NORTH WEST BAY RIVER MULTI-USE TRAIL STAGE 2: MIANDETTA ROAD TO CHANNEL HIGHWAY, MARGATE DEVELOPMENT APPLICATION

Submission from Kingborough Council's Governance, Recreation & Property Services

BACKGROUND

Kingborough has a significant network of recreation trails across the municipality. These provide essential recreational opportunities for residents and visitors alike.

With the Kingborough Municipality experiencing rapid growth, there is a strong demand for access to outdoor recreation areas, tracks and trails for passive and active recreation.

The North West Bay River and catchment are regularly accessed by locals and visitors for recreational pursuits of bushwalking, bike-riding, horse-riding, swimming, fishing, kayaking, and climbing.

The development of additional trails within the municipality and the North West Bay River Catchment to provide linkages between towns and existing trails has been heavily advocated by the local community for many years through the Trail Riders Action Club (TRAC) and residents.

In response to the increasing demand for recreational opportunities, the Kingborough Council developed the **Kingborough Tracks and Trails Strategic Action Plan 2017- 2022** which has just been updated in 2024. The plan identifies guiding principles to ensure track development is strategic and supported by the community.

The North West Bay River Shared Use Trail from Margate to Longley is listed as a Priority 1 track for Council to pursue in stages. Stage 1 from Riverdale Road to the Huon Highway was completed in 2023.

In addition to this, there are also two 'Priority 2' track proposals which would also link to the North West Bay River Catchment area from Kingston and surrounds.

1. Kingston/Mt Pleasant – Sandfly Rd
2. Kingston – Sandfly Rd via One Tree Hill

NORTH WEST BAY RIVER CATCHMENT MANAGEMENT PLAN 2021-2031

In partnership with a stakeholder working group, Council has recently updated the Catchment Management Plan for North West Bay River. The primary purpose of the updated plan is to support action and re-engage the community in the conservation and management of the river and its natural and cultural values.

The expansion of trail networks within the Catchment will enhance recreational values, increase community engagement, and provide broader social and economic benefits. Through the consultation of the North West Bay River Catchment Management Plan, the Longley to Margate link along the North West Bay River was raised as a priority. A detailed feasibility study was commissioned in 2020 considering the benefits and potential impacts and is available on Council's website.

NORTH WEST BAY RIVER MULTI-USE TRAIL – FEASIBILITY STUDY 2020

Council commissioned a Feasibility Study for a Multi-use Trail in 2020 which was conducted by Environmental Consulting Firm - Enviro-dynamics in conjunction with Mtn Trails (a Tasmanian based trail building company). The feasibility of constructing a multi-use trail along the North West Bay River was assessed through trail route surveys, natural values surveys and preliminary community consultation.

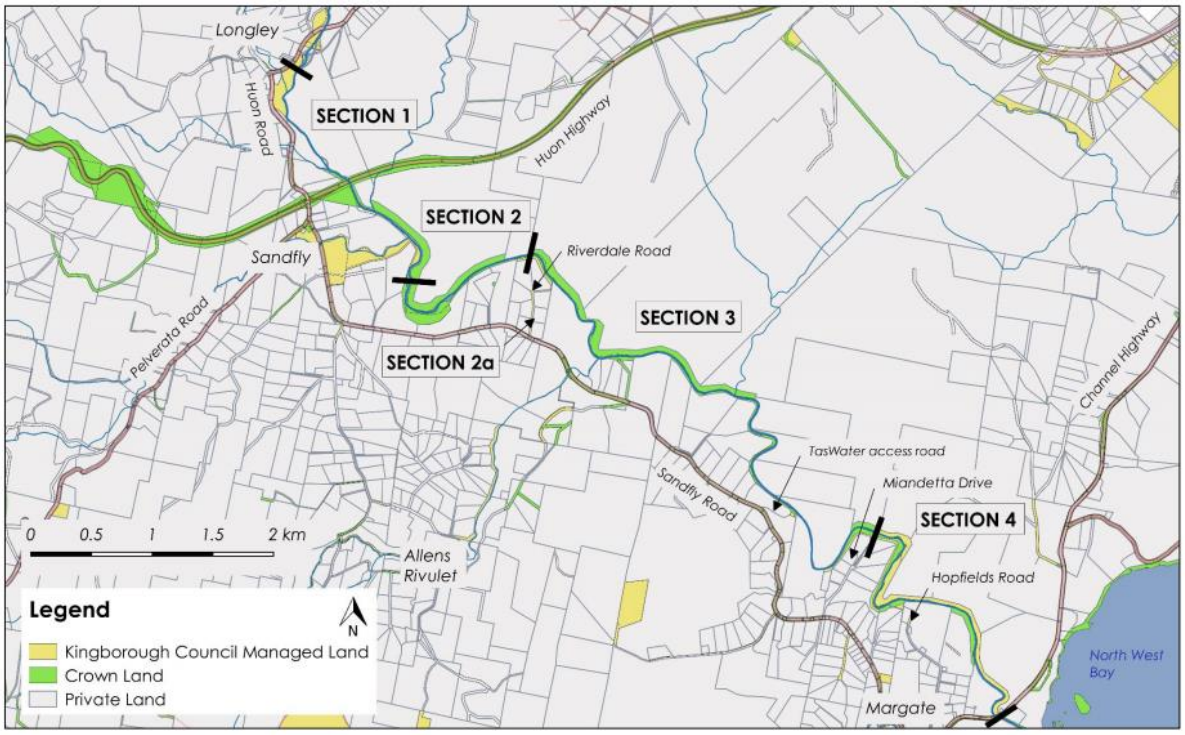
The Feasibilty Study determined that: "A trail can be routed and constructed to minimise impacts on natural values." The natural and cultural values in the area and corridor of the preferred route were assessed to enable the route to avoid and/or minimise any impact on significant conservation and cultural values.

Once the physical trail route and potential river crossing points were identified, the natural values along and surrounding the identified routes were assessed to identify any high conservation values. The natural values surveyed and mapped included vegetation communities, flora species of significance, important habitat features such as den sites and trees with hollows and environmental threats such as weed infestations. Please see attached maps.

The Feasibility Study was presented to Council for endorsement in September 2020 and Council unanimiously endorsed the report as well as an allocation of $15,000 from the Public Open Space Fund to commence initial survey work to determine boundaries. All Councillors were supportive of action being taking on the plan.

PROJECT OBJECTIVES

- A multi-user trail (walkers, mountain bikes, horses).
- Predominantly on public land.
- A focus on local community as opposed to tourists.
- A whole of community focus (options for Landcare/TRAC Community working bees).
- Designed to minimise future maintenance costs (i.e., out of flood zones where possible).
- Protection of natural and cultural values.



Map courtesy of Enviro-dynamics Pty Ltd and Mtn Trails Pty Ltd, Feasibility Study, 2020

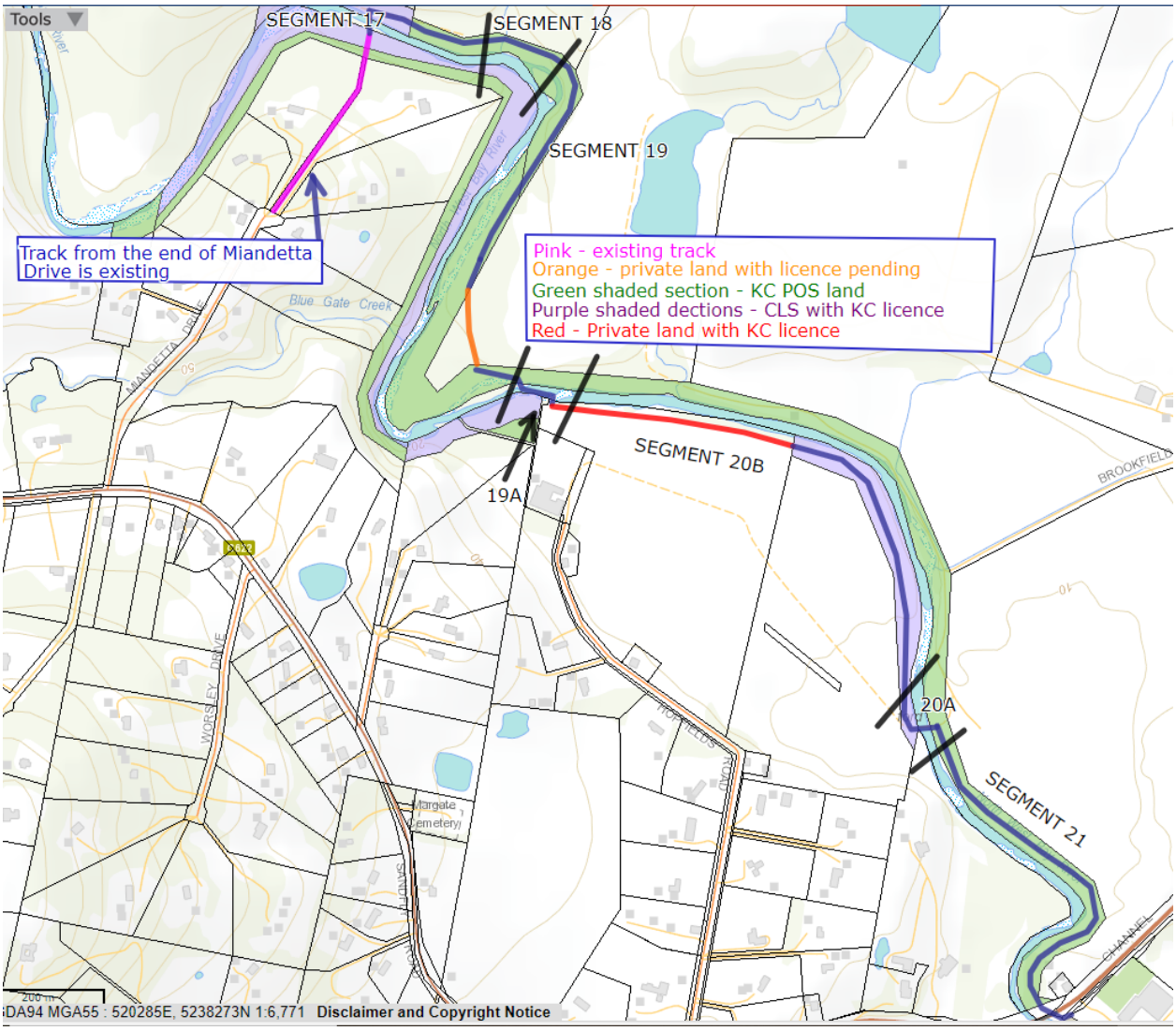
PROPOSAL

The proposal for this Development Application is to complete a second section of the proposed recreational trail between the Channel Highway at the Kingborough Bowls Club and Miandetta Road – a length of approx 3 km. The proposed use is for passive recreation, walkers, mountain bike riders and horseriders.

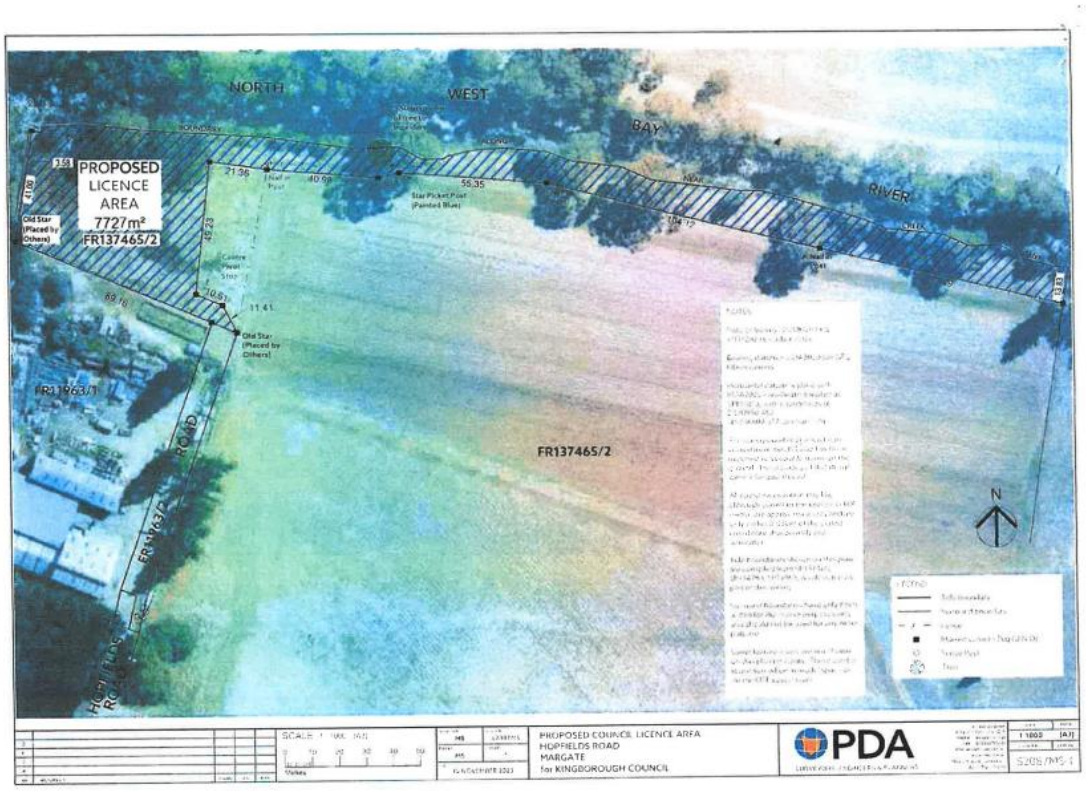
It will be constructed to standards consistent with the IMBA TDRS (International Mountain Bicycling Association, Trail Difficulty Rating System) Land Managers Guide and the Australian Walking Track Standards (AS2156.1 – 2001 and AS2156.2 – 2001) with a typical trail width of 1.2m. Trail width may be wider on flatter ground, to allow for easier passing and in some sections will just be a 3m wide mown strip. Track construction will involve clearance of understory vegetation and minor earthworks for benching and drainage. The trail will avoid trees with a diameter at chest height (DBH) greater than 25 cm and as such no large trees will be removed.

There are no bridges proposed, building or infrastructure works associated with this trail. River crossing warning signs and reserve information signs will be provided. Refer to page 21.

All of the trail will be constructed on either Kingborough Council land or on Crown Land that Council has a licence pending (23/8005) for tenure over and 2 short sections on private land. Council has a licence over one section (attached with documentation) and the other one is pending.



Map showing land tenure and track segments



Licenced Area with landowner for future parking (not part of this DA) and track access.

Draft Trail Alignment Plan

NATURAL VALUES (further details in attached Natural Values Report, 2024)

The survey of the natural values along the proposed trail route was undertaken to identify any significant values or threats that should be avoided or mitigated. The assessment mapped broad vegetation communities within a trail corridor (approximately 20–30 m wide), documented significant flora and fauna species and habitat values and mapped threats such as weed infestations. The assessment aimed to determine if there are any areas where trails should be avoided or diverted.

VEGETATION COMMUNITIES (from Feasibility Study, 2020)

Six vegetation communities were mapped along the proposed trail route between Longley and Margate as per the TASVEG (v3.0) vegetation classification system (Figures 2–5). Vegetation mapping was restricted to the trail corridor (approximately 50-100 m wide) along the river. The following communities were mapped:

1. ***Eucalyptus obliqua* dry forest (DOB)** – dominant community along the river. Occurs in a narrow strip on northern side of the river with larger areas present in broader valleys.
2. ***Eucalyptus obliqua* wet forest (WOU)** – occurs on south-facing slopes and wetter areas.
3. ***Eucalyptus pulchella* forest and woodland (DPU)** – widespread on slopes and hilltops away from the river, generally adjacent to DOB.
4. ***Eucalyptus globulus* dry forest and woodland (DGL)** – localised patches where *E globulus* is the dominant tree species.
5. ***Eucalyptus ovata* forest (DOV)** – small patches on river flats north of Huon Highway.
6. ***Eucalyptus amygdalina* forest and woodland on dolerite (DAD)** – occurs on hilltops above river east of Mafeking Creek.

The DOV and DGL communities are listed under Schedule 3A of the *Nature Conservation Act 2002* (NCA) and classified as 'High Priority Biodiversity Value' under Table E10.1 of the *Kingborough Interim Planning Scheme 2015* (KIPS). DOV has recently been listed as a 'threatened ecological community' under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA).

The trail will avoid these communities where possible to minimise disturbance. By avoiding the DOV community, referral to the Commonwealth under the EPBCA will not be required.

All other communities are common and well represented in reserves and hence not listed under the NCA. Where these communities contain threatened flora species or threatened fauna habitat they are considered to have 'Moderate Priority Biodiversity Value' under the KIPS.

MAPS OF NATURAL VALUES

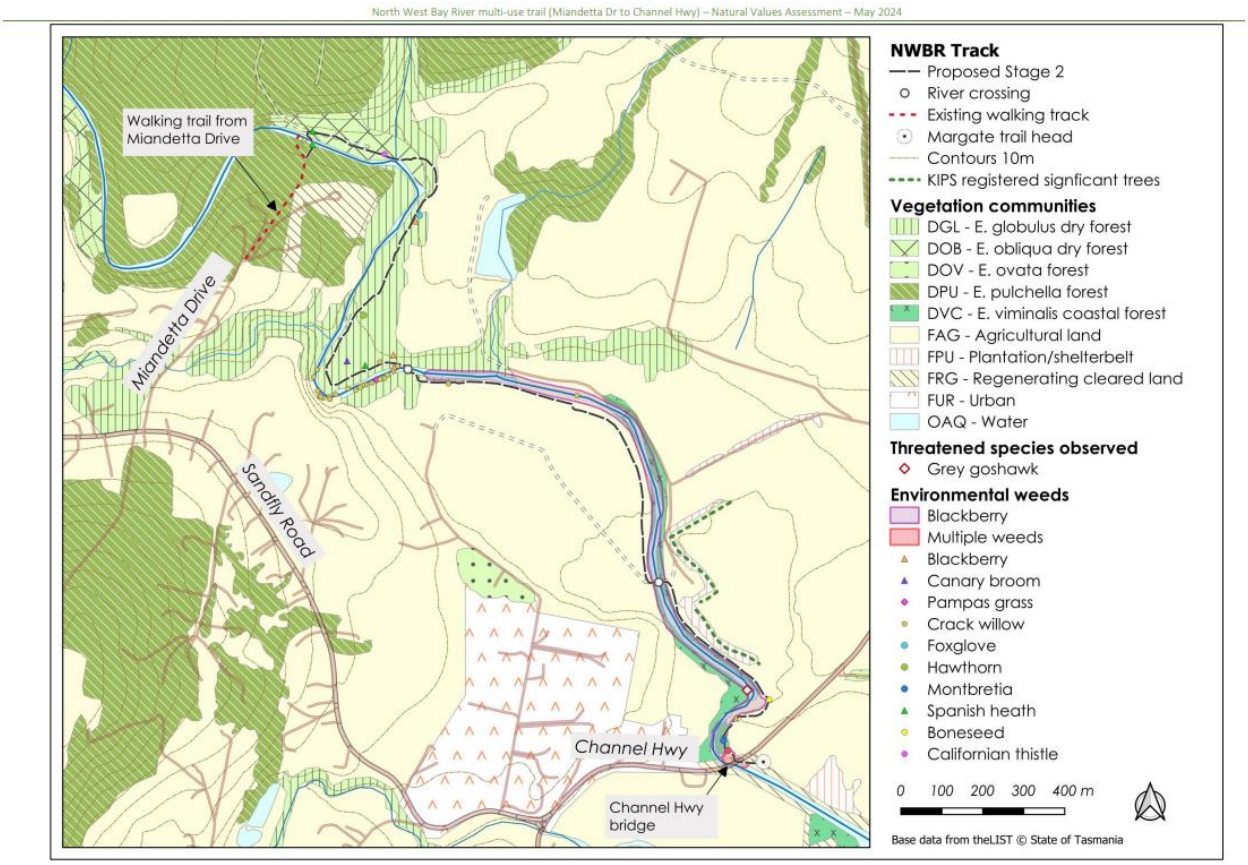


Figure 3. Vegetation communities and weeds mapped along trail route.

Map of Natural Values from Feasibility Study 2020

A Threatened Raptor and Swift Parrot survey Study were undertaken by David Young from Nature Advisory in Occtober 2024. Due to an active raptor nest in the vicinity of the original trail alignment, in section 19, a re-route was recommended which is shown on the map below marked in red to allow for a 150 m buffer zone.
Refer to survey report for further details.

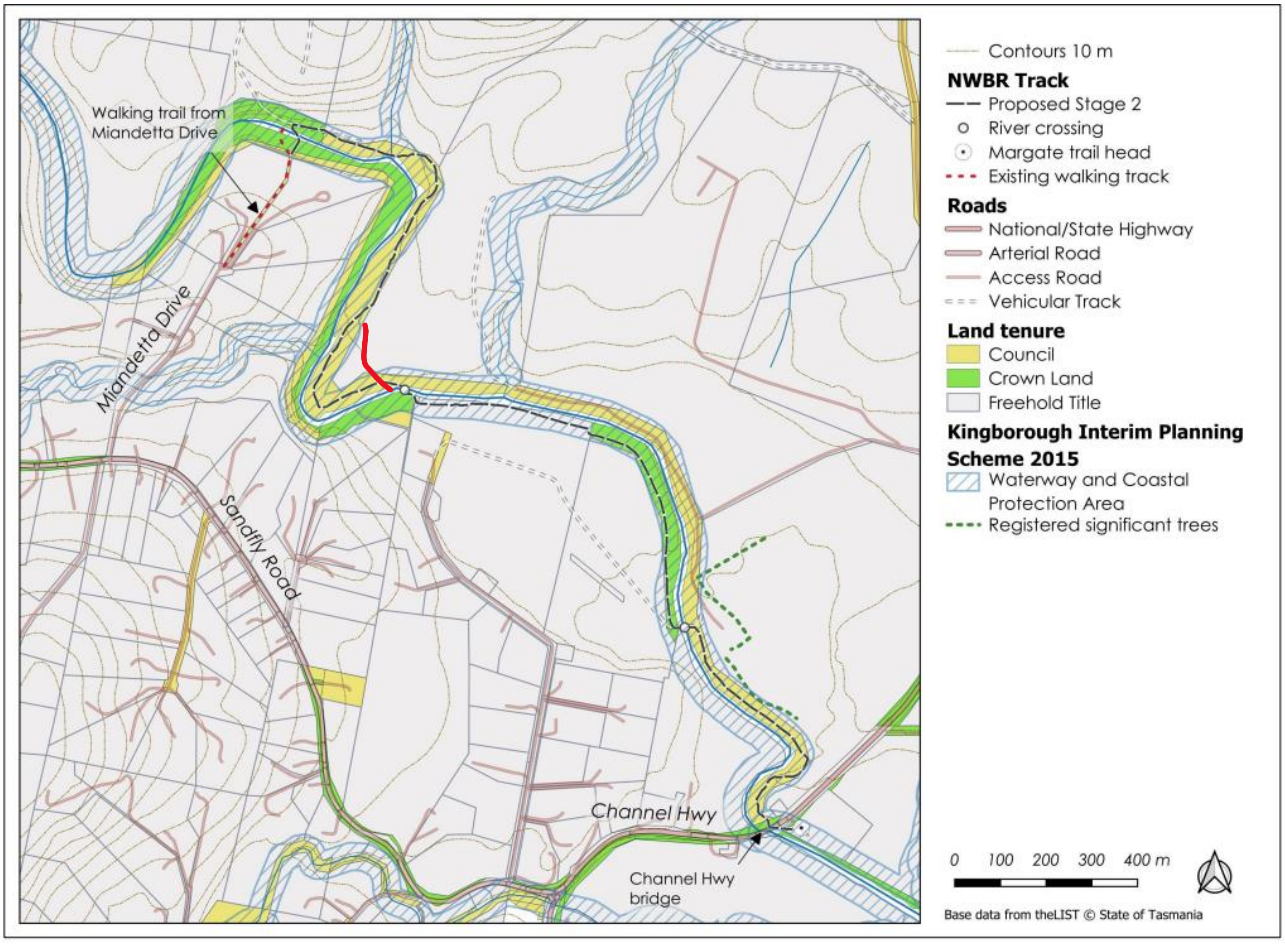


Figure 1. Land tenure and proposed trail route at Margate. KIPS Waterway and Coastal Protection Area shown, other overlays (including Biodiversity Protection Area) not shown for clarity.

Note red line showing the approx re-alignment to avoid area of Grey Goshawk buffer zone.

TRAIL IMPACTS AND FEASIBILITY ASSESSMENTS

IMPACTS ON NATURAL VALUES – see attached reports:

- Natural Values Report and Environmental Management Plan, May, 2024 (Enviro-dynamics)
- Threatened Raptor and Swift Parrot Survey Summary Report, October 2024 (Nature Advisory)
- North West Bay River Multi-Use Trail Feasibility Study, 2020 (Enviro-dynamcis, Mtn Trails)
- Arboriculture Impact Assessment, Stage 2 North West Bay Multi-Use Trail, November 2024, Tasmanian Arboriculture Consultants

The Natural Values Report and Environmental Management Plan (May, 2024) advised that the trail corridor contains potential habitat for three threatened flora species including:

- *Austrostipa bigeniculata* (doublejointed speargrass) within the open grassy woodland parts of the DGL, noting the ideal surveying time for this species is summer;
- Pterostylis squamata (ruddy greenhood orchid) within the grassy open forest, noting the ideal survey time for this species is December-March; and

- Senecio squarrosus (leafy fireweed) within the corridor, noting that it requires fire or other disturbance to germinate and parts of the track alignment have been burnt as part of a fuel reduction burn since the NVA was undertaken.

Discussions between Council's NAB team and Andy Welling from Enviro-dynamics, determined it is considered that a survey for *Senecio squrrosus* (leafy fireweed) is **not** warranted. However, given the timing of previous surveys being outside the ideal survey timeframes and changes to the trail alignment as a result of the grey goshawk, a survey for *Austrostipa bigeniculata* (doublejointed speargrass) and Pterostylis squamata (ruddy greenhood orchid**) will occur and is scheduled for late December/early January**.

Section: Miandetta Drive to Margate – segments 17 (partial), 18, 19, 19a, 20b 20a, 21

Segment	Tenure	Notes	Natural Values	Limitations/alternatives
Segment 17 – Trail joins into Crown reserve and Council land opposite Miandetta Drive river access	Crown Council	Trail segment can utilise existing 4WD track on public land.	Through E.pulchella and E. obliqua forest although route already cleared of understorey veg. Mature trees with potential hollows and blue gums in area.	Trail segment uses exisiting 4WD track on public land. Informal river crossing to Miandetta Drive trail possible for use in low flow conditions. Portion of trail on public land has been pritally formed by local community and is cleared of native understorey veg.
Segment 18 – Crossing small tributary and low-lying area Length 40m	Council land	Trail egment cross small tributary and low-lying section.	Through E.obliqua forest. Route already cleared of understorey veg.	Trail segment on public land. Informal trail partially constructed by local community.
Segment 19 – Section up around cliff and to bend at Broken Weir Reserve and near Hopfields Road Length 700m	Council and private land	Trail segment up around cliff at bend in river and down to low-lying bend at Broken Weir. Route alreay partially formeed andutilises section of 4D track. Route across the bend in river goes onto private land.	Through E. globulus forest. Route open and partially cleared of understorey veg up to river bend. Spanish heath scattered around at river bend.	Trail segment predominantly on public land. Informal trail marked and partially consturcted by local community to river bend. Section of trail on private land.
Segment 19a – River crossing to Crown Land on south side. Length 30m	Crown Land	Trail segment across NWB River to allow for crossing during low flow only.	Willows in river at bend near Hopfields Rd. Minimise disturbance in river and on banks.	Informal river crossing to reserve of end of Hopfields Rd. Can only be used in low flow conditions. Would require a bridge for access in all conditions.
Segment 20b Southern side of river through paddocks to existing crossing point. Length 900m	Private with licence Crown with licence	Trail sement through open paddock to exisisting ford crossing.	No values – traverses cleared land only.	Requires licence agreement with landowner to link to Crown Land. Requires licecne with CLS.
Segment 20a River crossing to Council Land Length 40m	Crown Land	Utilises exisiting ford to cross river.	Minimise disturbance in river and on banks.	Can only be used in low flow conditions. Would require a bridge to access in all conditions.
Segment 21 – Along gravel road to bend in river then above above river to trail head off Channel Highwy.	Council Land DSG	Trail segment up bank and ten through open area to bridge on the Channel Highway.	Weeds scattered around river bend at Highway and along roadside. Remnant white gums nearby to be avoided.	Nil

SUBJECT SITE – CERTIFICATE TITLES

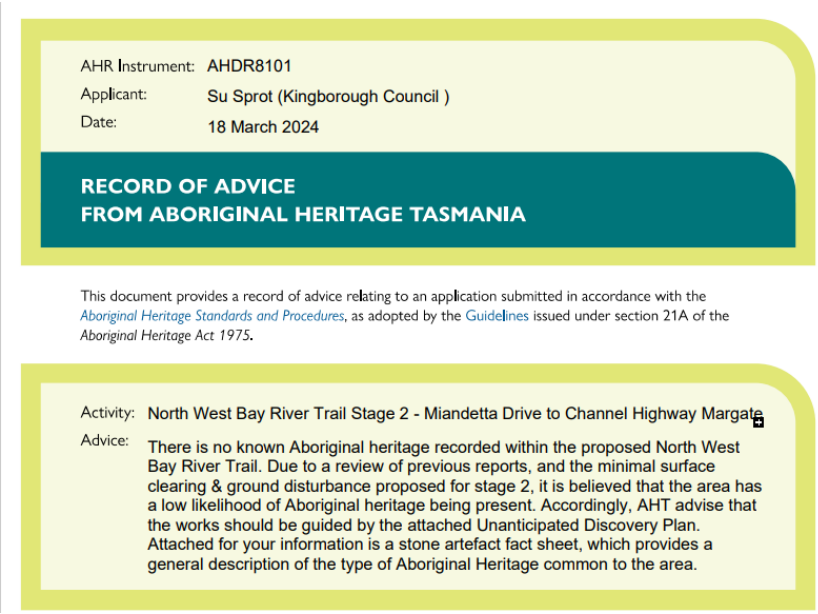
There are multiple titles involved with this project as listed below and attached as part of this application, from the Channel Highway west to Miandetta Drive.

1. CT 150891/2
2. Road Reserve/Road Casement
3. Crown Aquired Road
4. Title 146017/1 (CLS) – licence
5. PID 3362648 (KC POS) CT 168254/9
6. Onshore water body
7. PID 1591797, Title 114783/12 (CLS, Public Reserve) – licence pending
8. PID 2123071, Title 137465/2 (Private with KC Licence)
9. Onshore water body
10. PID 3362648, Title 168254/9 (KC POS) – 2nd crossing of title
11. PID 3362541 Title, 168254/4 (Private licence pending)
12. PID 3362648, Title 168254/9 (KC POS) – 3rd crossing of title
13. PID 3362533 CT 169254/10
14. Pot PID 2594025, CID 609263 (CLS, Public Reserve – licence pending)
15. Onshore water body
16. Title 9563/7 (CLS , Public Reserve) – licence pending
17. PID 1747130, Title 124842/13 (KC, POS)
18. Title 124842/12 (KC Footway))

CULTURAL VALUES & ABORIGINAL HERITAGE

A desktop search of the Aboriginal Heritage Register by Aboriginal Heritage Tasmania of the site of Stage 2 of the trail pertintent to this application was conducted and didn't identify any registered Aboriginal relics or apparent risk of impacting Aboriginal relics.

A record of advice was provided by AHT and any works will be conducted in accordance with this advice.



AHR Instrument: AHDR8101
Applicant: Su Sprot (Kingborough Council)
Date: 18 March 2024

RECORD OF ADVICE FROM ABORIGINAL HERITAGE TASMANIA

This document provides a record of advice relating to an application submitted in accordance with the *Aboriginal Heritage Standards and Procedures*, as adopted by the Guidelines issued under section 21A of the *Aboriginal Heritage Act 1975*.

Activity: North West Bay River Trail Stage 2 - Miandetta Drive to Channel Highway Margate

Advice: There is no known Aboriginal heritage recorded within the proposed North West Bay River Trail. Due to a review of previous reports, and the minimal surface clearing & ground disturbance proposed for stage 2, it is believed that the area has a low likelihood of Aboriginal heritage being present. Accordingly, AHT advise that the works should be guided by the attached Unanticipated Discovery Plan. Attached for your information is a stone artefact fact sheet, which provides a general description of the type of Aboriginal Heritage common to the area.

ZONING & USE STANDARDS FOR RESERVED LAND

Under the Kingborough Interim Planning Scheme, the area that the track will be constructed is zoned Environmenal Living and Rural Resource, Environmental Management and Utilities.

Zone Purpose Statements

Environmental Living Zone allows for development to provide for limited community, tourism and recreational uses tht do no impact on natural values or residential amenity (14.1.1.5 Kingborough Interim Planning Scheme). It also encourages passive recreational opportunities through the inclusion of pedestrian, cycling and horse trail linkages (14.1.1.6)

Rural Resource Zone Purpose Statement provides for other use or development that does not constrain or conflict with resource deevelopment use (26.1.1.2) and to provide for non-agriculatural use or development, such as recreation, conservation, tourism and retailing, where it supports exisiting agriculture, aquaculture, forestry, mining and other primary industries (26.1.1.3)

Environmental Management Zone allows for deveopment to facilitate passive recreational opportunities which are consistent with the protection of natural values in bushland and foreshore areas.

Utiities Zone provides land for major utilities installations and corridors and for other compatible uses where they do no adversely impact on the utility.

Crown Reserves

The sections of Crown Land that have been applied to lease are classified ‘Informal Reserve on other public land’ and the PWS manages Crown Land in accordance with the Crown Lands Act 1976 and there is no specific management plan for these sections of land.

Under the Crown Lands Act 1976, one of the Management Objectives for Public Reserves is: “to encourage tourism, recreational use and enjoyment consistent with the conservation of the area’s natural and cultural values’.

In Part II – Administration in the Crown Lands Act 1976, section 3A (3) “In the case of a public reserve for which there is not a management plan, if there is any inconsistency between the resource management and planning system objectives and the management objectives specified in Schedule 4 or the purpose for which that land was reserved, the latter objectives and purposes prevail.”

CONSTRUCTION STANDARD & METHODOLOGY FOR EACH SECTION

(Refer to map on page 3 showing individual segments)

SEGMENT 17

150m

Informal river crossing from Miandetta Drive trail for use in low flow conditions.
This trail segment uses existing 4WD on public land. Portion of trail on public land has been partially formed by local community and landcare group and is cleared of native vegetation. No cut or benching.

SEGMENT 18

40 m

Trail segment on public land, partially following an old 4wd track and informal trail partially constructed by local community. Trail segment cross small tributary and low-lying section which will be rock armoured (refer to images on page 27 from Stage 1). Route is already clear of understory veg.

SEGMENT 19

700m

Partial trail segment on public land, informal trail partially constructed by local community to river bend. This segment requires one short section to traverse a steep section up around cliff at bend in river that will require benching track construction along the fence line, minimising excavation depth to remain above natural grade and not cutting into the bank, but using fill to create the trail base instead of excavation (as per Arborist advice in Arborist Report). The trail then crossing private land with licence pending, to Broken Weir. Some low - medium benching required in this section across hill side, increasing the trail grade to build up the track rather than cutting into the bank so that the need to remove roots or rocks is minimizezd.

SEGMENT 19A

30m

Informal river crossing to reserve off the end of Hopfields Rd. Can only be used in low flow conditions. Minimal disturbance in river and on banks, no cutting in.

SEGMENT 20B

900m

This section o the southern side of the river is through river flats on a grassy paddock – only to be mown (max 3 m wide) with no changes to topography, through to the ford/next river crossing. Traverses cleared land only. Council has a licence with the landowner over this segment and with CLS (pending).

SEGMENT 20A

40m

Utilises existing ford to cross to Council land. Can only be used in low flow conditions. No disturbance in river and on banks.

SEGMENT 21

250m

Along gravel road and mown grass strip (max 3 m wide) with no changes to topography to bend in river then trail segment goes up the bank (will require medium/heavy benching) and through open area to bridge on Channel Highway.

The construction method to build the trail will vary based on the terrain, substrate, and slope. The trail width will vary but will aim to be 1.2m but may be wider in more open sections to allow users to pass. The trail can be constructed to avoid threatened flora species and significant habitat such as trees with hollows and as such the construction of a multi-use trail can occur with limited environmental impacts. The route for this section of the trail that relates to this application is all on flat terrain.

The trail will be built to Australian Walking Track Standards (AS2156.1-2001 and AS2156.2-2001) and IMBA TDRS (International Mountain Biking Association, Trail Difficulty Rating System) Land Managers Guide.

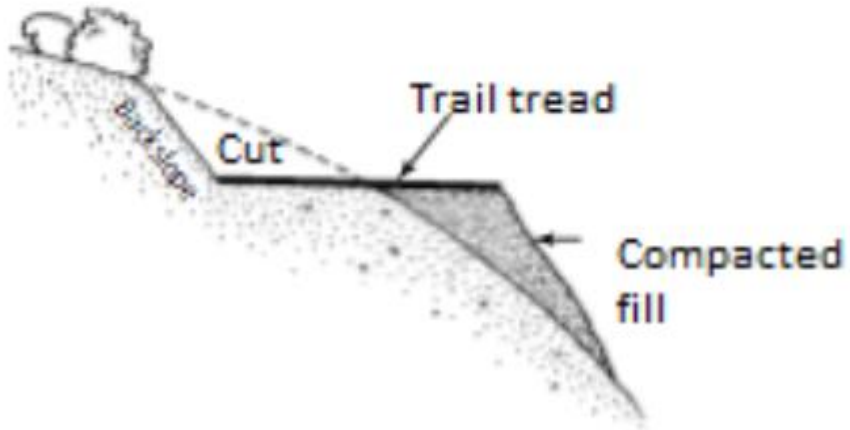
For information on the range of construction methods that may be used – see Appendix 3 of the Feasibility Study 2020 – snippets of examples are below.

Half Bench Construction

A half bench or cut and fill is where the track surface has been constructed by cutting a narrow bench and using the fill on the downhill side to complete the width of the tread. The amount a track is benched into the slope depends on the steepness of the hill side (cross or side slope). Where the route traverses steep slopes, more/deeper excavation is necessary (heavy benching).

A half bench track results in only part of the track surface being completely on solid ground. If the excavated fill is not compacted sufficiently, the outside edge may give way. Where bedrock or large tree roots prohibit a cut, a retaining wall or edging may be necessary to retain the track surface.

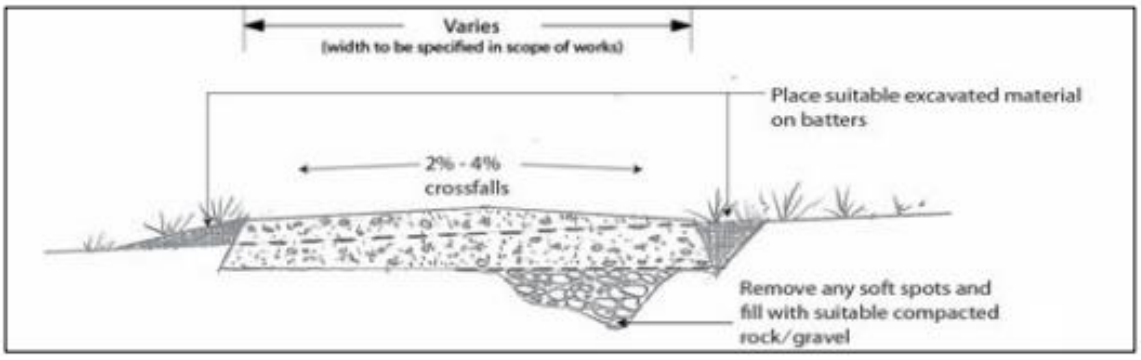
The upslope batter or backslope requires 'rounding off' to reduce soil creep onto the track tread. Vegetation should be cleared from above the batter to reduce long term maintenance. All exposed root material should be trimmed flush with the batter. The down slope batter (compacted fill) should have cut vegetation and organic matter pulled over it to reduce erosion and assist in vegetation re-establishing itself.



http://woodlandstewardship.org

Low Benching (LB)

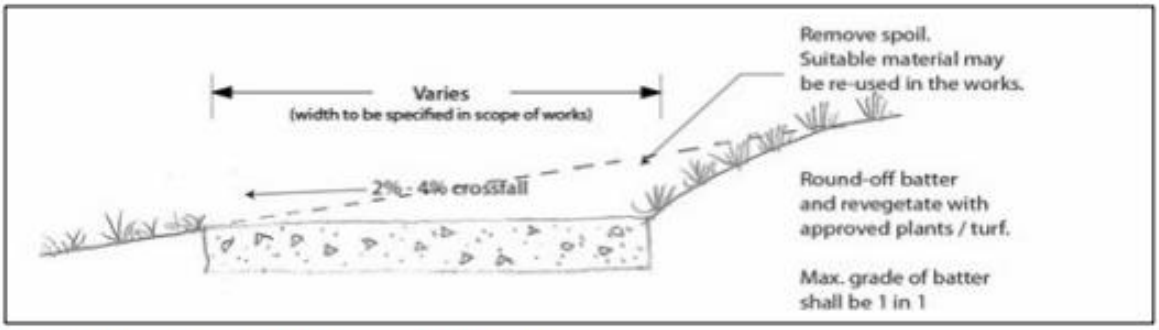
Generally specified where the side slope is 0°-5°. Track has minimal crowning and no or minimal edging with natural, excavated spoil used to provide batter.



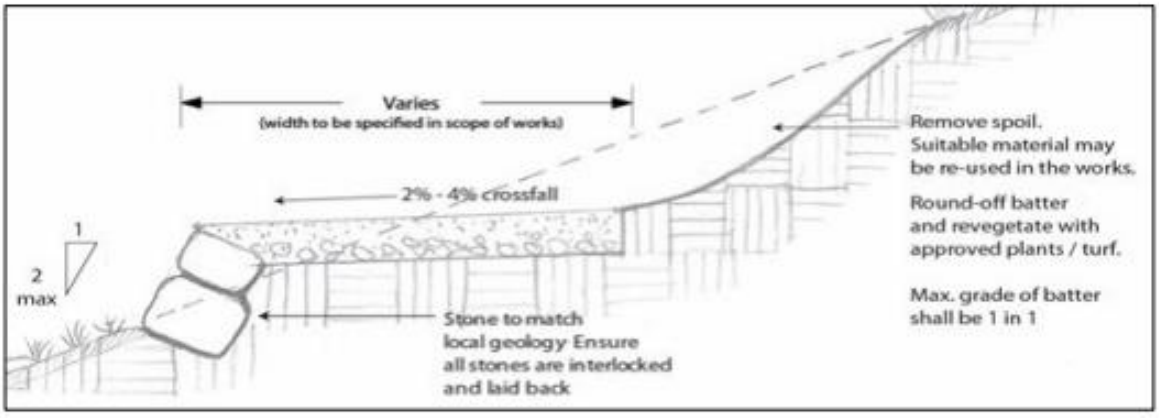
LOW BENCHING (HCC 2011)

Medium Benching (MB)

Generally specified where the side slope is 6°-20°. Full bench construction is preferable (Medium Benching Earth Batter Top & Bottom, MBEBT&B) but a rock wall of up to 500mm in height may be required on the lower side of the track (Medium Benching Earth Batter Top Only, MBEBT). Generally an earth batter on the topside of the track is sufficient but if required to retain loose soil, a top wall may be necessary. Maximum grade of batter to be 2:1. Track surface usually has a 2-5% out-slope to aid drainage.



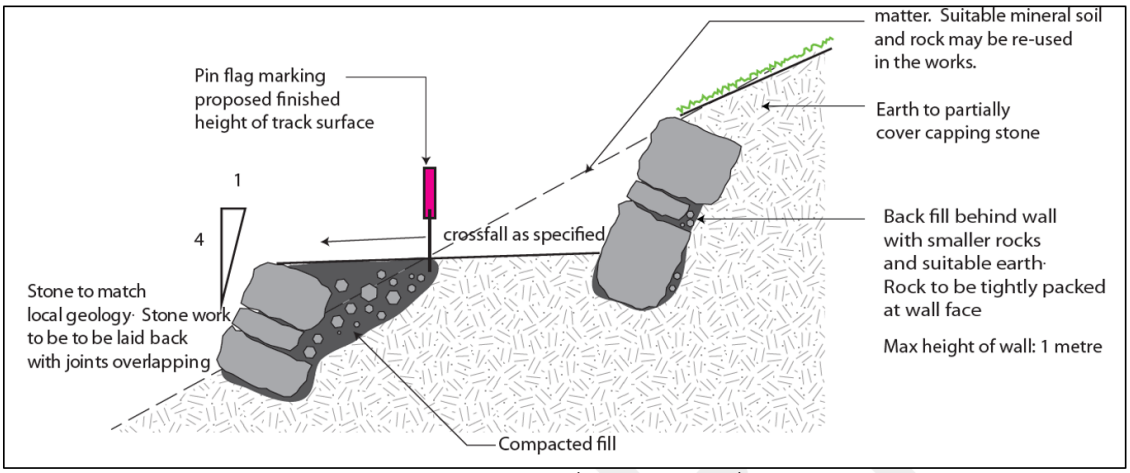
MEDIUM BENCHING - FULL BENCH – MBEBT&B (HCC 2011)



MEDIUM BENCHING - PARTIAL BENCH - MBEBT (HCC 2011)

Heavy Benching (HB)

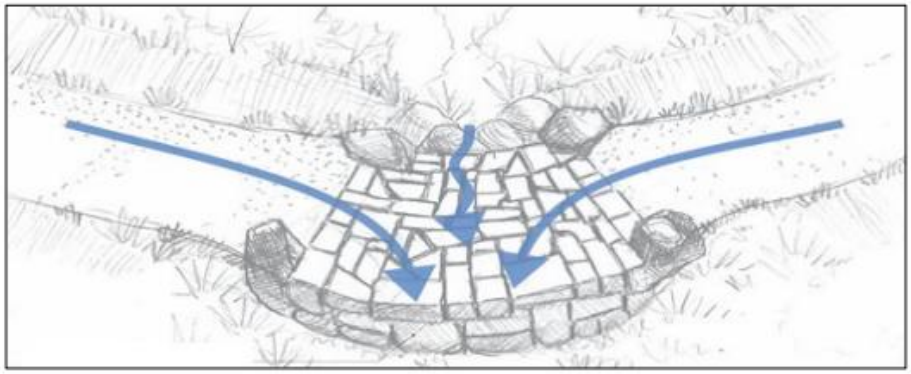
Generally specified where the side slope is greater than 20°. Full bench construction is preferable but a rock wall of up to 1m in height may be required on the lower side of the track. Generally an earth batter on the topside of the track is sufficient but if required to retain loose soil, a top wall may be necessary. Maximum grade of batter to be 3:1. Track surface usually has a 2-5% out-slope.



HEAVY BENCHING - PARTIAL BENCH WITH DRY STONE LOWER WALL AND TOP WALL (CITY OF HOBART, 2020)

Rock Armouring / Paving (PAVE)

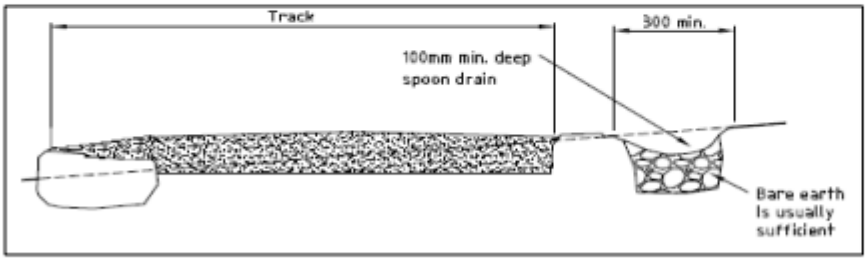
Generally specified where low to medium volumes of water intermittently cross the track surface. May also be constructed on steeper gradients as a hard wearing tread surface. Can be uneven in nature to add technicality to a mountain bike trail (ie. a rock garden technical trail feature).



ROCK ARMOURING / PAVING (HCC 2011)

Top Drain / Side Drain (TD / SD)

Generally specified to intercept low to medium volumes of water flowing across the track surface. Minimum 300mm wide and 100mm deep. Can be lined with select rock on steeper slopes (>5%) to prevent erosion and washouts. Paved areas or culverts are required to move the water across/under the track surface and downslope.



TOP DRAIN / SIDE DRAIN (SKM 2012)

Culvert (Cul)

Generally specified to move water from upslope of the track to downslope. Can be constructed in lieu of a bridge across small water courses. Also used in conjunction with top drains / side drains to control the flow of water that would normally flow onto the track surface. For medium to high flow areas, paving over the top of the culvert can be added to mitigate washouts of the track surface in case the culvert blocks during high intensity flows. Minimum recommended diameter 150mm.

Culvert drain works at the small tributary that flows in to the NWB River, apprximately 215m from where trail crosses the river at the end of Miandetta Drive.

RIVER CROSSINGS

This section of the trail will require two informal river crossings of North West Bay River and one exisiting ford crossing, and some small tributaries. Suitable crossing points were identified in the Feasibility Study at low-energy areas with stable riverbeds and where there are lower riverbanks. The aim is to provide crossings that can be traversed by walkers, horse riders and mountain bikers during periods of low flow. The crossings will not however be accessible during periods of higher flow and they will be subject to damage during flood events and hence require periodic maintenance. There will be River Crossing Caution signs at the approach to each of the river crossings.

RELEVANT CODES

The following codes from the interim planning scheme are applicable to the application:

- E3 Landslide Code
- E8 Electricity Transmission Infrastructure Protection Code
- E10 Biodiversity Code
- E11 Waterway and Coastal Protection Code
- E15 Inundation Prone Areas Code
- E16 Coastal Erosion Hazard Code
- E17 Signs Code
- E20 Acid Sulphate Soils Code
- E24 Significant Trees Code

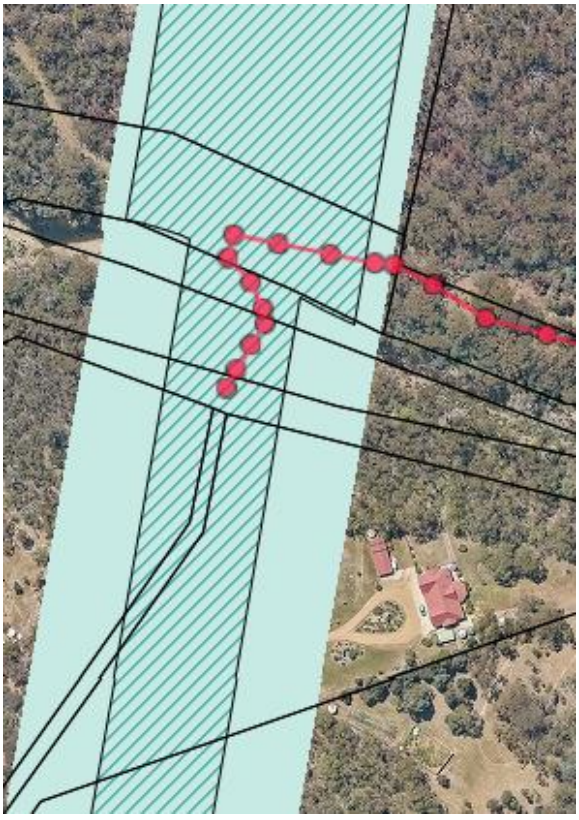
E3 LANDSLIP CODE

Trail is located outside the mapped area for this code.

E8 ELECTRICITY TRANSMISSION INFRASTRUCTURE PROTETION

A section of the trail is located within the Electricity Transmission Infrastructure Protection Code going under the Electricity Transmission Corridor.

Under E8.4 Use and Development Exempt from this Code, E8.4.1 (b) minor utilities **or works** not associated with the development of a new building are exempt. Trail works in this area would be considered minor as the trail from Miandetta Drive is already in existence and the section on the other side of the river that crosses under the ETC is on a section of already formed track. There are no aerial works (eg helicopters) involved with this project.



E10 BIODIVERSITY CODE

The objective of the code is to ensure that works resulting in clearance and conversion or disturbance will not have an unnecessary or unacceptable impact on priority biodiversity values.

An offset proposal for any vegetation removed will be a location on site to be determined by Council's NAB Team, and if a suitale location cannot be found, a financial offset will be provided.
Please see attached Natural Values Report and Environmental Assessment 2024 page 25.

E11 WATERWAY AND COASTAL PROTECTION CODE

Please see attached Natural Values Report page 27.
The proposed works would be discretionary under this code.

E15 INUNDATION PRONE AREAS CODE

The southern end of the trail at the Channel Highway passes under the bridge (utilising the current natural surface) and will only be accessible during periods of low flow (the majority of the time). There will be no development or landfill or walls to affect any flood flow and people, property and infrastructure are not exposed to an unacceptable level of risk.

Please see attached Natural Values Report and Environmental assessment.

E16 COASTAL EROSION HAZARD

Please see attached Natural Values Report and Environmental assessment.

North West Bay River multi-use trail Stage 2 project

Assessment against Coastal Erosion Hazard Code

This coastal erosion hazard assessment has been prepared as a requirement of a development application under the Kingborough Interim Planning Scheme 2015 (KIPS) for a 2.9km multi-use trail following the North West Bay River between Miandetta Drive and the Channel Highway at Margate.

Part of the proposed track is located within a Coastal Erosion Hazard Area shown on the planning scheme maps. The proposal must therefore satisfy Clause E16.7.1 P1 of the Scheme.

The assessment was based on the proposed trail alignment provided by Su Sprott (NW BAY RIVER_STAGE 2 ALIGNMENT_2.9KM.kml)

Coastal Setting and Hazard Assessment of site:

Information taken from:

SHARPLES, C., & DONALDSON, P., 2014: A First Pass Coastal Hazard Assessment for Kingborough Local Government Area, Tasmania; Report to Kingborough Council by Blue Wren Group, School of Land and Food (Geography), University of Tasmania. 399 pages.

This second stage of the North West Bay River trail will end approximately 500m upstream from the mouth of North West Bay River. The river enters into the northern end of North West Bay which is protected from oceanic influences by the Tinderbox Peninsula. At the trail termination point at the Margate Bowls Club, it will be aligned along the northern side of the river channel. The influence of coastal erosion in this section of river is likely to be very minor due to the distance from the river mouth and the extensive sediment infilled embayment at the river mouth. Sharples and Donaldson (2014) describe this lack of coastal influence in the northern head of the bay (and river mouth), 'This mainly swell-sheltered shoreline is dominated by semi-lithified Tertiary-age clayey 'soft rocks' partly overlain by cobbly Quaternary sediments, with minor sections of hard-rock shorelines and some sandy and muddy shores. Swell penetration into North West Bay is usually minor; however fetch across the bay is variable and typically greatest towards the south.'

The river channel adjacent to the proposed trail alignment in the high coastal erosion hazard band, is made up of erodible muddy shores backed by soft sediment sourced from alluvial valley fill as described by Sharples and Donalson, 'An extensive infilled embayment is located immediately west of Dru Point at the mouth of North West Bay River and Margate Rivulet. This deltaic shoreline is comprised of very wide and shallow inter- to sub-tidal flats of gravels, silts and muds (Sharples and Donaldson, 2014). This material is erodible once vegetation cover is lost. The erosion will be driven from riverine influences, not coastal as described previously. The area of the proposed trail in the low and medium coastal erosion bands above the Channel Highway bridge is comprised of medium to large dolerite cobbles that are less prone to erosive forces.

In summary whilst the riverbanks downstream of the Channel Highway bridge adjacent to the proposed trail are highly erodible, the influence of erosive forces from coastal influences are minimal due to the distance of the trail from the river mouth and the moderation of oceanic influences and wind fetch waves and swell in North West Bay.

The trail section within the coastal erosion overlay area will be constructed at ground level with no imported materials such as gravel or track edging.

E16.7.1 Buildings & Works	**Response**
(a) not increase the level of risk to the life of the users of the site or of hazard for adjoining or nearby properties or public infrastructure;	The construction of the trail within the coastal erosion overlay area will not increase the risk to the life of trail users. There will be caution signs for track users where may hazards occur.
(b) erosion risk arising from wave run-up, including impact and material suitability, may be mitigated to an acceptable level through structural or design methods used to avoid damage to, or loss of, buildings or works;	The trail is located approx. 500m upstream from the river mouth and is highly unlikely to experience wave action from within North West Bay.
(c) erosion risk is mitigated to an acceptable level through measures to modify the hazard where these measures are designed and certified by an engineer with suitable experience in coastal, civil and/or hydraulic engineering;	Due to the unlikely impact of erosion caused by coastal processes there are no physical measures planned to protect the trail. Erosion from riverine flooding will impact the trail from time to time. Over this century coincident riverine flooding and storm surge with increased sea level may increasingly impact the trail location.
(d) need for future remediation works is minimised;	The trail construction in this part of the track corridor is simple and any required remediation will not increase the coastal erosion risk.
(e) health and safety of people is not placed at risk;	This site is very unlikely to be impacted by coastal erosion and therefore will not increase the health and safety risk to users.
(f) important natural features are adequately protected;	As coastal erosion mediation works are not required there will be no impact on natural values.
(g) public foreshore access is not obstructed where the managing public authority requires it to continue to exist;	The trail will provide improved access to the river environment.
(h) access to the site will not be lost or substantially compromised by expected future erosion whether on the proposed site or off-site;	Access to the area will be improved due to the trail. Coastal erosion at this site is unlikely within this century.
(i) provision of a developer contribution for required mitigation works consistent with any adopted Council Policy, prior to commencement of works;	No mitigation works planned
(j) not be located on an actively mobile landform.	No, adjacent to a river (riparian zone)

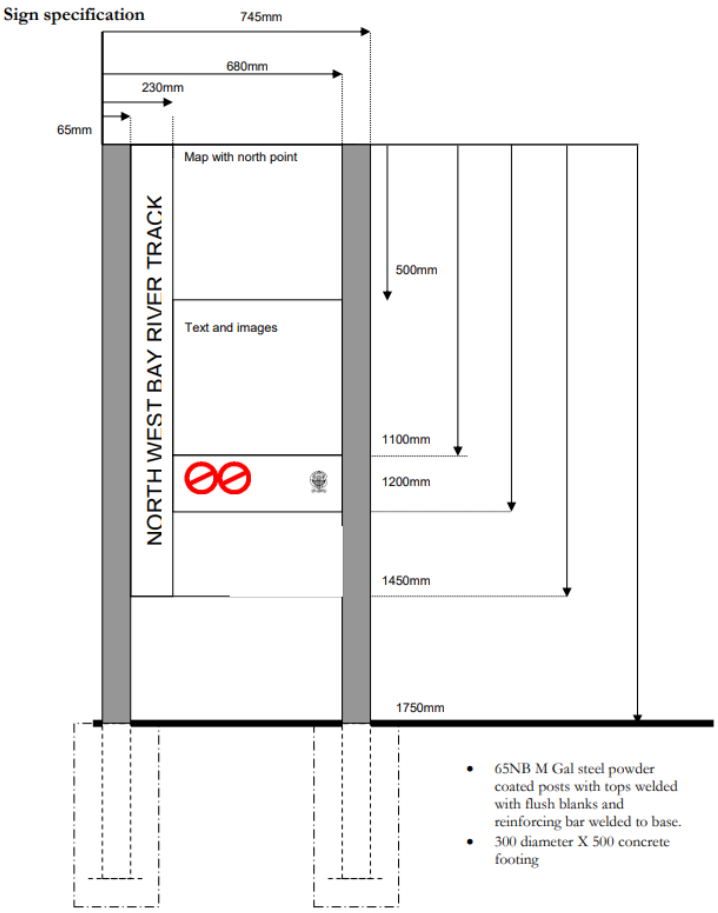
Liz Quinn – Manager Environmental Services
11 November 2024

E17 SIGNS CODE

Under E17.0 Signs Code, Reserves signs (a sign erected on a public reserve by a public authority for the information, guidance or safety fo the public) are exempt and permitted under E17.3 for Environmental Managemen Zones where any signs for this project are proposed.

There will be no commercial advertising signage, just a 2-post sign at the start of the trail (just outside the boundary of the Kingborough Bowls Club) and a smaller sign at the end of Miandetta Drive) to show users where the trail starts. These signs will be in accordance with Council Tracks and Reserves Sign Guide 2016. They will include a map, track information, Track User Code of Conduct and any restrictions (eg no dogs, no motorbikes). The signs will be consistent with those ereceted for Stage 1.

See dimensions below and photos of the signs for Stage 1 at the Huon Highway and Riverdale Raod for reference.



Size of sign to go near the Bowls Club end.

Size of sign to go at the end of Miandetta Drive, example is from Stage 1.

There will be River Crossing Warning Signs either side of each river crossing.

E20 ACID SULPHATE SOILS

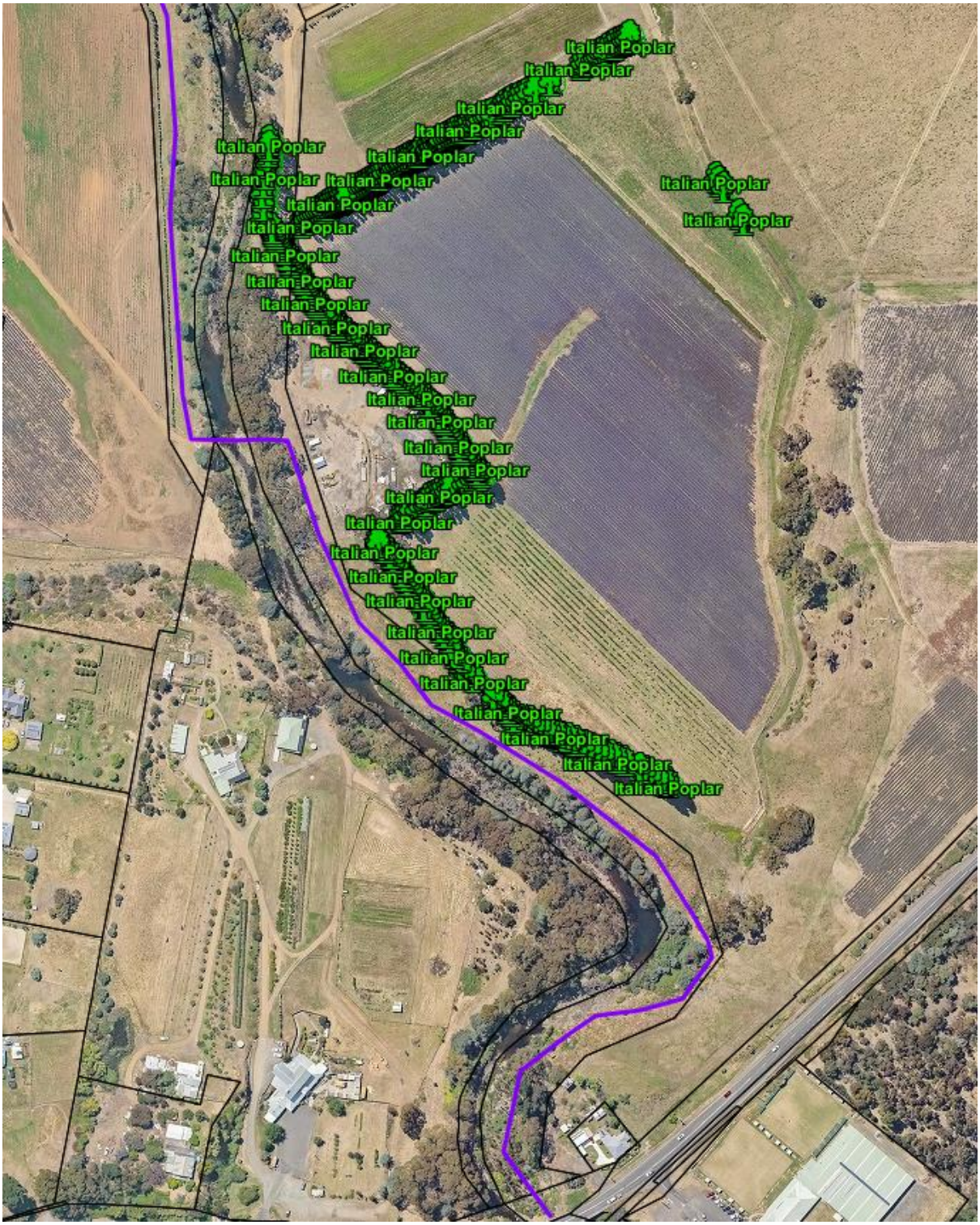
Please see attached Natural Values Report and Environmental assessment.
Note: There will not be more than 100m3 of soil or sediment removed in the area prone to Acid Sulphate Soils hence an Acid Sulphate Soils Management Plan is not required.

E24 SIGNIFICANT TREES

Please see attached Natural Values Report and Environmental Assessment page 29 and attached Arborist Report.

POPULUS nigra 'italica' trees

The proposed trail alignment will be outside the TPZ for the mapped Popular Trees under the Significant Trees Code and will have no impact on them, as this section of trail is just mown grass between the Poplar Trees and the wattles on the river's edge, so no impact on any TPZ's.
Refer to page 20 of the Natural Values Report, 2024.



Significant trees from The List map with trail alignment.

SITE PHOTOS – refer to the Natural Values Report 2024 for further images.

Image of track along fence line on the north side of the river where the trail would go on Crown Land looking east showing current formed track.

Images showing informal path on the southern side of the river on the crown land section between the trail at the end of Miandetta Drive and the river.

Image above showing section for rock armouring for water flow and location (purple dot).

Images above showing rock armouring example from Stage 1


Images above and below showing the route under the bridge at the Channel Highway.

ADDITIONAL COMMENTS

Brookfield Tobacco Drying Kiln THR ID Number 10906

As per the trail alignment provided, the trail avoids the are of the Tobacco Drying Kiln and will have no impact on it.

Submitted by Su Sprott, Kingborough Council, Recreation Officer

With supporting documentation and mapping from the **North West Bay River Multi-use Trail Feasibility Study**, by A Welling, Enviro-dynamics Pty Ltd, and D Mason, Mtn Trails Pty Ltd, and the North **West Bay River Multi-use Trail, Miandetta Drive to Channel Highway Natural Values Report & Environmental Management Plan**, 2024, Enviro-dynamics.