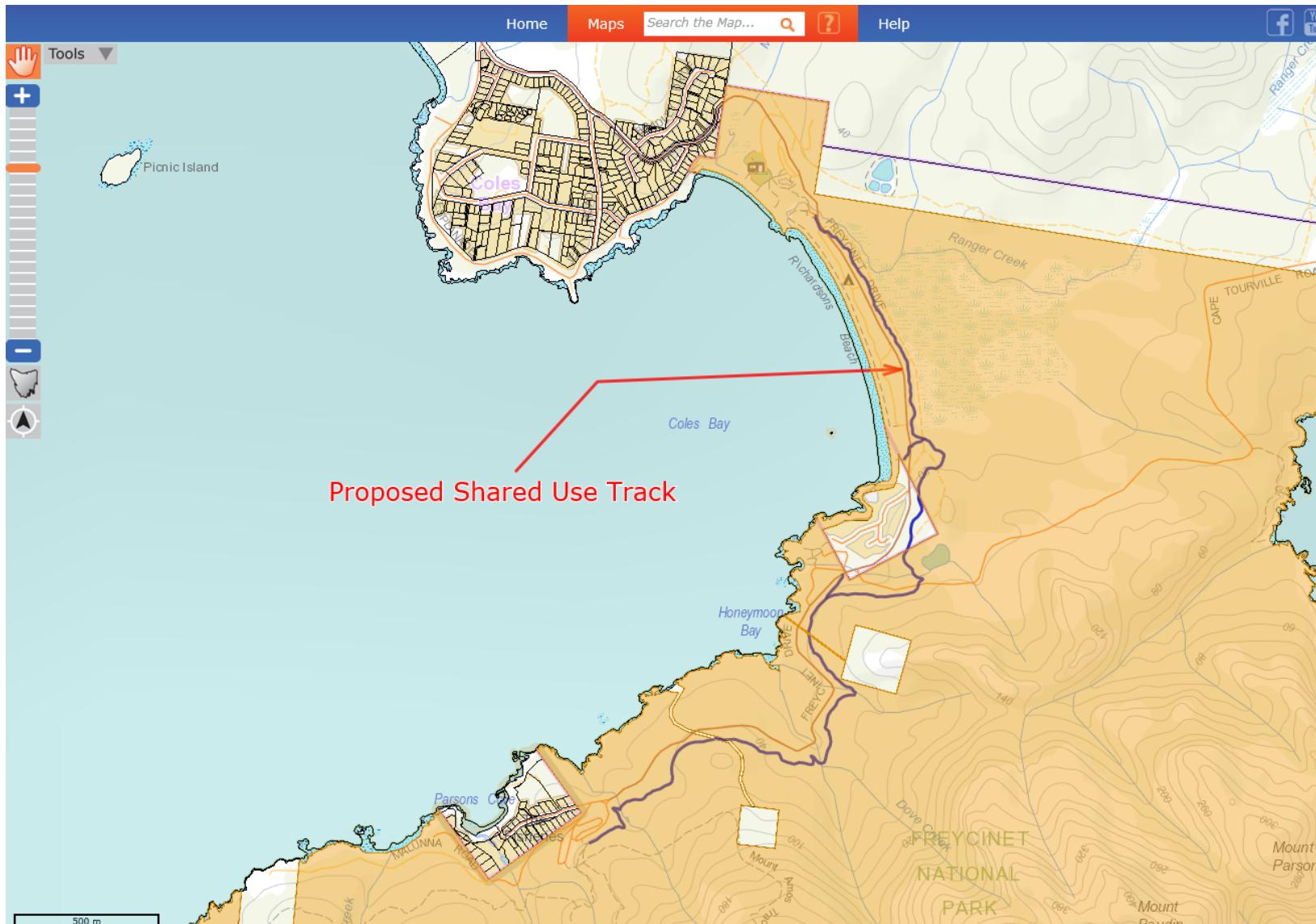
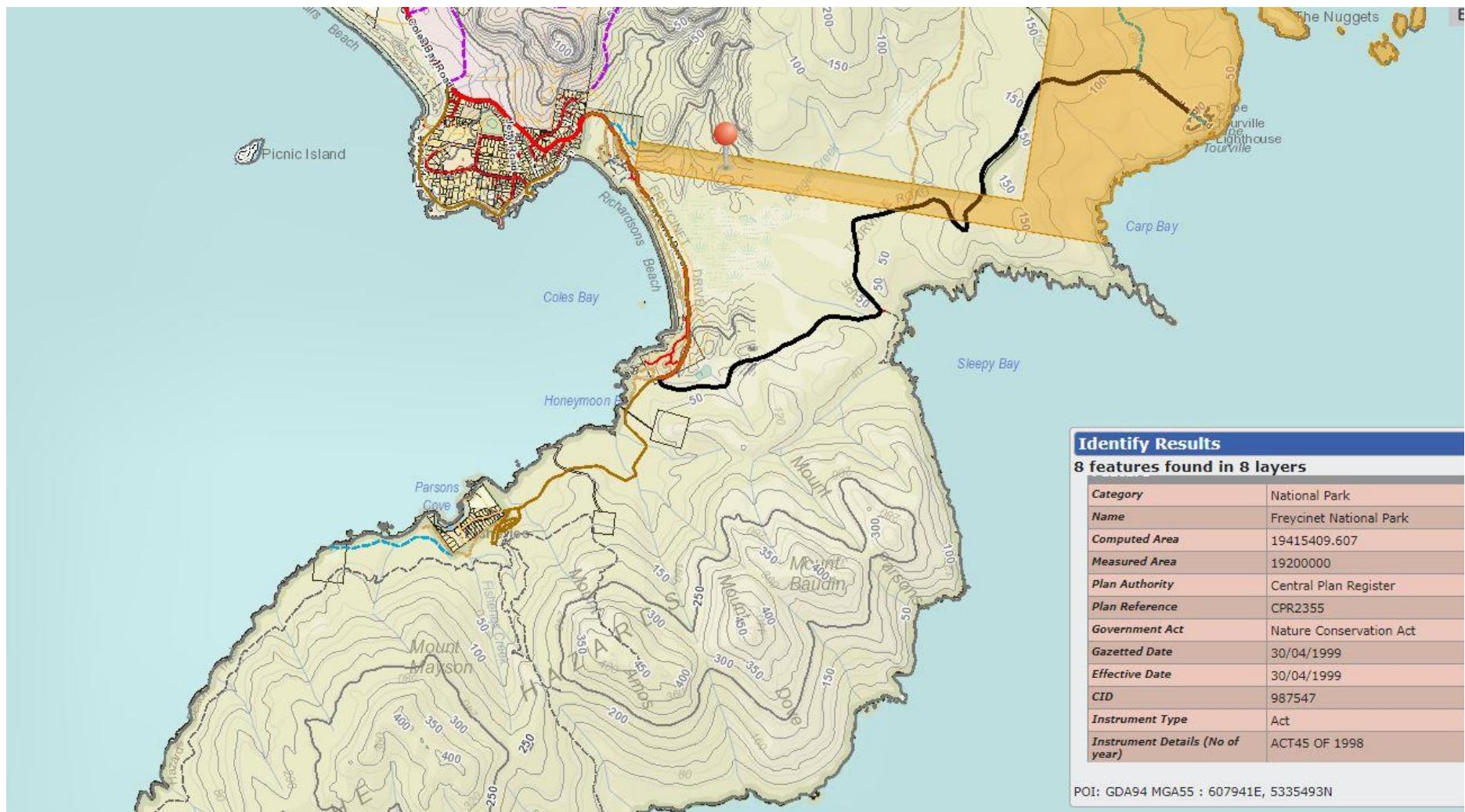


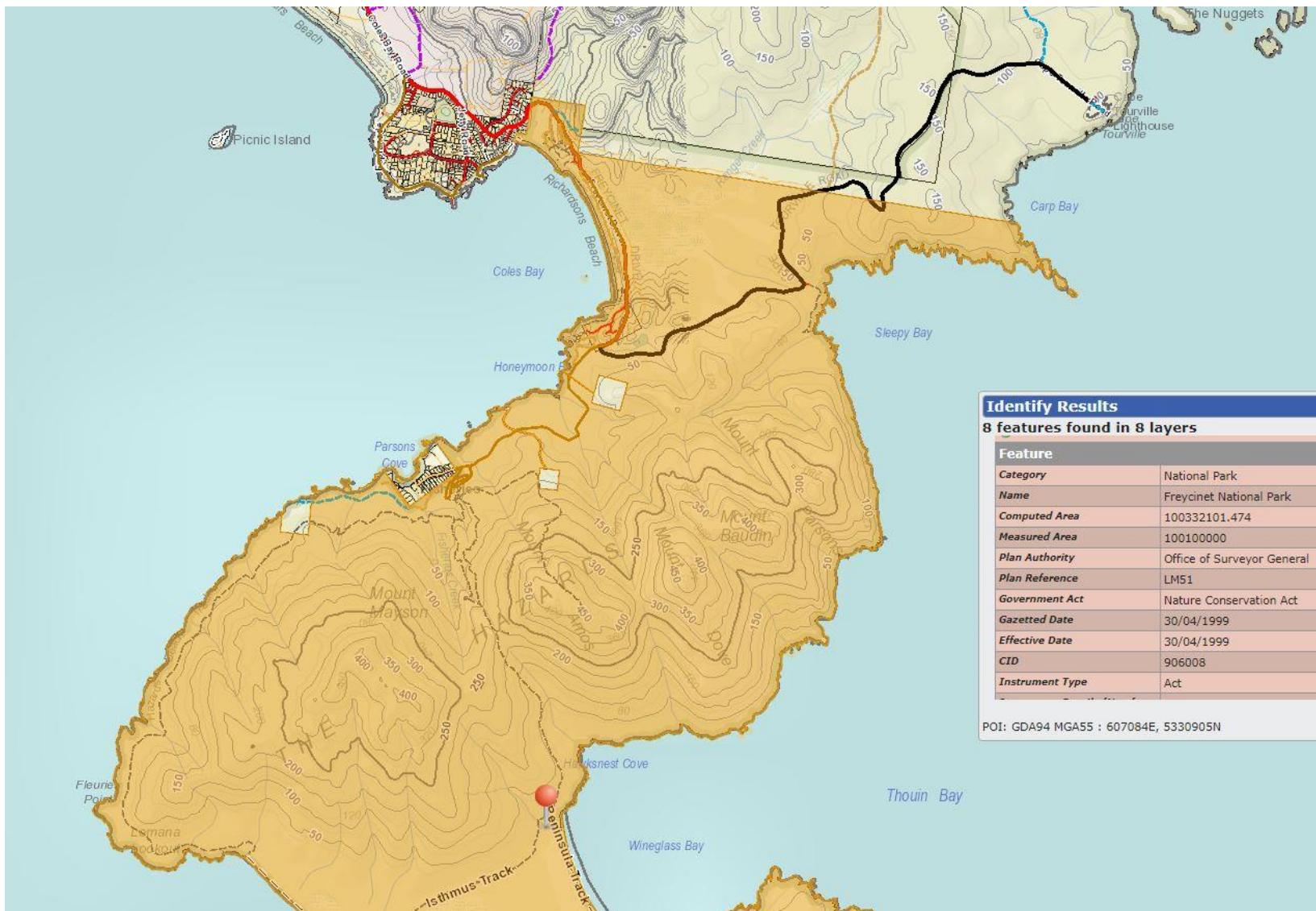
MAP 1: LOCATION OF THE SHARED USE TRACK WITH THE FREYCINET NATIONAL PARK



MAP 2: NORTHERN SECTION OF THE FREYCINET NATIONAL PARK (CID 987547)



MAP 3: SOUTHERN SECTION OF THE FREYCINET NATIONAL PARK (CID 906008)



PWS Reserve Activity Assessment 3264 - Level 2 to 4



Activity Title: RAA 3264 - Visitor Centre to Wineglass Bay Car Park Shared Use Track – Freycinet National Park

RAA Administration and Tracking

Important Dates and Information

Start Date (Date RAA submitted)	23/10/2018	Decision Required by	27/11/2018
Return comments on RAA to	Vili Siale		
Hobart office file Number	PWS Coord	Region file Number	10-85-02 PRO"09
PWS Cost Centre (if assigned)	PWS Coord		

Step 1. Activity Summary

This step states the details of the proposed activity. Enough information is provided so that someone unfamiliar with the activity will gain a clear idea of what is involved and where the activity will occur. Use the Maplink, Natural Values Atlas and PWS Site Register reports to help in filling out this step (see RAA Manual).

1.1 Contact Details (who)

Initiating Organisation	PWS, Northern Region		
Initiating Person	Vili Siale	Phone contact:	(03) 6777 2195
Initiating Person Email	Vili.Siale@parks.tas.gov.au		
Initiating Person Address	Level 1, 171 Westbury Road, Prospect TAS 7250		
PWS Contact Officer	Vili Siale	Phone contact:	(03) 6777 2195
PWS Contact Officer Email	Vili.Siale@parks.tas.gov.au		

1.2 Location Information (where)

Location of Activity	The track is to be constructed in the Visitor Services Zone defined in the <i>Freycinet National Park, Wye River State Reserve Management Plan 2000</i> (the Management Plan). More specifically the track will commence from the Ranger Creek day use area to the Wineglass Bay trailhead (refer to Attachment 1 Locality Map). It includes cross over tracks linking the main track to Richardsons Beach, RACT Freycinet Lodge and Honeymoon Bay. The location of the proposed alignment is shown in Attachment 2 Aerial Image. The Park visitor centre is located approximately 0.5 km from the outskirts of Coles Bay.		
Reserve Name & Tenure	The track is proposed within Freycinet National Park. This is reserved as a National Park under the <i>Nature Conservation Act 2002</i> , under the authority of the Parks and Wildlife Service.		
Grid Ref (GDA): Easting	607376 E (Ranger Creek end) 606544 E (car park end)	Northing	5335416 S (Ranger Creek end) 5333220 S (car park end)

PWS Field Centre	Freycinet	PWS Region	Northern Region
IMS/RSF Site Number	New	IMS/RSF Site Name	Visitor Services Zone
Map. Number (1:25000)	6033	Map Name (1:25000)	Coles Bay

1.3 Description (what)

The proposal involves construction of a shared track for cyclists and pedestrians between the Ranger Creek Day Use Area and the Wineglass Bay Carpark. The track will be designed primarily to accommodate the needs of pedestrians and while suitable for cyclists, there are some bends and other design features which will not permit excessive cycling speeds. The track is intended to cater for a broad range of users including family groups. It is also intended to provide an easy/moderate grade nature based trail experience, not just a 'link track'. The track will have a length of 4.1km and nominal width of 2.0 metres.

The entire track will be located in the Visitor Services Zone. This is consistent with the objectives of the zone which have regard to protection of the values of the Park as outlined in Section 2.5 of the Management Plan. The proposal is also consistent with the specific policies and actions related to Walking Access in Section 5.4.4 of the Management Plan.

Where possible the track will follow existing cleared areas such as management tracks however new sections will be required. The track has been designed to be low maintenance and able to withstand intense, high rainfall events. Construction will vary from light benching to heavy benching in some areas. Non-flammable materials are to be used (where possible) where required for bridges and boardwalks with an emphasis on natural rock and gravel. The construction will involve the use of machinery and the importation of gravel to harden the track surface.

The track will pass through areas which contain threatened flora species and has been designed to avoid these areas where possible. Some disturbance of individual plants will occur however impacts will be minimised as far as practical through route alignment and construction measures. A permit to take will be required for disturbance of threatened plants. Aboriginal heritage values have also shaped the location of the track with all significant sites avoided by the alignment. The track alignment adjacent to the southern end of Richardson Beach was adjusted in 2017 to avoid impact on Aboriginal Heritage Site AH13170. The link to the Richardson Beach was also relocated to the north to avoid impact on Aboriginal Heritage Site AH13170.

Works can be staged to allow flexibility around seasonal conditions, funding and construction constraints.

1.4 Objective/s (the aim) and Outcome/s (aimed for change)

1. To provide a high quality and safe nature based trail experience suitable for pedestrians and cyclists within the Coles Bay Visitor Services Zone;
2. To provide a walking / cycling link between the Freycinet Visitor Centre and Wineglass Carpark which intends to reduce car park congestion, reduce the risk to visitors and provide an alternate recreational opportunity;
3. To provide increased interpretive opportunities to educate visitors and enhance the Freycinet visitor experience; and
4. To protect the natural and cultural values of the Park by formalising a shared use track to reduce off track impacts.

1.5 Outputs or Products (results)

A 4.1 km long, 2.0m wide granite material track including:

- Bridges are required to span 2 of the 4 main creek crossings (the remaining Creek Crossings can be spanned utilising elevated boardwalk construction). One 8m span and one 10m span bridges are required. It is recommended that FRP mini-mesh be used as decking material to provide a hard wearing, low maintenance, non-slip surface. Design width of 1.8m has been adopted.
- A total of 140m of elevated timber boardwalk to cross the remaining creek crossing as well as several low lying areas. It is recommended that FRP mini-mesh be used as decking material to provide a hard wearing, low maintenance, non-slip surface. Design width of 1.8m has been adopted.
- At each of the 4 road crossing points, a 300mm diameter concrete pipe with pre-formed concrete headwalls are recommended. Culverts will be required to shed water across the track , 13 culverts are recommended consisting of a 250 mm diameter, ribbed PVC pipe with natural granite, drystone headwalls.
- Drainage along the top edge of the track to prevent water from flowing onto the track surface.
- Paving or rock armouring where necessary.
- Relevant permits required for the works.
- Track markers, signage and interpretations.

Four road crossings, three across Freycinet Drive and one across Cape Tourville Road including:

- Unmarked road crossings, including sealed (Two Coat Seal involving 10/5 gravel combination from existing road seal past the proposed bollards) cross overs plus 300mm concrete culvert pipes (to allow for 300mm minimum cover over the pipe and avoid the need to dig out below the level of the table drain) and drivable headwalls. This is based on advice from the Glamorgan Spring Bay Council.
- Road warning signs.
- Track warning signs.

1.6 Evaluation (how you know it worked)

The planning for this proposal has included the following elements to ensure that the objectives are achievable:

- The alignment and track design have been developed by Mtn Trails, specialists in the design of walking and cycling tracks, in conjunction with an ecologist and archaeologist;
- The alignment has been chosen to allow for the requirements of the relevant track standards as well as to minimise impacts on ecological and cultural heritage values; and
- The standard of track is consistent with the client feedback received and the goal to provide alternative tracks for pedestrians and cyclists.
- All of the track will be within the Visitor Services Zones (VSZ).

An adaptive management approach will be undertaken during the construction to ensure that best practice methods are used to correctly identify the values, monitor the impacts and adjust actions where required resulting in no damage to identified natural and cultural assets.

Post completion the following evaluation and monitoring will be undertaken to ensure the objectives have been achieved:

- Post construction inspections to ensure assets have been built in accordance with standards;
- Monitoring vehicle numbers within car parks;
- Monitoring visitor incident reports; and
- Monitoring 'have your say cards' regarding feedback on quality of experience.

1.7 Need (why)

Currently there is no formal pedestrian or cycle link between the Visitor Centre and the Wineglass Bay car park. The Management Plan, *Section 5.4.4 Walking Access*, includes policies and actions related to the provision of walking tracks. These include:

- Priority is to be given to the provision of short walks within or from the Visitor Services Zones, or within the Recreation Zone between Coles Bay and Cape Tourville – the proposal will provide the main track but also a series of short connections to camp grounds, the lodge and beaches to maximise usage and discourage the creation of informal links.
- Before construction of any new walking tracks, or re-routing of existing tracks, survey the proposed route for disease risk, habitat and species significance, and heritage significance – these assessments have been undertaken.
- Track locations and standards will be determined, and tracks constructed, using appropriate guidelines of the Walking Track Management Manual (Blamey/1987) and/or the Walking Track Management Strategy (Parks and Wildlife Service 1998) and according to any applicable site plan – the track will be constructed in accordance with these and all other relevant standards
- Develop a walking track from the Park entrance to the Wineglass Bay carpark, possibly in combination with a bicycle track – this is the proposed track.
- Reroute tracks or otherwise implement measures to protect threatened species at risk from the siting or use of walking tracks - the track alignment has been determined to minimise the impact on threatened flora populations.
- Walking trails, bicycles, interpretive displays and rubbish collection are all identified as 'Permitted Facilities, Services and Activities' within the Coles Bay Visitor Services Zone (in Table 2 of the Management Plan).
- Major new facilities in the VSZ, such as a visitor centre, toilets and picnic facilities, will provide for people with disabilities – although not a major facility and constrained by topography, the track will provide some opportunities for people with disabilities in the area near the visitor centre.

Visitors currently either drive to the car park and look for a space or they cycle or walk along the beach, informal tracks and along the edge of the road. During peak summer times parking is not always available at the car park and informal overflow parking generally occurs along the road edges. This makes cycling and walking unsafe as motorists navigate around parked vehicles on the windy and often narrow road. The new track will provide an alternative means of access to the peninsula walks and another activity to engage visitors. Both will assist in catering for the park's increasing visitation. Connections to the day use area and Honeymoon Bay will maximise use for campers and guests staying at the RACT Freycinet Lodge.

1.8 Timetable (when)

Funding was provided in the 2016/17 financial year for the scoping and planning of this project. Partial funding was provided in the 2017/18 financial year to complete the planning. Full funding has been provided in 2018/19 for the construction to commence. Due to the scale of the project, construction will continue into 2019/20. The track construction may be staged to accommodate permitting requirements, budget constraints and construction limitations linked to seasonal conditions. These conditions include:

- Fire Danger Index (FDI) – no hot works to occur over 20 FDI; and
- High visitation – although the works could be carried out during this period there would be limited amenities available for the contractors (e.g. accommodation for workers and storage of equipment).

Subject to funding Cape Tourville Rd will provide the divide between stages and a temporary termination point.

1.9 Environmental Benefits and Impacts (summary Use the [Maplink report](#) to assist here)

The project will formalise a pedestrian and cycle track between the visitor centre and the Wineglass Bay car park. This includes formal links to Richardsons Beach and Honeymoon Bay. Provision of a structured track will encourage park users not to walk through native vegetation or across foreshore areas, reducing impacts on natural ecosystems. The track will reduce the need for some visitors to drive to the Wineglass Bay car park, reducing traffic and parking requirements.

28 flora species listed as threatened under the *Threatened Species Protection Act 1995* (TSP Act) have been recorded within 500 m of the alignment including 4 which are also listed under the *Environment Protection Biodiversity Conservation Act 1999* (EPBC Act). Preliminary alignment assessment indicated some of these would be impacted by the proposed track and a revision of the alignment undertaken. A flora and fauna assessment outlining these assessments is in Attachment 4.

17 non-marine fauna species listed as threatened under the TSP Act have been recorded within 500 m of the alignment including 13 listed under the EPBC Act (plus Eastern quoll – federally listed only). The flora and fauna assessment determined no impacts were likely on any of these species. The latest assessment of the track alignment has led to some vital realignments and the final track alignment has avoided all Aboriginal Heritage and threatened species sites (refer to Mtn Trails report dated March 2018).

Six watercourses and some low lying areas will be crossed by the track which has warranted the design of crossings which minimise the potential for impacts on water quality.

Soils within the alignment are generally highly erodible granites which are not suitable for use as walking track surface material. Other more suitable, east coast sourced granite material will be used to blend in with the soils in the locality and provide long term durability.

Phytophthora Cinnamomi (PC) is present in the park and the construction of the track has the potential to introduce this pathogen to new areas. Some of the plant species identified within the alignment area are susceptible to PC and control measures are proposed to minimise the spread. A PC management plan will be included in the Construction Environmental Management Plan (CEMP) and all contractors will be required to submit a CEMP.

1.10 Cultural and Social Benefits and Impacts (summary)

The provision of a shared track linking the visitor centre to the car park at Wineglass Bay will increase the variety of short walks in that part of the park. A link is proposed to Richardsons Beach, creating a loop incorporating the beach, and a second link to Honeymoon Bay. These will open up areas for pedestrians and cyclists who previously did not want to travel on the road. The track itself also offers views across the bay and through the natural habitats. The low lying sedge area near Rangers Creek in particular is an environment not readily accessible elsewhere on the current route.

An Aboriginal Cultural Heritage assessment is included in Attachment 5 and has been amended in accordance with comments from AHT (Attachment 6). This includes a search of the Aboriginal Heritage Register indicated 62 Aboriginal heritage sites located within 3 km of the alignment with eight of these either on or in the immediate vicinity of the proposed track alignment. The original track alignment was in very close proximity to AH1712 and AH13246. One site, AH13170 a large shell midden was also in close proximity to the track footprint. The remainder of the track was assessed as being of low archaeological significance.

The track alignment was modified in 2017 and also in 2018 to ensure all sites would be avoided. This was achieved for all sites except site AH13170 where the proposed track route runs through the northern pointed portion of this site. The proposed alignment will cross the downhill area of the site where it was deemed possible that the light scatter of midden material had been deposited due to weather, erosion and previous disturbance. Due to the gradient of the land in this vicinity, a diversion to the north to avoid site AH13170 would increase steepness of the track outside the W2 requirement and also result in a significant diversion of the Richardsons Beach link to the north, which may force users to short cut through the site AH13170 instead of staying on the track. In this regard, it was concluded that the preferred option is to seek a Permit to Conceal from AHT for the site AH13170 to mitigate further impact and restrict unavoidable impacts to an already disturbed services corridor.

1.11 Economic Benefits and Impacts (summary)

The track may encourage more visitors to the area. The track will provide a new and enjoyable experience for visitors and may encourage visitors to stay longer in the locality to take part in differing activities. Visitors staying in the Coles Bay and Swanwick areas will contribute to the local economy, benefitting local businesses and encouraging further investment in the area. Aside from the construction costs, the track will also require ongoing inspection and maintenance which will have flow on economic benefits.

1.12 Alternatives (other ways)

Explain the other options that were considered to meet your outcome/s and cost and why they were not preferred? State why the preferred option is supported. (Attach additional information if necessary at part 1.13)

Options		Comments
Do nothing	The current situation involves pedestrians and cyclists using the beach and/or road side for access.	Maintaining the status quo will not further the objectives of the Management Plan. There will be no formalised walks of any length and visitor needs will not be met. It would also allow a potentially unsafe situation to continue, with the risk of casualties. An opportunity to better cater for the growing number of visitors would be missed. There would be no capital and on-going expenditure with no benefit to the local community. There would also be no impact on threatened plant species and no potential impacts on water quality.
Eliminate	Prevent pedestrian and cyclist access along the road	As a public road, cyclists and pedestrians are allowed to travel on Freycinet Drive. Even if such use could be banned, some such use would still occur and policing any restrictions would be impossible. Limiting access once visitors are within the park would be inconsistent with the objectives and policies of the Management Plan.
Isolate/Substitute	Currently there is no track – only informal access along the beach or the road.	The track proposed offers a safer alternative to walking or cycling on the road as well as a variety of recreational options for campers and day users, including those with limited bushwalking experience or fitness. The track includes vantage points and outlooks which can't be reached using the existing tracks.
Engineer	The track has been designed to accommodate pedestrians and cyclists.	The track will be designed to comply with Australian Standards. If the track is not constructed then the existing road may require widening to accommodate shared use. This is likely to be an expensive option and is not consistent with the Management Plan.
Administrate	Signage could be installed directing pedestrians to alternative routes and advising to exercise caution, or further reducing speed limits.	There are no alternative routes available for the full length of the road so this option will not entirely resolve the situation. The road is already operated at a speed limit of 40 km/hr, which is the lowest public road speed limit.

Preferred Option	<p>The preferred option is to:</p> <ul style="list-style-type: none"> • Isolate – by separation of users • Engineer – through design • Administer – through management and signage 	<p>The proposed track will eliminate potential conflict between park users by providing an alternative to travelling on the road. The track will allow separation between park users in vehicles and those on foot/bicycle. The track will be built in accordance with relevant design and construction standards and will be</p>
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		appropriately sign-posted and managed by PWS personnel.
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1.13 Attachments

No.	Description/Details of Attachment e.g. maps, photos, reports
1	Locality Map
2	Aerial image showing alignment of track
3	Freycinet Shared Use Trail, Ranger Creek – Wineglass Bay Trailhead, Mtn Trails, FREYCINET SHARED USE TRAIL_REPORT_FINAL_MAY_2018.
4	Ecological Assessment of Proposed Shared Use Track Between Visitor Centre and Walkers' Car Park, Freycinet National Park, Tasmania, ECOtas, April 2017
5	Freycinet National Park Multi Use Track Project, Aboriginal Heritage Assessment, CHMA, Final Draft Report, July 2017
6	Emails from Aboriginal Heritage Tasmania commenting on Cultural heritage Assessment
7	Assessment against Freycinet National Park, Wye River State Reserve Management Plan 2000
8	Current searches (EPBC Act, Natural Values Atlas Report)

1.14 Third Party Description and Interest in the Activity

Tour operators, tourism bodies, local residents and visitors will all have an interest in this project. There will be no advantage or disadvantage to any third party as a result of the proposed track. The works are to provide a community benefit. Some tour operators may use the track, but it is unlikely the track will provide direct financial benefit or increase the attraction of any particular operator(s).

Step 2 – Concept Review

At this step the activity is considered against legislation, management plans, subsidiary plans and PWS policies. PWS activities are checked to ensure they have been approved and funded. This step examines whether there are any major flaws in the activity that would make it inappropriate to continue the assessment.

2.1 Legislation and State Policies

Note: see manual for summaries of the legislation listed below. Place an 'X' in the relevant column in the table below.

Acts Is the activity compliant with the following Acts:	Compliant	Potentially Compliant	Not compliant	Act not Applicable	Details Note relevant section/s of the Act and explain why the activity complies, potentially complies or does not comply with the Act. If it is potentially compliant state what is required to make it compliant.
Core Acts (always check)					
National Parks and Reserves Management Act 2002	X				<p>The track will improve the safety and ease of access for existing park users and will improve the recreational opportunities available.</p> <p>The proposal is consistent with the objectives for National Parks in Schedule 1 of the act particularly:</p> <p>(h) to encourage and provide for tourism, recreational use and enjoyment consistent with the conservation of the national park's natural and cultural values;</p>
Crown Lands Act 1976			X		Not Crown Land
Nature Conservation Act 2002	X				<p>The purpose of a national park, as per Schedule 1 of this act is:</p> <p>The protection and maintenance of the natural and cultural values of the area of land while providing for ecologically sustainable recreation consistent with conserving those values.</p> <p>The proposed track conserves ecological and heritage values while providing for low impact recreation within the park.</p> <p>One threatened vegetation community listed in Schedule 3A of the act, <i>Eucalyptus viminalis</i> - <i>Eucalyptus globulus</i> coastal forest and woodland, was recorded within the track alignment. No significant impact is likely.</p>
Threatened Species Protection Act 1995		X			A permit will be required to take individuals of <i>Caustis pentandra</i> , <i>Conospermum hookeri</i> , <i>Spyridium vexilliferum</i> var. <i>vexilliferum</i> and <i>Thryptomene micrantha</i>
Aboriginal Relics Act 1975		X			An assessment of Aboriginal cultural heritage was carried out and the track alignment has been designed to avoid

Acts Is the activity compliant with the following Acts:	Compliant	Potentially Compliant	Not compliant	Act not Applicable	Details Note relevant section/s of the Act and explain why the activity complies, potentially complies or does not comply with the Act. If it is potentially compliant state what is required to make it compliant.
					most of the sites, except site AH13170 where the track will intersect the north most triangular point of site AH13170. A <i>Permit To Conceal</i> will be required. A Low Benching construction to be considered, with geotextile fabric material used over the site without any digging of the site. Works to be carried out under an <i>Unanticipated Discovery Plan</i> .
Historic Cultural Heritage Act 1995			X		No places listed on the Tasmanian Heritage Register are located in the project vicinity.
Land Use Planning and Approvals Act 1993	X				A Discretionary development approval is required under the Glamorgan Spring Bay Interim Planning Scheme 2015. A draft Planning Report has been prepared by Pitt & Sherry to form the basis of the Development Application process.
Environment Protection and Biodiversity Conservation Act 1999	X				No significant impacts are considered likely on any matters of national environmental significance.
Work Health and Safety 2012		X			All works will be required to comply with Workplace Health and Safety (WHS) requirements. These aspects will be managed through the construction contract. WHS Plan is a compulsory requirement for major works, to be supplied by all contractors involved in the tender process.
Other Acts (check as relevant)					
Environmental Management and Pollution Control Act 1994			X		
Water Management Act 1999 / State Policy on Water Quality Management 1997	X				The purpose of this state policy is to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System. The proposed track has limited potential for any impacts on surface or ground waters and the proposal is considered to be consistent with the purpose of the policy
Fire Service Act 1979		X			FSA1979 Section 70. Days of total fire ban

Acts Is the activity compliant with the following Acts:	Compliant	Potentially Compliant	Not compliant	Act not Applicable	Details
					<p>Note relevant section/s of the Act and explain why the activity complies, potentially complies or does not comply with the Act. If it is potentially compliant state what is required to make it compliant.</p> <p>(1) The Commission may declare any specified day to be a day of total fire ban, or any specified days to be days of total fire ban, for the purposes of this Act, either throughout the State or in any part or parts of the State.</p> <p>(2) A declaration under subsection (1) in relation to any specified day or days of total fire ban may –</p> <ul style="list-style-type: none"> (a) specify fires that are not subject to the ban; and (b) prohibit or restrict the use of specified machines or apparatus in the open air on that day or those days.
Forest Practices Act 1985				X	<p>No clearing more than a hectare or cutting 100 tonnes of timber in a year on non-vulnerable land or more than 5 tonnes on vulnerable land.</p> <p>The 4.1km track at 2.0m width and 1.8m wide structures (boardwalks and footbridges) would be equivalent to about 0.8 hectare of vegetation removed. Considering that sections of the track will be utilising existing fire tracks and easements, the area of vegetation removed would be significantly less than 0.8 hectare.</p>
Living Marine Resources Management Act 1995				X	
Mineral Resources Development Act 1995				X	
Building Act 2016 and regulations	X				All structures will be designed and constructed in accordance with the relevant permits.
State Coastal Policy 1996	X				<p>This policy applies to all land to a distance of one kilometre inland from the high-water mark. The track falls within the area covered by the policy which has the three following principles:</p> <ul style="list-style-type: none"> • Natural and cultural values of the coast shall be protected • The coast shall be used and developed in a sustainable manner • Integrated management and protection of the coastal zone is a shared responsibility.

Acts Is the activity compliant with the following Acts:	Compliant	Potentially Compliant	Not compliant	Act not Applicable	Details Note relevant section/s of the Act and explain why the activity complies, potentially complies or does not comply with the Act. If it is potentially compliant state what is required to make it compliant.
					The track has been designed to avoid significant ecological and cultural values and will improve the safety and recreational opportunities for park users. The establishment of a formal track is supported by PWS as it provides an opportunity for walkers and cyclists to adopt a more sustainable pattern of use by negating the creation of informal tracks.
Other:					N/A

2.2 PWS Management Plans, Subsidiary Plans and Policies

List any management plan, site plan, maintenance plan or other planning document, strategy or policy relevant to the activity below.

Plan/Document Name	Compliant	Potentially Compliant	Not Compliant	Details State relevant sections and page numbers. Explain why the activity does or does not comply and any required conditions if it is potentially compliant. List any proposed changes to plans and their rationale. Ensure the activity fits with plan zoning.
Freyernet National Park, Wye River State Reserve Management Plan 2000	X			Refer to assessment of compliance in Attachment 7
The Freycinet Peninsula Draft Master Plan, May 2018	X			The Draft Master Plan supports the development of a Shared Use Trail as a key initiative of the "Connections: The Transport Strategy"(refer to pages 77 to 80).
PWS Fire Action Plan 2018-2019 Bushfire Season		X		<p>Pages 6 & 7 - FFDI High 12 to High 24 onwards.</p> <p>Operations on this project are deemed HIGH RISK HAZARD ACTIVITY for wildfire ignitions. 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> <p>Adequate and operational fire fighting equipment will be maintained onsite and any wildfire ignitions extinguished immediately and PWS notified immediately.</p> <p>* Hot works includes the use of grinders, welders, brushcutters, chainsaws, earth moving equipment and other tools and equipment likely to create</p>

Plan/Document Name	Compliant	Potentially Compliant	Not Compliant	Details
				<p>State relevant sections and page numbers.</p> <p>Explain why the activity does or does not comply and any required conditions if it is potentially compliant. List any proposed changes to plans and their rationale. Ensure the activity fits with plan zoning.</p> <p>sparks.</p>

2.3 Reserves Standards Framework (RSF)

Current RSF Category	NMVS	Aspirational RSF Category	Day Use Comfort
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Does the activity conform with the Aspirational RSF category, or, if this has not been determined, the current RSF category? (Use the [PWS Site Register](#) to find RSF information)

Yes No Activity not described by RSF

If No, state the proposed new category below and detail the business case for the change.

The proposed track alignment currently falls within NMVS. However, the track will be located entirely within the Visitor Services Zone. The proposed track is consistent with the objectives of the zone which have regard to protection of the values of the Park as outlined in Section 2.5 of the Management Plan. It is also consistent with the specific policies and actions related to Walking Access in Section 5.4.4 of the Management Plan. The construction of this new track requires a change of the RFS and it is recommended this be upgraded to Day Use Comfort. Day Use Comfort is the same as the Cape Tourville Lighthouse short walk classification.

2.4 PWS Priorities

Is the activity listed in the current PWS Strategic Plan?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Comment: The activity aligns to the following goal within the Strategic Plan: <ul style="list-style-type: none"> Inspiring and enjoyable experiences for visitors. The activity also aligns to the one of the projects under the Divisional Plan: <ul style="list-style-type: none"> Tourism Infrastructure in Parks (the activity is currently funded under this project)
Is the activity listed in a Regional/Branch business plan or strategic plan?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Comment: The activity is specifically listed within the Draft Regional Business Plan (North) under the Implementation section of the Tourism Infrastructure in Parks Project.
What is the budget priority score	18	Comment:

2.5 Comment on Concept Review

Bearing in mind the environmental, social/cultural and economic benefits and impacts at Step 1 (parts 1.9 - 1.11), and referring to the Maplink and Natural Values Atlas reports, note whether the activity is likely to result in significant negative impacts that cannot be overcome (and therefore shouldn't be supported), or whether it can be supported with conditions. Provide a short summary in the Comment field below to assist the Regional Manager's decision below.

Comment

2.6 Decision Point – Concept Review

Following consideration of the above matters (Step 2, parts 1 to 5) the Regional Manager judges whether the concept is supported or not. If the concept is supported it proceeds to the next assessment step (Step 3). It can also be 'parked' at this step (to move forward in the assessment at a later time). If the concept is not supported the project does not proceed and the reasons are given to the proponent.

- Concept Supported** (Assessment moves to next step)
- Concept Supported - Parked** (Assessment moves to next step at a later date)
- Concept NOT Supported** (Activity cannot proceed further)

Why not appropriate?	Details
<input type="checkbox"/> The proposed activity conflicts with legislative or policy requirements.	
<input type="checkbox"/> The proposed activity contravenes an existing planning document or strategy.	

<input type="checkbox"/> The proposed activity is likely to cause unacceptable environmental, social or economic impacts.	
<input type="checkbox"/> Other	

Signed:

Title: Regional Manager North – Chris Colley

Date:

Comment, explanation

Comment, explanation

NB If the concept is supported at the end of this step this allows the activity to proceed further in the assessment process; it does *not* signify formal approval of the activity.

Step 3 – Assessment Scope

This step determines the scope of all relevant assessments and the level of documentation that will be required. It determines the level of RAA - levels 2, 3 or 4, (note: level 1 RAA's use a separate form) and it integrates with all internal (PWS) and related external assessment processes. The PWS Initiating/Contact Officer recommends and the PWS Regional Manager decides which options are selected at this step.

3.1 RAA Documentation (Select one option only)

RAA Documentation Required	Additional Information/Requirements
<input type="checkbox"/> Level 2: RAA	
<input checked="" type="checkbox"/> Level 3: RAA (L2 + surveys)	
<input type="checkbox"/> Level 4: RAA (DPEMP)	

3.2 Circulation List (RAA levels 2 to 4 only, list approved at Step 3, circulated at Step 5)

PWS Head Office (134 Macquarie St, Hobart) GPO Box 1751, Hobart 7001	<input checked="" type="checkbox"/> Visitor Services Branch, PWS <input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> Education & Interpretation <input type="checkbox"/> Historic Heritage <input checked="" type="checkbox"/> Operations Branch, PWS <input checked="" type="checkbox"/> Fire Management <input checked="" type="checkbox"/> Asset Services <input type="checkbox"/> Business Services Branch, PWS <input type="checkbox"/> Commercial Visitor Services (CVS) <input type="checkbox"/> Leases and Licences (non visitor)
Region (only fill out if an additional region is to comment) <input type="checkbox"/> North <input type="checkbox"/> NorthWest <input type="checkbox"/> South	<input type="checkbox"/> Regional Manager <input type="checkbox"/> Regional RAA Coordinator <input type="checkbox"/> Other <input type="checkbox"/> _____ <input type="checkbox"/> _____
Aboriginal Heritage Tasmania GPO Box 771, Hobart 7001	<input checked="" type="checkbox"/> Aboriginal Heritage, DPIPWE
Natural and Cultural Heritage Division DPIPWE GPO Box 44 Hobart 7001	<input checked="" type="checkbox"/> Branch – PCAB (specialist review of flora, fauna, geo etc)
Advisory / Consultative Committees	<input checked="" type="checkbox"/> National Parks and Wildlife Advisory Council <input type="checkbox"/> Tas. Wilderness WHA Consultative Committee
Other (add organisation)	<input type="checkbox"/> Other: <input type="checkbox"/> _____ <input type="checkbox"/> _____ <input type="checkbox"/> _____ <input type="checkbox"/> _____

3.3 Additional Internal (PWS) assessments

Select (replace the checkbox with an 'X') and state any additional PWS assessments required, and their relationship to the RAA.

Additional PWS Assessment	Relationship to RAA / Further Information
<input type="checkbox"/> _____	
<input type="checkbox"/> _____	
<input type="checkbox"/> _____	

3.4 Additional External Assessments

This step determines whether additional external assessments are required beyond those conducted by the PWS. The most commonly integrated external assessments are LUPAA and EPBC but others are also possible – refer to the RAA Manual).

Development Application (under Land Use Planning and Approvals Act (LUPAA))

Municipality	Glamorgan Spring Bay
Zoning under the Council Planning Scheme	Environmental Management (Glamorgan Spring Bay Interim Planning Scheme 2015)

Under the relevant Planning Scheme the activity is: (check one option only)

LUPAA Status	Further Detail	Development Application
<input type="checkbox"/> Exempt		Not required
<input type="checkbox"/> A Permitted Use		Required
<input checked="" type="checkbox"/> A Discretionary Use	<p>The track is classed as minor utilities under the scheme. The General Exemptions outlined in Section 5.4 of the planning scheme relate only to maintenance and repair of linear infrastructure and minor utilities. As the track is new it does not benefit from this exemption. The exemptions in 5.11 relating to use of a reservation apply only to outdoor dining facilities, stalls etc. or community gardens. The proposed track does not fall into this exemption.</p> <p>The limited exemptions in Section 6.2 of the planning scheme permit the provision of utilities such as footpaths and cycle tracks but only where certain restrictions do not apply. These include works within landslip area and in proximity to wetlands and watercourses, both of which apply in this instance. There are no exemptions applicable to the proposed shared use track.</p> <p>The proposed track relies on performance criteria in the planning scheme codes and is discretionary.</p>	Required
<input type="checkbox"/> A Prohibited Use		Required

Environment Protection and Biodiversity Conservation Act 1999 (EPBC)

EPBC Impact: Will the activity impact on:	What is the likely impact? Is there likely to be a 'significant' impact on any matter of national environmental significance from the activity?	Referral under EPBC recommended?
World Heritage Sites (Tasmanian Wilderness, Macquarie Island)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Ramsar Wetlands		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Nationally Threatened Species	<p>Two nationally listed flora species were recorded within the project area:</p> <ul style="list-style-type: none"> • <i>Conospermum hookeri</i> (Tasmanian smokebush) • <i>Epacris barbata</i> (bearded heath) <p>The <i>Epacris barbata</i> will not be impacted by the track. The alignment of the track has been chosen to avoid the significant populations of <i>Conospermum</i> and minor alignment adjustments can be implemented during construction to further avoid local impacts. <i>P. cinnamomi</i> hygiene measures are proposed during construction to reduce the potential for the introduction of this pathogen into areas of <i>Conospermum</i>. Any disturbance of the remaining individuals is not considered likely to have a significant impact on this species (Attachment 3) as it is locally abundant within this area of the park.</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Protected Migratory Species	A number of migratory species are identified as potentially occurring in the locality. These are predominantly marine and shore birds and marine mammals. None of the environments affected will have a significant impact on these species or their ability to use the Park.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Commonwealth Marine Areas	The Freycinet Peninsula extends into a Commonwealth Marine Area however the construction of the track is minor works and is not located at the land / sea interface. Implementation of appropriate erosion and sediment control measures during construction will ensure no sediment laden run-off enters the ocean. There is unlikely to be any significant impact.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
National Heritage Places	There are no National Heritage Places in the locality.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Other	The Giant Kelp Marine Forests of South East Australia Threatened Ecological Community (TEC) was identified in the protected matters search. The listing advice for this TEC indicates that the area of distribution includes the Freycinet marine bioregion. The proposed track is unlikely to have any impact on this TEC.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Note that the General Manager PWS determines whether a referral under EPBC is required, actual referral occurs at Step 7.

OTHER External Assessment

State any other external assessments required, and their relationship to the RAA (e.g. Dam, beekeeping, Hydro, Mineral exploration). See manual for all potential external assessments and list them below.

Other External Assessment	Relationship to RAA / Further Information
<input type="checkbox"/>	

3.5 Decision Point – Assessment Scope

The scope of the RAA, internal and external assessments required are as indicated above.

The signature of the RM (and the additional signature of the General Manager in some circumstances) below means the next step in the assessment can commence, it does not grant any form of approval at this point.

Signed:**Title:** Regional Manager North – Chris Colley (Signed – 24/11/2018)**Date:** 24/11/2018**Signed by PWS General Manager (only if required see RAA Manual):****Date:**

Explanation, further assessment of action required

Step 4 – Impact Assessment and Proposed Management

This part of the RAA records the impacts and benefits of the activity in detail. Impacts and benefits are examined under three headings — Natural Values, Cultural Values and Economic Values. Use N/A if a value is not applicable for this activity. Consider cumulative effects that may result from the activity.

4.1 Natural Values Assessment: Impacts, Benefits and Management

Natural Values (including natural assets, processes and systems)	General description and existing conditions. List values/assets of significance, surveys completed (by whom and when), specialist staff consulted and relevant refs.	Likely impact / benefit on values / assets (natural processes and systems, including cumulative effects). Particularly assess impact on world heritage and other significant natural values.	Risk level (no controls)	List control options Management actions to be taken to avoid or minimise any likely negative impacts, include ongoing monitoring.	Risk level (controls)	X Ref. Action Plan
1. Flora (threatened species, priority communities, critical habitats and endemic, regionally or locally significant species, RFA priority forest types, WHA flora values)	An Ecological Assessment was completed by Environmental Consulting Options Tasmania (ECOtas) in April 2017. The project area was assessed on 22 September 2016 and on 22 March 2017. Current Natural Values Atlas and Protected Matters Search results are included in Attachment 8. Six threatened species were recorded in the project area: <ul style="list-style-type: none"> • <i>Causitis pentandra</i> (thick twissedge) • <i>Conospermum hookeri</i> (Tasmanian smokebush) – also EPBC Act listed • <i>Epacris barbata</i> (bearded heath) - also EPBC Act listed 	Significant populations of <i>Conospermum</i> were recorded during initial field survey and the initial alignment impacted large numbers of plants. Individuals of other species were potentially likely to be disturbed. No significant impact on any EPBC listed species is considered likely. No referral is required under the EPBC Act. No impacts are likely to the state listed threatened community as any works will not reduce the extent of the community and no approvals are required.	High (15)	The alignment was redesigned in consultation with ecologists to avoid these populations. Some minor unavoidable disturbance of individual plants may be required however these will be avoided during the construction phase where possible. <i>Conospermum hookeri</i> is locally abundant within this area of the park and difficult to avoid. The track width of 2.0m was chosen instead of 2.4m in order to minimise environmental impacts while providing for shared use requirements. A permit under the TSP Act will be required to take individuals of <i>Causitis pentandra</i> , <i>Conospermum hookeri</i> , <i>Spyridium vexilliferum</i> var. <i>vexilliferum</i> and <i>Thryptomene micrantha</i> .	Moderate (6)	1.1 1.3 1.7 2.4 2.5 2.7 2.8 2.12 2.13 2.15 2.17

	<ul style="list-style-type: none"> • <i>Lepidosperma forsythii</i> (stout rapier sedge) • <i>Spyridium vexilliferum</i> (helicopter bush) • <i>Thryptomene micrantha</i> (ribbed heathmyrtle) <p>One threatened vegetation community, <i>Eucalyptus viminalis</i> - <i>Eucalyptus globulus</i> coastal forest and woodland, was recorded within the alignment. No EPBC listed vegetation communities are present.</p>	<p>All contractors will be made aware of the presence of threatened species and the control measures to protect each. The following measures will be implemented:</p> <ul style="list-style-type: none"> • Protective fencing Or Tagging of threaten flora • No parking or stockpiling over the identified threatened flora. • No haulage of materials over the identified threatened flora. • Keep construction works to minimum area within the track corridor. 	<p>Low (1)</p> <p>All contractors will be made aware of the presence of threatened species and the control measures to protect each. The following measures will be implemented:</p> <ul style="list-style-type: none"> • Works to commence outside breeding season for white-bellied sea-eagle. • Mature trees will only be removed where essential for user safety. • Keep construction works to minimum area within the track corridor.
2. Fauna (Rare or Threatened species, critical habitats, endemic species, regionally or locally significant species, WHA fauna values)	<p>An Ecological Assessment was completed by Environmental Consulting Options Tasmania (ECOtas) in April 2017. The project area was assessed on 22 September 2016 and on 22 March 2017. The following threatened fauna species have the potential to occur in the project area based on existing records and habitat availability.</p> <ul style="list-style-type: none"> • <i>Dasyurus maculatus</i> subsp. <i>maculatus</i> (spotted-tailed quoll) • <i>Dasyurus viverrinus</i> (Eastern quoll) • <i>Sarcophilus harrisii</i> 	<p>The areas of vegetation to be disturbed do not offer specialised or significant habitat values across the alignment or in the broader locality for these species.</p> <p>No significant impact on any EPBC listed species is considered likely. No referral is required under the EPBC Act.</p> <p>The ecological assessment determined that the proposed track was unlikely to have a significant impact on any of these species.</p>	<p>Low (2)</p> <p>1.1 1.3 2.4 2.5 2.7 2.8 2.12 2.13 2.15</p>

(Tasmanian devil)	<ul style="list-style-type: none"> • <i>Antipodis chaostola</i> (chaostola skipper) • <i>Antipodis chaostola</i> subsp. <i>leucophaea</i> (chaostola skipper) • <i>Pseudomys novaehollandiae</i> (New Holland mouse) <p><i>Litoria raniformis</i> (green and golden bell frog) is known from areas near the alignment but will not be impacted.</p> <p>The Natural Values Atlas Report contained one confirmed record of a white-bellied sea-eagle nest within 500 m of the site. There are numerous other records of nests of this species within 5000 m of the track area.</p>	<p>Soils along the alignment are predominantly granite derived and prone to erosion.</p> <p>If the track was made from the material present it would erode over time, contributing to sedimentation and reducing track stability and usability.</p> <p>On-going repairs and associated costs would be required.</p> <p>Minimal impacts expected</p>	<p>To ensure long term stability imported material is to be used to cap the track.</p> <p>Surface materials chosen reflect the nature of the geology within the locality and will be chosen from pathogen free sources.</p> <p>The track construction techniques, including pavement material, have been selected to maximise long term sustainability.</p> <p>Best practice erosion and sediment control measures will be implemented during</p>
3. Geoconservation	<p>Geology (uncommon rock types, minerals, fossils or similar; significant outcrop or landform; WHA geo values)</p> <p>Geomorphology (sensitive landform systems e.g. karst, dunes, rivers, marshes, estuaries coasts)</p> <p>Soils (rare soil types e.g. Basalt derived and hosting native vegetation; soils sensitive to disturbance eg. peats, sands, alpine soils)</p>	<p>Geology within the higher portions of the alignment is predominantly undifferentiated alkali-feldspar granite / monzogranite. Lower areas adjacent Richardsons Beach are sand and gravel of alluvial, lacustrine and littoral origin.</p> <p>Track is partially within Freycinet Peninsula Soils Geo-conservation Site Id. 2414 (Very large area)</p>	<p>High (12)</p> <p>Low (4)</p> <p>1.1 2.4 2.9 2.13 2.16 3.3</p>

4. Landscape and viewfields (Consider impact of the proposal on viewfields into the site and from the site)	The landforms are undulating rising from the beach to an elevation of approximately 30 m. Vegetation varies from open forest to sedgeland and dense coastal scrub.	Clearance for the track could potentially expose the area to public view, particularly where links are proposed near Honeymoon Bay and Richardsons Beach.	High (12)	Vegetation clearance will be predominantly in areas of open forest with only small trees, shrubs and under-growth to be cleared. In denser areas removal of large trees will be avoided unless absolutely required for safety. The track will generally be located away from public areas to ensure recreational experiences are not devalued for either user. The track will not be visible from Wine Glass Bay or the Mt Amos walking track. The track and its users will be less visible than the road and the current mix of users.
5. Wilderness and wild rivers (Impact of proposal on Wilderness quality using modified NWI mapping, any effects on wild rivers)	No wilderness areas or wild rivers are located in the area.	N/A	N/A	N/A
6. Threats (diseases such as Phytophthora and Chytrid Fungus, introduced animals and weeds)	The plant pathogen <i>P. cinnamomi</i> is present in the park and some plants within the project area showed potential signs of infection.	Machinery used for construction has the potential to introduce weeds and diseases if not appropriately managed. Material is to be brought in to form the surface of the track.	High (12)	Measures will be employed during construction to prevent the spread of this disease including using material from <i>P. cinnamomi</i> free sources. All vehicles and machinery will be cleaned prior to arriving on site.
		The introduction of material has the potential to introduce weeds and diseases. <i>P. cinnamomi</i> can also be spread by walkers and cyclists		A <i>P. cinnamomi</i> management plan will be contained in the CEMP.

	on shoes and equipment.	Weed and disease protocols will be consistent with Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania (Department of Primary Industries, Parks, Water and Environment, 2015).		3.3
7. Estuarine or Marine (add broad descriptors of important features like fauna/flora)	The first segment of the track is proposed between the road and Rangers Creek. Other sections of the track cross five watercourses which discharge to Coles Bay. The track is generally well separated from the marine environment with the only potential for interactions being where the track crosses watercourses which discharge into the bay.	Run off from construction works could result in sediment entering the bay.	Moderate (9)	Appropriate erosion and sediment control measures will be implemented throughout construction. The finished track will incorporate drainage to ensure natural flows are maintained and that run off is managed appropriately.
8. Water quality (PEV's) (add broad descriptors of important features like fauna/flora)	The alignment of the track crosses a number of water courses and drainage lines.	Run off from construction works could result in sediment entering the watercourses and ultimately the bay.	Moderate (9)	It is proposed to use bridges and elevated board walks when crossing waterways. These will be designed to withstand the environmental conditions on the peninsula and to be resistant to damage by bushfires as far as possible. Best practice erosion and

			sediment control measures will be implemented during construction to prevent run-off of sediment laden waters.
9. Other _____ (state)			

4.2 Cultural Values Assessment: Impacts, Benefits and Management

Cultural Values (including cultural assets, processes and systems)	Likely impact on values / assets (cultural assets, landscapes and systems, including cumulative effects). Particularly assess impact on world heritage and other significant cultural values.	Risk level (no controls)	List control options Management actions to be taken to avoid or minimise any likely negative impacts, include ongoing monitoring.	Risk level (controls)	X Ref. Action Plan
1. Aboriginal heritage values (e.g. landscapes, areas, sites, artefacts, relics, resources, WHA Aboriginal values)	<p>The latest realignment of the track has avoided most sites except AH13170, where the proposed track route runs through the northern pointed portion of this site. The proposed alignment was planned to cross this downhill area of the site where it was deemed possible that the light scatter of midden material had been deposited due to weather, erosion and previous disturbance.</p> <p>An Aboriginal Heritage Assessment was undertaken by Cultural Heritage Management Australia to review the proposed alignment and impacts. Based on this assessment the alignment was revised to avoid (where possible) any impacts to the identified heritage sites.</p>	Low (4)	Request for a Permit to Conceal for the track to go over the site AH13170. The construction of the track over the site will involve Low Benchig Methodology by laying down geotextile fabric over the site to conceal it then building the track over the fabric. There will be fill over the fabric and no cut into the site. A northern diversion around AH13170 has been investigated and could be used if this permit application is not successful. However, this northern diversion would result in a significant diversion of the Richardsons Beach link to the north, which may force users to short cut through the middle of site AH13170 instead of staying on the track and would have greater disturbance to the site than the preferred alignment.	Low (4)	1.1 1.7 2.2 2.4 2.9 2.11 2.13 2.14
			All Aboriginal heritage is protected under the Aboriginal Heritage Act 1975. If at any time during works you suspect Aboriginal heritage, cease works immediately and contact AHT for advice. Attached is an		

		Unanticipated Discovery Plan, which you should have on hand during ground disturbing works, to aid you in meeting your requirements under the Act	
2. Historic heritage values (e.g. historic places, movable heritage or relics)	The Freycinet National Park Management Plan 2000 acknowledges features of European heritage such as old fences and remnants of buildings and lesser structures.	No features were identified during selection of the alignment however their presence adjacent the track cannot be ruled out. There is unlikely to be any impact on these values.	Moderate (8)

Social Values	General description and existing conditions. Describe how the area is used and how the activity is likely to change the way the area is used. Note people consulted, references to documents. List any social values/assets of significance.	Likely impact on current social values.	Risk level (no controls)	List control options Management actions to be taken to avoid or minimise any likely impacts, include ongoing monitoring.	Risk level (controls)	X Ref: Action Plan
3. Recreational values, established uses	The area within the alignment includes undisturbed areas, current fire management tracks and some old management tracks.	The construction of the track will provide a safe alternative to the road for pedestrians and cyclists.	High (15)	Location within the proposed alignment will improve public safety.	Low (4)	1.1 1.4 2.1 2.10 2.11 2.12 2.17 3.2
	Freyernet FC Rangers indicated that currently pedestrians and cyclists use the road which can cause conflict with vehicles, particularly during busy summer visiting times.	Inclusion of links to Richardsons Beach and Honeymoon Bay will enhance the network of walks available for guests at the lodge as well as day visitors and campers.		The track will offer new walking options for day users and campers.		
4. Leases and licences	A number of leases and	Potential impacts affecting	Moderate	Communication with all leases	Low	1.2

	licences are current. These include:	these operators are related to disturbance by additional traffic, noise, etc. during construction. Works are located away from lease areas and the road and there is unlikely to be any impact.	ate (9)	and operators is required to advise of the nature and timing of works and of opportunities for co-operation.	(4)	1.4 1.9 2.1 2.6 2.11 2.12 2.17 3.2
	<ul style="list-style-type: none"> • RACT Freycinet Lodge which leases an area between Richardsons Beach and Honeymoon Bay • a smaller area adjacent The Fisheries which is leased by the YHA Hostel Association • Commercial tour operators 	There may also be opportunities for co-location of works for infrastructure which could be identified through appropriate channels of communication.				
5. Surrounding land uses	The surrounding land is within Freycinet National Park. The track is consistent with the Management Plan.	The track will not impact on any of the uses currently occurring within the park.	Low (1)	No changes are necessary to the alignment or use of the track to mitigate impacts on surrounding land uses.	Low (1)	1.1

4.3 Activity Hazards

Activity Hazards	General description of how the site is used and existing nature of hazards/risks.	Likely impact on nature and severity of hazards/risks.	Risk level (no controls)	List control options and management actions to be taken to avoid or minimise risks.	Risk level (controls)	X Ref. Action Plan
1. Occupational Health and Safety	Currently there is no track and there is no additional risk for workers. In areas where there are tracks or tracks that coincide with the track alignment WHS procedures apply.	During construction workers will be exposed to risks associated with the use of machinery and equipment. After construction there will be ongoing maintenance requiring park workers to access the track for routine inspections and repairs.	High (12)	All contractors will be required to implement appropriate WHS plans, CEMP and install appropriate signage for employee and park user safety. Ongoing assessments of the track condition will be required to ensure it is fit for purpose and does not pose any hazards to workers or users.	Low (4)	1.4 1.5 2.1 2.2 2.3 2.6 2.13 2.18
2. Visitor Risk	If park users are currently accessing the track alignment it is not in accordance with any	During construction park visitors face risks associated with machinery and larger	High (12)	WHS and CEMP requirements will ensure adequate separation between	Low (3)	1.2 1.4 2.3

	safety or use plan. Risks associated with this include injury, environmental damage, littering, spread of pathogens and potentially getting lost.	vehicle use (traffic conflict, noise). Given the location of the alignment away from visitor areas these risks are likely to be low. Once completed visitors will have access to the track, including crossovers and structures such as bridges and walkways. There are risks associated with unsafe crossing of Freycinet Rd, falling from raised walkways and general walking in a bush environment (rocks, sticks etc).	construction areas and park visitors. Timing of works may involve the cordoning off of part of the Wineglass Bay carpark for storage and materials and appropriate signage will be required to ensure adequate separation. Signage will be used to identify the track location and safe crossing points on Freycinet Rd. This will include information related to pathogen spread, responsible track use and etiquette. Post works the track usage data will be entered into PWS Asset Management System to schedule and dangerous tree inspections.	2.13 2.16 2.17 2.25 3.4
3. Other – Dangerous goods, controlled waste etc.			Any construction wastes generated during the works will be contained on site and all rubbish and waste will be removed from the works site and disposed of at an approved waste disposal or transfer site. Machinery refuelling will be kept at least 40m away from streams or wet areas and any fuel and oil spills will be contained and cleaned up immediately and disposed of appropriately.	2.22
4. Bushfire Management	The Freycinet Peninsula is bushfire prone and subject to	Construction machinery has the potential to start fires when	High (12)	Replace with - Operations on this project are (8)

periodic bush fires. PWS undertakes routine fire management activities within the park to reduce the level of risk to workers and visitors.	hot equipment ignites dry vegetative material or contact with rocks creates sparks.	<p>deemed HIGH RISK HAZARD ACTIVITY for wildfire ignitions. 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. Adequate and operational fire fighting equipment will be maintained onsite and any wildfire ignitions extinguished immediately.</p> <p>* Hot works includes the use of grinders, welders, brushcutters, chainsaws, earth moving equipment and other tools and equipment likely to create sparks.</p>	2.1 2.2 2.3 2.6 2.23

			extreme fire danger. Signage will be installed as required to advise of potential fire hazards and to inform park users of ongoing management activities.	
5. Machinery and Equipment Use	Aside from some existing management tracks the works are occurring on mostly undisturbed areas. As Freycinet National Park has significant conservation values the use of machinery and equipment could result in damage outside of the scope of works.	Machinery and equipment use could result in damage to flora and fauna through use or storage outside of the proposed disturbed footprint. This could be due to unauthorised vegetation clearing or contamination from fuels/oils.	High (12)	<p>CEMP requirements will outline the appropriate usage and storage of machinery and equipment during construction. This will also include a plan to manage fuel/oil spills or leaks if required.</p> <p>All contractors will be made aware of the presence of threatened species and the control measures to protect each.</p>

4.4 Community Consultation

Stakeholders with an interest & contact details	Consulted?	Interest Level	Concern Level	If consulted detail how this was done and the stakeholder's views on the activity.	Details of further consultation required or planned, if any.
General park visitors and stakeholders including CVS operators and TVIN's	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> low <input type="checkbox"/> medium <input checked="" type="checkbox"/> high	<input type="checkbox"/> low <input type="checkbox"/> medium <input checked="" type="checkbox"/> high	New track opportunity identified in Freycinet NP management plan 2000	Communication plan to be developed and approved by RM. Plan to include onsite messages regarding works and key messages regarding the works and associated benefits
Freycinet Association Inc (FAI) / Destination Action Plan (DAP) group – Coles Bay / Fisheries community and businesses	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> low <input type="checkbox"/> medium <input checked="" type="checkbox"/> high	<input type="checkbox"/> low <input type="checkbox"/> medium <input checked="" type="checkbox"/> high	As per 'all stakeholders'. FAI have been informed of PWS planning for a new walk for both public safety and new opportunities. FAI have contributed to discussion regarding traffic management for past 3 years through regular FAI meetings. DAP group recently formed and consist of FAI members and local tourism operators. Freycinet DAP identified traffic management resolution as 2 of their 3 elements to achieve by 2020	Key messages addressed through Communication Plan and attendance of PWS staff at FAI / DAP meetings
Glamorgan Spring Bay Council	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> low <input type="checkbox"/> medium <input checked="" type="checkbox"/> high	<input checked="" type="checkbox"/> low <input type="checkbox"/> medium <input type="checkbox"/> high	Work activity is immediately adjacent the council managed Freycinet Drive. Council will assess the project through the Development Application process.	Key messages addressed through Communication Plan. To be kept informed of works/project details as progress is made and DA process.
PWS Visitor Centre and Field Centre staff - Freycinet	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> low <input type="checkbox"/> medium <input checked="" type="checkbox"/> high	<input type="checkbox"/> low <input type="checkbox"/> medium <input checked="" type="checkbox"/> high	PWS staff provide frontline visitor information and service delivery at the park. Staff are aware of the planning and background to project. Staff will be kept informed of the project as it progresses and be able to share key messages identified through the communications plan.	To be kept informed of works to ensure up to date information and key messages as developed through Communications plan shared with public.

Stakeholders with an interest & contact details	Consulted?	Interest Level	Concern Level	If consulted detail how this was done and the stakeholder's views on the activity.	Details of further consultation required or planned, if any.
East Coast Regional Tourism Organisation	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> low <input type="checkbox"/> medium <input checked="" type="checkbox"/> high	<input type="checkbox"/> low <input checked="" type="checkbox"/> medium <input type="checkbox"/> high	PWS represented on ECRTO Board. Information regarding a number of projects being planned and/or developed at Freycinet have been shared and discussed at board meetings in 2017. ECRTO interest is high in seeing the greater Freycinet Master Plan developed and recognise all projects that improve the visitor experience at Freycinet is crucial	Key messages addressed through Communication Plan and attendance of PWS staff at ECTRO meetings.
Freycinet Action Network – Sophie Underwood	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> low <input type="checkbox"/> medium <input checked="" type="checkbox"/> high	<input type="checkbox"/> low <input checked="" type="checkbox"/> medium <input checked="" type="checkbox"/> high	Telephone discussion (20/7/17) regarding all aspects of Freycinet Master Plan project, long term management of Freycinet, interim car parking project and planning for new track as covered by this RAA. Would like to be kept informed of development proposals and opportunity to be consulted especially for Master Plan project	Ongoing discussion and consultation through life of project. Key messages to be provided through Communications Plan.
RACT Freycinet Lodge	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> low <input type="checkbox"/> medium <input checked="" type="checkbox"/> high	<input type="checkbox"/> low <input checked="" type="checkbox"/> medium <input checked="" type="checkbox"/> high	Conversation with Lodge management through lease and with onsite manager regarding project planning. Ongoing communications by PWS RiC with onsite manager through life of project.	To be informed of project and works. Direct contact with Lodge Manager and Brett Torossi
Minister Hodgman	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> low <input type="checkbox"/> medium <input checked="" type="checkbox"/> high	<input type="checkbox"/> low <input checked="" type="checkbox"/> medium <input type="checkbox"/> high	Minister aware of Tourism Infrastructure Fund program allocations 2017/18 and 2018/19 to plan and construct new track.	Provide briefing documents as project progresses.

4.5 Economic Values Assessment: Impacts, Benefits and Management

1. Economic Assessment of Options	Current Management Regime (\$)	New Management Regime (\$)
PROJECT MANAGEMENT		
• Pitt & Sherry – Actual Costs to Date	0	\$43,276
• PWS Project Management Costs (forecast)	0	\$50,000
PLANNING		
• Aboriginal Heritage Assessment, Ecological Assessment, Trail Design – Actual Costs to Date	0	\$30,383
WORKS/CONSTRUCTION		
• Trail Construction Costs – (forecast) [Mtn Trails – 2.0m wide track & 1.8m structures]	0	\$1,153,430.00
• Additional costs for site establishment, amenities, signage and interpretation (forecast)	0	\$80,000
TOTAL CAPITAL COST	0	\$1,357,089.00
Annual Operating Costs (e.g. PWS labour, other labour, consultants, contractors, materials & Supplies)	0	\$30,000
NET ANNUAL OPERATING COSTS	0	\$30,000
TOTAL COSTS (Capital and Operating)	0	\$1,387,089.00

2. Economic Questions

Will the project create a new asset or alter/upgrade an existing asset?	Yes it will create a new asset (consistent with Management Plan)
Does the project require PWS or other Government funding for infrastructure upgrades?	Yes, Government funding for planning and construction
Who is / will be responsible for annual operating costs?	PWS Northern Region, Freycinet Field Centre
What is the fund source for capital and maintenance works?	Tourism Infrastructure In Parks (TIIP) funding for the capital component and Freycinet FC operating budget for maintenance.
Is there any requirement for PWS involvement in ongoing management?	Yes, PWS asset requiring inspection and maintenance.
What are the implications of not implementing the project (in terms of assets and finance):	Commitment of TIIP program. Funding would then need to be reallocated to other projects. No new asset would be created.

Economic Comment (Comment on the Impacts / benefits of each option)

The project is anticipated to return significant benefits. Tourism Infrastructure In Parks funding is available and committed to the development and delivery of projects in regional areas. Freycinet National Park is in a regional area and is also subject to rapid growth in tourist visitation. The project as planned will have low operating costs and provide another activity in which the growing number of visitors to the Park and the wider locality can engage.

Step 5 – Advice on Impact Assessment and Proposed Management

Summary of comment received.

Part of RAA Referred to:	Name and Section	Advice and Comment	Initiating Persons / Regional Response
Sections 1.1 and 4.2.1	Claire Keating – Aboriginal Heritage Tasmania (AHT)	<p>DRAFT</p> <p>I've been reviewing your RAA for the Freycinet Shared Use Track and had a couple of questions.</p> <p>You mention in Section 1.10 that AH13170 is a large midden site occurring along Richardsons Beach. The large midden site that occurs along the entire length of Richardsons Beach is actually AH1712 (I assume this is the site you are referring to here?). AH13170 is the large midden close to the proposed Richardsons Beach Link (See attached map).</p> <p>Regarding the Richardson's Beach Link – the route drawn on the map appears to intersect a portion of AH13170, however it is difficult to assess based on the maps provided in Freycinet Shared Use Trail Report. Are you able to send through a shapefile of the proposed walking track alignment so we can better determine its proximity to the Aboriginal heritage site?</p>	<p>At this point in the project, we would be requesting for a Permit to Conceal. If I could access the related form, I would like to fill this in as soon as possible.</p> <p>Thank you for sending the kml files through. Unfortunately we are only able to view shapefiles (.shp) on the Aboriginal Heritage Register (AHR) Map Browser, however based on a visual comparison of the proposed alignment and our records, it appears that the track will intersect one Aboriginal heritage site in the vicinity of the Richardson's Beach Link track (AH13170). I have attached to this email a map showing the location of the site, and the site recording form which contains the coordinates for the site. If you could verify the alignment of the walking track in the vicinity of AH13170, AHT will advise whether a permit will be required for the works in this area.</p> <p>In regards to the remainder of the project, the RAA states that all sites identified within CHMAs Aboriginal Heritage Assessment Report will be avoided by the proposed works. AHT advise that provided the mitigation recommendations and requirements outlined within the Aboriginal Heritage Assessment Report (CHMA 2017) and AHT's report review response (email</p>

		<p>dated 27 June 2017) are followed, AHT have no objections to the project proceeding.</p> <p>I had to verify the details of the permit for the RACT Lodge Waterline... Only a portion of AH13170 was impacted by the works associated with the RACT Lodge Waterline. The pipeline footprint across AH13170 was only 250mm wide x 650mm deep (trench size). The in situ material was backfilled into the trench once the pipe was laid. Given the very narrow width of the trench, it is likely that the works associated with the walking track will still impact a portion of AH13170 and will require a permit under the Aboriginal Heritage Act 1975.</p>	
Section 2.1	Allison Woolley – Policy, Legislation and Planning	<p>National Parks and Reserves Management Act 2002</p> <p>The RAA documentation identifies leases within the vicinity and suggests works are located away from the lease area (p.24).</p> <p>However, upon closer review, the area leased by Freycinet Lodge extends to the east of Freycinet Drive toward the small dam between Freycinet Drive and Cape Tourville Road (see RAA 3264 – P&E Comment – Attachment 1, Management Plan, and as illustrated on p.58 of the Ecological Assessment).</p> <p>Critically, the Proposed Shared Use Track (Portion 2: Richardsons Beach Day Use Area → Cape Tourville Road) appears to cross into this leased area. Before further work is undertaken, the extent of the lease area and possible overlap with the track route needs to be clarified. In doing so, any critical issues relating to undertaking works within a leased area of the National Park need to be identified and resolved (e.g. potential revocation of lease, permissions under lease conditions, public access, responsibility for liability, maintenance requirements etc).</p> <p>Threatened Species Protection Act 1995</p> <p>Numerous listed species have been identified and the route modified to manage impacts. A permit to take will be required to address residual impacts.</p>	<p>Communication with all leases and operators is required to advise of the nature and timing of works and of opportunities for co-operation.</p> <p>PWS will maintain the track within leased areas.</p> <p>PWS has met with RACT and discussed this matter and RACT has no issues with the track within their lease.</p> <p>Track route has been chosen to achieve minimum impacts</p> <p>Track width was reduced from 2.4m to 2.0m to minimise impacts while maintaining shared use functionality</p> <p>Minor adjustments to the track alignment during construction will be allowed to minimise impacts. Works to be kept to minimal footprint to minimise impacts.</p> <p>Contractor CEMP to include these measures.</p>

	<p>Aboriginal Relics Act 1975</p> <p>Detailed work on Aboriginal heritage values has been undertaken, and AHT have specified the manner in which the proposed works are to be undertaken.</p> <p>AHT advised that a Permit to impact upon a site (AH13170) may be required, however the RAA report suggests the route has been realigned to avoid this site.</p>	<p>The track intersects with the triangular north most point of the site. During the assessment conducted by Stuart Huys (CHMA) and Rocky Sainty (AHO), the design of the proposed track alignment was scoped to have minimal impact on cultural values. The proposed alignment was planned to cross an area (triangular north most point of the site) where it was deemed possible that the light scatter of midden material had been deposited due to weather, erosion and previous disturbance – downhill along the slope.</p>	<p>A Permit to Conceil will be required for the track to go over the north most pointed end of the site.</p>	<p>A recent review of the site AH13170 indicated waterline pipe works went straight through the site.</p>	<p>The Glamorgan Spring Bay Council has been advised of the forthcoming Development Application (DA).</p> <p>Council's DA form has been completed with related documentations ready for submission.</p>	<p>No significant impacts are considered likely on any matters of national environmental significance.</p> <p>The entire track is within the VSZ.</p>
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Section 2.2	<p>Allison Woolley – Policy, Legislation and Planning</p> <p><i>Freyinet National Park, Wye River State Reserve Management Plan 2000</i></p> <p>The RAA includes an assessment of the proposal against the Management Plan undertaken by Pitt&Sherry, who conclude that the proposed activity is supported by the management plan.</p> <p>While there is a fundamental flaw in the Pitt&Sherry report regarding its assessment of the proposal in the Conservation Zone, both the MTN Trails report and the RAA report advise the proposed alignment is contained entirely within the Visitor Services Zone.</p> <p>Indeed, the May 2018 realignment was to specifically keep the alignment with the Visitor Services Zone.</p> <p>If so, the proposed activity is contained with the Visitor Services Zone as advised, the proposal is consistent with the Management Plan.</p> <p>However on the information available, it is impossible to verify with any certainty that the alignment of the proposed track relative to the MP zonings. The risk being that if the alignment does cross into the Conservation Zone, then the proposal cannot be approved under the MP (at Table 2 (p.52) that bicycles are not permitted in the Conservation Zone, nor are ‘new walking tracks’).</p>	<p>Does the activity conform with the Aspirational RSF category, or, if this has not been determined, the current RSF category?</p> <p>The RAA report recognises that the proposed alignment of the track is currently classified as ‘Not Managed for Visitor Services’ under the RSF, and that it will require reclassification as Day Use Comfort.</p>	<p>The proposed W2/T2 track is entirely within the VSZ as Day Use – Comfort – Mid.</p> <p>The subsequent adjustments to the original track alignment involved onsite assessments by MTN Trail, Freycinet Field Centre officers, EcoTas and CHMA. The survey corridors were 10m wide for CHMA and 20m wide for EcoTas, therefore minor adjustments could be made to the track alignment within these survey widths or corridors.</p>
Section 2.3	<p>Allison Woolley – Policy, Legislation and Planning</p>	<p>Are there other concerns and recommendations regarding the proposed activity not identified about?</p> <p>Proposed Alignment</p> <p>The proposed alignment has been altered over time in response to identified values. Within the documentation provided, in particular there are two alignments for the proposed Honeymoon Bay Link.</p> <ul style="list-style-type: none"> • the MTN Trails report (p.22) shows a link running roughly parallel to the cleared powerline easement (Portion 5 Honeymoon Bay Link) • the ECOTAs report (pp.33-34) and CHMA report (p.7) show (presumably) this link running parallel to Cape Tourville Road. 	
Section 2.4	<p>Allison Woolley – Policy, Legislation and Planning</p>		<p>Date of last issue: 1 July 2010 Date of issue: 1 March 2015 Date of next review: March 2020</p>

	<p>Based on the RAA report and the reporting by Mtn Trails, the Honeymoon Bay Link was altered following the CHMA and ECOTAs surveys. However, it is somewhat unclear from the RAA documentation whether the entirety of the final alignment has been surveyed.</p> <p>Designated Bicycle Riding Area</p> <p>Regulation 21 of the <i>National Parks and Reserved Land Regulations 2009</i> only allow the riding of bicycles on roads and designated bicycle riding areas in National Parks.</p> <p>The proposed track will need to be formally designated as a 'bicycle riding area' under the Regulations.</p>	<p>The Track has been designed for Shared Use in terms of width, gradient, surface and signage consistent with relevant Australian Standards. This is also consistent with <i>Freyincer National Park and Wye River State Reserve, Management Plan 2000</i>, Section 5.4.5 <i>Bicycle Access</i> in which the policy allows the use of bicycles on tracks if the tracks are designed for both walkers and bicycles (i.e. Shared Use). The Plan also recommends the installation of this Shared Use track under <i>Actions</i> items.</p>	<p>This alternative proposal will contravene the one way arrangement along Richardsons Beach campground road.</p> <p>The Portion 1 placed along the VSZ away from Richardsons Beach campground road would be safer for Shared Use Track users and also campground users. Therefore, this alignment is preferred and the alternative is not.</p> <p>There won't be any users along the track while under construction – as the track must be completed and deemed fit for use before opening to public.</p>	<p>Discussion of Alternatives</p> <p>At p.24, the Report by Mtn Trails identifies the alternative of using the Richardsons Beach campground road rather than building a new track parallel to Freycinet Drive (Portion 1: Ranger Creek → Richardsons Beach Day Use Area Link) on the basis that it could reduce environmental impacts and present the PWS with a significant cost saving.</p> <p>However, the RAA does not address what is – on face value – a possible alternative.</p>	<p>Risk Management</p> <p>A critical aspect of the proposal will be managing risk associated shared use of the proposed track, in particular potential user conflict. The RAA report provides some discussion of risk management and suggests signage highlighting responsible track use and etiquette are identified. However, there is no discussion with the RAA document of how trail design and construction will be undertaken to manage the risk associated with user conflict.</p> <p>In planning and designed shared use tracks, the inclusion of features to physically control the speed of bicycles is often warranted. The IMBA refer to features such as surface treatments, chicanes, choke points, corrals that may all serve to physically reduce the speed of bicycles, in turn managing the risk</p>
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	<p>to track users. Similarly, section 6.11 of the PWS Mountain Bike Policy suggests that shared use trails will be designed with multiple trail based activities in mind, including adequate width, lines of sight and safe intersections.</p> <p>The RAA suggests the track will include some bends and other features which will not permit excessive speed by bicycles, and the MTN Trail report recommends choke points and grade reversals to assist in managing speed. However little other detail is provided (e.g. no indicative details or locations).</p> <p>Track features should be ‘designed in’ to manage the speed of bicycles, particularly where the track gradient is steeper, sight lines are restricted, or on the approach to road crossings and other intersections; retrofitting such features can be costly, unsightly and often less effective.</p> <p>Given the high visitor numbers to Freycinet, the proposed upgrading of the RSF category to ‘Day Use Comfort’ and the ‘neutral-moderate’ acceptable risk level that accompanies this, it is important that track design and construction assists with managing potential user conflict. It will be important for the final scope of the track construction works to explicitly include speed management features.</p>	<p>including PWS Track Policy, Australian Standards, Austroad Guidelines plus environmental and heritage. It is also important to note that the entire track is within the VSZ.</p>
	<p>Ancillary Facilities</p> <p>A clear purpose of the proposed track is to allow visitors to walk and/or cycle to the Wineglass Bay Carpark instead of driving. As such, it can be assumed that cyclists will need bicycle racks/parking at the Carpark should they continue on a walk.</p> <p>However, the proposal does not include any discussion of what additional end of trail facilities are proposed at the Carpark, Honeymoon Bay or Richardsons Beach Day Use Area for the secure parking of bicycles.</p> <p>Provision for bicycle parking at each destination will be required.</p>	<p>Whilst it can be assumed that visitors cycle then walk, it is recommended that this assumption be monitored and verified after the track is operational. The bicycle racks could then be installed based on the verified needs rather than assumptions.</p>
Jen Fry – Visitor Strategy	<p>Are extra bike racks going to be installed at the start/end/and way points (Richardsons and Honeymoon)?</p>	<p>Monitoring of use after track is operational is recommended in order to justify the need and the size of the facility required.</p> <p>The track is signed as Shared Use with approved drawings according to relevant Australian Standards, endorsed by State Growth and Glamorgan Spring Bay Council. The shared use signage is a standard treatment and requirement, which the public are already familiar with.</p>

	<p>Will there be enough potable water to fill up water bottles at the track heads?</p> <p>Is there a bike maintenance area within or just outside the park for people to pump up tyres/adjust seats etc.?</p>	<p>A monitor of use after track is operational to justify the need and the size of the facility required.</p> <p>A monitor of use after track is operational to justify the need and the size of the facility required.</p>
	<p>Has the region thought about the possible bike hire business that may result? Where could that be situated? Within Coles Bay?</p>	<p>A monitor of use after track is operational to justify the need.</p>
	<p>Has the DSG (old DIER) been given a heads up to let them know of bike riders on the roads – many of the roads may require upgrades to facilitate an increase in bikes.</p>	<p>The track is signed as Shared Use according to relevant Australian Standards, endorsed by State Growth and Glamorgan Spring Bay Council.</p>
	<p>Is any of the track in the area that was part of the proposal for the RACT and could that lead to public opposition? If so is the community on board with the track and so ready to defend it to others?</p>	<p>This track is not only recommended by <i>Freyecinet National Park and Wye River State Reserve, Management Plan 2000</i> but also <i>The Freycinet Peninsula Draft Master Plan</i>, which went to public comments without any oppositions or negative comments.</p>
	<p>Can an access point for the track be planned for opposite the RACT main entrance? Or is it sufficient to be at Honeymoon Bay? If so will that drag lodge guests through that campground, resulting in conflicts of use?</p>	<p>Road crossing points were strategically chosen for locations with good sight lines and the number of crossings to a minimum to avoid multiple points of conflict between track users and traffic along the Freycinet Drive.</p>
	<p>Is a comms plan ready and has the Comms unit reviewed that?</p>	<p>A Project Plan has been prepared and will be updated when the construction program has been sorted. The communication plan will be part of the construction program this</p>

		The Mtn Trails doc shows the construction of stairs – will there be many stair areas where people have to get off their bikes? If so are those areas a bit wider in order to facilitate the likely bank up of people waiting? Likewise for bridges – will cyclists need to walk across a bridge? If so – is there a wider area just before and after to facilitate people getting off and on their bikes?	This reference to stairs on page 48 of Mtn Trails report is part of ATTACHMENT A Explanation of Track Construction Work Types. These are examples of various construction types. The proposed Shared Use track is a W2 track involving no steps at all.	preparation.
	Andrew Smith – Interpretation and Education	I have had a look through the RAA. It looks Ok to me, in general. Do you have sufficient bike racks at the Wineglass Bay track carpark?	This is not part of the scope of works. A monitor of use after track is operational to justify the need and the size of the facility required.	This is not part of the scope of works. This will be done later as part of the overall master plan.
		Suggest a directional sign plan be done, including blue and white track signs and the development of a track-head sign at both ends of the track. Suggest a thematic interpretation plan also be done for the track including identifying any changes to existing outdoor and visitor centre information. Seating along the way would be a very good idea – associated with interpretive stops.	This is not part of the scope of works. This will be done later as part of the overall master plan.	This is not part of the scope of works. This will be done later as part of the overall master plan.
	Paul Black – Fire Management	Design of track to standard to accommodate the ability to use a side by side vehicle on it to facilitate: <ul style="list-style-type: none">• Fuel reduction burning activities (side by side vehicle with small slip on unit);• Fire response including sweeping the track for visitors, back burning and the like.	The track would be 2.0m wide plus boardwalks and bridges at 1.8m wide.	The track has 4 road crossing points, 3 along the Freycinet Drive and 1 along Cape Tourville Road, which could be utilised as

	bushfire response.	Non flammable building materials should be used where practical. Where this is not practical there should be consideration to fire mitigation for these materials to prevent foreseeable impacts on any assets. For example, consideration of non flammable material for elevated boardwalks or providing adequate clearing around elevated boardwalks.	Structures will be constructed using fibreglass grating and treated pine with adequate clearing around elevated boardwalks.	emergency egress points or track closure points.
	4.3 Activity hazards. The track can increase the visitor bushfire risk to those that may be on the track during an outbreak of fire. These risks can be mitigated to an acceptable level using the above-mentioned points.	Hot works can be undertaken above the normal triggers provided a suitable fire response plan and equipment is in place. This is typically only done as needed for emergency repairs and the like but consideration can be given to opening the window of opportunity for work a bit wider provided it fits within the triggers of all the other closures at Freycinet. These can be discussed and agreed with Fire Management Staff if desired.	No hot works will be carried out when the Fire Danger Index (FDI) is greater than 20. This will be included in the Works Specifications and also contractor CEMP.	The Freycinet Emergency response plan to be updated.
	The Freycinet Emergency response plan should be updated to include a response for visitors in this area. This should include trigger points for track closure at similar fire danger ratings for other tracks.			No comments.
	RAA is supported – no comments	Claire Keating – Aboriginal Heritage Tasmania	You mention in Section 1.10 that AH13170 is a large midden site occurring along Richardsons Beach. The large midden site that occurs along the entire length of Richardsons Beach is actually AH1712 (I assume this is the site you are referring to here?). AH13170 is the large midden close to the proposed Richardsons Beach Link (See attached map).	During the assessment conducted by Stuart Huys (CHMA and Rocky Sainty (AHO), the design of the proposed track alignment was scoped to have minimal impact on cultural values. The proposed alignment was planned to cross an area where it was deemed possible that the light scatter of midden material had been deposited due to weather, erosion and previous disturbance. It also shows the alignment of the recently installed RACT Lodge waterline. PWS assumes that the RACT obtained a permit to disturb through their contractors Jemrok Pty

	<p>Thank you for sending the kml files through. Unfortunately we are only able to view shapefiles (.shp) on the Aboriginal Heritage Register (AHR) Map Browser, however based on a visual comparison of the proposed alignment site in the vicinity of the Richardson's Beach Link track (AH13170). I have attached to this email a map showing the location of the site, and the site recording form which contains the coordinates for the site. If you could verify the alignment of the walking track in the vicinity of AH13170, AHT will advise whether a permit will be required for the works in this area.</p>	<p>Itd (civil engineers).</p> <p>Apply for AHT permit to conceal.</p>
	<p>In regards to the remainder of the project, the RAA states that all sites identified within CHMA's Aboriginal Heritage Assessment Report will be avoided by the proposed works. AHT advise that provided the mitigation recommendations and requirements outlined within the Aboriginal Heritage Assessment Report (CHMA 2017) and AHT's report review response (email dated 27 June 2017) are followed, AHT have no objections to the project proceeding.</p>	<p>As an agenda item for initial site meeting with contractor before commencement of works.</p>
	<p>In addition to the comments provided on RAA 1731, PCAB offers the following advice:</p> <p>Flora</p> <p>A large number of threatened flora species occur on the Freycinet peninsula, including within the vicinity of the proposed track route. To avoid or minimise potential impacts on threatened flora, PCAB recommends the following:</p> <ul style="list-style-type: none"> • Track workers should be trained in the identification of threatened flora prior to works commencing (i.e. those species most likely to occur within the works corridor). • The locations of threatened flora along the works corridor should be marked (e.g. with flagging tape/barrier mesh fencing) to prevent accidental disturbance. • Where possible during construction, minor re-routes to the track should be considered, to avoid threatened flora. Any re-routing should 	<p>Contractor to mark threatened flora before commencement of works, as part of CEMP.</p> <p>Minor adjustments to track alignment onsite will be allowed subject to agreement with</p>

	<p>preferably occur downslope of threatened flora (to prevent potential impacts from downslope movement of Phytophthora from the track).</p> <ul style="list-style-type: none"> The installation of Boot/Bike wash-down stations (with clear signage) to prevent the introduction and spread of Phytophthora is supported. Strict hygiene measures should be implemented to prevent the introduction and spread of weeds and diseases into the area (e.g. washdown of machinery and equipment, training of works personnel, use of weed/disease free material). PCAB supports the recommendation to commit to an annual weed management program for the first five years following completion of works (during the spring/summer months). Provisions should be made to extend this program for a longer period if required. For those threatened plants where impacts cannot be avoided, an application for a permit to take should be submitted to DPIPWE. Please note that processing of permit applications can take up to four weeks. 	PWS supervisor.
	<p>Contractor to install before commencement of works, as part of CEMP.</p> <p>Contractor to install before commencement of works, as part of CEMP.</p> <p>Freycinet Field Centre to include in annual maintenance schedule.</p> <p>PWS to apply for permit to take.</p>	
	<p>White-Bellied Sea-Eagle (WBSE)</p> <p>There are two WBSE nests recorded from within 500 m of the works area, and a third nest within 1 km (all within the vicinity of Richardsons Beach). This species is listed as vulnerable under the Threatened Species Protection Act 1995. To minimise potential impacts to this species, PCAB recommends that works within 500 m or 1 km line-of sight of the nest are carried out between February and June (inclusive), which is outside of the species' breeding season unless the nests are proven to be inactive. To determine nest activity assessments should be carried out no earlier than the third week of October by a suitably qualified person.</p> <p>Hollow-bearing Trees</p> <p>PCAB recommends that any hollow-bearing trees be left in situ to provide potential habitat for native fauna (including the threatened Masked Owl and Swift Parrot). If such trees are required to be felled (e.g. for safety reasons), then it is recommended that hollows are checked prior to felling to confirm they are unoccupied. If hollows are occupied or contain nests then PCAB should be contacted for further advice.</p>	<p>Two stages of the works have been scheduled to allow the first Separable Portion within 500m to 1km of the active WBSE nest to be undertaken between March and June 2019 and the second Separable Portion outside these radii to be undertaken from July to November 2019.</p> <p>This will be included in the Contract Specifications and also contractor's CEMP.</p>

	Devils and Quolls It is not clear whether a search for devil and quoll dens has been conducted. If not, PCAB recommends that this occur prior to works commencing, in accordance with the Tasmanian Devil Survey Guidelines and Management Advice for Development Proposals (https://dpipwe.tas.gov.au/Documents/Devil%20Survey%20Guidelines%20and%20Advice.pdf). If any potential dens are found to exist within the works corridor, PCAB recommends that the track be re routed to avoid the dens by a distance of 50 m. Where this cannot happen, a permit to take will be required as per the Nature Conservation Act 2002.	PWS to undertake prior to commencement of the works.
Eric Tiemey - N/PW/AC	<ul style="list-style-type: none"> The approach to the management of Phytophthora cinnamomi and weeds (with details to be described in the CEMP) is supported, but Council recommends the inclusion of boot washdown facilities at the start and end of the track (as recommended in the Eco Tas report); It is clear Phytophthora and weeds are key threats, and noting the need to import rock and gravel it is good to see the number of hygiene and mitigation protocols recommended. It would be good to see a clear commitment to the Eco Tas recommended monitoring regime specifically for weeds and PC, noting that it was specifically proposed in the documents to follow up on track construction quality and user experience, but not weeds/PC. It is the monitoring, follow up and enforcement of process/protocols that really counts A number of members supported the development of Emergency Procedures as identified (also to be included in the CEMP), but suggest that discreet signage be added directing walkers/cyclists to means of escape in the event of a fire (the Pitt and Sherry report notes that there is access to the beaches in a number of places and suggests using these as escape routes). The commitment to impose appropriate sediment and erosion control measures (to be detailed in the CEMP) was strongly supported; Despite PWS's policy in managed areas that "you take out what you take in" the suggestion in the Pitt and Sherry report to include rubbish bins at each end of the walk and signage about littering is supported (it is interesting to see the recent proactive approach being taken in New Zealand); 	<p>None of these measures on other existing tracks within the Freycinet NP.</p> <p>The requirements for PC and weed free for all imported materials will be included in the Contract Specifications.</p> <p>The track has 4 road crossing points, 3 along the Freycinet Drive and 1 along Cape Tourville Road, which could be utilised as emergency egress points or track closure points.</p> <p>Supported.</p> <p>PWS Policy will dictate what will be done.</p>

	<ul style="list-style-type: none"> It was not clear how many car parks there are in the Ranger Creek day use area. Will this be an issue in the future if this track proves popular; Is it possible to include a seat/resting area mid-way on the track? <p>Council notes that the sea eagle nests are within the usual recommended buffer of 500m to the Ranger Creek area (350m and 420m). However, Council agrees with the commentary in the documents that these nests have existed for a number of years and have apparently not been disturbed by the activity that currently occurs in the area. Council assumes that there will be ongoing monitoring particularly if usage dramatically increases.</p> <ul style="list-style-type: none"> Council notes that any Aboriginal heritage uncovered during the works will trigger the appropriate heritage response. 	<p>To be monitored after the track is operational. Future car parking requirements will be considered via the Master Plan process.</p> <p>Not part of the scope. To be monitored after the track is operational.</p> <p>Two stages of the works have been scheduled to allow the first Separable Portion within 500m to 1km of the active WBSE nest to be undertaken between March and June 2019 and the second Separable Portion outside these radii to be undertaken from July to November 2019.</p> <p>Apply for AHT permit to conceal, when required. Works to be carried out under an <i>Unanticipated Discovery Plan..</i></p>
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Step 6 – Activity Plan

The Activity Plan shows the key actions required to ensure that short and long term high risk aspects of the activity are minimised or addressed and legislative requirements are met. These are actions that are critical to implement to achieve the environmental, social and economic outcomes. Use the activity reference column to cross-reference actions with the Impact Assessment and Proposed Management table – Step 4.

The Activity Plan details the critical actions that have emerged from steps 1, 4 and 5. Only list important actions not day-to-day or operational tasks. Make sure evaluation and reporting tasks (Step 10) are listed (see Step 1, part 8 for success indicators).

Activity Order	Activity Details	Activity Controls	Responsible Officer	Start Date	Notes
1.1	Design - track design and construction methodology determined based on landforms, subject to avoidance of constraints	Design and construction methodology is to be in accordance with the requirements as outlined in the report by Mtn Trails	RIC	TBA	Route has been determined to avoid values as far as practical, whilst

	<p>titled Freycinet Shared Use Trail Ranger Creek – Wineglass Bay Trailhead May 2018.</p> <p>The proposed track is designed to W2/T2 track standard and is to be entirely within the VSZ as Day Use – Comfort – Mid.</p> <p>Some related services (e.g. bike racks, seating, interpretation signage, etc.) are not part of the scope of works for this project but rather part of the overall Master Plan. Monitoring of use after track is operational would justify the level of need and the precise extent of these facilities.</p>	<p>remaining within the Visitor Services Zone of Freycinet National Park.</p> <p>The track is signed as Shared Use with approved drawings according to relevant Australian Standards, endorsed by State Growth and Glamorgan Spring Bay Council. The shared use signage is a standard treatment and requirement, which the public are already familiar with.</p>	
1.2	Leases and licences	<p>Communication with all leases and operators is required to advise of the nature and timing of works and of opportunities for co-operation.</p>	<p>RIC</p> <p>A number of leases and licences are current. These include:</p> <ul style="list-style-type: none"> • RACT Freycinet Lodge which leases an area between Richardsons Beach and Honeymoon Bay • a smaller area adjacent to The Fisheries which is leased by the YHA hostel Association • Commercial tour operators
1.3	Prepare application for development under <i>Land Use Planning and Approvals Act 1993</i>	Lodge DA and supporting planning report with Glamorgan Spring Bay Council	<p>PWS Project Manager</p> <p>Allow six week minimum turn-around</p> <p>The Glamorgan Spring Bay Council has been advised</p>

			of the forthcoming Development Application (DA).
1.4	Prepare RAA		All DA documents ready for submission pending on RAA sign off.
		PWS Project Manager	<p>RAA L3 has been completed and circulated with all comments received and PWS responses addressing each of the comments.</p> <p>RAA is now in the process of preparation for signing off.</p>
1.5	Preparation of tender documents	PWS Project Manager	<p>Write <i>P. cinnamomi</i> hygiene specifications into all contracts for sub-contractors.</p> <p>Cost Estimate completed – PWS confirmed to be within the allocated Budget.</p> <p>Schedule of Rates completed.</p> <p>Construction Specifications in progress.</p> <p>RFT drafted – to be completed once Construction Specifications</p>

				completed.
1.6	Additional approvals	Obtain any other necessary approvals including (but not limited to): <ul style="list-style-type: none"> • Permit to undertake works in a road reserve • Approval to do works impacting on TasWater infrastructure • Building certification for any structures 	PWS Project Manager	
1.7	Preparation of CEMP	To incorporate (but not limited to): <ul style="list-style-type: none"> • flora management protocols • weed management protocols • adopt the management recommendations made in relation to <i>P. cinnamomi</i> (see below) • traffic management planning • emergency procedures including fire response • unanticipated discovery plan for Aboriginal and historic heritage 	Contractor / PWS	CEMP to be approved by Regional Manager
1.8	Prepare <i>P. cinnamomi</i> management protocols	Weed and disease protocols will be consistent with Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania (Department of Primary Industries, Parks, Water and Environment, 2015) and the recommendations of the ECotas report prepared for this track.	Contractor / PWS	
1.9	Prepare communications plan (including PWS, lease holders and construction manager)	Communications plan to be included as part of project plan.	PWS	
1.10	Prepare WHS plans	Safe Work Method Statement to include provisions for variable and extreme weather conditions	PWS / Contractor	

Activity Delivery					
2.1	Initiate Communications Plan	Advise lease holders of timeframe for works and any known likely impacts on traffic management, etc.	PWS		
2.2	On-site contractors meeting	<p>Confirm construction supervision requirements</p> <p>Confirm all operational requirements have been met (HSE plan, CEMP, etc) by review of site documents</p>	Contractor / PWS		
2.3	WHS plan implementation	<p>Implementation of site safety plans</p> <p>Identification of emergency areas</p> <p>Site inductions</p>	Contractor		
2.4	Implement CEMP	All workers are to be made familiar with the requirements of the CEMP.	Contractor		
2.5	Confirm <i>P. cinnamomi</i> protocols	<p>Procedures for the management of <i>P. cinnamomi</i> if encountered and measures to prevent the introduction of the pathogen are to be established and passed on to all contractors.</p> <p>All vehicles, machinery and tools will be cleaned prior to arriving on site.</p> <p>Construct wash-down points as required where tracks cross into uninfected areas.</p> <p>Place wash-down points beyond the last site of infection on the walking track, and use effective topographic controls such as creeks.</p> <p>Tracks should not approach or pass above communities which are highly susceptible to <i>P. cinnamomi</i>, or susceptible threatened plants and communities.</p> <p>Avoid developing new tracks in uninfected areas.</p> <p>If possible tracks should be located on</p>	Contractor		

	<p>well-drained soil, be well compacted and free of water.</p> <p>Ensure that drains do not pond, but carry run-off into the nearest natural watercourse.</p> <p>Direct water towards watercourses and not into adjacent vegetation downslope of the track</p> <p>Construct or maintain tracks to shed water and provide a mud-free surface.</p> <p>All construction material entering <i>P. cinnamomi</i> free areas should be clean.</p>		
2.6	Initiate traffic management plan	Notification of affected road users, installation of directional signs for construction vehicles if required. Installation of warning signs for park visitors if required	Contractor
2.7	Undertake any surveys required to determine the extent of threatened flora species in or adjacent the works area.	<p>Options for track re-routing to avoid threatened plants should be assessed prior to disturbance.</p> <p>Threatened plants adjacent the alignment will be identified and demarcated to avoid incidental disturbance.</p>	Contractor / PWS – possibly with consultant
2.8	Flora & Fauna assessment – assess for values and identify site extents in relation to proposed alignment. Revise as required.	<p>During the design process, track route has been chosen to achieve minimum impacts. In addition, track width was reduced from 2.4m to 2.0m to minimise impacts while maintaining shared use functionality</p> <p>Two stages of the works have been scheduled to allow the first Separable Portion within 500m to 1km of the active WBSE nest to be undertaken between March and June 2019 and the second Separable Portion outside these radii to be undertaken from July to November</p>	<p>RIC</p> <p>Report by ECOtas identified multiple locations of plants. These are identified in the report and GIS data provided.</p> <p>There are two WBSE nests recorded from within 500 m of the works area, and a third nest within 1 km (all within the vicinity of Richardsons Beach).</p>

		2019.	PWS to undertake a search for devil and quoll dens prior to commencement of the works. All contractors will be made aware of the presence of threatened species and the control measures to protect each. Obtain Permit to take required under the <i>Threatened Species Protection Act 1995</i> prior to any disturbance of threatened plants species within the alignment including: <ul style="list-style-type: none">• <i>Caustis pentandra</i>• <i>Conospermum hookeri</i>• <i>Spyridium vexilliferum</i> var. <i>vexilliferum</i>• <i>Thryptomene micrantha</i>.	
2.9	Geoconservation – assess for values and identify site extents in relation to proposed alignment. Revise as required.		Surface materials chosen reflect the nature of the geology within the locality and will be chosen from pathogen free sources.	RIC
2.10	Landscape and view fields		The track construction techniques, including pavement material, have been selected to maximise long term sustainability. Best practice erosion and sediment control measures will be implemented during construction Removal of large trees will be avoided unless absolutely required for safety. The track will generally be located away from public areas to ensure recreational	

		experiences are not devalued for either user.		
2.11	Aboriginal Cultural Heritage – assess for values and identify site extents in relation to proposed alignment. Revise as required.	<p>All Aboriginal heritage is protected under the Aboriginal Heritage Act 1975. If at any time during works you suspect Aboriginal heritage, cease works immediately and contact AHT for advice. Attached is an Unanticipated Discovery Plan, which you should have on hand during ground disturbing works, to aid you in meeting your requirements under the Act.</p> <p>A Permit to Conceal will be required for the track to go over the north most pointed of the site AH13:170.</p> <p>Contract Specification to identify 'fill' construction over the site AH13:170 and no 'cut' involved.</p>	<p>RIC</p> <p>The track intersects with the triangular north most point of the site AH13:170. During the assessment conducted by Stuart Huys (CHMA) and Rocky Sainty (AHO), the design of the proposed track alignment was scoped to have minimal impact on cultural values. The proposed alignment was planned to cross an area (triangular north most point of the site) where it was deemed possible that the light scatter of midden material had been deposited due to weather, erosion and previous disturbance – downhill along the slope.</p>	<p>A recent review of the site AH13:170 indicated that the recently installed RACT Lodge waterline went straight through the site. PWS assumes that the RACT obtained a permit to disturb through their contractors Jemrok Pty Ltd (Civil Engineers).</p>
2.12	Recreational Values	<p>The track will offer new walking options for day users and campers.</p> <p>The proposed W2/T2 track is entirely</p>		<p>Freyernet FC Rangers indicated that currently pedestrians and cyclists use the road which can cause conflict with</p>

		Within the VSZ as Day Use – Comfort – Mid.	vehicles, particularly during busy summer visiting times.
2.13	Visitor Risk	WHS and CEMP requirements will ensure adequate separation between construction areas and park visitors.	
2.14	Confirmation of final track alignment in relation to Aboriginal heritage sites	The extent of sites should be confirmed and an appropriate buffer identified to ensure that the sites are not accidentally impacted by track construction works	Contractor / PWS – possibly with consultant
2.15	Vegetation clearance	<p>Ground disturbance will be minimised during construction with the disturbance footprint clearly delineated on site prior to works commencing.</p> <p>Track workers should be briefed on the threatened species present prior to construction works such that the species can be recognised (this may be undertaken by a PWS officer familiar with the species but should be undertaken at a few of the sites where it occurs).</p> <p>Wherever practical during track construction, threatened plants should be avoided by minor re-routing.</p> <p>If practical, minor re-routes should preferentially be placed downslope of mature <i>Conospermum hookeri</i> and <i>Thryptomene micrantha</i> individuals to minimise the risk of downslope movement</p>	Contractor / PWS

	finished with FRP mini-mesh at a width of 1220 mm. 300 mm diameter concrete pipes with pre-formed concrete headwalls are to be used for culvert construction for road crossings. Four 250mm diameter, ribbed PVC pipes with natural granite, drystone headwalls are to be installed in Section 1 to allow movement of water from the road side to the adjacent marsh area.	
2.17	Pedestrian crossing points are to be installed at Freycinet Drive (two crossings required) and Cape Tourville Rd. These are to be consistent with the existing pedestrian crossing at the Freycinet Driver overflow car parks. Top drainage is to be installed to prevent water flowing on to the track surface.	Paving is to be used to harden the track surface where necessary to prevent ponding and to facilitate movement of water across the track. The finished track will incorporate drainage to ensure natural flows are maintained and that run off is managed appropriately (including requirements specific to Phytophthora management). Adequate site lines will be provided allowing for shared, 2-way use Cyclist speed will be managed by designing the track to passively reduce rider speed by incorporating grade reversals and chokes Remove hazards such as sharp and protruding branches, logs and rocks.
	Installation of appropriate signage and other notifications	Install information signs for bushwalkers at track registration booths with an Contractor / PWS

		explanation of the <i>P. cinnamomi</i> hygiene procedure. Public displays be provided at the ends of the track to educate users of the appropriate measures to prevent the spread of <i>P. cinnamomi</i> Install signage to inform users of track length, condition, hazards, bridges, etc	
2.18	Occupational Health and Safety	All contractors will be required to implement appropriate WHS plans, CEMP and install appropriate signage for employee and park user safety. Ongoing assessments of the track condition will be required to ensure it is fit for purpose and does not pose any hazards to workers or users.	
2.19	Threats – diseases e.g. Phytophthora and Chytrid Fungus, introduced animals and weeds.	All vehicles and machinery will be cleaned prior to arriving on site. Imported materials to site must be certified that they free from these threats. CEMP requirements during construction will be employed to prevent the spread of this disease including using material from <i>P. cinnamomi</i> free sources. All vehicles and machinery will be cleaned prior to arriving on site. Weed and disease protocols will be consistent with Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania (Department of Primary Industries, Parks, Water and Environment, 2015). It is recommended that public displays be provided at the ends of the track to educate users of the appropriate measures to prevent the spread.	

2.20	Estuarine or Marine – run off from construction site over Rangers Creek	Appropriate erosion and sediment control measures will be implemented throughout construction.		
		The finished track will incorporate drainage to ensure natural flows are maintained and that run off is managed appropriately.		
2.21	Water Quality – run off from construction site over water courses	Best practice erosion and sediment control measures will be implemented during construction to prevent run-off of sediment laden waters.		
		It is proposed to use bridges and elevated board walks when crossing waterways. These will be designed to withstand the environmental conditions on the peninsula and to be resistant to damage by bushfires as far as possible.		
2.22	Other – Dangerous goods, controlled waste, etc.	Any construction wastes generated during the works will be contained on site and all rubbish and waste will be removed from the works site and disposed of at an approved waste disposal or transfer site. Machinery refuelling will be kept at least 40m away from streams or wet areas and any fuel and oil spills will be contained and cleaned up immediately and disposed of appropriately.	Contractor	
2.23	Bushfire Management	Confirm construction supervision requirements Confirm all operational requirements have been met (HSE plan, CEMP, etc.) by review of site documents The fire management plan for the park is to be implemented and the CEMP is to incorporate appropriate hazard and emergency procedures.	Contractor	<p>The track would be 2.0m wide plus boardwalks and bridges at 1.8m wide to easily facilitate side by side vehicle during;</p> <ul style="list-style-type: none"> • Fuel reduction burning activities (side by side vehicle with small slip on unit); • Fire response

	<p>Visitors will continue to be managed during periods of extreme fire danger. Signage will be installed as required to advise of potential fire hazards and to inform park users of ongoing management activities.</p> <p>Structures will be constructed using fibreglass grating and treated pine, with adequate clearing.</p> <p>The Freycinet Emergency response plan should be updated to include a response for visitors in this area. This should include trigger points for track closure at similar fire danger ratings for other tracks.</p>	<p>including sweeping the track for visitors, back burning and the like.</p> <p>The track has 4 road crossing points, 3 along the Freycinet Drive and 1 along Cape Tourville Road, which could be utilised as emergency egress points or track closure points.</p>	
2.24	Machinery and Equipment Use	<p>CEMP requirements will outline the appropriate usage and storage of machinery and equipment during construction. This will also include a plan to manage fuel/oil spills or leaks if required. Machinery refuelling will be conducted at least 40m from any streams or soaks and any spills contained and cleaned up.</p> <p>All contractors will be made aware of the presence of threatened species and the control measures to protect each.</p>	Contractor
2.25	Visitor Risk	<p>WHS and CEMP requirements will ensure adequate separation between construction areas and park visitors.</p> <p>Timing of works may involve the cordoning off of part of the Wineglass Bay carpark for storage and materials and appropriate signage will be required to ensure adequate separation.</p> <p>Signage will be used to identify the track</p>	Contractor

		location and safe crossing points on Freycinet Rd. This will include information related to pathogen spread, responsible track use and etiquette.		
Activity Closure (including evaluation and reporting)				
3.1	Contract completion	Review completed works to ensure in accordance with all requirements of the RAA Step 6 Activity Plan / DA conditions / tender/contract. Defect period inspection to be scheduled.	PWS / Contractor	
3.2	Implement Communications Plan	Advise lease holders and other interested parties that works are complete.	PWS	
3.3	Ongoing management by PWS	An annual post-installation weed monitoring programme is to be implemented in the first 1-5 spring/summer months after installation works are complete. Regular inspection of the track for signs of erosion or damage will allow early repair and minimise the potential for sedimentation and impacts on water quality. Inspection of plants along the track for signs of <i>P. cinnamomi</i> infection will allow early intervention in any outbreak. If <i>P. cinnamomi</i> is found to be occurring a review of hygiene measures implemented along the track will be required.	PWS	
3.4	Visitor Risk	Post works the track usage data will be entered into PWS Asset Management System to schedule maintenance and dangerous tree inspections.		

For projects that involve a project team detail the governance structures below. For simple PWS projects just list the responsible officer.

Governance

Project Sponsor – Chris Colley

Business Owner – Linda Overend
Project Manager – Vili Siale
Works Supervisor – Steve Heggie & Steve Everts (as Secondary Works Supervisor)

Step 7 – External Assessment

If the activity *does* require external assessment (as identified at Step 3), this takes place at this step. At this point the assessment from a PWS perspective is complete and PWS is signalling it plans to approve the Activity Plan (for a level 2-3 RAA, or a DPEMP for a Level 4 RAA) subject to any further conditions that are imposed by external assessment.

If the activity *does not* require external assessment, go direct to Step 8.

PWS will refer the activity for assessment under the process/es below (check those that apply):

- LUPAA (Development Application, RM decides)
- EPBC (EPBC Referral, General Manager decides whether to refer)
- Other _____ PWS I/C

Authorised for External Assessment by:

Signed (RM):

Name: Chris Colley

Date:

Position: Regional Manager
North

Note for a referral under EPBC, EPBC or a DPEMP the approval of the General Manager is also required.

Signed (GM):

Name:

Date:

Add results of external assessments here.

Add any changes or new conditions/controls to the Activity Plan (Step 6) that are required as a result of these assessments. State which conditions have been added/modified in the Notes column and also state the assessment process that required the change/addition.

Any Further Comment:

Step 8 – Final Determination

- Activity Approved** (No conditions, can be implemented immediately in accord with the Activity Plan and PWS Standard Operating Procedures)
- Activity Approved with conditions** (Can be implemented subject to the conditions in the Activity Plan and any additional or changed conditions listed below.)

Condition Title	Condition details
See email attachment	29/1/19. Admin North

- Activity Not Approved** (Activity cannot be implemented)

Why not approved	Details
<input type="checkbox"/> The proposed activity is likely to cause unacceptable environmental impacts.	
<input type="checkbox"/> The proposed activity is likely to cause unacceptable social impacts.	
<input type="checkbox"/> The proposed activity is likely to cause unacceptable economic impacts.	
<input type="checkbox"/> Other	

Any Further Comment:

Authorised by:

Signed (RM):



Date: 29/1/19

Name: Chris Colley

Position: Regional Manager North

Note for a proposal referred under EPBC or a level 4 (DPEMP) RAA the approval of the General Manager is required.

Signed (GM):

Name:

Date:

Step 9 – Notification and Implementation

PWS proposals: An approved RAA indicates to staff the proposal can be implemented, subject to any conditions stated in the approval at Step 8.

External proposals: the PWS provides written authority including any conditions to external proponents. Following notification and the fulfilment of any pre-conditions the activity proceeds.

Step 10 – Report and Evaluation

At completion of works a final report and evaluation of the project is completed. This is to be completed within three months of the project finishing using the table below:

Final Report and Evaluation

Report Elements	Report Details
Start Date	
Finish Date	
Estimated Cost	
Actual Cost	
Were all conditions of approval complied with? Detail and explain any variations.	
Were all control actions implemented successfully. Detail and explain any variations.	
Were the outputs (1.7) achieved?	
Were the outcomes (1.6) achieved or are they on track to be achieved	
Are any additional works or monitoring required?	
Further Comment	

Evaluation of project by Regional Manager/Branch Manager

- Project Complete
- Project Successful
- Further Action Required:

Signed (RM):

Name: Chris Colley

Date:

Position: Regional Manager North

Hollingworth, Alison (Parks)

From: Colley, Chris (Parks)
Sent: Tuesday, 29 January 2019 3:56 PM
To: Siale, Vili (Parks); Spikula, Laura (Parks); Mellor, Sonia (Parks); Crowden, Andrew (Parks); Overend, Linda (Parks); Stanley, Donna (Parks)
Cc: Matuszek, Stan (Parks); AdminNorth, PWS (Parks)
Subject: RAA 3264- Visitor Centre to WGB car park shred use track-Freycinet NP

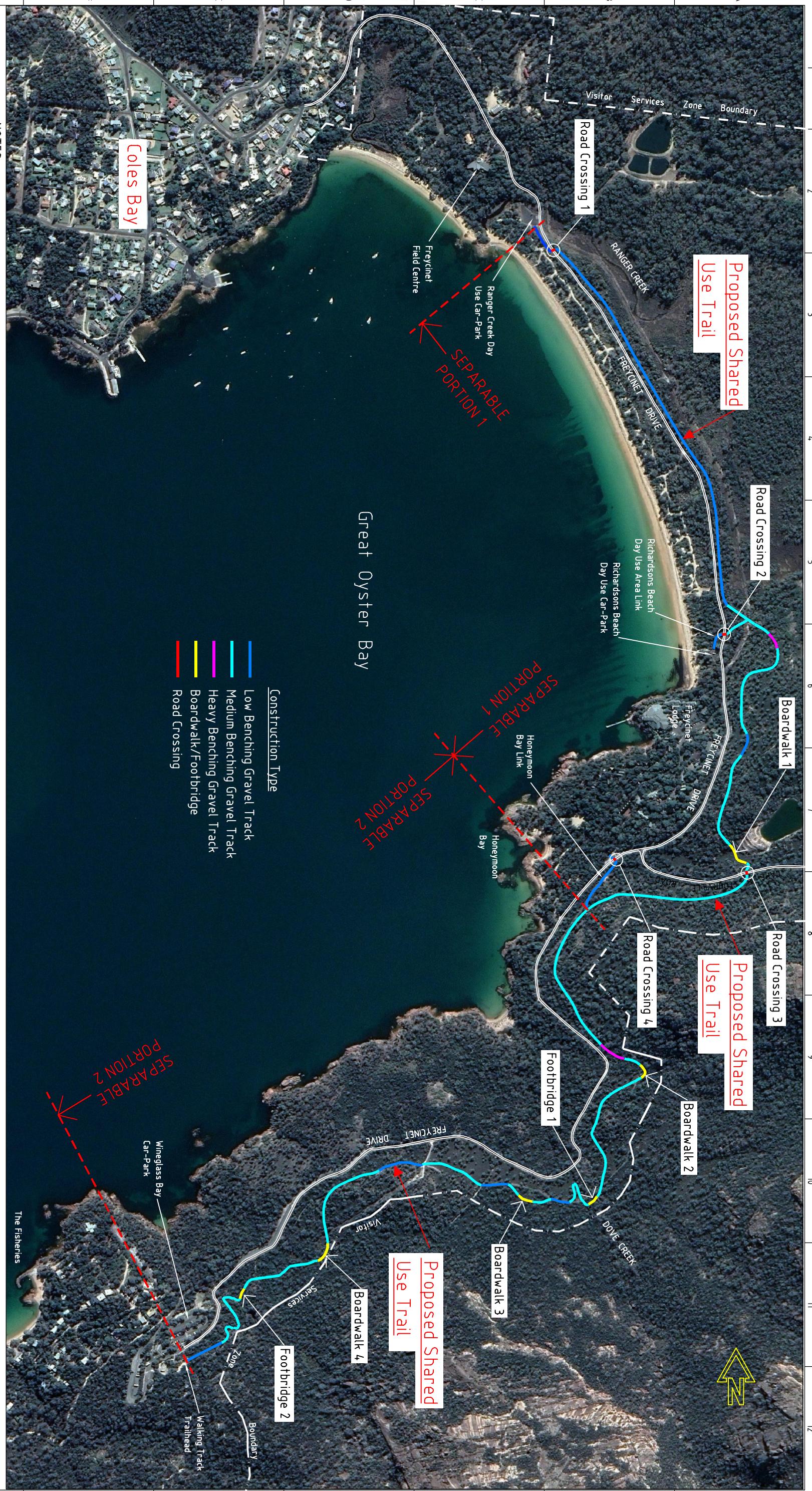
Dear project team. I have reviewed the RAA and will approve it with conditions. Essentially there have been a number of comments/recommendations made by those branches who reviewed the RAA. The RAA document as it stands, does not address a number of these recommendations, but needs to. Hence the following conditions are to be applied and implemented as part of the broader project roll out.

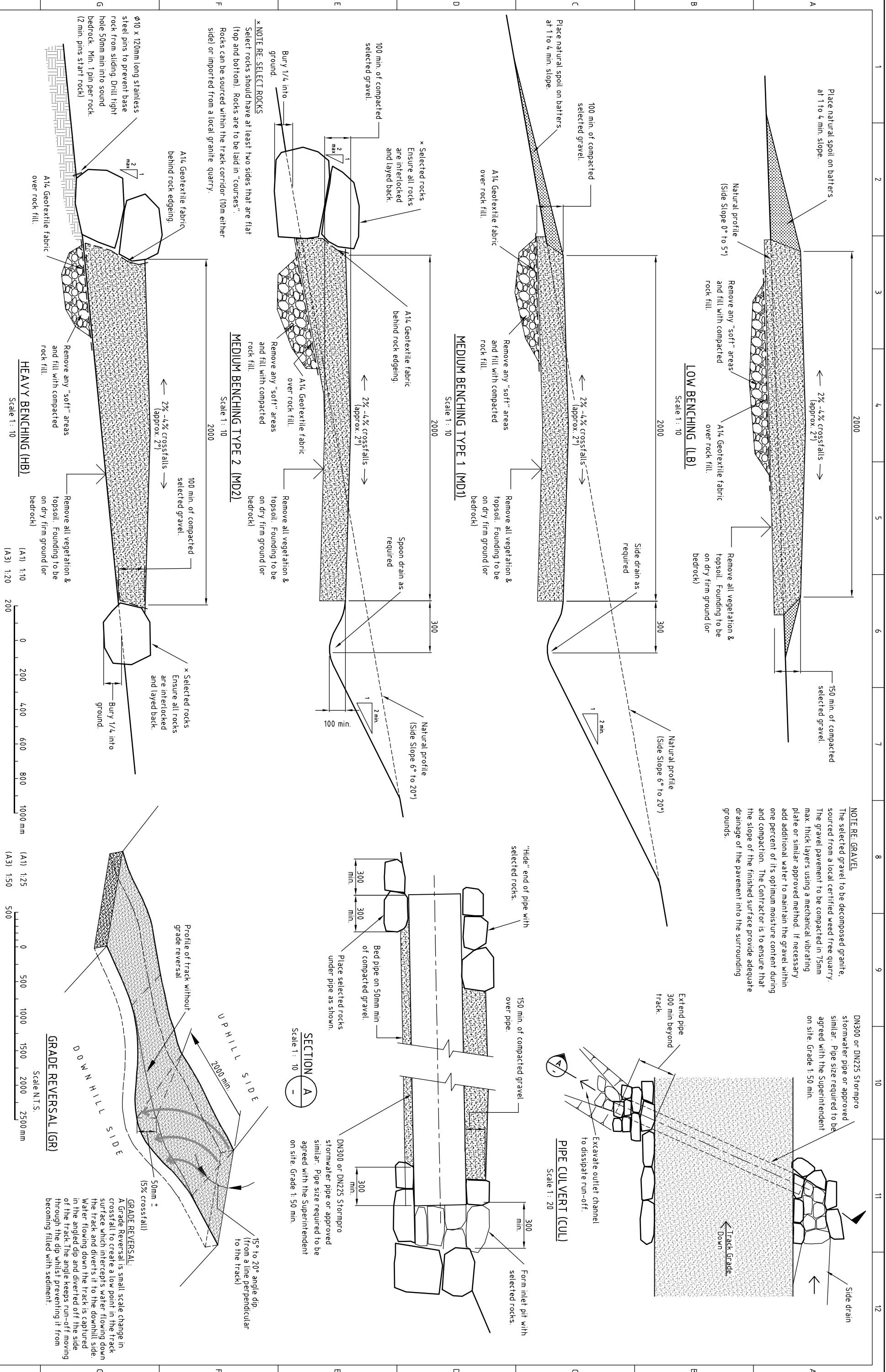
Thanks for your collective efforts on this. We can now submit the DA.
Chris

RAA 3264 Approval/Conditions

- Track surface-reference in the RAA is to locally sourced granite material. This has been problematic in the past. If locally sourced granite for the track surface cannot be supplied, Regional Manager approval is required for any alternative material .
- An interpretation and signage plan is to be developed as part of this project. It is expected that signage in particular will be in place prior to the opening of any section of this track. The visitor centre and field centre staff are to be consulted in the preparation of this plan. Project manager to engage with visitor services branch.
- The project is to provide for the establishment of bike racks at appropriate locations along the track and "get off" points. Eg, Rangers Creek car park, Richardsons Beach crossing (in the car park area), Honeymoon Bay car park, and Wineglass Bay track head/car park. Discuss with visitor services as bike racks have been provided in other iconic parks, eg Cradle Mtn, Mt Field.
- The project is to plan and provide for seating at appropriate sites along the route. Seating style should be consistent with that already provided for on the WGB lookout track. Design needs to be appropriate for this environment, track standard and presentation. Remember that this is one of the Tasmania's most iconic destinations, or infrastructure should reflect this over time.
- Speed management considerations and design should be written in to the Request for Tender documentation and addressed as part of the project construction phase. Speed management measures need to be in place before any section of the track is opened.
- Reference to the YHA needs to be amended. Vili, please consult with reserve leases and licenses as to the current status of this block and amend RAA.

Chris Colley
Regional Manager North
Tasmania Parks and Wildlife Service
171 Westbury Road, Prospect
PO Box 46, Kings Meadows TAS 7249
General Enquiries: 1300 TASPARKS (1300 827 727)
Direct Ph: (03) 6777 2173 | Fax: (03) 6344 8109
Mobile: 0427 125287
Email: chris.colley@parks.tas.gov.au
Web: www.parks.tas.gov.au

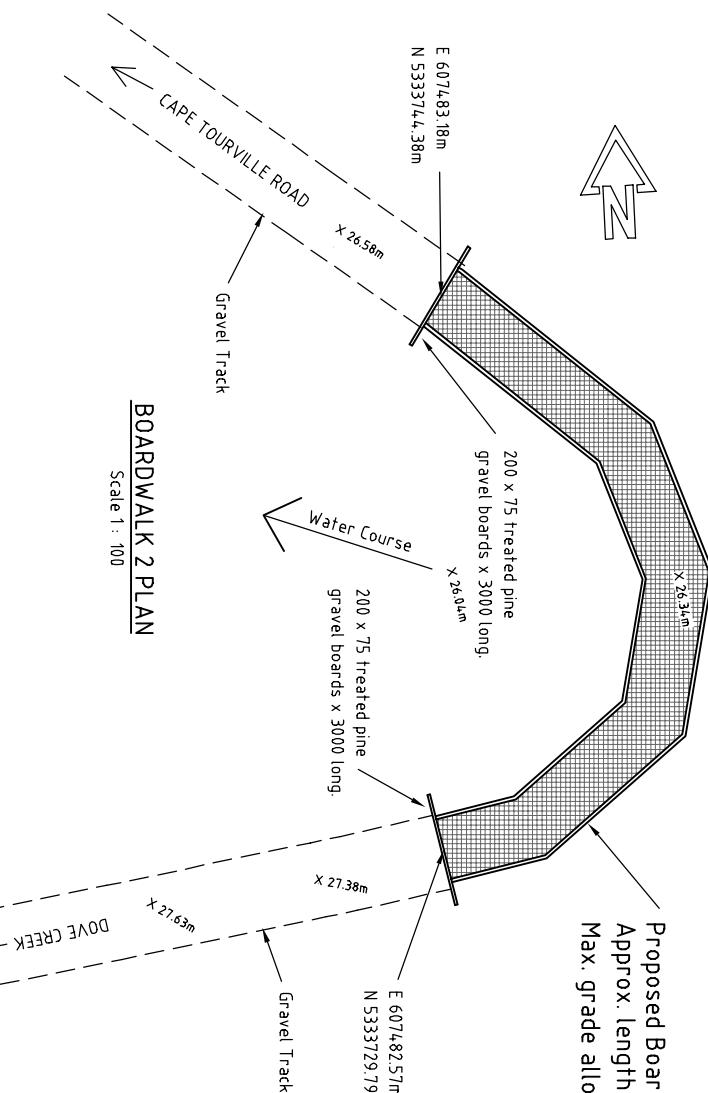




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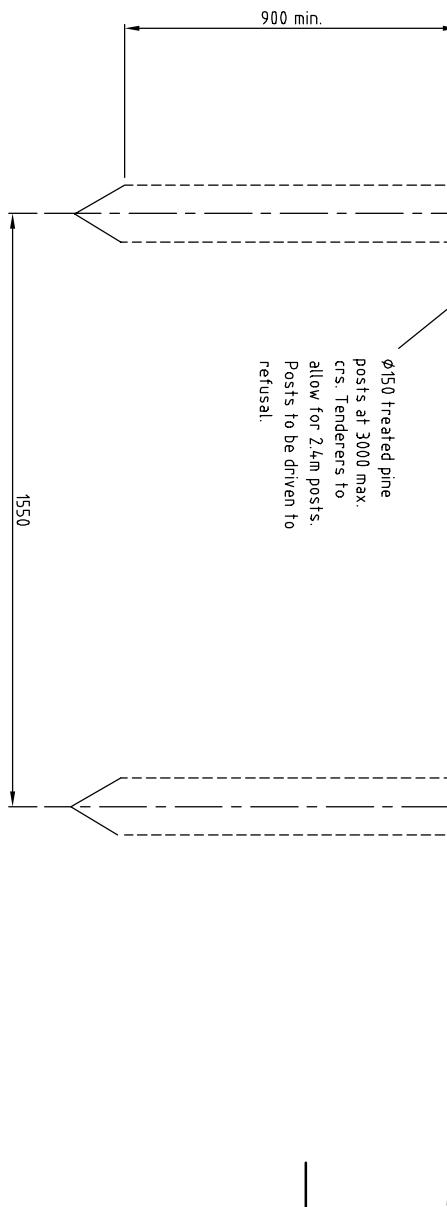
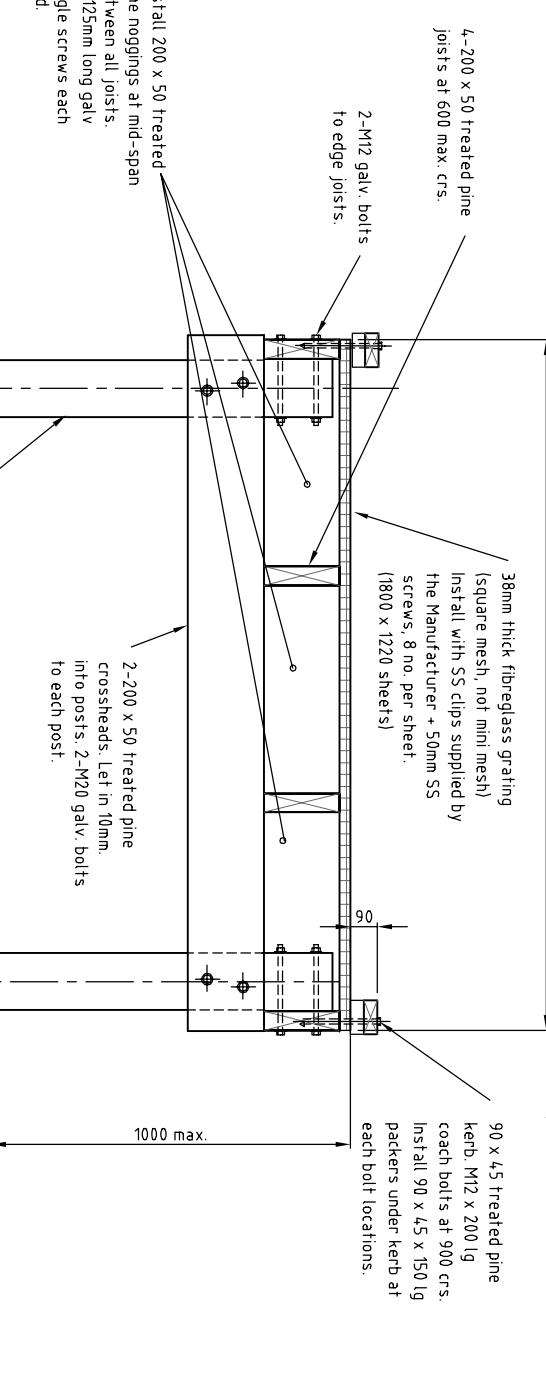


Proposed Boardwalk 2.
Approx. length 20m.
Max. grade allowed 1 in 20.



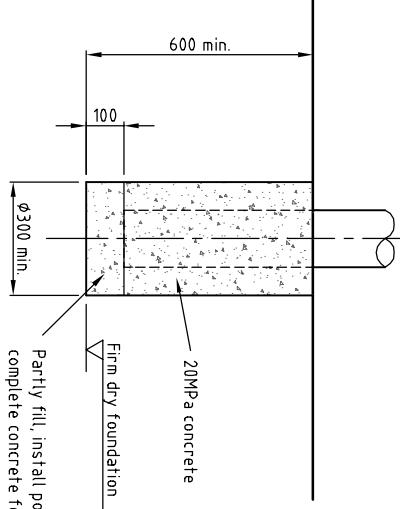
BOARDWALK 2 PLAN

Scale 1 : 100



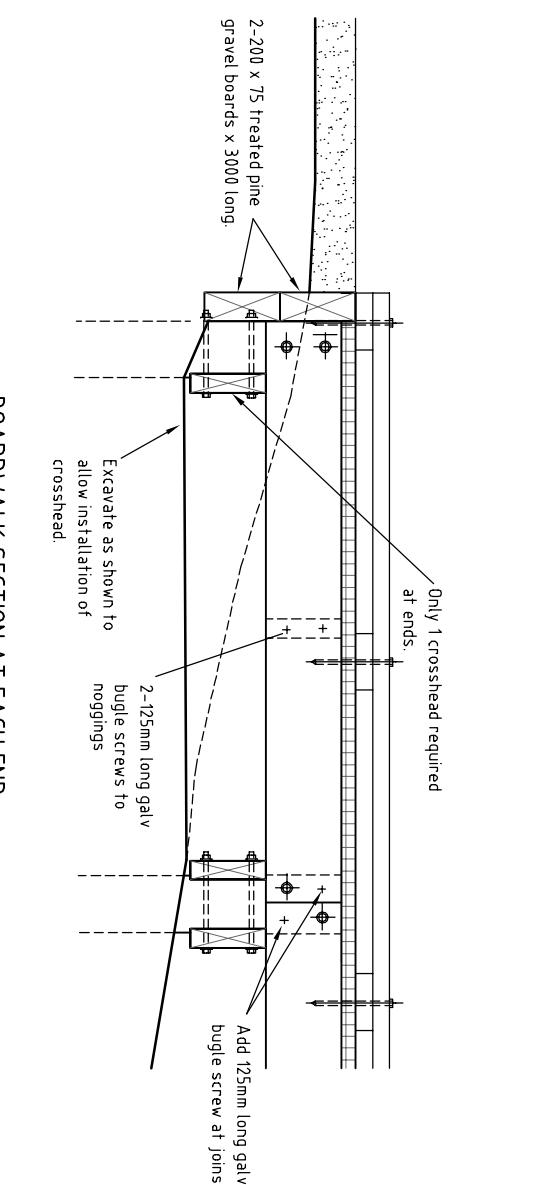
TYPICAL BOARDWALK SECTION

Scale 1 : 10



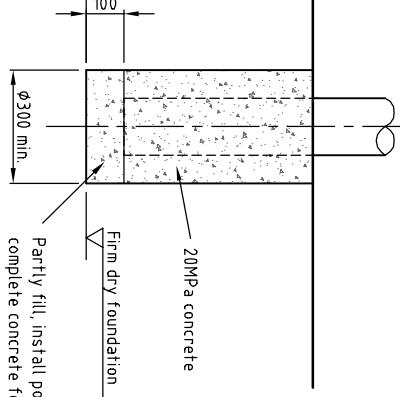
BOARDWALK SECTION AT EACH END

Scale 1 : 10



ALTERNATE POST FOOTING

Scale 1 : 10



NOTES

- The boardwalk has been designed to conform to the requirements of AS 2156.2 (Walking Tracks Part 2 : Infrastructure Design) for a Class 2 Track. Design Deck Loading - 4kPa.
- The start point, end points and the alignment for the boardwalk are indicative only and some adjusting on site may be required to suit site conditions. This is to be agreed with the Superintendent prior to starting.
- All treated pine posts to be hazard H6 (marine water exposure) to AS 1604.1, F5 standard. All other treated pine members to be hazard H4 to AS 1604.1, F5 standard.
- All bolts, nuts and washers to be galvanised.
- Fibreglass grating to be colour Black Grey (RAL 7021) and have an anti-skid surface.

BOARDWALK 2 PLAN

Scale 1 : 100

BOARDWALK SECTION AT EACH END

Scale 1 : 100

ALTERNATE POST FOOTING

Scale 1 : 100

BOARDWALK SECTION AT EACH END

Scale 1 : 100

ALTERNATE POST FOOTING

Scale 1 : 100

BOARDWALK SECTION AT EACH END

Scale 1 : 100

ALTERNATE POST FOOTING

Scale 1 : 100

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Scale 1 : 100

BOARDWALK SECTION AT EACH END

Scale 1 : 100

ALTERNATE POST FOOTING

Scale 1 : 100

BOARDWALK SECTION AT EACH END

Scale 1 : 100

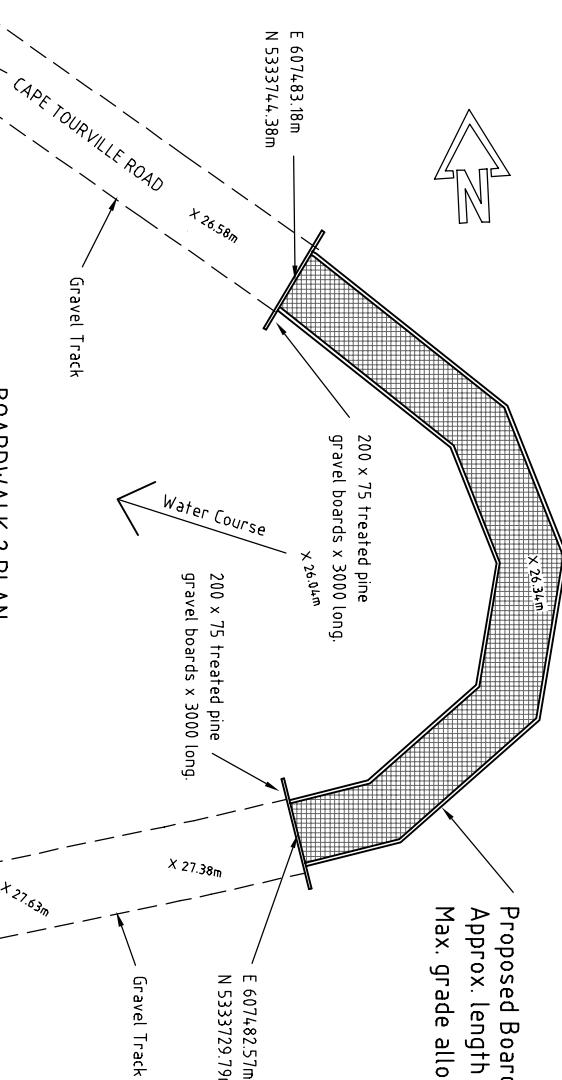
ALTERNATE POST FOOTING

Scale 1 : 100

1 2 3 4 5 6 7 8 9 10 11 12

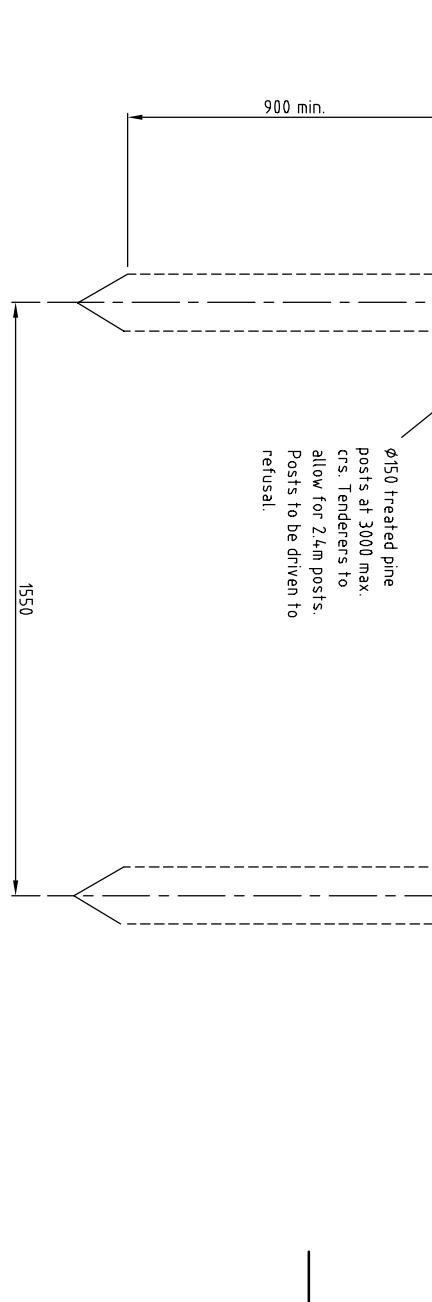
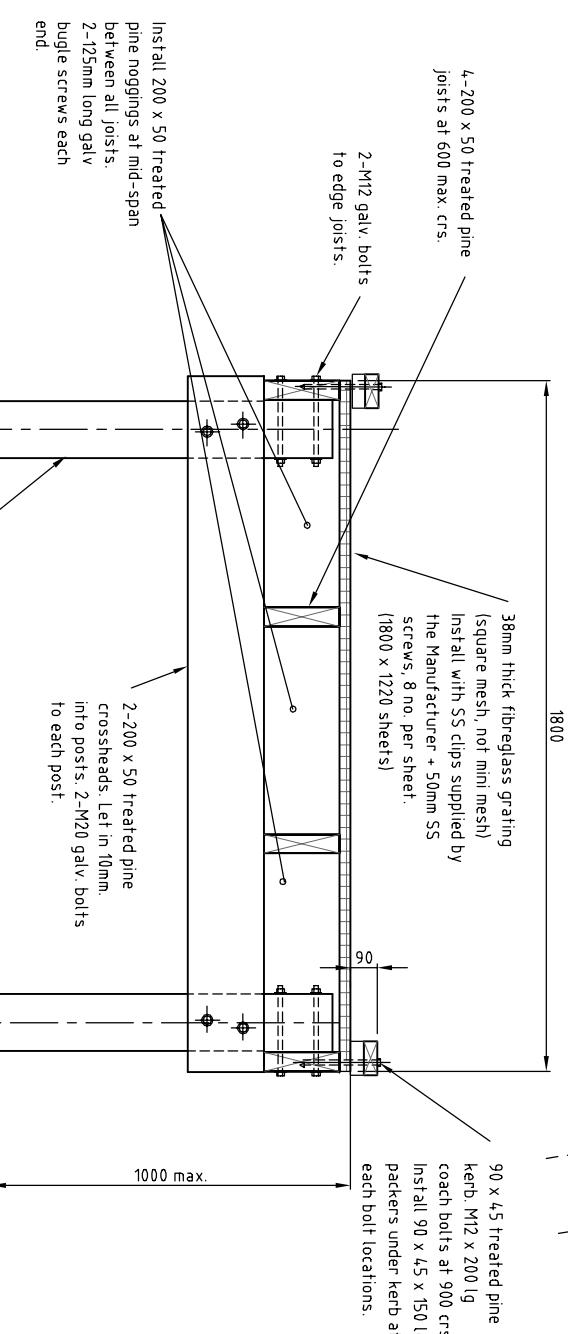


Proposed Boardwalk 2.
Approx. length 20m.
Max. grade allowed 1 in 20.



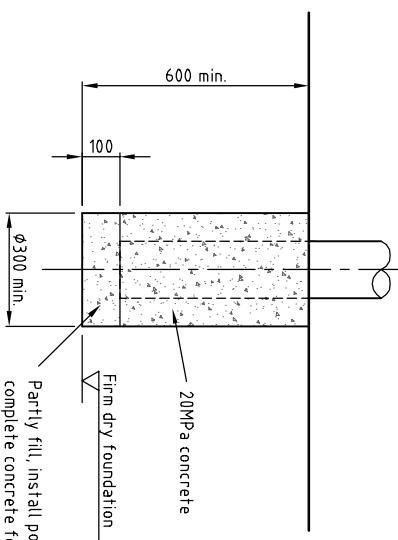
BOARDWALK 2 PLAN

Scale 1 : 100



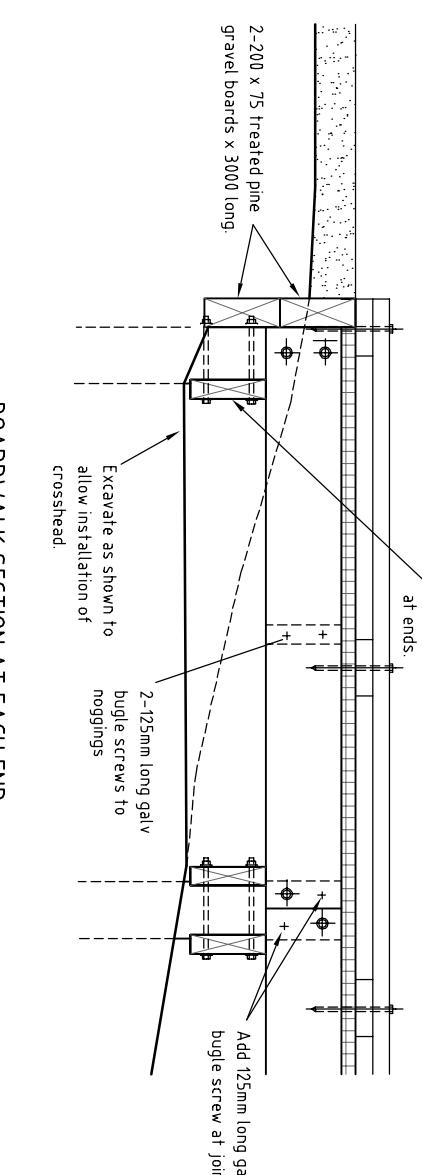
TYPICAL BOARDWALK SECTION

Scale 1 : 10



BOARDWALK SECTION AT EACH END

Scale 1 : 10



D

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- NOTES**
- The boardwalk has been designed to conform to the requirements of AS 2156.2 (Walking Tracks Part 2 : Infrastructure Design) for a Class 2 Track. Design Deck Loading - 4kPa.
 - The start point, end points and the alignment for the boardwalk are indicative only and some adjusting on site may be required to suit site conditions. This is to be agreed with the Superintendent prior to starting.
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A

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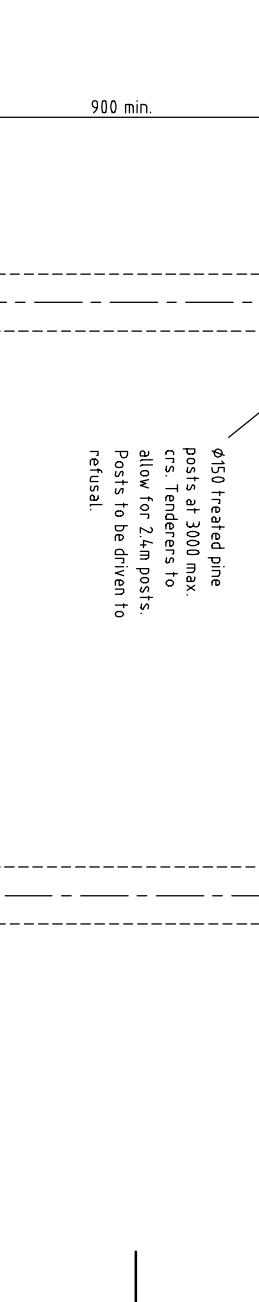
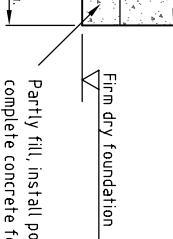
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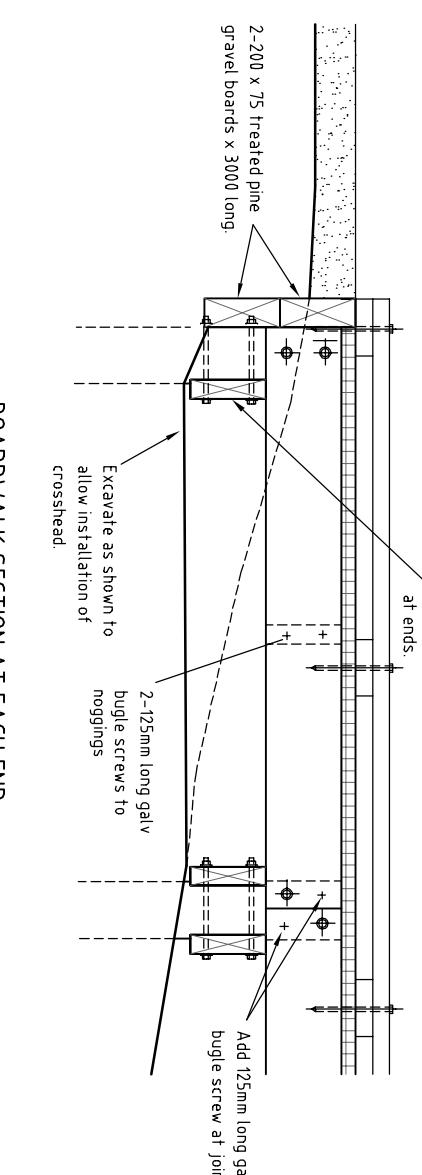
ALTERNATE POST FOOTING

Scale 1 : 10



BOARDWALK SECTION AT EACH END

Scale 1 : 10



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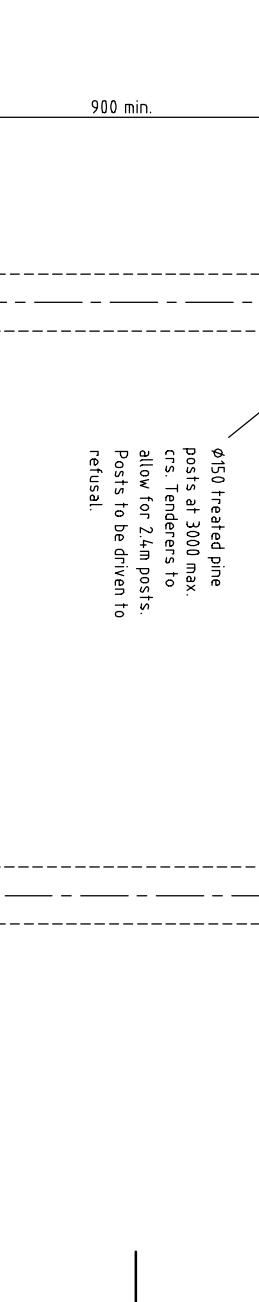
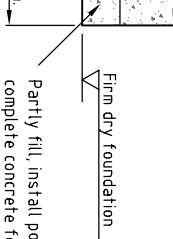
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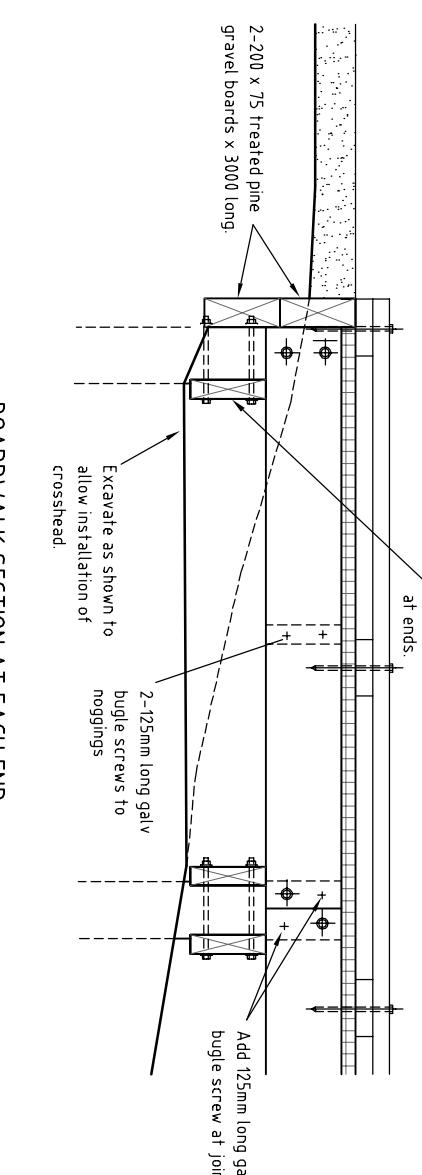
BOARDWALK SECTION AT EACH END

Scale 1 : 10



BOARDWALK SECTION AT EACH END

Scale 1 : 10



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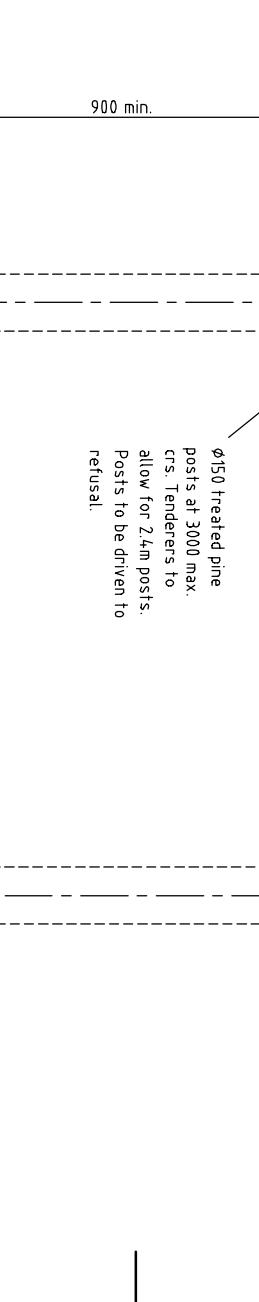
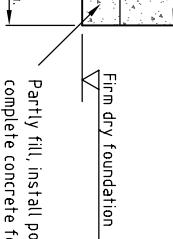
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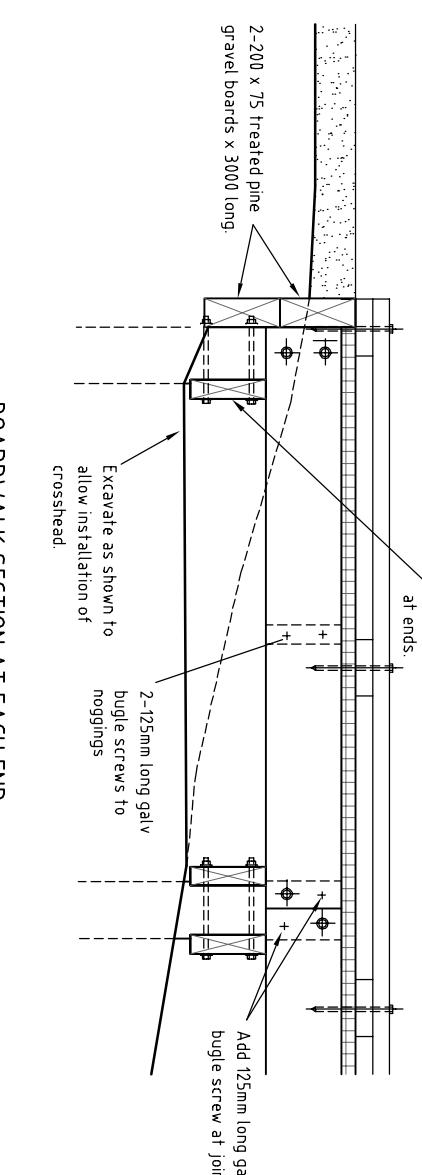
BOARDWALK SECTION AT EACH END

Scale 1 : 10



BOARDWALK SECTION AT EACH END

Scale 1 : 10



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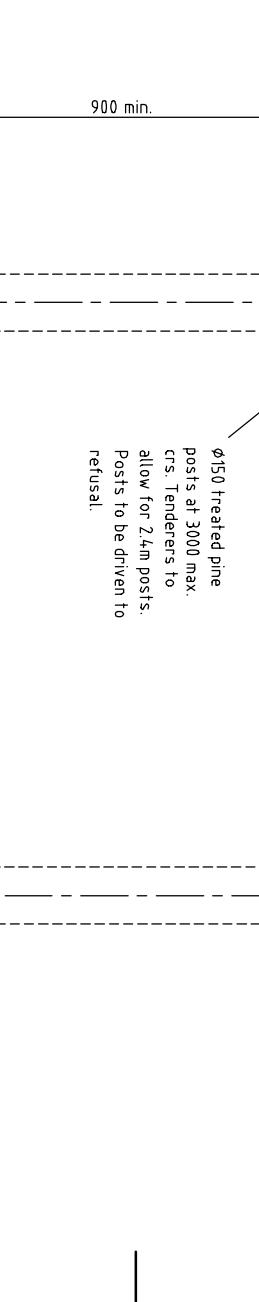
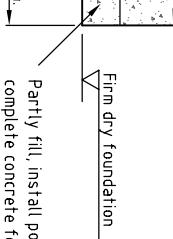
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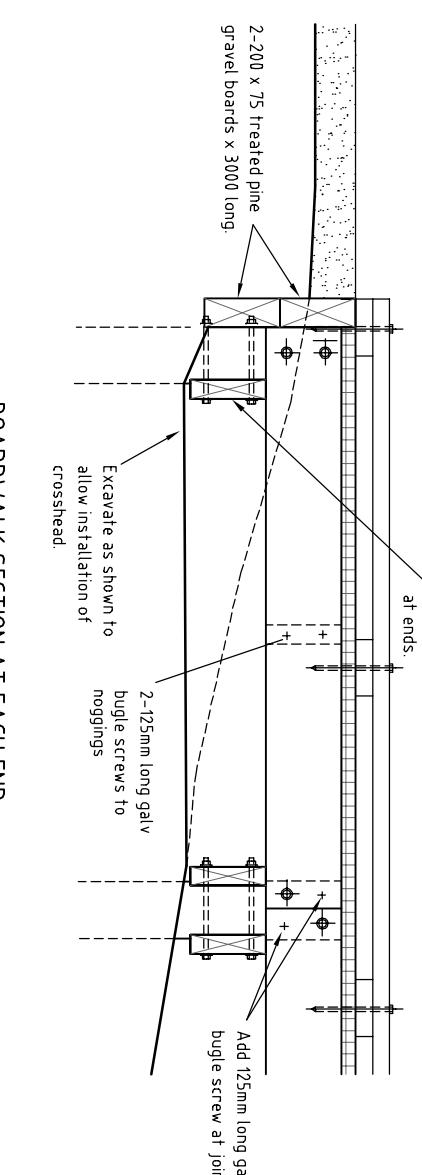
BOARDWALK SECTION AT EACH END

Scale 1 : 10



BOARDWALK SECTION AT EACH END

Scale 1 : 10



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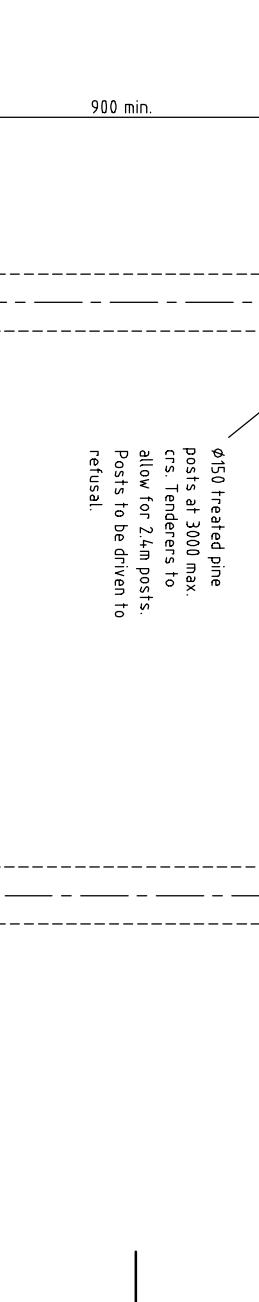
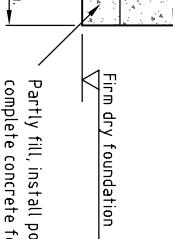
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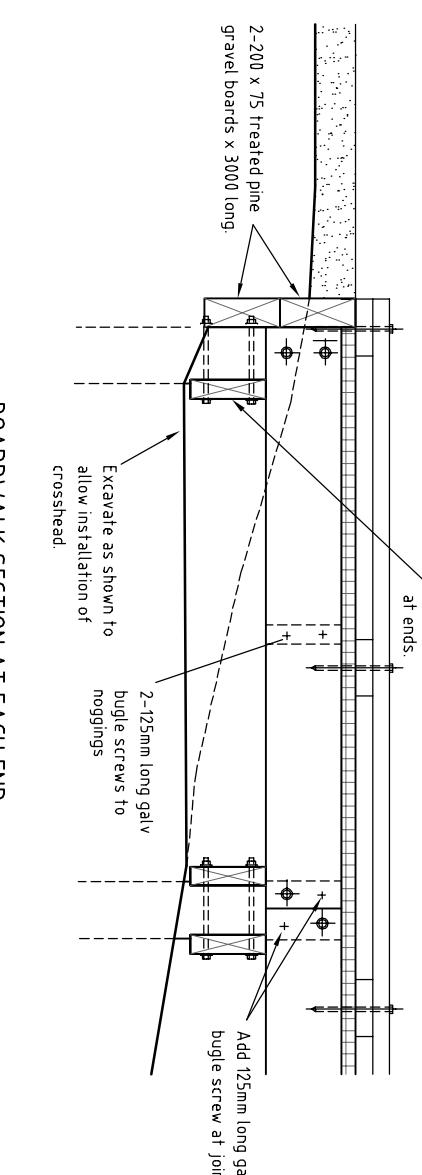
BOARDWALK SECTION AT EACH END

Scale 1 : 10



BOARDWALK SECTION AT EACH END

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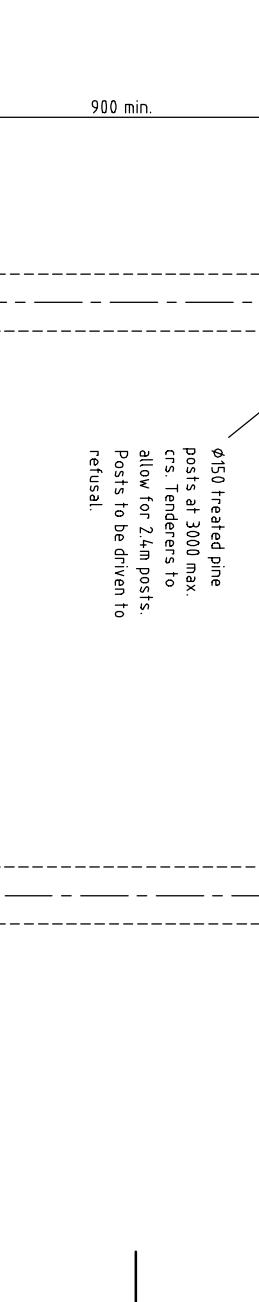
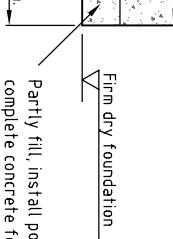
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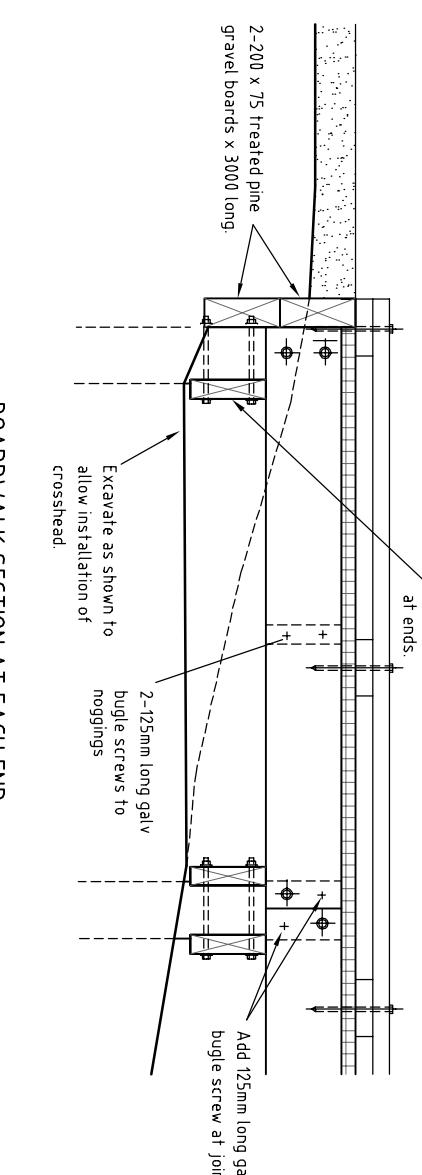
BOARDWALK SECTION AT EACH END

Scale 1 : 10



BOARDWALK SECTION AT EACH END

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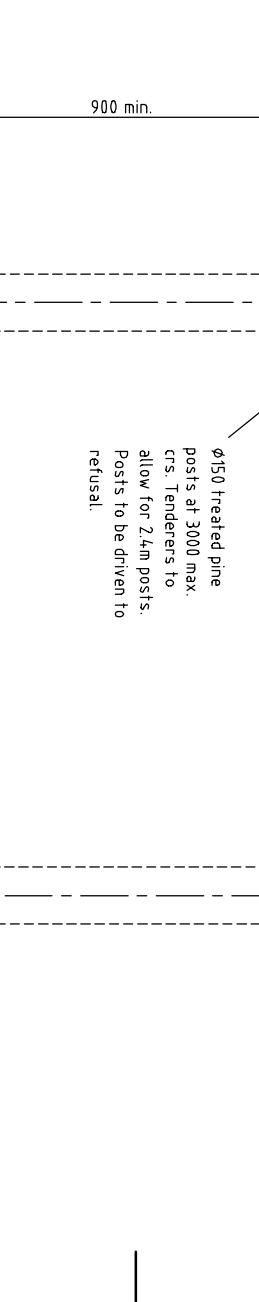
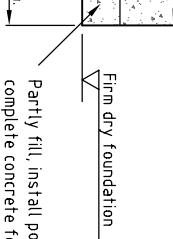
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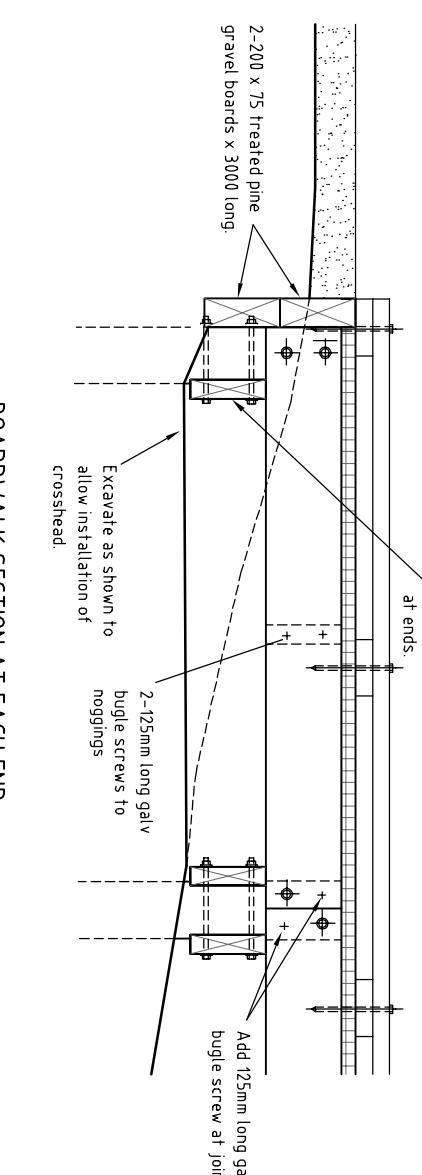
BOARDWALK SECTION AT EACH END

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BOARDWALK SECTION AT EACH END

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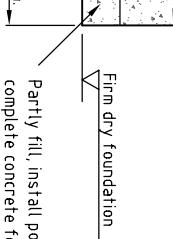
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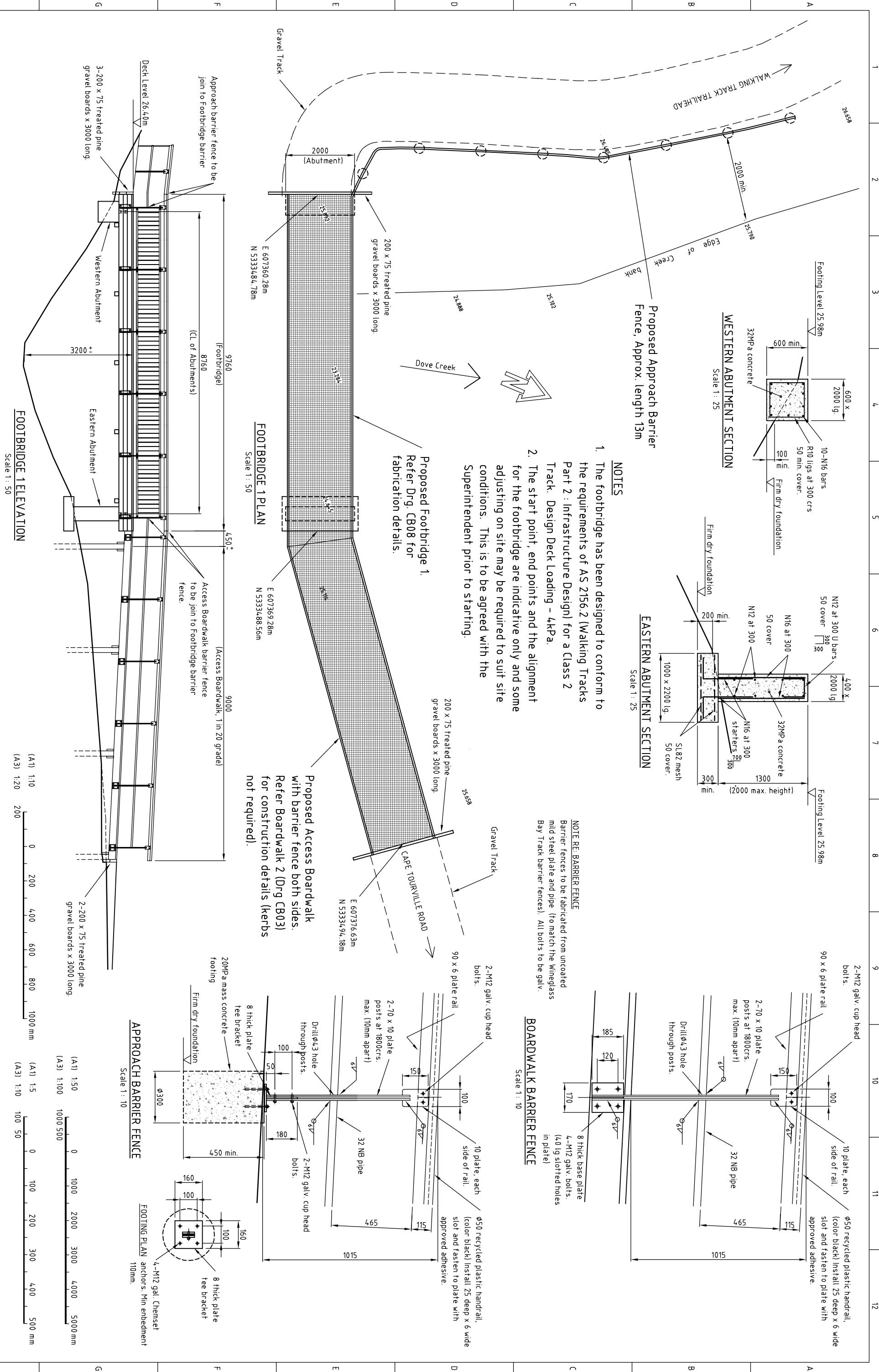
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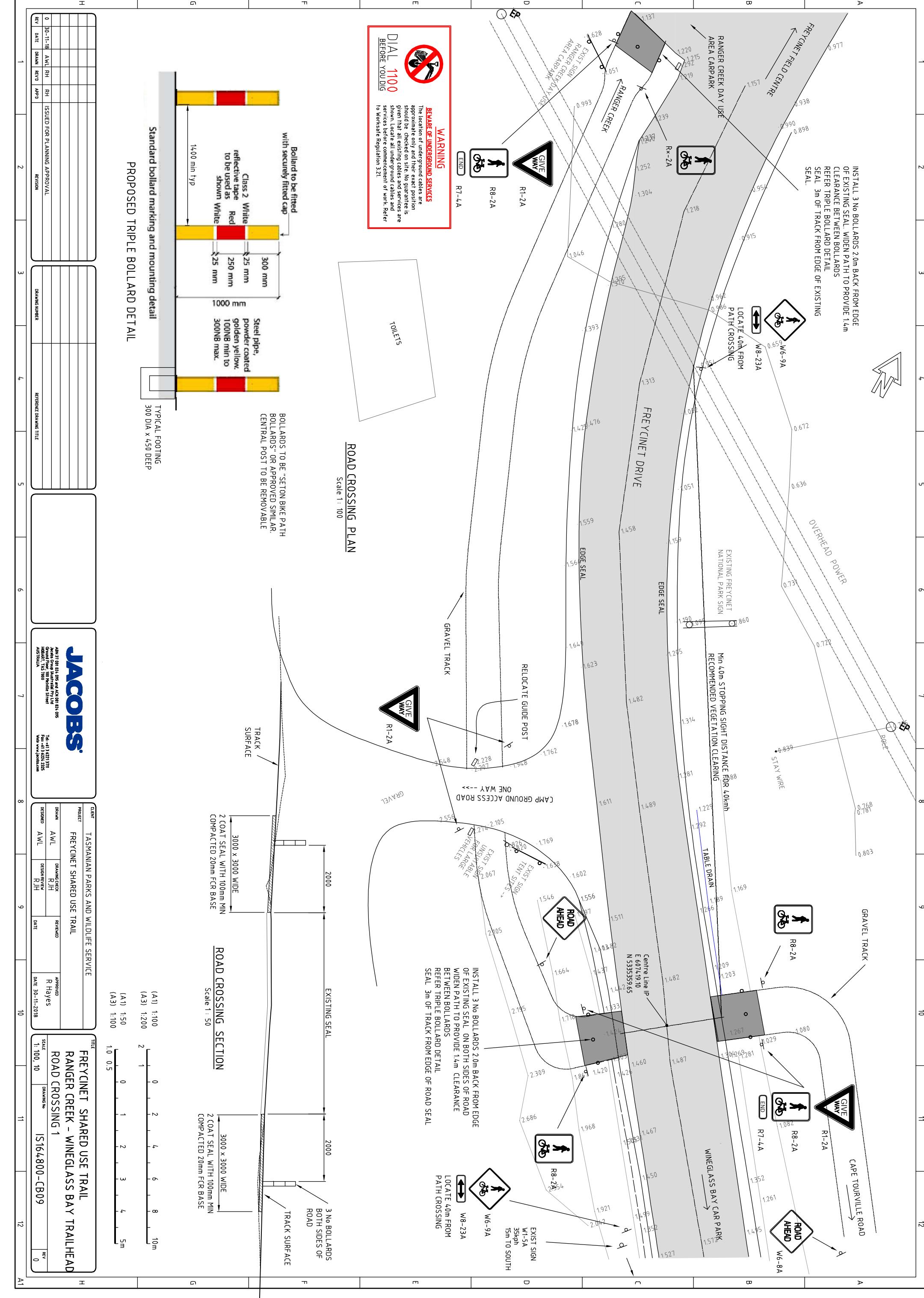
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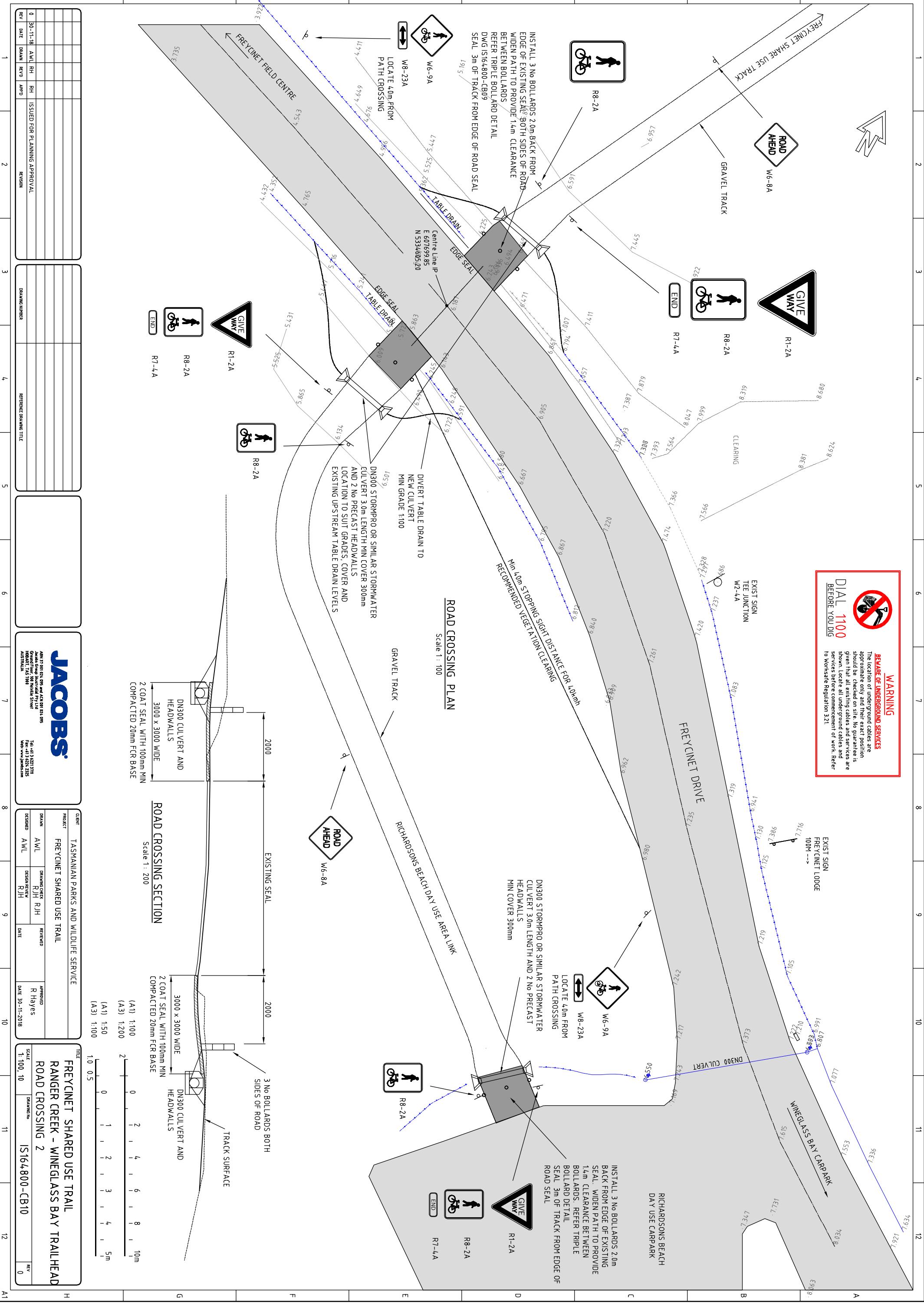
BOARDWALK SECTION AT EACH END

Scale 1 : 10

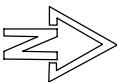








1 2 3 4 5 6 7 8 9 10 11 12



WARNING
BEWARE OF UNDERGROUND SERVICES
The location of underground cables are
approximate only and their exact position
should be checked on site. No guarantee is
given that all existing cables and services are
shown. Locate all underground cables and
services before commencement of work. Refer
to Worksafe Regulation 3.21.

DIG 1100
BEFORE YOU DIG

DN300 STORMPRO OR SIMILAR STORMWATER
CULVERT 3.0m LENGTH MIN COVER 300mm
AND 2 NO PRECAST HEADWALLS
LOWER INLET DRAIN TO PROVIDE REQUIRED
CULVERT COVER

GRAVEL TRACK
APPROX ALIGNMENT



R1-2A

INSTALL 3 NO BOLLARDS 2.0m BACK FROM EDGE
OF EXISTING SEAL BOTH SIDES OF ROAD
WIDEN PATH TO PROVIDE 1.4m CLEARANCE
BETWEEN BOLLARDS
REFER TRIPLE BOLLARD DETAIL DWG
IS164800-CB09

SEAL 3m OF TRACK FROM EDGE OF ROAD SEAL

EXIST SIGN
LARGE VEHICLES
USE CH15

12.873

13.012

13.003

13.011

13.010

13.009

13.008

13.007

13.006

13.005

13.004

13.003

13.002

13.001

13.000

13.009

13.008

13.007

13.006

13.005

13.004

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