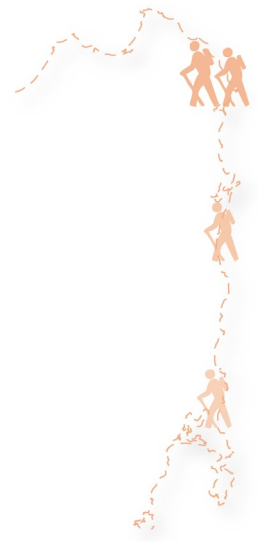


# planning for sustainable tourism on tasmania's east coast



## east coast tasmania trail feasibility assessment

prepared by hansen partnership and tim nott

january 2015

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Version	Title	Date	Issuer	Changes
A	Planning for Sustainable Tourism on Tasmania's East Coast- East Coast Tasmania Trail Feasibility Assessment Draft	31.10.14	Sasha Faragher	Final Draft
B	Planning for Sustainable Tourism on Tasmania's East Coast- East Coast Tasmania Trail Feasibility Assessment Draft	04.02.15	Sasha Faragher	Final: Incorporates comments following review by the Break O'Day Council and the Australian Government Department of Environment





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# Introduction

## About this project

The **East Coast Tasmania Trail Feasibility Assessment** has been prepared by Hansen Partnership and Tim Nott for the Break O'Day Council. This project is undertaken as part of the Sustainable Regional Development Programme (SRD) funded by the Australian Government Department of the Environment (DoE) through a local government grant to Break O'Day Shire Council. The objectives of the Sustainable Regional Development program are to assist local and State government authorities to:

- Provide greater opportunities for protecting and enhancing the environment, especially the protection and recovery of Matters of National Environmental Significance (MNES),
- Increase long term regional sustainability and community liveability,
- Reduce regulatory burdens on business and governments; and
- Provide certainty for developers, stakeholders and the general community about the future of development and achievement of longterm conservation outcomes.

This Feasibility Assessment is being developed alongside a broader project referred to as **"Planning for Sustainable Tourism on Tasmania's East Coast"** which is being undertaken by a consultant team led by Hansen Partnership. The purpose of the project is to prepare a Sustainable Tourism Plan, identifying future tourist development opportunities along the East Coast of Tasmania and provide a regulatory framework and recommendations for improving the planning and development approvals process to guide decision making for future development projects.

The Planning for Sustainable Tourism on Tasmania's East Coast project consists of a number of different components:

- *Component 1: Sustainable Tourism Options Report* - This report examined tourism trends and opportunities along the East Coast of Tasmania, identified opportunities and challenges to tourism development, including the planning and regulatory framework, and presented tourism development options for the region.
- *Component 2: Preliminary Biodiversity and Heritage Evaluation* - Identified areas of cultural heritage and biodiversity sensitivity throughout the study area and began to explore how these values might be managed in light of identified tourism opportunities, including potential frameworks for assessment and recommendations regarding how the assessment framework may be improved.
- *Component 3: Facilitating Better Decision Making* - Brings together the two earlier components of the project to provide a clear direction for sustainable tourism along the East Coast of Tasmania, with recommendations to improve the planning and approvals process, particularly in relation managing the impacts of tourism development on the environmental and cultural heritage values of the region, especially in relation to Matters of National Environmental Significance (MNES).

The East Coast Tasmania Trail Feasibility Assessment sits alongside Component 3: Facilitating Better Decision Making. The aim of this project is to prepare a feasibility assessment for a potential East Coast Tasmania Trail (ECTT) linking key national parks, state reserves, conservation areas, towns, settlements and existing tourist attractions in this region. The project will identify opportunities to connect existing trails, review proposed trail alignments and considering the cultural heritage and biodiversity sensitivities along the coastline in order to develop a preliminary (or 'high level') trail alignment and related services. Feasibility assessments for different markets audiences and trail experiences, including a broad benefit and cost analysis of the trail, followed by documenting the 'next steps' of the project.



## About this report

The East Coast Tasmania Trail Feasibility Assessment report aims to provide a high level analysis and rationale for proposing an 18 day walking trail along the coastline within the East Coast tourism region. The report is structured into 3 main chapters:

- Section 1: Background Analysis;
- Section 2: East Coast Tasmania Trail; and
- Section 3: Feasibility Assessment & Management.

Section 1 of the report seeks to provide an understanding of other trails around the world, the potential trail market along the East Coast of Tasmania, a high level assessment and evaluation of existing and proposed tracks and trails, documenting existing nodes, attractions, environmental features and landscape values along the coastline. Section 2 provides a preliminary ECTT alignment, breaking it up into segments and discussing the day-to-day experience of the potential walk. This section outlines any related services and facilities such as accommodation and supporting tours along the ECTT. Section 3 seeks to develop an understanding of what the costs and benefits of establishing a trail might be, and provides guidance with respect to priorities, budgeting, guiding principles and the determination of key next steps.



# Study area

## Context

Tasmania is well renowned for its diverse variety of world class bushwalking trails, currently comprising approximately 1,500 discrete trails over 3,200km on state-owned land alone, which traverse a range of uniquely beautiful landscapes across the State. Recreational trails are considered to be a significant part of Tasmanian lifestyle, contributing greatly to the experience of visitors to Tasmania and the health and wellbeing of people. Walking could be considered the largest recreational activity by tourists in Tasmania.

Tasmania provides an abundance of wildlife, unspoilt environments, spectacular mountain ranges and pristine coastal areas which are ideal for long hiking, trekking or bushwalking trails. The East Coast offers a coastal landscape experience which is quite unique in Tasmania, including long white sand beaches, dry eucalyptus forest and coastal scrub, granite mountains and coastal headlands, expansive inlets and coastal lagoons.

A precursor to this project, the Tasmanian East Coast Long Distance Trail Scoping Study was prepared in 2012 by the Tasmanian Land Conservancy, investigating the potential for a long distance walking / cycling track, connecting St Helens with Coles Bay. Key findings of this study were:

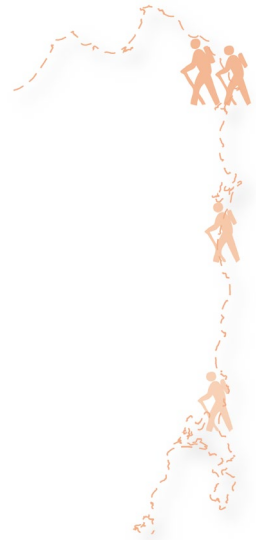
- Tasmania has become known nationally and internationally as a place that offers major bush-walks (the Overland Track, South West Track, and the soon-to-be opened 3 Capes Walk, for example). However, there is not an iconic step on-step off walk that offers an experience for a wide range of fitness levels as might be found in Europe;
- The area north and south of Bicheno offers potential for such a walk because of its unspoilt beaches – “it would be technically and physically possible to develop a 5 night walk centred on Bicheno”;
- Such a walk would require development of 20km of new walking trail with a cost of approximately \$12 million; and
- A shorter 3 day walk could be developed as an initial stage, using the beaches to the north of Bicheno.

The route for the longer walk is nominated as follows (in a north to south direction):

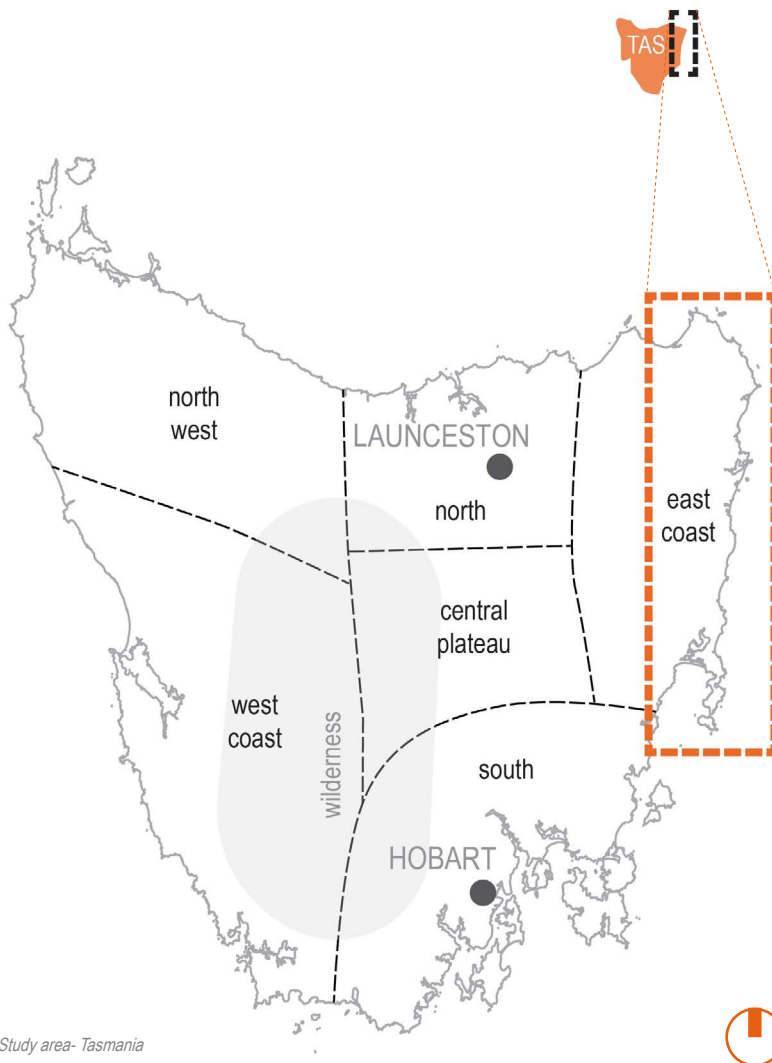
- Little Beach to Picaninny Point (8km)
- Picaninny Point to Douglas River (24km)
- Douglas River to Bicheno (11km)
- Bicheno to Butlers Point (11.5km)
- Butlers Point to Freshwater Lagoon (12km)
- Freshwater Lagoon to Coles Bay (7km)

Potential limiting factors were:

- Impacts on shorebirds – requiring a more detailed study;
- Risks to walkers and liability for public land managers; and
- The market for this particular walk is untested; there may be a lack of “highlights” on this walk to attract many visitors.



Study area -Australia



Study area- Tasmania



## Study area

The study area under investigation for a potential ECTT is located between Musselroe Bay in the north and Swansea in the south, over a total distance of approximately 150 kilometres in a straight line, and over 260 kilometres following the coastline. The study area includes three national parks: Mount William National Park, Douglas Apsley National Park and Freycinet National Park; and a range of state reserves, conservation areas, forest reserves, and recreational areas.

While there are a range of small towns and settlements, many of which comprise predominately holiday homes and are vacant for large portions of the year (particularly in the north and south), there are five main towns along the coastline with existing facilities potentially able to support (and benefit from) a future trail, namely: St Helens, St Marys, Bicheno, Coles Bay and Swansea.

There are two existing well-known, larger trails within the study area: the Bay of Fires Lodge Walk and the Freycinet Experience Walk. Both significant trails are run through organised tours, however the walking trails through the Freycinet National Park are available for public access. There are also a great number of smaller walks throughout Tasmania, however the '60 Great Short Walks' (Parks & Wildlife Service 2011) provides information on the best of the short walking trails in the State. Six of which are located within the study area. The potential trail alignment will seek to link these and other identified existing trails to create the East Coast Tasmania Trail.

A catalogue of images is shown on pages 8-15 to illustrate the journey along the East Coast of Tasmania (within the study area) from north to south. The images show nodes and attractions including particular view lines and advantage points along the coastline.

## Site visit

A site visit was conducted by Hansen Partnership in August 2014, between Musselroe Bay to Swansea.

The primary intention of the site visit was to investigate where existing infrastructure is located that can benefit the trail, including the condition and services provided (such as existing trails, camping sites, accommodation, lookout points, tourist attractions, etc.). This will assist in identifying where potential infrastructure and trail gaps are along the coastline, in order to determine the overall ECTT alignment.

The site visit was also important in understanding the different landscape settings that are found along the length of the coastline, in order to develop an appreciation of the different trail experiences that could be offered to particular market audiences.





Study area- East Coast of Tasmania



## Photo log



1. Musselroe Bay camping



2. Musselroe Bay day use area



3. Musselroe Bay



4. Musselroe Bay top camp



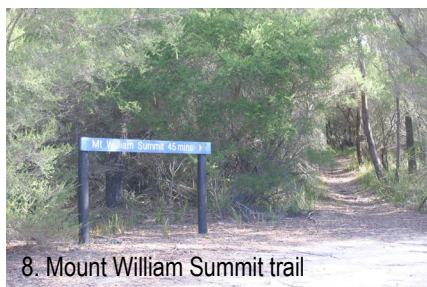
5. National parks camping pay box



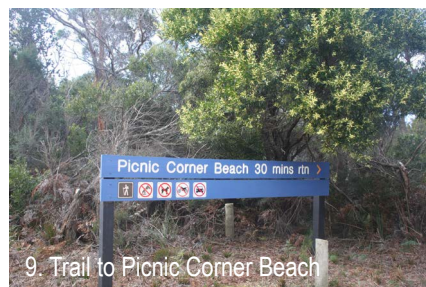
6. Stumpys Bay



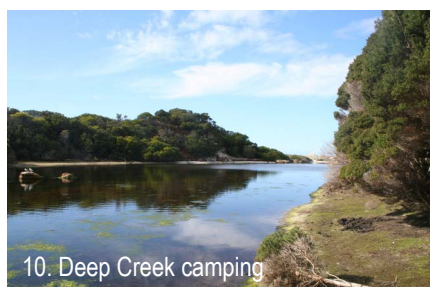
7. Stumpy Bay camping



8. Mount William Summit trail



9. Trail to Picnic Corner Beach



10. Deep Creek camping



11. Picnic Rock Beach



12. Larapuna Lighthouse



13. Larapuna, Eddystone Point



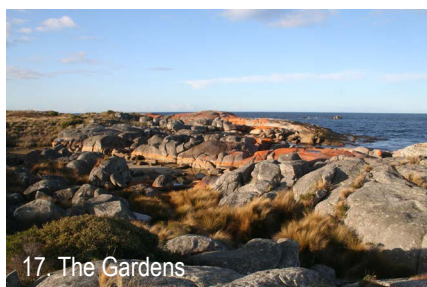
14. Ansons Bay



15. Ansons Bay inlet



16. Policemans Point camping



17. The Gardens



18. Sloop Lagoon camping







## Photo log



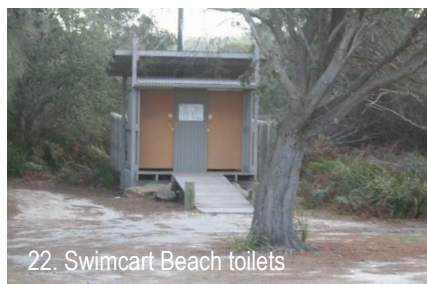
19. Cosy Corner camping



20. Cosy Corner beach access



21. Swimcart Beach camping



22. Swimcart Beach toilets



23. GrantsLagoon



24. Binalong Bay Cafe



25. Binalong Bay



26. Binalong Bay lookout



27. Skeletons Point



28. Grants Point



29. Georges Bay



30. Dora Point lookout



31. Humbug Point walking paths



32. Moulting Bay camping



33. Moulting Bay entrance



34. Georges Bay from Bayview



35. St Helens



36. Georges Bay from St Helens







## Photo log



37. Path from St Helens to Parkside



38. Georges Bay from Fairlea



39. View of Georges Bay inlet



40. Trail at St Helens Point



41. St Helens Point



42. Peron Dunes



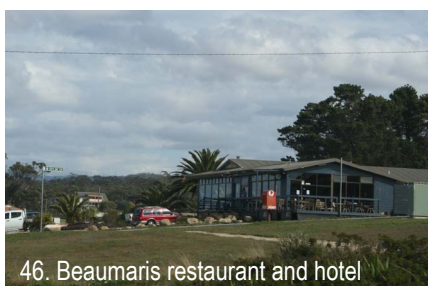
43. Dianas Basin camping



44. Dianas Beach



45. Dianas Beach lookout



46. Beaumaris restaurant and hotel



47. Shelly Point lookout



48. Scamander bridge



49. Falmouth inlet



50. Four Mile Creek lookout



51. White Sands and Brew Haus



52. Little Beach camping

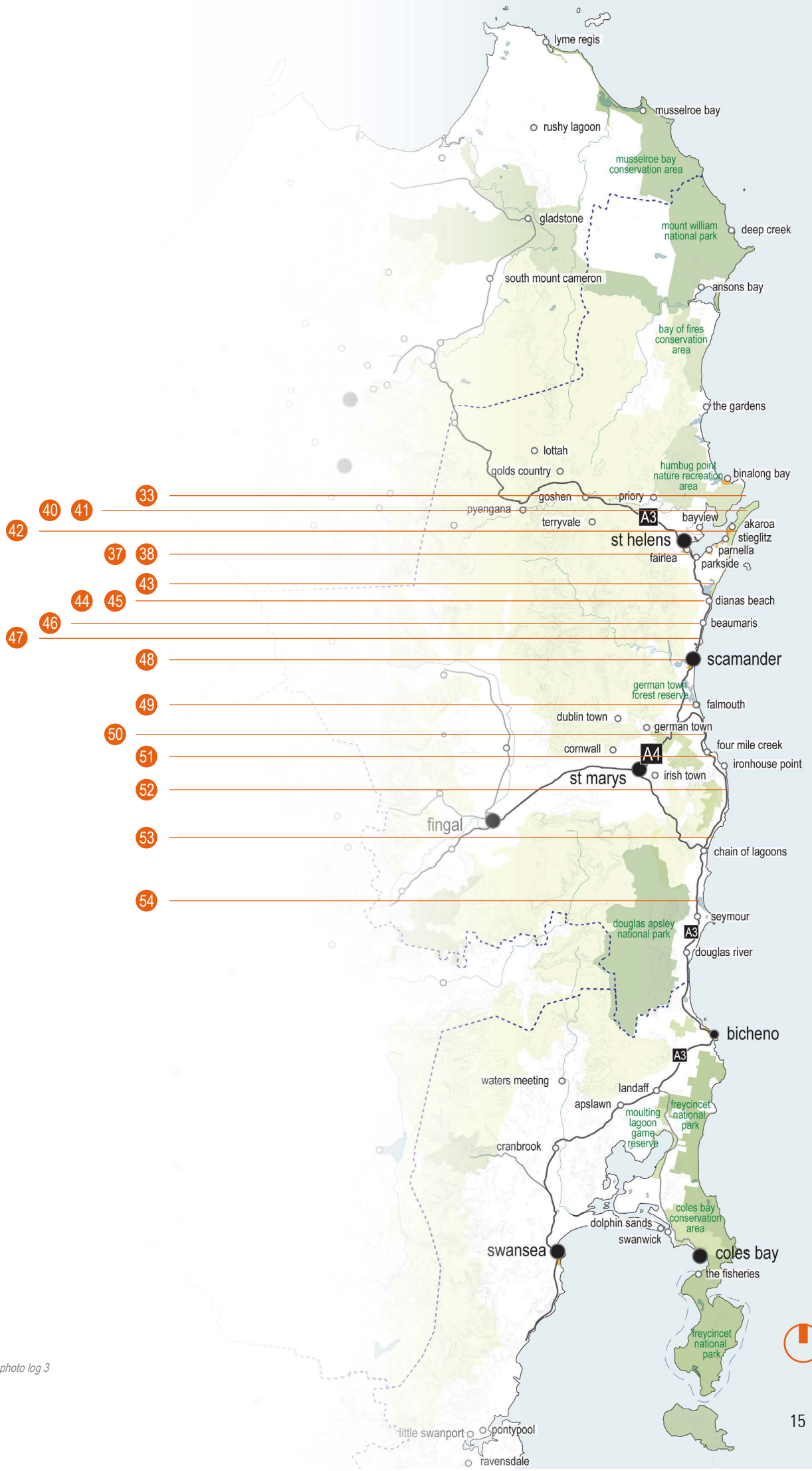


53. Lagoons Beach



54. Templestowe Lagoon



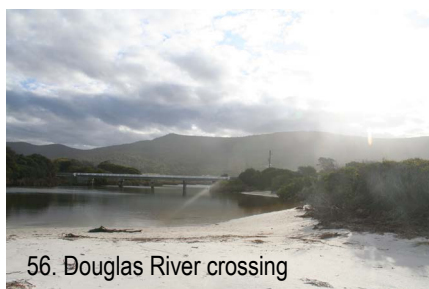




## Photo log



55. Denison Beach



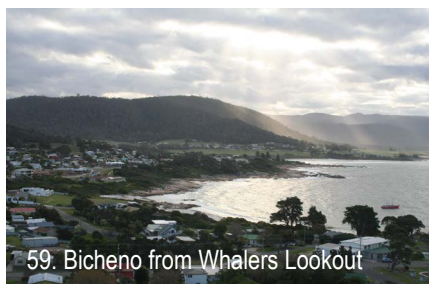
56. Douglas River crossing



57. Bichenó



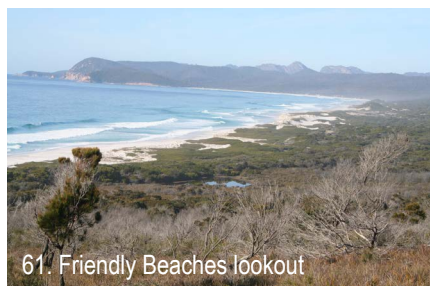
58. Bichenó trail to Whalers Lookout



59. Bichenó from Whalers Lookout



60. Tar Hill fire trails



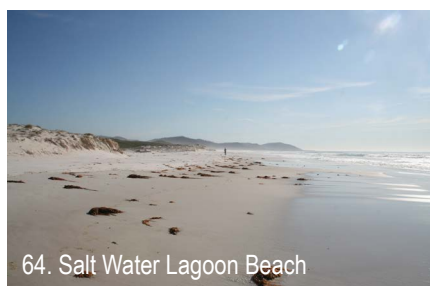
61. Friendly Beaches lookout



62. Friendly Beaches



63. Friendly Beaches camping



64. Salt Water Lagoon Beach



65. Moulting Lagoon/ Game Reserve



66. Moulting Lagoon from Swanwick



67. Coles Bay



68. Coles Bay to the Hazards



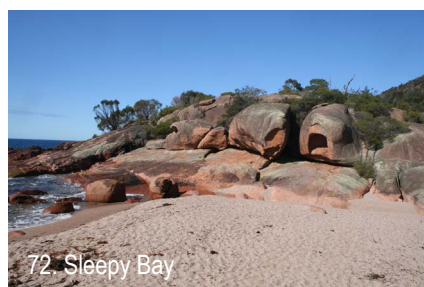
69. Freycinet Information Centre



70. Freycinet camping

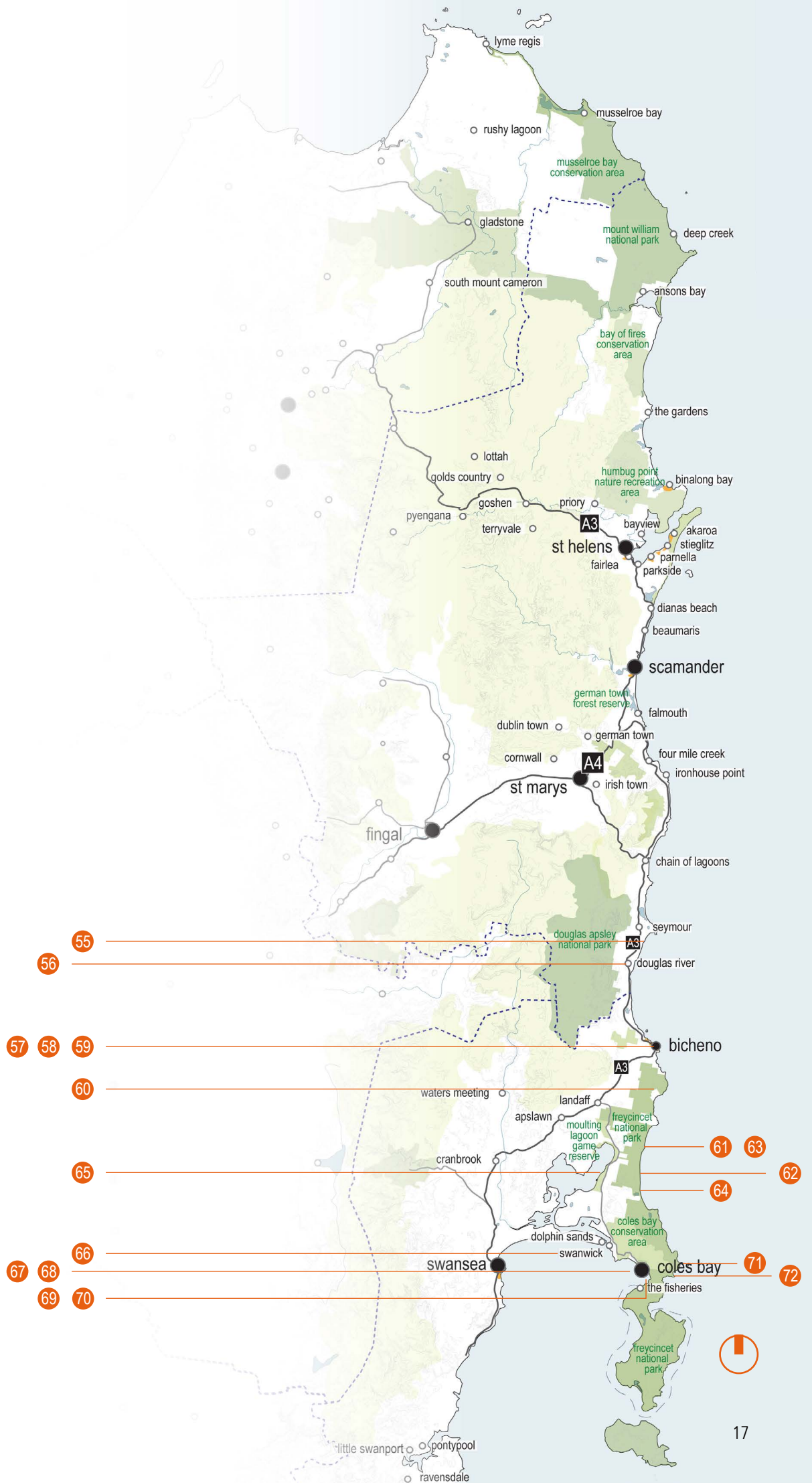


71. Cape Tourville boardwalk



72. Sleepy Bay





## Section 1: Background Analysis





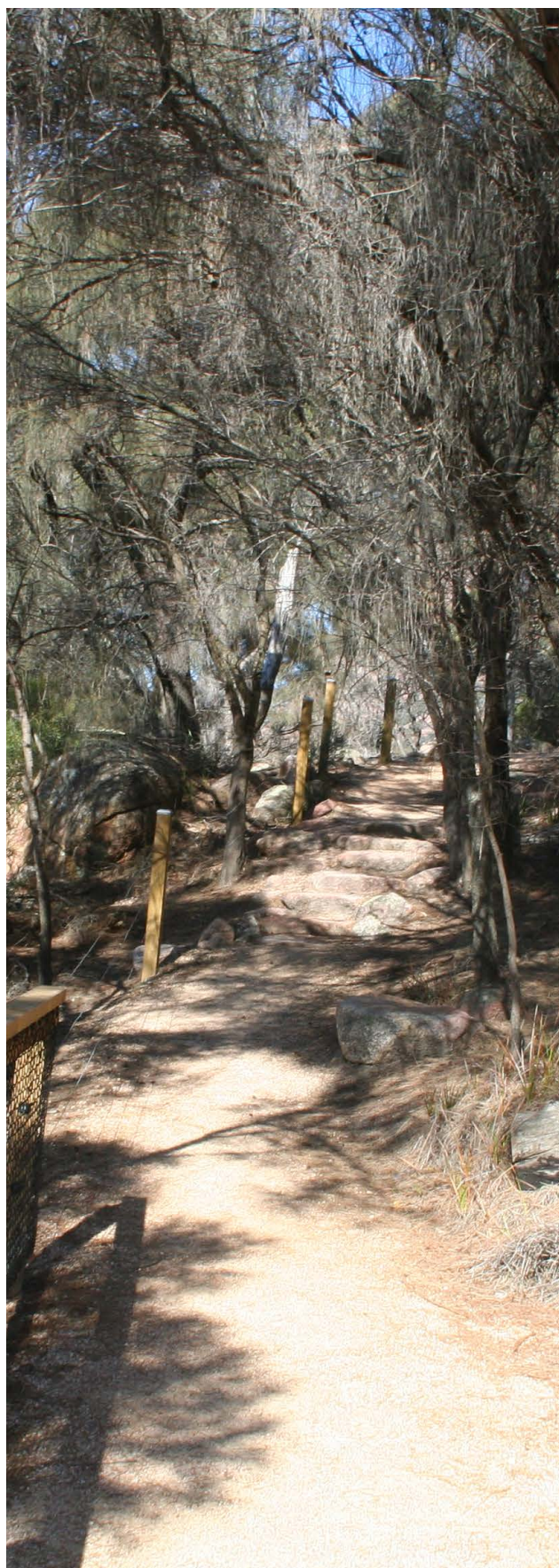


# 1 Introduction

Section 1 seeks to provide a high level assessment of existing trails along the coastline, and an evaluation of current and past trail proposals and alignments between Musselroe Bay and Coles Bay, identifying any significant gaps.

Section 1 comprises the following:

- Benchmarking study of six trails of similar length and complexity for comparison;
- Potential markets for the East Coast of Tasmania;
- Current planning policy context;
- Summary information on existing and proposed trails;
- Key nodes and attractions;
- Environmental features and natural values; and
- Biodiversity and cultural heritage sensitivity.



*Sleep Bay track*



## 2 Benchmarking study

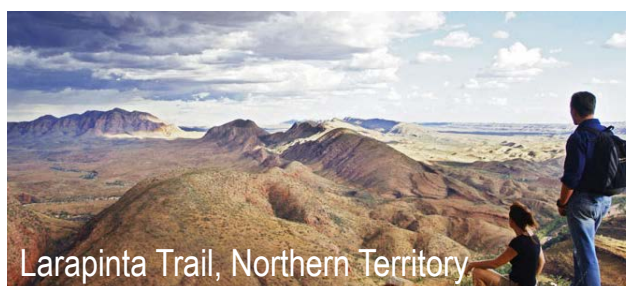
In the initial stages of the project, a benchmarking study was undertaken to better understand trails of similar lengths and complexities, both proposed and existing, in order to assist in defining what would be a suitable trail for the East Coast of Tasmania. The benchmarking exercise compares the distance and length of the trail, its difficulty level including the peak season for that walk and which direction the trail is traversed.

While a number of iconic trails around the world have been researched, the following six were chosen for benchmarking:

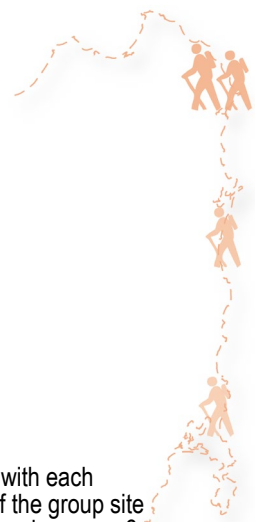
- Great Ocean Walk, Victoria;
- Grampians Peaks Trail, Victoria;
- Overland Track, Tasmania;
- Three Capes Track, Tasmania;
- Larapinta Trail, Northern Territory; and
- Pembrokeshire Coast Path, Wales.

The study provides a summary of the following components of each trail for comparison:

- Location, landscape quality and setting;
- Type and grade of each trail;
- Logistics of the trail including booking systems, costs and the management system;
- Restrictions; and
- Accommodation and related services.







## Great Ocean Walk

### established:

2006

### distance

100km

### length

8 days

### difficulty

easy/medium

### high season

spring/autumn

### direction

one-way  
east-west

### summary

#### Location:

The Great Ocean Walk (GOW) is located along the Victorian coastline, south-west of Melbourne. The walk stretches from Apollo Bay Visitor Information Centre to the Twelve Apostles.

#### Landscape quality:

The walk passes through tall forests, coastal heathlands, wild rocky shores, river estuaries and windswept cliff tops.

#### Setting:

The trail traverses through the Great Otway and Port Campbell National Park, along the rugged coastline to finish at the Twelve Apostles.

### type and grade of trail

#### Trail options:

3 x 1 night/2 day hikes

3 x 2 night/3 day hikes

1 x 3 night/4 day hikes

2 x 4 night/5 day hikes

1 x 5 night/5 day hikes

1 x 5 night/6 day hikes

1 x 6 night/7 day hikes

1 x 7 night/8 day hikes

#### Trail grades:

1 x Easy (12km)

2 x Easy/Medium  
(10.5km/16km)

3 x Medium  
(10km/10km/14km)

2 Medium/Hard  
(14km/14km)

### related services:

Services provided along the trail include: Otway's 4WD Touring Guide; Parks Victoria licensed tour operators provide food and water drop of service; Auswalk Walking Holidays; Bothfeet Walking Lodge & Tours; Walk 91, Great Ocean Road Shuttle; Hedonistic Hiking; Park Trek Walking Holidays; Port Campbell Touring Company; Timboon Taxi Service; Cape Otway Lightstation; and Great Ocean Road Wildlife Park.

### logistics

#### Cost to walk the trail:

Each campsite costs either \$27 or \$30 per night with each campsite with 3 people per campsite. The cost of the group site is \$162.00 per night, which accommodates 18 people across 6 sites.

#### Booking system:

Hikers using purpose-built GOW hike-in and national park campgrounds must book and pay online in advance. All walkers along the trek must register with Parks Victoria.

#### Management:

Substantially funded by Parks Victoria and the State Government. National parks are managed by Parks Victoria.

#### Land Tenure:

Public and private land.

### restrictions

- Weather conditions can impact whether the walk is safe. There is a high risk of fires during summer and flooding of rivers during winter. Areas such as beach, coastal walking or un-bridged river crossings can only be done during low-tide, calm sea and low water-level conditions.
- The Great Ocean Walk hike-in campsites can not be booked for more than 18 people.
- Individual and small-group camp sites can not be exclusively booked.
- Limited options for purchasing food along the way.

### accommodation

#### Campgrounds containing untreated rainwater tanks and shelter:

- 7 individual campsites which accommodate 12 people per booking in up to 4 of the 8 sites (max 3 ppl per tent); and
- 5 small-group camping areas available which accommodate 6 x 3 ppl, tent sites (max 18 ppl in the group areas).

#### Other accommodation includes:

- Non-park accommodation can be accessed in Cape Otway, Aire River, Johanna and Princetown;
- Car-based national park camping is also at Blanket Bay, Point Franklin, Parker River, Johanna Beach and Aire River Campgrounds; and
- Off- Park Accommodation (bed, shower).

## Grampians Peak Trail

### proposed trail

Currently the trail exists as a series of individual treks totaling 60km, however a Master Plan has been prepared by Parks Victoria and Grampians Tourism (A master plan for the Grampians Peaks Trail, 2014) which seeks to connect them all up with an additional proposed 83km, creating a world class-long distant trail.

established:

proposed

distance

144km

length

13 days

cost of trail

\$26 million  
(estimated)

difficulty

grade 3-5

direction

one-way  
north-south

predicted  
no. per year

32,000

### summary

#### Location:

Located in the Grampians National Park, positioned 240km north-west of Melbourne in Victoria's west, the trail begins at Mt Zero, and continues through Halls Gap to Dunkeld.

#### Landscape quality:

The trek will run through the rugged and majestic landscape including heathlands, low lying wetlands, moist ferny gullies and montane woodlands.

#### Setting:

Grampians National Park is the fourth largest National Park in Victoria. The trek will include some of Gariwerd's peaks from massive sandstone outcrops in the north, to rugged and remote Mount William in the centre down to the peaks overlooking Dunkeld and volcanic plains to the south.

### logistics

#### Trail details:

The trail provides a range of day walks, overnight walks (1-2 nights), segments walks (3-4 nights), multi-segment walks (4-11 nights) and full north-south stretch (12 nights).

#### Expected visitation:

The trail is expected to generate 32,000 visitors in 2015, increased from its current projected estimate of 13,800 and over 80,000 by 2025.

#### Anticipated revenue:

The trail is anticipated to generate \$2.55 million in 2015, increasing to \$6.39 million by 2025 as the trail develops.

#### Management system:

Parks Victoria, Grampians Tourism and Tourism Victoria have developed the master plan for the Grampians Peak Trail.

The trek is primarily in the Grampians National Park which is managed by Parks Victoria, however some road reserves and Lake Wartook is managed by Grampians Wimmera Mallee Water (unreserved Crown land).

Parks Victoria will manage the construction, maintenance and operation of the trail in partnership with the private sector to provide product and services such as accommodation.

### restrictions

- There is a carrying capacity for the trail to minimise environmental impacts including; 24 people per hiker camp, 15 people per hiker lodge, 3 hiker lodges along the length of trail.

### accommodation

#### Campgrounds containing untreated rainwater tanks and shelter:

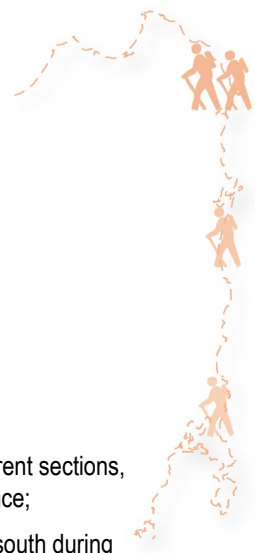
- A range of low and high yield accommodation will be built along the trail. Hiker camps will be provided by Parks Victoria with tent platforms;
- 11 hiker camps are proposed;
- On-walk hiker lodges will be provided by the private sector; and
- Proposed 9 areas for lodges.

### type and grade of trail

#### Trail sections:

The trail is broken up into 3 sections: northern, central and southern:

- Northern: 4 days (1-4) starting from Mount Zero and ending in Halls Gap Township, with a total length of 47.4km;
- Central: 5 days (5-9) starting at Halls Gap Township and ending at Yarram Gap Hiker Camp, with a total length of 57.9km; and
- Southern: 4 days (10-13) starting at Yarram Gap Hikers Camp and ending at Dunkeld Township, with a total length of 38.9km.



## Overland Track

established:

1931

distance

65km

length

6-10 days

difficulty

easy-moderate

high season

october-may

direction

north-south

no. per year

8000

### summary

#### Location:

The Overland Track is positioned in western Tasmania, starting from Ronny Creek in Cradle Valley and finished at Lake St Clair, Australian's deepest lake. The track includes Mt Ossa which is the highest peak in Tasmania.

#### Landscape quality:

The track passes through ancient rainforests, fragrant eucalypt forest, golden bottongrass moorlands and alpine meadows.

#### Setting:

The Overland Track is a premier alpine walk which traverses mountain summits, temperate rainforest, wild rivers, waterfalls and alpine plains, all included within the Tasmania Wilderness World Heritage Area.

### logistics

#### Trek details:

- No grading has been placed on the different sections, just a description of the walking experience;
- The track must be walked from north to south during peak times and is dual way in non-peak times; and
- Bus services provide access along the track.

#### Cost to walk the trail:

The Overland Track Fee is \$200 which only applies during peak season only.

#### Booking system:

The walk needs to be booked during peak time in order to manage the departure of 60 people per day during. This includes:

- 34 independent walkers;
- 13 group members booked using the group tent platform sites; and
- 13 walkers in commercial tour using private huts.

#### Management system:

The trail is managed by Parks and Wildlife Services but a number of private operations occur along trek such as accommodation.

#### Land Tenure:

Public land

### restrictions

- As there is no booking system for huts, walkers must carry tents in case no huts are available.

### accommodation

- There are a number of huts located along the trail with no booking system.
- Cradle Mountain Huts are privately operated along the Overland Track which costs between \$2,850 and \$3,050 for the walk.

### type and grade of trail

#### Trail sections:

- Day 1: Ronny Creek car park to Waterfall Valley (10km);
- Day 2: Waterfall Valley to Lake Windermere (8km);
- Day 3: Lake Windermere to Pelions Plains (17km);
- Day 4: Pelion Plains to Kia Ora (9km);
- Day 5: Kia Ora Hut to Windy Ridge (10km); and
- Day 6: Windy Ridge to Lake St Clair (18km).

### related services

- There are a number of walking tours that run the Overland Track. They range from Single Day tours, Multi-Day Tours, Accommodated Walking Tours, Safari Camping Tours etc.

## Three Capes Track

established:  
beginning in  
november 2015

distance  
82km

length  
6 days

difficulty  
easy/  
medium

cost of track  
\$25.3 million  
(2012)

direction  
west-east

predicted no.  
per year  
10,000

### summary

#### Location:

Located on the Tasman Peninsula in the Tasman National Park, 90 minutes south-east of Hobart. The trail is designed as a bushwalking and boating experience linking Cape Hauy, Cape Pillar and Cape Raoul.

#### Landscape quality:

The track is billed as Australia's premier coastal walking track. The area contains interesting rock formations and some of the highest sea-cliffs in Australia. The track is through forests and woodlands and shrublands and button grass.

#### Setting:

Set in the Tasman National Park and including the Port Arthur area, the walk and associated boat journeys will enable visitors to experience the rugged and remote sea-cliffs of south-east Tasmania.

### logistics

#### Trail details:

- The track will be constructed to "Australian Standard Class 3" providing a mud-free experience for walkers;
- An initial stage of the track opened in 2012. Stage two is expected to open in November 2015, with one further stage to open thereafter; and
- The trail will provide a series of potential walks of up to 5 nights. Included will be a boat experience across Port Arthur.

#### Anticipated revenue:

As for the Overland Track, independent walkers (86% of the total) will pay \$200 walking fees (2012 figures) which will pay for stay in public huts. Guided walkers will pay guiding fees and will stay in private huts. Economic benefits to the State are anticipated at \$19.7 million per year, with generation of 334 jobs.

#### Management:

The Trail has been developed by DPIPW and is written into the Park Management Plan. The Parks and Wildlife Service will develop the trails and provide Park Rangers to manage walkers and the environment. State and Commonwealth Governments have each contributed \$12.5 million towards the track development (2012) with funds coming from the private sector for development of commercial accommodation and the boat leg of the journey.

### type and grade of trail

#### Trail sections:

The track is being developed in three stages:

- Stage 1 – Upgraded the existing 4.7 km Cape Hauy Track, completed in June 2012;
- Stage 2 – Deliver 30km of new and upgraded track from Denmans Cove to the Mount Fortescue/Cape Hauy track junction, via Cape Pillar. Stage 1 and 2 will be open for use from November 2015. Walkers will depart from the Port Arthur Historic Site, travel by boat to Denmans Cove (opposite Port Arthur) to begin the 46 km (there are some two-way sections of the track) walk via Cape Pillar and Cape Hauy to Fortescue Bay; and
- Stage 3 – Deliver a track from near White Beach (Nubeena) to Safety Cove (near Remarkable Caves) via Cape Raoul and link to the Cape Pillar and Cape Hauy section of the walk via a boat journey from Safety Cove.

### restrictions

The number of walkers who can start the trail each day is restricted to 61. Accommodation at each public node will be restricted to 48. The track will only operate from 1st of November to 31st of April.

### accommodation

#### Campgrounds:

- For independent walkers there will be five accommodation nodes. Each will provide a bunkhouse for 48 people, communal kitchen, external toilets, a rangers hut (for four rangers) and a helipad;
- For the guided walkers there will be four huts or standing camps providing accommodation for up to 13 people; and
- The huts are based on a modular, environmental sensitive design, each arranged to suit the local conditions. They are constructed off-site. Rainwater tanks at each accommodation node will provide walkers with 10 litres of water per day. Waste water will be subject to primary separation, secondary filtration and ground absorption which has been deemed sufficient.



## Larapinta Trail

established:

2013

distance

223km

length

20 days

difficulty

medium/  
very hard

high season

june/august

direction

both directions  
east-west

### summary

#### Location:

Larapinta Trail is located in central Australia, within the Northern Territory, west of MacDonnell National Park. The trail is accessed from Alice Springs.

#### Landscape quality:

The trail passes through Australia's desert arid landscape made up of low-lying shrubs and harsh and rocky environment.

#### Setting:

The Larapinta Trail is a bushwalking and trekking experience in the centre of Australia. The path runs through a number of ranges, mountain peaks, rivers, water holes and creeks.

### logistics

#### Trail details:

- 12 sections ranging from moderate to very hard treks with varying distances, over 1-2 days;
- There are a range of walking options: day walks (6 x 6-12 hours), overnight walks (4 x 2-3 days), multi day walks (4 x 4-6 days), extended walks (3 x 7-12 days) or the full end-end walk (12-20 days); and
- Transfer operators provide drop-off and pick-ups along most trail heads.

#### Cost to walk the trail:

No trail fee, but camping fees apply in some places. Camping fees can range between \$5 and \$10.

#### Booking system:

There is no booking, permits or fee required for walking on the trail or use the campsites.

#### Management:

Managed by Northern Territory Parks and Wildlife.

#### Land tenure:

Public and private land ownership

### accommodation

#### Campgrounds:

- Camping is provided along 11 of the 12 sections which doesn't need to be booked, but must be paid in cash at the campground where required. There are 34 official campsites along the trail;
- There are water tanks at each trail head and at intermediate points; and
- There showers and kiosks at both Standley chasm and Ormiston Gorge.

### related services

- There are two recommended walking tour companies that trek the Larapinta Trail.
- A number of other tour services are provided on the Trail or in the West MacDonnell National Park including: bird watching, aboriginal cultural walks etc.

### type and grade of trail

#### Trail sections:

- Section 1: Telegraph Station- Simpson Gap / Moderate/ 23.8km;
- Section 2: Simpson gap- Jay Creek / Moderate / 25.1km;
- Section 3: Jay Creek- Standley Chasm / Hard / 13.6km;
- Section 4: Standley Chasm- Birthday Waterhole / Very hard / 17.7km;
- Section 5: Birthday Waterhole – Hugh Gorge / Very hard / 16km;
- Section 6: Hugh Gorge – Ellery Creek / Easy / 31.2km
- Section 7: Ellery Creek- Serpentine Gorge / Hard / 13.8km;
- Section 8: Serpentine Gorge- Serpentine Chalet Dam / Easy / 13.4km;
- Section 9: Serpentine Chalet Dam- Ormiston Gorge / Easy / 28.6km;
- Section 10: Ormiston Gorge- Finke River / Easy / 9.1km;
- Section 11: Finke River- Redbank Gorge / Hard / 26km; and
- Section 12: Redbank Gorge- Mount Sonder / Hard / 15.8km.

## Pembrokeshire Coast Path

established:

1970

distance

299km

length

10-15 days

difficulty

easy/hard

high season

July/ August

direction

both directions  
north-south

### summary

#### Location:

The Pembrokeshire Coast Trail runs along the western coast of Wales, Britain, traversing from St Dogmaels in the north, to Amroth in the south.

#### Landscape quality:

The coastal trail runs through maritime landscape from rugged cliff tops, winding estuaries, sheltered coves and wide-open beaches.

#### Setting:

The trail sites within the Pembrokeshire Coast National Park which is Britain's only coastal National Park and designated conservation sites.

### logistics

#### Trail detail:

- The trail is a challenging 35,000 feet of ascending and descending the coastline;
- The trail runs in a north-south alignment and can be trekked in both directions;
- The coast walk is serviced by a number of dedicated walkers bus services; and
- There are a number offshoot trails that connect with the Pembrokeshire Coast Path.

#### Cost to walk the trail:

Free.

#### Booking system:

None.

#### Management system:

The trail is located almost entirely within the Pembrokeshire National Park and is managed by Parks Authority. The management of the Trail is funded by the Welsh Assembly Government, Natural Resources Wales and the Pembrokeshire Coast National Park Authority. Areas of the trail outside the National Park are managed by Pembrokeshire County Council.

#### Land Tenure:

Most of the trail is located on private land. The authority acknowledges the support of many landowners including the National Trust and MOD.

### type and grade of trail

#### Trail sections:

There are 15 different sections along the coastline between St Dogmaels and Amroth. Overall there are 19 easy access walks around Pembrokeshire. These are then broken down into a number of sections with ranging grade levels. An example of this is from St Dogmaels to Newport (25.7km) which is split up into 8 different legs ranging in lengths and difficulties, as follows:

- St Dogmaels to Poppit Sands (1.6km)- Grade 1
- Poppit Sands to Allt-y-goed cattle grid (1.6km)- Grade 3;
- Allt-y-goed cattle grid to Cemaes head path (1.6km)- Grade 5;
- Cemaes Head to Pwll-y-granant (1.6km)- Grade 6;
- Pwll-y-granant to Ceibwr (3.2km)- Grade 6;
- Ceibwr to Pwll-y-wrach (1.6km)- Grade 4;
- Pwll-y-wrach to Newport Sands (9.7km)- Grade 6; and
- Newport Sands to Newport parrot (3.2km)- Grade 3.

### related services

- There are a number of tour groups and private accommodation provided to support the trail.

### accommodation

- There is a large variety of accommodation along the trail, including camping, caravan, hostels, hotel, cottage, guest house, B&B etc.





Overland Track

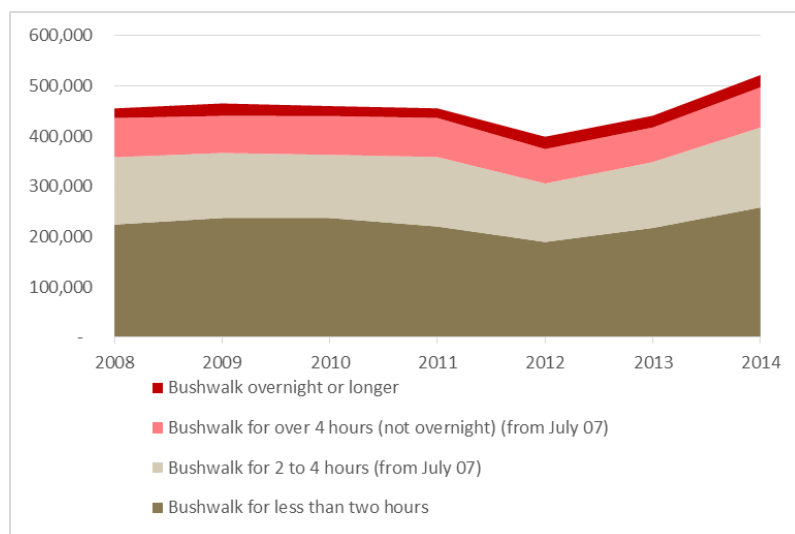
## 3 East Coast market

### 3.1 Bushwalking in Tasmania

Tasmania is a bushwalking destination of world renown based on its iconic walks such as the Overland Track and, its large protected areas of outstanding natural beauty. These areas attract serious bushwalkers from Australia and around the globe. They also attract many people who are, perhaps, less committed but who nevertheless enjoy bushwalking as a part of their holiday experience.

In all, 49% of visitors to Tasmania – or 520,000 people - undertook some kind of bushwalk in the last financial year (Tourism Tasmania, 2014 – visitors over 14 years). This figure excludes Tasmanian's, of whom around 24% participated in day bushwalks and 5% in overnight bushwalks (latest available figures from ABS, 2007).

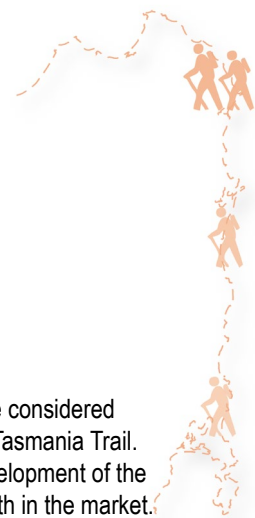
The number of visitors to Tasmania who go bushwalking has grown significantly in the past three years after a dip in 2012, as illustrated in the following chart.



*Bushwalking by visitors to Tasmania, 2008 to 2014*

*Source: Tourism Tasmania, 2014*





## 3.2 Visitors to the East Coast

The Sustainable Tourism Options Report has estimated that there were 517,000 visitors to the East Coast tourism region in 2012-13 (including Break O'Day and Glamorgan-Spring Bay municipalities). There were 303,000 overnight visitors who spent a total of 861,000 nights in the region. The great majority of these were domestic visitors.

The numbers of domestic visitors to the East Coast region has varied over time, as has the region's share of visitors to Tasmania, as shown in the chart below.

The chart shows that over the past 15 years, domestic visitor nights in the region have not grown, although the trend since 2010 has been upwards. Similarly, the region's share of the State's domestic visitor nights peaked in 2008 at 14% then fell to less than 9% in 2009, with modest growth thereafter. There is a strong correlation between the visitor numbers to the region and to the State as a whole.

The reasons for the lack of consistent growth in numbers are many and have been mirrored to some degree at the State level.<sup>1</sup> Nevertheless, amongst the reasons for the low rate of growth has been the lack of investment in new activities and accessible accommodation.

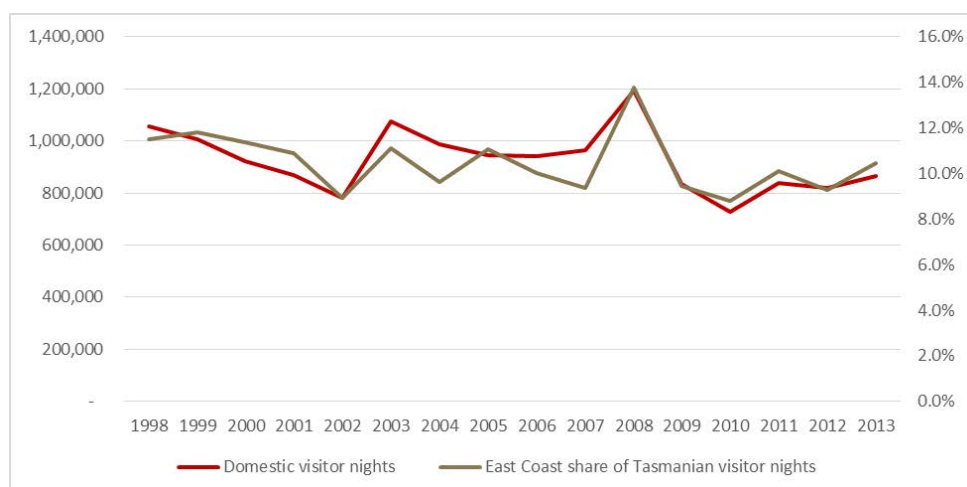
Currently, around 50% of interstate and international visitors undertake some kind of bushwalk. Using this figure and current visitor numbers to the East Coast region, the market for some kind of participation in the potential East Coast Tasmania Trail amongst this group would be 66,000 per year. In addition, the 25% of Tasmanians who engage in bushwalking – 128,000 – would also be a market.

This potential market – 194,000 people – can be considered the initial audience for the potential East Coast Tasmania Trail. Promotion and marketing of the activity and development of the facilities would be likely to generate strong growth in the market. Figures from the Tasmanian Visitor Survey show that the number of visitors to the State who participate in bushwalking has grown 2.4% per year since 2008.

The number of people who participate in overnight bushwalks has grown by 4.2% per year. Presently the market in the East Coast region for overnight bushwalking is conservatively 29,000 (3,000 visitors to Tasmania and 26,000 Tasmanians<sup>2</sup>). Again, with the provision of facilities and promotion of the ECTT, the number of visitors to Tasmania who could be attracted to the East Coast for overnight bushwalking would rise.

The latest figures for Australia as a whole show that 2.4% or 412,000 people in 2010 participated in bushwalking as an activity and that walking for fitness is Australia's most popular form of exercise (ABS, 2010).

Improving access within and to the East Coast of Tasmania will increase visitation and participation in the potential ECTT.



Domestic visitor nights, East Coast region and regional share of Tasmanian visitor nights, 1998-2013

Source: Tourism Research Australia, 2014

<sup>1</sup> The lack of growth in numbers may also have been offset to some degree by an increase in the yield per visitor.

<sup>2</sup> 2.4% of Interstate and International visitors (TVS for the whole of Tasmania); 5% of Tasmanians (from ABS, 2007)

### 3.3 Iconic walks

Bushwalkers who camp overnight on the iconic walks in the State are relatively few. Around 9,000 per year now undertake the Overland Track, for example. Research in the 2005-06 season (Parks and Wildlife Service, PWS, 2007) indicates that 93% of walkers on the track were from interstate (58%) or overseas (35%). The Overland Track therefore accounts for 35%-40% of all overnight bushwalks by visitors to the State. The Overland Track requires a commitment to at least 5-6 days walking; the only entries and exits to the walk are at either end.

Nevertheless, the Overland Track provides an aspirational goal for many walkers. Each end of the track attracts many tens of thousands of people – 170,000 to Cradle Mountain at the northern end of the Track and 71,000 to Lake St Clair at the southern end (PWS, 2014). Most of these people undertake some kind of bushwalk whilst visiting and there is an extensive network of trails in these locations.

The value of iconic tracks has been recognised by the Tasmanian Government which is currently developing the Three Capes Track in the Tasman National Park, south east of Hobart. This Track will provide a walking experience of up to 5 nights in spectacular coastal scenery. The Track has been designed as commitment of at least three days, with walkers registering and paying to undertake the route and staying in dedicated huts (public or private). The cost of track development and public huts is expected to be \$25.3 million. Around 10,000 walkers per year are expected to undertake this walk. The value to the State has been estimated at \$19.7 million per year as a result of additional visitors and additional spending.

### 3.4 Short walks

The value of iconic walks is clear but most people, most of the time, undertake much more limited forays into the bush. There is a wide range of opportunities for this, including nature walks, short walks, and day walks that are publicised by PWS and others. As mentioned earlier, the PWS has created a list of 60 of the best short walks of varying lengths and difficulties and publicised them through a booklet, website and smart phone application.

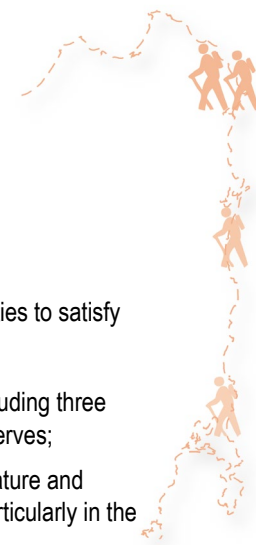
Six of the publicised short walks are in the East Coast study area for this project. These include:

- Apsley River Waterhole and Gorge;
- Friendly Beaches;
- Cape Tourville;
- Wineglass Bay Lookout;
- Wineglass Bay and Hazards Beach Circuit; and
- Loontitetermairrehoiner (Swansea City and Coast Walk).



*Promotion for 60 Great Short Walks by PWS*





### 3.5 Motivations

Market research on the motivations of people on multi-day walks was undertaken by Planning for People (2006) as part of a project to identify new walks for development. This research was aimed mainly at the development of private walking tours. The research indicates that the key attributes sought by participants in privately operated walks are:

- A sense of achievement;
- Experiencing nature; and
- A feeling of peace and remoteness.

Walks of 3-5 days were preferred by time-poor but relatively affluent individuals.

Independent walkers identified a similar range of key attributes. The following table reproduces the results of the survey of walkers.

The East Coast Tasmania Trail offers opportunities to satisfy many of these motivational attributes, including:

- Areas of unspoilt natural scenery, including three National Parks and several major reserves;
- Areas of wilderness, being close to nature and opportunities to encounter wildlife, particularly in the National Parks and on the coast; and
- Opportunities for physical challenges and exercise at most levels.

Motivations	Very important % (n =235)	Moderately important % (n =235)	Not very important % (n =235)
Walking as part of a commercial group	1.3	3.8	91.5
Unspoiled natural scenery	87.7	11.1	0.0
Wilderness	80.9	17.9	0.4
Being close to nature	83.8	14.5	0.9
Peace and tranquility	83.0	16.2	0.0
Escape from restrictions of everyday life	74.0	23.8	1.7
Challenge	51.1	41.7	6.8
Physical exercise	53.2	42.1	4.3
Stimulation and excitement	46.0	44.7	8.1
Not having to camp with large groups	50.2	36.2	12.8
Chance to encounter wildlife	55.7	41.3	1.7
Learn about nature	37.4	53.2	8.5
Solitude	34.5	51.1	11.5
Share experience / spend time with companions	53.6	40.4	5.1
Get away from other people	34.9	46.8	17
Meet new people	11.9	41.7	45.5
Chance to visit or explore new area	67.7	29.4	1.3
Freedom to choose own itinerary	58.3	37.9	2.1
Choice of accommodation	32.8	44.7	21.7
Presence of huts	16.2	40.4	41.3
Easily accessible to public transport	27.7	43.0	28.5

*Importance of the qualities of an overnight walk*  
Source: Planning for People, 2006

## 4 Current policy context

The study area falls within three councils: Dorset Council to the north, Break O'Day Council in the center and Glamorgan-Spring Bay Council on the southern section of the study area. As the Break O'Day Council covers the largest portion of the study area, from Cods Bay to Denison Beach, Break O'Day Council was nominated to manage the Australian Government Department of the Environment (DoE) grant to undertake the East Coast Tasmania Trail Feasibility Assessment project. This Feasibility Assessment forms part of the Planning for Sustainable Tourism On Tasmania's East Coast project which is being conducted as part of the Sustainable Regional Development Programme (SRD). A summary of the most relevant policy documents including the Trails Tasmania Strategy, the Break O'Day Municipal Management Plan and the relevant zones and overlays are outlined below, followed by a list of relevant documents.

### 4.1 Break O'Day Municipal Management Plan (MMP)

The Break O'Day Council is guided by a draft Municipal Management Plan which seeks to provide an integrated strategic approach to guide and establish priorities for works over public land and infrastructure for the next 10 years, including funding applications.

The MMP includes a number of components that guide and prioritise development through the Council. The documents relevant to the potential East Coast Tasmania Trail project include:

- Economic Development Strategy (2013)
- Responding to Climate Change (2013)
- Vegetation Management Plan (2013)
- St Helens Town Structure Plan (2013)
- Land Use and Development Strategy (2013)

This MMP is used in conjunction with the Interim Break O'Day Planning Scheme 2013, to guide development within the municipality.

An additional relevant document prepared by the Break O'Day Council is the Tourism Development Strategy (2012-2017).

### 4.2 Trails Tasmania Strategy

The Trails Tasmania Strategy (2007) has been prepared for the Tasmanian Government, drawing on extensive consultation to provide a strategy for the planning, development and sustainable management of an integrated recreational trails network in Tasmania. The strategy identifies the importance of recreational trails for the community and the economic, environmental and cultural tourist benefits to the state. Trails also bring significant economic benefits to local towns and settlements and provides links between key open spaces. The key findings of the consultation indicated that there is a range of identified trail needs, with the request for trails to be close to local towns for easily access.

The vision is that:

*Tasmania will be recognised for its diverse and sustainable recreational trails that are among the best in the world.*

The broad outcomes of this vision are:

- Better coordination of the planning, development and management of trails via an agreed plan for Tasmania;
- Improved lifestyle, health and wellbeing of Tasmanians through increased participation in recreational trail activities;
- Community needs matched to priorities for maintaining access and improving the diversity of recreational trail experiences;
- Development of alternatives for non-motorised transport in urban and suburban areas; and
- Trail infrastructure that will increase economic activity and bring benefits to local communities.

The report also identifies six strategies for implementation, these are:

1. Clear leadership and responsibility for trails
2. Improving coordination of trail development
3. Better planning for trails
4. Innovative trail development
5. Effective marketing and promotion of trails
6. Increased funding and resources for trail planning, development, management and maintenance.



## 4.3 Zoning and overlays

### 4.3.1 Zoning

The Dorset Council, Break O'Day Council and Glamorgan-Spring Bay Council have a range of different zonings within the study area. The following zones are largely applied within the study area.

The **Environmental Management Zone** covers most of the study area along the coastline, particularly National Parks, State Forest and Conservation Areas. The purpose of the Environmental Management Zone is to:

- *To provide for the protection, conservation and management of areas with significant ecological, scientific, cultural or aesthetic value, or with a significant likelihood of risk from a natural hazard.*
- *To only allow for complementary use or development where consistent with any strategies for protection and management.*

Infrastructure provisions under the Environmental Management Zone state that any footpaths and trails must be a minimum of 1m wide for standard walking trails, and 1.5m wide for wheelchair access, where required. The performance criteria for any trail or footpath notes:

- *Footpaths and trails must be sensitively located to take advantage of landscape features without interfering with natural drainage patterns or water catchment areas.*

The **Rural Resource Zone** applies to private agricultural land along the coastline.

**Environmental Living, General Residential** and **Low Density Residential Zones** also apply to towns and settlements within the study area.

### 4.3.2 Overlays

Within the council planning schemes the Priority Habitat Overlay covers most of the study area along the coastline. Areas excluded from this overlay are: private land ownership south of Ansons Bay, around Honeymoon Point, surrounding St Helens, north of Dianas Basin, south of Falmouth, north and south of Four Mile Creek and Templestone Lagoon.

The objectives of the Priority Habitat Overlay are to ensure that:

- *Vegetation identified as having conservation value as habitat has priority for protection and is appropriately managed to protect those values; and*

- *The representation and connectivity of vegetation communities is given appropriate protection when considering the impacts of use and development.*

Performance Criteria identify that clearance or disturbance of native vegetation within Priority Habitats may be allowed where a flora and fauna report is produced to determine the quality of the vegetation.

Flood Risk Area Overlay has been applied to: areas around Georges Bay particularly on the western side of St Helens, Moulting Bay and St Helens Point; areas on the southern edge of Henderson Lagoon and south of Templestowe Lagoon. The objective of the Flood Risk Area Overlay is:

- *To protect human life, property and the environment by avoiding areas subject to flooding where practicable or mitigating the adverse impacts of inundation such that risk is reduced to a low level.*

## 4.4 Relevant documents

There are a number of other documents that should be considered as part of the East Coast Tasmania Trail project, these include:

- Tasmania's Plan for Physical Activity (2011-2021);
- Healthy By Design: A Guide to Planning and Designing Environments for Active Living in Tasmania;
- Tasmanian Walking and Cycling for Active Transport Strategy;
- St Helens Cycle/ Pedestrian Foreshore Network Strategy;
- Tasmanian East Coast Long-Distance Trail Scoping Study;
- Economic Development Strategy;
- Tasmanian Coastal Adaption Pathways Project- Georges Bay;
- Freycinet Eco Retreat;
- East Coast Destination Management Plan (2013);
- Bay of Fires Tourism Development; and
- Tasmania State Coastal Policy (1996).



## 5 Existing and proposed trails

In order to be able to understand the potential for the East Coast Tasmania Trail alignment, an analysis is required to document where existing and proposed trails are located within the study area, to identify where gaps exist and where possible trail extensions and linkages could be created. This assessment has categorised existing trails into: formal walking trails, other walking trails, beach access paths, 4WD and mountain bike trails, fire trails and wine trails as discussed below. There are four main trail proposals identified in the study area with a number of other potential trails discussed in the Trails Tasmania Strategy.

### 5.1 Existing trails

The walking trails noted below are documented and mapped trails along the coastline or have been identified through the 3 day site visit. All existing trails within the study area have been mapped according to these categories located on pages 51-65.

#### 5.1.1 Formal walking trails

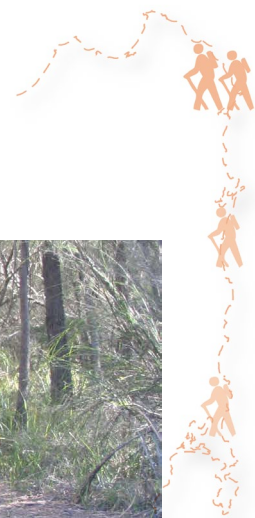
Formal walking trails are those that are mapped, documented and promoted to the public as recreational attractions/ experiences along the coastline. The following formal trails have been identified within the study area:

- Mount William Summit trail: 45 min trail within Mount William National Park that provides access between the car park and the summit viewing platform.
- Mount William to Stumpy's Bay trail: 1hr and 45 min trail within Mount William National Park between the Mount William car park and the southernmost camping site at Stumpy's Bay.
- Bay of Fires Lodge Walk: 4 day guided tour starting at the northern end of Mount William National Park, following the coastline to the Bay of Fires Lodge. The trail then treks to Anson's Bay, Anson's River inlet and kayaks across Anson's Bay, to then return along the peninsula back to the Lodge.
- Skeleton Bay Trail: 1hr 30min trail from Skeleton Bay around the coastline passed Skeleton Rock, Grants Point, and finishing at Dora Point camping grounds. There is an additional 1hr extension from Dora Point to Moulting Bay camping area.
- Humbug Point track: 4 hour trail from Moulting Bay camping area to Humbug Point and finishing at Dora Point. This trail connects to the Skeleton Bay Trail.
- St Helens to Parkside: An existing trail along Georges Bay (and road) between the southern end of St Helens at Golden Fleece Bridge to Stieglitz.
- St Helens Point Training Wall Scenic Walk: 1/2hr walk (1.4km) around the edge of St Helens Point from Burns Bay to Beerbarrel Beach.
- Leeabarra Track: 2-3 days, medium grade trail, running north to south through the Douglas Apsley National Park. This trail is not well maintained and requires upgrades. There are 7 different trail options: the Lookout Track (15min), Apsley Gorge Circuit (2-4hrs), Heritage and Leeabarra Falls (5-7hrs), Heritage Falls/ Rainforest Circuit (7-9hrs), Leeabarra Track (2.5 days), West of the Park and Apsley Myrtle Rainforest Walk (30min). The shorter walk to the Apsley River Waterhole and the Gorge is one of the 60 Short Walks promoted in Tasmania.
- Whalers Lookout Trail: 15 minute walk that provides access to a look out at the highest point in Bicheno, which offers views across the town and both northern and southern coastlines.
- Bicheno Foreshore Footway: 3km trail wrapping around the coastline of Bicheno, beginning at Redbill Point, continuing through to Peggy's Point, Souvenir Shells, passing the renowned Blow Hole on the southern side of the town to finish at Rice Beach.
- Cape Tourville Short Walk: is an easy Grade 1, 600m circuit (20 min) around the granite coastline of Freycinet and Cape Tourville Lighthouse. A boardwalk is provided along the cliff edges, offering long ocean views of the mountainous coastline. This is one of the 60 Short Walks.
- Sleepy Bay Trail: 15 minute walk from the car park down to Sleepy Bay. This trail is a steep decent down to the gravel beach.
- Loontitetermairrehoiner (Swansea City and Coast Walk): 1 hour (2.3km) easy walk around the historic town centre and formed coastal track. This is broken down into the Historic Walk (town) and the Waterloo Point walk (coast). This is one of the 60 Short Walks promoted in Tasmania.
- Friendly Beaches trail: a level 2 walk, 5hr walk along the beach. This is one of the 60 Short Walks in Tasmania.

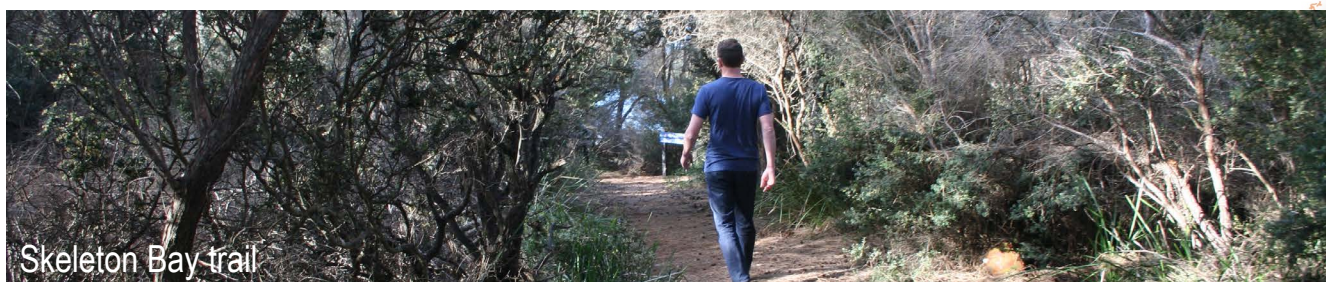
#### Freycinet National Park trails:

- Wineglass Bay Lookout Circuit: 1- 1.5 hours (3km) with a moderate difficulty. This is one of the 60 Short Walks.
- Wineglass Bay Lookout and Beach: 2.5hours (6km) with a steep walk.
- Wineglass Bay- Hazards Beach Circuit: 5 hours (11km), considered difficult. This is one of the 60 Short Walks.
- Mount Amos: 3 hours, considered difficult with steep inclines.





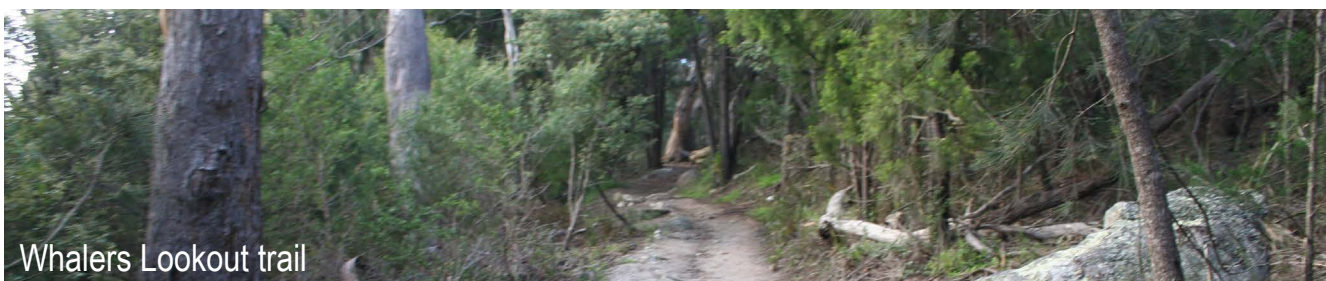
Mount William Summit trail



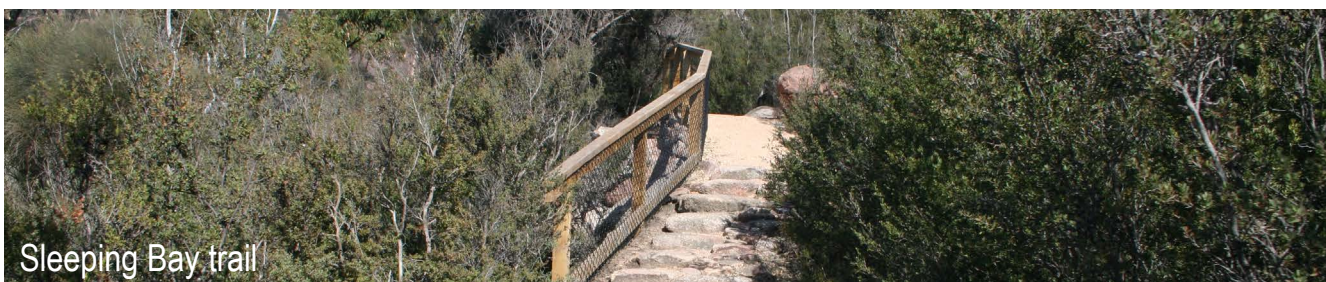
Skeleton Bay trail



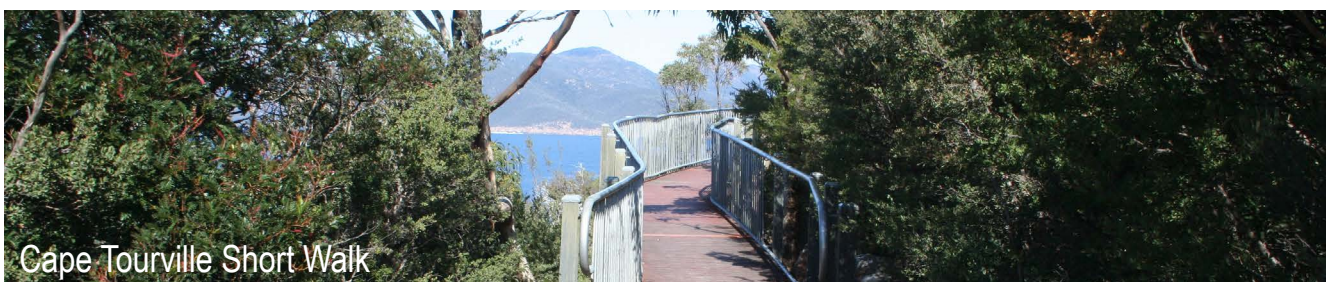
Humbug Point track



Whalers Lookout trail



Sleeping Bay trail



Cape Tourville Short Walk



### 5.1.2 Other walking trails

A number of other walking trails were identified through site investigations in August, 2014. These trails are considered shorter walking paths that are not so widely marketed or appear as an extension of camping grounds, look out points etc. that will benefit the overall potential trail. The following trails have been noted within the study area:

- Picnic Corner Beach trail: 30min from the road to the beach.
- Larc Beach trail: 10min from the road to the beach.
- Bay of Fires access trail (Larapuna): 15min from Eddystone Point (Larapuna) to the Bay of Fires beach.
- Sloop Lagoon trail: a 1km walk from Sloop Lagoon to the Sloop Rock Point. Another 1.5km trail also traverses between Big Lagoon and Sloop Lagoon.
- Binalong Bay Coastal Walk: an informal trail that begins at the north-western point of Binalong Bay, crosses a wooden bridge over Grants Lagoon inlet and runs along the bay passed Round Hill Point, Jeanneret Beach and Swimcart Beach to finished at the Swimcart Beach campsite and Swimcart Lagoon.
- Coastal Reserve Walking Route: an informal trail that continues from the Bicheno Foreshore Footway at Rice Beach down to Cape Lodi. Majority of this trail is considered to be rock hopping or beach walking.

### 5.1.3 Beach access paths

There are a number of short paths that have been documented and/or noted through the site visit which provide access from roads, camping sites and public land to either the beach, bay or water body. These are important to identify as they will benefit the overall trail either in providing access for potential trail connections, or allowing the access for construction materials to the relevant areas in order to build or upgrade the trail. These beach access paths have been identified on the mapping on pages 51-65, majority of which are located around camping areas.

### 5.1.4 4WD and mountain bike tracks

There are a number of 4WD and informal mountain bike tracks throughout the study area that have been identified that can be used to connect parts of the potential trail alignment. A number of mountain bike trails are noted between Diana's Basin and St Helens Point, south of Bicheno and within Freycinet National Park. A BMX track has also been constructed in Bicheno, funded by Economic Stimulus Package in 2011. All BMX, 4WD and mountain bike tracks have been illustrated on the mapping on pages 51-65.

### 5.1.5 Fire trails

An extensive network of fire trails exists within the national parks, state reserves, conservation areas, forest reserves, and recreational areas of the study area. Whilst primarily intended for maintenance access, they are suitable for walking. Many of these fire trails are mapped but are not well maintained.

### 5.1.6 Food and wine trails

There are a number of food and wine trails within the study area. While these are mostly driving trails, they should be considered as part of this background analysis. One of the main wine tours in Tasmania is the East Coast Wine Route. The route begins at Orford, and continues north along the Tasman Highway passing by numerous wineries to end in Bicheno.

The Freycinet Marine Farm runs a 1 hour tour for groups of 10 people to their oyster and mussel farms including a tasting of the fresh seafood.

The Long Lunch Tour Co offers the Freycinet Food and Wine Tour, a degustation which includes the Freycinet Marine Farm, 3 cellar doors and Kate's Berry Farm in Swansea.





Picnic Corner Beach trail



Cosy Corner camping beach access



Binalong Bay beach access



Sloop Lagoon camping beach access



Dianas Beach lookout point and beach access



Friendly Beaches lookout point and beach access



## 5.2 Proposed trails

The trail proposals within the study area have been mapped on page 51-65 and listed below:

- Wukalina to Larapuna – Aboriginal Trek – an Adventure into a Cultural Landscape: A cultural experience proposed by the Aboriginal community, with development of eco-huts at Wukalina and use of the granite cottages at Larapuna (Eddystone Lighthouse). Groups of 10 people are envisaged, with a 3 night experience at Cobblers Rocks and Larapuna, with aboriginal themed meals, stories and cultural interpretation. Walking will occur on day 1 and 2 (22 km in total). This walk would use existing trails and beaches.
- Binalong Bay and St Helens: A shared walking and cycling path connection between St Helens and Binalong Bay is a 'Recommended Action' in the St Helens and Surrounds Structure Plan (2013). This connection is also supported by the Break O'Day Municipal Management Plan.
- St Helens and Akaroa: A shared walking and cycling path connection between St Helens and Akaroa is a 'Recommended Action' in the St Helens and Surrounds Structure Plan (2013). Noting that there is an existing partially sealed path between St Helens and Stieglitz, and that the connection to Akaroa was washed out and requires rebuilding. This connection is also supported by the Break O'Day Municipal Management Plan.
- Two Lagoons Trail: The proposed Freycinet Eco Retreat located west of Friendly Beaches has suggested a potential 'Two Lagoons' day walk between Saltwater Lagoon and Fresh Water Lagoon connecting up to the proposed accommodation. The report highlights this proposed trail as a potential overnight stop by individuals and groups along the proposed East Coast Tasmania Trail. The trail itself uses existing 4WD tracks to provide this connection.

### 5.2.1 Other

An attachment to the Trails Tasmania Strategy prepared for the Tasmanian Government provides an inventory of nominated trail projects in Tasmania. The following suggested trails are within the study area, however have not been mapped:

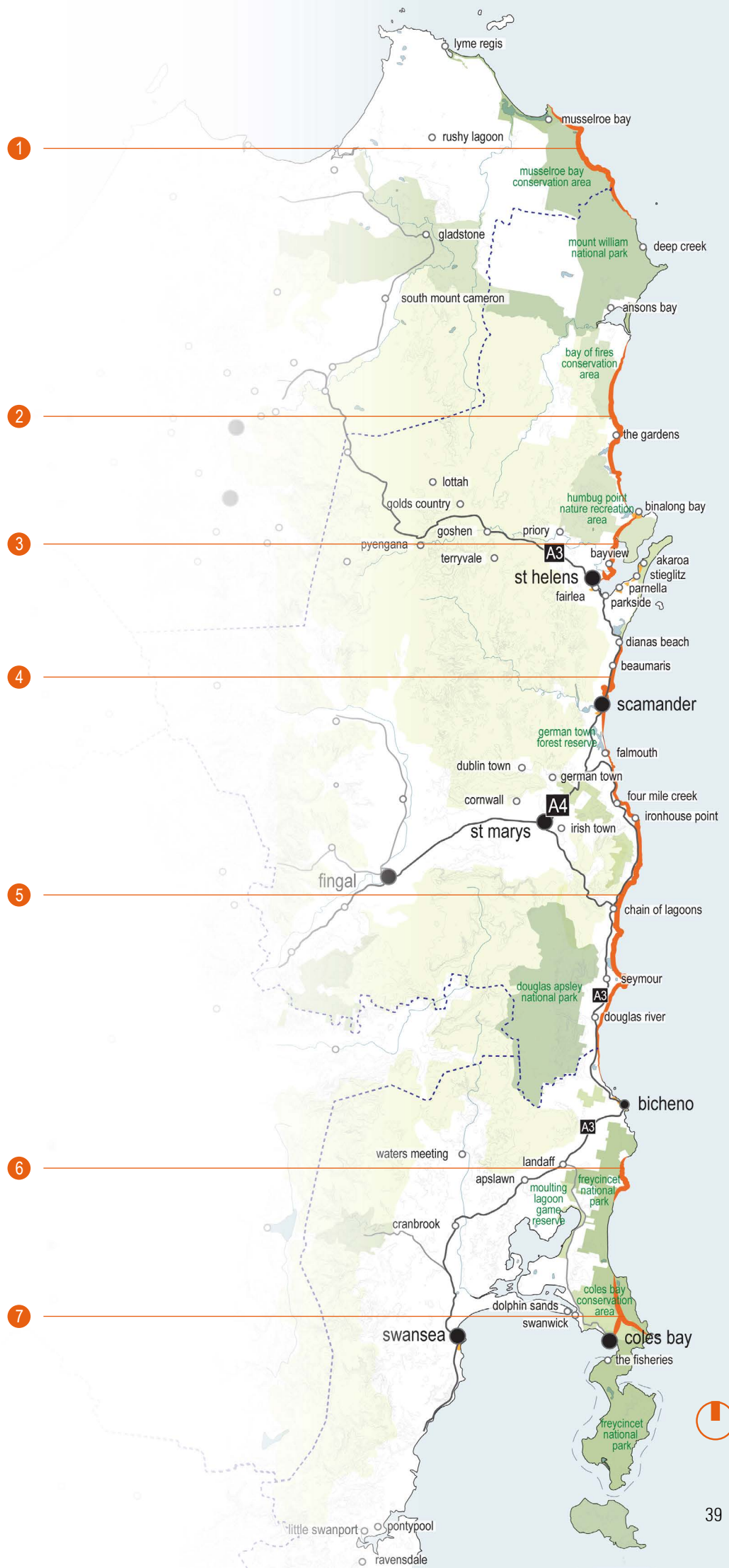
- Bicheno: The Bicheno Riding Club is suggesting a 2-4 or 5+ hour trail at a medium level of difficulty including lookout points and signage.
- Bicheno and Swansea: Bicheno Community Development Association are suggesting an 50km overnight safe cycleway along the East Coast which provides opportunities for walkers and horse riders.

- Oxford, Swansea and Coles Bay: A 150km, 2-5 hour or overnight trail with an easy, medium and hard sections of difficulty is suggested by Glamorgan Spring Bay Council and East Coast Cycling Committee.
- St Marys: A moderate level, 5+ hours trail is suggested to be accessed from Cornwall, South Sister, St Patricks Head, St Marys, Gray and Douglas Apsley national Park. Proposed facilities including camping sites, lookouts and singange.
- St Marys: A easy 20km trail is proposed from Fingal via Esky River along the disused Railway Line.

## 5.3 Gaps

Based on the analysis maps of existing and proposed trails, there are significant infrastructure and/ or existing trail gaps. Broadly, these gaps have been described below and shown in the map to the right, identifying areas that will require a more detailed assessment:

1. Musselroe Bay to Deep Creek: most of this section can be traversed along the beach, apart from some rocky edges.
2. Policemens Point to Swimcart Beach: most of this area consists of rocky edges, with some areas of potential beach walking.
3. Binalong Bay to St Helens: while there is a small section of formal sealed pathway, flooding issues and minimal space along the waters edge, requires a more detailed assessment of this area.
4. Diana's Beach to Henderson Lagoon: This section could be traversed along the beach.
5. Falmouth and Denison Beach: The coastline along this section is mostly rocky edges.
6. Cape Lodi to Friendly Beaches: Whilst numerous fire trails exist within the Freycinet National Park, there is no clear direct route between Cape Lodi and the northern end of the Friendly Beaches.
7. Friendly Beaches to Cape Tourville and/or Coles Bay: Similarly to the previous gap, existing fire trails could be utilised but do not presently offer a clear or direct connection between these destinations.

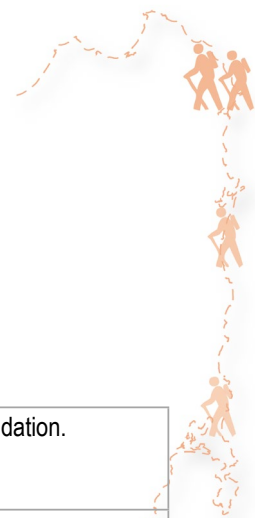




## 6 Key nodes and attractions

The following table provides an overview of the key nodes and attractions within the study area:

Location	Camp site	Built accommodation (hotels, guesthouses etc)	Shop(s)	Special sites	Distance from previous location distance	Commentary
Musselroe Bay					0km	Start of the walk, with a requirement for accommodation and supplies.
Stumpys Bay					7km	Existing PWS campsite.
Mt William						Mount William summit trail
Deep Creek camp site					15km	Existing PWS campsite.
Larapuna					6km	Lighthouse compound under aboriginal management; Has public toilets.
Ansons Bay					9km (to shop)	Small holiday township but with no commercial accommodation Shop currently closed.
Policemans Point					12 km (inland via road)	Existing PWS campsite.
The Gardens					13km	Aboriginal sites of interest Sealed Road to this point Potential for accommodation.
Big Lagoon						Existing PWS campsite.
Sloop Lagoon						Existing PWS campsite.
Cosy Corner					8km to Cosy Corner	Extensive PWS campsites.
Swimcart Beach					Swimcart 9km	
Binalong Bay					5km	Camp site is some way out of town. There is a dive site at Skeleton Bay (East Coast Dive Trail). Café but no general store. Holiday homes but no hotel/motel.
Dora Point camp site						Existing PWS campsite.
Moulting Bay camp site						Existing PWS campsite.
St Helens					13km by road	Largest town on the coast; Connection from Humbug Point to St Helens by boat would be best. Dive site (East Coast Dive Trail)



Fairlea, Parkside, Parmella, Stieglitz and Akaroa						Private accommodation.
Dianas Basin					14km via Steiglitz	Would have to cross Dianas Inlet.
Dianas Beach						Existing PWS campsite.
Shelly Point						Existing PWS campsite.
Scamander					10km	Long beach walk with detour via bridge into Scamander. Dive site (East Coast Dive Trail)
Falmouth					5km	Walk through Winifred Curtis Reserve; requires crossing Henderson Lagoon at some point.
Four Mile Creek						Ironhouse Brewery and the White Sands
St Marys					14km	May require a route across private land in some parts. Detour to St Patricks Head for magnificent view.
Start of the Leabarra Track					19km	Need to establish the shortest possible route on existing fire trails. May need additional camp site.
Little Beach						Existing PWS campsite.
Lagoons Beach						Existing PWS campsite.
Douglas River						Nature World between Douglas River and Bicheno.
Apsley River Waterhole					23km	Three existing PWS camp sites on this route through the national park including at Apsley River.
Bicheno					12km	May need to establish trail/connections through private land. Dive site (East Coast Dive Trail)
Isaacs Point, Friendly beaches					15km via the coast	May need to negotiate access across private/land beaches; May need to identify alternate route off the coast.
Coles Bay					18km	May need to negotiate access across private land.
Swansea					22km via Nine Mile Beach	Requires bridge or other connection across Swanwick Bay.

## 6.1 Towns and settlements

There are 6 main towns and 24 other settlements in the study area that may be directly affected by the ECTT. The mapping on pages 51-65, highlight where each of the towns and settlements are located along the coastline. Each town has been rated based on the services they provide:

- Main town (1): Well serviced and established towns
- Small towns (2): Village which consist of 1-2 commercial premises
- Settlement (3): Village that offer no services

## 6.2 Accommodation

As there are only a few towns and settlements within the study area that contain services and facilities, accommodation predominantly consists of camping areas along the coastline. Other available accommodation to be considered includes caravan parks, cabins, private bed and breakfast operators, private resorts and some hotels/ motels, which are concentrated around St Marys, Coles Bay, Swansea, Bicheno and St Helens. It is noted that different types of accommodation proposed for the ECTT will be discussed further in Section 2 of this report. The mapping on pages 51-65 identifies the following accommodation in broad categories:

- Camping areas; these have been graded according to the condition and facilities provided;
  - Camping area (Grade 1): Toilets, picnic areas and formal allocated camping areas
  - Camping area (Grade 2): Toilets and informal allocated camping areas
  - Camping area (Grade 3): No facilities and no allocated camping areas
- Caravan parks; and
- Accommodation (other).

For a more detailed study of accommodation along the East Coast, refer to the Sustainable Tourism Options Report, 2014.

## 6.3 Lookouts

There are a number of existing lookout points along the trail that will influence the alignment, these include:

- Stumpys Bay lookout
- Mount William lookout
- Larapuna lookout
- Binalong Bay viewing platform
- Skelton Point lookout
- Little Elephant lookout

- Humbug Point lookout
- St Helens Point lookout
- Dianas Beach lookout
- Shelly Point lookout
- Four Mile Creek lookout
- Whalers Lookout, Bicheno
- Lookout Rock, Bicheno
- Friendly Beaches Lookout
- Cape Tourville lookout
- St Patricks Head lookout
- Mt Amos lookout
- Duncombes lookout

## 6.4 Food, cultural and environmental

The list of food, cultural and environmental nodes within the study area are listed below:

### 6.4.1 Food

- Iron House Brewery
- Wineries along Tasman Highway (East Coast Wine Route)
- Swansea Wine Trail and Centre
- Wine Wetland Area
- Freycinet Marine Farm
- Kate's Berry Farm

### 6.4.2 Cultural

- Larapuna
- St Helens Point
- East Coast Natureworld
- Sealife Centre Marine Reserve
- Bark Mill, Wine and Wool Centre, Swansea

### 6.4.3 Environment

- Mount William
- Musselroe Bay
- Ansons Bay
- Grants Lagoon, Sloop Lagoon and Big Lagoon
- Georges Bay
- Little Elephant
- Bicheno blowhole
- Henderson Lagoon

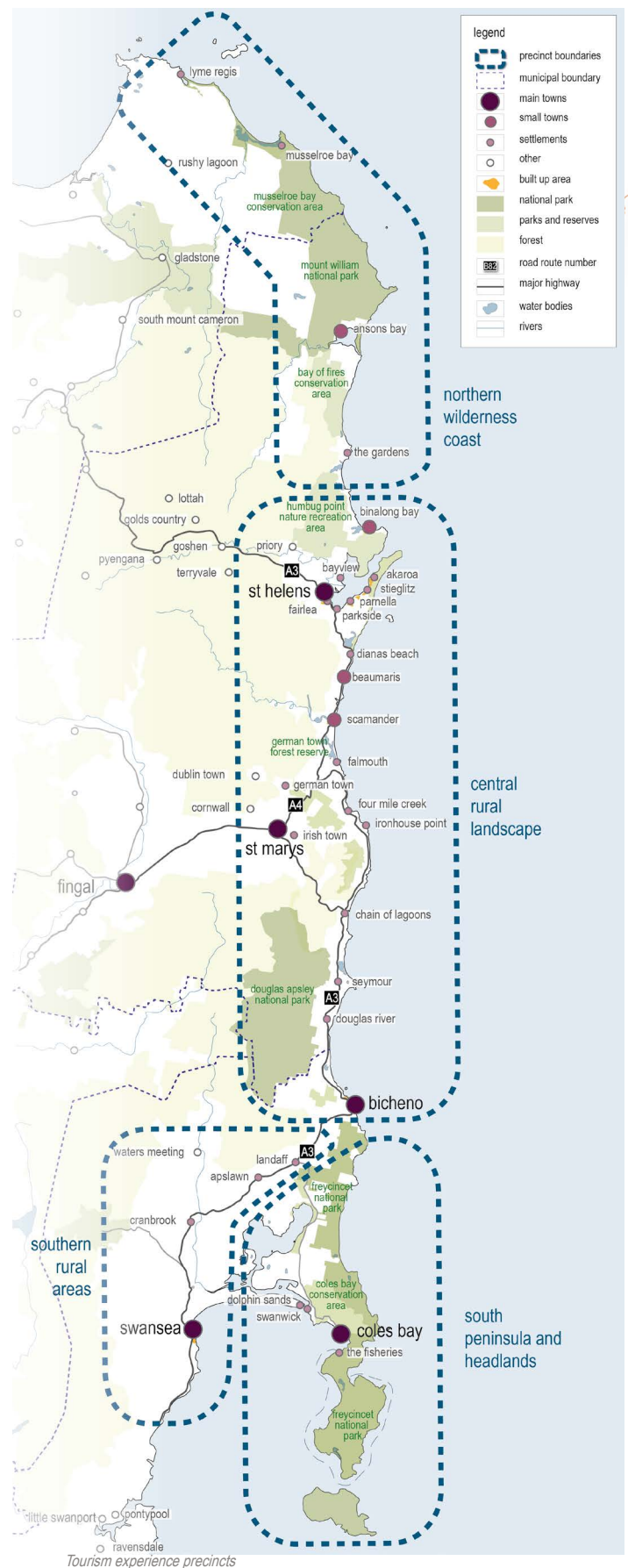


- St Patricks Head
- The Nuggets
- The Hazards
- Salt Water and Fresh Water Lagoons
- Moulting Lagoon and Game Reserve
- 9 Mile Beach
- 5 dive sites (East Coast Dive Trail)

## 6.5 Tourist experience precincts

A number of distinct tourist experience precincts were identified in Component 3: Facilitating Better Decision Making which reflect the character of each defined area along the East Coast. These have been illustrated in the map to the right and discussed below:

- **Northern Wilderness Coast:** is broadly located between Lyme Regis and The Gardens. The character of this precinct is remote wilderness with relatively isolated areas comprising of the Bay of Fires and Mount William areas. This precinct is extremely sensitive to development and any environmental and cultural heritage impacts will need to be carefully managed to preserve the character of this northern area of the coastline.
- **Central Rural Coastal Landscape:** is broadly positioned between Binalong Bay and Bicheno. This precinct is generally cleared farmland along the coast, with interspersed native vegetation and forested hillsides inland. This area is moderately sensitive to tourism development with potential low biodiversity and cultural heritage impacts.
- **South Peninsula and Heathland:** this area covers the Freycinet Peninsula and coastline south of Bicheno, including Coles Bay and Swanwick. This precinct offers undeveloped national park and coastline experience, with high sensitivity to tourism development. The Freycinet National Park and Coles Bay offers a range of accommodation and tourism experiences including the Freycinet Walks.
- **Southern Rural Areas:** this precinct covers an area from Bicheno to Swansea. It is considered more open rural landscape and expansive farmland including a number of wineries. Views down to Great Oyster Bay and towards Freycinet Peninsula should be celebrated. This area is less sensitive to development than the Central Rural Coastal Landscape precinct.



## 7 Environmental features and natural values

### 7.1 Environmental features

The East Coast of Tasmania provides an abundance of environmental features and natural values that will contribute to the experience provided through the potential East Coast Tasmania Trail. These features and values have been mapped on pages 51-65 and are discussed below:

- **National parks:** Mount William National Park, Douglas Apsley National Park and Freycinet National Park.
- **State reserves:** Mount Pearson State Reserve, St Patricks Head State Reserve, Little Beach State Reserve etc.
- **Conservation areas:** Musselroe Bay Conservation Area, Bay of Fires Conservation Area, Scamander Conservation Area, Apsley Conservation Area, Coles Bay Conservation Area etc.
- **Forest reserves:** German Town Forest Reserve, Mount Puzzler Forest Reserve, Apsley Forest Reserve etc.
- **Recreational areas:** Humbug Point Nature Recreation Area etc.
- **Game reserve:** Moulting Lagoon Game Reserve.
- **Coastline:** The coastline consists of a range of environmental features such as bays, points, lagoons, wetlands, basins, beaches, rocky outlets and cliffs. However, broadly speaking, the majority of the coastline within the study area is predominately either long beaches, rocky points or inlet channels. This combination provides both a variety of opportunities and constraints, such as trail crossings over inlets. These defining environmental features will offer the diversity and variance of experiences for walkers along the potential trail.
- **Water bodies:** There are 12 larger water bodies along the stretch of the study area. These areas are fundamental in providing a range of sheltered camping areas, abundance of wildlife and opportunities for water activities such as kayaking to be integrated in the potential ECTT. There are also a number of wetlands and marshes within the study area.



*Skeleton Point*



*Deep Creek*

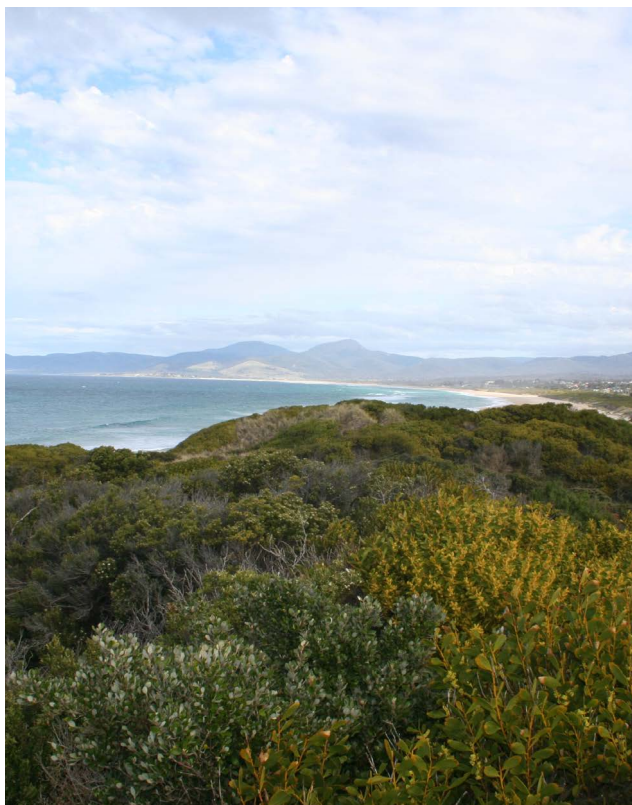




- **Mountains, hills and high points:** There are a range of different mountains and high points within the study area that can influence the trail alignment, providing either alternative routes to reach the summit or points, allowing the trail to provide different landscapes and variety of grade experiences, and to give walkers a perspective of where they have been and where they are going along the route. Some of these include: Mt William Summit, St Patricks Head, Humbug Hill, Larapuna, St Helens Point, Mount Stacey and Mt Amos.
- **Topography:** The topography is relatively flat along the northern stretch of the eastern coastline. Some variance in topography is noted along the middle section and significant topographic change in the south, mostly within the Freycinet National Park.

## 7.2 View lines

The unique landscapes along the East Coast of Tasmania offer a range of spectacular views both along extensive white beaches, high ridge lines, allocated lookout points, lighthouses, mountains, and open view lines to bays and lagoons. These view lines should be celebrated and used to create pause points or destinations along the ECTT. These lookout points have been shown on the mapping on pages 51-65 and listed under key nodes and attractions.



*Shelly Point lookout*



*Dianas Basin camping*



## 8 Biodiversity and cultural heritage sensitivity

Component 2 of the *Planning for Sustainable Tourism on Tasmania's East Coast* project deals with biodiversity and cultural heritage sensitivities. The relevant information from this report is summarised below.

### 8.1 Biodiversity

The biodiversity report provides a description of the protection measures relevant to the study area, including biodiversity mapping study for key areas along the East Coast, and to a large extent define aspects of its natural character. Many of these habitats and diverse biodiversity are listed under the *Environment Protection and Biodiversity Act 1999* (EPBC Act) and the *Tasmanian Threatened Species Act 1995* (TSP Act). It is made evident in this report that there is a lack of uniform survey data for flora and fauna in this region which may result in gaps, however generally sufficient data exists to allow relatively accurate species distribution modelling to make predictive maps for threatened species. State vegetation mapping is however generally high. This biodiversity or vegetation/ ecosystem mapping broadly illustrates that majority of the study area is either within an 'dry eucalyptus forest and woodland', 'scrub, heathland and coastal complexes' or 'agricultural, urban and exotic' biodiversity categories with small patches of 'saltmarsh and wetland' areas. The clearing of native vegetation is one of the main threatening processes of the regions biodiversity.

A number of potential 'no go' biodiversity zones have been identified based on nationally significant foraging and nesting areas for shore birds and sea birds and nationally threatened mammal, frogs and landbirds. This also includes internationally significant wetlands (Ramsar sites) that support protected fauna. It is noted that they are based on modeled data and that no detailed surveys have been undertaken as part of this project, however they will be used to guide discussion and decision making to determine priorities for conservation.

The report identified the most sensitive 'pinch point' areas along the coastline as: river mouths, wetlands and dune systems, which would need to be very carefully managed and avoided where possible within any trail alignment. Inlet openings, wetlands and dunes have been mapped along the trail alignment. There are 4 listed Environment Protection and Biodiversity Conservation (EPBC) listed threatened communities that have been mapped in the Preliminary Biodiversity and Heritage Evaluation report.

The report outlines the following key areas of biodiversity significance which have been broadly illustrated on the map to the right and on the proposed trial alignment mapping on pages 73-87.

- Matters of National Environmental Significance (MNES): are very evident along the East Coast, and prominent is three particularly in areas (Ramsar sites) around Moulting Lagoon, Apsley Marshes and Jocks Lagoon near St Helens.
- DoE (Commonwealth Department of Environment) modelling of High Conservation Significance (HCS) in East Tasmania: There are roughly 12 main HCS areas, particularly prominent within Dorset Shire around Cape Portland and Musselroe Bay, noted as areas of importance for migratory birds and potential habitats for the New Holland Mouse. A number of hot spots around Deep Creek and St Helens show a mid-range of significance particularly around water bodies. The hills around St Marys, Douglas Apsley National Park, along the coast from Dianas Beach down to Falmouth, south Coles Bay, south Bicheno, Moulting Lagoon and Apsley Marshes Ramsar sites show high range areas of HCS.
- Important Bird Areas (IBAs): There are four significant IBA areas within the study area including: Cape Portland, St Helens, Douglas Apsley National Park and Moulting Lagoon.
- Species distribution modelling (SDM): Modelling was undertaken to identify areas where threatened species may be expected to occur. The two threatened species studied area the New Holland Mouse and Eastern Barred Bandicoot. Three hotspot areas of were identified: Dorset Shire, St Helen to Chain of Lagoons and Deep Creek to St Helens.

A number of issues related to the ongoing protection and management of biodiversity were outlined and summarised below:

- Data gaps;
- Environmental weeds;
- Cinnamon Fungus (*Phytophthora cinnamomi*);
- Wildlife road mortality- ('road kill');
- Environmental degradation around campsites; and
- Disturbance to significant shorebirds and sea bird sites.

Where the trail affects any significant wetlands, MNES, DoE, HCS, IBAs and SDM sites, appropriate signage and management along the trail will be required to minimise the impact. Further investigation into a detailed trail alignment should seek a detailed biodiversity assessment to prioritise areas of significance.



The potential impact and opportunities identified in the report which need to be considered as part of the planning for the proposed East Coast Tasmania Trail are as follows:

### Impacts

Increased small development as a result of the potential ECTT, outside of established towns is likely to result in the potential for direct impacts on zones of High Conservation Significance for Matters of National Environmental Significance. The potential for significant direct impacts on some zones of High Conservation Significance for Matters of National Environmental Significance is increased when the potential for more greenfield development sites is increased.

Development could result in indirect impacts, for example increased rates of roadkill of wildlife in areas where significant increases in traffic are brought about by the increased and intensified visitation. Improvement in road surfacing in some areas may for example lead to more night driving, and thereby a greater rate of roadkill for nationally and state significant native mammals and colonial birds over and above abundant species which currently dominate the roadkill complement. The impact of the trail on sensitive areas of the coastline (river mouths, dune systems and wetlands) and consequent biodiversity and cultural heritage sensitive areas will be increased by the foot traffic from the trail, particularly from those that walk along the beach. The use of the trail will also exacerbate levels of disturbance for shorebirds at beach and wetland sites.

### Opportunities

Short distance circuit trails could be focussed on natural heritage resources whilst encouraging safer practices such as mostly daytime driving, walking and participation in organised eco-tourism experiences (penguins, muttonbirds, etc.) to prevent, or mitigate undue disturbance. The trail can provide educational benefits from related tours and signage along the trail.

## 8.2 Cultural heritage

The report outlines a number of the known cultural heritage areas within along the East Coast, however there are no cultural heritage MNES and no areas were identified as potential 'no go' zones with regards to tourism related development. It is noted however, that there are a number of gaps in the current recorded knowledge of cultural heritage significance, particularly concerning 'intangible' places of Aboriginal heritage. There is a potential for places and/ or values of which only the Aboriginal community is aware of.

The cultural heritage information considers the following heritage listings:

- Places protected in the Commonwealth EPBC Act
- National Heritage List (NHL)
- Tasmanian Heritage Register (THR)
- Tasmanian Aboriginal Site Index (TASI)
- Planning Scheme Heritage Schedules
- Tasmanian Heritage Place Inventory
- Register of the National Estate
- National Trust of Australia (Tasmania) Register
- Australian Institute of Architects (Tasmanian Chapter) Register
- The Commonwealth Heritage List (CHL)

Many of these sites have been included in the mapping on pages 51-65. It is noted that the location of these sites are approximate only and sometimes refer to the surrounding area. Refer to Section 2 of the Preliminary Biodiversity and Heritage Evaluation report for more detailed allocated mapping of cultural heritage sites as listed above.

An issue identified in the report is that there has in the past been a focus on archaeological sites and a lack of consultation on other cultural values associated with the country, and a general lack of information sharing between state agencies and the Aboriginal community.

The following impacts and opportunities outlined in the cultural heritage assessment are noted for the East Coast Tasmania Trail:

### Impacts

The development of linear routes cutting across waterways and along the coastline is more likely to directly impact on sensitive archaeological deposits in these areas. Given the high archaeological potential of the coast line demonstrated in the case study areas, such development in places with lack of route options, for example river crossings, will inevitably result in disturbance to archaeological deposits.





The trail will create impacts along the whole coast, where it will be difficult to retain areas for the exclusive use of the Aboriginal community.

The connections will traverse areas which are as yet largely undisturbed, and without careful management deviation from the managed routes could bring impacts to sensitive areas which were previously relatively isolated (of course this is also an advantage as regards the attraction of certain heritage resources).

Increasing visitation, and probably also seasonal residence, could begin to affect the ambience of many of the small settlements along the coast. That at Musselroe Bay has already been significantly altered, although it remains a fairly tranquil settlement, but the character of places such as Ansons Bay, The Gardens, Flamouth and Four Mile Creek established by these surviving vernacular structures is vulnerable to unsympathetic development.

### Opportunities

An advantage of this option would be the potential to link widely spaced heritage resources into themed trails and provide educational signage along the trail. However, it should be borne in mind that much of the cultural heritage material along the coastline (namely Aboriginal middens and other sites characterised by artefact deposits) is not only very fragile but also of limited interpretive potential.

Any such routes would require careful coordination between agencies and management bodies to ensure that cultural heritage offerings are representative and complementary.

## 8.3 Recommendations

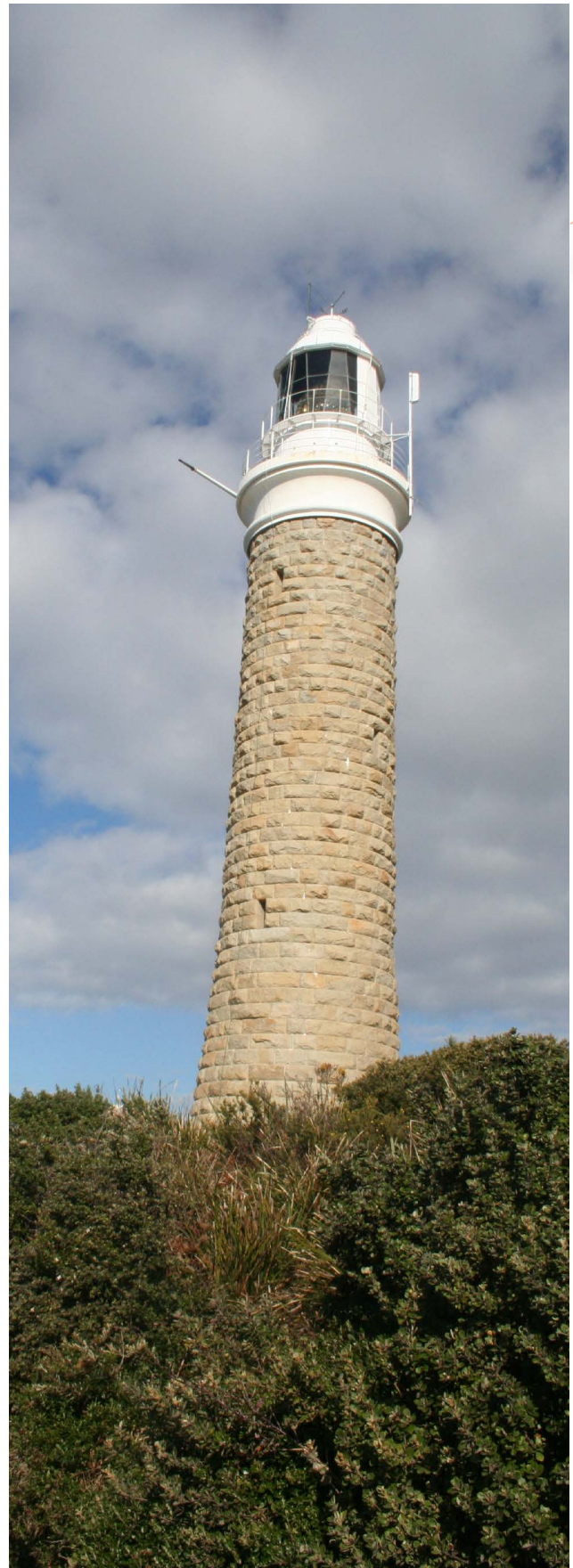
A number of recommendations have been made in the report relating to biodiversity and cultural heritage and those relevant to the trail have been identified below.

#### Biodiversity:

- Establishment of new development sites (including camping grounds) should be located in areas where vegetation is already degraded.
- The trail must consider the sensitivities along the coastline, and needs to be carefully managed and subject to rigorous assessment prior to any implementation.

#### Cultural Heritage:

- Additional studies should be undertaken to expand the knowledge and recorded information relating to cultural heritage sites.



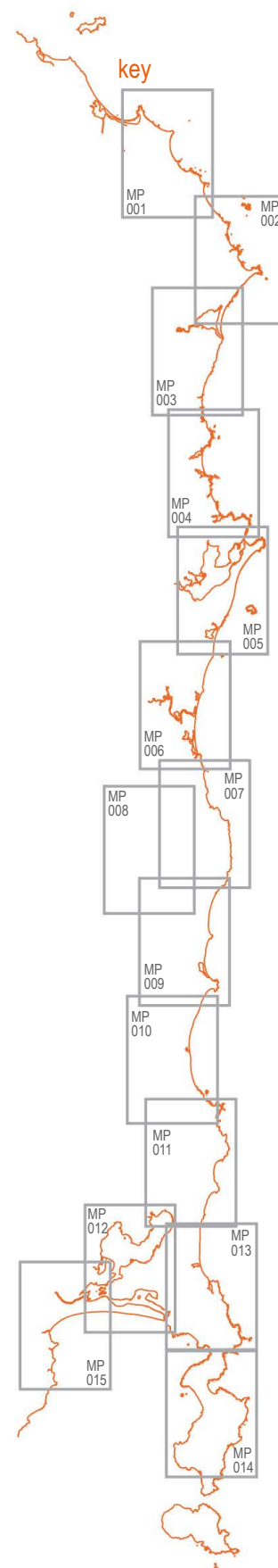
*Larapuna lighthouse*

## 9 Analysis mapping

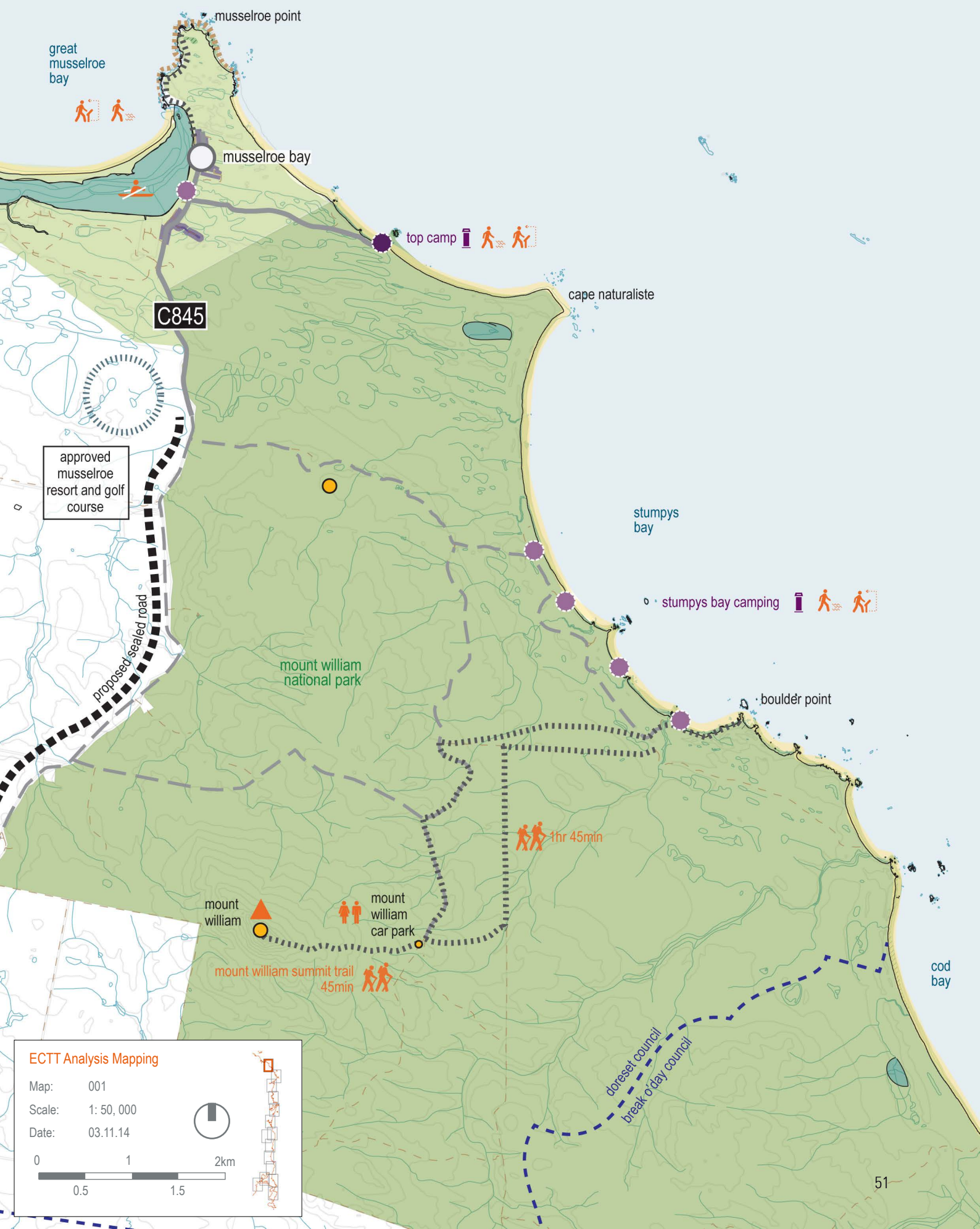
A set of analysis mapping has been produced based on the information provided in this report. The legend and key for the following mapping is shown below.

### legend

	municipal boundary		BMX tracks
	main town (1)		road route number
	small town (2)		airstrip
	settlement (3)		proposed sealed road
	town surrounds		major road
	national park		unsealed major road
	parks and reserves		sealed minor road
	state forest and reserves		unsealed minor road
	private reserves		4WD tracks
	proposed works		minor 4wd tracks or fire trails
	accommodation (other)		ferry route
	caravan park		kayak tour
	tourist points of interest		existing walking trails
	camping area (1)		existing trail proposals
	camping area (2)		swamp area
	camping area (3)		water bodies
	camping and trail paying box		rivers
	look out		minor waterways
	lighthouse		mountain / high point
	dive site		contours (10m interval)
	golf course		beach
	winery		sand dunes
	boat ramp		rocky coastal area
	existing trail proposals		coastal cliffs
	existing formal trail		THR sites (tasmanian heritage regis)
	existing informal trail		THPI sites (tasmanian heritage plac)
	existing beach access trail		register of national estate areas
	directional and information signage		break o'day heritage areas
	self guided or tour kayaking		
	public toilets		
	identified 4WD tracks		







### ECTT Analysis Mapping

Map: 001

Scale: 1: 50, 000

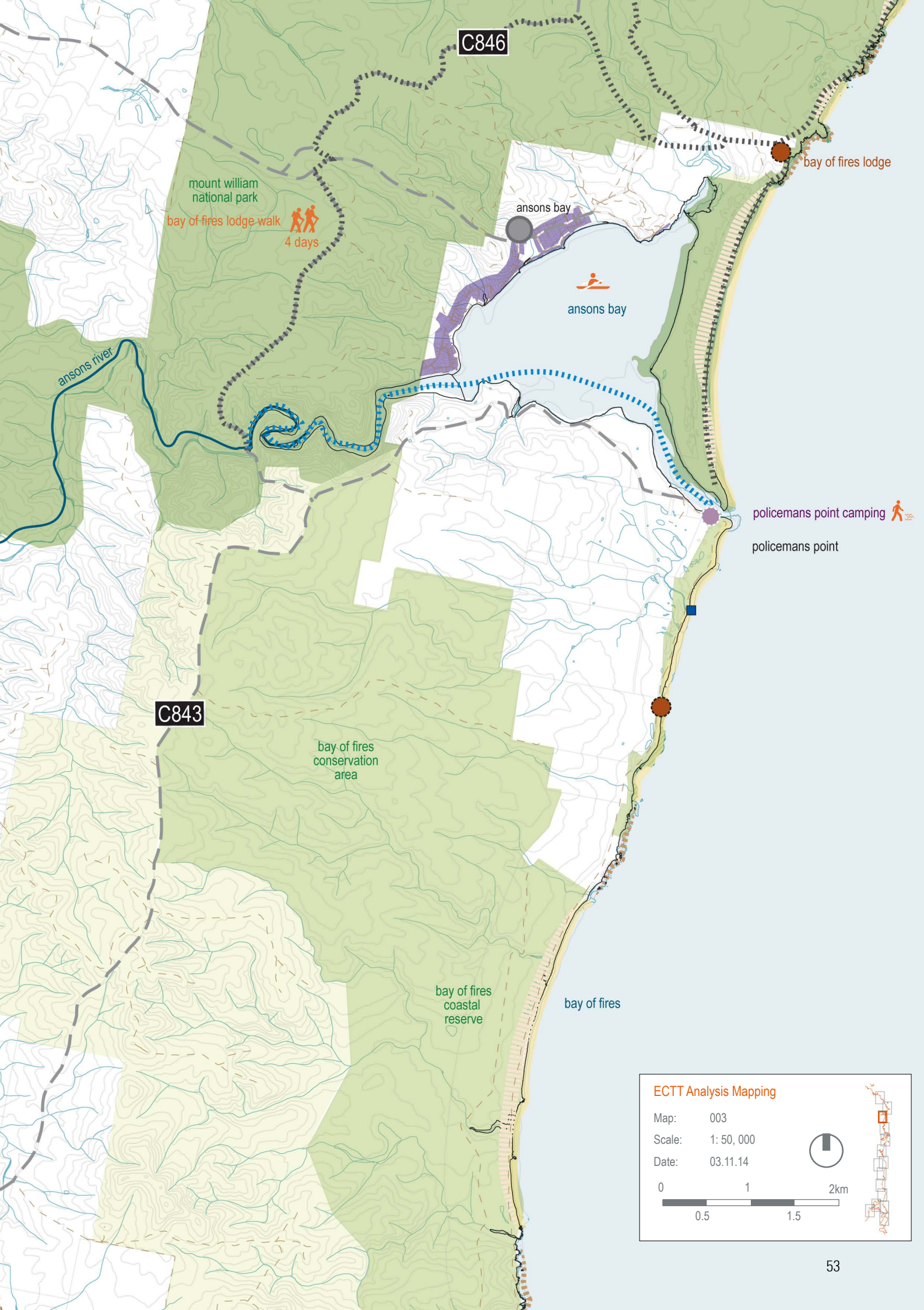
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### ECTT Analysis Mapping

Map: 003

Scale: 1: 50, 000

Date: 03.11.14







### ECTT Analysis Mapping

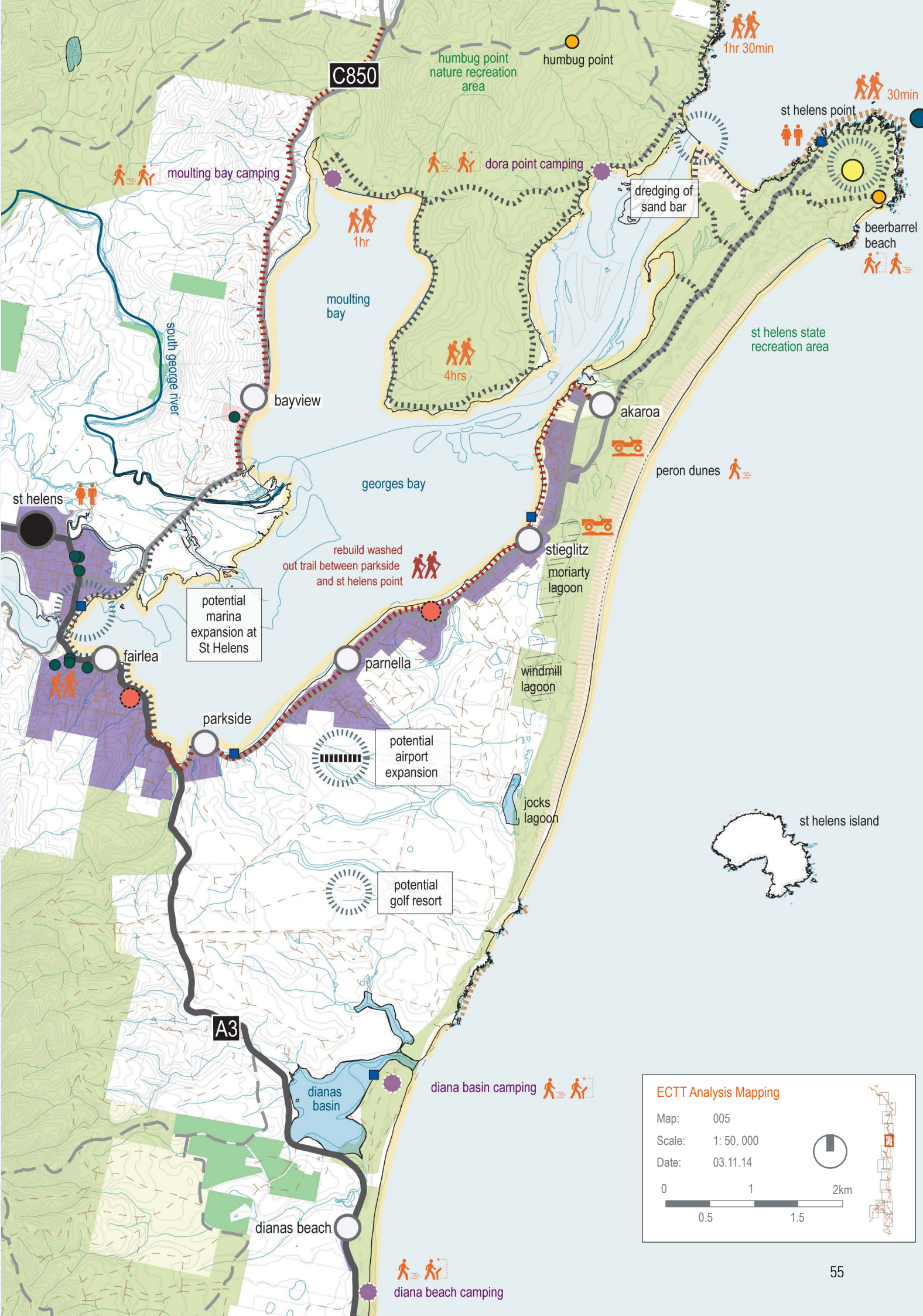
Map: 004

Scale: 1: 50, 000

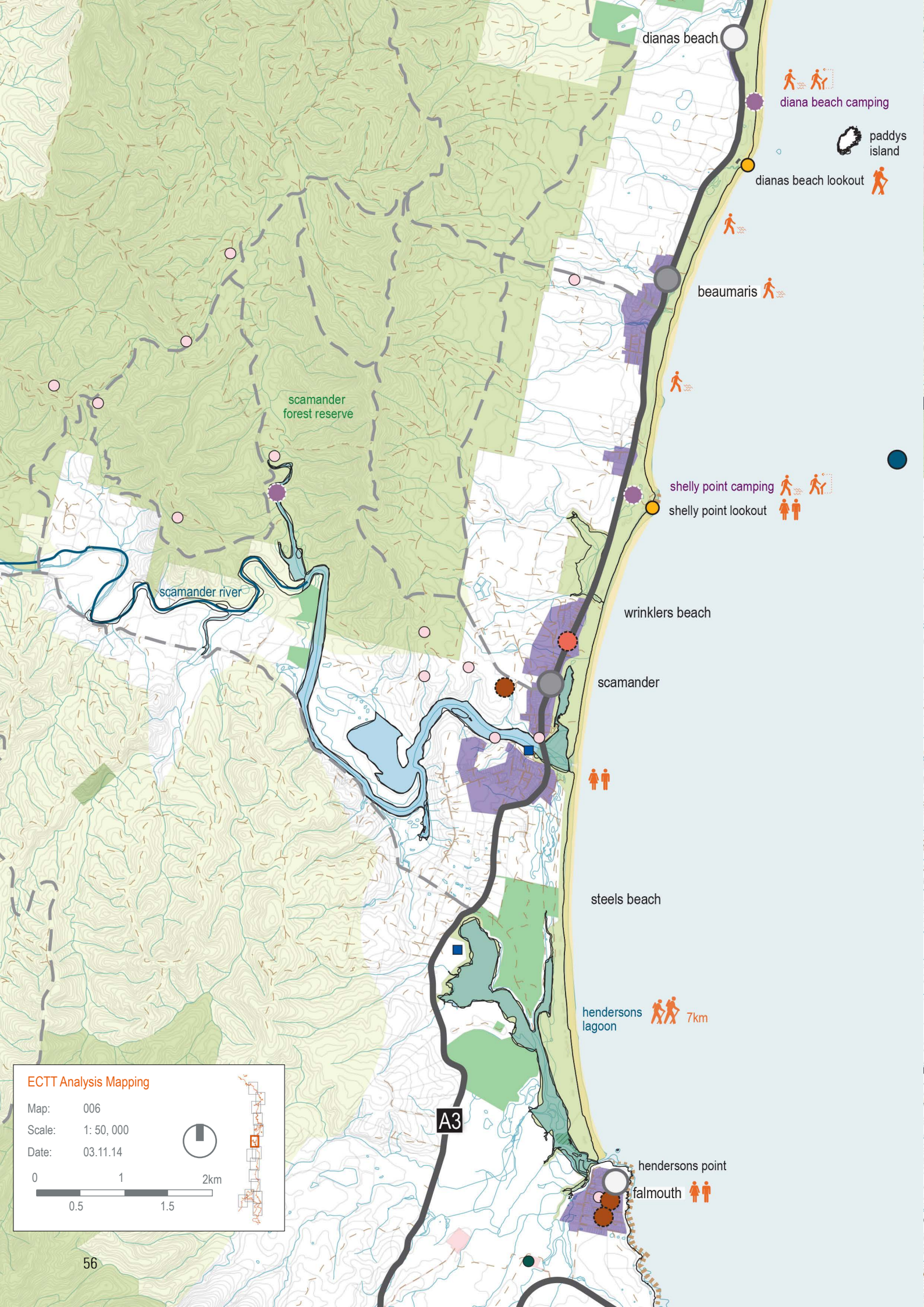
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dianas beach

- diana beach camping
- paddys island
- dianas beach lookout

beaumaris

scamander forest reserve

scamander river

- shelly point camping
- shelly point lookout

wrinklers beach

scamander

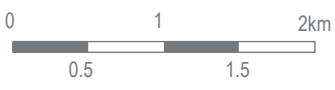
steels beach

hendersons lagoon 7km

hendersons point  
falmouth

### ECTT Analysis Mapping

Map: 006  
Scale: 1: 50, 000  
Date: 03.11.14







### ECTT Analysis Mapping

Map: 007

Scale: 1: 50, 000

Date: 03.11.14



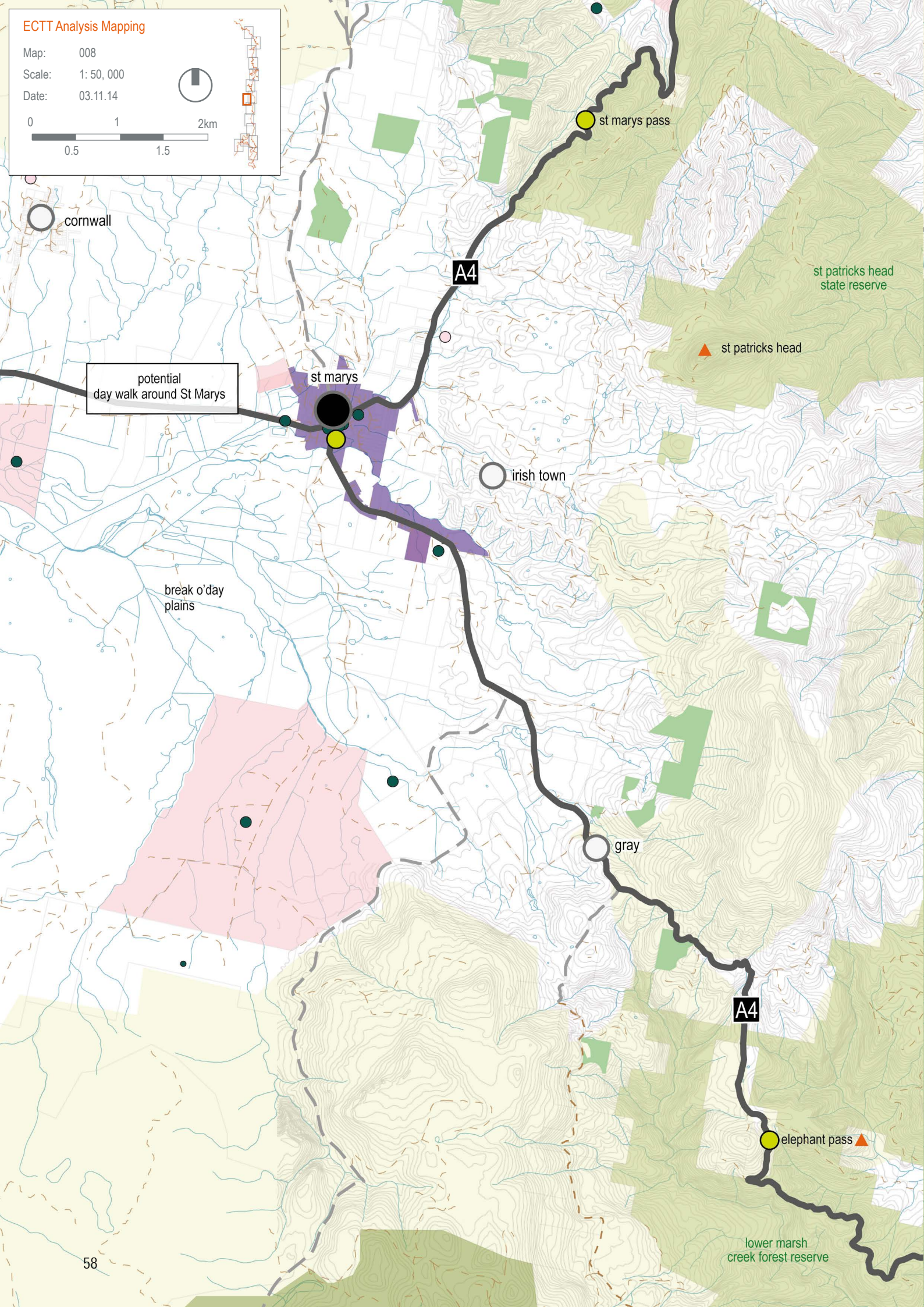


ECTT Analysis Mapping

Map: 008

Scale: 1: 50, 000

Date: 03.11.14



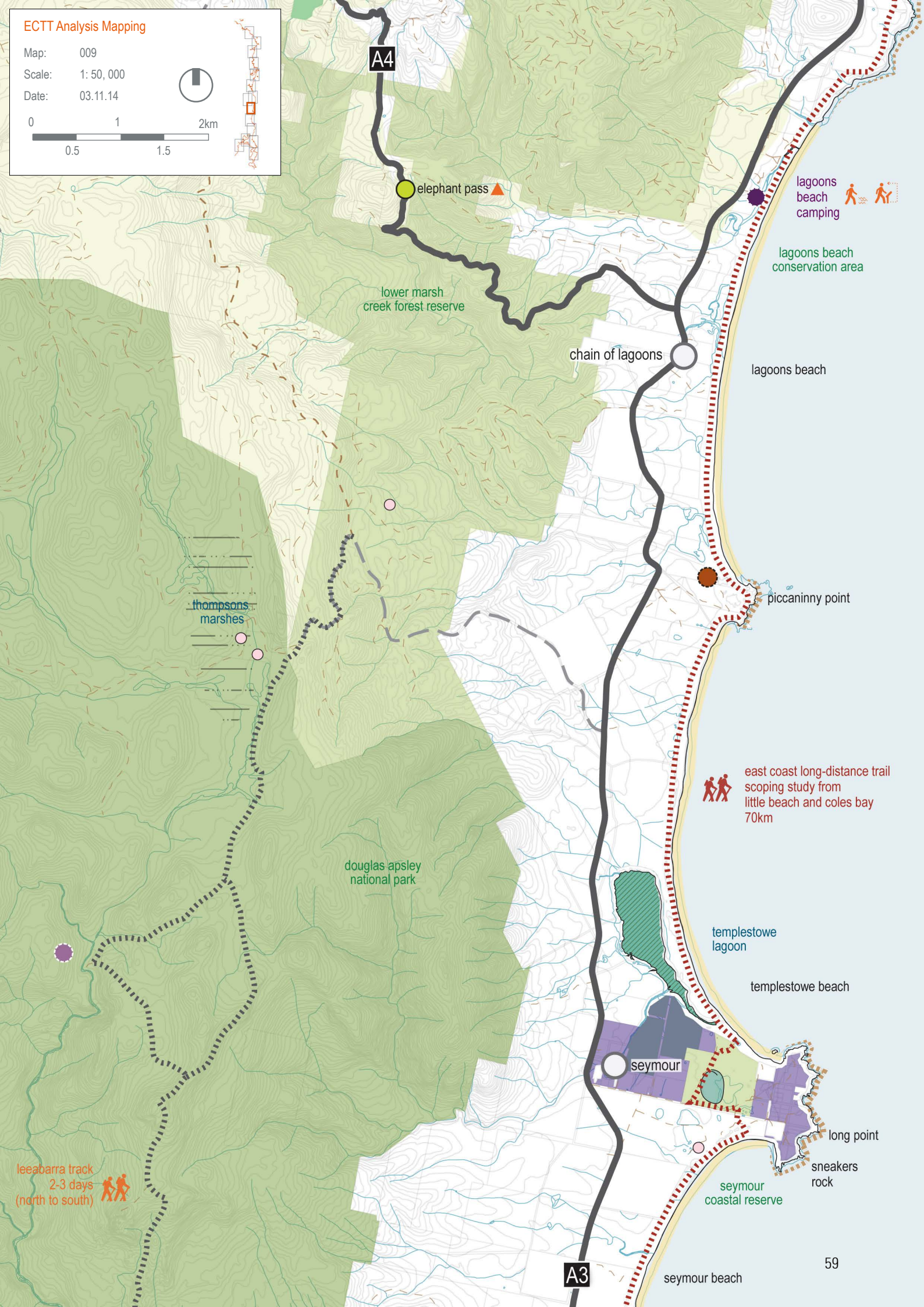


ECTT Analysis Mapping

Map: 009

Scale: 1: 50, 000

Date: 03.11.14





## ECTT Analysis Mapping

Map: 010

Scale: 1: 50, 000

Date: 03.11.14



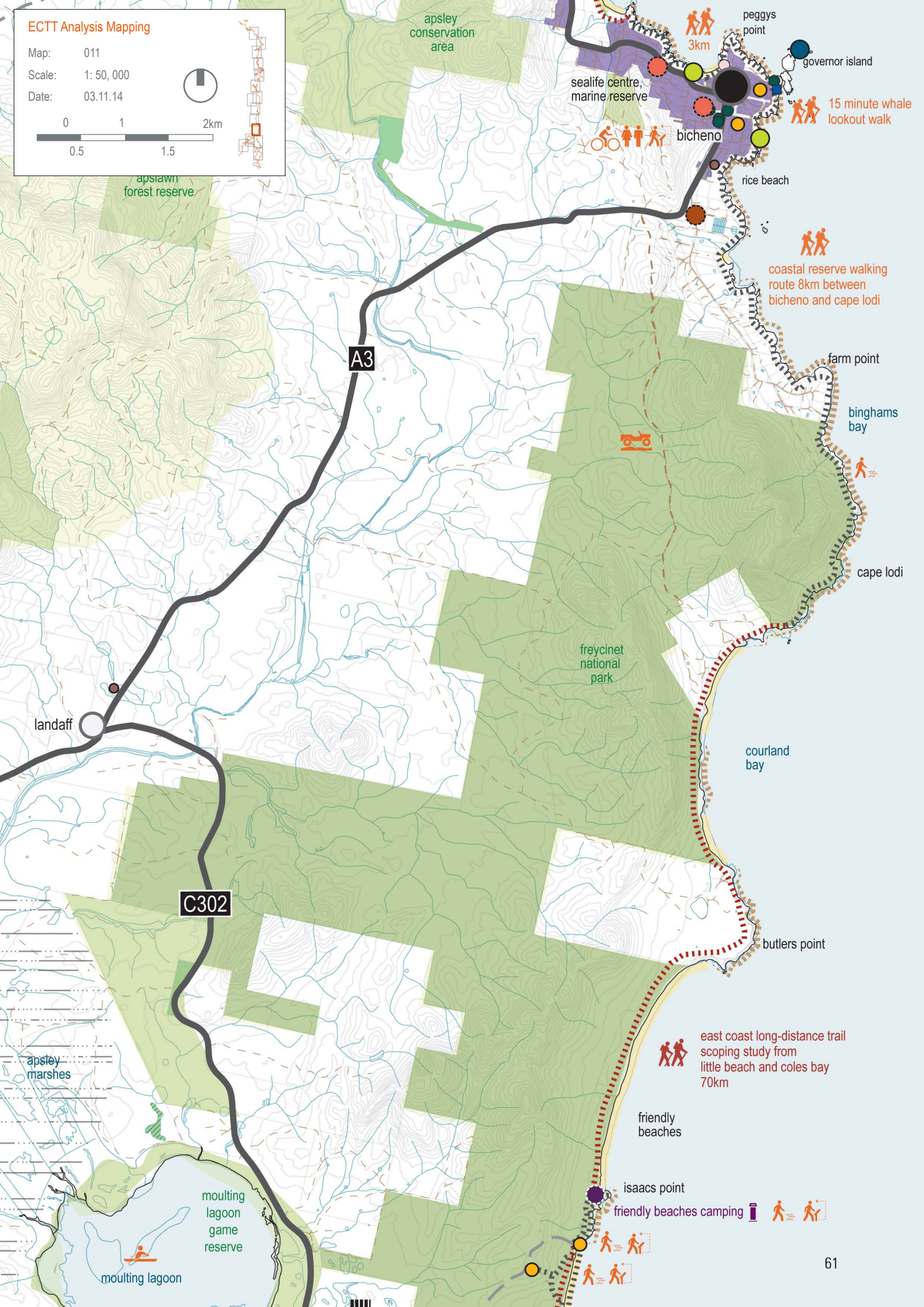


# ECTT Analysis Mapping

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Scale: 1: 50, 000

Date: 03.11.14



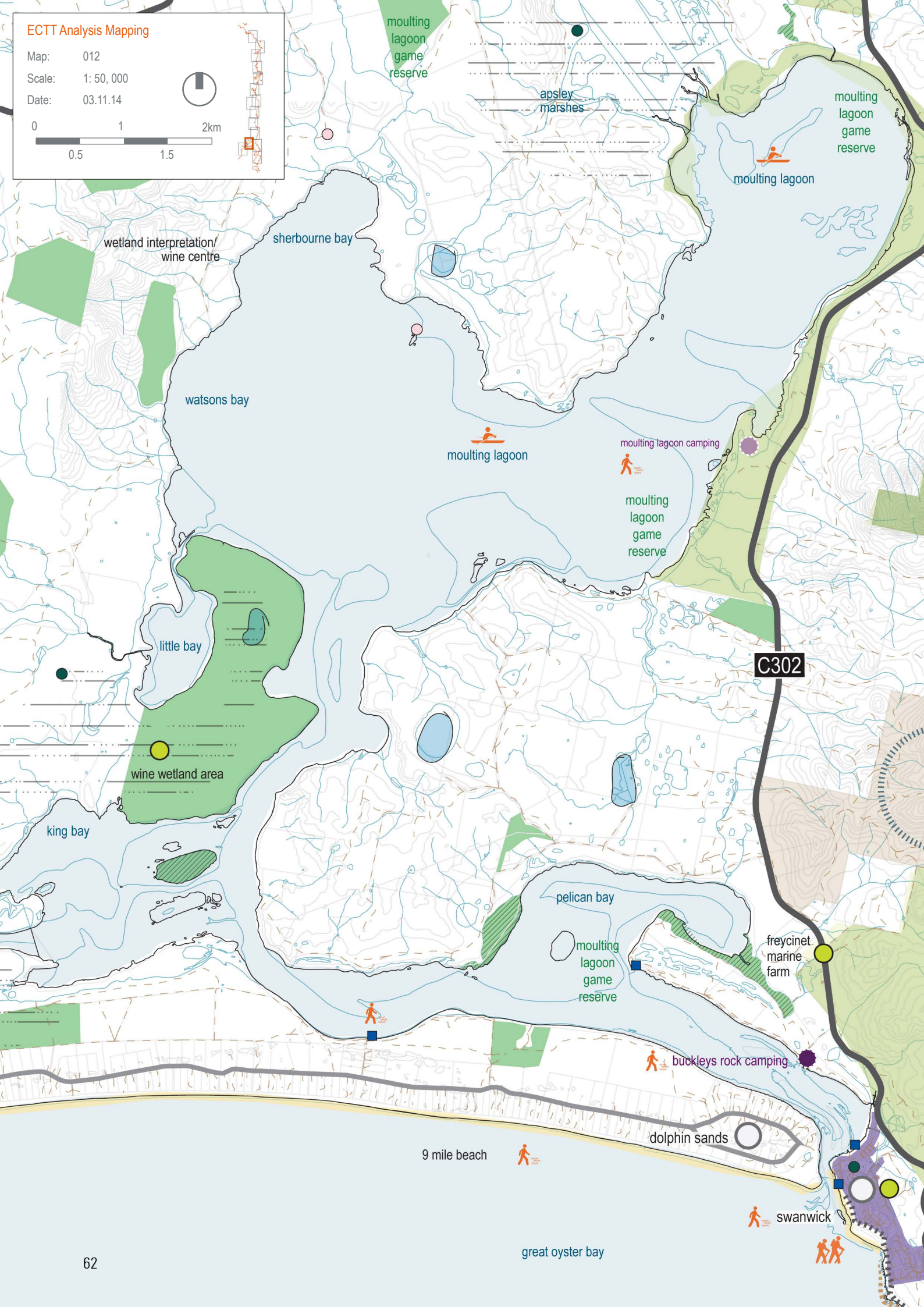


# ECTT Analysis Mapping

Map: 012

Scale: 1: 50, 000

Date: 03.11.14

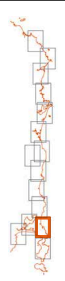




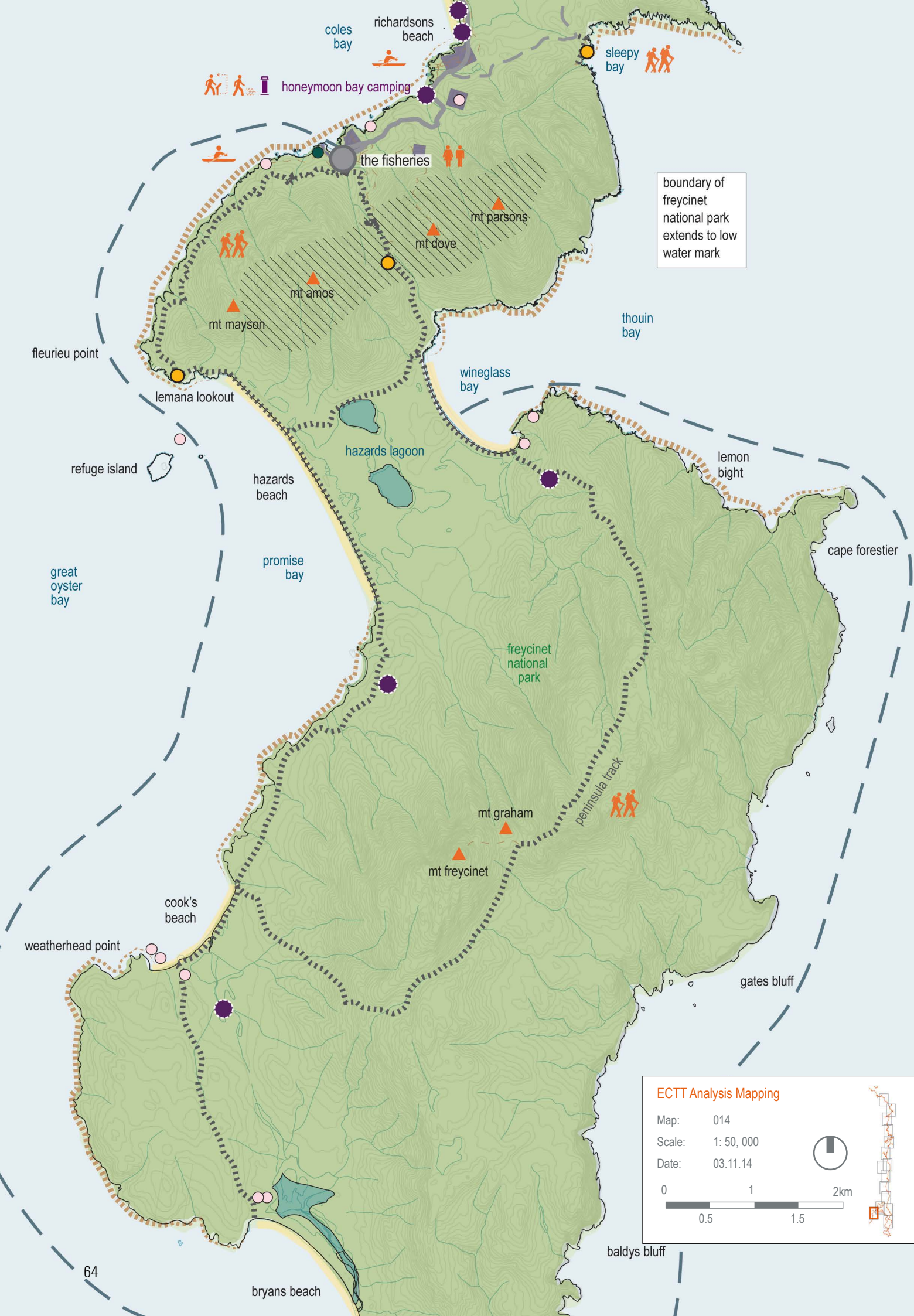


ECTT Analysis Mapping

Map: 013  
Scale: 1: 50, 000  
Date: 03.11.14







boundary of  
freycinet  
national park  
extends to low  
water mark

ECTT Analysis Mapping

Map: 014  
Scale: 1: 50, 000  
Date: 03.11.14







### ECTT Analysis Mapping

Map: 015  
Scale: 1: 50, 000  
Date: 03.11.14



## 10 Key principles

A number of key guiding principles, alignment principles, accommodation principles and trail management principles have been established to guide future works for the ECTT. These principles have been identified through reviewing the background to this feasibility assessment which includes the outcomes of the Planning for Sustainable Tourism on Tasmania's East Coast project and adhering to the vision, guiding principles,

the assessment criteria for trail developments and the strategies for Tasmania Recreational Trails set out in the Trails Tasmania Strategy (Tasmania Government 2007). Consideration was also made to other Master Plans and Feasibility Assessments for similar trails, including the guiding principles set out in the Grampians Peaks Trail (Parks Victoria 2014).

### 10.1 Guiding principles

In the context of the East Coast Tasmania Trail, the following guiding principles should be adhered to:

- Create a distinct experience associated with the remote and unique nature of the region and the beach walking/ rock hopping experience;
- Ensure the trail connects to the attractions along the East Coast Tasmania Trail;
- Provide a diversity of trails (day trails, multi-day trails and segment trails) and opportunities for all ages, fitness levels;
- Protect and conserve the areas cultural heritage significance;
- Protect and conserve biodiversity, habitats and natural beauty of the region;
- Ensure the East Coast Tasmania Trail is environmental, economically and socially sustainable;
- Provide trail flexibility, ensuring opportunities are consistent with market demands and meet the needs of a range of visitors;

### 10.2 Alignment principles

The following trail alignment principles should be considered with the East Coast Tasmania Trail:

- Ensure the trail alignment connects to each town and settlement along the trail providing the opportunity for local residents and the community to move between towns and to use the trail for recreational and health benefits;
- Create pause points along the trail alignment to maximise access to lookout points, view lines, high topography areas or attractions and nodes.
- Adopt a consistent approach to informative, interpretation and interactive signage to guide and inform walkers along the journey;
- Utilise existing walking and 4WD trails along the coast to minimise trail footprint.

### 10.3 Accommodation principles

The following accommodation principles apply to the East Coast Tasmania Trail:

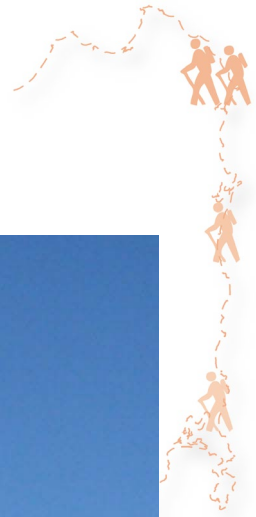
- Ensure existing and proposed accommodation is provided at an adequate standard to promote the walk as a world-class walking trail;
- Encourage private investment of accommodation and other services along the trail to promote tourism in the region and increase overnight stays, which will support day and multi-day walks along the trail.

### 10.4 Trail management principles

The following trail management principles apply to the construction and on-going maintenance of the East Coast Tasmania Trail:

- Ensure the ECTT is managed to the highest level of environmental sustainability and to consider the cultural and biodiversity significance in the region.
- All infrastructure to be in accordance with: the environmental controls outlined in the National Parks Act 1975 and the National Parks and Reserve Management Plans; controls and regulations under the Australian Standards for trail construction; and consideration to the Trails Tasmania Strategy;
- Ensure appropriate monitoring is undertaken of the trail infrastructure to ensure the trail is maintained at a high level;
- Consider management zones along the trail route to ensure the placement of appropriate infrastructure with consideration to environmental importance.





Coles Bay



## Section 2: East Coast Tasmania Trail







# 1 Introduction

Section 2 provides a preliminary ECTT alignment, identifies trail segments and discusses the type of trail experiences that can be provided including any related services and facilities.

Section 2 comprises the following:

- Preliminary ECTT alignment;
- Identifies three trail segments;
- Description of the overall ECTT experience including trail markets for each segment; and
- Identify types of accommodation, services and other facilities to support the trail.



*Coastal walk to Burns Bay*

## 2 Preliminary ECTT alignment

A preliminary trail alignment for the East Coast Tasmania Trail (ECTT) has been outlined to the right and mapped on pages 73-87. The ECTT is proposed to start at Musselroe Bay and end at Coles Bay with a two day extension to Swansea. The ECTT alignment has considered the following influences:

- Location of Crown Land;
- Beach access;
- Inlets, bays and lagoons;
- Key attractions and environmental features;
- Towns and settlements;
- Private properties;
- Lookout points;
- Rocky or cliff edges;
- Existing and proposed trail alignments; and
- Biodiversity and cultural heritage.

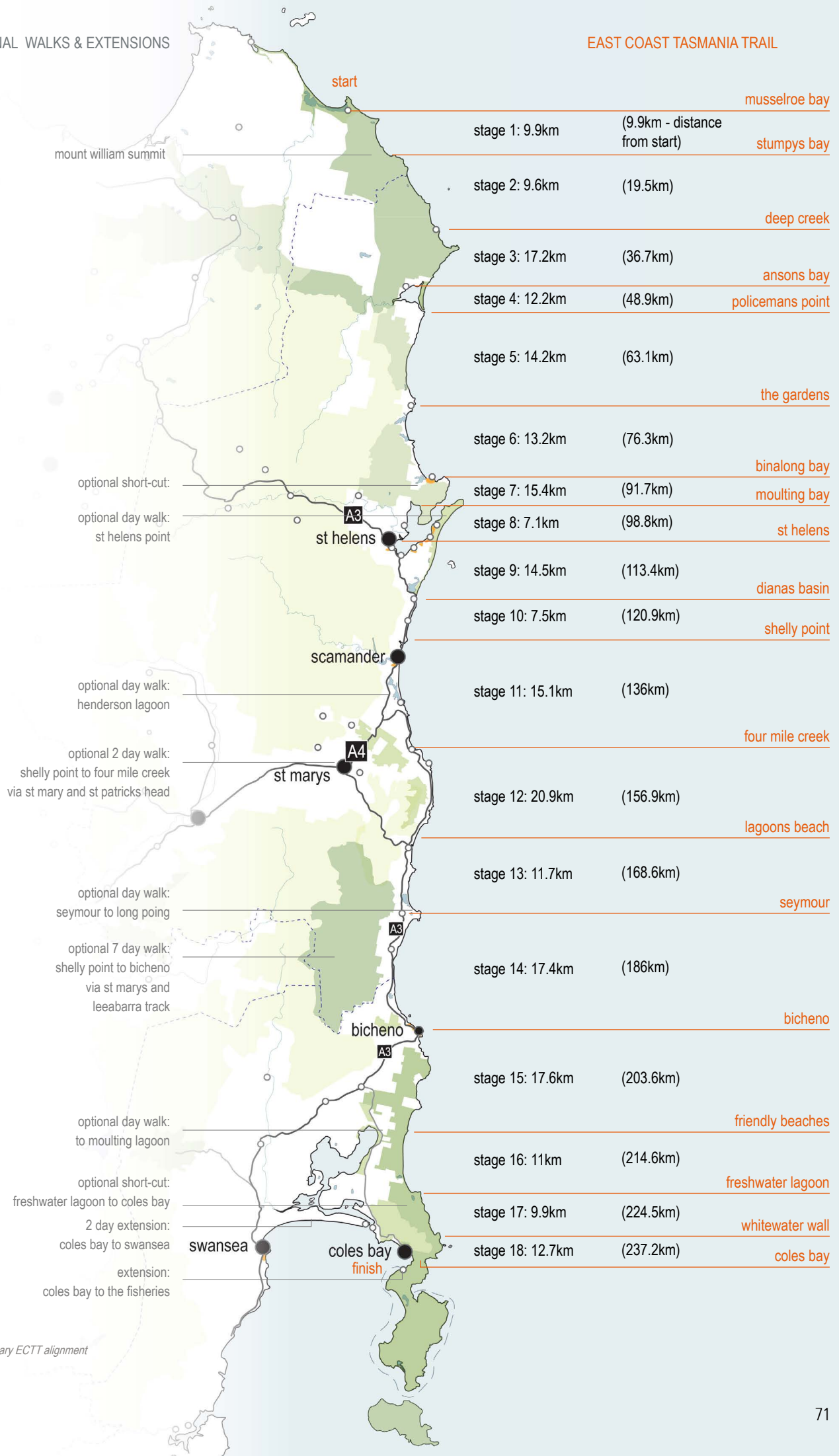
This preliminary alignment of the East Coast Tasmania Trail provides a unique experience that differs from all the other trails in Tasmania, through providing the opportunity for significant sections of the trail to be trekked along the beach and rocky edges. In understanding that there are constraints to walking along the beach, an off-beach alignment has been shown as an alternative. Identification on the mapping illustrates where beach walking and rock hopping is possible. The trail provides the opportunity for a variety of walks such as day trails, multi-day trails, segment trails and the full north to south ECTT walk, connecting up to existing trails, towns and services to provide different walking experiences along the way.

From north to south, the trail follows the coastline with a number of optional day walks and inland walks such as the 7 day walk from Shelly Point to Bicheno via St Marys and Leeabarra Track. There are two main extension to the ECTT, the connection from Coles Bay to The Fisheries and the existing trails through the Freycinet National Park and a link from Coles Bay to Swansea via Swanwick. A constraint to the trail extension to Swansea is the lack of crossing over the Great Swanport between Swanwick and Dolphin Sands. The mapping also identifies other locations of inlet openings and areas where lack of permanent crossings influences the trail alignment. This has been addressed later in this Section.

The length of the preliminary ECTT expands approximately 237km over 18 days with an addition 2 day extension to Swansea, however it does not include any optional walks or the existing trails located at the southern end of Freycinet National Park. Each day stage ranges in distances between 7.1km to 17.6km with existing or proposed camping grounds for overnight stops. The distances and day stages have been determined by comparison to the benchmarking studies for other similar trails in Australia and Wales, outlined in Section 1 of this report.

As this is only a high level trail alignment, further investigation into needed to establish an accurate and appropriate alignment, considering constraints such as private and public land ownership and inlet crossings.



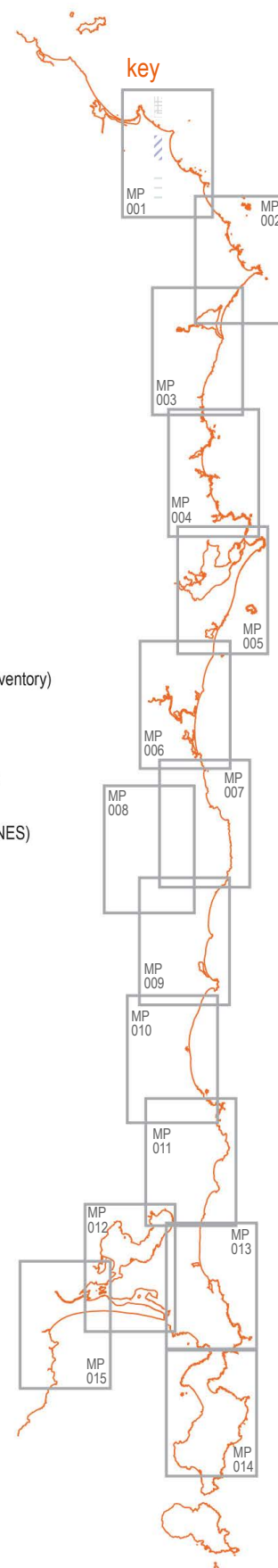


## 2.1 ECTT alignment mapping

The legend and key for the following mapping illustrating the preliminary East Coast Tasmania Trail alignment is shown below.

### legend

	potential East Coast Tasmania Trail alignment		unsealed major road
	optional and extension walks to ECTT		sealed minor road
	existing walking trails (excluded from alignment)		unsealed minor road
	optional boat connection		4WD tracks
	kayaking tours		minor 4wd tracks or fire trails
	potential bridge crossing		ferry route
	existing formal trail		swamp area
	beach walking (alternative trail option)		water bodies
	rock hopping (alternative trail option)		rivers
	municipal boundary		inlet openings
	main town		mountain / high point
	small town & settlement		contours (10m interval)
	town surrounds		beach
	national park		sand dunes
	parks and reserves		rocky coastal area
	state forest and reserves		coastal cliffs
	private reserves		THR sites (tasmanian heritage register)
	proposed works		THPI sites (tasmanian heritage places inventory)
	accommodation (other)		register of national estate areas (RNE)
	caravan park		break o'day heritage areas
	tourist points of interest		most affected areas of high conservation significance modelling (HCS)
	camping grounds		wetlands of international significance (MNES)
	look out		important bird areas (IBA)
	lighthouse		
	dive sites		
	golf course		
	winery		
	boat ramp		
	lack of crossing		
	road route number		
	airstrip		
	proposed sealed road		
	major road		







start

musselroe bay, 0km (distance from start)

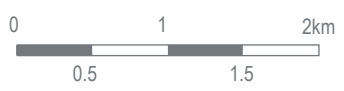
STAGE 1 (9.9km)

stumpys bay, 9.9km (d.f.s)

optional day walk  
stumpys bay to mount  
william summit (11km)

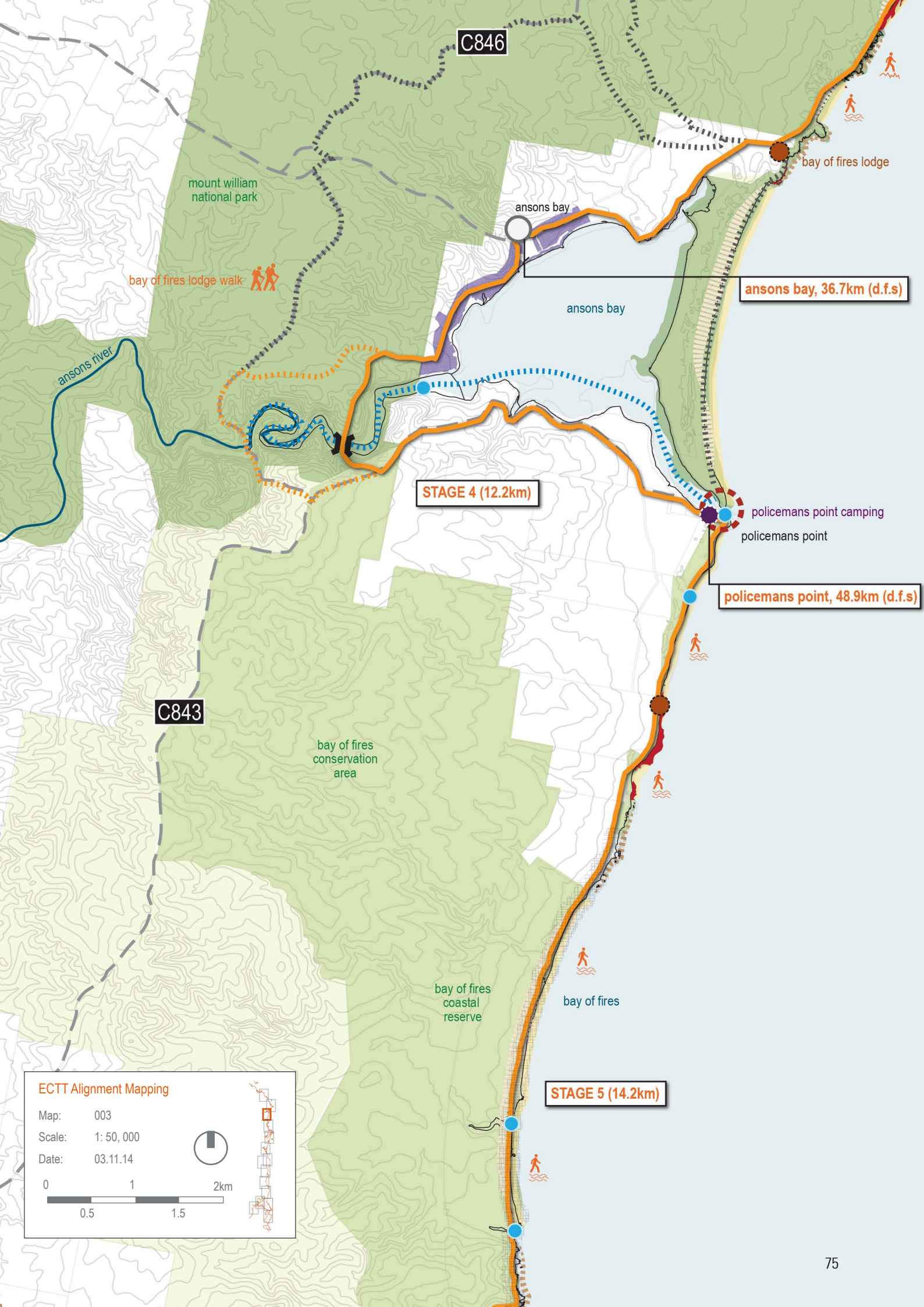
ECTT Alignment Mapping

Map: 001  
Scale: 1: 50, 000  
Date: 03.11.14









C846

mount william  
national park

bay of fires lodge walk

ansons bay

ansons bay

bay of fires lodge

ansons bay, 36.7km (d.f.s)

STAGE 4 (12.2km)

policemans point camping  
policemans point

policemans point, 48.9km (d.f.s)

C843

bay of fires  
conservation  
area

bay of fires  
coastal  
reserve

bay of fires

STAGE 5 (14.2km)

### ECTT Alignment Mapping

Map: 003  
Scale: 1: 50, 000  
Date: 03.11.14

0 1 2km  
0.5 1.5



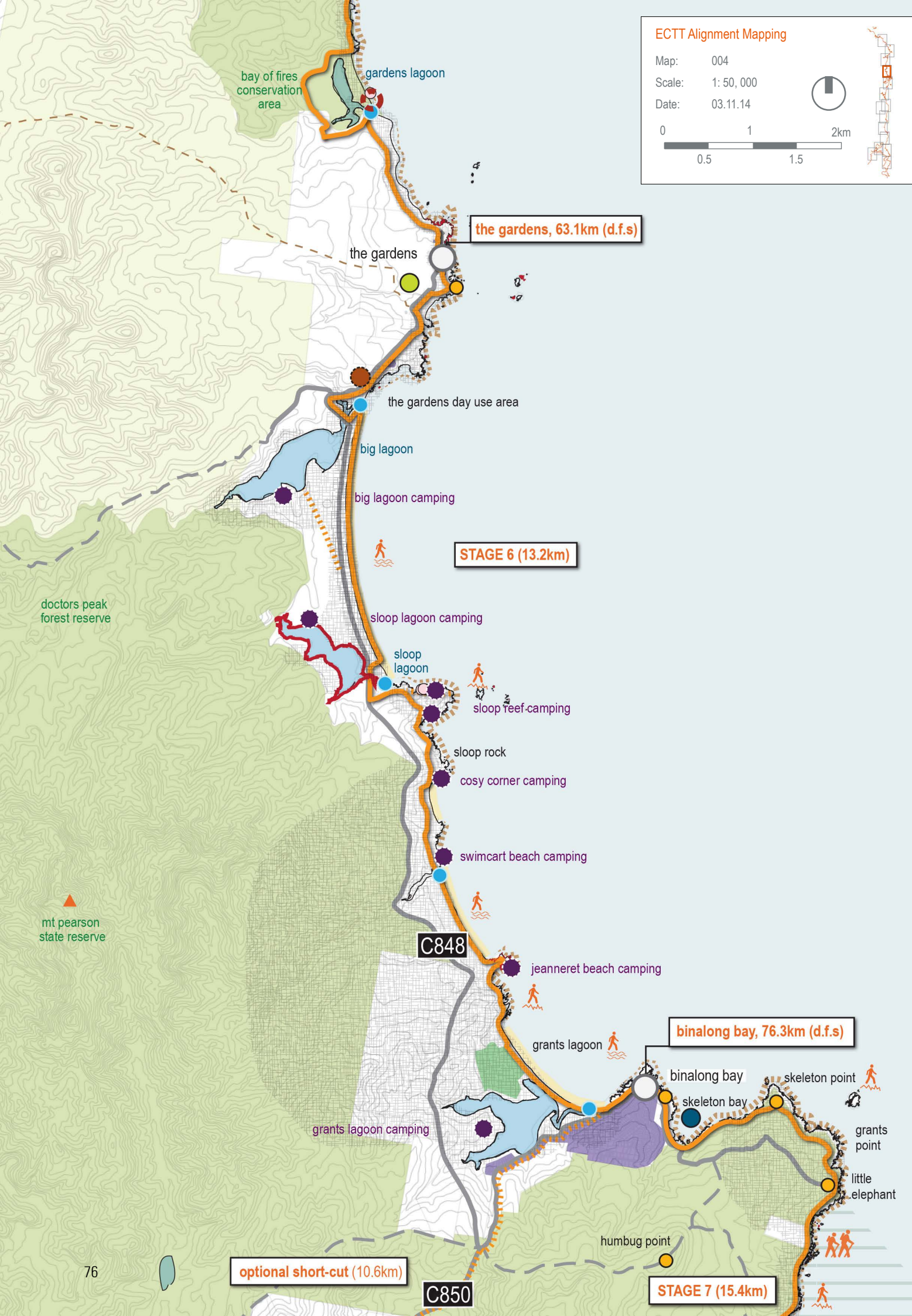
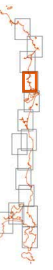


# ECTT Alignment Mapping

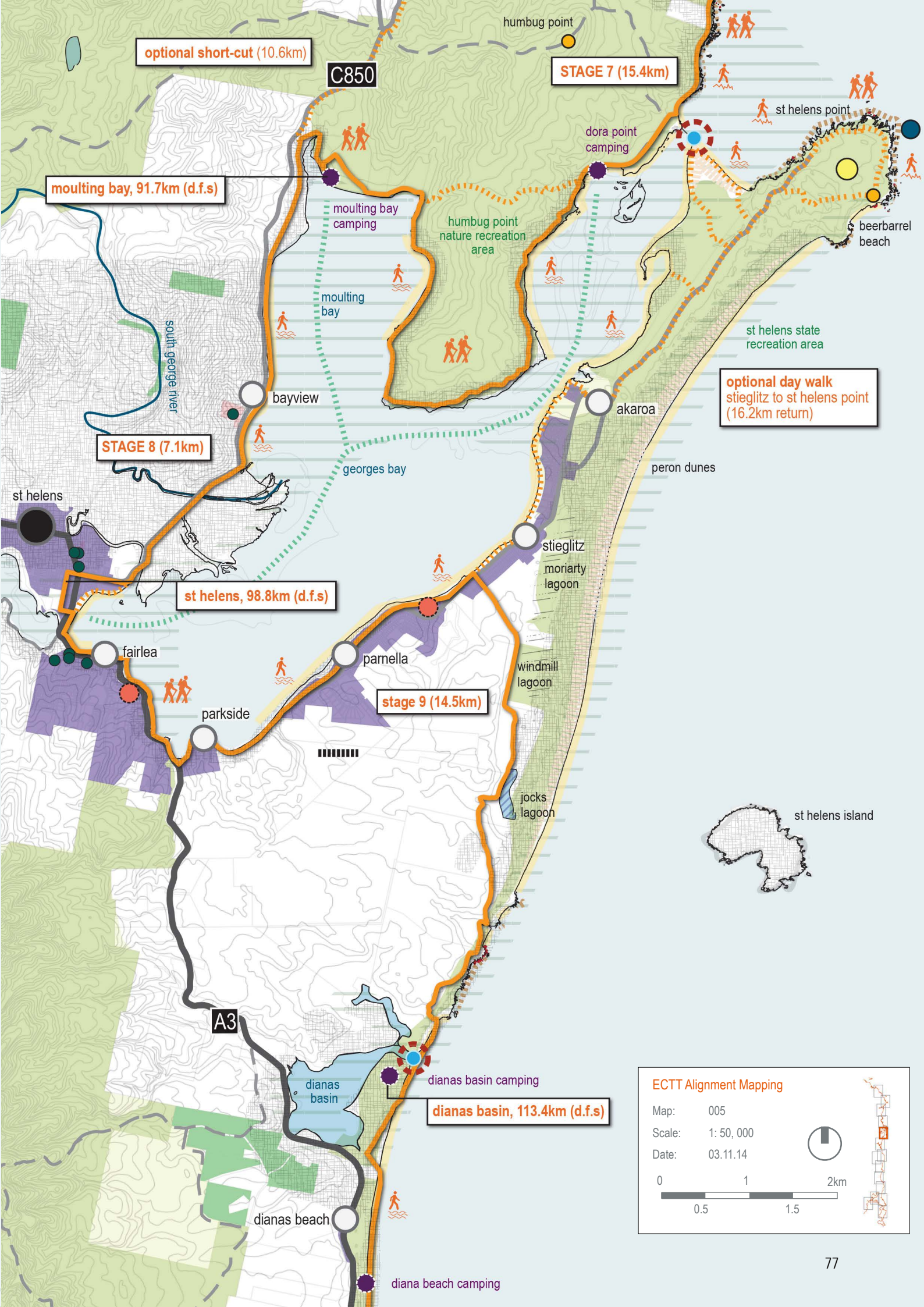
Map: 004

Scale: 1: 50, 000

Date: 03.11.14









# ECTT Alignment Mapping

Map: 006

Scale: 1: 50, 000

Date: 03.11.14



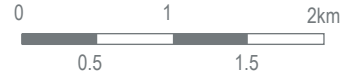


# ECTT Alignment Mapping

Map: 007

Scale: 1: 50, 000

Date: 03.11.14



**optional 7 day walk**  
day 1: shelly point camping to  
falmouth (8.7km)

**optional 7 day walk**  
day 2: falmouth to  
st marys (via st patricks head)  
(17.3km)

**four mile creek, 136km (d.f.s)**

**STAGE 12 (20.9km)**



ECTT Alignment Mapping

Map: 008  
Scale: 1: 50, 000  
Date: 03.11.14



cornwall

potential  
day walk around St Marys

optional 7 day walk  
day 3: st marys to proposed camp  
grounds 13km)

optional 7 day walk  
day 2: falmouth to  
st marys (via st patricks head)  
(17.3km)

st marys

irish town

gray

st marys pass

st patricks head  
state reserve

st patricks head

break o'day  
plains



A4

elephant pass

lower marsh  
creek forest reserve



# ECTT Alignment Mapping

Map: 009

Scale: 1: 50, 000

Date: 03.11.14



A4

elephant pass

lower marsh creek forest reserve

lagoons beach, 156.9km (d.f.s)

lagoons beach camping

lagoons beach conservation area

chain of lagoons

lagoons beach

**optional 7 day walk**  
day 4: proposed camp grounds to leeabarra track camping 1 (13.1km)

thompsons marshes

Leeabarra Track camping 1

douglas apsley national park

**STAGE 13 (11.7km)**

piccaninny point

templestowe beach

templestowe lagoon

**optional 7 day walk**  
day 5: leeabarra track camping 1 to leeabarra track camping 3 (12.1km)

**optional loop**  
seymour to long point (5.1km return)

seymour

seymour, 168.6km (d.f.s)

long point

sneakers rock

seymour coastal reserve

seymour beach

A3



# ECTT Alignment Mapping

Map: 010

Scale: 1: 50, 000

Date: 03.11.14





# ECTT Alignment Mapping

Map: 011

Scale: 1: 50, 000

Date: 03.11.14



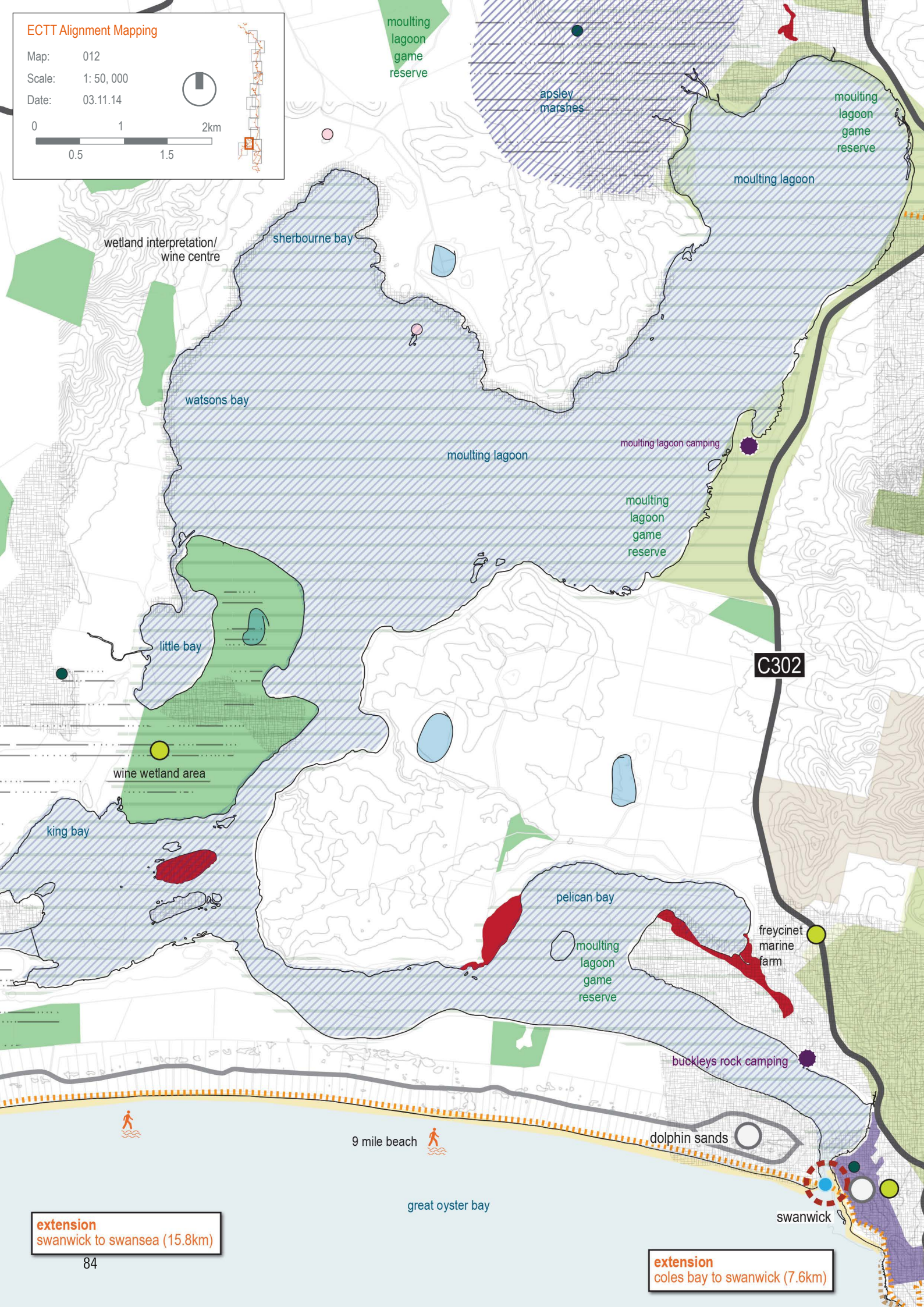


# ECTT Alignment Mapping

Map: 012

Scale: 1: 50, 000

Date: 03.11.14



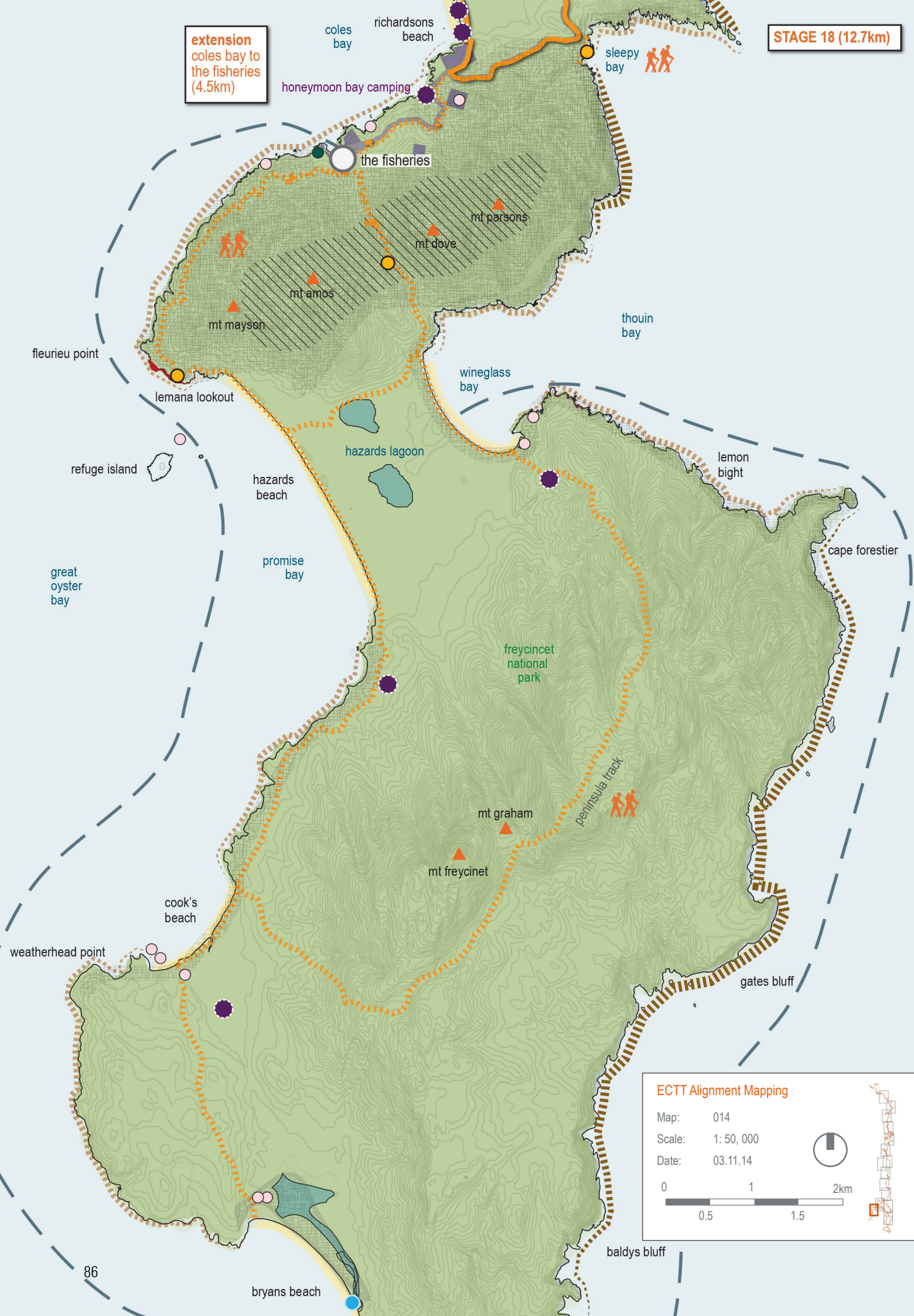
**extension**  
swanwick to swansea (15.8km)

**extension**  
coles bay to swanwick (7.6km)









STAGE 18 (12.7km)

extension  
coles bay to  
the fisheries  
(4.5km)

honeymoon bay camping

the fisheries

sleepy bay

coles bay

richardsons beach

thouin bay

wineglass bay

hazards lagoon

lemon bight

cape forestier

freycinet national park

peninsula track

mt graham

mt freycinet

gates bluff

baldys bluff

bryans beach

cook's beach

refuge island

hazards beach

promise bay

great oyster bay

lemana lookout

fleurieu point

### ECTT Alignment Mapping

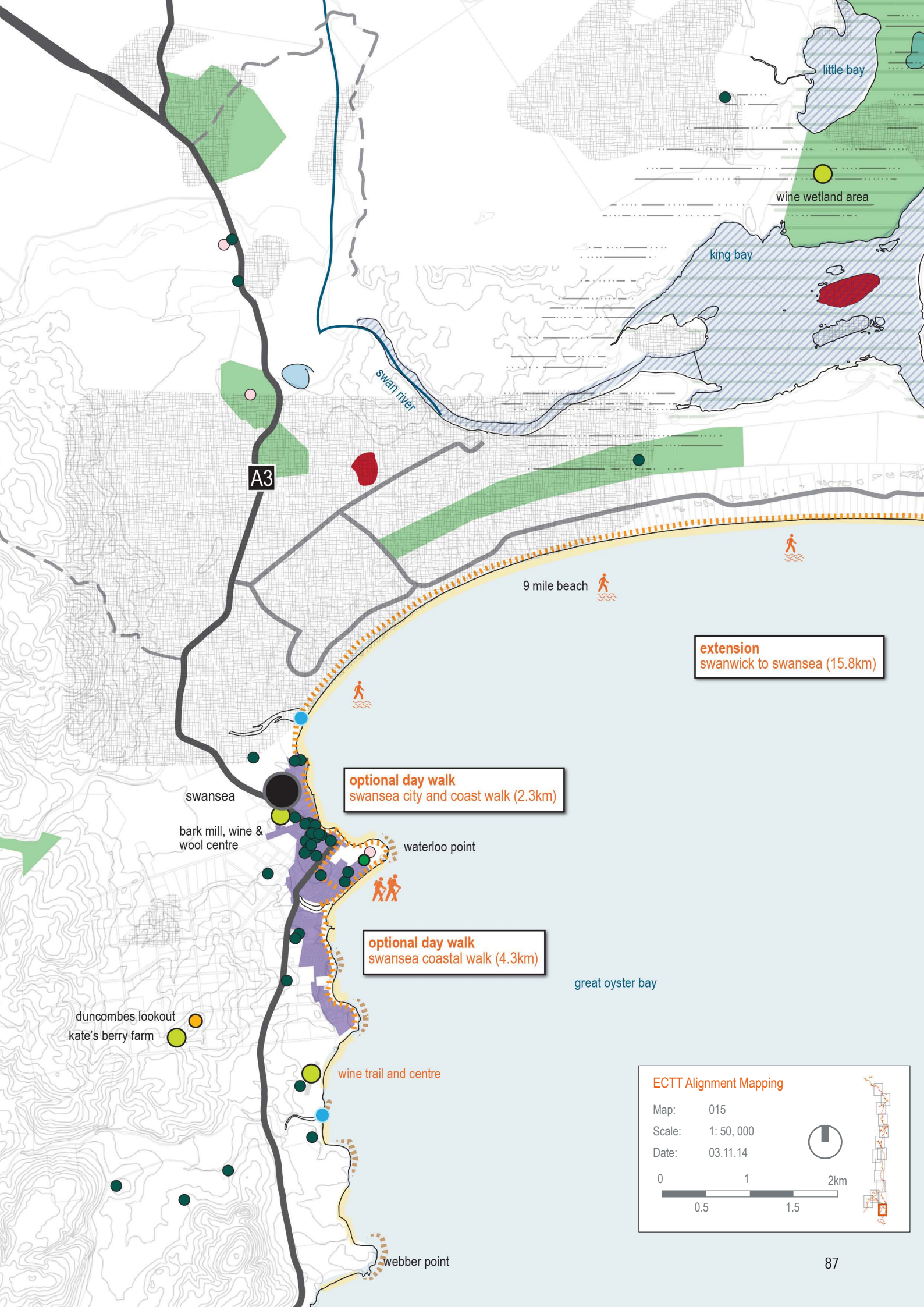
Map: 014

Scale: 1: 50, 000

Date: 03.11.14







**extension**  
swanwick to swansea (15.8km)

**optional day walk**  
swansea city and coast walk (2.3km)

**optional day walk**  
swansea coastal walk (4.3km)

**ECTT Alignment Mapping**

Map: 015  
Scale: 1: 50, 000  
Date: 03.11.14

0 1 2km  
0.5 1.5

## 3 ECTT segments

The proposed East Coast Tasmania Trail alignment comprises three segments: Northern, Central and Southern. The segments connect major towns along the coastline which act as anchors to support the trail. They provide a variety of experiences, including different landscapes, environmental features, attractions and cultural and biodiversity nodes. It is proposed that the East Coast Tasmania Trail would ideally be trekked from north to south, with the opportunity to do smaller short walks in both directions. The intended experience of those walking the full north-south trail extents is to begin with the remote wilderness in the Northern segment, traversing through different settlements in the Central segment and continuing with the Southern segment comprising spectacular mountain and cliff views. The segments are outlined below:

### 3.1 Northern segment

The Northern segment of the East Coast Tasmania Trail comprises 8 stages/days linking Musselroe Bay to St Helens. This segment of the walk passes through national parks and conservation areas, namely: Mt William National Park, the Bay of Fires Conservation Area, Mt Pearson State Reserve and Humbug Point Nature Recreational Area. It is considered the most remote segment of the trail, passing through large stretches of wilderness coastline with few permanent residents. This section would appeal to a large range of people, fitness levels and those interested in a nature-based walk. Numerous stages of this segment can be walked along the remote beaches or through the low lying coastal heathlands and scrubs alongside native wildlife that line the coastline which makes this section a relatively easy walk. The trail passes through 6 small settlements and terminates in St Helens, however there are few resupply points, which requires walkers trekking a number of days to carry food and water. Key attractions in this segment include: the panoramic views from the Mt William Summit lookout; the historic and cultural experience of trekking to the Larapuna Lighthouse which is managed by the Tasmanian Aboriginal community; the unique red granite outcrops and pristine white beaches of the Bay of Fires; the expansive views over Anson's Bay; Binalong Bay, the Humbug Point Nature Recreational Area and Georges Bay.

### 3.2 Central segment

The Central segment of the East Coast Tasmania Trail consists of a 6 day walk from St Helen's to Bicheno. This segment is perhaps the least remote and most urbanised section of the trail. The route runs close to small settlements and the main road in some stretches so that the feeling of isolation is not always present. Nevertheless, it does include long stretches of beach with picturesque views of the coast, fringing hills and rocky headlands.

The walking involves rock-hopping but is relatively flat. The walking conditions are easy however there are no resupply points between Scamander and Bicheno so food and water would need to be carried. There would be benefits in making suitable parts of this section of the trail accessible by cycle in order to provide local riding opportunities for visitors and locals to move safely between towns off-road. While the ECTT traverses along the coastline, however a 7 day optional inland route is offered.

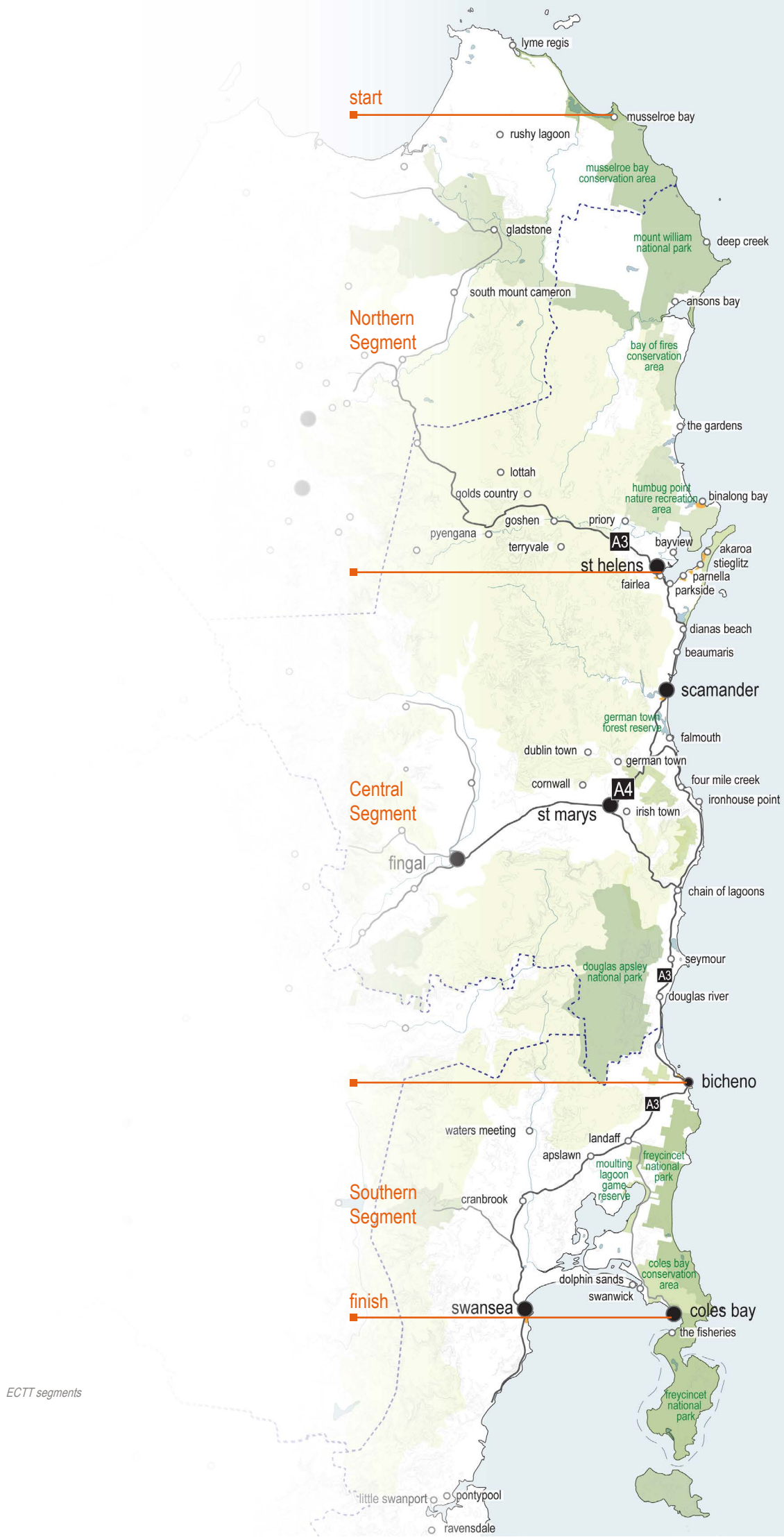
The trail between St Helens and Falmouth is predominately walked along beaches and within conservation reserves with a number of viewing platforms. From Falmouth, the ECTT coastal route provides the opportunity to experience: long range beach views from the Four Mile Creek lookout; the East Coast Natureworld; a number of smaller lagoons; rocky coastlines, pristine beaches and a variety of natural and other tourist attractions in Bicheno. The Whale Lookout Walk at Bicheno provides a panoramic view over Bicheno.

The 7 day optional inland route runs from Falmouth to St Mary's via St Patrick's Head along mountain ridges with a spectacular view from the peak at St Patrick's Head. This part of the trail runs through the St Patrick's Head State Reserve. The trail continues south, following existing 4WD tracks to the Douglas Apsley Marshes and National Park to the start of the Leeabarra Track. The Leeabarra track takes 3 days to complete, plus an additional day to return to the coastline at Bicheno.

### 3.3 Southern segment

The Southern segment of the ECTT connects Bicheno with Coles Bay and an optional 2 day extension to Swansea. From Bicheno, the trail traverses the rocky edges along coastal reserves to the northern extent of the Freycinet National Park. Hugging the coastline, the trail reaches the stunning Friendly Beaches. Nominated as one of Australia's top 10 beaches, Friendly Beaches is rated a Level 2 walk. The beach is well exposed to the ocean, therefore an off-beach trail is proposed to provide weather protection when required. The trail passes the Saltwater and Freshwater Lagoons, then follows a primary ridge line of the Freycinet National Park, providing ocean and bushland vistas along the rocky headlands. This stage connects to the existing short walks at Cape Tourville and Sleepy Bay, and will provide a legitimate route for walkers to travel between Bicheno and Coles Bay. This later section along the coast would provide a significant addition to the walk resources of Freycinet National Park, potentially taking some pressure off the heavily used route over to Wineglass Bay. Throughout most parts of this segment, there is a sense of remoteness where walkers would need to carry their own food and water. The ECTT is proposed to terminate at Coles Bay, however connections to the existing Freycinet walks to the south and an extension to Swansea are also provided.





ECTT segments

## 4 ECTT experience

The present proposal is for an iconic walk that is accessible to all; that can provide a range of different experiences, from day walks and multi-day walks on remote coasts and uplands to afternoon strolls around seaside towns. This would be a walk in which almost everyone who visited the East Coast would step on at some point in their travels. Broadly, the walk could be used in many different ways:

- Providing a challenge for committed walkers to complete the whole route, which could take 18-20 days, depending on the route alignment;
- Bringing weekend walkers back time and again to complete the route;
- Providing day walks for visitors to the area;
- Providing walking connections between settlements for visitors and residents alike;
- Providing short walk opportunities people with limited time or capacity;

- Providing local walking tracks for exercise and fitness for local people; and
- Enabling, in some sections, shared use with cyclists and horse-riders.

Taken as a whole, the walk would provide step on - step off opportunities that other iconic walks in the State are not well able to provide. As noted in the work by the Tasmanian Land Conservancy (2012), this is a model that is common in Europe and North America. It provides for a range of different experiences and opportunities for accommodation along the way.

The following is a short description of each 'day stage', providing a summary of the start, finish, distance, overnight accommodation and key features along the preliminary ECTT. This gives an over arching illustration of the walking experience from north to south, outlining any optional walks and extension along the route.

### Northern Segment

The Northern segment of the walk will appeal to the following:

- Multi-day walkers wishing to experience the wilderness coast and the Bay of Fires;
- Day walkers holidaying or resident in the region;
- People camping in the area (reportedly up to 30,000 people per year);
- Travellers and residents seeking short walk opportunities, particularly at key attractions such as Musselroe Bay, Larapuna Lighthouse, The Gardens and Binalong Bay;
- People who regularly travel between Binalong Bay and St Helens (a cycle route or boat connection would have potential); and
- Residents of the settlements seeking walking health and fitness opportunities.

#### STAGE 1

##### Start:

Musselroe Bay

##### Accommodation:

Stumpys Bay camping 4

##### Finish

Stumpys Bay

##### Key features:

- Musselroe Bay
- Cape Naturaliste
- Mount William National Park

##### Distance:

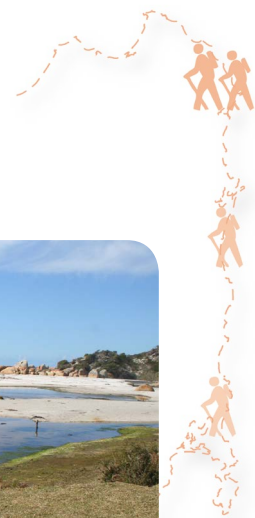
9.9km



#### OPTIONAL

Day walk from Stumpys Bay to Mount William Summit (11km return loop)





## STAGE 2

### Start:

Stumpys Bay

### Finish

Deep Creek

### Distance:

9.6km

### Accommodation:

Deep Creek camping

### Key features:

- Boulder Point
- Cod Bay
- Purdon Bay
- Picnic Rocks
- Mount William National Park



## STAGE 3

### Start:

Deep Creek

### Finish

Ansons Bay

### Distance:

17.2km

### Accommodation:

Proposed camping

### Key features:

- Picnic Rocks Beach
- Picnic Point
- Larc Beach
- Larapuna Lighthouse
- Bay of Fires



## STAGE 4

### Start:

Ansons Bay

### Finish

Policemans Point

### Distance:

12.2km

### Accommodation:

Policemans Point camping

### Key features:

- Ansons Bay
- Ansons River



## STAGE 5

### Start:

Policemans Point

### Finish

The Gardens

### Distance:

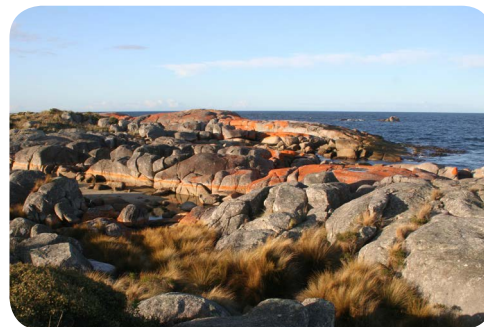
14.2km

### Accommodation:

Proposed camping or cabins

### Key features:

- Bay of Fires
- Gardens lagoon



## STAGE 6

### Start:

The Gardens

### Finish

Binalong Bay

### Distance:

13.2km

### Accommodation:

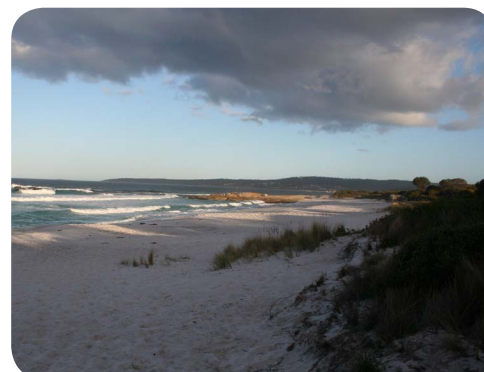
Proposed camping or:

Sloop Reef camping      Swimcart Beach camping

Cosy Corner camping      Jeanneret Beach camping

### Key features:

- The Gardens lookout
- Big Lagoon, Sloop Lagoon and Grants Lagoon
- Sloop Rock



### STAGE 7

#### Start:

Binalong Bay

#### Finish

Moulting Bay

#### Distance:

15.4km

#### Accommodation:

Moulting Bay camping or Dora Point camping

#### Key features:

- Skeleton Bay
- Skeleton Point and lookout
- Grants Point and lookout
- Little Elephant
- Humbug Point
- Humbug Point Nature Recreationa Area



### OPTIONAL

Short-cut from Binalong Bay to Moulting Bay (10.6km) or St Helens (17km) via C850

### STAGE 8

#### Start:

Moulting Bay

#### Finish

St Helens

#### Distance:

7.1km

#### Accommodation:

Existing accommodation in St Helens

#### Key features:

- Moulting Bay
- Bayview
- Georges Bay



## Central Segment

This segment of the walk would appeal mostly to:

- Walkers seeking to complete the whole trail (including those completing the trail piecemeal);
- Local residents and visitors seeking to move between towns; and
- Local residents and visitors seeking opportunities to improve health and fitness.

### STAGE 9

#### Start:

St Helens

#### Finish

Dianas Basin

#### Distance:

14.5km

#### Accommodation:

Dianas Basin camping

#### Key features:

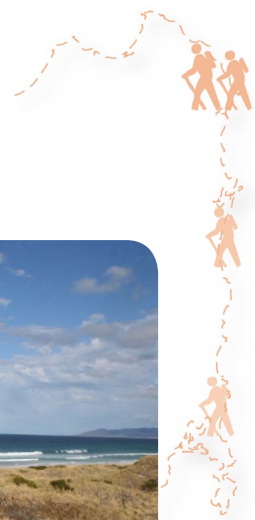
- St Helens
- Georges Bay
- Fairlea, Parkside and Parnella
- Windmill Lagoon and Jocks Lagoon
- Dianas Basin



### OPTIONAL

Extension from Stieglitz to St Helens Point (16.2km return)





## STAGE 10

### Start:

Dianas Basin

### Accommodation:

Shelly Point camping

### Finish

Shelly Point

### Key features:

- Dianas Beach and lookout
- Beaumaris
- Shelly Point and lookout

### Distance:

7.5km



## STAGE 11

### Start:

Shelly Point

### Accommodation:

Proposed camping

### Finish

Four Mile Creek

### Key features:

- Dianas Beach and lookout
- Beaumaris
- Shelly Point and lookout
- Four Mile Creek lookout

### Distance:

15.1km



## Optional 7 day walk: Shelly Point to Bicheno (via St Mary and Leeabarra Track)

This option is a route of up to 7 days that takes walkers up to the ridge of the hills that fringe the coast. It would provide significant variation in the vegetation and walking conditions, rising from sea-level to over 600 metres in places, with spectacular coastal views from St Patricks Head and from the Douglas Apsley National Park. The national park section is relatively remote.

There are some steep sections (although it would be possible to reduce these by starting at St Marys) and walkers would need to carry their food and water between St Marys and Bicheno.

This section of the walk would appeal mainly to bushwalkers seeking a challenging multi-day walk. Day-walking opportunities are limited although short walks are possible around St Marys for residents and visitors.

## OPTIONAL

Day 1: Shelly Point to Falmouth (8.7km)

Day 2: Falmouth to St Marys (17.3km)

Day 3: St Marys to proposed camp grounds (13km);

Day 4: Proposed camp grounds to Leeabarra Track camping 1 (13.1km)

Day 5: Leeabarra Track camping 1 to camping 3 (12.1km)

Day 6: Leeabarra Track camping 3 to camping 4 (7.7km)

Day 7: Leeabarra Track camping 4 to Bicheno (15.4km)

## STAGE 12

### Start:

Four Mile Creek

### Accommodation:

Lagoons Beach camping

### Finish

Lagoons Beach

### Key features:

- Four Mile Creek
- Ironhouse Point
- Little Beach
- Lagoons Beach

### Distance:

20.9km



### STAGE 13

**Start:**

Lagoons Beach

**Accommodation:**

Proposed camping at Seymour

**Finish**

Seymour

**Key features:**

- Lagoons beach
- Piccaninny Point
- Templestowe Beach
- Templestowe Lagoon

**Distance:**

11.7km



### OPTIONAL

Extension loop from Seymour to Long Point (5.1km return)

### STAGE 14

**Start:**

Seymour

**Accommodation:**

Existing accommodation in Bicheno

**Finish**

Bicheno

**Key features:**

- Seymour Beach
- Long Point
- Douglas River
- Denison Beach
- Old Mile Lagoon

**Distance:**

17.4km



## Southern Segment

This segment of the trail will appeal to:

- Multi-day walkers wishing to experience the wild Freycinet coast;
- Day walkers holidaying or resident in the region (with more than 190,000 people visiting Freycinet National Park each year); and
- Residents and visitors seeking short walk opportunities.

### STAGE 15

**Start:**

Bicheno

**Accommodation:**

Friendly Beaches camping

**Finish**

Friendly Beaches

**Key features:**

- Bicheno
- Whale Lookout Walk
- Governor Island
- Rice beach
- Farm Point
- Cape Lodi
- Courland Bay
- Freycinet National Park
- Friendly Beaches

**Distance:**

17.6km







## STAGE 16

### Start:

Friendly Beaches

### Accommodation:

Freshwater Lagoon camping (or proposed Eco Retreat)

### Finish

Freshwater Lagoon

### Key features:

- Isaac Point
- Friendly Beaches lookout
- Saltwater Lagoon and Freshwater Lagoon

### Distance:

11km



## OPTIONAL

Extension to Moulting Lagoon (9.5km)

## STAGE 17

### Start:

Freshwater Lagoon

### Accommodation:

Whitewater Wall camping

### Finish

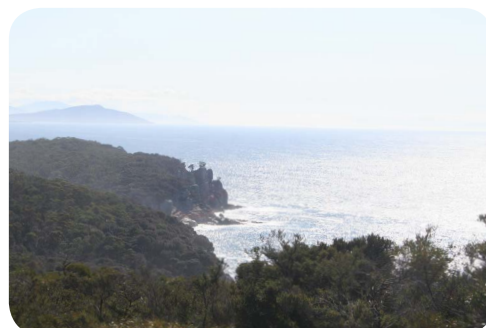
Whitewater Wall

### Key features:

- Freshwater Lagoon
- Friendly Point
- Bluestone Bay
- Whitewater Wall
- Freycinet National Park

### Distance:

9.9km



## STAGE 18

### Start:

Whitewater Wall

### Accommodation:

Coles Bay camping

### Finish

Coles Bay

### Key features:

- The Nuggets
- Cape Tourville Walk
- Carp Bay
- Sleeping Bay Trail
- Richardsons Beach and Coles Bay

### Distance:

12.7km



## OPTIONAL

Short-cut from Freshwater Lagoon Camping direct to Coles Bay through Freycinet National Park and Coles Bay Conservation Area (9.1km)

## EXTENSION

Extension from Coles Bay to the Fisheries and associated Freycinet National Park Walks (4.5km)

## EXTENSION

Two day extension from Coles Bay to Swansea via Swanwick.

Day 1: Coles Bay to Swanwick (7.6km)

Day 2: Swanwick to Seanssea (15.8km)

## OPTIONAL

Swansea City and Coast Walk (2.3km) and Swansea Coastal Walk (4.3km)

## 5 ECTT accommodation

### 5.1 Types of Accommodation

#### 5.1.1 Camping

Camping is the traditional form of accommodation for walkers on the East Coast and will likely continue to provide the majority of accommodation for the ECTT. There is a chain of existing camp sites with only a few gaps along the length of the potential route for the East Coast Tasmania Trail (Ansons Bay, The Gardens, and a possible site between St Marys and the Leeabarra Track).

It may be desirable to designate some of the existing campsites for walkers in order to meet the desires expressed by overnight walkers for quiet and isolated conditions (see section 1.4), or else to designate parts of existing camping areas for walkers (as happens in some campsites on the Great Ocean Walk, for example). There is an expectation that walkers' campsites can (and should) be booked in advance to ensure that walkers have access to accommodation. They should be provided with basic, well-designed services in secluded areas and, where possible, should be provided with water. There is a general expectation that such bookable sites will attract a fee.

#### 5.1.2 Walkers' Huts

In other long distance walks in Tasmania, walkers' huts are the norm, with one hut accommodating up to 40 people. These provide basic shelter and facilities, with the cost covered by the walk fee. There are also private trail huts operated by the group walking companies that are a little more luxurious. These kinds of huts are not present on the East Coast, except as part of the privately operated Bay of Fires Walk.

The scope for publicly provided walkers' huts in this area is limited. The weather is generally mild and the East Coast Tasmania Trail will be unrestricted and unlikely to attract a fee that would pay for such facilities. However, in the future, given sufficient demand, there may be opportunities to establish huts in key locations. Privately provided huts are a possibility, given adequate demand.



*Broughton Island campgrounds, NSW*



*Pelion Plains Walkers Hut, Overland Track*





### 5.1.3 Cabins

There is potential for built accommodation providing for individual families or groups in secluded locations long the walk route in, or adjacent to National Parks and Reserves. The demand for this type of accommodation comes from older walkers or families walking with children. The cost of this type of accommodation would be relatively high. Such accommodation may not be exclusively available to people undertaking the East Coast Tasmania Trail but would need to be available on a per night basis. In siting such facilities on public land, they should be located at a days' walk apart and clustered in small groups. The demand for cabins of this kind is demonstrated in Victoria at Tidal River (Wilsons Promontory) and at Cape Conran.

### 5.1.4 Hotels

There are few hotels, motels and bed & breakfast operators along the route of the East Coast Tasmania Trail except in the main towns. It would certainly not be possible to undertake the whole of the Trail using hotel accommodation. This will likely remain the case given the long stretches of wilderness coast. However, there is a market for leisure travellers to use hotels as a base while they explore the local walking trails, particularly where those hotels can provide other activities (canoeing, horse-riding, food tours etc). This is demonstrated in hotels and resorts such as Freycinet Lodge and Saffire but can also be provided in lower budget offerings.



*Wilderness retreat, Cape Conran, Victoria (Parks Victoria)*



*Innkeepers Tidal Waters Resort, St Helens*

## 5.2 Accommodation gaps

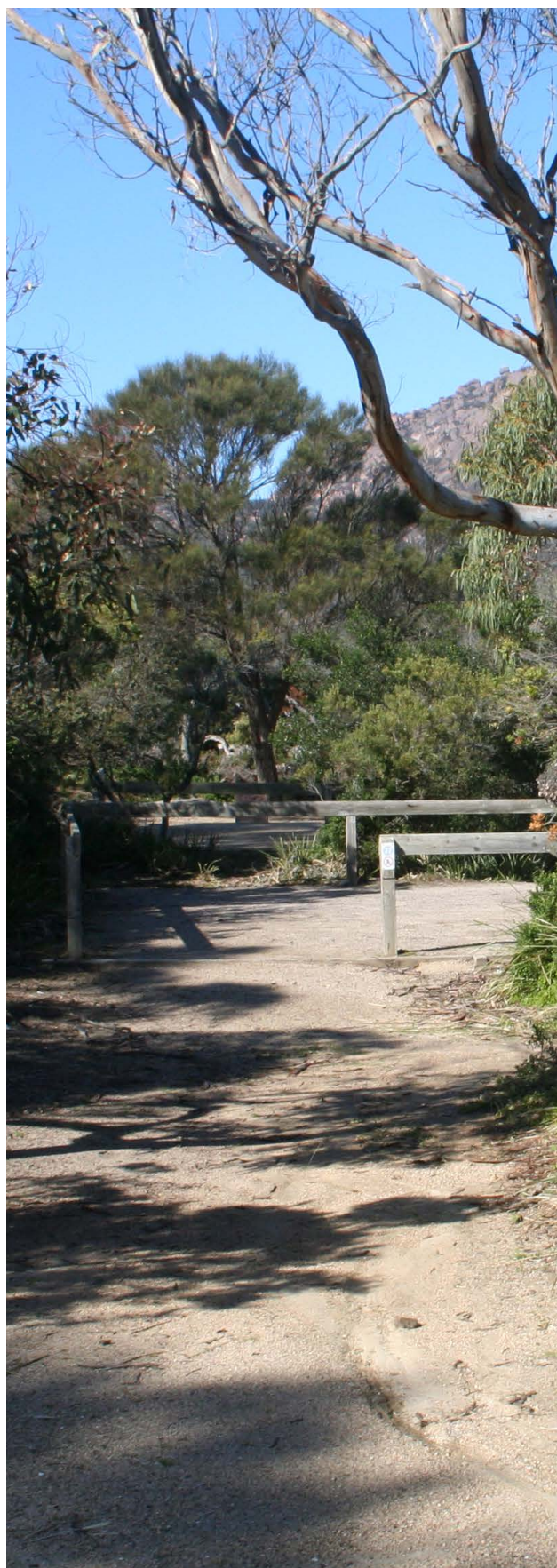
There are a number of gaps in the provision of accommodation to support the potential ECTT alignment. Based on the day stages shown in the alignment, accommodation (camping and/or alternative) is required in the following towns:

- Ansons Bay;
- The Gardens;
- Binalong Bay;
- Falmouth;
- Four Mile Creek;
- Seymour; and
- Stieglitz or Akaroa- to allow for the extension up to St Helens Point.

A camping ground has also been proposed on the optional 6 day trail alignment between St Marys and the Leeabarra Track camping grounds.

Private accommodation (eg. cabins) could be encouraged and/or strengthened in the following towns to support the alignment and to strengthen overnight tourism stays, particular where short walks or trail options and extensions are shown:

- Musselroe Bay;
- Scamander;
- Bicheno;
- Coles Bay;
- St Helens;
- Swansea;
- Friendly Beaches; and
- St Marys.



*Camping platforms at Coles Bay*





### 5.2.2 Northern segment (Musselroe Bay to St Helens)

Camping is the predominant form of accommodation in this segment of the trail and there are adequate campsites along most of the route. There is a requirement for two further campsites to complete the chain of sites – one at Ansons Bay and one at The Gardens.

There is presently no commercial built accommodation except at St Helens, although there are holiday homes to rent at Binalong Bay. The approved resort and golf course at Musselroe Bay may provide commercial accommodation suitable to launch a multi-day walk. Ansons Bay, The Gardens and Binalong Bay may provide suitable locations for hotel or bed and breakfast accommodation that could attract walkers. Opportunities for cabins or low impact built accommodation could be found within and adjacent to public land in areas on the coast accessible by management tracks (including Mt William National Park, Bay of Fires Reserve and Humbug Reserve). Larapuna Lighthouse provides a special opportunity to develop accommodation to service the proposed aboriginal cultural experience.

### 5.2.3 Central segment (St Helens to Bicheno)

While some camping is provided along this segment, there may be further accommodation opportunities in this section where operators can cater for walkers as part of their customer base, providing a point of difference to the existing accommodation offerings. Opportunities for cabins in key camp sites or in more isolated areas that can take advantage of coastal and bush views.

A new campsite is required on the optional 7 day walk at Falmouth and between St Marys and the Leeabarra Track through the Douglas Apsley National Park. There may be limited scale commercial accommodation opportunities in areas at either end of the National Park.

### 5.2.4 Southern segment (Bicheno to Coles Bay / Swansea)

There are existing high end accommodation proposals on private land close to this route and there would be other opportunities for cabins and eco-resorts, particularly on the parcels of private land through which the trail passes.



*Camping at Dianas Basin*

## 6 Services and facilities

A potential trail of this scale requires supporting services and facilities to entice walkers and create a better trail experience. Some services and facilities are necessary to the success of the trail such as: toilets, information signage, information centres, drinking water, accommodation etc., while others assist in supporting the trail by providing alternative options including a broader range of activities such as kayaking, cultural or food tours etc. The potential trail also provides the opportunity to link to and strengthen existing services and facilities such as the East Coast Dive Trail.

### 6.1 Necessary services and facilities

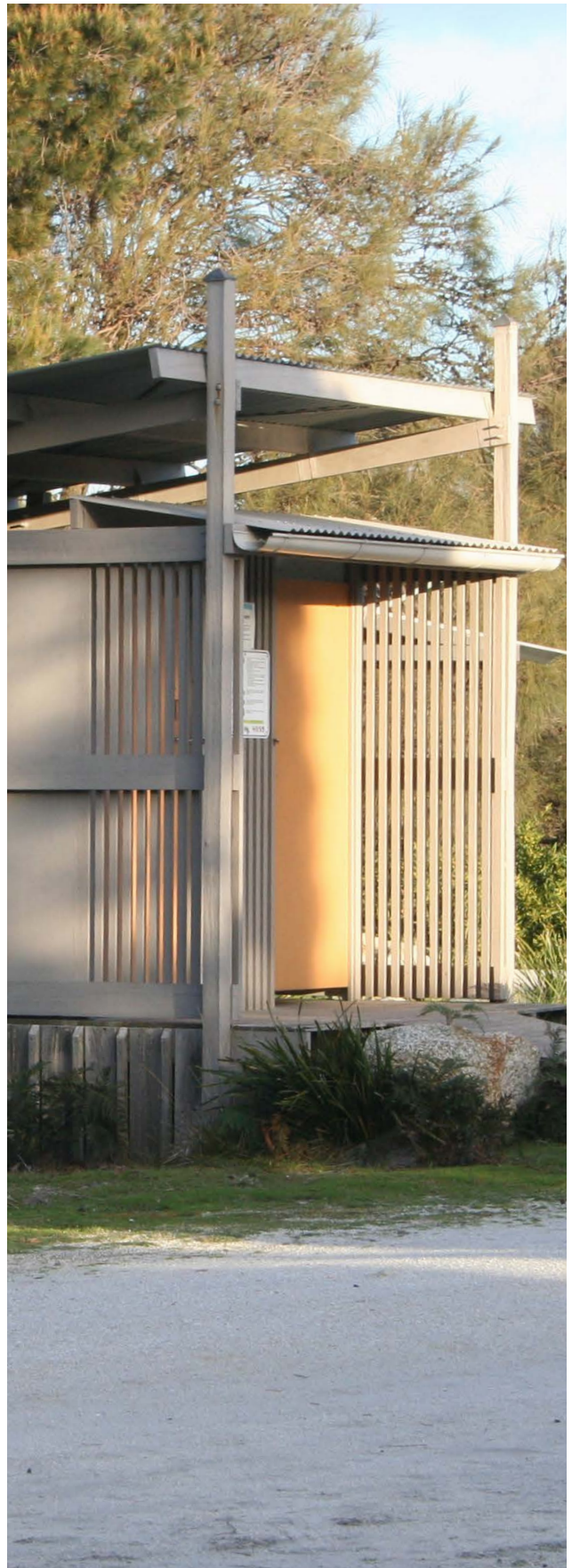
#### 6.1.1 Toilets and water

The provision of toilets and drinking water, whether it be a water tank at campsites or a general store in town, both are required to support the ECTT, and should be allocated every 10 to 15km along the walk. The following camping sites that have been nominated for overnight stays that require upgrades to services such as toilets and water:

- Deep Creek camping;
- Policemans Point camping;
- Sloop Reef camping;
- Whitewater Wall camping;
- Hepburn Point camping;
- Freshwater Lagoon camping; and
- 4 Leeabarra Track camping sites

#### 6.1.2 Information and interpretation signage

The Sustainable Tourism Options Report discusses both the existing signage within the study area, and the potential for more interpretive signage considering the rich cultural and biodiversity significance along the coastline. The signage along the East Coast is inconsistent, however PWS have recently developed a consistent branding interpretive signage to inform walkers of the flora and fauna significance in particular areas along the coast along beaches and sand dunes. This could be continued down the full extent of the trail, not just at beach access points but along the route itself. As mentioned in this earlier report, there is a rich cultural history and significant flora and fauna along the East Coast that could be imbedded along the trail through interpretive signage to inform walkers of the sensitivity of this coastline. Ensuring there is a consistent branding across all the types of signage, whether they be directional, informational, and interpretive or safety is important for wayfinding and trail unity. A range of listening posts could be considered at particular locations to support self-guided cultural or wildlife trails in particular areas of interest.



*Toilets at Shelly Point camping area*





### 6.1.3 Accommodation booking systems

Currently, camping is only paid for in national parks along the East Coast of Tasmania. Camping fees are paid at the camp site through a blue bin 'Pay & Display' system, where campers complete an envelope, include the relevant fee and place it in the box.

Considering the relatively small populations but increase visitor population (particularly in the northern segment) and that there will be no walking fees along the ECTT, camping fees will need to be considered along the length of the ECTT for it to be viable (funding will be discussed further in Section 3). The camping fee will also ensure that camp grounds can be booked online prior to trekking the ECTT to ensure accommodation for the night. The fee amount could be determined by the level of services provided.

### 6.1.4 Supplies

As there are only 5 main towns along the route that support the trail as supply pick-up points, some of the towns will require additional development to include a general store or supermarket, café, restaurant, milkbars etc. to allow walkers to resupply with food and water to continue on their journey. Particular towns that could be considered for this type of general store to support the trail include:

- Musselroe Bay;
- Ansons Bay;
- The Gardens;
- Binalong Bay;
- Falmouth;
- Four Mile Creek; and
- Seymour.



*Pay and display box at Musselroe Bay camping area*

## 6.2 Supporting services and facilities

### 6.2.1 Private Walk Operators

It is unlikely that a private operator would wish to undertake walks along the whole length of the East Coast Tasmania Trail; most such walks are a maximum of 7 days and some parts of the proposed route are not sufficiently remote or spectacular to attract walkers willing to pay for guides. Nevertheless, there would be scope for extension of privately-operated walking tours in the more remote parts of the study area such as the three National Park areas – Mt William, Douglas Apsley and Freycinet – using the track infrastructure provided. This could include provision of new accommodation.

There are already at least two private walk operators working in this region – the Bay of Fires Walk and Freycinet Experience. In developing the new trail, care would need to be taken to ensure that these operators are able to continue to operate.

### 6.2.2 Tours

There are a number of tours that existing within the study area that should be promoted through the East Coast Tasmania Trail, and other opportunities to create additional tours or destination points along the trail as either alternative stops or supporting activities. The following are existing tours within the study area:

- East Coast Dive Trail: there are 5 of 11 dive sites within the study area that form part of the East Coast Dive Trail. This trail is considered 4th on a list of 7 great Australia dive sites.
- East Coast Wine Route: The driving tour begins at Oxford and passes through all the wineries along the Tasman Highway to reach Bicheno.
- Freycinet Marine Farm Tour: (as previously discussed in Section 1: 4.1.6).
- The Long Lunch Tour Co.- Freycinet Food and Wine Tour: (as previously discussed in Section 1: 4.1.6).

The East Coast of Tasmania is well renowned for some of Australia's best seafood and number of wineries, including those mentioned above. Other tours to consider are cultural, environmental and additional food and wine tours to celebrate the diversity of environments and experiences that the East Coast has to offer. There are a number of additional activities that can be explored along the coastline, including self-guided bird watching trails, canoe trail, boating connections, shared pedestrian and cycle paths and adventurous tours. Themed tours that link Aboriginal cultural heritage sites along the coastline could be offered using the ECTT.

Consideration to the food, cultural and environmental nodes listed in Section 1: 5.4, located within the study area, which could be connected to the trail providing additional destinations points and/ or allow the opportunity for tours and extension to the trail.



Signage at The Fisheries car park





### 6.2.3 Kayaking and boat connections

A number of kayaking trails or connections and boat links should be considered along the trail as an additional experience or alternative connection to the construction of a trail. These are:

- Musselroe Bay: potential self-guided kayaking existing at Musselroe Bay, which could be strengthened and promoted through the ECTT.
- Ansons Bay: The Bay of Fires Lodge Walk includes a day kayaking tour from the south west edge of Ansons Bay to Policeman's Point as an alternative to walking around the Bay on the gravel road. This should also be considered as an alternative to walking the trail alignment for the ECTT.
- Georges Bay: A boat connection between Moulting Bay, Dora Point and St Helens could be considered as an alternative connection around Georges Bay. While existing trails exist between Dora Point and Moulting Bay, the potential connection between Moulting Bay and St Helens could result in an expensive boardwalk due to the flooding issues, in order to link up the trail. Self-guided kayaking could be considered in Moulting Bay.
- Moulting Lagoon: potential self-guided kayaking existing around Moulting Lagoon, which could be strengthened and promoted through the ECTT. Understanding that this is a Game Reserve for parts of the year, consideration to where the kayaking ramps are placed and when it may be prohibited would need to be determined.
- Coles Bay: Self-guided and guided kayaking existing around Coles Bay and Honeymoon Bay which could be promoted through the ECTT.

One of the key constraints to the ECTT (as mentioned earlier) is the lack of crossing over some inlets along the route. Kayaking or punt services should be considered over larger water bodies, particularly those close to towns and settlements. These services could be provided at particular times during the day, over weekends and public holiday period. There are a number of smaller inlets that the trail alignment passes through where crossing is shown along the beach, however further investigation is needed to determine whether alternative routes are required around the water body for high tide periods.

Further investigation is also required for the appropriate locations for bridge crossings, particularly over Ansons River or Great Oyster Bay where the crossing will not only benefit the ECTT but provide access between towns.

### 6.2.4 Shuttle bus

As public transport does not service much of the East Coast of Tasmania, other services (private or public) should be established to support the trail in providing access to the start of each trail segment. The major destinations that would require a shuttle service are:

- Musselroe Bay: A shuttle service from Gladstone or Launceston would be required to support walkers in accessing the northern section of the trail.
- St Helens: A shuttle service from Launceston to St Helens should be considered for those wanting to trek the Central segment of the trail.
- Bicheno: A shuttle from Launceston to Bicheno should be considered for those choosing to do the Southern segment of the trail.
- Coles Bay: A shuttle from Coles Bay to Launceston or Hobart should be considered at the end of the trek to provide access back to the city and/ or airport.



*Moulting Bay, potential boat connection*

### 6.2.5 Other

The **East Coast Destination Management Plan** was prepared by the Stafford Group in 2013 for the East Coast Regional Tourism Organisation Inc. The Management Plan combines findings from extensive community and stakeholder consultation and qualitative and quantitative research to assist in the growth of the East Coast tourism industry in a sustainable manner. The Plan has identified a range of tourism objectives and projects in the East Coast region that will support the ECTT. These include:

- Creating retail and activity hubs at: Coles Bay, Swansea, Bicheno, Scamander and St Helens;
- Strengthen the existing activity hub at Coles Bay/ Freycinet Peninsula, including a range of accommodation (eg. boutique Resorts, B&B;s) and activity operators (eg. wheel biking, sea kayaking, boat cruises);
- Create a Wildlife Hub at Bicheno through Penguin Tours and Natureworld and improving the township through the Urban Streetscape Plan;
- Leverage off the Bicheno Food and Wine Festival;
- Improve the gateway at St Marys;
- Potential for a Archaeological Excavation Trail;
- Improve the image of Scamander as a beach node, including opportunity for retail, and general improvement to the overall image of the town;
- Strengthen St Helens as a fishing hub which involves the waterfront development including; visitor information, displays on Indigenous cultural and history significance, fishing clubs, retail and booking space for seasonal charter boat operators including scuba diving;
- Potential visitor center locations at St Helens, Bicheno and Swansea;
- Provide retail activity and facilities around the Bay of Fires;
- Strengthen the food and beverage experiences in the region and historic or heritage trails;
- Signage improvements - particularly gateway signage into the region;
- Potential small winery trails from the 9 existing wineries in and around Swansea;
- Potential bridge/ cycle way over Great Oyster Bay (between Swanwick and Dolphin Sands);
- Create a mobile application for the East Coast region to provide visitors with detailed information;
- Provide unique accommodation packages through towns (St Helens, Scamander, Bicheno, Swansea, Coles Bay and Orford) supported by a series of coastal walks and cycle tours;
- Opportunity for a potential golf trail with 8 existing golf courses in the region (6 are located in the study area); and
- Opportunity for high quality eco accommodation within National Parks.

A number of other potential tourism development projects in the East Coast region have been identified in the Sustainable Tourism Options Report, 2014 (pg. 25) from Council officers from discussions with development proponents which may support the ECTT. The relevant tourism developments have been shown in the analysis mapping on pages 51-65 of this report.



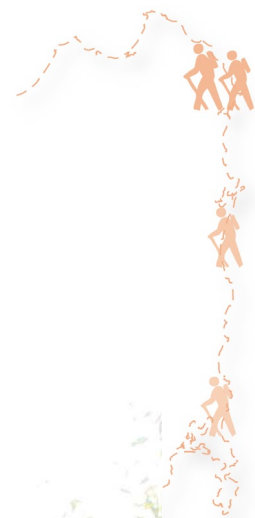


Cafe at Coles Bay

## Section 3: Feasibility Assessment & Management







# 1 Introduction

Section 3 of this report focuses on providing a high level understanding of the investment required for the ECTT, including the extension and optional routes to inform a broad benefit and costing analysis for the trail. This assessment will seek to priorities areas of the ECTT, and document the next steps for implementation, including guiding principles.

Section 3 comprises the following:

- High level costing for basic trail infrastructure;
- Potential benefits of the trail;
- Cost/ benefit comparison and sensitivity analysis;
- Consideration of the economic priorities for the ECTT development; and
- Recommend principles for consideration and testing.

Development of the ECTT will require public expenditure on physical infrastructure, additional staff and marketing. Any such expenditure should be justified through analysis of the likely benefits of the expenditure; the benefits should outweigh the costs otherwise the community will suffer a permanent loss of resources.

A broad Benefit Cost Analysis (BCA) of the ECTT expenditure is provided here as a guide for decision-makers. In this method of analysis, the stream of benefits and costs are monetised and compared where possible, or described where not. The benefits and costs are measured for the State of Tasmania as a whole, although purely regional benefits are also noted where appropriate.

The analysis is necessarily broad since the benefits rely on modelling the number of additional visitors whose visitation patterns are affected by a wide range of factors beyond the attractiveness of the trail. Nevertheless, a broad analysis is worthwhile in understanding the likely scale of the net benefits and some sensitivity analysis has been undertaken to understand the range of potential outcomes.

The trail is assumed to be developed over a period of eight years.



*Access to Denison Beach*

## 2 Cost of ECTT

The ECTT is envisaged here as a continuous walking track between Musselroe Bay and Coles Bay on Tasmania's East Coast. The total route length is approximately 237 km, excluding optional extras. In particular sections between nearby towns along the route, the trail will be a shared facility capable of accommodating bikes. As part of the experience, trail users will be able to walk on the beach for extended sections, although a track is provided for the entire length to allow for high tides and poor weather. The route of the trail is as described in earlier sections of this report. Trail development will include the creation and upgrading of campsites and lookouts, installation of signage, and provision of car-parking at trail-heads as well as the development of new pathways and upgrading of existing paths.

The costs associated with development of the trail comprise:

- Detailed design and approval costs;
- The costs of constructing the ECTT and associated physical infrastructure;
- The additional cost of maintaining and managing the ECTT and associated campsites; and
- The cost of promoting the ECTT.

These are the public costs<sup>1</sup>. Private costs would also be incurred in developing facilities for additional visitors. However, this induced expenditure is really a benefit of the trail and is accounted for by the increased visitor spending, examined in the following chapter. The costs provided are an opinion of probable costs.

Each component of the cost is examined below. Where possible, the costs and, later, benefits are ascribed to a particular segments of the trail as identified in Section 2 of this report. These segments are:

- North – Musselroe to St Helens;
- Central – St Helens to Bicheno; and
- South – Bicheno to Coles Bay.

Each of these sections has a distinct character and walking experience and it makes sense to identify which of these should be the priority for any development.

### 2.1 Design and approval costs

Prior to construction, the ECTT requires detailed design of the route taking into account more detailed ecological and cultural heritage assessments, including consultation with the aboriginal community. These studies will enable the detailed design of the trail to avoid significant environmental and cultural impacts rather than simply mitigate them. Approvals for the design will be required from land managers and this will include involvement of the wider community.

The following broad estimates of cost have been provided by members of the consulting team for this project:

▪ Ecological assessment:	\$220,000
▪ Cultural heritage assessment:	\$250,000
▪ Detailed design and approvals:	\$800,000

The total cost of design and approvals is therefore estimated at \$1,270,000.

### 2.2 Capital costs

The capital items of trail development are shown in the table overleaf. Examples of the construction items required for the ECTT, included in the capital costs are shown to the right.

<sup>1</sup> Whilst this is the public cost, some of the expenditure on trail development could nevertheless be provided by the private sector through planning gain in development approvals or straightforward philanthropy.





1m wide unsealed path



Bridge crossing



2.5m wide unsealed shared trail



Directional signage



Boardwalk



Trail signage totem



New campsite



Campsite toilet facilities



The costs are shown in the table below.

Construction Item	Segments	Quantity	Unit	Rate *	Amount
<b>1m wide unsealed trail</b>					
	Northern Segment	57825	lin m	\$50	\$2,891,250
	Central Segment	80247	lin m	\$50	\$4,012,350
	Southern Segment	31692	lin m	\$50	\$1,584,600
<b>2.5m wide unsealed shared trail</b>					
	Northern Segment	7873	lin m	\$100	\$787,300
	Central Segment	6811	lin m	\$100	\$681,100
	Southern Segment	0	lin m	\$100	\$0
<b>Upgrade to existing trail</b>					
	Northern Segment	26591	lin m	\$15	\$398,865
	Central Segment	100542	lin m	\$15	\$1,508,130
	Southern Segment	40112	lin m	\$15	\$601,680
<b>Boardwalk</b>					
	Northern Segment	1,295	lin m	\$500	\$647,500
	Central Segment	316	lin m	\$500	\$158,000
	Southern Segment	0	lin m	\$500	\$0
<b>Bridge crossing</b>					
	Northern Segment	50	lin m	\$10,000	\$500,000
<b>Signage</b>					
Supply and install directional signage (start and finish of each day stage)		21	Item	\$300	\$6,300
Supply and install directional totem for pedestrians (per km)					
	Northern Segment	90	Item	\$150	\$13,500
	Central Segment	150	Item	\$150	\$22,500
	Southern Segment	100	Item	\$150	\$15,000
<b>Camp site facilities</b>					
Construction of new campsite (including toilet)					
	Northern Segment	3	Item	\$150,000	\$450,000
	Central Segment	5	Item	\$150,000	\$750,000
	Southern Segment	0	Item	\$150,000	\$0
Construction of toilet facilities					
	Northern Segment	2	Item	\$25,000	\$50,000
	Central Segment	4	Item	\$25,000	\$100,000
	Southern Segment	3	Item	\$25,000	\$75,000
<b>Segment car parking</b>					
	Northern Segment	1	Item	\$75,000	\$75,000
	Central Segment	1	Item	\$75,000	\$75,000
	Southern Segment	2	Item	\$75,000	\$150,000
<b>Sub-Total</b>					<b>\$15,553,075</b>
<b>Contingencies</b>	<b>30%</b>				<b>\$4,665,922.50</b>
<b>TOTAL</b>					<b>\$20,218,998</b>

Preliminary capital costs of the ECTT

\* The rates as shown are Hansen Partnership's opinion of probable costs based upon our experience in the design and documentation of similar projects in other locations.





This cost includes construction of the main trail and all the optional tracks shown in the mapping on pages 73-87.

An allowance for contingencies of 30% has been made, reflecting the broad nature of the cost calculation. This will be refined during more detailed project planning.

The preliminary costs for the development of each segment are:

- Northern Segment               \$7,560,000
- Central Segment               \$9,503,000
- Southern Segment           \$3,157,000



*Beach access at Dennison Beach*

## 2.3 Management costs

For the purposes of this analysis, the management of the trail is assumed to be undertaken by the Parks and Wildlife Service (PWS) and by local Councils. These institutions have structures in place that are capable of managing the trail through incremental additions to their capacity and budget. For example, the existing maintenance crews employed by PWS and Councils could be expanded slightly to maintain the trail. Similarly, the duties of Park Rangers could be extended to manage trail user issues. This will be less expensive than establishing new structures to maintain and manage the trail.

### 2.3.1 Trail Maintenance

Trail maintenance will include:

- Repairing minor track sections that have been affected by accidents, storms, minor fires, fallen trees or foot traffic;
- Repairing or replacing signs; and
- Ensuring that campsites and toilets are in working order.

It does not include major events or wholesale reconstruction. The economic life of the trail is assumed to be 20 years although some elements will last much longer.

A total of 1% of the capital cost has been allowed for maintenance each year, amounting to \$193,000 per year. This figure is consistent with good practice in construction costing. It is equivalent to two additional full-time staff equivalents and materials. This cost is assumed to be spent on the various segments of the track in proportion to the track length.



*Maintain or upgrade existing toilet facilities*

### 2.3.2 Trail Management

Management of the trail will form part of the workload of a number of existing staff, with the need to incrementally increase the number of such staff. These include:

- PWS and local government facilities managers who must plan and budget for the new asset; and
- Rangers who will need to monitor and manage the use of the trail, responding to requests from users, directing maintenance and managing the walkers' campsites.

The trail as described here will require bookable campsites to ensure that walkers can be guaranteed a place to sleep. The campsites will therefore need to be monitored by Rangers so that bookings can be honoured. (Bookable campsites implies, but does not mandate, a charging regime. Any such charges would offset the costs of trail management. However, they are considered as part of the expenditure by visitors in the later chapter on benefits in order to avoid double counting.)

Trail management has been costed at \$140,000 per year. This allows for approximately 2 additional full-time Park Rangers or equivalent staff.



*Maintain existing camping grounds, Deep Creek camping area*





## 2.4 Promotional costs

The new ECTT will be a major addition to the tourism assets of the region. Nevertheless, the trail will need to be promoted in order to attract the visitors who will generate the economic benefits. Such promotion could include:

- A dedicated website or significant addition to the PWS website in the manner of that used for the Overland Track;
- Production of park notes, podcasts, mobile phone applications, maps and promotional flyers;
- Print, web and social media advertising; and
- Radio and TV advertising.

A marketing strategy focusing on targeted markets will be required. A design guide that creates a single visual style for the promotional material and track signage will also be required as well as a commitment from participating institutions to stick with the common branding.

The costs involved in promotion of the ECTT will depend on the campaign strategy agreed on by the various authorities. It is likely that the trail will be promoted alongside other regional tourism attractions and assets and that, over time, some of the promotional effort will be undertaken by private sector operators. For the purposes of this assessment, the public costs of promotion are estimated to be \$100,000 in the first two years of operation and \$25,000 per year thereafter, except in the years when significant track expansions are delivered, when the cost will be \$50,000.

## 2.5 Other costs

There is the potential for other, more intangible, costs resulting from the track project including the loss of cultural heritage and ecosystem services as a result of the physical disturbance created by track development. However, these should be seen as risks to be minimised and specifically addressed in the detailed track design. The previous reports have identified the key risks and potential strategies for mitigating adverse impacts on cultural heritage and the natural environment. These are detailed in Components 2 and 3 of this project and mitigation strategies include improved management and coordination of applications; improved consultation with and involvement of the aboriginal communities; and development of improved knowledge about biological and heritage issues in the region.

There is also a risk that the wilderness qualities of the East Coast that some existing enterprises trade on – including Bay of Fires Lodge and Freycinet Experience Walk – will be diminished, with adverse consequences for those enterprises. However, the increase in the number of people as a result of the ECTT will be relatively small when considered against the whole length of the trail over the year. For example, even an increase of 100,000 person/days on the trail each year would amount to an average of only one extra person per kilometre per day. And any impacts of the ECTT should be seen against the backdrop of steadily increasing visitor numbers in the region over the past few years even without the trail in place. Guided and independent walkers co-exist on other walks in Tasmania. There should be scope to adjust the offering of the existing enterprises on the East Coast to accommodate any changes in the wilderness quality of the area.



*Signage at Denison Beach*



*Maintaining the remoteness of the East Coast*

## 3 The benefits of the ECTT

### 3.1 Increase in visitation and spending

A major new walking trail will undoubtedly attract additional visitors to the region and to Tasmania. The presence of the trail as a significant new attraction will cause some existing visitors to extend their stay in the region and in Tasmania. Additional time spent in Tasmania will result in additional spending that will support new jobs and create economic development. Any estimation of the extent of that additional spending can only be provisional at this stage. The approach taken here is to make reasonable and cautious assumptions about the numbers of visitors using the trail and their spending patterns based on existing data. The following stepwise approach provides a single result; however, the sensitivity analysis in the following section tests a range of potential results.

#### Step 1: The number of overnight walkers using the ECTT

The number of overnight walkers using the ECTT is estimated here with reference to the experience of other long distance trails in Tasmania. The number of overnight walkers on the Overland Track is approximately 8,000 per year. The modelling for the Three Capes Walk predicts 10,000 per year. Given the length of each of these trails, the number of overnight walkers equates to 122 per km per year. On this basis, the 237 km (minimum) of the ECTT would attract around 29,000 overnight walkers per year.

The East Coast region is not yet well recognised internationally like the Overland Track. Its landscapes are, for the most part, less rugged and spectacular than the Three Capes Walk. These factors may reduce the attraction of the trail for overnight walkers. On the other hand, the ECTT is more accessible than the existing tracks; no trail fee is proposed, for example. And the ECTT is designed as a step-on step-off walk, suitable for single overnight walks as well as more extended walking holidays. In addition, the ECTT has a relatively mild climate and is likely to be used by more people throughout the year than the more exposed or higher altitude tracks. Taking these factors into account, a more conservative total of 25,000 overnight walkers are estimated to use the trail each year at full capacity.

This figure seems reasonable if we consider the trail segments separately:

- The Northern segment with the iconic Bay of Fires – capable of attracting 10,000 overnight walkers, a similar number to The Three Capes Walk over a longer distance;
- The Central segment is a more urbanised and less remote but still attractive area (although with the option of taking in the more challenging and remote Douglas Apsley National Park) – capable of attracting perhaps 5,000 overnight walkers per year; and

- The Southern segment providing new walking routes in the heavily visited Freycinet National Park – capable of attracting 10,000 overnight walkers, a similar number to the Three Capes Walk.

#### Step 2: The number of additional interstate and international walkers

Of the walkers on the Overland Track, nearly all – 93% - are interstate or overseas visitors (PWS, 2007). Even though the ECTT would be promoted to interstate and international markets, its very accessibility would make it popular with local walkers. Here it is assumed that only 50% of overnight walkers will be from out of the State. This equates to 12,500 overnight walkers per year.

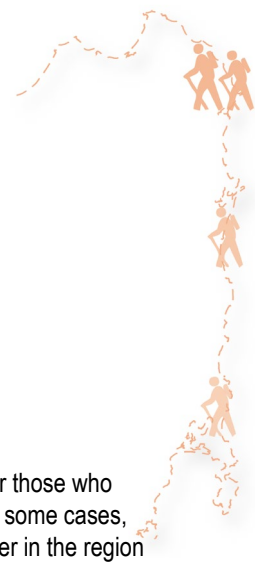
Earlier in this report, the number of existing overnight walkers from out of State who walk in the East Coast Region has been estimated at 3,000 per year. The net additional number of overnight walkers in the region from out of State would therefore be 9,500 per year.

Some of these people would make the decision to walk the ECTT rather than undertake a different walk in Tasmania; that is, there would be some diversion from existing walks to the ECTT. However, the ECTT provides an easier and more accessible walk than many of the other long distance tracks in the State. This would encourage wider participation by a “soft adventure” market. It would also encourage repeat visitation by people keen to complete the trail and by others seeking to experience a different form of trail to others they may have tried.

In all, this assessment provides for 50% of the additional regional overnight walkers on the trail from out of State being extra visitors. **This amounts to 4,750 additional interstate or overseas visitors who have been attracted to Tasmania to undertake overnight walks on the ECTT.**

This is in the context of a total of 24,500 out of State visitors who currently undertake overnight bushwalks (see earlier analysis of market demand). The ECTT would boost this figure by 19%. This appears reasonable considering the length of the trail, its function in opening up desirable locations, and the promotional effort envisaged.





### Step 3: Additional nights in Tasmania by overnight walkers

In the financial year 2013-2014, the average length of stay by interstate visitors to Tasmania was 8.2 nights (Tasmanian Visitors Survey, Tourism Tasmania, 2014). A TVS survey from the previous year indicated that the average length of stay for those who engaged in some form of bushwalking was 10.9 days compared with the average of 7.4 days. Because the ECTT encourages shorter walks it is prudent to use the average figure of 8.2 nights (also assuming that this applies to overseas visitors in Tasmania for holiday purposes).

In all then, the 4,750 additional walkers from out of the State generate 38,950 additional visitor nights. The average time spent on the ECTT is estimated at 3.5 days, and this based on assessment of visitor surveys in the Great Bushwalking Scoping Study (Planning for People, 2006). This means that 4.7 nights on average are spent elsewhere in Tasmania, either in the East Coast region or elsewhere.

### Step 4: Additional visitor spending by overnight walkers

The TVS shows that in 2012-13, visitors who undertook overnight bushwalks spent, on average, \$166 per night. This is average nightly expenditure including nights spent walking and nights spent engaged in other activities. It includes all expenditure in Tasmania (therefore likely to exclude the costs of flights or ferry transport). Using this average, the total annual spending of the additional overnight walkers attracted to Tasmania will be \$6.466 million.

### Step 5: Additional spending by day walkers

The ECTT will provide an additional attraction for those who would otherwise visit the region in any event. In some cases, the attraction will encourage visitors to stay longer in the region in order to undertake a walk on the trail. In some of these cases, that extra time will be an addition to their trip to Tasmania. The calculation of additional spending by these people is as follows:

- Current annual out-of-State visitors to the East Coast region – 131,100 (Hansen et al, 2014);
- Proportion who undertake some form of bushwalking – 50% (see earlier in this report) or 65,600;
- Proportion of these who may stay an average of one additional night in the region to participate in a walk on the ECTT – 10% or 6,600;
- Proportion of these who will extend their stay in Tasmania by one night as a result – 40% or 2,600;
- Average spending per person per night by people who undertake some kind of bushwalk - \$200 (TVS, Tourism Tasmania, 2013); and
- Total additional annual spending by visitors who are induced to stay in Tasmania an extra night in order to day-walk as a result of the ECTT - \$0.524 million.

**The total additional spending by visitors to Tasmania as a result of the ECTT when fully operational is therefore estimated here at \$6.990 million** (that is, \$6.466 million from overnight walkers and \$0.524 million from additional nights by day-walkers).

Furthermore, the number of visitors engaged in bushwalking in Tasmania has been growing by 2.3% per year over the period 2008 to 2014 according to the TVS (Tourism Tasmania, 2014). The latest forecasts by Tourism Research Australia (TRA) suggest that the number of nights on holiday by Australians in Australia will increase by 0.7% per year on average between 2013/14 and 2022/23 (TRA, 2014) and that the number of nights on holiday by international visitors will increase by 4.1% per year over the same period. For the purposes of this assessment a conservatively low growth figure of 0.7% per year has been adopted.

### 3.2 Increase in healthy activity

The East Coast region has many tracks and trails which local residents benefit from. However, the ECTT will traverse most of the settlements in the East Coast region between Swansea and Musselroe Bay, within walking distance of most of the residents of the area. The new facility could be expected to encourage more walking by residents. Walking has well documented health benefits and can be ascribed a value. The value of walking has been monetised in a reputable New Zealand study quoted in Victoria Transport Institute, 2014. From that study, the current (2014) value of walking is estimated at \$0.41 per kilometre. This value results from the health service costs avoided by walkers.

Exactly how many additional kilometres the local community will walk as a result of the ECTT cannot be known with any certainty. For the purposes of this assessment, each local resident is assumed to walk an additional 5 kilometres per year on average, equating to a nominal 100 metres extra per week. (Further local survey work could be undertaken to measure this impact).

With a local population of 10,821 (ABS, 2014), **the additional economic benefit would be approximately \$22,000 per year.**

[There would also be health benefits accruing to people living elsewhere in Tasmania who use the ECTT. However, the net effect is difficult to measure given the alternative walking facilities on offer.]

### 3.3 Other benefits

There are likely to be a range of other benefits resulting from the ECTT which are more difficult to quantify. These include:

- Providing an icon attraction that can link the whole East Coast region, creating marketing benefits for tourism businesses in the region;
- Enabling safer off-road connections for pedestrians and cyclists between settlements, mainly in the central segment of the trail;
- Improving the understanding and appreciation of aboriginal culture and the natural environment of the region through provision of trail notes, phone app., signboards and other mechanisms for interpretation; and
- Additional visitors to the trail will increase demand for a wide range of services – retail, recreation, entertainment, health and so on – all of which add to the liveability of the region for residents.

The employment generated as a result of the development of the ECTT would be:

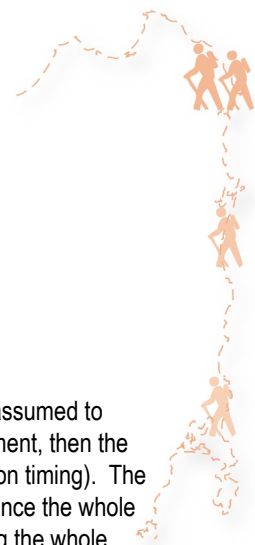
- Approximately 100 job-years in construction; and
- Approximately 35 full-time equivalent ongoing jobs in tourism and visitor services, most of which will be located in the East Coast region – and this number will grow over time in line with the growth in visitor expenditure.

(These figures are based on an average of \$200,000 in expenditure required to support one full time job.)



Interactive signage at Four Mile Creek





## 4 Net benefits

### 4.1 Benefit cost analysis

The calculation of net benefits is undertaken here according to a simple social benefit/cost process. That is, the stream of benefits and costs over the life of the investment are compared. The life of the investment is taken to be 20 years. This reflects the likely life of the least robust sections of track sections given normal maintenance. Costs and benefits that are more distant in time are deemed to be less certain and are subject to a discount of 7% for each year following construction. This reflects the opportunity cost to the Tasmanian community of the proposed expenditure. The rate is that most commonly used for public sector infrastructure projects in Australia (see the discussion in Victorian Department of Treasury and Finance, 2013, for example).

The table on the following page provides the main benefit/cost assessment. Its assumptions are those identified in the discussion of individual costs and benefits in previous sections. It also assumes that capital expenditure on the trail will be undertaken over a period of 8 years with three major launches as new sections of the trail are opened to the public.

For the purposes of this assessment these are assumed to be the Northern segment, then the Central Segment, then the Southern segment (see subsequent discussion on timing). The full level of visitor expenditure is only achieved once the whole route is opened; that is, it is assumed that having the whole route available for marketing purposes will generate a premium in visitation. Growth in visitor expenditure throughout the period is assumed to be 0.7% per year in line with forecast growth in the domestic visitor market. No allowance has been made for growth in spending per person over and above inflation.

All monetary figures are in 2014 dollars; that is, inflation has not been taken into account.



Cafe at Coles Bay

Year	Costs						Benefits			Net Benefit
	Design and approval costs	Capital costs	Maintenance costs	Management costs	Promotion costs	Total costs	Additional spending by visitors	Health benefits for residents	Total benefits	
0	\$1,270,000	\$7,560,000		\$140,000	\$100,000	\$9,070,000	\$0	\$0	\$0	-\$9,070,000
1			\$193,000	\$140,000	\$100,000	\$433,000	\$2,097,000	\$22,064	\$2,119,064	\$1,686,064
2			\$193,000	\$140,000	\$25,000	\$358,000	\$2,111,679	\$22,064	\$2,133,743	\$1,775,743
3			\$193,000	\$140,000	\$25,000	\$358,000	\$2,126,461	\$22,064	\$2,148,525	\$1,790,525
4		\$9,503,000	\$193,000	\$140,000	\$50,000	\$9,886,000	\$4,312,671	\$22,064	\$4,334,735	-\$5,551,265
5			\$193,000	\$140,000	\$25,000	\$358,000	\$4,342,859	\$22,064	\$4,364,924	\$4,006,924
6			\$193,000	\$140,000	\$25,000	\$358,000	\$4,373,260	\$22,064	\$4,395,324	\$4,037,324
7			\$193,000	\$140,000	\$25,000	\$358,000	\$4,403,872	\$22,064	\$4,425,936	\$4,067,936
8		\$3,157,000	\$193,000	\$140,000	\$50,000	\$3,540,000	\$7,391,166	\$22,064	\$7,413,230	\$3,873,230
9			\$193,000	\$140,000	\$25,000	\$358,000	\$7,442,904	\$22,064	\$7,464,968	\$7,106,968
10			\$193,000	\$140,000	\$25,000	\$358,000	\$7,495,004	\$22,064	\$7,517,068	\$7,159,068
11			\$193,000	\$140,000	\$25,000	\$358,000	\$7,547,469	\$22,064	\$7,569,533	\$7,211,533
12			\$193,000	\$140,000	\$25,000	\$358,000	\$7,600,302	\$22,064	\$7,622,366	\$7,264,366
13			\$193,000	\$140,000	\$25,000	\$358,000	\$7,653,504	\$22,064	\$7,675,568	\$7,317,568
14			\$193,000	\$140,000	\$25,000	\$358,000	\$7,707,078	\$22,064	\$7,729,142	\$7,371,142
15			\$193,000	\$140,000	\$25,000	\$358,000	\$7,761,028	\$22,064	\$7,783,092	\$7,425,092
16			\$193,000	\$140,000	\$25,000	\$358,000	\$7,815,355	\$22,064	\$7,837,419	\$7,479,419
17			\$193,000	\$140,000	\$25,000	\$358,000	\$7,870,062	\$22,064	\$7,892,127	\$7,534,127
18			\$193,000	\$140,000	\$25,000	\$358,000	\$7,925,153	\$22,064	\$7,947,217	\$7,589,217
19			\$193,000	\$140,000	\$25,000	\$358,000	\$7,980,629	\$22,064	\$8,002,693	\$7,644,693
20			\$193,000	\$140,000	\$25,000	\$358,000	\$8,036,493	\$22,064	\$8,058,557	\$7,700,557
<b>Net Present Value</b>	\$1,270,000	\$19,198,754	\$2,044,645	\$1,623,162	\$468,566	\$22,053,569	\$57,448,673	\$233,748	\$57,682,421	\$35,628,852

*Benefit Cost Assessment of the ECTT- monetised items only*

Interest rate	7%
Assessment period	20 years
Capital cost	\$20,220,000
Net Present Value	\$35.6 million
Internal Rate of Return	26%
Benefit Cost Ratio	2.62

The notional BCR for this project is a favourable 2.62; that is, for every \$1 spent on the project, it should return \$2.62 to the Tasmanian community.

The notional net present value of all the costs and benefits is \$35.6 million. Capturing these benefits will likely require investment by the private sector, particularly in East Coast accommodation and visitor services.





## 4.2 Sensitivity analysis

The assumptions used in the analysis above have been relatively cautious. Nevertheless, it is prudent to test the parameters of the analysis in order to establish boundary conditions. Construction costs and visitor spending are the two largest items in the BCA and therefore the two largest sources of risk to the project. Understanding these will assist in the detailed project design. For example:

- How many additional interstate and international visitors would the ECTT need to attract to break even (that is, have a BCR of 1) given the estimated cost?
- By how much could the construction cost of the trail increase and for the project to still have a BCR of 1 or more, holding the other parameters steady?

### Results

Holding all the other parameters steady, the target number of additional interstate and international visitors required for the project to be worthwhile (that is, for it to have a BCR of more than 1) is 1,800 per year. The ECTT would need to attract growth of just over 1% on the current number of interstate and international visitors to the region for it to be a worthwhile project.

Again, holding all the other parameters steady, if the whole trail was constructed in year 0, the BCR would decline to 2.25.

If the whole Trail was constructed in year 0, the capital costs could be as much as \$52 million and the project would still have a BCR of more than 1, other factors being equal. This is 2.5 times the capital cost identified by the analysis here.

These factors indicate that the project is reasonably robust. Nevertheless, care will be required during the detailed design and planning stages. A strong promotional campaign will also be needed to ensure that the potential market is made aware of the Trail, and which converts intentions to bookings.



Swansea



## 5 Staging and implementation

Given the cost of establishing the ECTT, it is likely to be developed in stages. The staging of the trail construction will affect the level of benefits that the trail will generate. For this broad analysis, the Northern segment of the trail is assumed to be constructed first. Opening up the Northern part of the trail will create an entirely new public walking asset where there was none before. This part of the trail will provide walking access to the Bay of Fires and Mt William National Park which currently lack continuous walking trails. The development of this part of the trail can be marketed strongly as “something new”.

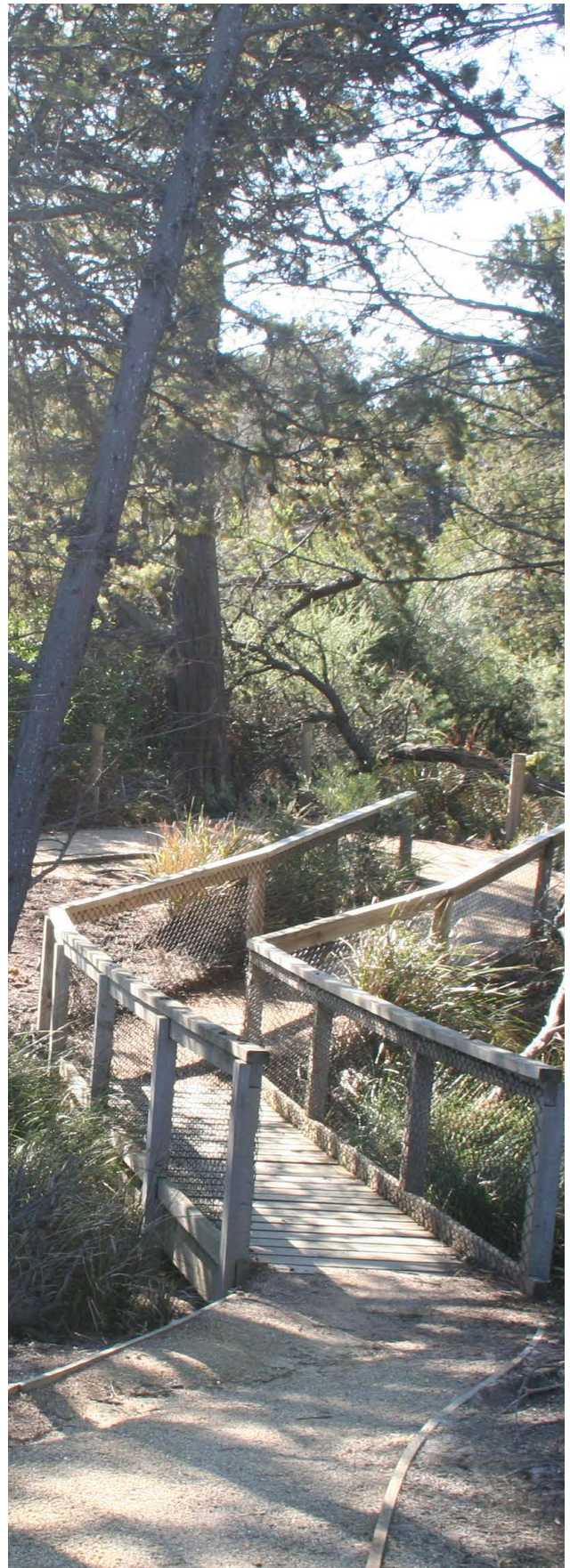
In Freycinet (the Southern segment), by contrast, there is a strong network of existing walking trails and established overnight walking routes. Freycinet is comparatively well-known, being one of the most visited National Parks in the State. The Central segment, whilst attractive, is less visually arresting and remote than the other parts of the route; it contains neither of the two key natural icons of Freycinet and the Bay of Fires.

The analysis here has assumed that the Central segment would be next to be developed, simply because of the need to create a continuous trail that can be marketed as a single entity. The Southern segment would be the final link in the chain.

In practice, the trail development may be more opportunistic. Trail development in some areas may also meet other criteria for community or Park development. This might include programs for improving connections between towns or between existing natural attractions. These matters can be considered at the more detailed design stage of trail development. However, priority should be given to:

- The creation of a continuous trail and associated facilities; and
- Creating connections to and between assets that can be marketed strongly.

It is crucial that the trail development agencies be working to a single design.



*Freycinet National Park walk*





## 6 Summary benefit cost analysis of the ECTT

**Description:** Development and promotion of a major recreational walking trail between Musselroe Bay and Swansea on the East Coast of Tasmania. The core Trail proceeds for 237 km along the coast, taking in the iconic natural attractions of the Bay of Fires and Freycinet. The trail design also incorporates optional additions and alternative routes including a connection to St Marys and the Douglas Apsley National Park. Unlike other major walks in the State, this is intended as a step-on step-off trail and is aimed at a broad market of day walkers and overnight walkers. The ECTT makes use of extensive existing trails and tracks. It connects all the key towns on the north east coast and will be used extensively by residents as well as visitors. Some of the heavily trafficked sections of the trail will be suitable for bicycles as well as walkers. Trail development includes the provision of new track, upgrades to existing tracks, signage, new campsites, upgrades to existing campsites and car-parks at three trail-heads. The trail will involve ongoing costs in asset maintenance, management and promotion.

**Ownership and Management:** Ownership of the trail will rest with the existing land-owner, generally Parks and Wildlife Service and local Councils. The management structure of the Trail has yet to be decided but it is likely to be managed by a combination of PWS and Councils.

**Capital Cost Estimate:** The broad cost of the Trail development has been estimated at \$20,220,000 with a further \$1,270,000 for detailed design and approvals.

**Ongoing Cost Estimate:** Ongoing costs of the Trail have been estimated at between \$358,000 and \$433,000 per year. This includes asset maintenance, additional management costs (rangers and asset managers), and the cost of promoting the Trail to target markets.

**Benefits:** The benefits of the project assessed in the BCA arise from the increase in spending in Tasmania by international and interstate visitors and the health benefits to local people from an increase in walking activity. Visitor spending is estimated to rise by \$8,036,000 per year by year 20 of the project. Much of this additional spending will be captured in the East Coast region and will require some further investment by the private sector in accommodation and visitor services.

**Project time period:** 20 years, to coincide with the likely useful life of the least robust element of the capital works given adequate maintenance.

**Discount rate:** 7%

**Benefit Cost Ratio:** 2.62

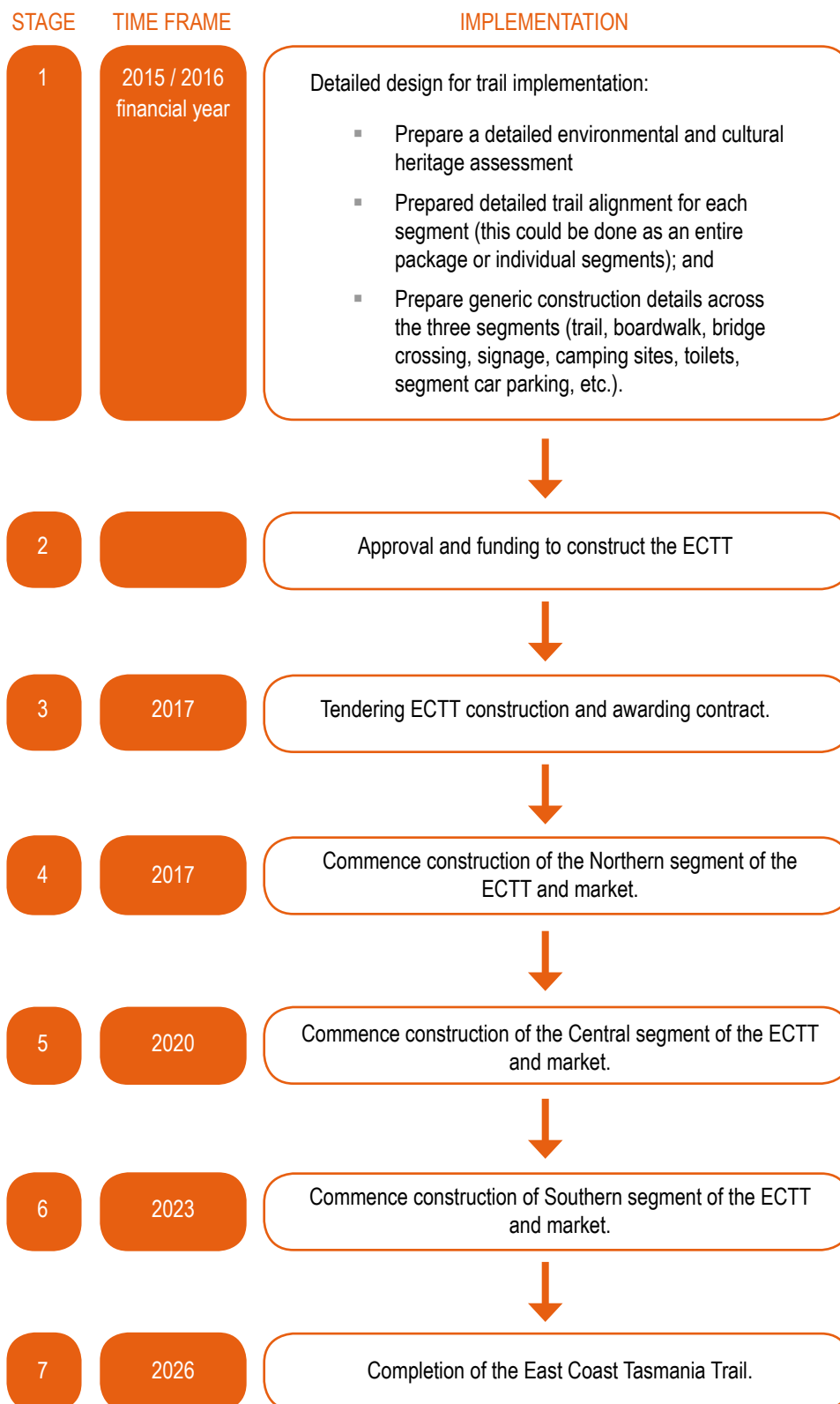
**Internal Rate of Return:** 26%

**Employment generated (direct jobs only):** 100 job years in construction; 35+ FTE ongoing jobs in accommodation and visitor services

### Other benefits

- Providing an icon attraction to link the whole East Coast region, creating marketing benefits for tourism businesses in the region.
- Enabling safer off-road connections for pedestrians and cyclists between settlements, mainly in the central segment of the trail.
- Improving the understanding and appreciation of aboriginal culture and the natural environment of the region through provision of trail notes, signboards and other mechanisms for interpretation.
- Additional visitors to the trail will increase demand for a wide range of services – retail, recreation, entertainment, health and so on – all of which add to the liveability of the region for residents.

## 7 Next steps







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