Tasman
National Park
MANAGEMENT PLAN 2017

(Altering the Tasman National Park and Reserves Management Plan 2011)
The Tasman National Park Management Plan 2017 (management plan) alters the Tasman National Park and Reserves Management Plan 2011. This management plan has been prepared in accordance with the requirements of Part 3 of the National Parks and Reserves Management Act 2002.

Unless otherwise specified, this plan adopts the interpretation of terms given in the National Parks and Reserves Management Act 2002. The term ‘Minister’ when used in this management plan means the Minister administering this Act. The term ‘national park’ refers to the Tasman National Park.

In accordance with Section 30(1) of the National Parks and Reserves Management Act 2002, the managing authority for the national park, in this case the Director of National Parks and Wildlife, shall carry out his or her duties in relation to the national park for the purpose of giving effect to, and in accordance with, the provisions of the management plan. The position of Director is held by the Secretary of the Department of Primary Industries, Parks, Water and Environment.

The draft management plan was released for public comment from 8 October 2016 to 9 November 2016. The Tasmanian Planning Commission reviewed public comments on the management plan and the Report of the Director of National Parks and Wildlife regarding the proposed responses to these comments, and provided a report to the Minister in June 2017.

Many people provided comment on the draft management plan. Their time and efforts are gratefully acknowledged.

Approval

This management plan was approved by Her Excellency the Governor-in-Council on 5 September 2017 and took effect on 4 October 2017, being seven days after publication of that approval in the Government Gazette.
Section 1: Introduction

The Tasman National Park and Reserves Management Plan 2011 is altered to achieve the Tasmanian Government’s policy of realising the potential of Tasmania’s natural areas by broadening the range of exciting and unique tourism experiences on offer in our national parks and reserves.

This management plan, the Tasman National Park and Reserves Management Plan 2017, has the effect of altering the Tasman National Park and Reserves Management Plan 2011 by removing the provisions that restrict helicopter landings on Tasman Island and allowing for the consideration of recreational and tourism access on Tasman Island.

Section 2 sets out background information about the alterations.

Section 3 sets out the actual alterations to the management plan.

The management of Tasman National Park will be governed by the Tasman National Park and Reserves Management Plan 2011 and the Tasman National Park Management Plan 2017 read together.
Section 2: Background to the management plan alteration

**Tasman Island**

Tasman Island is located off the south-east coast of Tasmania and is part of Tasman National Park. The scenic 120 hectare island has spectacular dolerite sea cliffs and one of the most isolated and highest operating lighthouse in Australia. It is a prominent feature of the Tasman Peninsula coastline and home to Australia’s largest colony of fairy prions. It was declared free of feral cats in 2011 following a successful eradication project. The Friends of Tasman Island work in partnership with the Parks and Wildlife Service (PWS) to maintain the cultural and natural heritage values of Tasman Island. The lighthouse is on both the Commonwealth and Tasmanian Heritage Registers and on the Register of the National Estate.

Very few people visit Tasman Island. It is isolated and hazardous to access from the sea. No safe access alternative is currently provided for people to visit Tasman Island. Helicopters are the most reliable and safe way to access the island.

No arrangements currently exist for commercial helicopter access to Tasman Island to facilitate visitation. Most helicopter flights are used by PWS and volunteers to access the island for management purposes, such as wildlife monitoring and restoration of the historic buildings. The Australian Maritime Safety Authority also uses helicopters to access the automated navigation light for servicing.

**Why the 2011 plan is being altered**

A proposal has been received to provide commercial helicopter access to Tasman Island through the Tasmanian Government’s expression of interest process for new tourism opportunities in national parks and reserves.

This management plan allows for the consideration of commercial helicopter access to Tasman Island by removing helicopter landing restrictions. It also allows for the consideration of access on the island for recreational and tourism purposes.

**Management zoning alterations**

The ‘Tasman Island Site’ management zone in the *Tasman National Park and Reserves Management Plan 2011* did not align with standard PWS zoning practices. The management zone for Tasman Island is therefore altered from ‘Tasman Island Site’, to a combination of Recreation Zone and Natural Zone. This is consistent with management zone categories applied elsewhere in the national park. The Recreation Zone and Natural Zone objectives in Table 1 (Management Zones and Sites) in the *Tasman National Park and Reserves Management Plan 2011* will apply.

Alteration 10 ensures that the use of historic buildings for accommodation purposes continues to be allowable on Tasman Island within the newly applied Recreation Zone area. Relevant management plan prescriptions associated with the use of historic buildings will continue to apply, including those in Sections 3.5.2 and 5.5.4.
The Reserve Standards Framework (RSF) is a classification system that assists with determining the recreational facility types and standards provided in reserves. The RSF classification of Tasman Island is altered from the aspirational category of ‘Not Managed for Visitor Services’ to ‘Day Use Get Away (mid)’ allowing for the provision of some recreational facilities on Tasman Island.

**Reserve Activity Assessment**

The Reserve Activity Assessment process is the environmental impact assessment system the PWS uses to assess whether proposed activities are environmentally, socially and economically acceptable. Proposals for commercial tourism operations on Tasman Island will be assessed through a Reserve Activity Assessment to determine whether they are appropriate and, if so, under what conditions.

The RAA process should establish a desired threshold for helicopters (landings and takeoffs) on Tasman Island. This threshold should be determined regardless of whether multiple or a single operator is afforded access.

Important considerations of the Reserve Activity Assessment will include, but are not limited to, wildlife disturbance (particularly eagles and seabirds), biosecurity, seasonal flight path requirements and flight frequencies, minimising noise disturbance for other national park visitors, visual amenity, fire risks and historic heritage values. The RAA will also establish a monitoring regime to be implemented and a review period or triggers for a review to be conducted. A quota based on visitation levels (may be day, seasonal or per flight limits), timing and visit durations may be established to minimise impacts and to maintain the quality of visitor experiences.

To become an approved tourism operation, a lease or licence issued under the *National Parks and Reserves Management Act 2002* will also be required. Compliance with Reserve Activity Assessment conditions must be a requirement of licences issued for commercial helicopter access to Tasman Island.
Section 3: Alterations to the

Tasman National Park and Reserves Management Plan 2011

This Tasman National Park Management Plan 2017 alters the Tasman National Park and Reserves Management Plan 2011.

Where any content of the 2011 plan is in conflict with the intent of these amendments relating to Tasman Island, the intent of the amendments in this section prevails.

Approved changes

Alteration 1

The following sentence under Section 5.4.2 Air is altered:

- Construction and servicing of the proposed Three Capes Track would involve helicopter overflights and landings.

It is replaced by:

- Construction and servicing of the Three Capes Track and tourism access to Tasman Island involves helicopter overflights and landings.

Alteration 2

The following sentence under Section 5.4.2 Air (Policies) is altered:

- Only helicopter landings associated with emergency and management requirements, and with the construction and essential servicing of huts and infrastructure for the proposed Three Capes Track would be permitted. Associated flight paths that do not impact on wildlife and other users will be identified and strictly controlled.

It is replaced by:

- Helicopter landings will only be permitted when associated with:
  - Emergency and management requirements
  - The construction and essential servicing of huts and infrastructure for the Three Capes Track
  - Approved tourism operations on Tasman Island

A Reserve Activity Assessment (RAA) process will be used to determine threshold conditions for access to Tasman Island by helicopter. In particular the RAA process will address potential impacts on wildlife and, to ensure biosecurity vigilance, limiting helicopter activity at Tasman Island only during daylight hours between one hour after sunrise and one hour before sunset.
Associated approved flight paths and operating conditions will be identified and strictly controlled. This is to minimise the impact of helicopter activity on wildlife and the experiences of visitors, including walkers on the Three Capes Track.

The following sentence is added under Section 5.4.2 Air (Policies) as an additional policy:

- The maximum number of commercial helicopter landings and takeoffs per day on Tasman Island and the hours of operation will be reviewed at a frequency determined by a Reserve Activity Assessment process.

**Alteration 3**

The following sentence under Section 5.4.2 Air (Actions) is altered:

- In consultation with the Civil Aviation Safety Authority (CASA), the Royal Australian Air Force, and commercial and private pilots, develop, or make use of existing overflight guidelines to minimise the impact of low-flying aircraft on the recreational experiences of parks and reserve visitors and on wildlife.

It is replaced by:

- Develop overflight guidelines (Fly Neighbourly Advice) to minimise the impact of low-flying aircraft on wildlife, particularly eagles and seabirds, and the experiences of park and reserves visitors.
- As a condition of licence approval all operators will adopt and comply with Fly Neighbourly Advice.

**Alteration 4**

The following information is added to Section 2.8 Management Zones:

- The management zone for Tasman Island is altered from ‘Tasman Island Site’ to a combination of Recreation Zone and Natural Zone. The Recreation Zone applies to most of the plateau of the island to the main cliff edge to allow for the consideration of access, including lookout points and other places of interest. The boundary between the Recreation Zone and the Natural Zone follows the 190m contour, with two exceptions, as marked on ‘Map 2 (2017 alteration)’:
  1. A small area to allow for visitors to view the top section of the haulage way.
  2. To avoid sensitive seabird habitat (between the 190m and 200m contour).

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1 Based on ‘Contours (10m)’ data available on LISTmap.
The following sentence is added to the start of Section 5.5.4, which is renamed Tasman Island (from Tasman Island Site):

- Tasman Island is designated as both Recreation Zone and Natural Zone. Relevant Recreation Zone and Natural Zone objectives, policies and other prescriptions apply to the island.
Alteration 5

The following text is removed from Section 2.8 Management Zones from the bottom of Table 1 (Management Zones and Sites):

<table>
<thead>
<tr>
<th>Zone or site</th>
<th>Description</th>
<th>Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tasman Island Site</td>
<td>Tasman Island is extremely isolated and any management of this area must take into consideration transport costs onto the island. Currently the Australian Maritime Safety Authority (AMSA) has a 25 year lease on the lighthouse and helipad. Other infrastructure includes three lighthouse keepers’ residences, haulage way remnants and a shed. The houses are in need of weatherproofing and regular maintenance.</td>
<td>• protect, maintain and monitor environmental and heritage features and values; and • allow for low impact, low level, non-intrusive visitor use and enjoyment of the area.</td>
</tr>
</tbody>
</table>

The following information from the table (above) is added to the second paragraph in Section 5.5.4 Tasman Island:

- Other infrastructure includes three lighthouse keepers’ residences, oil store and haulage way remnants. The houses are in need of weatherproofing and regular maintenance.

Alteration 6

The following sentence is added to Section 2.8 Management Zones ‘Recreation Zone – Description’ in Table 1 (Management Zones and Sites):

- The zone also allows for recreational and tourism access on Tasman Island.

Alteration 7

The following line is removed from Section 2.8 (Management Zones – Policies):

- 4. Tasman Island Site

Alteration 8

The following section heading is altered:

- 5.5.4 Tasman Island Site

It is replaced by:

- 5.5.4 Tasman Island
Alteration 9
The following line in the Table of Contents is altered:

- 5.5.4 Tasman Island Site

It is replaced by:

- 5.5.4 Tasman Island

Alteration 10
The following sentence under Section 5.5.5 Recreation Zone (Policies) is altered:

- Buildings for accommodation purposes will not be provided in the Recreation Zone except at overnight nodes for the proposed Three Capes Track.

It is replaced by:

- Buildings for accommodation purposes will not be provided in the Recreation Zone except at overnight nodes for the Three Capes Track and when historic buildings are used for accommodation purposes on Tasman Island.

Alteration 11
The following sentence under Section 5.5.5 Recreation Zone (Policies) is altered:

- No further walking tracks beyond those identified in this plan will be developed, in accordance with Section 5.4.4.

It is replaced by:

- No further walking tracks beyond those identified in this plan will be developed, in accordance with Section 5.4.4, other than tracks on Tasman Island to allow for access, including lookout points and other places of interest.

Alteration 12
The following aspirational zoning under Section 5.5.8 Reserves Standards Framework (Table 6) is altered:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Site or Area</th>
<th>Existing level of service</th>
<th>Aspirational level of service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tasman Island Site</td>
<td>Tasman Island</td>
<td>Not Managed for Visitor Services</td>
<td>Not Managed for Visitor Services</td>
</tr>
</tbody>
</table>
It is replaced by:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Site or Area</th>
<th>Existing level of service</th>
<th>Aspirational level of service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tasman Island (Recreation Zone)</td>
<td>Tasman Island</td>
<td>Not Managed for Visitor Services</td>
<td>Day Use Get Away (mid)</td>
</tr>
</tbody>
</table>

**Alteration 13**

The following action is added to 5.5.4 Tasman Island:

- A biosecurity plan and procedures must be prepared and implemented for all helicopter access to Tasman Island. Compliance with the biosecurity plan and procedures must be a requirement of licences issued for commercial helicopter access to Tasman Island. Business licences are to be suspended or revoked for access to Tasman Island if operators do not comply with the biosecurity plan and procedures.