

Halls Island Development Application

Proposed use / development:

To construct and operate a small-scale Standing Camp on Halls Island, Lake Malbena, Tasmania. The primary theme of the project is one of environmental immersion, complemented by the Reg Hall and Walls of Jerusalem National Park cultural narrative. These themes are to be enhanced by world-class interpretation of the listed Outstanding Universal Values found in the World Heritage area.

Activities will include kayaking, hill-walking, bushwalking, cultural interpretation, wildlife viewing, occasional fishing, and the chance to participate in choreographed 'citizen-science' style field trips with guest-experts in the fields of science, art and culture. On-island activities will include continuing with the sixty-year history of poetry and art on the island, astronomy, botany, bird watching, and flora and fauna interpretation.

The Standing Camp would occupy a discrete ~800m² site, and consist of three pods with complete-capture toiletry facilities, and one communal pod with guides accommodation, storage and toiletry facilities. Board-walking is to be used on-island where required to minimise impacts, and selective lancing of flora is required around the helicopter landing site, and hut building site.

Access to Halls Island is via a minimal ~9 minute helicopter transfer from Derwent Bridge (or other locations outside of the TWWHA, via the nominated flight route), which utilises a flight path and altitude that avoids crossing walking tracks, significant trout fishing destinations and minimises impacts on Matters of National Environmental Significance associated with the World Heritage Status of the property.

Ensuring that the proposed activities and outcomes are sensitive to the environmental and social expectations of operations in the TWWHA (Tasmanian Wilderness World Heritage Area), the scale of operations is extremely low: a maximum of 30 trips annually (restricted through State and Federal Government), with just 6 customers per trip. Helicopter use is only required for ~60 days per year.

The proposal has passed through the State Government's Parks and Wildlife Service Reserve Activity Assessment, and has received conditional approval. The proposal was also self-referred for assessment under the Federal Government Environmental Protection and Biodiversity Conservation Act (EPBC). See attached for copies. These assessments included two rounds of public comment through the Federal Government.

The proposed location (Halls Island) has been under private lease or licence since ~1955, preceding National Park and World Heritage Listing. The existing hut (which does not form part of this DA) has been privately owned since its construction.

Halls Island - RFI Response 20 December 2019 (ref DA 2018 / 00050)

RFI Part 2. Aboriginal Heritage

Please see attached AHT report and Unanticipated Discovery Plan. A section of the AHT report has been redacted as it contains information regarding Aboriginal cultural heritage that is not in the public domain, or relevant to the Development Application

RFI Part 3. Clarification of details of the proposal including:

- ***Evidence of conditional approval from Parks and Wildlife Service:***

Please see attached 'Reserve Management Plan Letter' from PWS

- ***RAA Maps and images:***

Please see attached 'Halls Island Maps' for maps supplied during the RAA of relevance to the DA

- ***Clarification of (a) the helicopter departure point, (b) maximum trip numbers per year, and (c) maximum helicopter flight numbers per group and year:***

(a) No fixed helicopter departure point is proposed, as this is dependent on the pre-trip location of guests. The flight route map indicates the prescribed (conditioned by RAA) aerial access flight route within the TWWHA that will be taken for all helicopter transfers.

(b) Maximum trip numbers (bookings) per year for the Halls Island product is capped (and conditioned by RAA) at 30 trips per annum. These trips are restricted (and conditioned by the RAA) to a maximum of six guests.

(c) The maximum helicopter flight numbers per booking are 2 return-flights at arrival, and 2 return-flights on departure four days later. This results in a maximum of 4 return-flights per trip.

At a maximum of 30 bookings per year, this extrapolates to a maximum of 120 return heli-transfers per year.

A return heli-transfer equates to between 18 and 22 minutes flight time. Under the capped number of bookings per year, and sympathetic scale of operations, there will be more than 300 days per year where there are no flights.

- ***Explanation for redacted information in the RAA document (or submission of revised documents)***

Redactions in the RAA and AHT appendices documents have been made to protect specific, technical, sensitive and commercial-in-confidence materials relating to Aboriginal cultural sites and interpretation, financial details, I.P. and other confidential materials.

RFI Part 4. Servicing

- ***(a) Design details of the wastewater pods and water tanks, (b) method and frequency of maintenance/servicing of the camp, (c) helicopter use for provision of supplies and removal of wastewater pods.***

(a) Wastewater pods and water tanks will be fully sealed tanks, of the same or similar design to those already in use within the TWWHA at Parks and Wildlife Service facilities, and other private operations. For example, see tanks manufactured by Gough Plastics or Orion Tanks at use in the TWWHA. An example can be found here <http://www.gough.com.au/pdf/ENV-RTP-001.01-B.PDF> .

As with existing operations in the TWWHA, there will be spare tanks stored on-site (within the pods) for use when full tanks are off-site for disposal.

(b+c) Servicing (food and supplies etc) will occur as part of customer transit flights. This negates the requirement for additional heli-provisioning trips etc.

Grey water will be backloaded on vacant heli-return legs (eg: after customers have been dropped off), as required. Greywater will be removed from the site by heli-slingline, a method used throughout the TWWHA to service infrastructure.

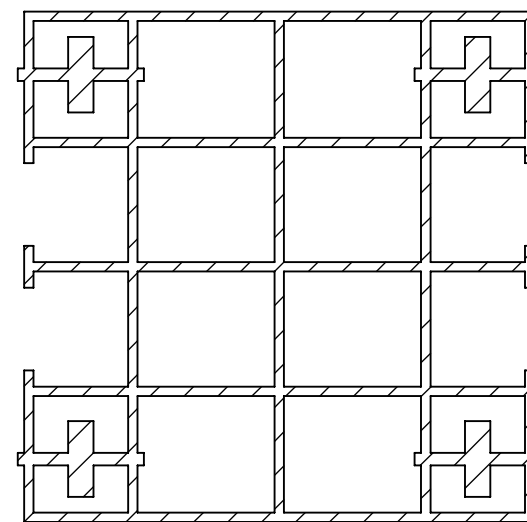
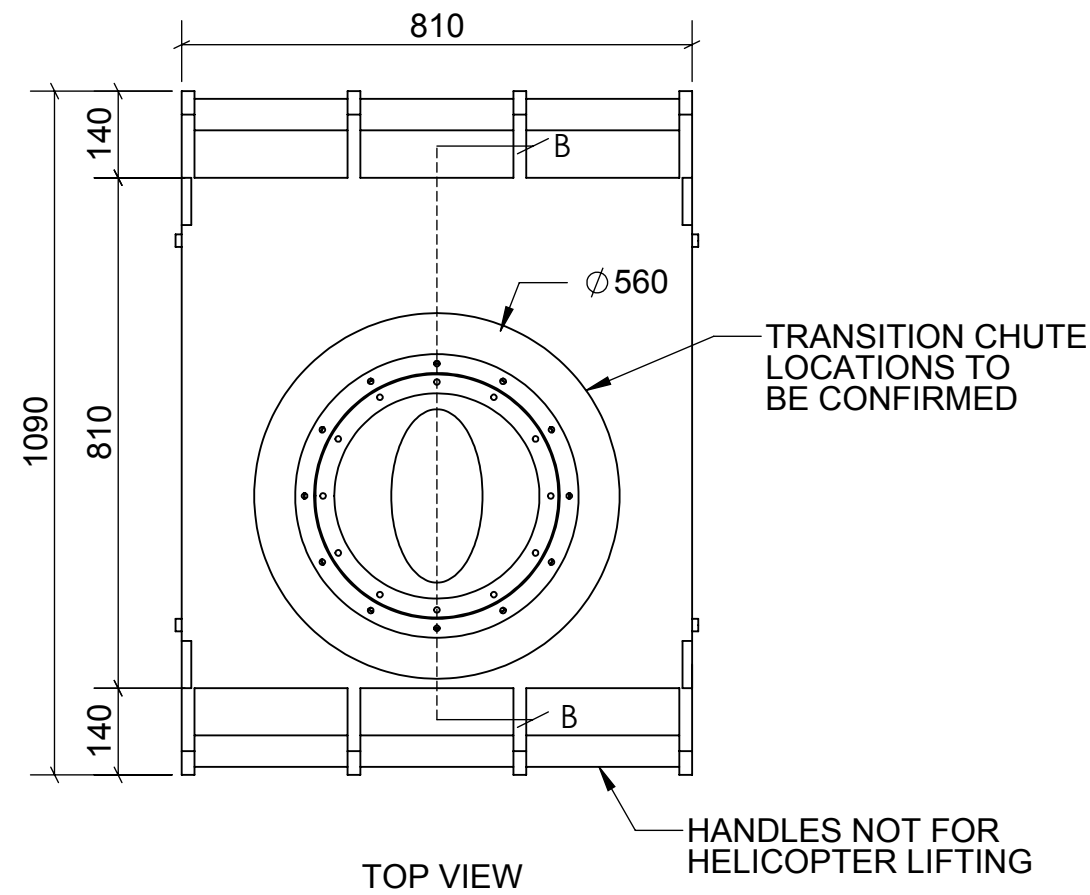
Sewage will be removed as per greywater above, with a frequency of once per annum or less.

RFI Part 5.

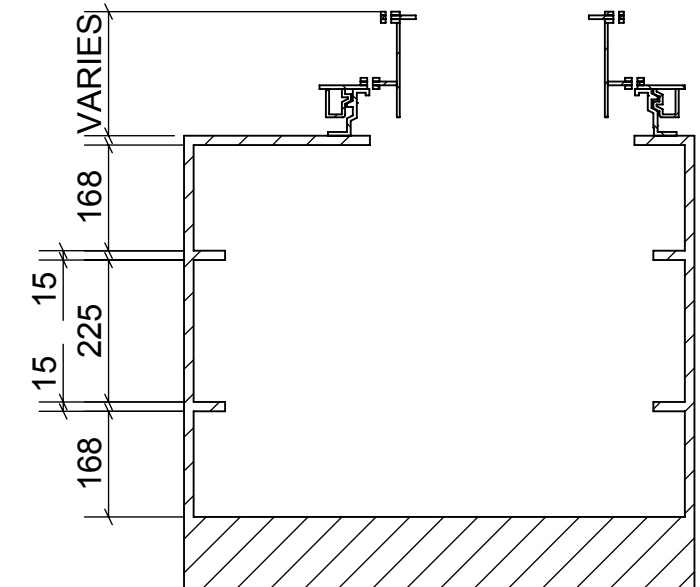
Please provide any relevant details regarding emergency/risk management planning:

The proponent is conditioned by State RAA approvals and oversight, and Federal EPBC conditions to prepare the following plans prior to the commencement of construction and operations. Mitigation, management and avoidance measures from the RAA approval and EPBC commitments are to be incorporated into the plans. Finalisation of these plans are reliant on the outcome of the approved building designs and final RAA approval, and any additional measures arising:

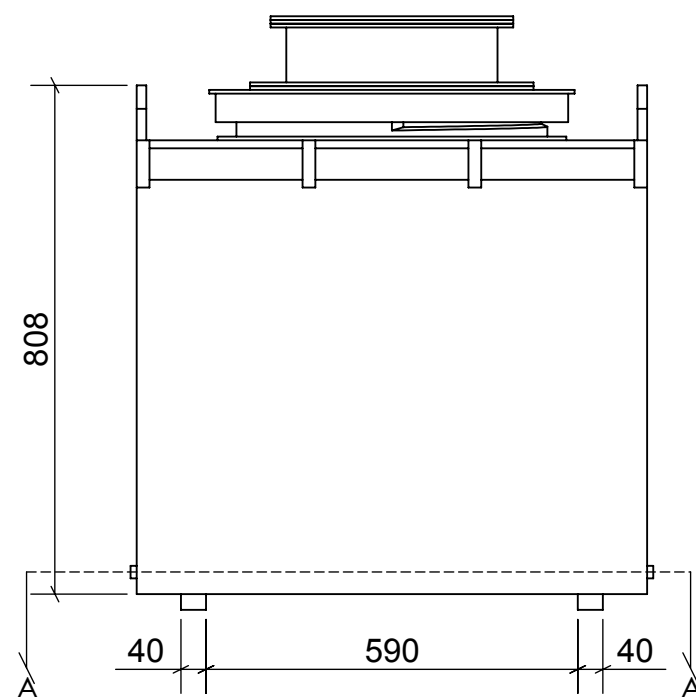
- 5.1 Operations Manual
- 5.2 Construction Environmental Management Plan
- 5.3 Weed and Hygiene Plan
- 5.4 Indigenous Heritage Management Plan
- 5.5 Species and Communities of Significance Plan
- 5.6 Fire Management Plan
- 5.7 Customised Fly Neighbourly Advice impact mitigation and avoidance prescription Plan
- 5.8 Wilderness Characteristics Management Plan



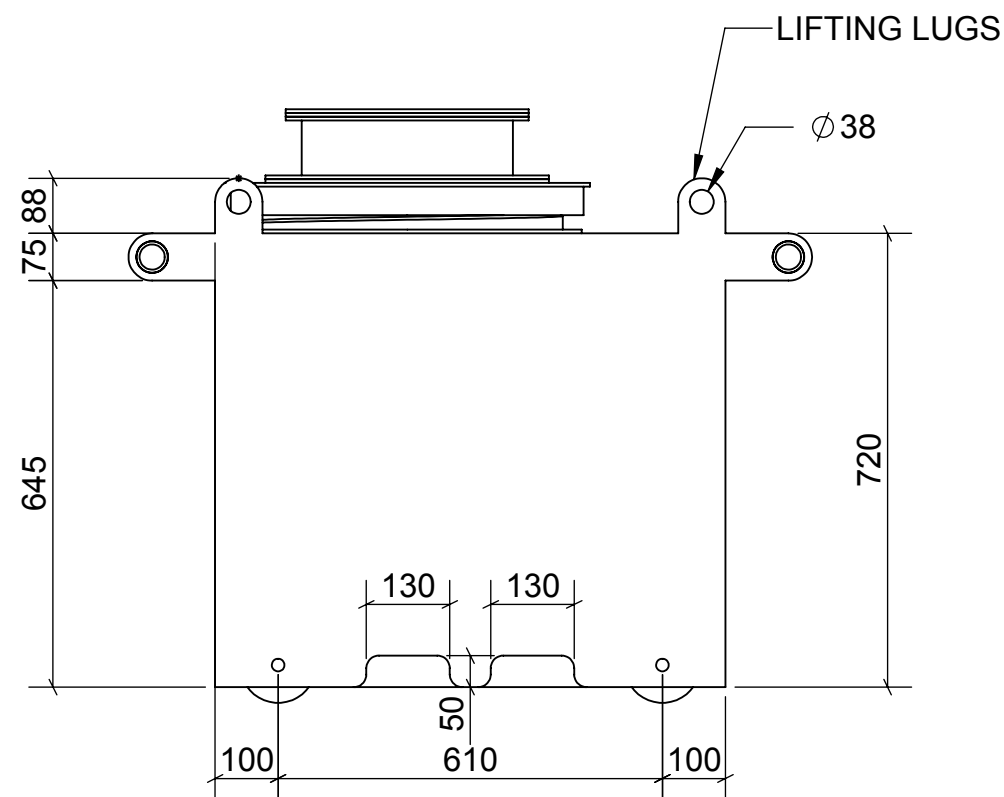
SECTION A-A
SCALE 1 : 12



SECTION B-B
SCALE 1 : 12



FRONT VIEW



SIDE VIEW

MATERIAL: 15mm HDPE

CLIENT APPROVAL

- ☐ APPROVED FOR CONSTRUCTION
- ☐ MAKE CHANGES AS NOTED

Name:

Signed:

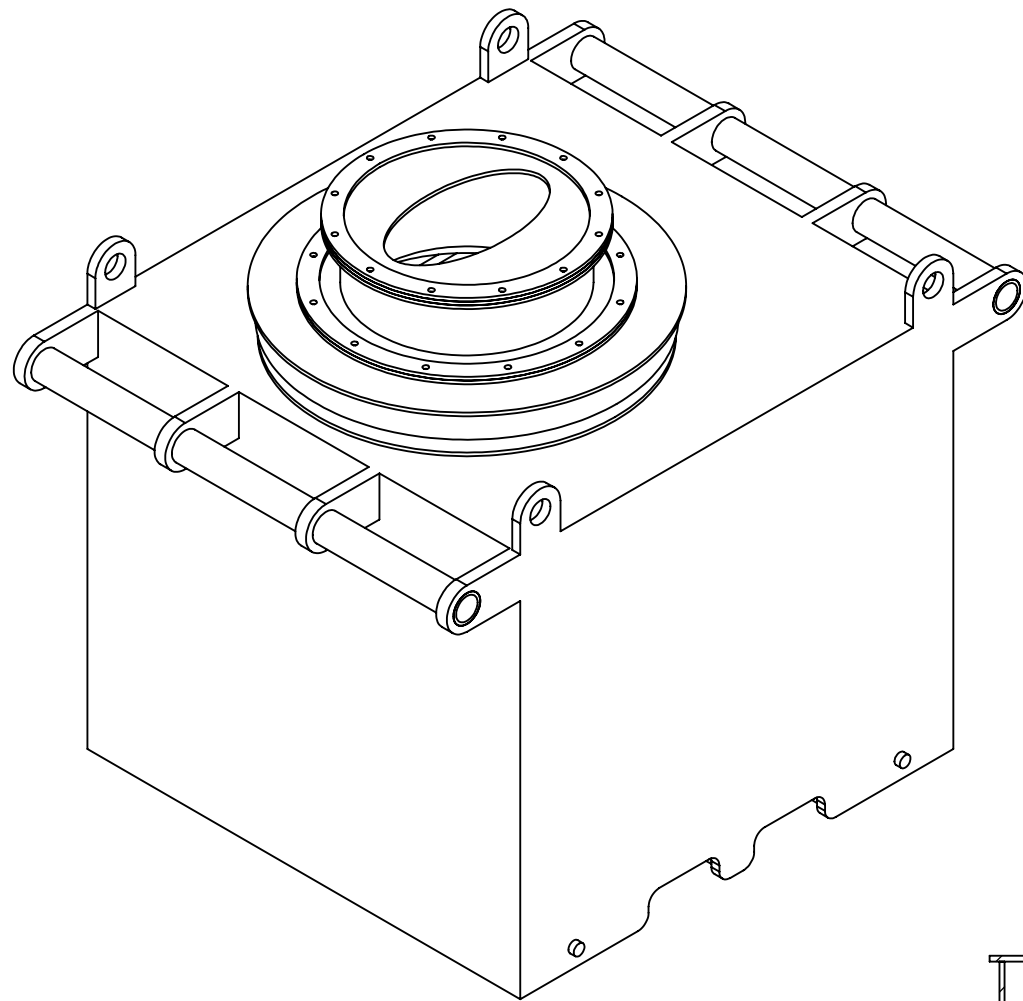
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B	27.04.12	TL	LIFTING LUGS ADDED	
No.	DATE	BY	REVISION DESCRIPTION	APPROV.

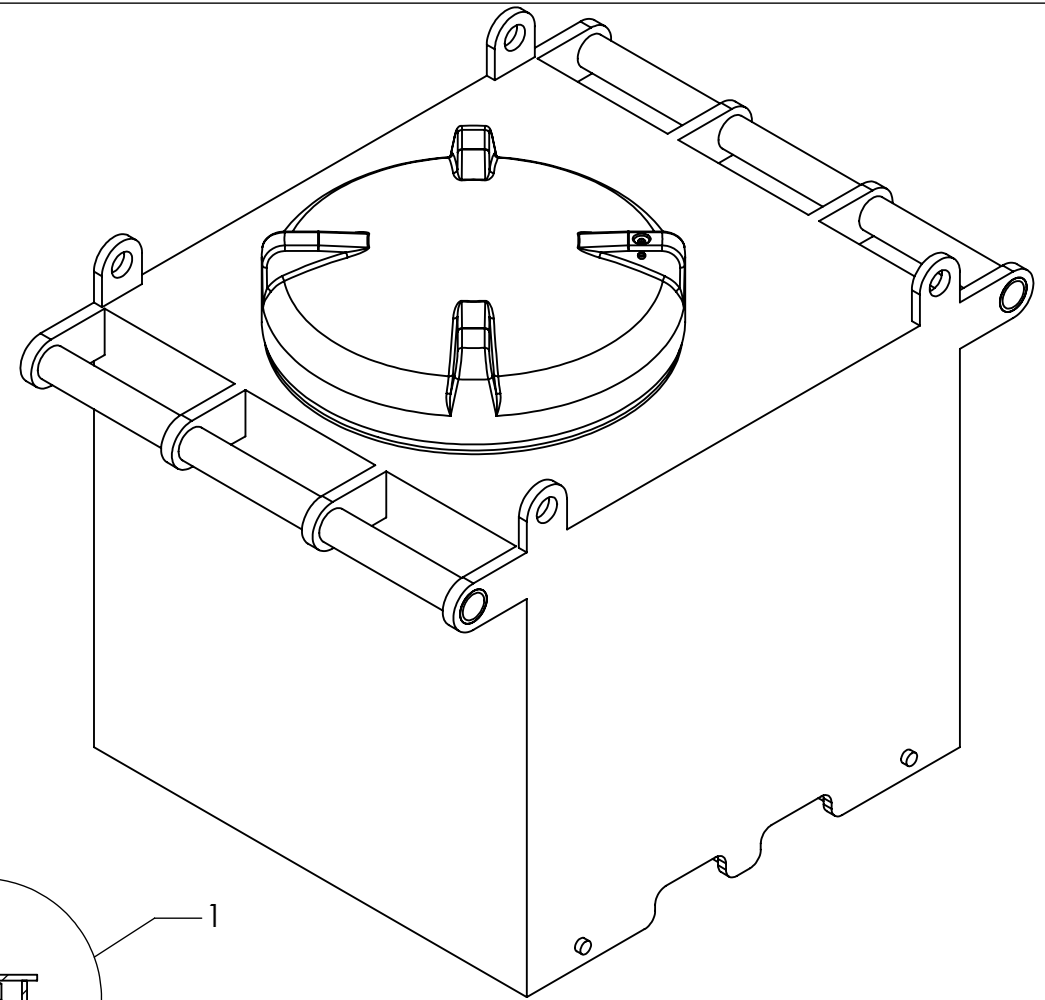


Gough Industries Pty. Ltd.
833 Ingham Road
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P.O. Box 7570, Garbutt BC, Qld. 4814.
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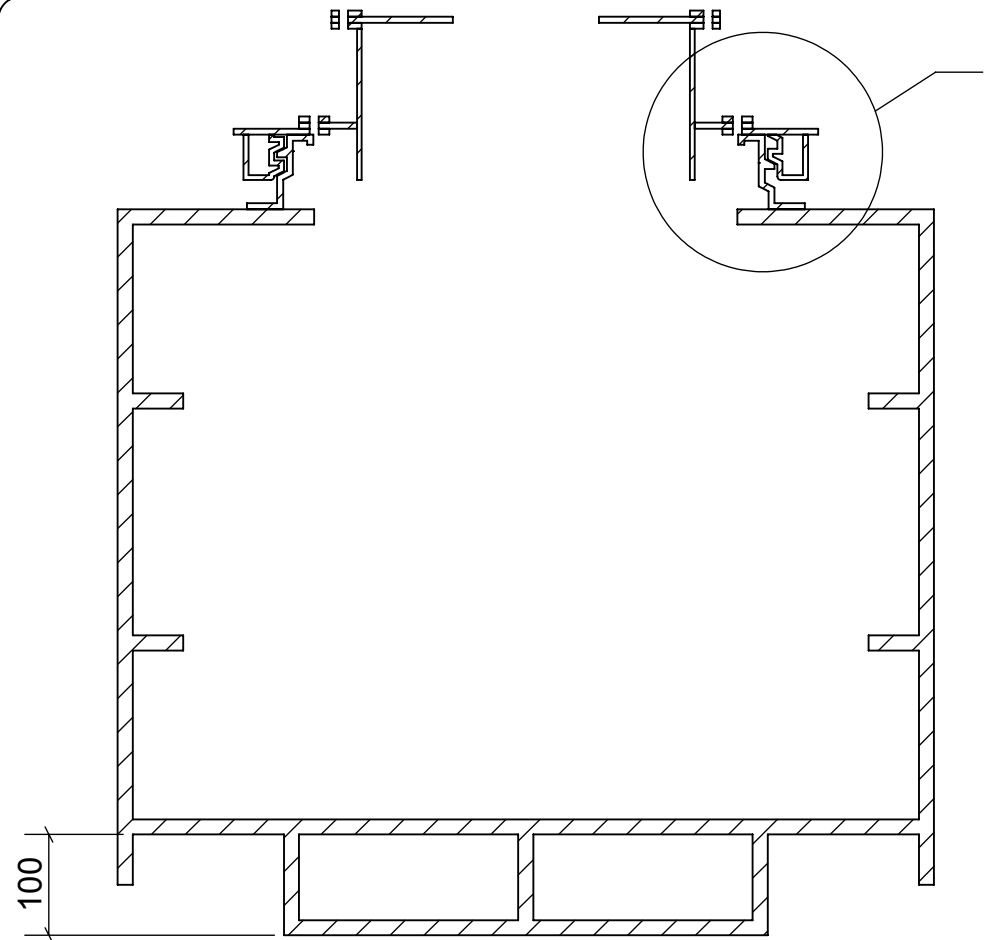
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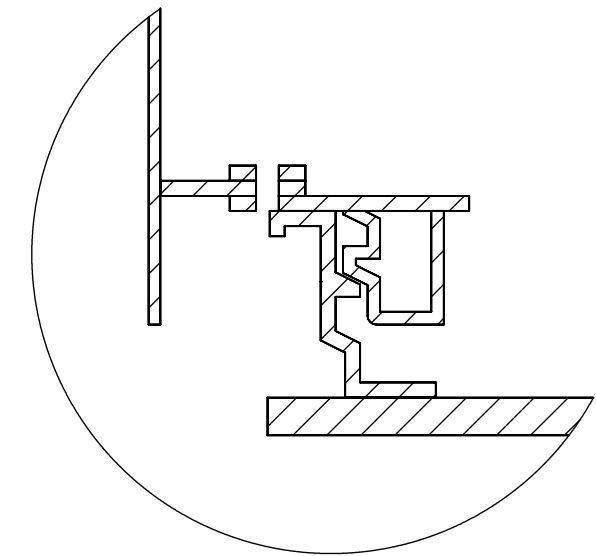
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TYPICAL SECTION



DETAIL 1
SCALE 1 : 3

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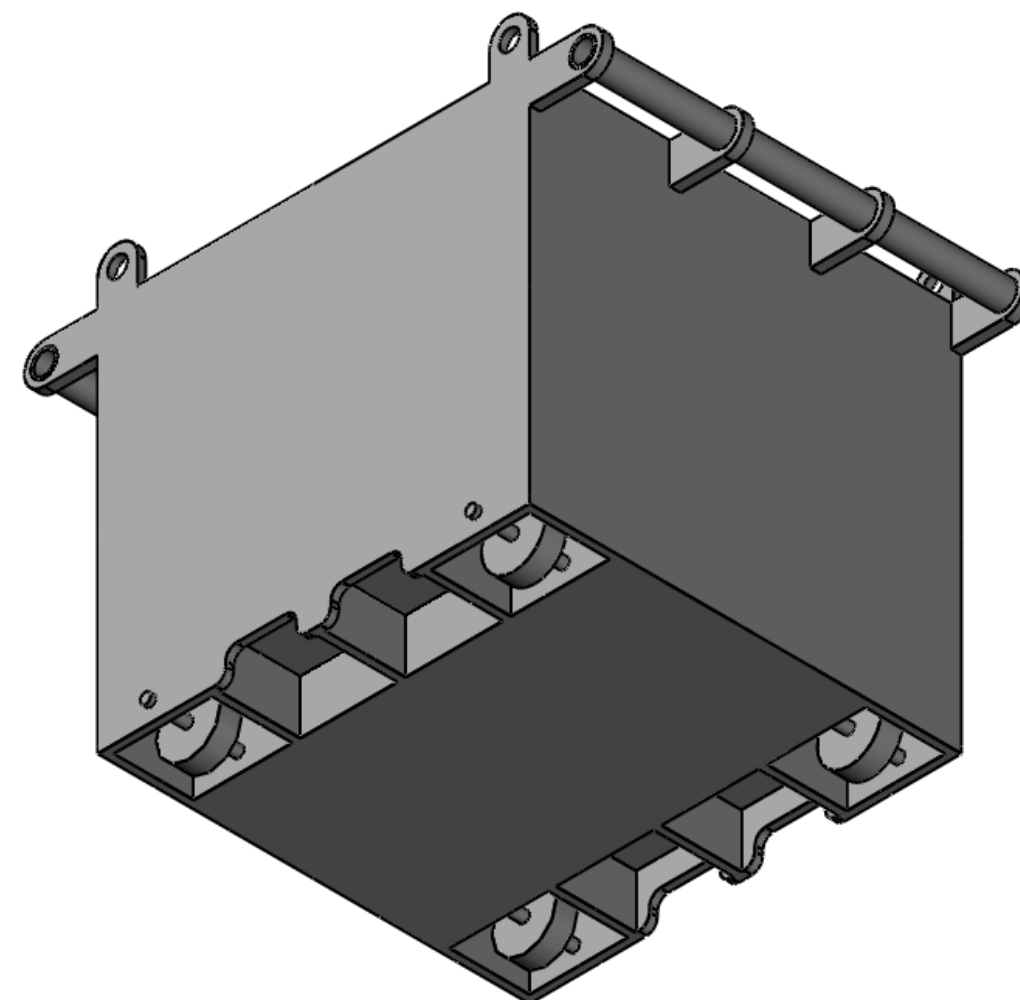
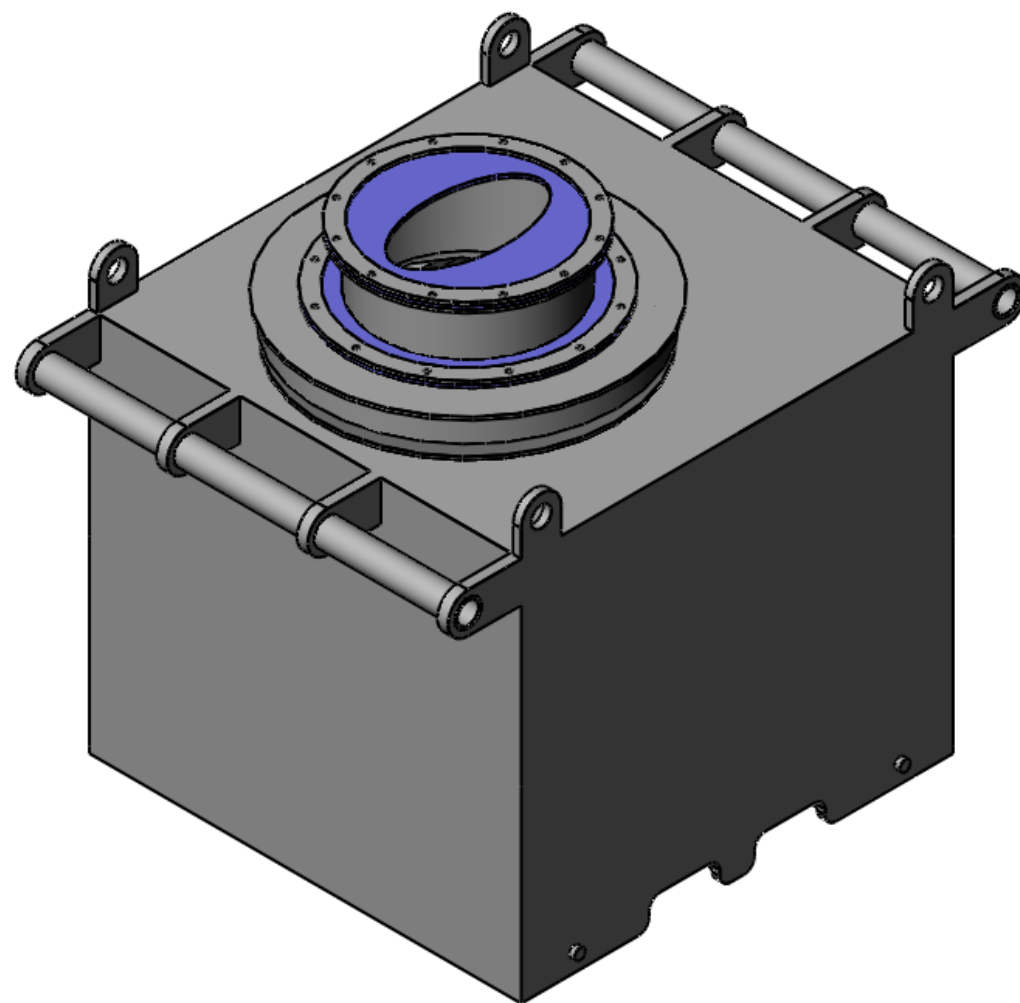


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