



Department of Natural Resources and Environment Tasmania



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www.parks.tas.gov.au

Scott Hennessy
Secretary
Parliamentary Standing Committee on Public Works
Parliament of Tasmania, Hobart TAS 7000
[REDACTED]

RE: Matters taken on notice at the public hearing for the Next Iconic Walk (NIW) on Tuesday 10 February 2026

Dear Scott,

I am writing in response to your request for further information related to matters taken on notice during the public hearing for the Next Iconic Walk held on 10 February 2026 in Queenstown. I will address the two items separately.

Land classifications that do not allow for mining and mineral exploration

The *Mineral Resources Development Act 1995* (MRDA) provides for the development of mineral resources and applies to all land in Tasmania.

Reserved land proclaimed under the *Nature Conservation Act 2002* (NCA) is managed in accordance with framework outlined in the *National Parks and Reserves Management Act 2002* (NPRMA). The exercise of a statutory power under another enactment is provided for in the NPRMA in certain reserve classes and if particular circumstances are met.

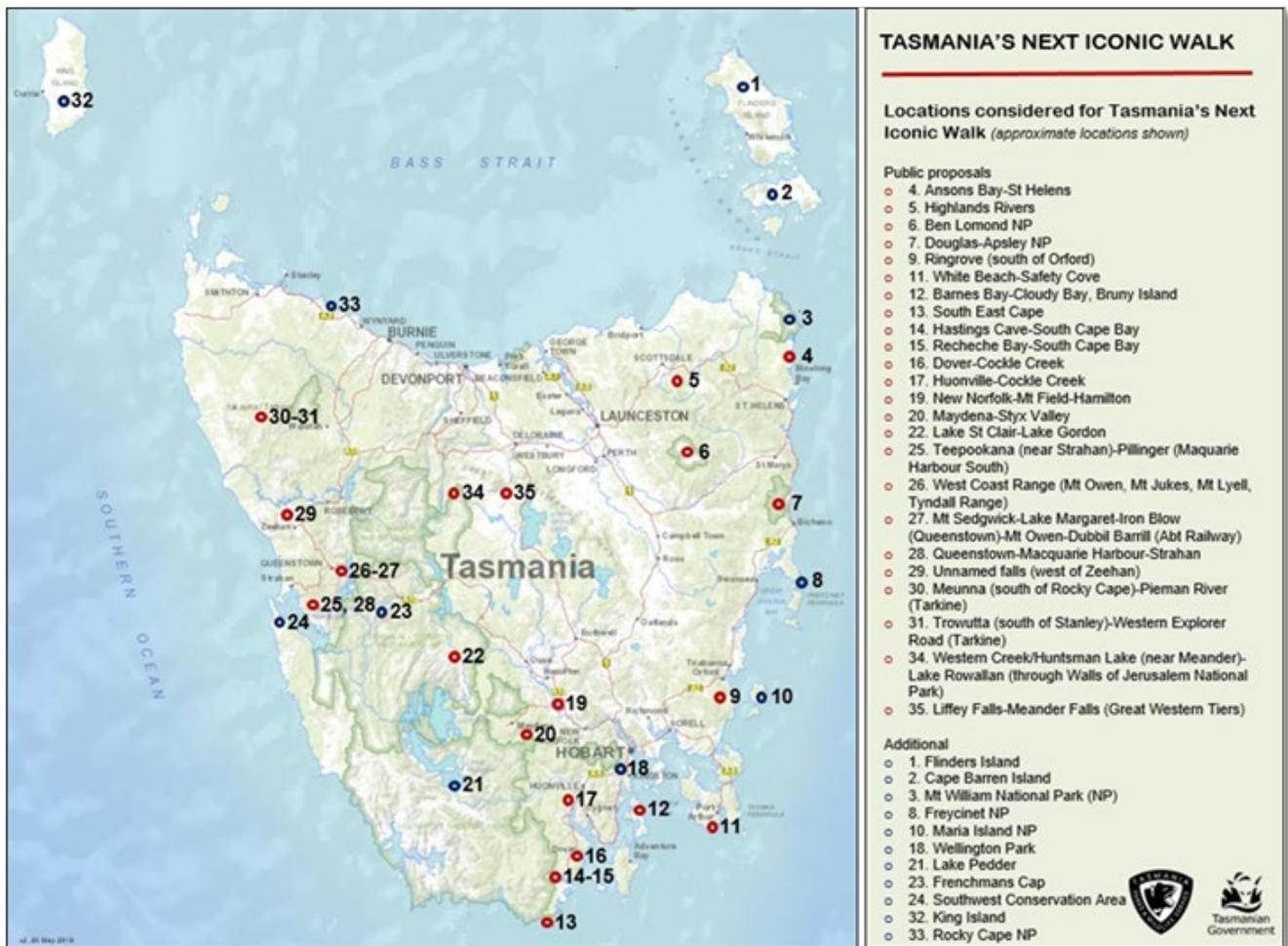
The Minister for Resources is not able to exercise their statutory powers under the MRDA in a national park, nature reserve, state reserve, historic site or game reserve, unless a management plan - made in accordance with the NPRMA and approved by the Governor - authorises the enactment and exercise of those powers.

The Minister for Resources is able to exercise their statutory powers under the MRDA in a conservation area, regional reserve and nature recreation area, unless a management plan restricts the enactment or limits their powers.

Of note, the management objectives (outlined in [Schedule 1](#) of the NPRMA) for a conservation area, regional reserve and natural recreation area include exploration activities and utilisation of mineral resources. The purpose of a regional reserve (outlined in [Schedule 1](#) of the NCA) provides for mineral exploration and the development of mineral deposits. Also of note, the NPRMA recognises subsisting rights that pre-date the proclamation of a reserve.

Trans-Tarkine Track location assessment

As noted in the PWS submission to the Parliamentary Standing Committee on Public Works, 35 different proposals from across Tasmania, including 24 public proposals, were assessed during the location assessment process. The findings from this assessment were reported in the location *Assessment Report* that was released in 2019 and is available for download from the Tasmania Parks and Wildlife Service (PWS) website (see www.parks.tas.gov.au/be-involved/projects-and-programs/next-iconic-walk) and attached to this response (see Appendix A). Map 1 below, taken from the Location Assessment Report, shows the location of the 35 different proposals assessed including the Trans-Tarkine proposal from Meunna to the Pieman River (number 30 on the map).



Map 1: Locations considered for Tasmania's Next Iconic Walk

The location assessment report identified the potential opportunities and impediments of each proposal against various criteria including *visitor*, *environmental*, *economic*, *community* and *operational* considerations (see page 6 of the location Assessment Report for a detailed explanation of the assessment criteria). The Location Assessment Report does not provide scores for each proposal against the assessment criteria, or a shortlist of proposals, rather it provides a high level visual representation of the opportunities and threats of each proposal (traffic light colour coded) assessed against the criteria (see Figure 1 below extracted from the Location Assessment Report, see Appendix A pages 11-13).

For the Trans-Tarkine proposal the visitor access, land tenure and operational considerations were seen as ‘challenging impediments’ to the proposal. The Trans-Tarkine proposal was not assessed as offering ‘attractive potential’ against any of the other criteria (compared to other locations/proposals that offered ‘attractive potential’ against one or more criteria – see Figure 1 below). A more detailed assessment of the potential and impediments of the Trans-Tarkine proposal is provided in page 30-32 of the location assessment report (see Appendix A).

Table key:

	Attractive potential
	Potential & impediments (strengths and weaknesses)
	Challenging impediment(s) (but not necessarily unsolvable)
	Untested

Location	Visitor				Environment		Economic		Community	Operation
	Access	Climate	S/D/U	Options	Reserve	Tenure	Towns	Competition		
16. Dover-Cockle Creek	Yellow	Yellow	Yellow	Yellow	Red	Red	Green	Yellow		Yellow
17. Huonville-Cockle Creek	Yellow	Yellow	Yellow	Yellow	Red	Red	Green	Yellow		Yellow
19. New Norfolk-	Yellow	Yellow	Yellow	Yellow	Red	Red	Green	Yellow		Yellow
20. Maydena-Styx Valley	Green	Yellow	Yellow	Yellow	Red	Red	Green	Yellow		Yellow
22. Lake St Clair-Lake Gordon	Red	Yellow	Yellow	Yellow	Red	Red	Green	Red		Red
25. Macquarie Harbour Trail	Red	Yellow	Yellow	Yellow	Red	Red	Green	Yellow		Red
26. Philosopher's Tyndall	Red	Yellow	Yellow	Yellow	Red	Red	Green	Yellow		Red
27. Mt Sedgwick-Dubbil Barrill	Red	Yellow	Yellow	Yellow	Red	Red	Green	Yellow		Red
28. Queenstown (Clark Valley)	Red	Yellow	Yellow	Yellow	Red	Red	Green	Yellow		Red
29. Unnamed fall	Red	Yellow	Yellow	Red	Yellow	Green	Green	Red		Yellow
30. Trans Tarkine	Red	Yellow	Yellow	Yellow	Red	Red	Yellow	Yellow		Red

Figure 1: Potential and impediments of each proposal considered (note not all proposals included in above extract from the location assessment report)

If you have any questions related to the information provided or require any further information, please contact the NIW Project Director, Keith Ryan, by e-mail to [REDACTED] or by telephone [REDACTED]

Yours sincerely



Keith Ryan
PROJECT DIRECTOR (Next Iconic Walk)
PARKS AND WILDLIFE SERVICE

27 February 2026

APPENDICES

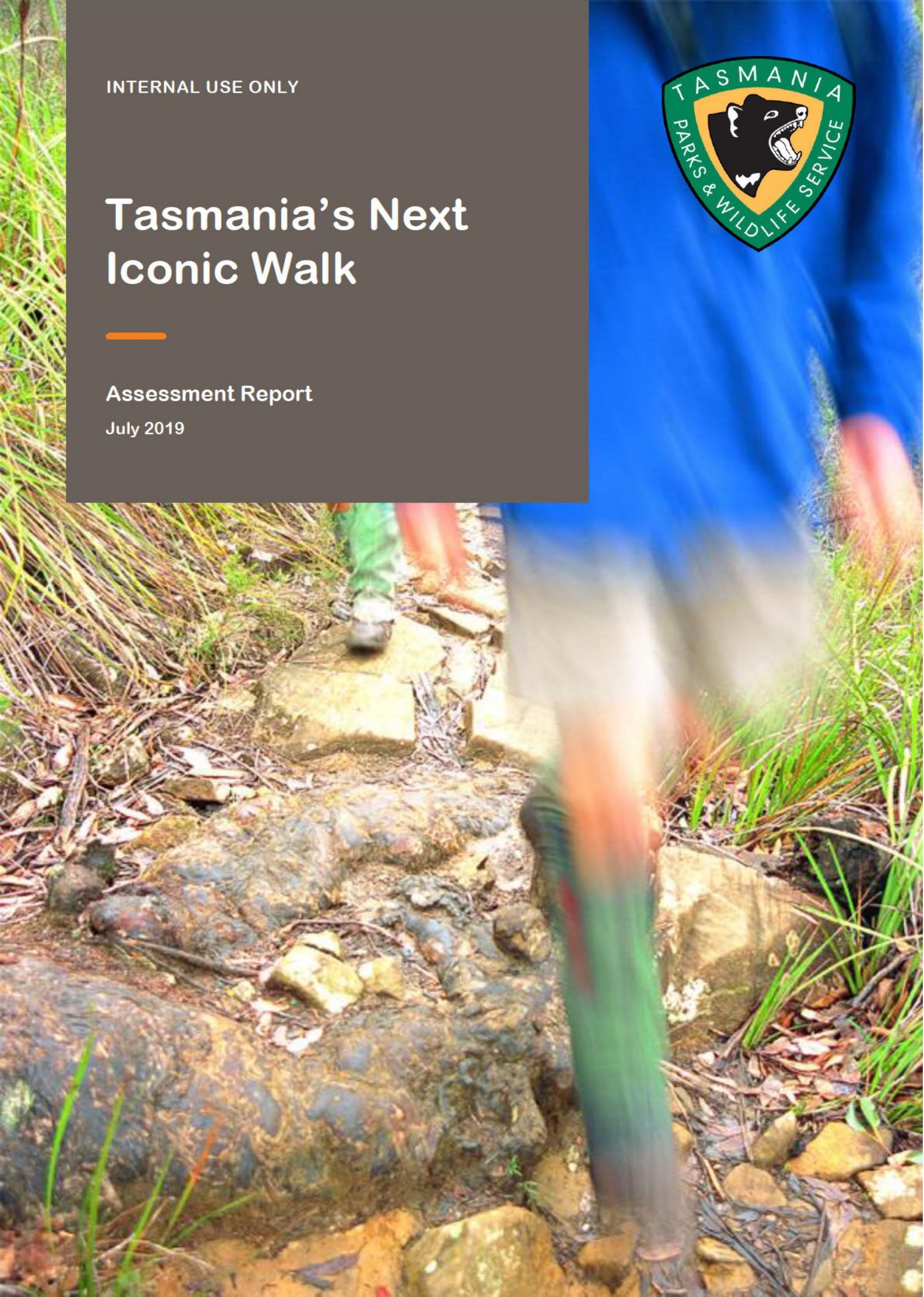
Appendix A: **Location Assessment Report (2019)**

INTERNAL USE ONLY

Tasmania's Next Iconic Walk

Assessment Report

July 2019



Acknowledgements:

The Parks and Wildlife Service acknowledges the support and guidance of the assessment panel, comprising [REDACTED]

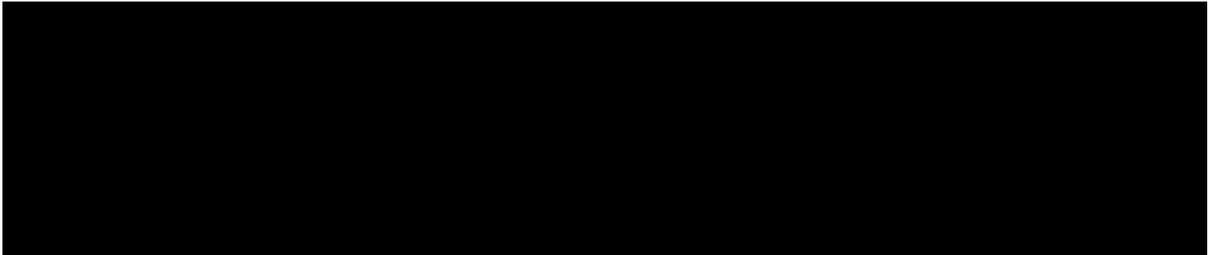
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Department of Primary Industries, Parks, Water and Environment

<i>Version</i>	<i>Date</i>	<i>Amendment</i>
1	28/5/2019	Report compiled from information contained in other documents.
2	11/6/2019	Added detail at <i>Summary</i> and <i>Appendix 1</i> (deleted <i>Appendix 2</i> due to repetition) and minor amendments for clarity at other sections.
3	16/7/2019	Revision, whole document.
4	17/7/2019	Revision, whole document.
5	19/7/2019	Adopted by the Deputy Secretary, Parks and Wildlife Service.



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Document purpose

This document reports on the selection process for determining the location for Tasmania's Next Iconic Walk (NIW) in order to progress to market testing and a feasibility study.

Background

The NIW project is an initiative and election commitment of the Tasmanian Liberal Government.

The call for public submissions was aimed at capturing the best ideas for a new iconic walk, drawing on the knowledge and experience of the community. Following identification of a preferred location, the feasibility study will identify possible/potential attributes such as experience model, walk length and what infrastructure is required to support the experience.

Project objective and context

The project's objective are to:

- Create Tasmania's Next Iconic multi-day bushwalk;
- Invest up to \$20 million to develop and construct the walk; and
- Boost visitor numbers, length of stay and spending in regional Tasmania.

Project stages

Tasmania's next iconic walk is a four staged and multi-year project being managed by the Parks and Wildlife Service (PWS). A description of each stage is as follows.

1. Feasibility study

Following identification of a preferred location, the feasibility study will test the possible and potential visitor experience associated with a proposal.

2. Proposal development

Subject to the feasibility study, this stage will develop the proposal to final concept which will include identifying details of the end to end visitor experience and the business/operating model.

At the completion of this stage, the proposed development will undergo formal assessment under the PWS Reserve Activity Assessment (RAA) and if necessary the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC). Once all necessary approvals are gained, the project will progress to the delivery stage.

3. Delivery

This stage includes construction, business systems, marketing and establishing the business enterprise operations.

At the completion of this stage the visitor experience will be ready to operate.

4. Transition to operation

During the first year of operations, processes will be refined, based upon monitoring and visitor, staff and any stakeholder/partner feedback. The role of the project team will be to finalise all delivery related contractual commitments and to support the transition of the visitor experience to a self-supporting long term operation.

The project will be considered complete at the end of the first year of operation.

Identification of ideas

During September 2018, the Tasmanian government called for public submissions to help identify Tasmania's Next Iconic Walk. The submission process was an opportunity for communities, tourism operators and anyone with an interest to put forward their ideas.

Twenty four (24) proposals were received and collated by an independent consultant. The proposals received ranged from simple descriptions of well-loved places to more fully researched and detailed studies.

An additional 11 proposals were also assessed from previous reports and knowledge of potential walk offerings.

Assessment process

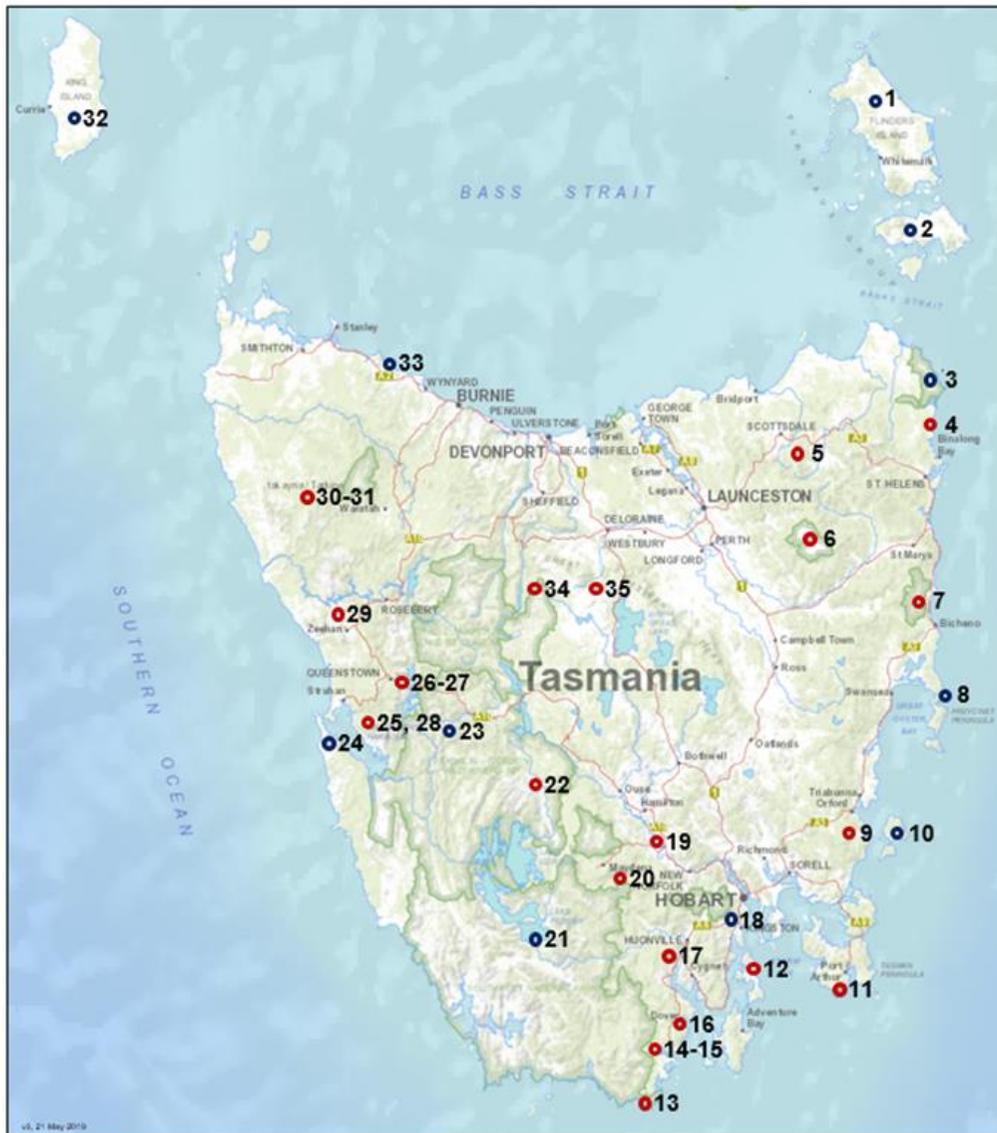
Assessment panel

An assessment panel was formed to review the proposals and recommend a preferred location(s) to progress to feasibility. The panel comprised Tasmanian, interstate and international representatives with a knowledge of tourism, protected area management and multi-day walk development:

- [REDACTED]

Ideas assessed

The map below identifies the public ideas and those identified by the PWS that were assessed. *Appendix 2* provides more information about what the public proposals included.



TASMANIA'S NEXT ICONIC WALK

Locations considered for Tasmania's Next Iconic Walk (approximate locations shown)

Public proposals

- 4. Ansons Bay-St Helens
- 5. Highlands Rivers
- 6. Ben Lomond NP
- 7. Douglas-Apsley NP
- 9. Ringrove (south of Orford)
- 11. White Beach-Safety Cove
- 12. Barnes Bay-Cloudy Bay, Bruny Island
- 13. South East Cape
- 14. Hastings Cave-South Cape Bay
- 15. Recherche Bay-South Cape Bay
- 16. Dover-Cockle Creek
- 17. Huonville-Cockle Creek
- 19. New Norfolk-Mt Field-Hamilton
- 20. Maydena-Styx Valley
- 22. Lake St Clair-Lake Gordon
- 25. Teepookana (near Strahan)-Pillinger (Maquarie Harbour South)
- 26. West Coast Range (Mt Owen, Mt Jukes, Mt Lyell, Tyndall Range)
- 27. Mt Sedgwick-Lake Margaret-Iron Blow (Queenstown)-Mt Owen-Dubbil Barril (Abt Railway)
- 28. Queenstown-Macquarie Harbour-Strahan
- 29. Unnamed falls (west of Zeehan)
- 30. Meunna (south of Rocky Cape)-Pieman River (Tarkine)
- 31. Trowutta (south of Stanley)-Western Explorer Road (Tarkine)
- 34. Western Creek/Huntsman Lake (near Meander)-Lake Rowallan (through Walls of Jerusalem National Park)
- 35. Liffey Falls-Meander Falls (Great Western Tiers)

Additional

- 1. Flinders Island
- 2. Cape Barren Island
- 3. Mt William National Park (NP)
- 8. Freycinet NP
- 10. Maria Island NP
- 18. Wellington Park
- 21. Lake Pedder
- 23. Frenchmans Cap
- 24. Southwest Conservation Area
- 32. King Island
- 33. Rocky Cape NP



Assessment criteria

Ideas were assessed against visitor, environmental, economic, community, and operational considerations. Potential opportunities and impediments for each proposal were explored.

The visitor theme included: how the target market might identify with the location's uniqueness and attractiveness; risk and weather; match between the product and specific visitor segments; and potential impacts on existing visitors and uses.

The environmental assessment considered: the park and reserve class and objectives; land tenure; site resilience and any potential impacts including if, or how, these could be managed; and attributes such as wilderness quality, biological diversity, view fields and fire sensitivity. Visitor numbers and possible displacement of visitors to other sites was also an important consideration.

The economic theme considered: development cost; market size and sustainability; income/revenue potential; 'flow on' benefits or impacts; yield and dispersal; and potential benefits to Tasmania and/or regional areas.

Community considerations included: support and opposition by individuals or groups; Aboriginal community expectations and potential benefits; and philanthropic opportunities.

Operational considerations included: an assessment of financial viability; existing infrastructure (adaptive re-use or co-use); management objectives for the reserve; and serviceability.

The assessment criteria can be more simply expressed as:

- Offering:
 - A landscape that is likely to be compelling enough to attract people to visit from international, interstate and other Tasmanian regions;
 - Options to develop an experience that will encourage visits to stay longer in that Tasmanian regional area.
- Complements (rather than competes with) existing:
 - Tasmanian walks;
 - Tourism products.
- Is reasonably accessible from:
 - Tasmania's air and sea gateways;
 - Local towns with services and a potential workforce to construct and operate the development.
- Is comfortable or offers options to manage this;
- The reserve status may allow a multi-day hut based development;
- Land tenure may allow the development and operation of the walk;
- Contextual land uses complement, rather than detract from, the walk's objectives;
- Offers regional economic benefits; and
- Offers operational benefits.

Assessment process

The assessment process included the following.

- Critically reviewing all public proposals and past walk development reports against the selection criteria and undertaking research to identify, for each location, potential and impediments.
- Applying weighted multi attribute scores to initially sort locations and shortlist proposals.
- Undertaking site visits for proposals that were shortlisted to confirm that what was being proposed made sense on the ground.
- Using expert judgement to further identify critical issues. For example, while certain locations scored highly against the weighted criteria one or more issues identified such as incompatibility with the Tasmanian Wilderness World Heritage Area zoning, limited what could be developed at that location.
- Assessing the combination and nature of potential and impediments for each location to recommend the best opportunity to develop a walk, within the budget and time constraints and with manageable risk.

Assessment findings

This section explains the assessment findings, it includes general comments that paraphrases the individual comments provided at *Appendix 1*.

Introduction

Tasmania is a beautiful and special place and proposals generally promoted people's favourite locations.

The general comments that follow are grouped by selection criteria theme, although comments may apply to multiple criterion.

Visitors

No proposal in its own right, offered a truly unique world class experience with enduring appeal to specific international, interstate and Tasmanian visitor markets.

Segments of some proposals did however offer potential.

World class in this context means visitors would travel specifically and primarily to Tasmania for that experience (e.g. the combination of landscape, stories, walk and accommodation type, etc.) because a similar experience is unavailable closer to home.

A distinct and attractive theme common to some proposals was wild, rugged remote (Tasmanian) nature.

Aboriginal and European heritage were also common themes and added depth to those proposals.

Those proposals that offered opportunities to experience greater landscape variety over shorter distance were considered more attractive.

The distance from state gateways (air and sea ports) will challenge some proposal's attractiveness to specific markets.

Proposals varied from easy (flat and/or short distances) to hard walks (long and/or large elevation changes).

Some proposals were well matched to their target visitors – others, not so.

Some proposals used the track to link existing attractions/features, but this didn't always achieve an optimum walking/travel experience as the walk between these attractions/features lacked appeal.

Multi-modal (e.g. walking, cycling, water based, and rail) and personalisation options were appealing; how some of these would operate wasn't always fully resolved.

Accommodation standards ranged from basic camping to luxury buildings. An attractive place to locate accommodation and offering an appealing design added to the experience.

Environment

Proposals that were inconsistent with, or that would result in a change to the *Tasmanian Wilderness World Heritage Area Management Plan 2016*, were deemed to be non-compliant with the public submissions process. Some proposals were discounted on this basis, although some sections of these proposals outside of the TWWHA were investigated.

Several proposals recommended walk locations or development that was potentially inconsistent with the reserve objectives. Where a proposal was potentially at odds with the relevant management plan, further assessment was undertaken to confirm the risks of the proposal going ahead and the potential impact to the reserve values.

Some proposals with multiple access points didn't resolve how they would be managed, including controlling visitor numbers, impacts and capturing an income source to sustain ongoing operation and maintenance.

Some locations involved multiple tenures, including private land, complicating ownership and approvals.

Some proposals included existing infrastructure (e.g. tracks and roads).

Economic

Typically, value adding and a degree of rareness are achieved through the provision of bookable public and/or private accommodation.

Many proposals readily offered commercial partnering options such as guides, transport, and accommodation.

Some proposals excluded significant costs, offered staged development plans and/or could and couldn't be developed within budget.

Some proposals reduced development and maintenance costs by limiting built infrastructure through use of beaches and other transport options (e.g. water). Others included more unique but high cost transport options such as train or helicopter.

Potential visitor numbers, development and operational costs were often estimated, with some proposals better supported by research than others.

Most proposals were able to demonstrate some economic benefit and return, particularly to local economies, due to the potential for investment in local construction, operational expenditure (if viable), and as a catalyst for complementary commercial activities. This aspect was however poorly demonstrated or evidenced in many of the public submissions.

Some proposals offered innovative ideas, but were untested and therefore risky business models that would require further detailed analysis.

Some proposals duplicated existing experiences, likely affecting the businesses' viability and decreasing its weighting as an "iconic" experience.

Community

Several proposals demonstrated strong community support, with local government and tourism organisations actively endorsing the proposal.

Aboriginal engagement and support was evident in several submissions and in some cases the submission was both prepared by, and/or endorsed by, the relevant Tasmanian Aboriginal organisation.

Opposition was received against several proposals, mainly from local residents directly affected by the proposed walk route.

Operational

The climate in some locations will challenge construction, servicing, visitor comfort and safety, and year round operation.

Those proposals distant from service towns will be challenged to attract staff, offer pre and post experience visitor accommodation and operational costs will be higher.

Those proposals distant from existing PWS field centres and/or relying solely on helicopter transport will be more difficult and expensive to service.

Summary

The table that follows provides a simplified visual summary of the findings for each location (in the order they appear on the map (above)) and needs to be read in conjunction with the detailed location specific comments at *Appendix 1*.

It's important to note that it might be possible to further develop existing walks, develop complementary experiences and/or new experiences of some type that are attractive to certain visitors at any or all of the non-preferred locations.

Table key:

	Attractive potential
	Potential & impediments (strengths and weaknesses)
	Challenging impediment(s) (but not necessarily unsolvable)
	Untested

Public proposal	Visitor				Environment		Economic		Community	Operation
	Access	Climate	S/D/U	Options	Reserve	Tenure	Towns	Competition		
4. Ansons Bay-St Helens										
5. Highland Rivers Track										
6. Ben Lomond										
7. Douglas Apsley										
9. Ringrove										
11. White Beach-Safety Cove										
12. Barnes Bay-Cloudy Bay										
13. South East Cape										
14. Cave-Coast										
15. Recherche-South Coast										

Location	Visitor	Climate	S/D/U	Options	Environment		Economic		Community	Operation
	Access				Reserve	Tenure	Towns	Competition		
16. Dover-Cockle Creek	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Green	Yellow		Yellow
17. Huonville-Cockle Creek	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Green	Yellow		Yellow
19. New Norfolk-	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Green	Yellow		Yellow
20. Maydena-Styx Valley	Green	Yellow	Yellow	Yellow	Yellow	Red	Green	Yellow		Yellow
22. Lake St Clair-Lake Gordon	Red	Yellow	Yellow	Yellow	Yellow	Red	Green	Red	Yellow	Red
25. Macquarie Harbour Trail	Red	Yellow	Yellow	Yellow	Yellow	Red	Green	Yellow		Red
26. Philosopher's	Red	Red	Yellow	Yellow	Yellow	Red	Green	Yellow		Red
Tyndall	Red	Red	Green	Yellow	Yellow	Green	Green	Yellow		Yellow
27. Mt Sedgwick-Dubbil Barril	Red	Red	Yellow	Yellow	Yellow	Red	Green	Yellow		Red
28. Queenstown (Clark Valley)	Red	Red	Yellow	Yellow	Yellow	Red	Green	Yellow		Red
29. Unnamed fall	Red	Yellow	Yellow	Red	Yellow	Green	Green	Red		Yellow
30. Trans Tarkine	Red	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Yellow		Red

Location	Visitor	Climate	S/D/U	Options	Environment		Economic		Community	Operation
	Access				Reserve	Tenure	Towns	Competition		
31. Tayatea (Tarkine)	Red	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Yellow		Red
34. Great Traverse (GWT)	Yellow	Red	Yellow	Red	Red	Red	Green	Yellow		Red
35. Kooparooona (GWT)	Yellow	Yellow	Yellow	Red	Yellow	Red	Green	Yellow		Red
1. Flinders Island	Red	Green	Yellow	Yellow	Yellow	Green	Green	Yellow		Yellow
2. Cape Barren Island	Red	Green	Yellow	Yellow	Yellow	Red	Red	Yellow		Red
3. Mt William/Mt Cameron	Yellow	Green	Yellow	Yellow	Yellow	Green	Red	Red		Yellow
8. Freycinet NP	Yellow	Green	Green	Yellow	Yellow	Green	Yellow	Red		Yellow
Schouten	Red	Green	Green	Yellow	Yellow	Green	Yellow	Red		Yellow
10. Maria Island	Red	Green	Yellow	Yellow	Yellow	Green	Yellow	Red		Yellow
18. Wellington Park	Green	Red	Yellow	Yellow	Yellow	Red	Green	Yellow		Red
21. Lakes Pedder & Gordon	Yellow	Yellow	Green	Green	Red	Green	Red	Yellow		Yellow
23. Frenchmans Cap	Red	Red	Yellow	Yellow	Yellow	Green	Red	Red		Red
24. South West CA/NP	Red	Yellow	Green	Green	Yellow	Green	Red	Red		Red
32. King Island	Red	Yellow	Yellow	Red	Yellow	Green	Yellow	Yellow		Yellow

Location	Visitor	Climate	S/D/U	Options	Environment		Economic		Community	Operation
	Access				Reserve	Tenure	Towns	Competition		
33. Rock Cape NP										

Conclusion

From the start it has been consistently stated that the Next Iconic Walk could be one or more - or a combination of the public proposals or other ideas and locations.

No proposal in its own right, offered a truly unique world class experience with enduring appeal to specific international, interstate and Tasmanian visitor markets.

All locations and proposals comprised strengths and weaknesses, with the assessment process seeking to identify the optimum combination of success factors.

Recommendation

The Assessment Panel recommends that the Tasmanian government progress market testing and feasibility for a walk at the Tyndall Range (the preferred location), contained within the Lake Beatrice Conservation Area and the Tyndall Regional Reserve.

The preferred location was selected on the merits of:

- An extraordinarily spectacular and dramatic landscape of cliffs, lakes and varied vegetation types with a powerful sense of being wild and remote;
- Opportunities for adapting the proposal to integrate aspects of the geological and mining heritage of the region, as per the “Philosopher’s tale” proposal;
- It being within 30 km of Queenstown with well-connected road access to Strahan, Rosebery, Zeehan, and Tullah;
- Proximity to the Queenstown and Strahan airports with recent connecting services to Hobart and Launceston from Strahan;
- Alternative and complementary tourism products emanating from Queenstown; Strahan, Zeehan, and Roseberry, such as the West Coast Wilderness Railway, Franklin Gordon River Cruises, etc.
- The development of a walk and associated tourism infrastructure is consistent with the reserve status of both the Regional Reserve and Conservation Area, subject to all necessary assessment and approvals.
- The area is not subject to a PWS management plan, is not part of the Tasmanian Wilderness World Heritage Area, and occurs on land managed by the PWS; and
- The proposal is compatible with the *Mt Read Strategic Prospectivity Zone*.

At this time, to manage expectations, it is recommended that the project title continue to be Tasmania’s Next Iconic Walk until the stage one feasibility study is complete and a name selected that best represents the walk concept.

Appendix 1: Location specific assessment

The views and statements expressed in this summary document are a combination of comments from the assessment panel. These comments do not expressly reflect the views of the Tasmanian government.

Abbreviations used in this section:

CA - Conservation Area;

FPPF - Future Potential Production Forest;

GR – Game Reserve;

NA – Nature Reserve;

NP - National Park;

PTPZ - Permanent Timber Production Zone;

RR – Regional Reserve;

SR – State Reserve;

TWWHA – Tasmanian Wilderness World Heritage Area.

4. Ansons Bay-St Helens

Potential

- Weather.
- Beaches, water views, and bush.
- Commercial opportunities, e.g. accommodation.
- Lower development cost (e.g. walking on beaches).
- Road access for servicing.
- Bay of Fires CA, Humbug Point Nature Area NA.

Impediments

- 2:14 hrs (166 km) drive from Launceston.

- Other similar walks in location.
- While attractive, lacks landscape diversity over walk length.
- Experience difficult to manage, e.g. easy to do independently.
- Low quality track or under costed.
- Project management, approvals, design, procurement costs under estimated.
- Reduced walking experience near road.
- Tenure.

5. Highland Rivers Track

Potential

- 1:00 hr (62 km) Launceston to Scottsdale.
- Weather.
- High quality bush and waterfalls.
- Near service towns (Scottsdale and Ringarooma).
- Re-uses some infrastructure (e.g. tracks, car parks).
- Walk length options.
- May be complementary to regional mountain bike tracks.

Impediments

- Attractive but lacks the wow factor, for example high points offer long distance views but these include rural landscapes, forestry operations, houses etc.
- Low diversity along total walk length, lots of forest (although high quality).
- Multi-tenure, including potential and actual forestry. Route is not continuous through PWS managed land. FPPF, Mt Maurice RR, Paradise Plains RR, South Esk RR, Mt Victoria RR.
- Area includes roads and forestry operations.
- Full walk length won't suit some visitor markets.
- Track start and end disconnected (different locations, visitor logistics issues).
- Low track standard (based upon provided budget).

6. Ben Lomond

Potential

- 1:10 hr (60 km) from Launceston.

- Existing accommodation options.
- Scenic alpine environment.
- National Park.

Impediments

- Lack of detail on the specific experience offered – many options presented.
- Weather (winter snow, cold).
- Difficult walking without expensive tracks (rocky alpine environment).
- Limited landscape diversity across plateau.
- Farming, developed areas visible.
- Some concepts like mountain bikes compete with other developments regionally (e.g. Derby).

7. Douglas Apsley

Potential

- Weather.
- A walk traversing the ridge would provide good views to the coast and walking through gorges would provide access to waterfalls and streams.
- Bush, gorges, waterfalls, and waterholes.
- Close to tourism infrastructure at Bicheno.
- National Park.

Impediments

- Attractive location, but lacks “iconic” elements.
- Elevation change along walk.
- Limited accommodation site options.
- 2:23 hr (109 km) from Launceston.
- Start and end disconnected with limited access.

9. Ringrove

Potential

- Weather.
- Relatively easy access to Hobart airport, also proposes seaplane/helicopter option.

- Close to service town (Orford).
- Offers multi-modal options (walking, bikes, water based).
- Possible links with future regional bike trail (Kellevie to Orford).
- Attractive coastal location, including views to Maria Island and beyond.
- Proposed link with public land and environmental protection options.
- Experience options offered, including commercial partnering.
- From Hobart 1:26 hrs (77 km).

Impediments

- Lacks iconic elements and similar to other coastal locations along east coast of Tasmania and arguably interstate.
- Tenure (private land).
- Target market not well evidenced.

11. White Beach-Safety Cove

Potential

- Will increase duration options of the existing Three Capes Walk and could be attractive to some new and repeat visitors, although the Tasman Peninsular already benefits from the existing walk.
- From Hobart 1:35 hrs (109 km).
- Tasman NP, Private Land leased to Crown.
- Realises original Three Capes Vision.
- Some development approvals already secured.

Impediments

- Replication by extension of existing experience.
- Doubling the length may not necessarily improve the overall product experience, demand or the benefit.
- Viability unproved and could potentially make the total product less viable to operate.
- Significant cost challenges for this section, especially hut developments.
- Start and end disconnected, logistical challenges.

12. Barnes Bay-Cloudy Bay, Bruny Island (Truganninni)

Potential

- The long duration of the walk may provide opportunity to break up the proposal in order to provide a range of offerings.
- Coast, beach, rural, road.
- Aboriginal heritage.
- From Hobart 1:15 hrs (47 km) + Ferry.
- Bruny Island Neck GR, Coals Point CA, Public Reserve (Crown Land), South Bruny NP.

Impediments

- Walk is too long to be attractive to large market.
- Start and end of walk disconnected, logistical challenges.
- Public reaction to more development and increased visitation on the Island.
- Low standard track and basic accommodation mismatch to target market expectations.
- Land tenure.
- Fluted Cape is similar to Three Capes Track – replication of existing product.
- Diversity exists over whole walk duration, but not necessarily each day. Sections are unremarkable, rural landscape.
- Private land, Private Timber Reserve.

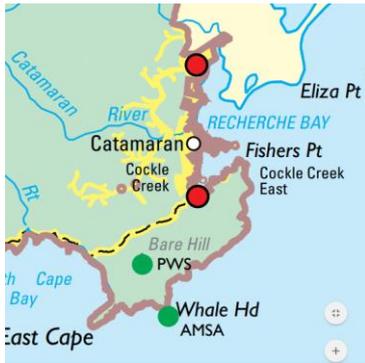
13. South East Cape Circuit

Potential

- Bush, buttongrass, coast.
- Attractive coastal walking experience.
- Option to walk to “southernmost” point of Australia – marketing “point of difference”.

Impediments

- Depending on specific nature and location of development may require amendment to the *TWWHA Management Plan 2016* if developed in the Wilderness Zone.



- Similar to Three Capes Track.
- Track location relative to shore poses cultural heritage risks and vulnerability to extreme weather.
- Project management, approvals, design, procurement costs under estimated.
- From Hobart 2:01 hrs (121 km).

14. Cave to Coast

- Common sections with *16 Dover to Cockle Creek* (below).

Potential

- Cave, thermal pool, coast, beaches, bush, buttongrass, heath.
- Heritage.
- Multi-modal (walking, cycling, train (possible), ferry/boat).
- Commercial options (e.g. guided).
- Easy level walking.
- Weather.
- Options (days).
- May assist viability of Ida Bay Railway.
- Hastings Caves SR, Ida Bay SR, South Port CA,

Impediments

- Multi tenure.
- Viability/operational implications of boat options - complex.
- Jetties and boat sections would be challenging to operate in poor weather conditions.
- Land purchases possibly required.
- Conflict with private land owners along foreshore sections.
- Challenging logistics of modal changes (e.g. bike storage, relocation, boat operation (staff)).

- Possible changes / amendment to Southport Management Plan required.
- Accommodation possibly required for optional days in sensitive areas.
- User conflicts.
- Project management, approvals, design, procurement costs and other costs not included.
- Liability for Ida Bay Railway.
- From Hobart 1:34 hrs (102 km). Start and end disconnected, logistical challenges
- TWWHA (Hastings), PTPZ, Private Land constraints.

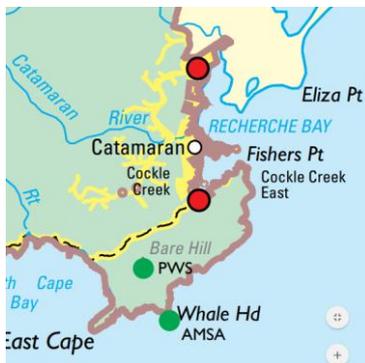
15. Recherche-South Coast Track

Potential

- Attractive coastal scenery.
- Uses existing infrastructure - South Coast Track to South Cape Bay.

Impediments

- Refer also to 16. *Dover to Cockle Creek* (below), and 14. *Cave to Coast* (above), possibly without tenure issues.
- Depending on specific nature and location of development may require amendment to the *TWWHA Management Plan 2016* if outside Visitor Service and Recreation Zone.



Red = Visitor Services, Yellow = Recreation, Orange = Self-Reliant Recreation, and Green = Wilderness.

- Conflict with vehicles on shared road sections and private landowners along foreshore sections.
- Single return route to and from South Cape Bay – limited diversity of experience / offering.
- From Hobart 1:52 hrs (116 km).

16. Dover to Cockle Creek

- Common sections with 14. *Cave to Coast* (above).

Potential

- Coastal, beaches, bush.
- Heritage adds depth and appeal.
- Multi-modal (walking, cycling, train (possible), ferry).
- Commercial options (e.g. guided).
- Easy level walking.
- Weather.
- Options (days).
- May assist viability of Ida Bay Railway.
- From Hobart 1:09 hrs (77 km).
- Crown Reserve, Public Reserve, Hastings Bay CA, Ida Bay SR.

Impediments

- Multi tenure.
- Start and end disconnected, logistical challenges.
- Viability/operational implications of boat options (e.g. Southport).
- Jetties and ferry problematic in poor/ rough weather conditions.
- Future forestry land and harvesting operations ever present in the landscape.
- Cycling on roads / crossings pose potential road safety management issues / risks.
- Land purchases potentially required.
- Conflict with private land owners, particularly on foreshore linkages.
- Logistics of modal changes (e.g. bike storage, relocation, boat operation (staff)).
- Possible changes / amendment to Southport Conservation Area Management Plan required.
- Project management, approvals, design, procurement costs and other costs not included.
- Liability and reliance on Ida Bay Railway.
- Lacks landscape diversity.
- State Forest, FPPF, Freehold land constraints.

17. Huonville-Cockle Creek (Palawa Lugganah)

Potential

- Towns, river, coastal, bush.
- Cycling, walking, running.

- Broader market appeal (day walking and cycling).
- Duration options.
- Commercial partner options (accommodation).
- Visitors can choose accommodation standard (comfort).
- From Hobart 0:35 hrs (39 km).

Impediments

- Diversity over length – medium; diversity in shorter sections - low.
- Scenic, but not spectacular or “iconic”.
- Close to everyday life - rural experience.
- Business model relies on income from accommodation booking, apps, bike hire, easy to use alternatives.
- Low standard track or under costed.
- Multi tenure with potential road safety management issues / risks.
- Start and end disconnected, logistical challenges.

19. New Norfolk-Mt Field-Hamilton (Valley of Love)

Potential

- Alternative to “traditional” bushwalk.
- Heritage / stories and diversity of experiences.
- Mt Field National Park.
- Adaptive re-use of rail corridor.
- From Hobart 0:34 hrs (34 km).

Impediments

- Attractive, but lacks “iconic” elements. Easily replicated experience in Australia.
- Multi-tenure challenges.
- Start and end possibly disconnected, logistical challenges (depending on specific routes/destinations).
- Economic benefit and demand not well evidenced.
- Business model challenges (e.g. income, passes, compliance).
- Rail component unlikely to be achieved within budget.

20. Maydena-Styx Valley

Potential

- Duration options, especially third day.
- Bush, sub-alpine, mountain views.
- Uses (private/leased) infrastructure.
- Servicing of some sites possibly easier.
- Tenure – reliance on leasee / operator.
- Consistent with land management objectives.
- Potential to combine with link to Mt Field.
- From Hobart 1:21 hrs (85 km).

Impediments

- Future forestry production areas close by – highly visible disturbed landscape.
- Walk difficulty, ascent/descent.
- Limited point of difference between each day's experiences.
- Public/Private distinction.
- Private Timber Reserve, TWWHA (Styx RR, North Styx CA).

22. Lake St Clair to Lake Gordon

Potential

- Link with Overland Track.
- Scenic landscapes.

Impediments

- Similar to Overland Track – duplication of product.
- Inconsistent with *TWWHA Management Plan 2016*.
- From Hobart 2:24 hrs (174 km), Launceston 2:21 (169 km). Start and finish disconnected, logistical challenges.

25. Teepookana-Pillinger (Macquarie Harbour Trail)

Potential

- Less than 1 hour from Strahan airport.
- Remote and rugged.
- Water, beaches, rainforest, mountain views.
- Many walk options (day, multi-day, easy, hard, side trips).
- Multi-modal options (train, bus, ferry, kayaking). Good linkages to Wilderness Railway.
- Proximately to service towns.
- Heritage.
- Construction and maintenance options other than helicopter.
- Commercial partnering options (packaging).
- Using existing infrastructure (e.g. train, roads).
- Fees matched to market.
- Rough weather adds drama.

Impediments

- Includes a section that either passes through the TWWHA area to link with Pillinger, or alternatively a very convoluted bypass of the TWWHA boundary (expensive and difficult to construct).
- From Hobart 3:41 hrs (260 km), Launceston 3:17 (244 km) if not using air transport.
- Attractive - but lacks "iconic" factor. High points interesting but coastal walking unexciting.
- Proposed walking distance too long each day and monotonous landscape with limited diversity.
- Views may not be possible in poor weather.
- Cold, wet, cloudy, windy much of the year - very exposed to westerly influences.
- Bird River Track deteriorating condition and high maintenance cost (landslips).
- Multi-tenure, including forestry land and harvesting operations. FPPF, PTPZ.
- Project management, approvals, design, procurement costs under-estimated.
- Operating costs under-estimated.

26. West Coast Range (Philosophers' Tale (Chapters 1-4))

Potential

- Long term strategy/plan based upon development of “chapters” – able to be easily staged.
- Duration/Walk options (Chapters) well evidenced and designed.
- Mountains, bush, rivers, button grass.
- Multi modal. Good linkages with Wilderness Railway – ability to leverage off other products and value-add through new ventures.
- Chapter 1 – good proximity to Queenstown, but highly disturbed landscapes and challenging for construction.
- Chapters 2 and 3 – Similar to these other separate proposals 27. *Mt Sedgwick-Lake Margaret-Iron Blow-Mt Owen-Dubbil Barrill*, and 28. *Queenstown-Macquarie Harbour-Strahan (Clark Valley Track)*. Public Reserve (Crown Land), West Coast RR.
- Chapter 4 – Tyndall ranges includes spectacular scenery and diversity of landscapes within 30 minutes of Queenstown. Tyndall Range RR, Lake Beatrice CA.
- Great “story” drawing on mining and exploration history.
- New air access to Strahan will improve accessibility and makes Tyndalls' Chapter accessible.

Impediments

- From Hobart 3:41 hrs (260 km), Launceston 3:17 (244 km), unless arriving by air.
- Expensive alpine track construction in some sections.
- Potential expectation that extra chapters are built in future.
- Longer track (extra chapters) may not add proportionally extra benefit for cost and be attractive to market.
- Walk difficulty, ascent/descent.
- Extreme weather track – duplicate cost.
- Development cost of all chapters exceeds budget + additional cost options, however Tyndalls “Chapter” could be potentially delivered within budget.
- Operational costs underestimated.
- Refer also 25. *Teepookana-Pillinger (Macquarie Harbour Trail)*.
- FPPF, PTPZ challenges on some sections.

27. Mt Sedgwick-Lake Margaret-Iron Blow-Mt Owen-Dubbil Barrill

Potential

- Remote and rugged.
- Water, rainforest, mountain views.
- Many walk options (day, multi-day, easy, hard, side trips).
- Multi-modal options (train, bus, ferry, kayaking).
- Proximately to service towns.
- Heritage.
- Commercial partnering options (packaging).
- Uses some existing infrastructure.
- New air access to Strahan will improve accessibility.
- Tyndall Range RR, Lake Beatrice CA, Public Land, West Coast RR.

Impediments

- From Hobart 3:41 hrs (260 km), Launceston 3:17 (244 km), unless arriving by air.
- Views may not be possible in poor weather.
- Cold, wet, cloudy, windy.
- Multi-tenure.
- No costing.
- FPPF, PTPZ challenges.

28. Queenstown-Macquarie Harbour-Strahan (Clark Valley Track)

Potential

- Refer to 27. *Mt Sedgwick-Lake Margaret-Iron Blow-Mt Owen-Dubbill Barrill*.

Impediments

- From Hobart 3:41 hrs (260 km), Launceston 3:17 (244 km).
- Limited detail provided.
- Attractive landscape, but lacks “Iconic” elements.

- Difficult to service.
- Refer also to 27. *Mt Sedgwick-Lake Margaret-Iron Blow-Mt Owen-Dubbill Barrill*.

29. Unnamed falls

Potential

- Possible addition/value-add to another experience.
- Mt Heemskirk RR.

Impediments

- From Hobart 3:41 hrs (260 km), Launceston 3:17 (244 km). Remote location.
- Refer to 27. *Mt Sedgwick-Lake Margaret-Iron Blow-Mt Owen-Dubbill Barrill*.
- One way in and out.

30. Meunna-Pieman River (Trans Tarkine)

Potential

- Concept well progressed and includes surveys and exploratory work, track route, campsite locations, market research and draft business case.
- Cognisant of the complexity of issues involved and the need to resolve. Excellent understanding of track planning and construction, including suggested techniques for specific environments and alternative routes.
- Pitched at and would appeal to walker market with lots of time to experience harder and rougher walk (Australian Standard Class 3 Track like the Overland Track, rather than 3 Capes Track).
- Walk/duration options – 1x 10 day / 2x 5 day. May attract repeat visitation.
- Landscape diversity high over full 10 days. First 5 days has limited variety.
- Western coastline (last 5 days) contains more diversity (heathlands, mountain views, coastal, dunes, beaches, Pieman ferry).
- Remote and rugged.
- Rainforest and coastal dunes (unique to area).
- Aboriginal heritage (Tasmanian Aboriginal landscape).
- Halfway/servicing from Western Explorer.
- Evidence of community support, including Aboriginal community and private sector.
- Self-guided option.
- Aboriginal guiding option adds depth to experience.

- Multi-modal - Inclusion of ferry (Pieman Head to Corrina at end of walk).
- 10-15 km walk each day (similar to other walks, although will depend on difficulty of walking).
- Staged development - commence operation with 30 walker capacity (specifically at campsites) and expand if demand exists.
- Evidence of international interest in "The Tarkine" (e.g. US outdoor magazine).
- Provision of water at campsites will lower pack weights.
- Suggests that walking will be easier than Overland Track due to its lower altitude and less mountainous terrain (with exceptions, refer *Impediments*).
- Guided (commercial) walking experience, pack weights will be lower.
- Track close to roads in places, may shorten helicopter flights during construction and operations.
- Shorter return walk options, e.g. east of Western Explorer Road to Mt Bolton and Pyramid Hill; and west to Norfolk Range; and north of Pieman Heads along the coast.

Impediments

- 10 day walk will have limited market appeal. Comparison (██████ *Track Report, p.9*) with similar types of tracks in Australia and New Zealand support this, that is - shorter and/or easier tracks are more popular.
- According to their market research, appeal increases with extra amenities (e.g. huts rather than camping), shorter duration, but market appeal is also cost driven (want lower cost). More people want Three Capes Track style than more basic, longer offer.
- Value for money compared to competitors.
- Appropriateness and attractiveness of camping in wet and windy climate (although the business case suggests that roofed accommodation could be a future option (uncosted)).
- While there is high landscape diversity over the longer walk option, daily diversity is low. For example the first 4 days is forest walking (unremarkable); Day 5/6- Norfolk Range (600-800 m high peaks) but walk to coast is a relatively flat coastal plain then days 8-9 dunes and beaches. Pieman ferry trip return to Corinna is only last hour of journey.
- Unguided walkers on longer walk will require higher pack weights (e.g. more food), even with a potential resupply at the Western Explorer.
- Unguided walkers will be required to carry camping gear (e.g. tents, sleeping and cooking equipment), pack weights will be high. Limited opportunity to re-supply.
- Significant cost exclusions (e.g. additional surveys, huts, parking and other track head infrastructure, marketing, booking system, jetty) and some other costs likely underestimated (e.g. project management).
- Multi-tenure challenges (Permanent and Future Forest Production Forest) at start in east.
- Bushfires/extreme conditions/evacuation/unpassable/winter weather – very exposed for last 5 days.
- 4WD v's walkers v's heritage along coast – potential conflicting uses.
- Technical engineering challenges at river crossings.
- Water availability and reliability (particularly near coast).

- Protection of middens along coast.
- Protection of beach nesting birds.
- Formation of informal tracks and campsites along coast.
- Seasonal wet areas (high water table) near coast.
- 24 km of unsealed access road to eastern track head.
- Unguided walker logistics – how do they get to and from the walk trailheads, particularly when these could be more than 100 km apart.
- Unguided walker access to track head (public transport, commercial bus service, hire cars on gravel road and cars left in isolated car park).
- Requirement for vehicle access along proposed walking track around Keith River Road (track start, forestry land).
- Sections of track (e.g. Mt Bertha, Pyramid Hill and Norfolk Range) are exposed and may challenge walker comfort and less fit and experienced walkers. Some inexperienced walkers would be discouraged to travel through these areas in poor weather. Emergency campsites (cleared, but less developed) are suggested for delayed walkers. Delays may affect the management of walker numbers at campsites and will discourage some people with inflexible schedules from booking.
- Views of Savage River Mine from higher locations.
- Views of fire (2008) damaged landscape, particularly between Pyramid Hill and Mt Bolton, although will decrease over time.
- Long steep western descent of Mt Norfolk (1 000 steps).
- Lagoon River crossing (boats) during flood, exceptional high tides and storms.
- Planning and construction cost is likely to exceed budget.
- Due to the long track distance (100 km), estimating errors and variations in construction costs (higher costs) compared to estimates could increase the risk of the proposal's budget viability.
- High cost to operate and maintain due to remoteness. No nearby accommodation or public transport options.
- Low return on investment during initial years (start-up), would require external (from business enterprise) additional funding (*Business Case, Section 7.3 Indicative funding requirement p.33*).
- Assumed 100% walker (unguided and guided) number increase from year 1 (5 670 walkers) to 3 (10 530) (*Business Case, p.22*).
- The projected annual use is 6 570 (at 80% capacity at 30 walkers per day and lower numbers during June-September), which is low compared to the Overland and Three Capes Track. Low numbers will affect the track's business enterprise's viability.
- If walker numbers increase beyond 30 per day, camping infrastructure and toilet capacity will need to be increased (per track report).
- From Launceston 2:42 hrs (206 km).

31. Trowutta-Western Explorer Road (Tayatea (Tarkine) Trail)

Potential

- Activities around centres (e.g. water based, cycling).
- Attractive river landscapes.
- Refer also to 30. *Meunna-Pieman River (Trans Tarkine)*.

Impediments

- Lower diversity (forest walk).
- Proximately to forestry operations.
- Track standard low (AS 4).
- Lower standard accommodation (camping).
- Multi tenure.
- Refer also to 30. *Meunna-Pieman River (Trans Tarkine)*.
- From Launceston 3:10 hrs (259 km). Start and end disconnected, logistical challenges.

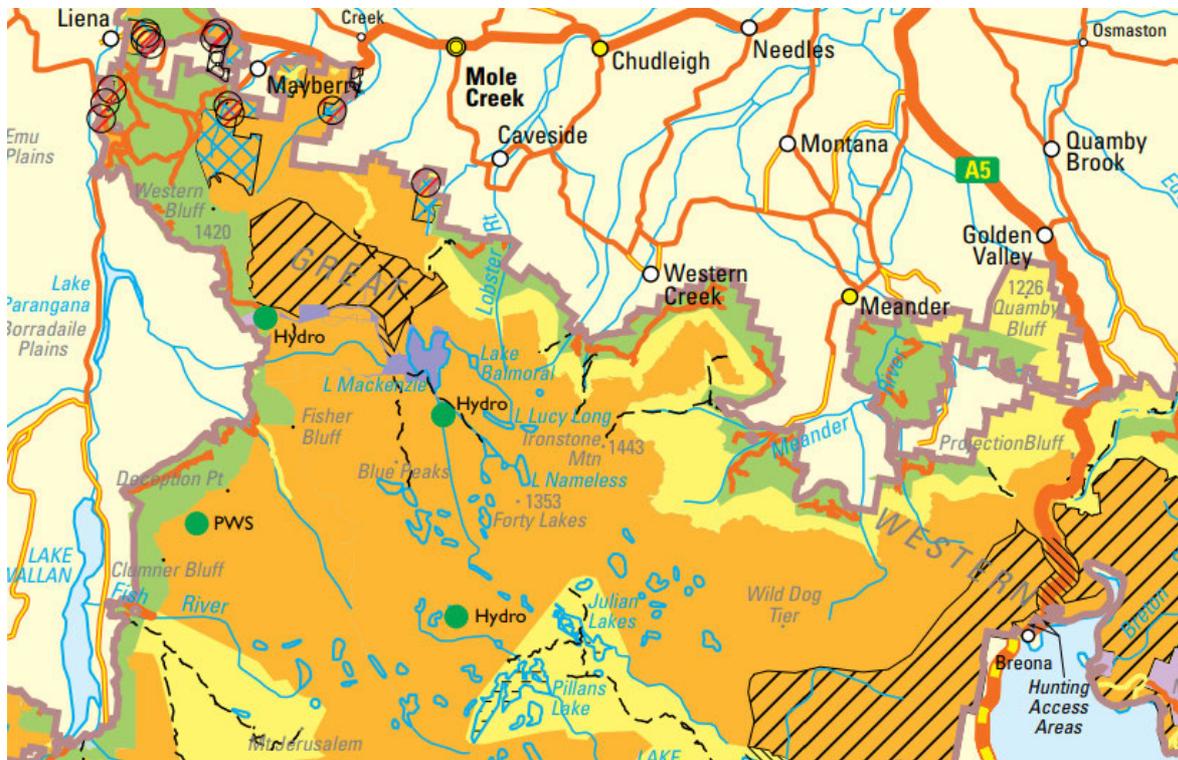
34. Western Creek/Huntsman Lake-Lake Rowallan (Great Traverse)

Potential

- Diversity, rain forest, distant views to mountains and ocean, lookouts, lakes, waterfalls, sub alpine, alpine.
- Links features like Huntman Lake, Meander Falls, Devil's Gullet, Pencil Pine Tarn (Great Short Walk).
- Side trip options (mountain ascents e.g. Mt Ironstone).
- Multi-mode options (boats, kayaks).
- Possible road access to some locations.
- Uses 4 existing walking trails / tracks.
- Mobility impaired market, but very high construction cost.
- From Launceston 0:57 hrs (75 km).
- Link with 35. *Liffey Fall-Meander Falls (Kooparooka)*.

Impediments

- Three Capes standard track proposed – high cost and impact.
- Development in Walls of Jerusalem NP likely to be controversial given the scale of the construction.
- High and frequent elevation change unsuitable for market.
- Camping as opposed to higher standard accommodation.
- Track cost very high for mobility assistance option.
- FPPF (near Western Junction and Huntsman lake start).
- Depending on specific nature and location of development may require amendment to the *TWWHA Management Plan 2016* if outside Visitor Service and Recreation Zone.
- Start and end disconnected, logistical challenges.



- Red = Visitor Services, Yellow = Recreation, Orange = Self-Reliant Recreation, and Green =

35. Liffey Falls-Meander Falls (Kooparooka)

Potential

- Waterfalls, cliff and mountain scenery, particularly on first and second day.
- Distance to state gateway / city (Launceston) and smaller regional service towns.
- Use existing tracks for some sections.
- Heritage.

- Link with 34. *Western Creek/Huntsman Lake-Lake Rowallan (Great Traverse)*.
- Huts within TWWHA recreation zones.
- From Launceston 1:00 hr (62 km).

Impediments

- Difficulty - major (ascent/descent) required on day 2.
- Variety, repetition. Dull, flat and disturbed rural and forestry landscapes on Day 3.
- Start and end disconnected, logistical challenges.
- FPPF (Liffey Falls and Huntsman Lake ends).

Other locations

In addition to the public proposals, it became evident that other potential sites had not been explored, and for completeness, alternative sites were also assessed against the same criteria as the public proposals. Only the critical issues are noted below.

Some of these locations were assessed for potential for walking opportunities during planning for the Three Capes Track project.

1. Flinders Island

Potential

- Scenery, particularly around the south west, offers similar appeal to Freycinet NP.
- Strzelecki NP, dramatic topographic variation (+756 m).
- Attractive beaches, e.g. Trousers Point (south), Palana Beach (north).
- East coast some continuity of reserve land across multiple classifications.
- Heritage (Aboriginal and European).
- Weather.
- Airstrip, commercial services.
- More direct access from interstate (e.g. Essendon, Melbourne).
- Some town services (Whitemark, Lady Barron).
- Existing walking track to Strzelecki Peaks (4-5 hrs return) and coastal locations, and other parks infrastructure (3/60 Great Short Walks, Flinders Trail (horse riding, walking, 4WD, north-south)).
- Multi modal options (e.g. water activities).
- RAMSAR Wetland (south east coast).

Impediments

- Expensive island access.
- Views from elevated area to farming areas.
- Parks and reserves not continuous, e.g. Strzelecki isolated.
- Strzelecki relatively small area (12 km across), although circumference greater (38 km).
- East coast lacks topographic variety (e.g. long beaches, relatively flat).
- RAMSAR Wetland (south east coast).

2. Cape Barren Island

Potential

- Weather.
- Coast and some mountains, views to Flinders (Strzelecki). Mt Munro (771 m) and Battery Bay Hills (240 m), both relatively close to coast.
- More natural (less development) than Flinders Island.
- RAMSAR Wetland (east coast).
- Aboriginal land (most of island).
- Heritage.
- Airstrip, commercial services.
- Multi modal options (e.g. water activities).

Impediments

- Expensive island access.
- RAMSAR Wetland (east coast).
- Aboriginal land (most of island).
- Limited infrastructure and services.
- Not an established walker destination.
- Lacks tourism profile.

3. Mt William National Park/Mt Cameron, North East

Potential

- Weather.
- Cameron RR and Mt William NP continuity.

Cameron Regional Reserve

- Heritage, e.g. Little Blue Lake (mining).
- Existing walk to Mt Cameron (3-4 hrs 10 km return).
- Mt Cameron (551 m) attractive bush and distant coastal views.
- Scottsdale High School Field Study Centre.

Mt William National Park

- Beaches.
- Heritage, e.g. Lighthouse.

Impediments

- Limited infrastructure and services (Gladstone and towns to west and Ansons Bay).
- Disconnection between start and end if “through” track.

Cameron Regional Reserve

- Public safety (mining heritage).
- Mt Cameron, views of farm land.
- Launceston 1:44 hrs (120 km Little Blue Lake).

Mt William National Park

- Mt William limited topographic and landscape variety (flat).
- Existing commercial walks.
- Launceston 2:08 hrs (165 km Ansons Bay).

8. Freycinet National Park

Potential

- Scenery.
- Established visitor and walking area.
- Weather.
- Multi modal options (e.g. water activities).

- NP.

Impediments

- Competition with existing public and commercial walking products.
- Managing visitor numbers.
- Fire risks.
- Infrastructure capacity.
- From Launceston 2:08 hrs (166 km), Hobart 2:31 hrs (185 km).

10. Maria Island

Potential

- Mostly undeveloped, particularly east coast, natural and scenic. Mountains, bush and beaches.
- Heritage (significant and obvious).
- Weather.
- Multi-modal options.
- Marine Park.
- Animal encounters.
- Town services (Triabunna (off island)).
- NP.

Impediments

- Island access (although high quality regular ferry operates).
- Scenic, with some features, but lacks variety over longer distances.
- Existing commercial walk.
- Infrastructure capacity (e.g. water, power, sewage).
- From Hobart 1:12 hrs (85 km) + ferry.

18. Wellington Park

Potential

- Views.
- Mountain and bush.

- Existing roads and tracks (vehicle, 4WD, walking, bike).
- Multi-modal options.
- Some landscape diversity, e.g. east different from summit.
- From Hobart 0:32 hrs (20 km).

Impediments

- Potential opposition to development.
- Some views include development and agriculture (not completely natural and remote).
- Tenure. Wellington Park (public land).
- Weather, particularly on summit.
- Summit relatively flat and undifferentiated.

21. Lake Pedder and Lake Gordon

Potential

- Scenic diversity.
- Large area.
- Existing tracks.
- Multi-modal options.
- Access (Gordon River Road).

Impediments

- Development in the TWWHA.
- From Hobart 2:18 hr (157 km).
- Weather.

23. Frenchmans Cap

Potential

- Well known track.
- Lyell Highway access.
- Existing track and accommodation infrastructure.
- Scenic.

Impediments

- Development in the TWWHA.
- Medium to hard walk.
- Similar to Overland Track.
- Access to gateways.
- Limited services.
- Existing / traditional walker destination.
- Weather.
- From Hobart 2:48 hr (203 km), Launceston 2:46 hrs (198 km).

24. South West Conservation Area / South West National Park, including South Coast Track

Potential

Southwest Conservation Area

- Remote and natural.
- Scenic but not outstanding, coast dynamic.
- Historic site at Macquarie Heads.
- Town services at Strahan.
- Multi-modal options, particularly in Macquarie Harbour.

South West NP

- Remote and natural.
- Dramatic and varied scenery.
- Road access via Cockle Creek and Gordon River Roads.
- Air access via Melaleuca.
- Boat access via Bathurst Harbour and coast.
- South Coast Track existing and well known.
- Multi-modal options, e.g. lakes.

Impediments

- Weather.

Southwest Conservation Area

- Scenic but not outstanding, inland relatively flat and undifferentiated.

- Access south of Macquarie Harbour.

South West NP

- Development in TWWHA.
- South Coast Track hard and long walk.
- No services beyond gateways.
- Existing walkers and pending commercial operation.

32. King Island

Potential

- Coast and beaches (e.g. Disappointment Bay (north), Seal Rock (south)).
- Shipwreck and marine history.
- Some tourism infrastructure and brand recognition (e.g. wine/food/golf).
- Some town services.
- Some existing parks infrastructure, including tracks.
- Airstrip, commercial services.
- More direct access from interstate (e.g. Essendon, Melbourne).
- Lavina SR, Counsel Hill CA, Sea Elephant CA, Colliers Swamp CA.

Impediments

- Expensive island access.
- Weather.
- Low landscape diversity (flat).
- Prominent agricultural landscape.
- Narrow coastal reserve (tenure) and lacks continuity.
- Private reserve, PTPZ, Private sanctuary.

33. Rocky Cape National Park

Potential

- Scenic coastal landscape, caves.
- Link to reserves to south.
- Access.

- Proximity to town services.
- Lighthouse.
- NP.

Impediments

- Lacks landscape diversity.
- Small compact park, lacks options for long tracks.
- Tenure issues if extends beyond the park.
- Highway between the park and reserves to the south.
- Reserves to the south are close to developed landscape (agriculture, housing etc).
- From Launceston 2:20 hrs (194 km).

Appendix 2: Public proposal description

Id	Proposal name	Location	Individual/Organisation	Description
4	Ansons Bay to St Helens	North	[REDACTED]	A multi-day multi-modal coastal experience.
5	Highland Rivers Track	North East	[REDACTED]	A multi-day walking experience including forest, waterfalls and mountain views.
6	Ben Lomond	North East	[REDACTED]	A multi-activity development strategy.
7	Douglas Apsley National Park	East	[REDACTED]	A multi-day walking experience.
9	Ringrove	East	[REDACTED]	A multi-day multi-modal eco-tourism bush and coastal experience.
11	Cape Raoul	South East	[REDACTED]	Multi-day western extension of the current Three Capes Track.
12	Trugannini's Trails	South	[REDACTED]	Optional walks including multi-day from Bruny Island's north to south.
13	South East Cape Circuit	South	[REDACTED]	A multi-day walking experience.
14	Cave to Coast	South	[REDACTED]	A multi-day multi-modal experience including Hastings Cave and the coast.
15	Recheche Bay to South Coast	South	[REDACTED]	A multi-day multi-modal experience.
17	Palawa Lugganah	South	[REDACTED]	A multi-modal track from Huonville to Cockle Creek.
18	Dover to Cockle Creek	South	[REDACTED]	A multi-day multi-modal coastal experience.
19	Valley of Love	Central South	[REDACTED]	Multi-modal experience through historic towns, parks and the countryside.
20	Maydena	Central South	[REDACTED]	A multi-day multi-modal experience in the Styx Valley.

22	Lake St Clair to Lake Gordon	Central West	██████████	A multi-day walking experience through the Franklin-Gordon Wild Rivers National Park.
25	The Macquarie Harbour Trail	West	██████████████████	A multi-day multi-modal experience in the Queenstown, Strahan, and Macquarie Harbour area.
26	The Philosopher's Tale	West	██████████████████	A multi-day multi-modal experience in the Queenstown, Strahan, and Macquarie Harbour area.
27	Queenstown to Dubbil Barrill	West	██████████	A multi-day multi-modal experience in the Queenstown, Strahan, and Macquarie Harbour area.
28	Clark Valley Track	West	██████████████	A multi-day multi-modal experience in the Queenstown, Strahan, and Macquarie Harbour area.
29	Walk to unnamed falls	West	██████████	Day walk with camping option to waterfall west of Zeehan.
30	Trans Tarkine Track	North West	██████████████	A multi-day experience in the Tarkine.
31	Tayatea Trail	North West	██████████████	A multi-day multi-modal experience in the Tarkine.
34	The Great Traverse Trail	Central North	██████████	A multi-day experience in the Great Western Tiers area.
35	Kooparooka Niara Seven Waterfalls Way	Central North	██████████████████ ██████████	A multi-day experience in the Great Western Tiers area.

- Southern cluster.
- Western cluster.

CONTACT DETAILS

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DEPARTMENT OF PRIMARY INDUSTRIES,
PARKS, WATER AND ENVIRONMENT