas will not be utilised as laydown areas.

A potential devil den (D5) is located 2m from the proposed works. This potential den will be monitored and managed in accordance with the Tasmanian Devil Survey Guidelines and Management Advice for Development Proposals available at <http://dppwe.tas.gov.au/conservation/development-planning-conservation-assessment/survey-guidelines-for-development-assessments> .

Construction activity within 500m or 1km line-of-sight of an active eagle nest will be avoided during the breeding season (July to January).

Public and agency comment

No public comments were made on this issue.

Agency advice included:

• **Chaostola skipper**

Potential habitat is present for the Chaostola skipper (*Antipodia chaostola* subsp. *leucophaea*) – listed as endangered under the TSPA and the EPBCA. The skipper has not been observed during surveys onsite but as the site is close to known locations and contains the habitat plant, adult skippers may visit the site and it is possible that the species will colonise the site in the future. CAS recommends that impacts to dense patches of Chaostola skipper habitat (*Gahnia radula* or *G. microstachya*) be avoided through minor route adjustments and these areas not be utilised as laydown areas.

• **Tasmanian devil and Spotted-tailed quoll**

The proposed works are within the habitat range of the Tasmanian devil (*Sarcophilus harrisii*) – listed as endangered under the TSPA and the EPBCA – and the Spotted-tailed quoll (*Dasyurus maculatus*) – listed as rare under the TSPA and vulnerable under the EPBCA. CAS notes the presence of a potential devil den (D5) 2m from the proposed works. This potential den should be monitored and managed in accordance with the *Tasmanian Devil Survey Guidelines and Management Advice for Development Proposals* available at <http://dppwe.tas.gov.au/conservation/development-planning-conservation-assessment/survey-guidelines-for-development-assessments>

• **White-bellied sea-eagle**

The Draft EIS states that there are no eagle nests within 1 km of the proposed development area, which appears to be an error. There are at least three White-bellied sea-eagle (*Haliaeetus leucogaster*) nests recorded within 1 km of the area. The White-bellied sea eagle is listed as vulnerable under the *Threatened Species Protection Act 1995* (TSPA). It is recommended that activity within 500 m or 1 km line-of-sight of an active nest is avoided during the breeding season (July

to January). CAS supports the proposal that on ground works are proposed to be completed during the winter months (June to August inclusive), and due to the current level of disturbance of the surrounding area (between the nests and the path) the ongoing use of the path is not considered to be introducing a disturbance that will impact eagles.

- As habitat for threatened species listed under the EPBCA has been recorded within the impact site, CAS recommends that the proponent make themselves aware of their obligations under the EPBCA.

Issue 2. Weeds, Pathogens and Diseases

Description of potential impacts
<p>The field survey found no signs of PC in the area where the proposed works will be conducted, however as there is already PC present within the park there is a significant risk that PC could be introduced to the project area through infected shoes, clothing, vehicles and machinery.</p> <p>The PWS proposes to develop and implement a strict weed and disease hygiene management plan to minimise the likelihood of diseases and weeds being introduced or spread further into the Park as per Section 4 of the DPIPWE (2015) Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania.</p> <p>Additional preventative measures proposed by the consultant have been adopted by the PWS.</p>
Management measures proposed
<p>Removal of Bridal creeper (<i>Asparagus asparagoides</i>) within the National Park should be implemented prior to construction.</p> <p>Natural Resources and Environment Tasmania Weed and Disease Planning and Hygiene Guidelines will be followed during all works (a copy of which can be found here: https://intranet.nre.tas.gov.au/Documents/Weed%20%20Management%20and%20Hygiene%20Guidelines.pdf</p> <p>Develop and implement a strict weed and disease hygiene management plan as per Sections 4 - 6 of the Weed and Disease Planning and Hygiene Guidelines to minimise the likelihood of diseases and weeds being introduced or spread further into the Park.</p> <p>All construction personnel will be inducted around the management concerns with respect to PC (and weeds), native vegetation, including information on field symptoms and hygiene protocols;</p> <p>Application of strict machinery, vehicle and personnel hygiene protocols for all construction activities, which includes spraying work boots with Phytoclean™ prior to leaving the car park;</p> <p>Gravel and rock will be sourced from a quarry recently certified as PC and weed free;</p> <p>Form compacted track surfaces such that pooling of water on the track surface and adjacent to the track is minimised (such pooling should be the subject of regular inspections and fixed if observed) and soil will not be shifted from one section of track to another;</p> <p>Water will be directed across granite exposures (if practical) rather than into adjacent vegetation downslope of the track;</p>

Audit for compliance with biosecurity controls during works; and Undertake post-installation monitoring by suitably qualified personnel in the spring months following installation.
Public and agency comment
No public comments were made on this issue. Agency advice included: • Weed and disease CAS notes the presence of Bridal creeper (<i>Asparagus asparagoides</i>) within the National Park and support the recommendation in the ecologists report to remove this species and search for others in the immediate vicinity. It is recommended that the proponent develops a plan to control the spread of weeds and diseases and ensure that any weeds present on the property are properly managed. Further information about controlling the introduction and spread of weeds and the development of weed and disease management plans can be found in Section 4 of the DPIPWE (2015) Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania .

Issue 3. Visual Impacts

Description of potential impacts
Potential visual impacts of the proposed development are considered to be low and the magnitude of change is expected to be minor due to the partially screening of the track by surrounding vegetation from elevated points on the track network.
Management measures proposed
No significant vegetation removal around the infrastructure (to minimise visual intrusion of the project). Use of materials that blend with the environment such as treated timber posts and joists for the elevated track structures. Walking track surfaces made of dark charcoal RAL 7039 FRP or gravel. Timber safety rails and retaining walls will be coated with a dark coloured oil to blend in with the environment.
Public and agency comment
No public or agency comment was received on this issue.

Issue 4. Cultural Heritage

Description of potential impacts
A field survey of the area identified one Aboriginal heritage site. The proposed track has been aligned to avoid the known site and to reduce the likelihood of undetected Aboriginal heritage being found. Un-anticipated discovery of Aboriginal heritage during works is a possibility. Additional preventative measures proposed by the consultant and supported by AHT have been adopted by the PWS.

Management measures proposed
<p>All Aboriginal heritage in Tasmania is protected under the Act. There are requirements under the Act to report Aboriginal heritage and not to impact Aboriginal heritage without a permit granted by the Minister. The Unanticipated Discovery Plan will be kept on hand during all ground disturbance and construction works. If at any point you or the works personnel suspect Aboriginal heritage, the process described within the Unanticipated Discovery Plan is to be immediately implemented.</p> <p>The PWS will ensure that all works personnel are briefed and understand the process outlined within the Unanticipated Discovery Plan and their obligations under the Aboriginal Heritage Act 1975 prior to works commencing. The PWS will also ensure that all works personnel are briefed about the cultural sensitivity of the Freycinet area and the potential for unanticipated discoveries.</p> <p>Information sheets about the type of Aboriginal heritage found in the surrounding area (stone artefacts and shell middens) are to be distributed to works personnel to assist them in recognising these site types.</p> <p>The proposed track alignment was highlighted by the Aboriginal heritage consultants as the preferred option due to the reduced likelihood of undetected Aboriginal heritage being found. Any major re-alignments will require further advice prior to construction.</p>
Public and agency comment
<p>No public comment was received on this issue.</p> <p>Agency advice included:</p> <ul style="list-style-type: none"> • Aboriginal Heritage Tasmania (AHT) note that the proposed alignment shown in the Draft EIA was subject to an Aboriginal heritage assessment in 2020 by Cultural Heritage Management Australia (CHMA) and Aboriginal Heritage Officer Vernon Graham, with no Aboriginal heritage identified. AHT also note that the alignment was highlighted by the Aboriginal heritage consultants as the preferred option due to the reduced likelihood of undetected Aboriginal heritage. Accordingly, AHT advise that the management recommendations outlined within the Aboriginal heritage assessment report, and found on page 29 of the Draft EIA, should be followed. • In addition, AHT advise that PWS are to ensure that all works personnel are briefed and understand the process outlined within the Unanticipated Discover Plan (attached), and their obligations under <i>the Aboriginal Heritage Act 1975</i> (the Act) prior to works commencing. PWS should also ensure that all works personnel are briefed about the cultural sensitivity of the Freycinet area and the potential for unanticipated discoveries. • Please be aware that all Aboriginal heritage in Tasmania is protected under the Act. There are requirements under the Act to report Aboriginal heritage and not to impact Aboriginal heritage without a permit granted by the Minister. The Unanticipated Discovery Plan should be kept on hand during all ground disturbance and construction works. If at any point you or your works personnel suspect Aboriginal heritage, the process described within the Unanticipated Discovery Plan is to be immediately implemented. • Please be aware that all Aboriginal site location information is confidential and not for public dissemination. Any mapping and coordinates contained within the report is for project planning purposes only, and cannot be used for any other purpose without

written permission from AHT. If the report is to be made publicly available, all site location information (coordinates and mapping) must first be redacted.

- Attached for your reference are some information sheets about the type of Aboriginal heritage found in the surrounding area, stone artefacts and shell middens. These may also be distributed to your works personnel to assist them in recognising these site types.

Issue 5. Waste and Hazardous Materials

Description of potential impacts
<p>The construction component of the project:</p> <ul style="list-style-type: none">• will require the storage of small quantities of fuels and oils for the operation of generators and equipment. These substances pose a risk of environmental harm in addition to a risk of explosion and/or fire if stored and handled incorrectly.• is expected to produce waste material. Waste material has the potential to contaminate soils, can have a visual impact and spread wider into the National Park. A high percentage of waste is likely to be FRP products and treated timber offcuts. Waste will be minimised by design and use of pre-cut lengths and pre-fabricated materials where possible. <p>Additional preventative measures are proposed by the PWS.</p>
Management measures proposed
<p>All fuel storage areas will be approved by PWS with enough overflow containment for stored fuel quantities.</p> <p>The handling and storage of all fuels and any other dangerous substances will be required to be in accordance with the Dangerous Substances (Safe Handling) Act 2005 and the relevant Australian Standards.</p> <p>Waste to be contained on site in storage bins and removed to a waste disposal centre during or on completion of works.</p> <p>A final site clean-up to the satisfaction of the PWS.</p> <p>Contractors will be required to submit to the PWS for approval a Construction and Environmental Management Plan (CEMP) that includes the above controls</p>
Public and agency comment
No public or agency comment was received on this issue.

Issue 6. Health and Safety

Description of potential impacts
Potential wildfire starts impacting the environment and visitors, high risk setting and emergency response, hazard analysis and risk assessment and potential road traffic impacts. Additional preventative measures are proposed by the PWS.
Management measures proposed
<p><u>Fire management</u></p> <ul style="list-style-type: none"> • Contractors are to ensure operations are suspended immediately once the Forest Fire Danger Index is calculated as equal to or greater than HIGH 20, or the relative humidity is equal to or less than 30%. Contractors should not undertake hot works* in reserves until the Forest Fire Danger Index has dropped below High 20 or the relative humidity risen above 30%. Hourly weather observations should be taken at the site of the works as directed by the supervisor. <p>* Hot works includes the use of grinders, welders, brush cutters, chainsaws, earth moving equipment and other tools and equipment likely to create sparks.</p> <ul style="list-style-type: none"> • Adequate and operational firefighting equipment will be maintained onsite during construction and any wildfire ignitions extinguished immediately. • Schedule construction work during winter season to minimise potential for hot works issues. <p><u>Emergency Response</u></p> <ul style="list-style-type: none"> • An Emergency Response Plan will be developed including: <ul style="list-style-type: none"> - Evacuation in the event of injury, death or threatening circumstances. - Early warning systems for unstable weather, wildfires etc. - Emergency contact details. - Emergency Meeting Points - Setup communication systems and process between contractors and field centre. <p><u>Hazard Analysis and Risk Assessment</u></p> <ul style="list-style-type: none"> • Project inductions for contractors will be delivered by PWS staff to ensure awareness of all safety risks and actions required to reduce risk. • Job Risk Analysis (JRA) will be completed and signed by all project persons for compliance undertaking risk-based tasks. • Visitor safety will be addressed around the construction sites across the reserves with advance warnings, signage and closed off construction areas. • Contractors will be asked to provide an approved Construction and Environmental Management Plan (CEMP) to address hygiene risks and handling of dangerous materials on site. • PWS will monitor fire weather days and enforce bans on the use of hot work equipment (eg. motor based devices) during days over the PWS fire danger rating level. <p><u>Road Traffic</u></p> <ul style="list-style-type: none"> • Suitable vehicles will be used to transport materials and equipment to the lay down area close to construction site to minimise impacts on busy roads. • Lay down areas will be chosen to minimise impacts of transport. • Lay down areas will be cordoned off within the campgrounds / carpark on the eastern end of the project.
Public and agency comment
No public or agency comment was received on this issue

Issue 7. Monitoring and Review

Description of potential impacts
<p>Monitoring and review not conducted within review schedule timeframes.</p> <p>Weeds and rehabilitation review and monitoring not conducted in a timely manner.</p> <p>Management of unanticipated discovery of Aboriginal heritage not managed in accordance with UDP.</p> <p>CEMP compliance not monitored adequately.</p> <p>Additional preventative measures are proposed by the PWS.</p>
Management measures proposed
<p>PWS will monitor visitor and stakeholder feedback following completion of the project.</p> <p>An annual post-construction weeds and rehabilitation monitoring program will be implemented for a minimum of 5 years post construction. At the completion of the five-year period results will be reviewed and if rehabilitation or weed control are not considered adequate then ongoing works will be programmed into the Field Centre Weed Strategy.</p> <p>The management of unanticipated discoveries of Aboriginal relics will be undertaken in accordance with the Aboriginal Heritage Act 1975 and the Unanticipated Discovery Plan as prescribed by Aboriginal Heritage Tasmania.</p> <p>The Construction Environmental Management Plan (CEMP) will include daily check / signoff sheets to mitigate impacts of construction including:</p> <ul style="list-style-type: none"> • On-site construction waste management. • Fuel and dangerous substances requirements and storage and handling measures including bunding, signage, staff training and provision of spill kits • Strict machinery and personnel hygiene protocols established • Erosion and sediment control plan including daily monitoring of controls. • Public access management for park users during works including construction fences and signage.
Public and agency comment
No public or agency comment on this issue

7. Statement of reasons

This assessment has been based on the information provided in the EIA and incorporates specialist advice provided by NRE scientific specialists and regulatory staff. This assessment has also addressed the issues raised in public submissions.

Statement of Reasons

The statement of reasons is a summary of assessment criteria relevant to the proposal and how the criteria were addressed.

Assessment criteria

Table 1.2 of EIA summarises relevant statutory and policy requirements. The proposal was designed and assessed under the following statutory and policy requirements:

Freycinet National Park / Wye River State Reserve Management Plan 2000 – the proposal is consistent with this plan, that also addresses the requirements of Schedules 1 and 2 of the NPRM Act.

NPRM Act managing authority functions and powers (s30) - Part 3
Management of reserved land – reserve area management plans.

Walking Track Management Strategy for TNPR 2011-2020 – section 1.3.2 of the EIA addresses this strategy and defines an appropriate track class. The Strategy and the EIA identifies the need for appropriate long-term management of the track and infrastructure, and that upgraded infrastructure is a high priority.

Reserves Standards Framework 2014 – was applied to assist in matching visitor skills and abilities to the level of infrastructure required to address visitor risk within the FNP and CBCA (section 3.1.4 of the EIA).

Freycinet Peninsula Master Plan 2019 – this proposal, along with other key initiatives identified in the FPMP, will provide a base for sustainable increased visitation and spend in the area and improved visitor safety.

Glamorgan Spring Bay Interim Planning Scheme 2013 - section 3.1.5 of the EIA addressed local GSBC advice on Environmental Management Zone and Waterway and Coastal Protection, Inundation Prone Areas Code and Coastal Erosion Hazard Code provisions in section 5 of this Report.

1. The proposal is acceptable because:

- the EIA under the identified assessment criteria demonstrates that the proposal would not cause significant adverse impacts;
- the proposal supports the reserve management requirements of the FNPWRSRMP 2000 and CBCA management objectives; and
- the proposal assists in conserving the identified natural and cultural values of the FNP and CBCA.
- GSBC has since received a notice from the Tasmanian Planning Commission that in accordance with section 51(3AB) of the Land Use Planning and Approvals Act (LUPAA) as of Monday 14th February 2022 the **Tasmanian Planning Scheme (TPS) including the draft Local Provisions Schedule (LPS) will be required to be used to assess any application lodged from that date.** Any application not validly made before Monday 14th February will be assessed against the TPS

and LPS. GSBC now considers that the proposed works are exempt development under clause 4.2.7 of the TPP's in that the provision of a footpath/cycle path by or on behalf of the Crown or a State Authority is deemed minor infrastructure.

2. The proposal can be implemented in accordance with the Commitments stated in Appendix 1 of this report, and section 6 of the final EIA.

8. Decision

I am satisfied that:

1. The proposal is acceptable because:

- the environmental impact assessment under the identified assessment criteria demonstrates that the proposal would not cause significant adverse impacts;
- the proposal supports the reserve management requirements of the Freycinet National Park/Wye River State Reserve Management Plan 2000; and
- the proposal assists in conserving the identified natural and cultural values of the Freycinet National Park.

2. The proposal can be implemented in accordance with the Commitments stated in Appendix 1 of this report, and section 6 of the final Environmental Impact Assessment.



Stuart Fletcher
Acting Deputy Secretary
Parks and Wildlife Service

Date: 13 April 2022

[The EIA process is completed when this environmental assessment report is signed by the managing authority and provided to the PWS Regional Manager North]

9. Appendices

Appendix 1 – PWS Commitments

The proposal will be implemented as outlined in this environmental assessment report including the specific Commitments below.

No.	Commitment	Project Phase
Pre-Construction Commitments		
1	A CEMP in accordance with PWS guidelines will be prepared prior to works by the successful contractor and submitted to the PWS for approval.	Pre-Construction
2	A Communications Plan, including visitor safety during construction, will be approved prior to commencement of works.	Planning and Pre-Construction
3	Contractors will be briefed about and understand: <ul style="list-style-type: none"> - The location of threatened flora and fauna habitat to be monitored / avoided during all works and use of laydown areas - management concerns with respect to PC, weeds and native vegetation, including information on field symptoms and hygiene protocols; - the process outlined within the Unanticipated Discover Plan (attached), their obligations under <i>the Aboriginal Heritage Act 1975</i> (the Act), the cultural sensitivity of the Freycinet area, the potential for unanticipated discoveries and information sheets about the type of Aboriginal heritage found in the surrounding area to aid with identification; and - awareness of all safety risks and actions required to reduce risk. 	Pre-Construction
4	Job Risk Analysis (JRA) will be completed and signed by all project persons for compliance undertaking risk-based tasks.	Pre-Construction and Construction
5	Removal of Bridal creeper (<i>Asparagus asparagoides</i>) within the National Park should be implemented prior to construction.	Pre-Construction
6	Develop a strict weed and disease hygiene management plan as per Sections 4 - 6 of the Weed and Disease Planning and Hygiene Guidelines to minimise the likelihood of diseases and weeds being introduced or spread further into the Park.	Pre-construction
Construction Commitments		
5	<p><u>Flora and fauna</u></p> <ul style="list-style-type: none"> • Wherever practical, individual trees (Eucalyptus species) will be protected from disturbance. • Impacts to dense patches of Chaostola skipper habitat (<i>Gahnia radula</i> or <i>Gahnia microstachya</i>) will be avoided through minor route adjustments and these areas will not be utilised as laydown areas. 	Construction

	<ul style="list-style-type: none"> • A potential devil den (D5) is located 2m from the proposed works. This potential den will be monitored and managed in accordance with the Tasmanian Devil Survey Guidelines and Management Advice for Development Proposals available at http://nre.tas.gov.au/conservation/development-planning-conservation-assessment/survey-guidelines-for-development-assessments • Construction activity within 500 m or 1 km line-of-sight of an active eagle nest will be avoided during the breeding season (July to January). 	
6	<p><u>Weeds, Pathogens and Diseases</u></p> <ul style="list-style-type: none"> • Natural Resources and Environment Tasmania Weed and Disease Planning and Hygiene Guidelines will be followed during all works which can be found here: https://nre.tas.gov.au/Documents/Weed%20%20Management%20and%20Hygiene%20Guidelines.pdf • Implement a strict weed and disease hygiene management plan as per Sections 4 - 6 of the Weed and Disease Planning and Hygiene Guidelines to minimise the likelihood of diseases and weeds being introduced or spread further into the Park. • Application of strict machinery, vehicle and personnel hygiene protocols for all construction activities, which includes spraying work boots with Phytoclean™ prior to leaving the car park; • Gravel and rock will be sourced from a quarry recently certified as PC and weed free; • Form compacted track surfaces such that pooling of water on the track surface and adjacent to the track is minimised (such pooling should be the subject of regular inspections and fixed if observed) and soil will not be shifted from one section of track to another; • Water will be directed across granite exposures (if practical) rather than into adjacent vegetation downslope of the track; • Audit for compliance with biosecurity controls during works. 	
7	<p><u>Visuals</u></p> <ul style="list-style-type: none"> • No significant vegetation removal around the infrastructure. • Use of materials that blend with the environment such as treated timber posts and joists for the elevated track structures. Walking track surfaces made of dark charcoal RAL 7039 FRP or gravel. • Timber safety rails and retaining walls will be coated with a dark coloured oil to blend in with the environment. 	Construction
8	<p><u>Aboriginal Heritage</u></p> <p>Management of unanticipated discoveries of Aboriginal relics undertaken in accordance with the Aboriginal Heritage Act 1975, and the Unanticipated Discovery Plan as prescribed by AHT.</p>	Construction
9	<p><u>Waste and hazardous materials</u></p> <ul style="list-style-type: none"> • All fuel storage areas will be approved by the PWS with enough overflow containment for stored fuel quantities. • The handling and storage of all fuels and any other dangerous substances will be required to be in accordance with the <i>Dangerous Substances (Safe Handling) Act 2005</i> and the relevant Australian Standards. • Waste to be contained on site in storage bins and removed to a waste disposal centre during or on completion of works. 	Construction

10	<p><u>Health and Safety</u></p> <ul style="list-style-type: none"> Contractors are to ensure operations are suspended immediately once the Forest Fire Danger Index is calculated as equal to or greater than HIGH 20, or the relative humidity is equal to or less than 30%. <p>Contractors will not undertake hot works in reserves until the Forest Fire Danger Index has dropped below High 20, or the relative humidity risen above 30%. Hourly weather observations will be taken at the site of the works as directed by the supervisor.</p> <p>Adequate and operational firefighting equipment will be maintained onsite during construction.</p> <p>Schedule construction work during autumn to minimise potential for hot works issues.</p> <p>PWS will monitor fire weather days and enforce bans on the use of hot work equipment (eg. motor based devices) during days over the PWS fire danger rating level.</p> <ul style="list-style-type: none"> Visitor safety will be addressed around the construction sites with advance warnings, signage, and closed off construction areas. An Emergency Response Plan will be developed including: <ul style="list-style-type: none"> Evacuation in the event of injury, death or threatening circumstances. Early warning systems for unstable weather, wildfires etc. Emergency contact details. Emergency Meeting Points Setup communication systems and process between contractors and field centre. Project inductions for contractors will be delivered by PWS staff to ensure awareness of all safety risks and actions required to reduce risk. Job Risk Analysis (JRA) will be completed and signed by all project persons for compliance undertaking risk-based tasks. Lay down areas will be cordoned off within the campgrounds / carpark on the eastern end of the project. 	Construction
Post Construction Commitments		
11	Final site clean-up to the satisfaction of the PWS.	Post-construction
12	New signage will be placed at key locations to advise shared-use / two way direction of trail	Operation
13	Undertake post-installation monitoring for weeds and disease by suitably qualified personnel in the spring months following installation.	Operation
14	PWS will monitor visitor and stakeholder feedback following completion of the project.	Post-construction Operation

Appendix 2 – Public submissions

Copies of the six submissions received are attached.

Names of private individuals have been included unless they requested to remain anonymous.

	Name	Individual submission / company or organisation name
1	Ted Ross	Private individual
2	Peter Bird	Private individual
3	Brett Miller	Private individual
4	Jennifer Milne	Private individual
5	Di Elliffe	Private individual
6	Andrew Davey	Bushwalking Tasmania

Submission 1: Private individual

Connecting the township to the visitors centre and the bike track that heads all the way to the walking hub is a great idea.

A few suggestions:

- we regularly stay in tourist accommodation in Bradley Drive. It would be good to provide improved connection from this area by working with council to make the roadside footpath safer. It needs some work to better delineate especially the section after mosquito creek. Ideally you would connect a path down off Freycinet Drive to the new proposed path. You will probably get people pushing an informal path down the through the bush here anyway.
- while commenting on this path it would be good to improve connection from the track to Freycinet lodge. I noted they have bike hire and the access is poor either down a steep and rocky fire trail with a gate at the end or trying to take on a section of road with poor sight distance. As part of improving connection to the township there is a great opportunity to make sure the track connects to as many spots as places to ensure it is well used and a good alternative to travelling by car into the park.

Ted Ross

Submission 2. Private individual

Highly support this new infrastructure, it will improve safety and provide a better link to the shared-use trail from the Visitor Centre to Wineglass Bay carpark.

Peter Bird

Submission 3: Private individual

Whilst it is understood why the track is to be constructed, I don't believe it will be used as it is intended.

1. People walking along Richardson's Beach from either the camp sites in the dunes, or guests from the Lodge, will walk to the northern end of the beach and then onto the link to the new track. Why would they do a "loop" around the track, about twice the distance, when they can stay on the beach?

2. People walking from CB (return walkers, shackies going to Richardson's Beach, visitors that have parked at the shop etc) will walk along the East Esplanade road (this appears to still to be a dangerous section as nothing is proposed to get people off that road) and straight down to the beach. Why would they walk around the loop?

I often walk the East Esplanade access track, and very rarely meet anyone on that track. Has a survey been undertaken to actually evaluate the usage?

Whilst out of context here, but it is all Govt money, the road from the Iluka Tavern around the Esplanade to the shop, is heavily used by walkers and is narrow / very dangerous. I believe this section should be a lot higher priority for the money that is to be spent on the shared track. The foreshore around there is all managed by Parks - why not better spend the money there?

Brett Miller

Submission 4: Private individual

My comments are in regards to the alignment of the track within the Richardson beach campsite area.

My main points are:

- the proposed upgraded track runs directly through paths which are currently used for camping visitors for day to day activities, walking to the toilets and showers, walking rubbish and recycling to the bin and walking from site to site when camping with friends. These are activities which are undertaken often in the dark with reduced visibility or when lugging children and beach equipment back and forth (red section in attached map). The showers exit directly into this path with no signage or obstruction. Camper safety would be reduced if these current activities were to take place in a shared use pathway with users unfamiliar of what activities take place in this section of path.

- having frequented the campsite for over 30 years part of the attraction is a safe space for children to use the site. Children use this path as a loop track to ride their bikes as it is only currently used by campers. Increasing the traffic on this section would compromise the current safe use of the path.

- the proposed path is designed to enter the campsite road through a vegetated section just as you turn into the campsite road. The visibility here is not easy for either path users or drivers to see each other in advance.

These risks could be mitigated if the track avoided the campsite section and was incorporated into the north side of the road (see pink line in attached map). There is enough space to create a safe path with barriers to the road on this north side whilst still keeping current parking.

This would

-allow better visibility for both path users and drivers when entering the road.

-remove the safety risks to campers using paths around the campsite from the increased frequency and type of mixed path uses.

-is a more direct and logical route to meet with the existing path that takes users down to the creek and on to the new wineglass car park track.

Jennifer Milne

Map attached below



Submission 5: Private individual

This track is long overdue. On my last visit to Coles Bay I walked what track currently exists here in the hope of finding it rideable, of course it was not. When this riding connection is made, visitors and residents will be able to ride from their holiday homes to both the Visitor Centre and the walking hub below The Hazards on an enjoyable and relatively safe route comprising roads and separated paths. This will encourage people to ride rather than drive, which will reduce the traffic levels and noise along Freycinet Drive and also the tension of finding parking at the destination.

The longer-term objective of this path forming part of a longer distance Foreshore Trail is to be strongly supported. As the rideable connections increase, the viability of a commercial bike hire or bikeshare scheme in Coles Bay will increase.

I'm concerned that the list of Standards referred to did not include any that directly refer to bike paths. PWS' *Walking Track Classification Policy 2014* is the nearest guide referred to. It refers directly only to walking trails, noting a maximum width of 2m. What are the technical standards that are being referred to for shared used trails?

The proposed path width of 2.4m along the length of the connection is certainly better than the notional width (in your *Walking Track Classification Policy 2014*) of 2m for a walking trail. However this new path will soon connect with a longer trail connecting to the village and the foreshore trail. It would be expected that the Foreshore Trail would get a great deal of use and should be a minimum of 3m wide.

In line with that and in the expectation of ridership increasing over time, I believe that an average width of 3m for this current trail would enable more comfortable and safer conditions. Note that the trail traffic is two way and that users will include riders with a diversity of skills and family groups both walking and riding. Bollards can be strategically placed at entrances to prevent vehicles being driven along the path.

Di Elliffe

Submission 6: Organisation

BUSHWALKING TASMANIA

SHARED USE TRACK - COLES BAY

While we do not object to the concept, the track should be wide (>1.8 m width to allow safe 2-way walking and cycling) with good lines of sight and not used to prevent walkers directly accessing private vehicle parking to other tracks for, at least, longer walks.

If at some time road closure and forced shared- track use or a bus service might be considered to get people from Coles Bay township to walks, please note that the use of a bus at Cradle has been a disaster for most longer day and some other long or late-day walks.

Coles Bay (and Cradle) needs to retain direct private vehicle access for longer walks access. To this end please retain all the current private vehicle parking – this will allow walkers access early and late in the day when space is available, and when buses are not running, or the first buses may have too long a queue / delay. Adding more walking is not a substitute, eg use of the shared use track, especially late in the day as it becomes a safety issue for the usual long road trip home.

Bushwalking Tasmania also suggest that those genuinely doing longer walks, but faced with a long drive so late arriving can book a space in case private vehicle parking would have filled.

It was serendipitous that Bushwalking Tasmania became aware of the track proposal. We ask that we are alerted to all relevant proposals directly.

Andrew Davey

President, Bushwalking Tasmania

Appendix 3 – Analysis of public submissions

Issue	EIA RAA section	Comments	PWS response	Sub'n No.
Track width	s 2.2	Track width should be >1.8m with appropriate lines of sight.	Track designed to be 2.4m wide and vegetation to be trimmed for sight lines if required. Signage to be installed to alert users to shared usage and two-way trail direction.	6
		Track width should be 3m to support future increased levels of ridership		5
Carparking		Retain carparking at Wineglass Bay trailhead for long walks	Out of scope – no change to carparking proposed	6
Consultation	s 1.4	Consultation with organisations – need for direct notification of proposals	Noted for future proposals	6
Connections	s 1.3.2, 3.1.3,	Other track connections required to Bradley Avenue and Freycinet Lodge	Out of scope - Future links to be considered as per the Freycinet Peninsula Master Plan 2019.	1
Track usage	s1.2, 1.3.2, 2.2.2.4, 3.1.3	Walkers will continue to use beach instead of longer loop track.	Aim of project is to provide a shared-use link between Esplanade East and other tracks in the park. The beach connection is via steps off the side of the shared-use track.	3
		Has a survey been done to evaluate Esplanade East track usage?	Survey not required - track aims to provide a safe link for walkers and bike riders into the park without having to use Freycinet Drive as per intent of Freycinet Peninsula Master Plan 2019	3
Project prioritisation	s 3.1.3	Existing use of Esplanade roadway and safety is a higher priority than this proposal	This proposal is part of the overall master plan for pedestrian and bike link between the town and the park. The Coles Bay esplanade foreshore path is a separate project currently being planned by GSBC to	3

Issue	EIA RAA section	Comments	PWS response	Subm'n No.
			provide separation between users and road traffic.	
Track location / design	s 2.1.1,	Suggested relocation of track route through Richardsons Beach campground precinct and relocate the track intersection with the campground road to provide better safety outcomes for campers and users.	The PWS will implement these suggestions as no adverse environmental impacts are expected due to this minor re-alignment.	4
Track standards	s 3.1.4,	Track standards – none referred to that include bike paths. What are the technical standards that are being referred to for shared-use trails?	<p>There is no single guidance document that applies to shared use tracks of this type. As a result, the PWS designed the shared-use track based on a compromise between three main documents:</p> <ul style="list-style-type: none"> • Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling • Australian Mountain Biking Trail Guidelines Section 10 – Trail Difficulty • PWS Walking Track Classification Policy <p>The PWS used experience gained from the existing shared use trail from the visitor centre to Wineglass Bay carpark.</p>	5
Need for the proposal	s 1.1, 1.2, 1.3.2,	Support for this new infrastructure, it will improve safety and provide a better link to the shared-use trail from the Visitor Centre to Wineglass Bay carpark.	Noted – no change to proposal.	1, 2, 5 & 6

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