

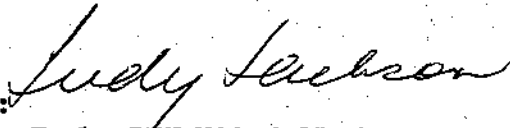
Site Plan for Cynthia Bay, Lake St Clair



February 1991

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Dept. Parks, Wildlife & Heritage
GPO Box 44A
Hobart, Tasmania 7001

Approved: 
Minister for Parks, Wildlife & Heritage
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Preface

Lake St Clair is one of the most popular destinations in the Tasmanian Wilderness World Heritage Area but for too long the area has been without an overall plan to guide development. This Site Plan for Cynthia Bay, prepared by the Department of Parks, Wildlife and Heritage, provides a comprehensive plan that details the layout and nature of facilities to be provided at Cynthia Bay for the foreseeable future.

Preparation of the plan took into consideration the area's special environmental and scenic values, its importance as a visitor access point into the Tasmanian Wilderness World Heritage Area, park management needs, and public opinion regarding management of the area. Visitor surveys and public input have consistently indicated that visitors come to national parks in order to experience and enjoy the natural world and do not wish to see major developments, preferring instead a low level of visitor facilities of a small and unobtrusive nature.

The public was invited to comment on a draft of this site plan exhibited during December 1990 at three locations across the state - Hobart, Cradle Mountain, and Lake St Clair. As a result of the input received, the site plan was amended to take account of valuable suggestions.

The Site Plan for Cynthia Bay presents sensitive and sensible solutions that will cater for growing visitor demand at Cynthia Bay while enhancing the area's scenic and recreational values. Provisions in the plan include :

- relocation of the present carpark and kiosk away from the sensitive lake shore to less obtrusive areas, and restoration of the foreshore to a semi-natural passive recreation area;
- a new park centre, incorporating a tea-room and park management office, located within an easy and inviting stroll of the lake;
- an easy foreshore walking track in place of the present foreshore road;
- a new carpark;
- a simple lake-side viewing deck;
- a new barbecue shelter and additional outdoor picnic and barbecue facilities;
- easy-access park facilities that will cater for disabled and less active visitors;
- a range of walking tracks including some suitable for en route visitors, children and less active visitors;
- improved camping, caravan and cabin accommodation and the provision of a new campers' cooking shelter;
- better separation of visitor-use areas, park management and utility areas.

Implementation of this site plan is expected to take place through a staged program of work over the next four years. In conjunction with these developments, the Department will be providing new education and information programs and displays.

Judy Jackson
Minister for Parks, Wildlife and Heritage
Tasmania
February 1991

Acknowledgements

This plan has been prepared by the Department of Parks, Wildlife and Heritage. The Department gratefully acknowledges the assistance of Ron Sutton, of Ron Sutton Design, in preparing a draft plan which provided many of the design elements that have been incorporated into this plan.

Glenys Jones
February 1991

Site Plan for Cynthia Bay, Lake St Clair

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Site Plan for Cynthia Bay Lake St Clair

Introduction

Cynthia Bay, at the southern end of Lake St Clair, is a major visitor gateway to the Cradle Mountain-Lake St Clair National Park (part of the Tasmanian Wilderness World Heritage Area) and caters for about 140 000 visitors a year.

The 1988 management plan for the national park designates the Cynthia Bay area as a Tourist Development Zone and outlines the nature of development to be undertaken. The purpose of a Development Zone is to provide for the needs of visitors and management for access and facilities in a national park while minimising and localizing environmental impact. The types of facilities that may be provided in a Development Zone include visitor information displays, picnic areas, nature trails, day-walks, look-outs, car-parks, campground or other visitor accommodation, ranger offices, workshops, etc. Sometimes these facilities are located outside parks in nearby areas.

As required by the 1988 management plan, this Development Plan presents an overall plan that will guide the long-term development of the Cynthia Bay area and so ensure that development proceeds in a co-ordinated and integrated manner rather than on an ad hoc or facility-by-facility basis. The plan seeks to work with and enhance the natural and scenic qualities of the area and make provision for park management facilities and a range of visitor facilities that will enhance visitors' enjoyment of this important entrance to Tasmania's World Heritage Area.

The site plan is expected to be reviewed periodically in line with review of the management plan for the World Heritage Area. A similar process of display of the site plan and public consultation will be conducted.

Planning Objectives

The site plan is based on the general policies presented in the Cradle Mountain-Lake St Clair National Park Management Plan (Department of Lands, Parks and Wildlife Tasmania, 1988).

Extracts from the management plan that are of direct relevance to development at Cynthia Bay are presented in Appendix 1.

The planning objectives for the Cynthia Bay Tourist Development Zone have been grouped into three categories. These categories deal with the site, the visitor facilities, and the management facilities to be accommodated upon it. The development plan aims to provide a solution that best meets all the objectives.

Environment and Landscape

The objectives are to:

- retain or enhance the natural and scenic qualities of the area;
- protect the area from environmental degradation and restore damaged areas, particularly the foreshore area;
- increase opportunities for passive recreation, especially in the foreshore zone;
- make maximal use for as of areas already disturbed;
- minimise clearance of vegetation, especially mature trees, thick scrub along watercourses, and undisturbed areas of dense vegetation;
- retain or where necessary, re-establish vegetation as visual buffers and wildlife habitat.

Visitor Facilities

The objectives are to :

- introduce visitors to the Cradle Mountain–Lake St Clair National Park and Tasmanian Wilderness World Heritage Area and assist them to appreciate and enjoy their visit;
- make a range of first-hand experiences of the park available to a wide spectrum of visitors and extend the experience of those visitors who would otherwise use the area only as a 'rest' stop;
- upgrade and expand day visitor facilities to cater for an increase in the number and duration of stay of day visitors;
- provide some opportunity for visitors to enjoy the park during adverse weather conditions;
- provide relatively low-cost basic accommodation facilities and amenities that are accessible to the average family group;
- subject to controls and guidelines, make provision for appropriate concessionaire operated visitor services and facilities.

Park Management Facilities

The objectives are to :

- provide facilities necessary for effective park management;
- consolidate management facilities in defined zones at the least obtrusive locations.

Existing Conditions

Planning Area

The management plan loosely defines the Tourist Development Zone centred on Cynthia Bay/Derwent Bridge as that area of the national park bordered to the north and east by Lake St Clair and the Derwent River, extending to the south east at Derwent Bridge, following the Park boundary west to a point where a line drawn north would reach Lake St Clair in the vicinity of Watersmeet.

In fact, much of the area will never be developed. The area dealt with by the site plan focuses more closely on Cynthia Bay and its environs, where existing development has occurred, and where the Department of Parks, Wildlife and Heritage has determined future development for visitor use should occur.

Special Features

A description of the natural and cultural resources of the Cradle Mountain-Lake St Clair National Park is provided in the Cradle Mountain-Lake St Clair Management Plan 1988. A more detailed account of the resources of the Tasmanian Wilderness World Heritage Area will be released in conjunction with the forthcoming Management Plan for the World Heritage Area. The following information presents a summary of the features of special relevance to planning at Cynthia Bay.

Climate

The area lies at an altitude of approximately 740 metres above sea level. Severe climatic conditions are experienced, even at times during summer. Rainfall averages 1600 mm a year, with the highest falls occurring in winter. Strong winds and low temperatures are common and snow and hail can fall at any time of the year.

Geomorphology

Lake St Clair is a deep freshwater lake (about 200m deep) rimmed by dolerite-capped mountains. The lake was formed as a result of multiple glaciations through the Pleistocene.

The Cynthia Bay area is relatively flat, consisting of glacial deposits in the form of elongate moraine ridges and intervening swales that form poorly drained, marshy areas. Soils on the ridges are predominantly yellow-brown gradational

soils with peaty soils occurring in the poorly drained areas. The sand dunes at Frankland Beaches are of particular geological interest and, with the submersion of the dunal system of the original Lake Pedder, are of especial conservation importance.

Previous site development within the Cynthia Bay area has mainly occurred on moraine ridges, resulting in obliteration of the microtopography in these areas.

Flora

The vegetation at Cynthia Bay is predominantly Eucalypt forest with an understorey on the moraine ridges that includes *Banksia* and *Hakea*, and on the wetter and poorly drained areas, *Leptospermum*, *Callistemon* and *Gahnia*. There are some small areas of buttongrass moor within the area. The dense scrub and eucalypt forests of Cynthia Bay provide an important refuge and shelter for animals.

Golden Cloud Swamp, near the Frankland Beaches, is of special significance in being the only place in the world where the golden alga, *Chrysonephele palustre*, occurs.

Fauna

Observing and interacting with the wildlife at Cynthia Bay is a highlight of many visitors' experience of Cynthia Bay. Bennetts wallaby (*Macropus rufogriseus*) and the endemic rufous wallaby or Tasmanian pademelon (*Thylogale billardierii*) are the most conspicuous of the mammals, and can usually be seen browsing on lawns in the visitor day-use area. The black currawong is another common species in the day-use area and is well known to visitors for its audacity in taking food. The brushtail possum frequents the camping and cabin areas at night in search of food scraps.

The ringtail possum and endemic eastern quoll (both light and dark phases) are common in the surrounding forests and woodlands. The Tasmanian devil is not often seen but also roams through the region. At least ten Tasmanian endemic bird species and a diverse assemblage of honey eaters inhabit the area.

There is a wide range of habitats in a relatively small area around Cynthia Bay, including eucalypt forest and woodland, rainforest, moorland, wet scrub, freshwater creeks and the deep Lake St Clair, and these habitats support a correspondingly diverse invertebrate fauna. Cynthia Bay has a special significance for scientists as the taxonomic type locality for many invertebrate species. There is a high diversity of butterflies, including the spectacular Macleay's swallowtail, and a number of species of *Oreixenica*. It is also an excellent location for visitors to see Tasmanian dragonflies. Around the lakeshore, the strikingly-coloured blue and orange stonefly (*Eusthenia spectabilis*) is common. This primitive insect is one of the world's largest stoneflies.

Historical/Cultural Features

Aborigines knew Lake St Clair as Leeawuleena – 'the sleeping water'. A survey along the Overland Track for Aboriginal sites discovered several small scatters of stone artefacts which are believed to be of relatively recent origin. There are no known significant Aboriginal sites within the Cynthia Bay area.

The buildings and structures in the Cynthia Bay area were mostly constructed during the latter part of this century. They are not considered to be of special historical or cultural significance. The earth-integrated ranger residence at Cynthia Bay is of architectural interest.

Scenery and Viewfields

Views across the waters of Lake St Clair to the vegetation-clad far shore and backdrop of Mt Olympus, and close views along the Cynthia Bay beach provide some of the outstanding scenery within the Cynthia Bay area.

Observations of visitor behaviour, however, indicate that it is probably the close views of wallabies and other native animals in the day-use area that are the most immediate attraction for visitors at Cynthia Bay.

On the periphery of the Tourist Development Zone and some distance from the main visitor services area at Cynthia Bay is the beautiful rainforested Watersmeet area (at the junction of the Hugel and Cuvier rivers to the west of the area), and to the east, the attractive Frankland Beaches.

Viewfields that are seen frequently by the public, and hence also require special scenic protection, include the public access road corridors, viewfields from walking tracks (especially high access nature trails) and viewfields from high access public areas and facilities such as picnic areas, public shelters, accommodation areas etc.

Existing Development

The extent of existing development is shown on Figure 1.

Access, Roads and Parking

Access to Cynthia Bay for the vast majority of visitors is by car or coach along the Lake St Clair Road, a 5 km sealed road branching off the Lyell Highway at Derwent Bridge. Bus services operate from Hobart, Queenstown, Launceston and Devonport to Derwent Bridge.

The other significant means of access for visitors to Cynthia Bay is the 80 km Overland Walking Track from Cradle Mountain in the north of the park. This track links into the Watersmeet Nature Trail and emerges at the walkers' carpark at Cynthia Bay.

In addition to the main access road to Cynthia Bay, minor unsealed roads within the area include tracks to the boat launching ramp, the visitor accommodation

area, and park management facilities. One track encircles the camping, caravan and cabin areas, and extends along the lake foreshore to the visitor day-use area. This foreshore track provides an important pedestrian route between the accommodation areas, jetty and day-use area, and provides an easy foreshore stroll for day-visitors. Vehicular use of the track is primarily related to the accommodation area, although limited vehicular access is required to the jetty for refuelling the passenger ferry. Use of the foreshore track by both vehicles and pedestrians creates a conflict of interest and detracts from the passive recreation experience for pedestrians. Vehicular traffic along the track also alienates the cabin and camping areas from the lake shore.

There are two visitor car parks within the Cynthia Bay area - the main visitors' carpark located at the lakeside near the kiosk, and a walkers' carpark located at the start of the walking tracks past the rangers' office and visitor day-use area.

The main visitors' carpark occupies a prime foreshore area and seriously compromises the scenic and recreational potential of the lake-side site. The carpark also functions as the turning circle at the end of the Lake St Clair road, and without markings to guide traffic flow or delineate carparking spaces, the carpark often becomes congested and confused.

Each of the car parks can accommodate about 40 vehicles, although during peak visitor periods up to 140 cars and 5 coaches have been recorded on-site.

Once the car parks are full, cars park along the roadsides, particularly in the visitor day-use area. During peak visitor periods, traffic movement and congestion along the road through the visitor day-use area significantly degrades the scenic and recreational quality of this area.

Visitor Day-Use Facilities

Kiosk

A basic kiosk, located adjacent to the foreshore carpark, sells snacks, take-away foods, bushwalkers' requirements, fishing gear and souvenirs to visitors. It also functions as the booking office for the visitors' camping and accommodation facilities, the lake ferry service, and a hire outlet for small boats.

Rangers' Office

The rangers' office functions as both the park management centre and the visitor information and walker registration facility.

The building was converted from a former ranger house to function as an interim office until a more appropriate facility could be provided. The building is relatively old and has a limited lifespan.

Picnic and Barbecue Facilities

An older style picnic shelter/day hut, with shingle roof and timber walls, is located adjacent to the kiosk and foreshore carpark. Picnic tables and benches are provided. The shelter provides visitors with a refuge from inclement weather and its two open fireplaces provide a warm social focal point. Bushwalkers often use the shelter to gather, re-organise their packs, change out of wet clothing, and cook with fuel stoves etc.

During the summer, the shelter is sometimes used for slide shows and other activities associated with the Department's summer ranger interpretive program for visitors.

A small number of outdoor open-fire barbecues and picnic tables are provided in the visitor day-use area. Firewood is supplied.

Public Toilets

A public toilet block is located adjacent to the foreshore carpark area in the day-use area. The building and facilities are of basic standard.

Walking Tracks

Walking tracks at Cynthia Bay start from the walkers' carpark located beyond the rangers' office and day-use area. Tracks include the easy Watersmeet Nature Trail (to the junction of the Cuvier and Hugel rivers), longer tracks to Mt Rufus, Shadow Lake, Little Hugel, and Cuvier Valley, and the long-distance (80 km) Overland Track to Cradle Mountain.

A ferry boat service across Lake St Clair provides access to additional walking tracks from Narcissus Bay.

Public Jetty

A public jetty is located on the foreshore road between the visitor accommodation area and visitor day-use area. The jetty is used primarily as the boarding facility for the passenger ferry boat service.

Because Lake St Clair is subject to variations in water level due to operation of a dam, the design of the jetty allows for use at different water levels.

Boat Ramp

A boat launching ramp is located on a spur road to the north of Lake St Clair access road, east of the visitor accommodation area. The ramp is used by fishermen and other recreational craft users on the lake.

The turning area associated with the ramp functions as an informal carpark.

Visitor Accommodation

The visitor accommodation area at Cynthia Bay is located in an attractive lightly forested area between the main access road and Lake St Clair. There is partial separation of the facilities within the area to form a cabin area, a caravan area and a camping area.

In addition to these facilities, there is a basic walkers' campground at Fergy's Paddock (a small clearing in the forest by the lakeside about 1 km from main camping ground along the Watersmeet Nature Trail). This area provides no facilities other than a basic pit toilet.

Cabins

The visitor accommodation cabins are of older style and provide basic facilities including bunks, tables and chairs, and full kitchen facilities. They are heated by wood stoves or electric radiators.

The 4 cabin structures cater for up to 44 people, in the following bunk arrangements:

'Acacia'/'Gahnia' (con-joined cabins) - 8+4 bunks

'Mimosa' - 8 bunks

'Waratah' - 8 bunks

'Milligania' - 16 bunks

The 'Mimosa' cabin is located some distance from the other cabins towards the camping area and fronts directly onto the foreshore road.

Uncontrolled vehicle movement around the cabins area has created open disturbed areas and there is little visual privacy between cabins.

Powered Sites for Vans

The caravan/campervan area is located between the cabin area and the foreshore road. There are eight powered sites.

The presence of caravans degrades the scenic quality of the foreshore zone and uncontrolled vehicular movement throughout the area has created a large expanse of bare compacted ground between the van sites.

Campground

Informal bays under a canopy of eucalypts provide attractive low-key camping sites, many of which are provided with an open fireplace. Most sites are accessible by vehicle and the use of timber bollards assists in the control of vehicular movement in the area. In some cases, camping sites are poorly defined and there is insufficient visual privacy between sites.

Amenities

There are two amenity blocks within the visitor accommodation area. One block is located in the cabin/caravan area and provides toilets, hot showers and laundry facilities. Another older amenity block is located in the camping area and provides toilets and hot showers.

Park Management Facilities

Within the Cynthia Bay area, park management facilities are located over a broad and ill-defined region and this has resulted in unnecessary disturbance and fragmentation of the natural environment.

Staff Housing

There are five staff houses and a casual staff cabin within the Cynthia Bay area. Additional staff houses are located outside the Cynthia Bay area, at Derwent Bridge and at Frankland Beaches.

The older structures include the 'Assistant Rangers' house located on the left-hand side of the main access road, and the casual staff cabin located near the walkers' carpark. A former ranger house now serves as the rangers' office and park management centre. More recent structures are a ranger's house located near the office, and two rangers' houses located in a separate compound east of the walkers' carpark. The most recently constructed ranger house, an earth-integrated design, is located some distance from other management facilities, near the waterfront at Cynthia Bay.

Stores, Sheds and Workshop

The main storage and workshop sheds are located in a compound hidden from public view at the end of a service road east of the walkers' carpark. Two small storage sheds are located at the rear of the rangers' office. An old boatshed – no longer in use – is located on the foreshore at Cynthia Bay.

Site Services

Visitor and management structures within the Cynthia Bay area are supplied by mains power. A public telephone is located in the visitor day-use area opposite the kiosk.

The water supply to the area is piped from the Hugel River upstream from Watersmeet. Supplementary water (for showers) is pumped from Lake St Clair.

Sewage from the public amenity blocks is pumped via an effluent pump well near the public jetty to aeration lagoons located about 1km to the south of the staff accommodation compound. Sewage from ranger housing also links into this system via individual pump wells. Effluent from the lagoons is discharged through ground absorption trenches.

Lease and Licence Arrangements

The visitor accommodation facilities, kiosk and ferry boat service at Lake St Clair are operated by a concessionaire under lease and licence arrangements to the Department of Parks, Wildlife and Heritage.

The agreements covering the lease of the kiosk, the licence to operate the kiosk, scenic boat tours and water taxi service, and the lease of a residence and outbuildings at Derwent Bridge commenced on 1 December 1987 and are due to expire on 30 November 1991. The agreements each carry an option for renewal for a period of 3 years.

The lease of the Cynthia Bay Campground (which includes the visitor accommodation cabins) and licence to operate the campground commenced on 2 January 1989 and are due to expire on 1 January 1992. These agreements carry an option for renewal for a period of 3 years and an optional further 3 year term subject to conditions.

Park Visitors

Visitor Statistics

Approximately 140 000 people visit Lake St Clair annually. Recreational activities include sightseeing, wildlife viewing, bushwalking, trout fishing, boating, canoeing, lake cruises, camping, caravanning, windsurfing, water skiing and, under appropriate conditions, cross-country snow skiing.

The proportion of visitors to Tasmania who go to Lake St Clair has remained steady at about 20% since 1981. Visitation to Lake St Clair is consequently expected to increase over the years in line with general tourism increases for the State.

In order to determine the needs and general characteristics of visitors to Lake St Clair, a survey was conducted over three one-week periods spread over the 1987-88 summer season. The results of the survey indicated the following general visitor characteristics and patterns of use:

- about 15% of visitors were from Tasmania, about 74% were from interstate, and about 11% from overseas;
- over 75% were visiting Lake St Clair for the first time;
- 65% of all day visitors stayed for one hour or less and 90% for two hours or less;
- of all visitors to Lake St Clair, 52% stayed one hour or less; 20% spent between one and two hours; and 20% had stayed overnight in the park;
- almost 90% of all visitor groups travelled in cars; 5% on coaches. However, of all visitors to the park, about 68% came in cars and 29% came on buses.
- most visitor groups in cars consisted of two to four passengers. Over half were all adults while about one quarter were families with one or two children.
- the daily peak visitor period was between 12 pm and 2 pm.

A stop at Lake St Clair was planned by 79% of all day visitors. Most seemed to be on a set itinerary, with destinations that day of Hobart or Queenstown/Strahan. About 70% had made other stops en route, and about 60% stated that they could not have stayed longer. Most of those who could have stayed longer stated that it would only have been in the order of a few hours. Most day visitors (70%) had something to eat while at Lake St Clair.

These statistics suggest that visitor facilities at Cynthia Bay need to cater principally for the needs of a short-stay, in-transit audience and therefore should be developed to provide opportunities to reach and enhance the experience of these visitors. In addition, with the development and expansion of the nearby Derwent Bridge Wilderness Resort (planned for completion in 1993), there is expected to be a significant increase in the number of overnight visitors to the region. Facilities and opportunities for full-day activities from Cynthia Bay will need to be provided for these longer-term visitors.

Visitor Opinions

The main conclusions from surveys of visitor attitudes conducted in the Cradle Mountain-Lake St Clair National Park are :

- predominantly the present visitors do not wish to see any substantial developments;
- visitors come to the area to experience the natural world.

Further to these studies, the Department has recently conducted a massive Public Participation Program related to management of the Tasmanian Wilderness World Heritage Area. This program was undertaken to ensure that the public's views were known and considered in the preparation of the Management Plan for the area.

Of more than 600 written submissions received, more than half included comment on the subject of visitor facilities for the World Heritage Area (WHA). Just over half of these supported the provision of visitor facilities inside the WHA. Frequently expressed comments included :

- where possible Visitor Services Zones would be located outside the WHA;
- all facilities should be unobtrusive;
- the environmental impact of any facility should be minimal;
- facilities should not compromise the integrity of the area;
- facilities for disabled visitors should be provided;
- all visitor accommodation should be located outside the WHA.

Generally there was support for keeping the scale of visitor facilities inside the WHA basic because it was considered large developments would detract from the natural values of the area.

Of the 195 submissions commenting on commercial developments inside the WHA, 171 (88%) were opposed to the siting of such developments inside the area. Reasons cited for opposing commercial developments inside the WHA included:

- a philosophical opposition to commercial developments in national parks;
- that environmental damage would be associated with such developments;
- that developments would detract from the values of the area.

Rubbish was identified by several submissions as a potential problem associated with food outlets inside the WHA.

The principal reason given for supporting commercial developments inside the WHA was the need to satisfy visitor demands.

A report summarising the public's submissions to the Public Participation Program is available from the Department.

Design Concepts and Main Features

Planning for the Cynthia Bay area has focussed on developing four basic concepts:

- enhancing the natural and scenic quality of the Cynthia Bay visitor day-use area;
- protecting the fragile foreshore environment;
- enhancing the passive recreation opportunities for visitors;
- consolidating and enhancing the separation between visitor-use areas, park management, and utility functions.

The main features of the plan are :

- Vehicular and commercial activities will be removed from the prime foreshore area and the lake environs will be restored to a low-key passive recreation area. This will involve relocating the existing visitors' carpark and kiosk to less intrusive locations and restoring the foreshore area to a semi-natural environment. Roding will be removed from the main visitor day-use area thereby creating an extensive sweep of parkland linking the foreshore, picnic area, and enlarged 'marsupial lawn' areas. The entire day-use area will form a tranquil and scenic passive recreation area free from the disturbance of cars and buses.
- The present kiosk will be removed from the sensitive lake shore area and replaced by a new tea-room linked to the rangers' office located on the periphery of the day-use area. This park centre will enable visitors to obtain all their requirements for ranger information, refreshments and goods from a single convenient location. Being sited on a slight rise, the park centre will offer attractive views of the 'marsupial lawns' and wallabies in the foreground, giving way to taller trees and glimpses of the lake behind. The facility will be within an easy and inviting stroll of the lake and when viewed from the foreshore area, will be framed by the rustic stone bridge entrance.
- The foreshore road between the present visitor carpark, jetty and campground will be closed to general vehicular traffic and developed as an easy foreshore walk that will be extended to Frankland Beaches. Vehicular access to the cabins and campground will be restricted to the existing roding at the rear of the accommodation area. Disturbed areas along the foreshore will be rehabilitated, and the existing caravan site, which detracts from the scenic quality of the foreshore zone, will be relocated to an attractive area behind the accommodation cabins.
- The existing visitor carparks (at the lakeside, and near the start of the Watersmeet Nature Trail) will be closed and rehabilitated and a new carpark constructed in a less intrusive location. The new carpark

will be within easy walking distance of the park centre and visitor day-use area but will be screened from sight from these areas by a dense band of natural vegetation.

- A simple viewing deck will be provided at the lakeside at Cynthia Bay to offer views across Lake St Clair to Mt Olympus and to provide a controlled and easy access down the shore embankment to Cynthia Bay beach. The viewing deck will be carefully designed to minimise visual intrusion of the structure on the beach.
- A new barbecue shelter with electric barbecues will be provided in the area currently occupied by outdoor barbecues. Additional outdoor picnic and barbecue facilities will be provided in secluded niches around the day-use area.
- Easy-access park facilities (including toilets, viewing deck, park benches etc.) will be provided to cater for disabled and less active visitors.
- Walking tracks will be developed to provide visitors with a range of walking opportunities, taking into consideration the time available to most en route visitors and the needs of children and less active visitors.
- Camping, caravan and cabin accommodation will be maintained approximately at present levels and standards. Provision will be made for up to a maximum of 7 accommodation cabin structures and 15 powered sites for vans. A new cooking shelter for campers will be provided.
- The separation between visitor-use areas, park management, and utility areas will be consolidated and enhanced. Zones of vegetation will be retained to separate the areas of development and form natural buffers between the areas of development.

Development Proposals

The following developments are proposed by the Department of Parks, Wildlife and Heritage for the Cynthia Bay area. It is envisaged that no further infrastructure will be provided in the remainder of the Development Zone.

The proposals are grouped under the headings of Visitor Day-Use Facilities, Visitor Accommodation, Park Management and Concessionaire Facilities. The design concept is shown on Figure 2.

Specifications and detailed designs for the individual elements of the plan will be prepared progressively.

Visitor Day-Use Facilities

Identifying Actions

Visitor Parking

specific enough?

The two existing visitor carparks (at the lakeside, and near the start of the walking tracks) will be closed and rehabilitated, and a single new carpark constructed in a less intrusive location.

The new carpark will be constructed in the area of open eucalypt forest on the left hand side of the access road (i.e. south of Lake St Clair road) in the vicinity of an existing ranger house, which will be removed. The parking area will be screened from the visitor day-use area by retaining a dense band of vegetation as a buffer between the areas. Significant clumps of trees within the carpark site will be retained, and the design and construction of the carpark will attempt to minimise changes to natural drainage patterns.

The new carpark will provide :

- parking for in the order of 70-100 cars, depending on detailed site analysis;
- separate coach parking for 4 - 6 coaches;
- a drop-off/pickup area within easy walking distance of the day-use area and park centre, with a simple shelter, seating and orientation information;
- a high grade walking track between the carpark and day-use area;
- small interlinked carparking bays rather than a large single parking expanse.

In consultation with the Department of Roads and Transport, consideration will be given to providing a small number of pullover bays along the Lake St Clair road at outstanding scenic and/or educational points.

Park Centre

A park centre, incorporating a park management office and a tea-room, is to be located in the vicinity of the present rangers' office and vehicular pullover area opposite. The park management office will continue the functions of the existing rangers' office. The tea-room will replace the existing lakeside kiosk and will provide a similar level of service, catering for the basic needs of visitors to obtain light refreshments such as sandwiches, snacks, light lunches, morning and afternoon teas, and supplying a limited range of general goods.

The park centre will aim to enhance rather than distract from visitors' experience of the World Heritage Area. In particular, the design and operation of the facility will attempt to ensure that the park management office and tea-room provide complementary services to the public and work in conjunction to further park management objectives.

The park management office and tea-room will occupy separate wings of the facility and will be linked through a common visitor orientation and information area.

The park management wing will contain :

- external covered area containing visitor orientation and information, public telephone;
- reception/publication sales area with some interpretive material;
- ranger offices;
- first aid/search and rescue/stores area;
- toilets;
- limited staff parking at rear.

The tea-room wing will contain:

- booking office and sales area for general goods and souvenirs;
- refreshment sales and seating sufficient to cater for a coach load of visitors at a time;
- interpretation/orientation information;
- toilets (including access for disabled);
- kitchen;
- storeroom;
- limited staff parking and service area at rear.

Measures will be implemented to minimise and manage litter e.g. by applying controls on food packaging, and providing bins for recycling. Conditions for operation of the tea-room will preclude the supply or service of alcohol.

Depending on the availability of funds, construction of the facility may be undertaken in stages. The facility will remain in public ownership although private financial contribution to the construction of the facility may be the subject of negotiation with the concessionaire.

Picnic and Barbecue Facilities, Park Benches

A new barbecue shelter will be provided in the area currently occupied by outdoor barbecues. The barbecue shelter will provide :

- electric barbecues for cooking;
- a wood fire for heating and as a social gathering point;
- picnic tables and seating;
- information/interpretation displays

Consideration will be given to improving or relocating the existing picnic shelter/day-hut once the new barbecue shelter has been erected.

Outdoor picnic and barbecue facilities will be provided in secluded niches around the day-use area and will consist of :

- picnic tables and seating;
- electric barbecues for cooking.

'Contemplative' park bench seats suitable for elderly visitors will be provided at suitable scenic locations, especially along the lake foreshore.

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Lakeside Viewing Deck

A simple timber viewing deck will be provided on the lakeside bank near the existing picnic shelter. The structure will :

- offer visitors scenic views across Lake St Clair to Mt Olympus;
- provide a controlled and easy access route for visitors down the foreshore embankment to Cynthia Bay Beach;
- be located well back from the beach on the bank drop-off and designed to minimise visual intrusion on the beach;
- provide access for the disabled onto the viewing deck.

Public Toilets

The existing toilet block, which will be conveniently located with respect to the new barbecue shelter and picnic area, will be retained and improved by upgrading the fittings, finishes and by landscaping and rehabilitating the surrounding vegetation.

Walking Tracks

Walking tracks will be developed to provide visitors with a range of walking opportunities, taking into consideration the time available to most en route visitors and the needs of children and less active visitors. Walking tracks will include :

- short nature trails and interpretive walks;
- bush walking tracks of varying length.

The foreshore road between the present visitor carpark, jetty and campground will be closed to general vehicular traffic and developed as an easy foreshore walk that will be extended to Frankland Beaches. The new section of track will follow the beach to avoid disturbing moraines in the hinterland.

The start of the Overland Track will be linked to the new park centre and will be routed to avoid the service area at the rear of the building.

Following investigation of potential routes, a walking track may be constructed to link Cynthia Bay with Derwent Bridge.

Public Jetty

Public access to the jetty will be retained via the foreshore walking track. Restricted vehicular access to the jetty will be retained for service and management purposes via the foreshore track between the jetty and the accommodation cabin area.

Boat Ramp

The informal turning and parking area associated with the boat ramp will be better delineated to indicate traffic flow and increase the efficiency of parking.

Visitor Accommodation

Cabins

Cabin accommodation will be maintained approximately at present levels and standards:

- More easy to set limits*
- the maximum number of visitor accommodation cabins will be 7, catering for up to a maximum of 60 people (i.e. the 5 small HEC huts that were previously removed will be replaced by up to 3 new cabins);
 - any new cabins will be located in the vicinity of the existing cabin and caravan area, and will be sited and designed to minimise visual and environmental impact. The design of the cabins will be subject to approval by the Director.
 - the isolated cabin on the foreshore road ('Mimosa') will be relocated in the long term from its present location to the vicinity of the other cabins;
 - cabins will be maintained or upgraded to a basic but comfortable standard;
 - the 'Milligania' cabin will cater primarily for the needs of bushwalkers and groups, providing basic bunkhouse style accommodation;
 - vehicular movement around the cabins will be controlled to reduce damage to vegetation;
 - landscaping and revegetation will be undertaken to improve the privacy and scenic quality of the cabin area.

Powered Sites

- caravan and van sites will be re-located from the existing foreshore area to the less visually intrusive area behind the accommodation cabins;
- part of the existing caravan area may be developed as an outdoor picnic/barbecue area for use by overnight guests;
- subject to detailed site analysis, up to 15 powered van sites may be provided in the new van area behind the accommodation cabins and within the current lease area;
- vehicular movement around the van sites will be controlled to prevent damage to vegetation;

- to avoid potential safety hazards and enhance the scenic quality of the new van area, power services in the vicinity will be re-routed or laid underground.

Campground

- the design of the campground will be improved to create pleasant uncrowded sites;
- landscaping and revegetation will be used to improve the scenic quality of the area and enhance privacy between sites;
- vehicular access will be provided to the majority of sites;
- vehicular movement around the campsites will be controlled to prevent damage to vegetation;
- open fire places will be retained and simple log seating provided;
- the basic walkers' camping area at Fergy's paddock (about 1 km from main camping ground along the Watersmeet Nature Trail) will continue to cater for walkers who prefer not to use the main vehicular camping area. Minor landscaping works will be undertaken to enhance the site.

Amenities

- a communal cooking shelter will be centrally located between the camping, caravan and cabin areas. The shelter will include a wood fire for heating and as a social gathering focus, and may also cater as an informal meeting area for talks and activities.
- the older toilet and shower block in the camping area will be upgraded and facilities for washing-up will be provided externally;
- the modern toilet, shower and laundry facilities near the cabin area will be maintained;
- a short new exit road will be constructed from the camping area to the boat ramp road to reduce congestion on the narrow access road to the campground and allow for the introduction of one-way traffic flow;
- following investigations, a small field study centre may be provided in the Cynthia Bay area.

Park Management and Concessionaire Facilities

Park Centre

The facilities in the proposed Park Centre are described in the section 'Visitor Day-Use Facilities'.

Staff Housing

Within the Cynthia Bay area, ranger accommodation will be consolidated wherever possible to the designated staff accommodation area behind the workshop compound and any new staff housing at Cynthia Bay will be located in this area. Outside the Cynthia Bay area, staff accommodation may be provided in suitable sites at Derwent Bridge or outside the park.

- the acquisition of suitable housing sites at Derwent Bridge will be actively pursued to meet the needs for staff accommodation;
- the house near the rangers' office will be relocated to the staff accommodation compound and the former site rehabilitated;
- staff privacy within the staff accommodation area at Cynthia Bay will be protected through the sensitive siting of any new structure there, and through the use of screening.
- the casual staff cabin will be removed in the longer term and the site rehabilitated;
- the house located to the south of the access road to Cynthia Bay will be removed and the site developed as the new visitor parking area.

Caretaker's Cabin

- A small caretaker's cabin will be located in the visitor accommodation area in the vicinity of the accommodation cabins and the proposed van area in order to allow provision of after-hours service to overnight guests.

Stores and Workshops

- the small storage sheds near the rangers' office and the boatshed will be removed;
- any new stores and workshops will be constructed in the designated workshop compound;
- the existing fuel store may be re-located within the workshop compound if required for the provision of the service road to the park centre.

Service Road

- a minor service road will be constructed from the Lake St Clair road to the workshop compound, where it will join the existing road between the rangers office and the workshop compound. The new road will provide staff and service access to the new park centre, workshop compound and staff accommodation areas without having to pass through the visitor day-use area. The new road will follow an existing rudimentary vehicular track leaving Lake St Clair road opposite the boat ramp road.

Site Services

- the water supply to the Cynthia Bay area will be upgraded to meet on-site needs;
- the site's sewerage scheme will be monitored and upgraded as necessary to protect the park's environmental quality;
- to avoid potential safety hazards and enhance the scenic quality of the new van area, power services in the vicinity will be re-routed or laid underground;
- new power and telephone lines within the main visitor use areas and other areas of special visual sensitivity will be installed underground;
- the former quarry site at Derwent Bridge will be developed as the the helicopter landing site for Cynthia Bay.

Related Matters

- a comprehensive sign plan of the Cynthia Bay area (including signposting from Derwent Bridge) will be prepared in order to provide an integrated system of signs that will meet the needs of visitors and management;
- a detailed interpretive prospectus will be prepared to guide interpretive development in the Cynthia Bay area.
- a Departmental policy on the feeding of wildlife will be established and this policy promoted to the public through interpretation and signposting.
- a day-walk plan for the Lake St Clair area will be prepared to guide track development and management.
- lease and licence arrangements related to concessionaire facilities and operations in the Lake St Clair area will be reviewed and re-drafted in line with the provisions of this site plan.

Appendix 1. Extracts from the Cradle Mountain-Lake St Clair National Park Management Plan, 1988

3.2.1 Tourist Development Zone

Areas at the points of access for the great majority of visitors to the Park are designated Tourist Development Zones. Principal visitor services and management facilities are to be concentrated in these areas. They are designed to enable a large number of visitors, particularly less active ones, to get some appreciation of the Park even if they do not wish to go further afield. They are also designed so that the Park suffers a minimum of damage from the large number of visitors. The largest of these areas are in the Derwent Bridge-Cynthia Bay area at the southern end of the Park and in the vicinity of the main access road to Cradle Valley in the north. A full range of facilities will be developed either within this Zone or in close proximity to it near the park boundary. These will include tourist accommodation, campgrounds, caravan parks, major visitor centres and a variety of day visitor facilities, including picnic areas, interpretation facilities, nature trails, lookouts and a range of short walks (including trails for disabled people).

3.4 Visitor Services

Detailed development plans will be drawn up for the Tourist Development Zones at Cynthia Bay/Derwent Bridge and Cradle Valley/Pencil Pine. These will cover visitor services as well as management requirements. Car parking, boating facilities, staff housing, interpretation facilities, camping, accommodation, picnic and day walks will all be considered in these plans and they will be available for public comment before implementation.

3.4.3.1 Tourist Development Zones

- Major facilities will be confined to the Tourist Development Zones, elsewhere facilities will be provided more for the sake of the protection of visitors than for their comfort.

3.4.3.1 (b) Southern Tourist Development Zone

- The development plan for this zone will provide for well designed visitor facilities including visitor reception, offices, first aid room, kiosk, interpretation facilities, barbecue shelter, display and audio-visual facilities.
- For the present, camping and cabin accommodation at Lake St Clair will be maintained approximately at present levels and standards.
- Due to limitations of space at Cynthia Bay, any further camping and accommodation will be established nearer to, or at, Derwent Bridge.
- Any future expansion of these services will be considered only in concert with any plans by private enterprise for the provision of camping and accommodation at Derwent Bridge and with regard to environmental considerations, visitor amenity and the availability of funds.
- Consideration will be given to operation of the camping area and cabins on a concession basis.
- With the approval of the Director, and under such conditions as he may consider necessary, the following facilities may continue to be operated under licence for the benefit of the general public :

- a kiosk;
- a boat taxi / sight-seeing cruise service on Lake St Clair.
- Other concessions or services to the public may be licensed if this can be done without detriment to the Park.
- A field studies centre is considered to be acceptable at Frankland Beaches if the need for such a facility within the Park is demonstrated and funds are available for its construction and ongoing management.

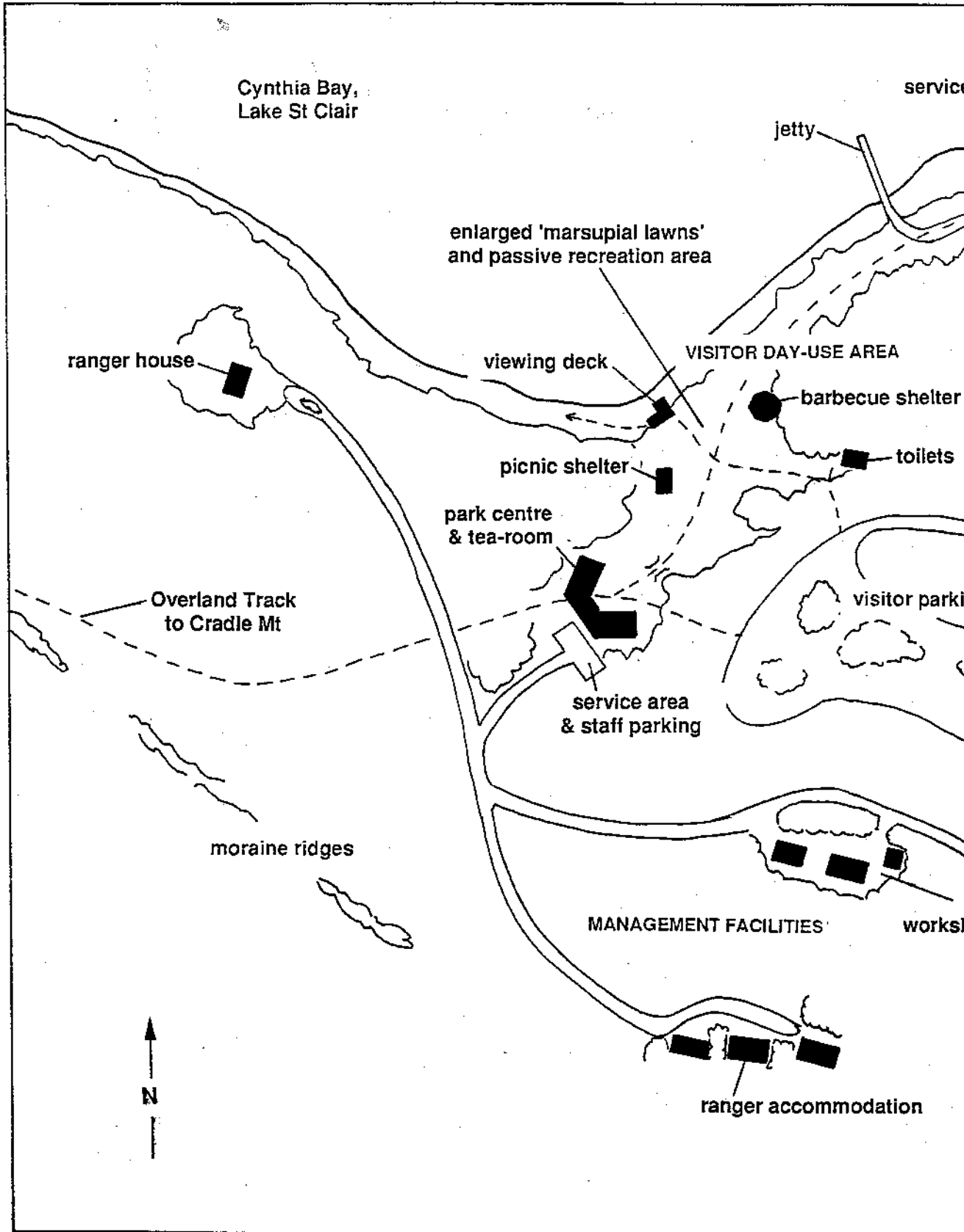
3.3.7 Development Works

- Before any development works are undertaken, the Department will ensure that an adequate assessment has been made of the site/project so as to be certain that such works do not conflict with the primary objectives for management of the Park.
- Standard Project Proposal and Initial Environmental Effects Statement forms (see Appendix IV) will be completed where developments and new activities are proposed in order to provide a basis for proper assessment.
- Any proposed development in the National Park including the installation and maintenance of any structure or equipment necessary for any services provided by any person or organisation will be subject to stringent conditions designed to minimise damage to any aspect of the environment. These conditions will be drawn up by the Director to suit each specific requirement.
- All developments will be as unobtrusive as possible.



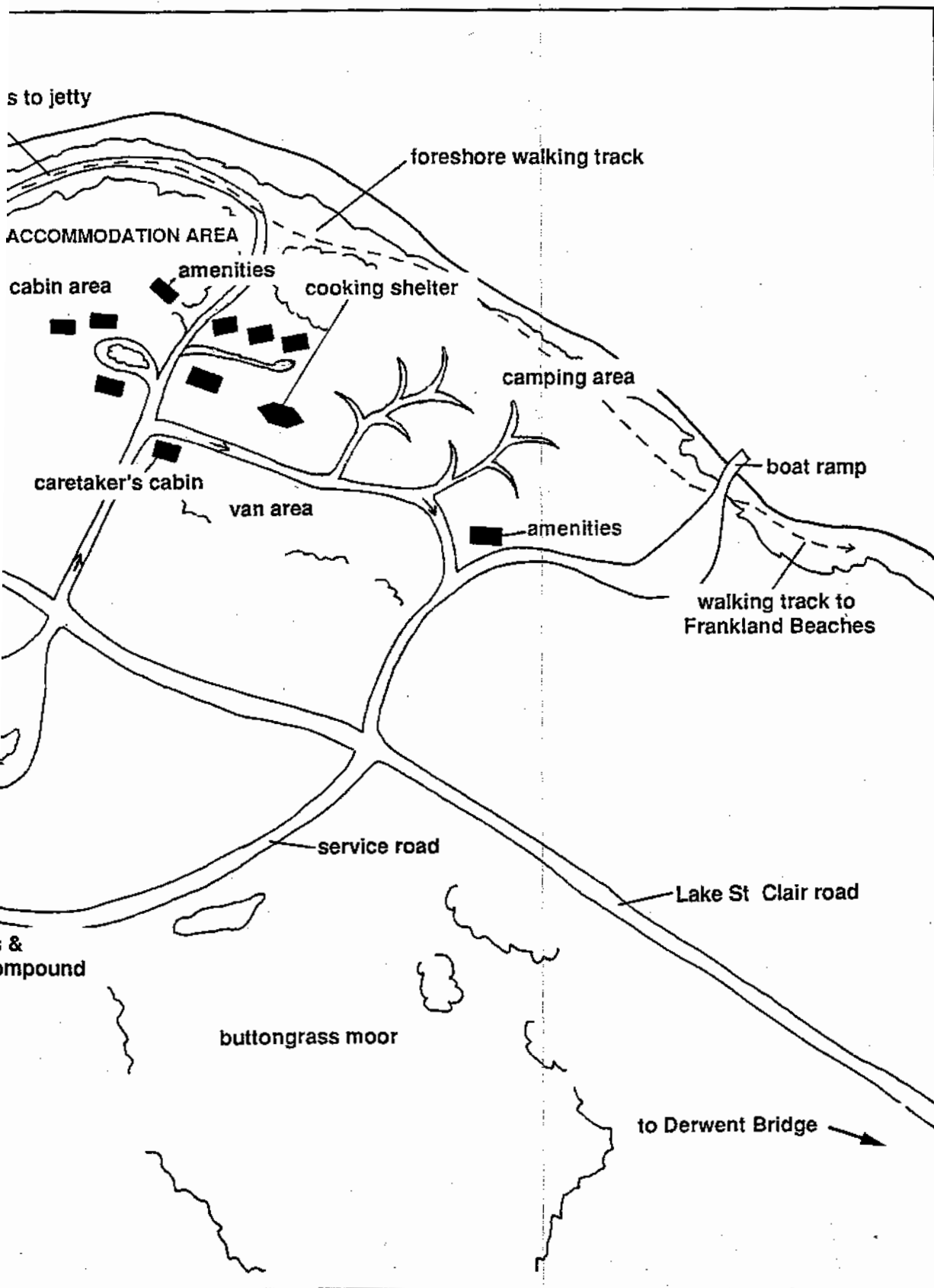
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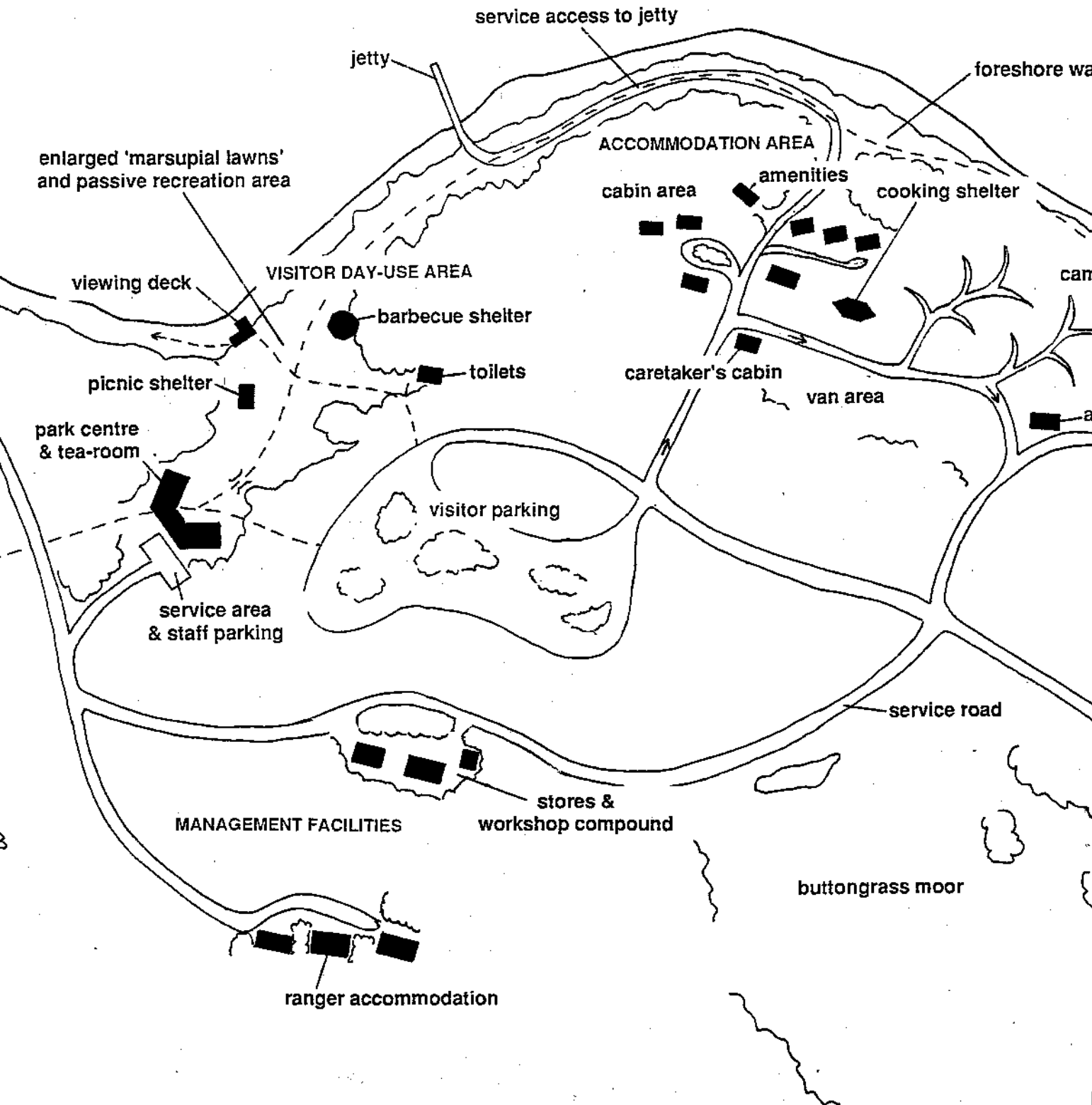
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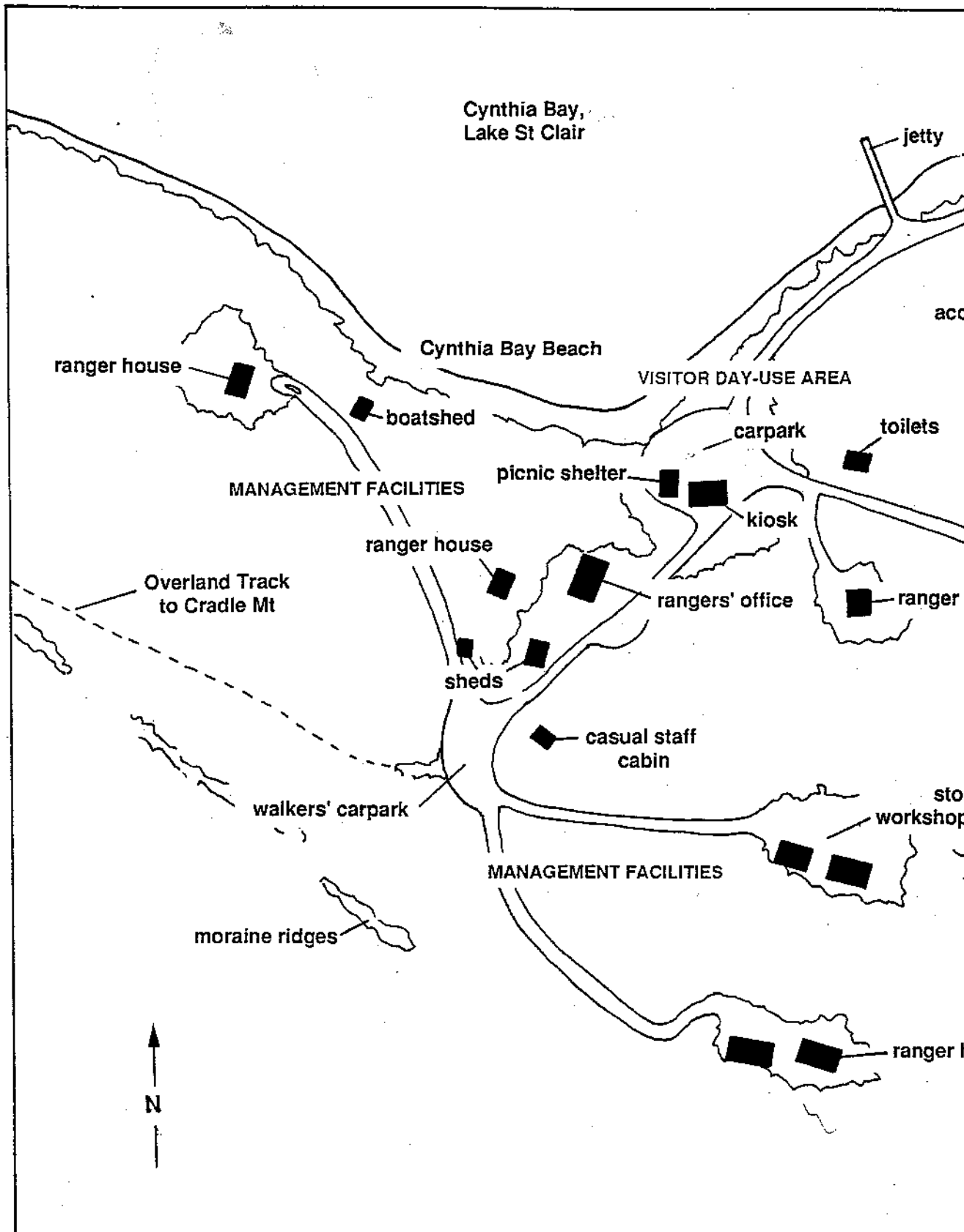
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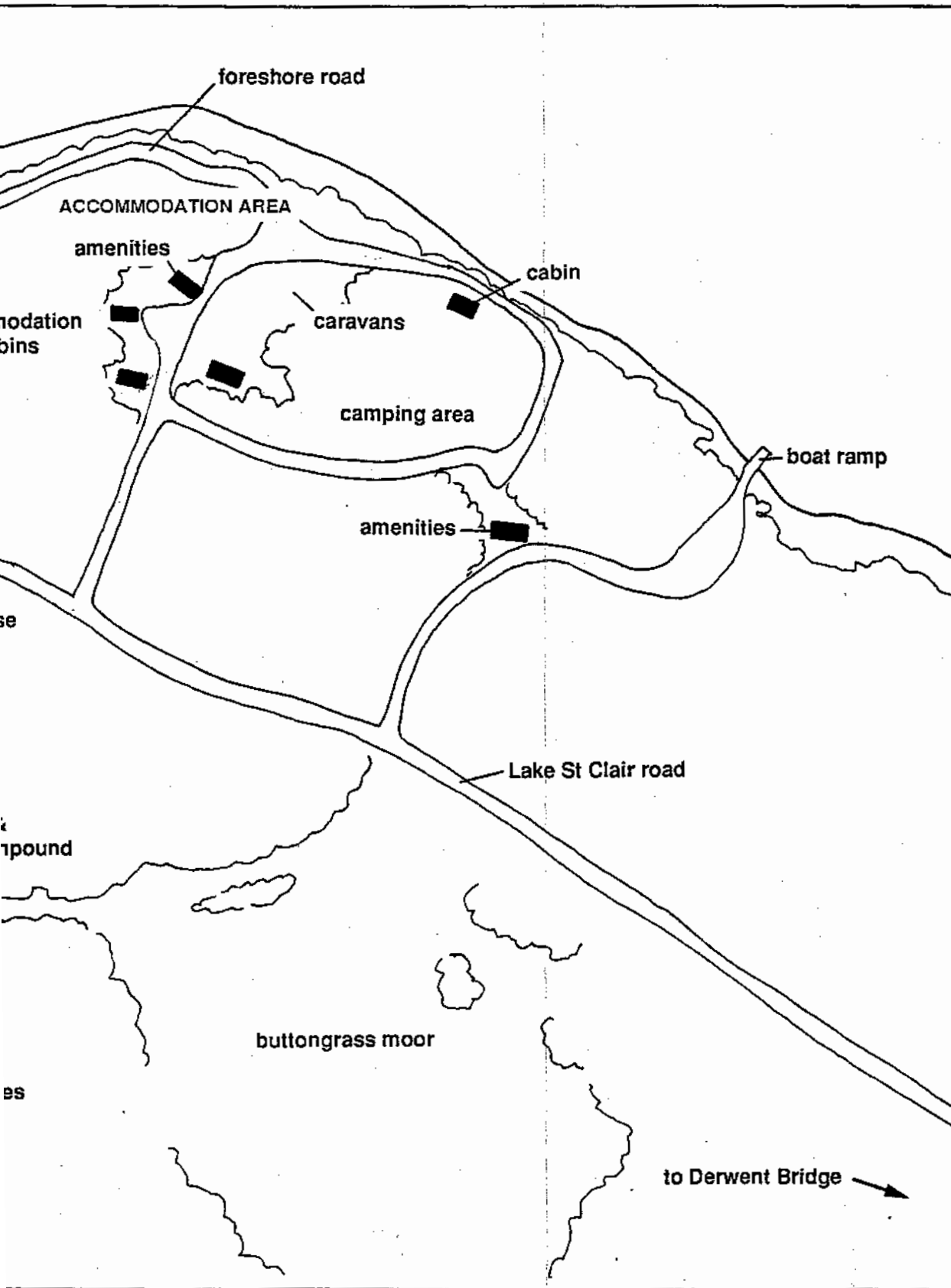
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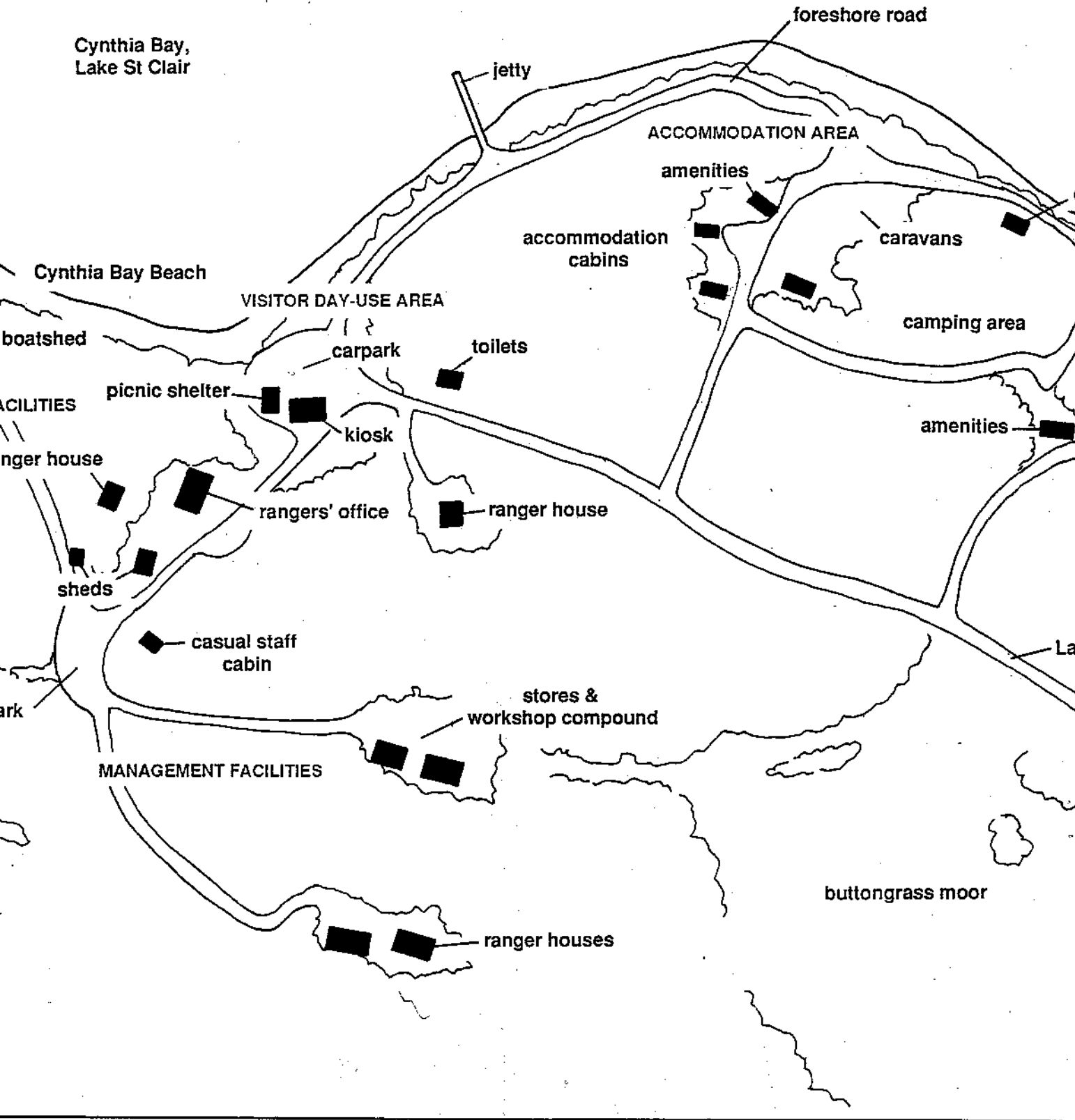
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