

KIA ORA SITE CONCEPT PLAN

prepared for Tasmanian Parks and Wildlife Service



KIA ORA SITE CONCEPT PLAN

prepared for Tasmanian Parks and Wildlife Services



Inspiring Place Pty Ltd
Environmental Planning, Landscape Architecture,
Tourism & Recreation
210 Collins St Hobart TAS 7000
T 03 6231 1818 E info@inspiringplace.com.au
ACN 58 684 792 133

20 January 2021 Draft for PWS review 01
February 2021 V2 for PWS review
09 March 2021 V3 for PWS

CONTENTS

Section 1 Background	1
Section 2 Site Concept Plan	9
2.1 Planning and Policy Context	9
2.2 The Site Concept Plan.....	15
2.2.1 Kia Ora Hut	18
2.2.2 Toilets	21
2.2.3 Ranger Hut.....	22
2.2.4 Tent Platforms	22
2.2.5 Rerouting the Track	23
2.2.6 Interpretation	23
2.2.7 Potential Future Developments	24
Section 3 Action Plan	25
Attachment 1 Review of Relevant Documents	26

SECTION 1

BACKGROUND

The Overland Track is Australia's premier alpine walk - a 65 km, six-day trek through the heart of the Cradle Mountain-Lake St Clair National Park, part of the magnificent Tasmanian Wilderness World Heritage Area. The stunning scenery and the physical challenge of the Overland Track (hereafter the OLT) have assured it a national and international reputation as one of the great wilderness bushwalks¹.

In 2004 the Tasmanian Parks and Wildlife Service (PWS) introduced an online booking system, a track fee, adoption of one-way walking and a daily cap of 60 walkers per day comprising 34 independent walkers and two commercial groups (with each having a maximum of 13 people). During the period of the 1st October to the 31st May, bushwalkers are required to pay a fee and walk from Cradle Mountain south to Lake St Clair. Outside of this period, bushwalkers do not need to book or pay for a permit, and can walk in either direction. The Overland Track fee is \$200 for adults, \$160 for children (aged 17 and under) and concession card holders. All revenue from the Overland Track fee contributes to the long-term sustainable management of the track, including trackwork, hut maintenance, toilets, signage, interpretation and staffing.

In the period October 2017 to May 2018 there were 8404 walkers using the Overland Track compared to 6880 in a similar period 10 years earlier. The 6880 figure includes walkers that complete the whole track whether travelling with commercial operators, walkers in school or other groups, or independent walkers. Over the 10-year period growth has been relatively steady. The biggest growth has been amongst 'independent walkers (non-group walking parties) which has increased by ~1000 and 'large group walkers which has grown by ~400 over the same 10-year period².

The *Tasmanian Wilderness World Heritage Area Management Plan 2016* (TWWHAMP) is the over-arching document for the management of Cradle Mountain Lake St Clair National Park.

¹ <http://www.parks.tas.gov.au/?base=7771>

² Data provided by PWS from the Overland Track Booking System for the period from November 2008 to May 2018.

The PWS has engaged Inspiring Place to prepare a site concept plan for the Kia Ora overnight node. The site concept plan assesses the current visitor infrastructure and recommends the proposed siting of new visitor infrastructure, consistent with the sustainable management of natural and cultural heritage values of the node. The site plan will form part of a review of the *Draft Overland Track Recreation Zone Plan 2014* (a requirement of the TWWHAMP) and inform the Overland Track Redevelopment Project and the 10-year works program.

The concept plan has been framed to address a variety of policies, plans and prior reporting about the area. These are summarised in Attachment 1.

The tasks undertaken to prepare the site concept plan were:

- a review of existing reports and relevant policy documents (Attachment 1);
- a briefing with PWS staff at Cradle Mountain;
- site visit investigation on 16.10.2020;
- preparation of a draft site concept plan for review by PWS (this document – tasks listed below to be completed post review of draft by PWS);
- planned consultation with key stakeholders about the draft site concept plan; and
- revision and completion of the final site concept plan based on feedback from PWS and key stakeholders.

Consultation with key stakeholders included Bushwalking Tasmania and their associated clubs, Tasmanian National Parks Association National Parks and Wildlife Advisory Council and Tasmanian Walking Company

Map 1.1 shows the extent of the existing visitor facilities at the Kia Ora node.

PWS have identified the improvements required to address the objectives of the *Overland Track Huts Redevelopment Project* to increase the capacity and amenity of the huts on the OLT to address

the requirements of a Standard level of service while protecting environmental and wilderness values. In particular, the project targets the need improve thermal performance, energy efficiency and building health, improve outside and inside amenity and reduce negative environmental impacts within the node.



Key:

- ① Overland Track.
- ② Group camping platforms.
- ③ Public walkers accommodation with deck
- ④ Public tent camping platforms.
- ⑤ Public toilet with storage deck.
- ⑥ Helipad
- ⑦ Storage structure
- ⑧ Bridge

KIA ORA EXISTING SITE PLAN

THE OVERLAND TRACK, CRADLE MOUNTAIN | V1

Prepared for Parks & Wildlife Service.



01 February 2021
SCALE
1:1000 @ A3

The identified improvements at the Kia Ora node that are addressed by the site concept plan include:

replacement of the Kia Ora public hut with a new facility to accommodate a greater capacity, better solar orientation and provide better public sleeping and living facilities;

conversion of the current Kia Ora hut to a Rangers hut;

replacement of the existing toilet including an improved greywater treatment system with a new facility for ease of access for fly-out waste;

potential future individual and group camping platforms; and

new connecting tracks to accommodate proposed locations for the new public hut and toilet;

SECTION 2

SITE CONCEPT PLAN

2.1 PLANNING AND POLICY CONTEXT

The Parks and Wildlife Service *Draft Overland Track - Recreation Zone Plan 2014* sets out management strategies for the Overland Track including overnight nodes. Of relevance here are recommendations for:

- type and capacity of infrastructure;
- infrastructure siting and layout;
- infrastructure maintenance and replacement;
- group tent sites;
- huts (general);
- public huts;
- management huts;
- tent platforms; and
- toilets;

Table 2.1 outlines each of the recommendations and how the Kia Ora site concept plan has responded. Several recommendations are outside the scope of the site concept plan, however, they are included as part of PWS's ongoing management responsibilities for the Overland Track and visitor infrastructure.

Table 2.1 Review of the Kia Ora Site Plan against recommendations of the Draft Overland Track – Recreation Zone Plan 2014 (continues next pages)

Recommendation	Response in the Site Concept Plan
Infrastructure siting and layout	
Where practicable, all new facilities will be located off the main track and will be shielded from view from the main track wherever possible. The approach to the overnight node will conceal the site as much as possible. The hut should be clearly visible once the overnight site is revealed.	The visitor hut will be seen in a filtered view from the main track on arrival to the node. The converted ranger hut, proposed camping platforms and proposed toilet will be well screened.
Within site, functional and technical constraints, huts and associated facilities should blend with the landscape.	Site planning has taken into account ground conditions, visibility, the use of existing vegetation for screening and bushfire for construction of facilities.
Where reasonable, the area containing facilities shall be minimised, within the constraints of: the site; applicable legislation and standards; differing management options, appropriate separation of elements (such as independent and group camping areas) and user expectations. Group and other tent sites and huts will be visually separated.	The elements of the plan are visually separated from each other but connected by a clearly defined track network for clarity and ease of access.
Where possible, development will be placed on disturbed areas or areas where environmental impacts are minimised. However, low-grade environmental impacts may be permissible where there are significant recreational benefits.	The new hut, toilet and group platforms will have limited environmental impact.
Environmentally sensitive areas will be protected from impacts. The location of any new infrastructure will be carefully considered to minimise impacts on the natural, cultural and scenic values. Where feasible, slash or soil removed during construction activities will be utilised to assist the rehabilitation of nearby degraded areas.	Preliminary advice from site investigations by the environmental and archaeological consultants indicates that sensitive areas have been avoided by the site concept plan.
All huts and tent platforms/sites will be located within 100m of toilets wherever possible.	Adopted in the site concept plan.
Hardened tracks are to link all site elements.	Adopted in the site concept plan.
All support infrastructure (e.g. helipad, water tanks, gas bottles, coal bins, and toilet pod ‘sputniks’) will be hidden where possible and discretely located to avoid key view catchments and vistas.	The helipad site is relatively well screened by surrounding vegetation owing to its low height above ground.
Huts will be located discretely but in areas with good solar exposure	Adopted in the site concept plan.

Recommendation	Response in the Site Concept Plan
Infrastructure maintenance and replacement	
Prepare a routine and cyclic maintenance schedule for all infrastructure.	Ongoing operational requirement for PWS.
As overnight infrastructure becomes due for replacement, consideration will be given to the best location from the perspectives of practicality, operations, environmental impact, aesthetics and the visitor experience.	The current site plan responds to this requirement.
Group tent sites	
A single group campsite for 13 people will be included at each node.	The existing group platform has been retained in the site concept plan. A potential group platform area is also identified.
Overnight nodes and other hut sites that do not have group tent platforms (Pine Valley, Narcissus and Echo Point) will be monitored to ensure that environmental impacts and campsite stability remain within acceptable levels. Platforms will be constructed at these sites as required.	Adopted within the site concept plan.
Existing group tent sites will be monitored and may be enlarged slightly if required.	The potential group tent platform would have an area roughly the size of the existing group platforms.
Storage facilities for commercial groups may be introduced. Any such facilities will be suitably sited and monitored.	This is a design decision that can be readily accommodated in the design of the new group tent platform.
Huts (general)	
Hut support infrastructure (water tanks, gas bottles, etc) is to be minimised and located outside main views and approach lines, where possible, preferably behind the hut. However, gas bottles, coal bunkers and sputniks must be situated to ensure they are readily accessible by helicopters.	<p>Water tanks and gas bottles will be screened on arrival by the new hut. The proposed greywater treatment system is an upgrade to existing wastewater management at the site and will be integrated with hut designs, likely under the deck reconfiguration. The system has been shown to be effective in alpine environments at Waterfall Valley Hut and Tahune Hut on the Frenchman Cap track.</p> <p>Heating is likely to include passive heating systems and gas back up to maintain a constant hut temperature, when solar input and internal gains are minimal.</p>
Animals need to be excluded from internal spaces. Consider self closing doors, screens and guards to prevent climbing.	Not applicable to the site plan. This will be addressed by the building design.
Life cycle environmental and financial costs need to inform material and services selection. Transport costs are high. Give consideration to options like long-life materials, natural lighting,	Not applicable to the site plan. This will be addressed by the building design.

passive heating, adequate rainwater collection, good insulation and on-site waste management.	
Materials toxic to people and animals need to be avoided, especially where they can be inhaled, ingested or contact the skin and eyes.	Not applicable to the site plan. This will be addressed by the building design.
Most sites are cold, damp and muddy. Condensation and mould need to be managed. External clothes lines, high flow natural ventilation (vents) and durable easily cleaned internal finishes preferred.	Not applicable to the site plan. This will be addressed by the building design.
Recommendation	Response in the Site Concept Plan
Huts (general) (cont.)	
Greywater must be effectively managed and aspire to a '50 year no negative impact on the environment' standard.	It is understood the proposed greywater treatment system has been designed to address this recommendation.
Any additional infrastructure must be assessed using the PWS's Environmental Impact Assessment process (the Reserve Activity Assessment system).	Not applicable to the site plan. Standard PWS planning processes address this recommendation.
Public huts (new)	
Public huts shall provide spaces for: sleeping (2m x 0.9m per person), dressing, pack storage, clothes drying, cooking (0.9m x 0.6m per 2 bed spaces), seating (tables and benches), heating facilities and fuel (where facilities are provided), hut management (eg storage), and circulation.	The footprint of the new hut shown on the site plan copies that for the Waterfall Valley Hut and is assumed to be large enough to address this recommendation. The final building design will address this requirement.
Different hut functions should be divided between internal and external spaces (e.g. verandas).	Not applicable to the site plan. This will be addressed by the building design.
Facility plans (layout design) need to separate or insulate incompatible functions and provide options for a range of personal preferences (e.g. noise and temperature while sleeping).	Not applicable to the site plan. This will be addressed by the building design.
Consider the appropriateness of historic precedence and current practices.	Not applicable to the site plan. This will be addressed by the building design.
Management Huts	
Management huts will be established adjacent to each overnight node, except Echo Point (including Narcissus and Pine Valley). They will be separated from the adjacent node by approximately 30m - 100m to reduce sight and sound impacts.	The existing Kia Ora hut is to be retained at its current location and used as a Ranger Hut. This site is central to the node, readily located in an emergency and in close proximity to the helipad. The hut is well screened from nearby camping platforms.
Management huts will be located to provide privacy, and will have separate areas for sleeping and tool/equipment storage.	The existing Kia Ora hut is located to provide privacy but nonetheless can be readily located by visitors if required. It has the capacity to provide separate sleeping and storage spaces.
Each hut to accommodate up to four staff.	Not applicable to the site plan. This will be addressed by the building design.

Huts will incorporate sleeping, cooking, living, washing, storage and basic workshop facilities (where required), plus water supply, heating and grey water disposal.	Not applicable to the site plan. This will be addressed by the building design.
Huts to include WH&S requirements, such as fire blankets and regularly inspected fire extinguishers.	Not applicable to the site plan. This will be addressed by the building design.
Huts will have hardened foot access to public facilities and helipads. (They will be serviced from the main helipad at each overnight node).	Not applicable to the site plan. This will be addressed by the building design.

Recommendation	Response in the Site Concept Plan
Tent platforms	
Within the environmental constraints of each location, tent platforms will be separated from the Overland Track and each other, except where there is screening vegetation.	The existing platforms that are recommended to be retained address this requirement.
Group platforms will be separated from other user group facilities. If deemed appropriate, a discrete lockable storage facility and poles to support temporary shelter for eating areas may be permitted at group sites.	The concept plan addresses this requirement.
Where site planning recognises a need to establish group campsites a distance from toilet facilities, a separate group toilet may be considered.	The proposed group campsite area is within 100m from the proposed toilet and well separated from the hut and other tent sites
Tent platforms will be oriented for views and sunlight where possible	Adopted within the site concept plan.
Toilets	
Toilets are best provided in separate buildings to minimise odour and health risks.	A new toilet location is identified by the concept plan.
Toilets will be located for access by all users and should be screened from conspicuous view wherever possible, Toilet siting also needs to consider the requirements for sunlight, air movement, and helicopter long line access to facilitate their effective operation.	Adopted within the site concept plan. The proposed new site substantially reduces the visual impact of the existing toilet.
The retention of the double batching composting toilet system is recommended, given its environmental and cost benefits (compared with full fly out).	New toilet system is a full capture pod system that eliminates manual handling of waste. All waste will be captured in pods that are capped and flown out of the park. Please note: full capture toilets are now the preferred system for use in wilderness areas, and will replace composting batch toilets on the OLT.

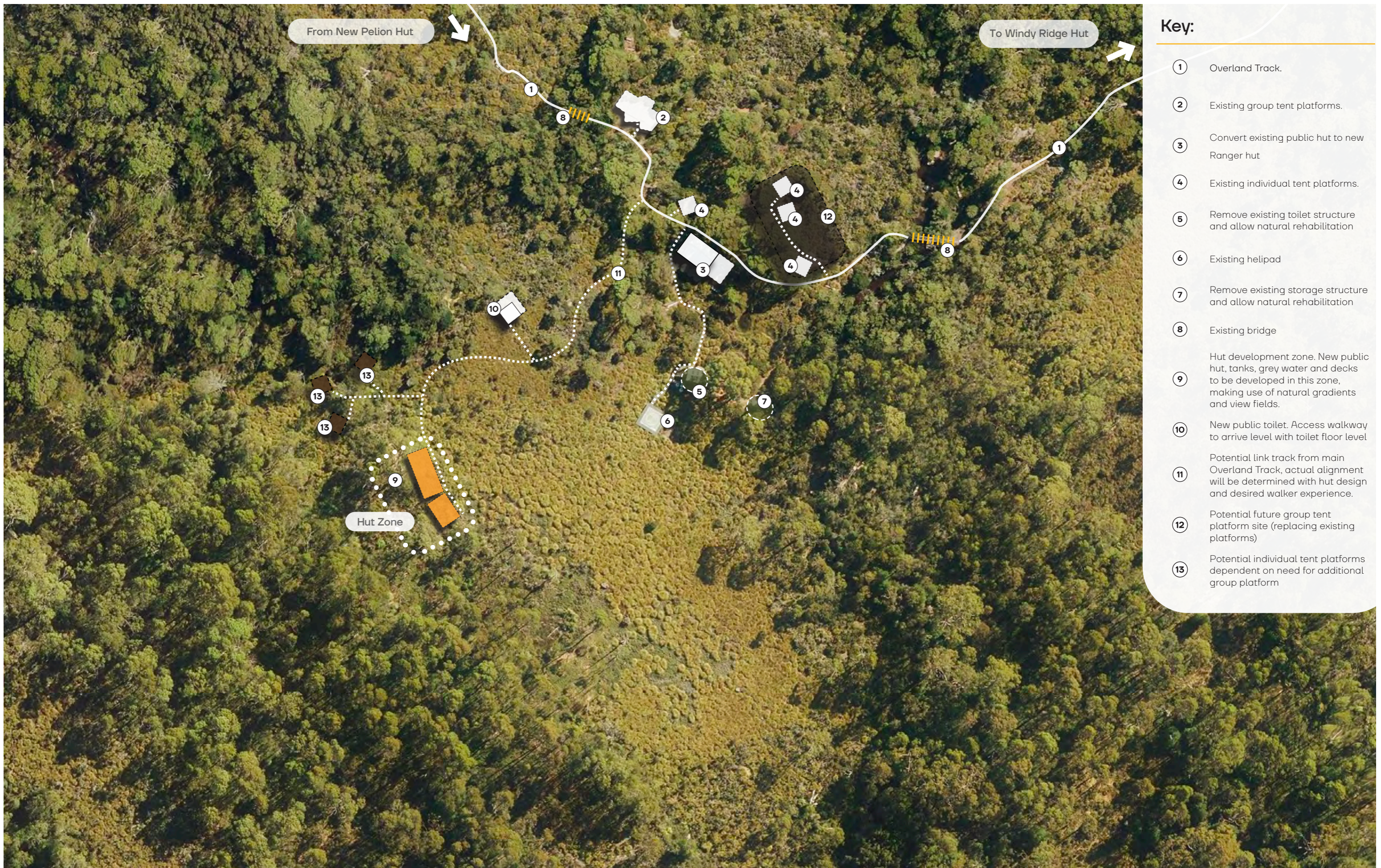
Where required, all non double batching toilets along the track will be reviewed and upgraded.	As above
The PWS will continue to monitor the effectiveness of the toilets and keep investigating other toilet options.	Ongoing evaluation by PWS
Recommendation	Response in the Site Concept Plan
Only one double batch toilet will be provided for each site, except for the high use sites (Waterfall and Pelion).	Not relevant
Either the main track or the toilets will be relocated where they are in close proximity.	The concept plan proposes a new connection to link the main track directly to the new hut site. The new toilet is then to be located adjacent to the old track for ease of access.
The external appearance of the existing toilets may be modified to reduce their visual dominance so they blend more closely into the environment, and match the external cladding guidelines for the huts.	Not applicable to the site plan. This will be addressed by the building design.
All new toilets will be located discretely so as not to intrude on the entry experience into the overnight nodes from the walking track or other main views.	The concept plan addresses this requirement.

Table 2.1 Review of the Kia Ora Site Plan against recommendations of the Draft Overland Track - Recreation Zone Plan 2014 (continued from previous pages)

2.2 THE SITE CONCEPT PLAN

The site concept plan for Kia Ora (Map 2.1 and Photograph 1) shows the intent of the reorganisation of the infrastructure at the site. Minor changes to locations may be made as the project proceeds to account for local variations in vegetation, topography, visual impact or program.

The rationale for the siting of the proposed facilities is given below.



Key:

- ① Overland Track.
- ② Existing group tent platforms.
- ③ Convert existing public hut to new Ranger hut
- ④ Existing individual tent platforms.
- ⑤ Remove existing toilet structure and allow natural rehabilitation
- ⑥ Existing helipad
- ⑦ Remove existing storage structure and allow natural rehabilitation
- ⑧ Existing bridge
- ⑨ Hut development zone. New public hut, tanks, grey water and decks to be developed in this zone, making use of natural gradients and view fields.
- ⑩ New public toilet. Access walkway to arrive level with toilet floor level
- ⑪ Potential link track from main Overland Track, actual alignment will be determined with hut design and desired walker experience.
- ⑫ Potential future group tent platform site (replacing existing platforms)
- ⑬ Potential individual tent platforms dependent on need for additional group platform

KIA ORA PROPOSED SITE PLAN

THE OVERLAND TRACK, CRADLE MOUNTAIN | V3

Prepared for Parks & Wildlife Service.



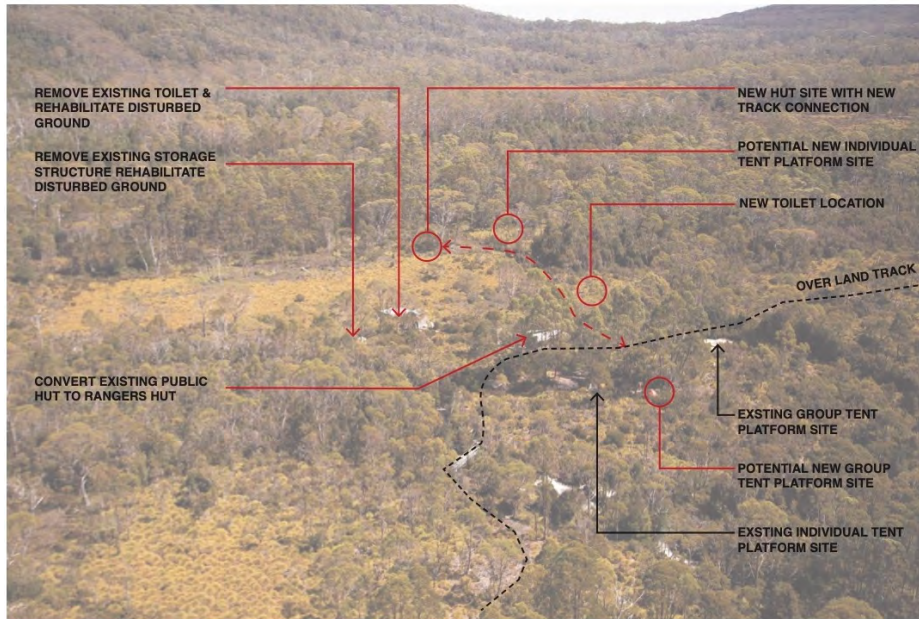
NORTH



01 February 2021

SCALE

1:1000 @ A3



Photograph 1 Proposed general arrangement

2.2.1 Kia Ora Hut

The current Kia Ora Hut (Photo 2) is located adjacent the main overland track. The hut was designed and built in the 1990 with capacity for 24 people and accommodation/storage for rangers. In 2016 alterations were made to the hut to increase amenity including the addition of a deck at the eastern end and enclosure of the veranda on the west end. The Rangers’ room was also extended into what was previously the entrance area.

Due to poor orientation and inadequate thermal performance in an alpine environment the aging hut suffers from mould and damp that has damaged internal linings and affects its amenity. A 2019 Engineer’s report found the structure to be substandard (undersized bearers, poor foundation and timber rot³). While the building is stable and does not pose a risk to the public, the Engineer’s recommendation was for the demolition and removal of materials from site (some off-site recycling of materials may be possible).

³ DPIPW 2019. “Kia Ora Hut Substructure – Engineer Technical Advice” Certificate No. ETA_231_2, Issued 04.03.2019.

The huts capacity is also too small to comfortably accommodate current visitor numbers.

Further, the location of the hut is not compatible with modern bushfire risk management. A preliminary bushfire risk assessment indicates that the existing site is not suitable as a building location without substantial modification to the native vegetation⁴.



Photograph 2 Existing Kia Ora Hut

As the capacity and condition of the existing hut is no longer consistent with the standards expected by overnight walkers on the Overland Track, an alternative location for a new hut was explored and a site visit undertaken by Inspiring Place as part of the site planning process. With input from a Bushfire Assessor, Zoologist, Aboriginal Heritage Consultant and PWS Rangers a proposed site to the south west of the node was selected.

The proposed site for the new hut has a number of advantages including:

⁴ Justin Cashion 2019. Email to PWS dated 28.02.19.

improved visitor experience (the proposed hut location would have minimal impact on the primary arrival sequence, positive outlook to the broader landscape from the hut including a focused view to Cathedral Mountain and foreground views to adjacent low vegetation);

better solar orientation;

adequate space to house new purpose built public sleeping and living facilities;

minimal environmental impact (some minor clearing of existing vegetation); and

better potential to address bushfire concerns.

The proposed hut will be approximately 140 square metres in size (using the Waterfall Valley Hut design as a guide) with ~100 square metres of adjacent deck

The concept plan provides a zone for the new hut development. The zone identifies an area where a hut and associated decks, water tanks and greywater systems can be accommodated.

Siting of the hut in this location will require a new connection from the Overland Track to bring walkers to the new hut zone via the proposed new location for the toilet block (see Section 2.2.2). The proposed location for the new hut is shown on Map 2.1.

The proposed greywater treatment system is an upgrade to the existing arrangements and will be integrated within the hut design. A similar system has been shown to be effective in alpine environments including Waterfall Valley and at Tahune on Frenchmans Cap resulting in better environmental outcomes.

2.2.2 Toilets

The existing toilet (Photo 3) uses a nil discharge 'four batch alternating system' of treatment. Increased visitor numbers have resulted in additional servicing requirements including greater demand for helicopter flights to empty toilets.

PWS have determined that the toilets at Kia Ora are to be replaced with a new structure with reduced maintenance requirements. The new toilet is to be similar to that designed for Waterfall Valley: a 2-cubicle toilet and store 'runway' totaling roughly 7m by 8m inclusive of a pod storage deck at the rear⁶. The pod system uses full capture containers that eliminates manual handling of waste. Pods are simply capped and flown out of the Park. This results in significantly improved Work Health and Safety outcomes for staff as well as better protection of the area from waste spillage.



Photo 3 Existing Toilet

The proposed location (Map 2.1) is on a sloping, open patch of low growing coral fern (*Gleichenea microphylla*). The proposed split level toilet design is well suited for this type of terrain enabling on grade access to both the toilet facilities and the service area below and to the rear of the structure.

Discreetly located some 40m from the Overland Track and screened by vegetation on arrival to the node, the proposed location

⁶ PWS (undated)

dramatically reduces the visual impact of the structure when compared to the existing toilet site.

A new connection between the Overland Track and the proposed hut zone will provide access to the proposed toilet. The site is within 100m of the individual camping platforms and within 50m of the group camping platform and the proposed hut zone. The site is an area open to sunlight and air movement, easily serviced by helicopter and has negligible risk for contamination of watercourses.

2.2.3 Ranger Hut

Rangers are currently accommodated in the very cramped staff quarters which were included in the design of the original Kia Ora hut in 1990. While a new public use hut is proposed, the existing hut will be retained and refurbished and used as a Ranger Hut. Upgrades to the building will aim to provide better amenity, thermal performance and energy efficiency. The proposed upgrades also aim to create a workplace of suitable standards for Workplace Health and Safety⁸.

2.2.4 Tent Platforms

GROUP PLATFORM

The concept plan retains the existing group platform and identifies a potential 2nd group platform site. The existing group platform site functions satisfactorily as it is a suitable size, screened from public facilities and has excellent views of Cathedral Mountain. The existing group platform has the potential to have built-in storage for commercial groups should this be considered necessary

A potential group platform area has been identified as a possible location for commercial development. An expression of interest has been made by World Expeditions to build five semi-permanent puffer pods. The puffer pods are specially designed cold weather tents on platforms, providing additional comfort for walkers. The assessment process for potential commercial development proposals is described further in section 2.2.7 of this plan.

⁸ PWS 2019. "Design Brief: Ranger Huts".

INDIVIDUAL TENT PLATFORMS

Map 2.1 illustrates the distribution of individual tent platforms. The existing sites are well established, reasonably screened from one another and the track and sheltered from the elements.

The concept plan provides for the need for additional individual tent platforms in the future in conjunction with the potential group tent platform site. These platforms will only be required if an additional group tent platform displaces the current platforms.

2.2.5 Rerouting the Track

The concept plan (Map 2.1) illustrates a new connection between the Overland Track and the proposed hut zone.

This new track alignment will encourage walkers to pass through the proposed hut area enhancing the arrival experience into the site. Another new connection will be made between the proposed group platform and the existing track.

Final alignment will be determined with the hut designs.

2.2.6 Interpretation

The *Draft Overland Track - Recreation Zone Plan 2014* sets out strategies for interpretation infrastructure and related materials. These include:

printed material and signs at overnight nodes will be the primary means of meeting information and interpretation needs; and

interpretation materials will be reviewed every 5-10 years, to ensure they retain a fresh appearance and currency.

Implementation of the proposed site concept plan will require small directional signs on the walking tracks leading to the new public hut, new toilet, camping platforms and Rangers Hut.

These signs should be consistent with the recommendations for directional signs and locality signs listed in Section 4.4.3 of the *Draft Overland Track - Recreation Zone Plan 2014*.

When Interpretation is reviewed, key messages could also be described through various mediums such as artwork, landscape design, sound and light play, story seats, wallpaper, silhouette window stickers or etched/routed surfaces on walls.

2.2.7 Potential Commercial Developments

The TWWHA Management Plan 2016 prescribes how future commercial developments must be assessed. Development proposals must demonstrate compliance with management objectives, desired outcomes and specific statutory prescriptions in the Plan. The Plan outlines the Reserve Activity Assessment (RAA) process and addition assessment criteria for commercial development proposals in Section 3.3 Assessment and Approval Process. The potential for new commercial developments to change current wilderness values and/or walker experiences, and if the change is acceptable, is a function of the Management Plan and beyond the scope of this Concept Plan.

SECTION 3

ACTION PLAN

The following actions are recommended for the Site concept Plan.

Recommended Action	Timing
1. PWS to review the Kia Ora Site concept Plan including undertaking additional site-specific studies as required in accordance with approval process set out in the <i>Tasmanian Wilderness World Heritage Area Management Plan '2016'</i> .	2021
2. Prepare cost estimates for the proposed improvements	2021
3. Obtain necessary internal and statutory approvals for new development.	2021
4. Source funding for the works.	Already in hand
5. Undertake design for the new facilities	2021
6. Staging of the works subject to approval and funding. Priority for staging of works may be the construction of: construction of new hut followed by conversion of Rangers' hut new toilet, demolition of existing toilet new linking track	2021-2022 Staging of works dependent on funding
7. Develop site specific interpretive materials and install on completion of the above works	2021
6. Monitor visitor experience at Kia Ora after completion of the above works	Within 2 years of completion of works

ATTACHMENT 1
REVIEW OF RELEVANT DOCUMENTS

Report	Key Directions for the Kia Ora Site Concept Plan
Tasmania Parks and Wildlife Service 2019, Design Brief: Ranger Huts	Identifies the objectives for replacing Ranger huts on the OLT including to: increase capacity, privacy and amenity of Rangers' accommodation to a satisfactory standard, improve thermal performance, energy efficiency and building health and to maintain Work, Health and Safety Standards for Rangers in the workplace.
Green Design Architects 2019, Overland Track Huts Redevelopment: Waterfall Valley, Windermere, Kia Ora -Interim Report	Includes information about use and development for the three nodes with an emphasis on development of the Waterfall Valley node. The Kia Ora node is discussed including the condition of the existing hut. The report recommends a BHMP to confirm the sites suitability for redevelopment. Options for a future Rangers' hut site also covered. These suggestions were assessed but not adopted in the Concept Plan.
Green Design Architects 2019, Waterfall Valley Hut Plans	Documentation of the proposed new hut at the Waterfall Valley node (site plan, floor plan, elevations and section). The drawings were provided to give the authors of this report an indication of the architectural design of the visitor and Ranger huts to be constructed at Kia Ora.
William Cromer Pty Ltd, 2019, Geotechnical and Wastewater Investigations (Waterfall Valley)	The drawings were provided to the authors to give an indication of the size and scale of the anticipated greywater treatment system to be constructed at Kia Ora.
Premier of Tasmania media release 08.02.19 "Puffer pods to add a new tourism experience"	The media release provides some limited detail on the potential development of an accommodation option at five, semi-permanent 'puffer pods' along the OLT. "Puffer pods" were described as specially designed, communal cold weather tents made from state of art down inner fabric, providing comfort for trekkers and will be located alongside existing public campsites. The canvas covered pods will be architecturally designed to blend into the surrounding environment, will remain in place throughout the season until the conclusion of the walking season. Although no locations were identified, it is assumed that Kia Ora could potentially be a site for such a development.
Tasmania Parks and Wildlife Service 2018, Project Plan: Overland Track Huts Redevelopment Project	Explains how the redevelopment project will be eventuated. Identifies Kia Ora as one of three priority locations for redevelopment.
Tasmania Parks and Wildlife Service 2018, Design Brief: Overland Track Huts	Identifies the need to increase capacity and amenity of the huts on the OLT while protecting environmental and wilderness values. In particular it targets the need improve thermal performance, energy efficiency and building health, improve outside and inside amenity and reduce negative environmental impacts within the node. Appendix A outlines the level of service (Standard) expected to be provided along the OLT
Tasmania Parks and Wildlife Service, 2019 – Kia Ora Hut Sub-	This report identified the history of the hut (built in 1990, and renovated 2016) and evaluated its current condition. The report recommended that the building was stable and posed no immediate risk but, nonetheless recommended its demolition and removal from

Report	Key Directions for the Kia Ora Site Concept Plan
Structure: Engineer Technical Advice	site (there were no elements suitable for immediate reuse on site) owing to a number of problems (structural defects, decay of some members, mould and the generally poor condition).
Tasmania Parks and Wildlife Service 2019, Internal Correspondence – Overland Track and Site Visit	Provides preliminary BAL advices for three huts on the OLT including Kia Ora. The correspondence advises that a min BAL 29 standard of construction should be achieved. Defendable space to BAL 29 specifications required. Suggested investigation into water supply from nearby Kia Ora Creek for sprinkler system. The principal bushfire management emphasis will be on visitor evacuation off site via helicopter.
Tasmania Parks and Wildlife Service, Overland Track – Waterfall Valley Proposed Toilet Replacement Plans and Elevations. Undated	These drawings (plan, sections and elevations) illustrate the toilet that is to replace the existing toilet at Kia Ora.
Parks and Wildlife Service Draft Overland Track – Recreation Zone Plan 2014	Provides a historic background to the use and development and natural values along the Overland Track. Estimates comfortable sleeping in the hut at 16 and 20 in tents. Notes that group campsites have been established at all of the main overnight nodes along with non-group platforms at Kia Ora and other sites.
Parks and Wildlife Service Overland Track Emergency Response Plan 2017	The Plan provides guidance for quick but comprehensive response to any fire reported in the area of the Overland Track and surrounding areas. The key objectives are to reduce or eliminate risks to personnel and visitors with further emphasis on the protection of built assets and containment, control and suppression of fire spread where practical.
Anna Housego Overland Track Experience Review 2014	The Plan provides clear direction for addressing issues and pursuing opportunities for enhancing the Overland Track experience. One of the key recommendations was to identify future requirements for infrastructure upgrades including hut facilities
Institute of Governance and Policy Research Socio-economic Impact of the Overland Track 2014	This report quantifies the contribution of the Overland Track to Tasmania and the regional areas. In 2012-13 it was found the contribution from direct tourism expenditure was \$7.3M to the Tasmanian economy and creation of 42.8 full time jobs. The flow-on effects through the State economy were estimated to be 16.4M and 85 full time jobs.
Planning for People Overland Track Site Strategy Final Report December 2005	Estimated sleeping capacity at Kia Ora at 16 with adjacent space for 15 tents. Recommended constructing new management hut, increasing size of public hut and re orienting north when due for replacement, possible future tent platforms
Kent McConnell Overland Track Inventory 2004	Estimated capacity of Kia Ora hut at 24 depending on space allocation per person with constructed platforms nearby supporting 15 tents. Called for enclosing platform at end of hut, construction of group camping area, new ranger quarters and alternative heating system for hut

