

Shoalhaven Heads Estuary Taskforce

Meeting Date: Wednesday, 20 March, 2024
Location: Jervis Bay Rooms, City Administrative Centre, Bridge Road, Nowra
Time: 4.00pm

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Agenda

1. **Meeting Conduct Statement**
2. **Acknowledgement of Country**
3. **Apologies**
4. **Confirmation of Minutes**
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5. **Declaration of Interests**
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7. **General Business**

Membership

Clr Serena Copley - Chairperson
All Councillors
Mr Gareth Ward MP (Nominee – TBA)
Mr Phil Guy
Mr Brian Allen
Ms Jessica Zealand
Mr Rob Russell
Ms Natalie Lloyd
Ms Robyn Flack
Ms Jan Turbill

Quorum – Five (5) – One Councillor as Chair or acting Chair and four Community Members

Purpose:

The purpose of the Shoalhaven Heads Estuary Taskforce (SHET) is to act as an advisory and representative group on matters relating to the Shoalhaven River, its estuary and entrance at Shoalhaven Heads.

Role:

- To receive and disseminate information and updates to and from the Shoalhaven Heads community about the management of the Shoalhaven Heads estuary.
- To provide and receive information to the Northern CMP Advisory Committee in the preparation of the Lower Shoalhaven River CMP.
- To provide and receive information to the Northern Floodplain Risk Management Committee in the development and preparation of the Lower Shoalhaven Flood Risk Management Study/Plan.
- When the Lower Shoalhaven River CMP is adopted by Council on behalf of the community, the SHET will be disestablished.

MINUTES OF THE SHOALHAVEN HEADS ESTUARY TASKFORCE

Meeting Date: Wednesday, 27 September 2023

Location: Microsoft Teams

Time: 4.00pm

The following members were present (all remotely):

Clr Serena Copley - Chairperson

Clr Matthew Norris

Mr Phil Guy

Ms Jessica Zealand

Mr Rob Russell

Ms Jan Turbill

Ms Robyn Flack

Others present:

James Ruprai – Director City Development

Nigel Smith – Lead Coastal Management

Apologies / Leave of Absence

Apologies were received from Clr Gray, Mr Gareth Ward and Dr Michael Roberts.

Confirmation of the Minutes

RESOLVED (By consent)

That the Minutes of the Shoalhaven Heads Estuary Taskforce held on Tuesday 27 June 2023 be confirmed.

CARRIED

Declaration of Interests

Nil

GENERAL BUSINESS

SH23.10 Business Arising From Previous Minutes

In relation to **SH23.2 – Invitation to the Department of Primary Industries (DPI) Fisheries to Attend SHET**, it advised that DPI have responded to the invitation and have further provided explicit reasoning being, that they have representation on the Northern Coastal Management Program (CMP) Advisory Program Committee.

Phil Guy also advised SHET that the Shoalhaven Heads Community Forum had formally invited DPI Fisheries to attend a Forum meeting but had not received a response.

In relation to SH23.5 – Estuary Works at Shoalhaven Heads – Permit Application – Parts 2 & 7 of the Fisheries Management Act 1994

Director City Development provided a verbal update advising the viability is being assessed internally by Council Staff prior to approaching the State Government for a permit. A further update will be provided when Council Staff have finished this assessment.

The Committee sought clarification on **SH23.6 – Additional Item – Shoalhaven Heads River – Entrance Management Plan Review** and whether there will be a report and/or additional information from the workshops held. Staff advised that all feedback received through the Lower Shoalhaven River Stage 2/3 CMP workshops will be documented as part of Community Consultation and Engagement reporting that will form part of the final CMP suite of documents.

Mr Phil Guy **SH23.7 – Addition Rectification Works at Shoalhaven Heads** asked various questions in relation to the drainage clearance program which is forecast to be completed soon and the sand sinkhole. Council advised these should be raised as maintenance requests to the Works & Services Section and not reported at a SHET meeting in General Business. The Chairperson recommended an email be sent in advance of the meeting in future to allow for answers to be sought prior to the meeting.

The Committee requested that Mr Trevor Dando attend the next meeting to answer questions the Committee has in relation to **SH23.8 Additional Item Flooding at Beach Road Shoalhaven Heads**

In relation to River Road Rock Revetment Rectification Works and the **SH23.9 – Additional Item – Revegetation Program**, specifically the Pre-dredge Feasibility Assessment, a copy of the report from Advisian was requested, however, it was advised that the report has not been finalised yet. The report will be tabled at the next meeting if it has been finalised.

Ms Robyn Flack reported that in relation to the rehabilitation of reserve, there are rusty metal pegs in the jute meshing and a lady had kicked her toe. Council Staff advised that this would be investigated as part of ongoing maintenance of the site.

Director City Development advised he would raise with EMT the different methods of contact being used i.e. to be included in the rates notice (where possible) as opposed to using letter drops.

Mr Phil Guy sought information on the gross pollutant traps maintenance & survey of the Shoalhaven Heads entrance notch and whether it has been maintained in accordance with the Entrance Management Plan (EMP), if it has been surveyed and what is the level?

Staff advised that the entrance is being surveyed monthly in accordance with the EMP and will continue to be monitored as such.

RESOLVED (By consent)

That

1. Mr Trevor Dando be requested to attend the next meeting to answer questions the Committee has in relation to SH23.8 Additional Item Flooding at Beach Road Shoalhaven Heads.
2. Answers in relation to the gross pollution traps maintenance & survey of notch be provided to the Taskforce members via email.
3. The report from Advisian Investigation be tabled at the next meeting if it has been finalised.
4. The Director City Development raise with EMT the different methods of contact being used i.e. to be included in the rates notice as opposed to using letter drops.

CARRIED

Mr Phil Guy advised he met with Michael Berzins to discuss the location of the pathway to the west of the rock wall in place of planned works to east. Mr Guy commented that Mr Berzins was extremely helpful and that the community are thankful for his presentation.

There being no further business, the meeting concluded, the time being 4:44pm.

Clr Serena Copley
CHAIRPERSON

SH24.1 Outcomes of Lower Shoalhaven River Pre-Dredging Feasibility Study

HPERM Ref: D24/68542

Department: Environmental Services

Approver: James Ruprai, Director - City Development

Attachments: 1. Report - Advisian - Lower Shoalhaven River Design Report Rev F - Final (under separate cover)

Reason for Report

This report is to update the Shoalhaven Heads Estuary Taskforce on the outcomes of the Lower Shoalhaven River Pre-Dredging Feasibility Study grant awarded by Transport for NSW's (TfNSW) Maritime Infrastructure Development Office (MIDO) under their NSW Boating Access Dredging Program.

Recommendation (Item to be determined under delegated authority)

That the Taskforce receive the Lower Shoalhaven River Pre-Dredging Feasibility Study for information.

Options

1. As recommended.

Receive the Lower Shoalhaven River Pre-Dredging Feasibility Study for information.

Implications: Nil.

2. Provide an alternative recommendation.

Implications: The details will need to be provided for staff to ratify.

Background

Council received a NSW Government Boating Access Dredging Program grant from the Maritime Infrastructure Delivery Office (MIDO), a part of Transport for NSW (TfNSW), in August 2021. As a result, Council has completed preliminary environmental and engineering studies to prepare a feasibility study for investigating the viability of dredging the Lower Shoalhaven River to improve boating safety and navigation. This report provides a summary of the outcomes from the coastal engineering assessment report of dredging feasibility within the Lower Shoalhaven River at Shoalhaven Heads.

As advised to the Taskforce on 21 March 2023 during General Business, Council engaged coastal engineering consultants, Advisian, to complete the coastal engineering assessment component of the pre-dredging feasibility study. The extent of the assessment encompassed from the public jetty opposite Jerry Bailey Road to the boat ramp at the north-eastern extent opposite the Holiday Haven Caravan Park (~1,000 m) (Figure 1).



Figure 1 – Study area extent for pre-dredging feasibility studies

Advisian undertook a detailed review of the following data and environmental studies completed through the grant project to complete a boating navigation assessment of the existing channel:

- Hydrographic survey (completed February 2022 by HC Survey)
- Sediment sampling and analysis (completed January 2022 with follow up investigation on sediment characteristics of the nourished foreshore completed in October 2023 by ENRS)
- Flora and Fauna Assessment (completed April 2022 by Stantec)
- Coastal Processes Modelling (completed April 2023 by Stantec)

The requirements for the navigation assessment were developed in accordance with AS3962:2020 *Marina Design*, the PIANC (The World Association for Waterborne Transport Infrastructure) document *Harbour Approach Channels Design Guidelines* and other relevant standards/guidelines while considering the existing site conditions and design vessels for the waterway. This navigation channel is predominantly used by small power boats (4 – 6 metres at 47% and 6 – 8 metres at 13%) (Rhelm, 2022). Based on the dredge requirements for the 8 metre vessels navigating in storm conditions, four concept options were developed that included both dredging, beach nourishment and a combination of both.

The concept options analysed through Advisian’s pre-dredging feasibility study included the following:

- Option 1 – Do nothing (i.e. leaving the navigation channel as is and continuing to monitor the condition of the channel)
- Option 2 – Design channel depth of -1.95 metres AHD
- Option 3a – Design channel depth of -1.95 metres AHD and beach nourishment (beach width 3 metres @ 1.0 metre AHD)
- Option 3b – Design channel depth of -1.95 metres AHD and beach nourishment (beach width 3 metres @ 1.5 metres AHD)

- Option 4 – Shifting channel to minimise user conflict.

The feasibility and viability of each option was assessed using a qualitative multi-criteria assessment and cost estimates were prepared for options that included dredging. The criteria considered in this assessment included, navigation, recreational amenity, area, volume, and overall sustainability of dredging (including maintenance), environmental approvals and impact on sensitive ecological environments, specifically seagrass (key fish habitat).

Based on the development of the concept options, preliminary cost estimates were prepared to support the options assessment process (Table 1). The following table summarises the cost to dredge the study area based on each of the concept options.

Table 1 Cost Estimates for Concept Options Presented

Option	Description	Cost (\$)	
		Backhoe Dredge	Cutter Suction Dredge
Option 1	Do Nothing	\$0	\$0
Option 2	Deepen existing channel and beach nourishment in areas that do not compromise navigation	\$552,960	\$886,788
Option 3a	Deepen and widen existing channel and beach nourishment (3 m Beach @ 1 m AHD)	\$742,380	\$1,003,674
Option 3b	Deepen and widen existing channel and beach nourishment (3 m Beach @ 1.5 m AHD)	\$985,920	\$1,153,956

The navigation assessment completed by Advisian determined a minimal amount of dredging would be required if a design vessel of 8 metres was selected and this dredging would only be required to achieve adequate depth in significant storm conditions. The assessment confirmed no dredging would be required if a design vessel of 6 metres was selected.

The navigation assessment indicated there was no requirement to dredge the channel to improve navigability. The assessment was considered conservative based on navigability of this channel being determined for an 8-metre vessel during low tide conditions with an open and scoured entrance, and during a storm with a 20-year return interval. Negligible dredging was required for this scenario; however, no dredging was identified when a 6-metre vessel was adopted.

The concept options were presented to relevant NSW State Government agencies in a Stakeholder Consultation session held on 8 August 2023. During the consultation, it was established and agreed upon by all agencies that any dredging of this section of the channel was unjustified. This was due to the absence of a navigation/safety risk during normal estuarine conditions, the unlikely scenario of an 8-metre vessel navigating the channel in significant storm conditions, and the negative impacts on the environment (seagrass).

Given dredging not being feasible nor required for this location, an assessment of beach nourishment to obtain and maintain beach amenity was undertaken. In June 2023, Council undertook beach nourishment of the River Road Foreshore following revetment rectification works on the eastern end of the rock revetment structure. The beach nourishment was completed to meet engineering specifications for the rock revetment and consent conditions of approval, whilst also providing an increased foreshore width for recreational amenity. The nourished sand provides a vital buffer between the toe of the rock revetment and the high waterline to mitigate and prevent scour and erosion at the base and ends of the rock revetment. Additionally, this extra foreshore width provides access along the foreshore at all tides for community amenity purposes.

The recent beach nourishment work has been compared with the proposed beach nourishment concepts, Option 3b, designed to improve beach amenity. The concept nominated an upper beach level of 1 metre AHD with a flat upper beach section of 3 metres in width. The assessment found that the recent beach nourishment achieved the proposed

upper beach level (1.0 metre AHD) along the majority of the foreshore. The assessment found that the nourishment profiles did not achieve a 3-metre flat upper bench but rather had a consistent slope to the waterway (~1V:10H) which would likely naturally readjust to a flatter profile with time. Analysis of the change in beach profiles between June and September 2023 shows a loss of sediment with the beach level reduced by approximately 0.2 metres in the three-month period between surveys due to this natural readjustment and sediment settlement.

To determine whether there would likely be an impact on the navigation of this channel due to the input of sediment from the recent nourishment, or future nourishment, a sediment compatibility analysis was undertaken. This compared the grain size of the borrow material (from Shoalhaven Heads Beach) and native beach sand (along the River Road Foreshore) and using this information to compare longshore sediment transport rates (as modelled by Stantec). The results showed the borrowed sand was slightly coarser (0.08 mm) than the native sand, however, largely stable, and compatible with native sand. The slight increase in sediment size was determined to result in a marginal reduction in the net longshore sediment transport rates. This coarser grain size is ultimately considered to result in more sustainable and long-lasting outcomes for the beach nourishment as the sediment transport rates are slightly lower, and therefore nourished material should be retained on the foreshore for a longer period.

In conclusion, the study has found a lack of justification for dredging due to the absence of any navigation or safety risk, and the potential negative impact it would have on the environment. The assessment of the recent beach nourishment found a significant improvement in beach amenity along the majority of the study area foreshore. Revegetation was also undertaken of the nourished foreshore to ensure greater longevity and to meet the consent conditions associated with the rock revetment rectification works. It should be noted that whilst the nourishment has been successfully implemented to achieve a positive outcome, ongoing nourishment is not necessarily a long-term option that the State Government agencies will support. Further assessment of the management of this area is to be through the Lower Shoalhaven River Coastal Management Program (CMP) considering the results of this feasibility study and further consultation with the relevant State Government agencies.

External Consultations

A stakeholder meeting was held on the 8 August 2023 to present the options developed as part of the study and obtain agency feedback from the following NSW State Government agencies:

- Department of Primary Industries (DPI) – Fisheries
- Transport for NSW (TfNSW)
- NSW Crown Lands
- Department of Climate Change, Energy, the Environment and Water (DCCEEW)

Formal comment from each of the agency stakeholders is documented within the feasibility study prepared by Advisian (refer Attachment 1). A summary of key points from this feedback is provided in Table 2. Ultimately, the consultation concluded that any dredging of this section of channel was unjustified. This was due to the absence of a navigation/safety risk, the unlikely scenario of an 8-metre vessel navigating the channel in storm conditions, and the potential negative impacts on the environment (most notably seagrass).

Table 2 Summary of stakeholder consultation feedback

Agency	Feedback
DPI-Fisheries	<p>As stated at the meeting, the dredging and beach nourishment projects are not one and the same. When dredging volumes exceed the minimum that might be required for boating reasons, the primary purpose for the dredging is as a source of sand for beach nourishment. DPI Fisheries is not supportive of harm to seagrass from dredging activities associated with beach nourishment. As the justification for the proposed beach nourishment activity is unclear and unquantified, the proposed harm of seagrass from this activity in some of the options presented cannot be fully assessed in accordance with DPI Fisheries <i>Policy and Guidelines for Fish Habitat and Management</i> (the Policy), due to a lack of information (refer comments below) nor supported by DPI Fisheries.</p> <p>The environmental impacts from the creation of a beach along river road that extends into the nearshore habitat would be significant and looking at current justifications provided likely not be supported by DPI Fisheries. Given the significance of impacts to seagrass, some of the options may trigger the need for an Environmental Impact Statement due to the scale of impact to seagrasses.</p> <p>DPI Fisheries recommends that further consideration of the dredging and beach nourishment raised in this report, be assessed under the Coastal Management Framework.</p>
TfNSW	<p>The design criteria used for the channel depth (section 5.4) are very conservative...</p> <p>For there to be any impact to current navigation of the existing channel all of these assumptions need to align. The probability of all these occurring at once is extremely small, to put in plain terms it would be much less likely than one occasion in 20 years, i.e. once in 7300 days (assuming the wind event occurs for a day). These conditions are extremely unlikely and Transport for NSW would not support the dredging of the channel to accommodate this rare event, especially when there is a boat ramp in close proximity that would be much more protected from these wind conditions, and avoids this portion of channel. This should be clearly described in the report, and a quantification of the likelihood and frequency of the design criteria may be useful.</p>
NSW Crown Lands	<p>Any proposed dredging is unlikely to be supported by Crown Lands based on the ecological impact on the natural estuarine nature of the Shoalhaven River at Shoalhaven Heads and the lack of data showing any need to dredge the waterway for boating safety.</p>

SH24.1

Community Consultations

Council has previously reported to the Taskforce on the progress of this grant project on 15 March 2022 (item number SH22.1).

Additional engagement with the Taskforce on the feasibility of dredging and permit requirements has been undertaken by Council in response to representations made by the Taskforce at the Shoalhaven Heads Estuary Taskforce Meeting of 27 June 2023 (item SH23.5). Council resolved at the Ordinary Meeting of 31 July 2023 that Council staff should respond to the request from the Taskforce to investigate dredging and reclamation within the Lower Shoalhaven River at Shoalhaven Heads (MIN23.393).

The management of this area of the Lower Shoalhaven River has also been consulted with the community through Stage 2 and 3 of the Lower Shoalhaven River CMP.

Policy Implications

Under NSW legislation and associated environmental planning instruments, dredging is allowable for several specific reasons which include the following:

- purposes of navigation.
- environmental management or emergency works associated with a port facility or a wharf or boating facility.

- maintenance of stormwater canals and discharge points to remove sediment accumulation.
- management of estuary entrances, coastal lakes and stream channels for flood mitigation and sediment control (aggrading conditions only).
- maintenance of oyster lease sites.
- remediation of contaminated or weed infested sites.

As the Lower Shoalhaven River is a natural watercourse and not a designated port facility or a wharf or boating facility, dredging cannot be considered for this purpose. Therefore, dredging of this channel could only be sought for the purposes of navigation. Based on the outcomes of the dredging feasibility study, the depth and width of the existing navigation channel has been determined to not pose a risk to navigation under ordinary, fair weather navigation scenarios. Therefore, Council or any other State Government agency would not be able to undertake dredging of the channel in a manner that is consistent with NSW legislation and associated environmental planning instruments.

Financial Implications

The outcomes of the Advisian report indicated that the dredging required by each of the concept options assessed is cost prohibitive. Due to recent natural disasters in the Shoalhaven and budgetary constraints, combined with the fact that dredging has not been determined to be necessary for this channel, costs to undertake dredging are unlikely to be funded by Council.

Risk Implications

Pursuing dredging would not be consistent with NSW legislation and associated environmental planning instruments, nor feedback received from the relevant State Government agencies.

The assessment of the management of the Lower Shoalhaven River will be further considered through the Lower Shoalhaven River CMP. The inclusion of this assessment within the CMP will respond to the risk of failing to identify an appropriate management option that balances physical process, technical studies, and community perceptions.

SH24.2 Foreshore Remediation Shoalhaven Heads

HPERM Ref: D23/485917

Submitted by: Robyn Flack

Recommendation (Item to be determined under delegated authority)

That Council staff report back on the lessons learnt, if any, from the remediation works carried out at Shoalhaven Heads beach in the week ended 26 October 2023.

Details

Background

An email dated 19 October was received by the Shoalhaven Heads Forum with the following advice. This advice was emailed to the community from the Forum address list and posted on the local Facebook page:

Shoalhaven City Council would like to inform our stakeholders that dune rehabilitation works will be commencing at Shoalhaven Heads 24 October 2023, approximately between the hours of 7:00 am and 6:00 pm (subject to favourable weather conditions). These works will involve use of heavy plant machinery to mobilise localised sand on the open coast beach to replenish the dune area adjacent to the Surf Life Saving Club off McIntosh Street. Implementation of these activities is intended as a follow-up to those similarly completed earlier in the year by Council for the purposes of environmental protection and public risk mitigation. Work is being undertaken under the conditions the NSW Crown Lands Licence (reference 634367) held by Council. The works are being funded through a partnership with the NSW Department of Planning and Environmental coastal and estuary grant program and will provide for an improved public beach access through a reduction of the foredune grade for safer pedestrian use.

To mitigate risk to the community, temporary public exclusion zones marked by signage will be in place during works. This will include temporary restrictions to parking at the eastern most end of River Road to allow for plant machinery float to and from the site, and restrictions to public pedestrian access on the foreshore adjacent to the Surf Life Saving Club. Authorised contractors engaged by Council will have spotters on site to implement these safety measures. Council asks that the public abide by all controls for safety consideration.

In the weeks leading up to this advice the community had advised Council that the main beach access point in front of the Surf Club had become unsafe due to use and the uncovered rocks which were a trip hazard. The public shower which was scouring the access point had been recently moved. Council agreed there was “minor erosion”.

Since the beach scraping works were completed, the north east winds have blown the sand over the viewing platforms and covered the native revegetation works done in conjunction with the platform renewals project and the school children’s tree planting works.

A number of comments have been received regarding the beach scraping works:

1. A member of the community contacted Council prior to the works suggesting other methods should be considered, including stairs which could be used until the beach rebuilt from natural summer winds.

2. The beach was well into the process of rebuilding from the summer winds and as the area was seeing El Nino, dryer days this would encourage beach sand accretion and no major works were necessary.
3. A comment was received from a community member with an engineering background “They’ve shaped the sand in front of the surf club perfectly to ensure the sand blew up over the front of the surf club”.
4. The beach scraping works did not include any natural contouring of the sand to encourage sand build up in front for the surf club rather than have the sand sweep up the face of the dune.
5. Similar comments to the above were received from Surf Club volunteers.

It is understood that these works were being done as an emergency response activity which is identified within Council’s certified Coastal Zone Management Plan (CZMP). The CZMP prepared for the Shoalhaven Coastline identifies emergency response as a management strategy, particularly for several beaches within the Local Government Area (LGA) that experience high coastal erosion risk. Shoalhaven Heads is one of these beaches.

However as the erosion was of a **minor nature** and the natural sand rebuilding process was underway, and the predicted weather conditions indicated this would continue, it would be helpful to know if such works in the future could be done differently to ensure that blown sand does not destroy revegetation works or make it necessary to have the blown sand returned to the beach by mechanical means, as was done on 20 November, intensifying the cost of works.

Directors Note:

Council’s approach to coastal management encompasses adaptive management that includes a commitment to incorporating lessons learnt to achieve better outcomes. Council has been monitoring the beach scraping works completed at Shoalhaven Heads in October 2023 to identify opportunities to improve the methodology when implementing future beach scraping works at this location. It is noted that the beach scraping undertaken in October was identified as an opportunity to encourage the recovery of the dune fronting the Surf Life Saving Club (SLSC) during a period of favourable weather and beach growth (accretion).

As noted, the prevailing north-east winds following the works resulted in sand overtopping and covering large portions of the existing dune vegetation and the footpaths behind this vegetation. In response, Council engaged a contractor to remove sand from the footpath and viewing platform and to install sand fencing to control aeolian sediment transport along the dune face. Sand fencing was installed perpendicular to the prevailing north-east wind to help capture sand and minimise any further dune blowouts. Since the beach scraping and installation of sand fencing, the dune vegetation has begun to re-establish along this stretch of dune, working to stabilise the sediment. A substantial volume of sand has now accumulated along the foredune providing a valuable buffer in the event of future coastal erosion events at Shoalhaven Heads.

Furthermore, Council has been completing a project that is reviewing all beach scraping works undertaken across the Shoalhaven coastline in the last decade. The aim of this review is to develop a detailed methodology for beach scraping based on the coastal processes unique to the various beaches. The lessons from this beach scraping event will be incorporated into this assessment to further improve Council’s beach scraping methodology.

Feedback from the community is highly valued by Council and Council is committed to engaging with the community and other key stakeholders over future dune management works at Shoalhaven Heads.

Coastal Protection Works - Tidal Flats in Front of Holiday Haven Caravan Park, Shoalhaven Heads

HPERM Ref: D24/90104

Submitted by: Robyn Flack

Recommendation

1. That Council effect works from the maintenance of the dry notch at Shoalhaven Heads river entrance to relocate clean sand to the river front tidal area adjacent to Holiday Haven Caravan Park and the public playground and picnic area.
2. This action be included in the Lower Shoalhaven River Coastal Management Plan (CMP) for an action on an annual basis.

Details

The tidal flat in front of Holiday Haven Caravan Park on River Road Shoalhaven Heads fronting River Road Reserve is a very popular area for tourist, visitors, and residents. The small tidal flats have no natural sand build up process and require regular sand nourishment to keep the edge suitable for small children and the elderly who frequently use the water edge. In the past these works have been done on an opportunistic basis in conjunction with other works. It is now some years since clean sand was placed along this area and the edge is washed away leaving blue metal and other gravel which has been washed along from River Road boat ramp exposed.

With the CMP now coming to the stage of including actions in the plan this work should be included as a yearly action to ensure the area is recognised for its immense value to residents, visitors and tourists and receives regular sand nourishment.

Council currently holds a 5-year Licence dated 23 December 2021, under the Crown Lands Management Act 2016 Section 2.18 (Licence No RN 630902), for “Coastal Protection Works” which covers this type of work. An amendment to include this area under Schedule 3 will be required and renewal of the Licence to ensure this function can be continued.



Delivery Plan / Operational Plan – Reference Heading

2.3.03.04 Develop Coastal Management Programs as per the requirements of the NSW Coastal Management Act 2016 and the Coastal Manual.

Budget Implications and Resourcing Strategy Implications

Requires inclusion in the CMP. Maintenance of the dry notch is essential to the Shoalhaven Heads Entrance Management Plan for Flood Mitigation.

Terms of Reference / Delegation

Advisory Taskforces, such as SHET, may make recommendations to Council on all matters within the role outlined in the Terms of Reference. These recommendations may be submitted via the minutes of each meeting to Council for consideration.

Policy Context

Lower Shoalhaven River Estuary CMP and Shoalhaven River Entrance Management Plan for Flood Mitigation.

Director Note

This recommendation provided by the SHET will be considered through the development of the Lower Shoalhaven River Coastal Management Program (CMP). This is consistent with how Council has considered all other recommendations from stakeholders relevant to the management of the Coastal Zone of the Shoalhaven River.

Additionally, in January 2024 Council was successful in obtaining grant funding from the Department of Climate Change, Energy, the Environment and Water (DCCEEW) (previously the Department of Planning and Environment (DPE)) to review and update the relevant environmental approval documentation for the management of the Shoalhaven River entrance at Shoalhaven Heads. This body of work will include a review of the usage of sand that is periodically won from dry notch maintenance. The project has entered the procurement stage, with Council currently seeking quotations from suitably qualified consultants.

SH24.4 Request - Extend Mangrove Seedlings Removal West of the Wharf in Front of River Rd to the Storm Water Drain

HPERM Ref: D24/90841

Submitted by: Jan Turbill

Recommendation (Item to be determined under delegated authority)

That Council seek an appropriate permit for the removal of mangrove seedlings that are taking root west of the wharf to the end of Hay Avenue.

Details

Council currently holds a permit (PN19/338) to remove seedlings within LOT 7005 DP 1075719 adjacent to River Road, Shoalhaven Heads. It is anticipated that the next removal of mangrove seedling will take place before Easter, when the area is not in high usage and at very low tide. Currently there are small plantations of seedlings taking root and if not removed will make the area unusable for recreational use, particularly during the summer months. This current area finishes at the eastern side of the wharf.

It is now clearly noticeable west of the wharf towards the storm water drain that some mangrove seedlings are taking root. The area recently received Council works to avoid further erosion and the collapse of the pathway, that previously had to be cordoned off for safety. Considerable amount of sand was relocated to this section, fencing erected and native plants and grasses planted to avoid further erosion. Once this was completed the area became a favourite spot for families and young people to spend time at the beach, launch their paddle boards and generally have a pleasant day at Shoalhaven Heads.

However, there is now clear evidence that there are many mangrove seedlings that also seem to like the area and are taking root. If allowed to take hold and grow, this area will be lost for recreational use. Thus, it is very important that a permit be sought to remove these seedlings as soon as possible. There is also the occasional mangrove noticed along the river front and a permit covering the river front to end of Hay Avenue would be a practical solution.



SH24.4

Delivery Plan / Operational Plan – Reference Heading

2.3.03.04 Develop Coastal Management Programs as per the requirements of the NSW Coastal Management Act 2016 and the Coastal Manual

Budget Implications and Resourcing Strategy Implications

Requires inclusion in the CMP.

Terms of Reference / Delegation

Advisory Taskforces, such as SHET, may make recommendations to Council on all matters within the role outlined in the Terms of Reference. These recommendations may be submitted via the minutes of each meeting to Council for consideration.

Policy Context

Lower Shoalhaven River Estuary CMP.

Director Note

This recommendation provided by the SHET will be considered through the development of the Lower Shoalhaven River Coastal Management Program (CMP). This is consistent with how Council has considered all other recommendations from stakeholders relevant to the management of the Coastal Zone of the Shoalhaven River.