

From: [REDACTED]
To: [TPC Enquiry](#)
Cc: [Adriaan Stander](#)
Subject: Kingborough Draft LPS - Representation 415
Date: Wednesday, 20 May 2026 10:14:39 AM
Attachments: [REDACTED]

Dear Sir

I refer to the Commission's email of 7 May 2026 advising that this matter is listed for hearing on 22 May.

Please find attached the completed attendance form together with two statements of evidence that are relied upon by the representor in the hearing of representation 415.

Yours faithfully

Naomi Billett

Principal

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Statement of Evidence

Reference: Draft Kingborough Local Provisions
Schedule – [REDACTED]
Kingston including the Australian Antarctic
Division Headquarters

Author: Frazer Read

Field of expertise: Planning

Filed on behalf of: AAD Nominees Pty Ltd -Representation 415

Date: 19 May 2026

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1. Introduction

- 1.1. I, Frazer Read of 19 Mawhera Avenue, Sandy Bay, have prepared this statement of planning evidence in relation to the Draft Kingborough Local Provisions Schedule of the Tasmanian Planning Scheme, as it relates to land owned by AAD Nominees Pty Ltd at [REDACTED] Kingston.
- 1.2. I have provided planning consultancy advice to the Rockefeller Group of companies, including AAD Nominees, for over 20 years. I have acted in relation to numerous planning matters affecting the subject land over the past 15 years, including applications for planning permits on the land and representations in relation to development on adjacent sites.
- 1.3. I hold a Bachelor of Environmental Design and Master of Town Planning from the University of Tasmania. I have 30 years' experience in statutory and strategic planning in Tasmania and the United Kingdom. I am a Registered Planner and Corporate Member of the Planning Institute of Australia.
- 1.4. A copy of my curriculum vitae is attached as Attachment A.

2. Instructions, Scope and Approach

- 2.1. I have been asked by Billett Legal to to review and provide evidence on the appropriateness of:
 - (a) the proposed rezoning of approximately 4.5 hectares of land at [REDACTED] Kingston from Commercial to Environmental Management; and
 - (b) the application of the Kingston Southern Gateway Specific Area Plan (SAP) to this land.
- 2.2. My approach to this has included consideration of whether the rezoning and SAP are strategically justified and consistent with the requirements of sections 32 and 34 of the Land Use Planning and Approvals Act 1993 (LUPAA) including the objectives set out in Schedule 1 of that Act.
- 2.3. In preparing this statement, I have reviewed and had regard to the following documents:
 - (a) the Kingborough Draft LPS – Supporting Report, including Section 3.1.2.1 and Attachment 7 - Kingston Southern Gateway SAP Justification;
 - (b) the Kingston Southern Gateway Specific Area Plan provisions contained in the Draft LPS written document;
 - (c) the Preliminary Planning Opinion I prepared for AAD Nominees dated 9 December 2024;
 - (d) the representation (No. 415) lodged by Billett Legal on behalf of AAD Nominees on the Draft LPS dated 9 December 2024;
 - (e) the Statement of Ecological Evidence by Andrew North; and
 - (f) aerial imagery, zoning maps, and site photographs showing the current condition of the land and surrounding development.
- 2.4. My evidence focuses on planning matters relevant to the proposed zoning and SAP, including:
 - (a) the planning rationale for the Gateway concept;
 - (b) the application of the Environmental Management Zone;
 - (c) the operation and necessity of the SAP provisions; and
 - (d) the consistency of the draft LPS with regional, local, and statutory planning objectives.
- 2.5. I have inspected the site and surrounding area on many occasions over the last 15 years, most recently in October 2025.

3. Declaration

- 3.1. I have prepared this evidence with the objective of assisting the Panel to determine the matters identified in representation 415.
- 3.2. In preparing this statement, I have had regard to the expert evidence of Andrew North regarding the environmental values of the subject land.
- 3.3. I have read the Tasmanian Planning Commission Practice Note 14 and affirm a commitment to my duty to provide independent expert advice.

4. Preliminary Opinion

- 4.1. On 9 December 2024, I prepared a Preliminary Planning Opinion addressing the Draft Kingborough Local Provisions Schedule (LPS) as it relates to the Australian Antarctic Division Headquarters at [REDACTED] and the adjoining [REDACTED] Kingston.
- 4.2. The land is currently zoned Commercial under the Kingborough Interim Planning Scheme 2015. The Draft LPS proposes to rezone approximately 4.5 hectares of the site to Environmental Management and apply the Kingston Southern Gateway Specific Area Plan across both titles. The combined effect would be to prioritise the retention of virtually all native and exotic trees over the efficient use of this strategically located urban land.
- 4.3. In my assessment at that time, the proposed Environmental Management zoning and SAP were not strategically justified and would significantly constrain the continued and future use and development of the land for the Australian Antarctic Division (AAD) and for other potential commercial purposes.
- 4.4. I concluded that these provisions were inappropriate for three principal reasons:

(a) Impact on the Australian Antarctic Division

- 4.5. The AAD is a major employer in Kingborough and southern Tasmania, and retention and expansion of these research activities are recognised as a key regional economic priority in the Southern Tasmania Regional Land Use Strategy (STRLUS).
- 4.6. The proposed zoning and SAP would limit AAD's operational flexibility, affecting approximately 30% of its campus and imposing tree retention controls incompatible with its biosecurity protocols.
- 4.7. These measures lacked any assessment of their implications for AAD's existing or future facilities and were likely to undermine the organisation's ongoing presence in Kingborough.

(b) Loss of and encumbrances on commercial land

- 4.8. The back-zoning of 4.5 hectares of centrally located commercial land to Environmental Management contradicts previous Council and TPC findings that Kingston has a shortage of available commercial land.
- 4.9. The tree protection provisions of the SAP would elevate the visual importance of all trees (both native and exotic over 25 cm diameter and 5 m height) above legitimate development potential.
- 4.10. No economic or land supply analysis was provided to justify the loss or restriction of this commercial land resource.

(c) Lack of justification for the Gateway SAP

- 4.11. The gateway concept was not supported by any strategic or urban design study, nor by evidence identifying particular spatial or landscape qualities.
- 4.12. Most vegetation defined as "prominent trees" is not visually prominent from public viewpoints and offers limited contribution to any perceived "gateway" character.
- 4.13. No natural values survey or impact analysis supported the controls proposed.

- 4.14. The area does not exhibit the particular environmental, economic, social or spatial qualities contemplated by section 32(4)(b) of LUPAA to warrant a Specific Area Plan.
- 4.15. Based on these considerations, my preliminary conclusion was that the proposed zoning and SAP were not strategically founded, were inconsistent with the STRLUS and Schedule 1 Objectives of LUPAA, and would unduly constrain the continued or alternative use of this well-located commercial land.

5. The Gateway Concept

- 5.1. The proposed SAP area is shown in Figure 1 below
- 5.2. The Supporting Report to the Draft Kingborough Local Provisions Schedule describes the Kingston Southern Gateway as the southern entrance to the Kingston Central Business District (CBD), *"This area is heavily vegetated with mature native trees, particularly within the less developed areas and along Coffee Creek. The trees have a dominant presence in the landscape and form the backdrop on either side of Channel Highway and Spring Farm Road at the southern entrance to Kingston CBD off the Algonia Road Roundabout"*.



Figure 1 - Draft LPS Kingborough Southern Gateway Specific Area Plan Area

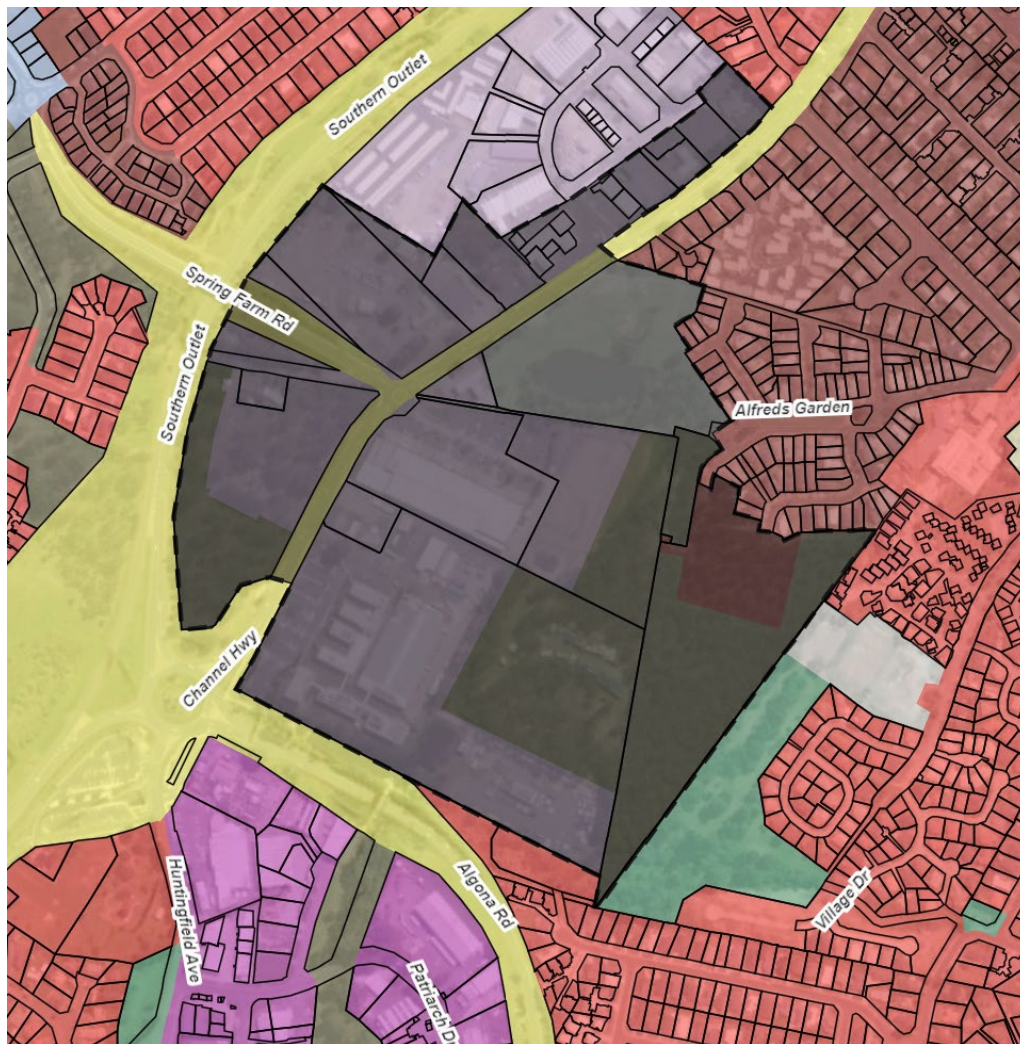


Figure 2 - Draft LPS Kingborough Southern Gateway Specific Area Plan Area showing zoning

- 5.3. The associated Attachment 7 – Kingston Southern Gateway SAP Justification repeats this description, asserting that the area “provides for a mix of uses that complements the Kingston CBD” and that its vegetation “has a dominant presence in the landscape and forms the backdrop on either side of Channel Highway ... at the southern entrance to Kingston CBD off the Algona Road Roundabout”.
- 5.4. In planning terms, the concept of a gateway generally relates to urban design and place-making, marking a point of transition between distinct environments or a symbolic “arrival” into a place of significance. As Michael Barrette observed,

“A gateway is an entrance corridor that heralds the approach of a new landscape and defines the arrival point as a destination. The goal of gateway planning is to arrange this landscape so that it rewards the viewer with a sense of arrival and a positive image of the place.”
 (Planning Basics for Gateway Design, Zoning News, December 1994; cited in Gateways: Creating Civic Identity, Planning Commissioners Journal, No. 21, Winter 1996.)¹
- 5.5. Contemporary gateway projects in Tasmania, such as Burnie’s Gateway Public Art Installation and Launceston’s Northern Gateway Improvement Project, are design-led initiatives that create a recognisable sense of arrival through visual cues, public realm improvements and coherent urban form. These projects are typically supported by strategic design frameworks or urban landscape studies, often funded through dedicated state programs (e.g. the Tasmanian Government’s Northern

¹ See Attachment B

Gateway Improvements Program).

- 5.6. The Launceston LPS Southern Gateway Specific Area Plan LAU-S14.0 is another example of a gateway and has some similarities to the proposed SAP in the sense that tree protection seems to be function of both SAPs. However, I consider that the approach for the Launceston SAP is far cleaner. This is likely because of the nature of the land to which that SAP applies, described by the purpose to prevent intrusive development and complement the “existing undeveloped and rural character of the area”.
- 5.7. By contrast, the Kingston Southern Gateway SAP does not deliver or reflect a coherent entry sequence to the Kingston Activity Centre. The nominated “gateway” begins at the Algona Road intersection. I consider that the visual and functional arrival into Central Kingston occurs near the Summerleas Road roundabout. This is more than 1.5 kilometres further north of the proposed SAP area, beyond Spring Farm Road, Mertonvale Circuit and Kingston Town commercial areas and an intervening stretch of residential land that aligns each side of the Channel Highway.
- 5.8. Urban development south of the Algona intersection, including new residential estates and commercial premises of Huntingfield, has eroded any distinct sense of threshold or transition that might otherwise have existed.
- 5.9. A gateway corridor should exhibit a logical beginning and end, clearly demarcating a change in landscape character. In this case, the transition from the rural setting of Huntingfield to the urban area of Kingston has been substantially blurred by continuous development. The area identified as the “gateway” therefore fails to define a distinct arrival point or change in landscape identity.
- 5.10. The Supporting Report suggests that prominent trees and background vegetation provide the defining visual qualities of the gateway. However, these features do not signify a perceptible shift in landscape character or urban form. Rather, the tree canopy forms part of the broader vegetated corridor that extends throughout the Channel Highway and Kingston region. This pattern of vegetation is not unique to the area, nor does it express a visual hierarchy typical of gateway landscapes.
- 5.11. There is no evidence of strategic or design-based analysis, such as view-shed mapping, character area studies, or urban design frameworks to support the selection of this corridor as a gateway. Comparable examples, such as the Canberra City and Gateway Urban Design Framework (ACT Government, 2021)², demonstrate that effective gateway planning relies on detailed visual, spatial, and movement analysis to define how arrival sequences are perceived and experienced. No equivalent work appears to have been undertaken by Council.
- 5.12. In my opinion, the Kingston Southern Gateway concept as applied through the Draft LPS:
 - (a) lacks a clear spatial rationale or definable extent;
 - (b) does not reflect the actual arrival experience into Kingston;
 - (c) is not supported by strategic or design analysis; and
 - (d) relies on generic vegetation features that are common throughout the Channel Highway corridor.
- 5.13. Consequently, the Gateway SAP fails to achieve the stated intent of “arranging the landscape so that it rewards the viewer with a sense of arrival and a positive image of the place.” Instead, the area identified as the gateway functions as a continuation of the existing urban fringe, without distinctive visual or spatial qualities warranting separate planning controls.

6. Illustrative Evidence

- 6.1. I include the following pictures to illustrate the existing Channel Highway streetscape in the proposed SAP area.

² <https://www.nca.gov.au/planning/plans-policies-and-guidelines/city-and-gateway-urban-design-framework#>



Figure 3 - View looking north from the eastern side of the Algona roundabout. The AAD Headquarters are on the right of picture. The trees in the centre of the picture are either within the Channel Highway/ Southern Outlet road reservations or Council Land (see Plate 1 and Figure 13 of Andrew North's Evidence). The tree on the right of picture is located with the Tasmanian Heritage Register listed place No. 7486 – Australian Antarctic Division Headquarters.



Figure 4 – Looking East from the Algona roundabout, along the multiuser path. The AAD Headquarters are visible on the left of picture. All vegetation in this picture is subject to a form of protection as it is either on publicly controlled land within the road reserve or the THR listed place (No. 7486) for the AAD Headquarters.



Figure 5 -View looking north along Channel Highway adjacent to the AAD Headquarters carpark at [REDACTED]



Figure 6 - View looking east from Channel Highway to the AAD Headquarters at [REDACTED] showing the existing carparking areas that are prominent at the frontage, limited trees and the AAD campus buildings.



Figure 7 - View looking north along the Channel Highway near the entrance to the AAD campus at [REDACTED]. The new commercial development at 202 Channel Highway is under construction on the left of picture.



Figure 8 - View looking east from the Channel Highway frontage to the former AQIS site at [REDACTED] (CT [REDACTED]) forming Part of the AAD Headquarters.



Figure 9 - View looking north on Channel Highway adjacent to the Bunnings site at [REDACTED]



Figure 10 - View looking east from the Channel Highway frontage over the Bunnings site at [REDACTED]. [REDACTED] owned by AAD Nominees is located behind the carpark in the center of the picture.



Figure 11 – View looking north on Channel Highway adjacent to the Bunnings/Spring Farm Road roundabout. United Service Station on the right of picture and Council depot of the left of picture



Figure 12 -View looking north on Channel Highway adjacent to the Kingston Green site proposed for Urban Mixed Use Zoning on the right of picture and Mertonvale Circuit development on the left of picture.



Figure 13 - View looking north on Channel Highway adjacent to the Kingston Green site proposed for Urban Mixed Use Zoning on the right of picture and Mertonvale Circuit development on the left of picture.

7. Tasmanian Heritage Register Listing – Australian Antarctic Division Headquarters

- 7.1. Part of the AAD Headquarters site at [REDACTED] is listed on the Tasmanian Heritage Register (THR ID 7486) under the Historic Cultural Heritage Act 1995 (See Attachment C). The registered area (Boundary CPR 8390) covers approximately 1.356 hectares in the south-western corner of the AAD complex, bounded by Algona Road on the south-west and the Channel Highway on the north-west.
- 7.2. The listing includes the Mawson, Davis and Hurley Buildings, constructed in 1980–81, and the associated 'Gondwana Garden', a native garden on the southern side of the Mawson Building.
- 7.3. The place is recognised for its importance in the course of Tasmania's and Australia's Antarctic history, as the national headquarters for Antarctic operations since 1981, and for demonstrating the Late Twentieth Century Modern architectural style through its use of aluminium cladding, modular forms and linked walkways. The registration also acknowledges its technical achievement and its association with Australia's Antarctic Program and community of expeditioners.
- 7.4. This existing heritage recognition ensures that key architectural and landscape elements of the AAD Headquarters are already subject to statutory protection and oversight by the Tasmanian Heritage Council. These values are distinct from, and adequately managed under, the Heritage Register framework without the need for further duplication through the Kingston Southern Gateway SAP.

8. Operation of the Draft SAP Landscaping Standards

- 8.1. The Kingston Southern Gateway Specific Area Plan (SAP) applies to land zoned Commercial, Urban

Mixed Use, Inner Residential, Utilities, and Environmental Management within the identified overlay area along Channel Highway and Spring Farm Road.

- 8.2. For Commercial-zoned land, the SAP operates primarily by substituting and adding to the normal provisions of the Commercial Zone in the Tasmanian Planning Scheme. The key differences are summarised below.

8.3. Landscaping and Streetscape (KIN-S1.7.5)

(substitutes Clause 17.4.6 of the Commercial Zone)

- A minimum 5.5-metre landscaped frontage must be provided to all sites fronting Channel Highway or Spring Farm Road.
 - Landscaping must include:
 - a range of plant heights and forms;
 - retention and management of “prominent trees” (defined as any tree >5 m tall and >25 cm diameter);
 - arrangements that allow for passive surveillance and maintain views; and
 - plantings that contribute to the “visual amenity of the southern gateway.”
 - The performance criteria extend to issues such as mitigating building bulk, integrating with the public domain, and responding to “local area objectives.”
- 8.4. This clause largely restates the SPP Commercial Zone’s 5.5 m landscape strip requirement but overlays broad qualitative expectations about “gateway character” and tree retention, without measurable or design-based guidance.

8.5. Prominent Trees (KIN-S1.7.6)

(additional to Clause 17.4 – applies to all zones including Commercial)

- Buildings and works must be located outside the tree protection zone of any “prominent tree.”
 - Removal or destruction of prominent trees is not permitted unless unavoidable.
 - Even under the discretionary pathway, development must:
 - minimise impact on prominent trees;
 - justify removal by reference to factors such as tree health, maturity, site constraints, and the possibility of offsetting.
- 8.6. This clause imposes tree-retention obligations on all Commercial land, even where vegetation is not of conservation value or visible from the public realm. It effectively gives every native or exotic tree over 5m a de facto heritage status within the SAP.

8.7. Development within the Kingston Southern Gateway Vegetation Linkage (KIN-S1.7.7)

(additional to Clause 17.4 – applies if Commercial land falls inside the mapped linkage)

- Any building or works within the Vegetation Linkage overlay must achieve the “long-term security, maintenance and management of environmental values” through:
 - a Part 5 Agreement, or
 - transfer of land to public ownership for conservation.
 - The requirement applies proportionate to the area of impact, meaning even small areas of disturbance could trigger offset or land transfer obligations.
- 8.8. This Clause functions as an environmental offset regime, effectively requiring private land to

contribute to public conservation outcomes as a condition of development approval.

8.9. Collision Risk – Threatened Bird Species (KIN-S1.7.9)

(additional to Clause 17.4 – Commercial Zone)

- All new buildings and structures must minimise bird collision risk through design, such as:
 - glazing limits (low reflectivity glass $\leq 10\%$, $< 2 \text{ m}^2$ total area or angled glazing);
 - avoiding corner windows or sightlines through glass; and
 - prohibiting mesh fences $> 1.2 \text{ m}$ high.

8.10. This clause introduces a unique faunal impact design standard that constrains façade design and glazing treatments across the entire SAP, not only vegetated areas.

8.11. Subdivision (KIN-S1.8.3)

(substitutes Clause 17.5.1 – Lot Design)

- Each new lot must avoid, minimise, and offset impacts on prominent trees and environmental values.
- Where impacts occur, the subdivision must secure long-term management or offset through:
 - a Part 5 Agreement, or
 - transfer of affected land to public ownership for conservation.

8.12. Under this clause all subdivision becomes contingent upon offsets for both environmental values and prominent trees, even for land intended for commercial expansion or redevelopment.

8.13. Supporting Requirements (KIN-S1.2.3)

8.14. This clause provides the planning authority with the head power to request the following as part of any development application:

- a landscape plan prepared by a qualified landscape architect;
- arboricultural or vegetation assessments;
- a collision risk assessment for birds; and
- a Bushfire Attack Level (BAL) assessment.

8.15. This adds significant additional assessment burden and cost for even minor building or works proposals within the Commercial Zone.

8.16. Overall Summary of Effect on land in the Commercial Zone

8.17. For Commercial-zoned land, the Kingston Southern Gateway SAP:

- Adds multiple layers of environmental and design control beyond those already in the SPPs
- Replaces simple landscaping standards with complex obligations for tree retention, environmental offsets, and “gateway character” landscaping;
- Restricts flexibility for future commercial development, subdivision, and adaptation of existing facilities such as the Australian Antarctic Division headquarters; and
- Provides no clear or measurable design criteria that would achieve a distinctive “gateway” outcome, instead embedding vague qualitative objectives underpinned by extensive vegetation protection provisions.

8.18. In my assessment, the SAP would substantially increase the level of regulation applying to

Commercial land, while duplicating or exceeding existing provisions of the Commercial Zone and the Natural Assets Code, without demonstrable planning or design benefit.

8.19. Effect of SAP Standards on Environmental Management Zoned Land

8.20. Use Restrictions (KIN-S1.5 and KIN-S1.6)

- The SAP substitutes the SPP EMZ Use Table.
- All commercial and community uses are prohibited, except:
 - Research and Development, but *only* if:
 - located on the AAD title (CT 135843/2);
 - integral to AAD’s activities; and
 - compatible with retention of “prominent trees” and the Kingston Southern Gateway Vegetation Linkage.
- Other discretionary or permitted uses under the normal EMZ (e.g. visitor accommodation, education, tourism) are removed.
- The associated use standard (KIN-S1.6) requires discretionary uses to prove compatibility with tree retention and environmental management.

8.21. The SAP converts the EMZ from a zone that can accommodate limited compatible development into one that is effectively restricted to AAD’s current operations only. It extinguishes flexibility for any future reuse or change of use.

8.22. Development Standards (KIN-S1.7.8)

- Substitutes EMZ clauses 23.4.1 (Development area), 23.4.2 (Height, setback, siting) and 23.4.4 (Vegetation management).
- Acceptable Solution: development is limited to works only (no buildings or structures). Ironically this means that vegetation removal itself meets the acceptable solution.
- Performance Criterion: allows development only if it is compatible with the retention and management of prominent trees and environmental values, considering:
 - the maturity and conservation significance of vegetation;
 - hazard management requirements;
 - remedial or offset measures; and
 - whether alternative sites are available.

8.23. In practice, new buildings (even minor sheds or upgrades) would rarely meet the “compatibility” test. The land would be functionally sterilised for built development, with the usual EMZ performance test of ‘minimising impact’ effectively replaced by an expectation of no impact unless fully offset.

8.24. Subdivision (KIN-S1.8.5)

- Replaces EMZ subdivision standards.
- Prevents subdivision except where land is transferred for public ownership or secured by Part 5 Agreement for conservation.

8.25. The effect of this Standard is that the EMZ land cannot be subdivided or adjusted to facilitate development or rationalisation; it can only be ceded for environmental protection.

8.26. Overall Effect of SAP on Environmental Management Zoned Land

8.27. The SAP imposes controls that go well beyond the standard Environmental Management Zone by:

- prohibiting most uses;
- preventing new structures;
- mandating offset or land transfer for even minor disturbance; and
- prioritising environmental preservation over any operational or economic function.

8.28. The outcome is that the EMZ land becomes a de facto conservation reserve, despite being privately owned and occupied by a Commonwealth department as part of AAD's operational campus.

9. The regulation of Prominent Trees and Significant Trees

- 9.1. The Kingston Southern Gateway SAP introduces controls over "prominent trees" through clause KIN-S1.7.6, applying across the Commercial, Urban Mixed Use, Inner Residential and Utilities Zones. A "prominent tree" is defined as any tree greater than 5 m in height and with a diameter exceeding 25 cm, regardless of species, visibility, or ecological value.
- 9.2. The SPPs already contain separate controls for "significant trees" under Clause C6.9.1 of the Local Historic Heritage Code. A "significant tree" is one listed and identified in an LPS, and represents a specific heritage feature with cultural, aesthetic or scientific value.
- 9.3. The operative differences between the two controls can be summarised as follows:

	Prominent Tree (SAP – KIN-S1.7.6)	Significant Tree (SPPs – C6.9.1)
Basis of identification	Any tree > 5 m high and > 25 cm diameter — no listing, mapping or assessment required.	Individually listed in the LPS Significant Trees List
Purpose	To "retain and manage" trees contributing to streetscape or environmental character of the "southern gateway."	To ensure listed trees are not unnecessarily destroyed and their health and appearance are maintained as part of local heritage values.
Trigger for assessment	Applies to all development or works within the TPZ of any "prominent tree." The TPZ is calculated as 12 x the diameter of the trunk of the tree at a height of 1.4m above natural ground	Applies only to development affecting a listed tree.
Test for removal or impact	Removal or destruction not permitted; discretionary pathway requires proof that impacts are unavoidable and offset or mitigated.	Removal permitted only where no feasible alternative exists, or where environmental/safety reasons outweigh cultural significance, or tree is dead/dying, based on qualified arborist evidence.

- 9.4. In planning terms, the Significant Tree provisions are specific and operate to protect known landscape or cultural features. In contrast, the Prominent Tree provisions of the SAP establish a blanket control over virtually all mature and semi mature trees in the area, native or exotic, regardless of significance, visibility or contribution to public amenity.
- 9.5. The Prominent Tree controls therefore:
- duplicate the intent of the heritage code in protecting landscape features,
 - but expand the scope dramatically, capturing vegetation with no verified significance, and
 - operate without any mapping, listing or objective criteria to guide implementation.
- 9.6. As a result, the SAP provisions are indiscriminate in effect, imposing protection measures that extend well beyond those justified under the Local Historic Heritage Code or any supporting strategic study.

- 9.7. In my opinion, the Significant Tree provisions already provide an appropriate and proportionate mechanism to protect trees of demonstrable heritage or landscape value. The Prominent Tree provisions of the SAP add no additional planning benefit, but substantially increase uncertainty and administrative burden for both landowners and the planning authority.

10. The trees as a backdrop to the to the road corridor

- 10.1. The Supporting Report and Attachment 7 – Kingston Southern Gateway SAP Justification both assert that the mature trees within and adjoining the SAP area *“form the backdrop on either side of the Channel Highway and Spring Farm Road at the southern entrance to the Kingston CBD off the Algona Road roundabout”*. This claim underpins Council’s rationale that the vegetation provides a defining feature of the “gateway” landscape.
- 10.2. In visual and planning terms, a backdrop refers to vegetation or landform that provides a consistent background to built form, typically serving as a setting rather than a focal or transitional element. A gateway, by contrast, is characterised by visual change and a perceptible shift in landscape character, urban form or spatial enclosure that signals entry into a distinct place or centre.
- 10.3. The vegetation within the SAP area does not operate as a defining transition or threshold in this sense. Rather, it forms part of the continuous vegetated corridor that extends along the Channel Highway from Huntingfield through to Kingston. The tree canopy is intermittent, generally located within the road reserve or on private land behind existing development. Where it is sited to the rear of sites, in most locations it is partially screened or subordinate to built form, road infrastructure and signage.
- 10.4. When travelling north along Channel Highway, the visual character is not defined by a sudden emergence of vegetation or a marked change in topography that might denote an arrival sequence. The apparent continuity of development, road verge planting and vegetation along the highway means that the tree cover does not signal a spatial or functional change that could reasonably be interpreted as a gateway.
- 10.5. The Supporting Report’s reliance on the concept of the trees forming a “backdrop” conflates landscape setting with gateway definition. A backdrop contributes to scenic containment or amenity but does not in itself define a point of entry or distinguish one landscape from another. For a landscape feature to provide gateway definition, it must exhibit a distinctive form, orientation, or compositional change that is recognisable to the observer as marking arrival. No such visual threshold exists at the Algona intersection or within the SAP area.
- 10.6. Furthermore, the claim that these trees “form the backdrop to the road corridor” overstates their visual prominence. In many locations, including the AAD site and adjoining properties, the vegetation is located behind existing built development where it reads as background foliage rather than a defining visual plane. The vegetation is not continuous or distinctive enough to define the identity of the Kingston township or to visually demarcate the transition from the rural to the urban environment.
- 10.7. From a townscape perspective, the most discernible transition when approaching Kingston occurs further north at the Summerleas roundabout where the Channel Highway converges with the Kingston Central Business District. The landscape and built form pattern in the SAP area lacks the scale, composition or legibility necessary to perform a “gateway” function.
- 10.8. In my opinion, the vegetation identified by Council as forming a “backdrop” contributes to general urban amenity and visual softening evident throughout the Planning Area, but it does not constitute a gateway defining feature. Its presence represents continuity rather than contrast, and it does not signify a change in landscape character sufficient to justify the application of a Specific Area Plan.
- 10.9. Accordingly, the assertion that the trees provide a visual or spatial definition to the gateway is not supported by landscape or visual analysis, and the SAP’s landscape justification is not substantiated

by the observable characteristics of the corridor.

11. The impact of prominent trees in the broader landscape

- 11.1. The Attachment 7 – Kingston Southern Gateway SAP Justification states that the trees within the area *“have a dominant presence in the landscape and form the backdrop on either side of the Channel Highway and Spring Farm Road at the southern entrance to Kingston CBD”*. This statement implies that the vegetation’s visual dominance defines a change in landscape character that justifies the designation of a gateway.
- 11.2. While the vegetation within and adjoining the SAP area contributes to visual greenery along the Channel Highway corridor, it does not exhibit the degree of scale, enclosure or distinctiveness necessary to establish a dominant visual element or a legible change in landscape form. The canopy is interspersed with built development, large-format commercial buildings, open hardstand areas and highway infrastructure.
- 11.3. The perceived dominance of vegetation in the local context is further diminished by the gradual transition of the corridor from the rural fringes of Huntingfield through to the more developed areas of Kingston. There is no discernible point where vegetation gives way to urban form, or vice versa, that would signal a clear threshold or “arrival.” Instead, the vegetation reads as a consistent background condition, typical of many suburban corridors in southern Tasmania.
- 11.4. In landscape design terms, “dominance” implies visual primacy, where a particular feature commands the viewer’s attention and defines spatial hierarchy. In the case of the Channel Highway corridor, the prevailing visual cues are the road alignment, signage, lighting infrastructure, and large commercial buildings on the approach to the Australian Antarctic Division campus, Bunnings and the new shopping centre opposite. The trees are largely subordinate to these elements and do not assert a strong or defining visual role.
- 11.5. Field observation indicates that from most public viewpoints along the highway, vegetation appears fragmented rather than cohesive or striking. The spatial experience is linear and transitional, lacking the framing, compression or focal points that characterise a designed or natural gateway landscape.
- 11.6. Even within the more vegetated sections of the AAD land and [REDACTED] the trees do not form a unified canopy edge or foreground mass that could be perceived as a defining visual element. Instead, they appear as remnant stands consistent with other vegetated pockets in the municipality, contributing to local amenity but not conferring unique landscape identity.
- 11.7. It is also relevant that the vegetation types present a mix of native and exotic species of varying age and form. The trees lack the consistency and compositional clarity necessary to create a distinctive or iconic landscape image. Their distribution and character do not read as a planned or symbolic entry treatment; rather, they reflect the site’s history of mixed use and incremental development.
- 11.8. From a landscape planning perspective, visual dominance sufficient to define a gateway typically arises from deliberate spatial cues such as framed vistas, avenue planting, topographic contrast, or built form markers that create an identifiable sense of arrival. None of these conditions are present within the SAP area. The existing vegetation does not alter the viewer’s perception of place in a way that would justify a claim of gateway definition.
- 11.9. In my opinion, the assertion that the trees possess a “dominant presence in the landscape” is not supported by objective visual analysis. While the vegetation contributes positively to local amenity, it does not define a change in landscape character, nor does it create the sense of threshold necessary to justify the Gateway SAP. The claim of dominance is therefore overstated, and the vegetation’s visual role is best understood as complementary rather than a defining gateway feature.

12. Significance of the Vegetation and Broader Planning Considerations

- 12.1. I have reviewed and had regard to the ecological evidence of Andrew North which provides a detailed

assessment of the vegetation values within the land subject to the proposed Kingston Southern Gateway SAP .

- 12.2. Andrew North's evidence identifies that the vegetation within the broader SAP area includes patches of Eucalyptus ovata forest and woodland (DOV) and Eucalyptus amygdalina forest and woodland on sandstone (DAS), together representing approximately 11 hectares across public and private land. Figure 13 and Table 8 of Andrew North's evidence confirms that much of the undeveloped areas of the SAP that support priority vegetation are protected from future development by way of Part 5 Agreements or Council ownership.

Table 8: Extent of SAP values protected under Part 5 and under Council control

Value	Protected within Part 5 Agreement or POS	Total in SAP	% protected in SAP
Threatened vegetation			
DAS	2.5	5.1	49
DOV	1.75	4.83	36.2
Swift parrot breeding habitat			
Foraging trees	106	317	33
Potential nesting and foraging trees	18	60	30
Potential nesting trees	62	164	38

Figure 14 – Table showing extent of SAP values protected under Part 5 Agreement of Council control (Source: Table 8, Andrew North evidence)



Figure 15 -Protected Areas within the SAP (Source: Figure 13, Andrew North evidence)

- 12.3. Within the AAD and [REDACTED] properties, these communities occur only as fragmented, edge-condition remnants, heavily modified by prior clearing, infrastructure, and ongoing land management.
- 12.4. Andrew North concludes that the ecological condition and integrity of vegetation within the AAD and adjoining Commercial zoned parcels is low to moderate. Much of the vegetation is degraded, edge-affected or in mixed native and exotic condition, lacking the structural and floristic composition of high quality DOV or DAS forest. While the site forms part of a broader vegetated mosaic extending toward Kingston Green and Coffee Creek, it no longer provides continuous or intact habitat linkage.
- 12.5. Mr North further notes that the primary ecological function of the vegetation is as part of the urban interface, providing limited foraging or dispersal opportunities for species such as swift parrot and masked owl, but not supporting breeding habitat or high value nesting trees within the AAD campus. He concludes that while some trees are mature, their individual or collective habitat contribution is minor in the regional context, and that the application of the Environmental Management Zone is disproportionate to their ecological significance.
- 12.6. Having regard to Andrew North's findings, I consider that the vegetation within the AAD and Lot 2 properties, while environmentally contributory at a local scale, is not of such significance as to warrant rezoning or the imposition of a SAP.

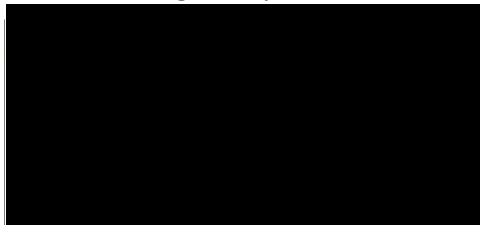
13. Balancing Environmental and Strategic Planning Considerations

- 13.1. The balancing of environmental and land use objectives is central to achieving the sustainable development Objectives of the *Land Use Planning and Approvals Act 1993*. In this case, the broader planning context clearly supports the continued and flexible use of the subject land for research, commercial, and employment generating purposes.
- 13.2. The AAD is a strategic institution of national significance, providing a base for polar research and logistics, and employing approximately 350 staff on site. The STRLUS expressly identifies the Antarctic and marine research sector as a key regional economic opportunity, recognising Hobart's and Kingborough's role as Australia's Antarctic gateway.
- 13.3. Retention of AAD within Kingborough therefore aligns directly with regional and State policy objectives for economic resilience, knowledge industry development, and international engagement. Any planning control that materially constrains AAD's ability to operate, expand, or modernise its facilities has implications that extend well beyond the municipality.
- 13.4. From a strategic land use perspective, no alternative land within Kingston or its surrounds has been identified or zoned to accommodate equivalent commercial or institutional development of this scale and function. The subject land represents one of the few remaining parcels within the existing urban framework that can support large-footprint commercial or research use adjacent to major transport infrastructure.
- 13.5. The proposed application of the Environmental Management Zone and Gateway SAP would effectively sterilise approximately 4.5 hectares of this land, preventing its redevelopment for AAD or other commercial use, and thereby reducing the capacity of Kingston to meet its identified commercial land supply needs. Council's own strategic documents acknowledge an ongoing shortfall of suitably zoned commercial land in the municipality.
- 13.6. Weighing these considerations, the limited and fragmented vegetation values identified by Andrew North must be balanced against:
 - the economic and strategic importance of maintaining AAD's operational flexibility;
 - the public benefit associated with local employment and international research activity; and
 - the absence of alternative sites capable of fulfilling a comparable role.

- 13.7. On balance, I consider that the public, economic and strategic benefits of retaining the existing Commercial zoning substantially outweigh the localised vegetation values within the AAD and Lot 2 properties. The proposed Environmental Management zoning and Gateway SAP controls would deliver negligible environmental benefit relative to their broader economic and social cost.
- 13.8. The appropriate balance between environmental protection and sustainable development can be achieved through the existing State Planning Provisions and the Natural Assets Code, rather than through the restrictions proposed by the SAP.
- 13.9. Accordingly, I conclude that while the vegetation has some local environmental merit, its significance does not justify the proposed zoning or SAP controls when balanced against the strategic importance of the site to the municipality, the region, and the State of Tasmania.

14. Conclusion

- 14.1. Having again reviewed Council's Supporting Report, Attachment 7, the draft SAP provisions, the SPP zone provisions, and Andrew North's ecological evidence I confirm my December 2024 preliminary assessment. The proposed Environmental Management zoning and the Kingston Southern Gateway SAP are not strategically justified and would unduly constrain the ongoing and future use of the land for AAD and other commercial purposes.
- 14.2. In summary, my reasons are:
- The gateway rationale is not substantiated. The "southern gateway" claim relies on general statements that trees form a "backdrop" at the Algona Road entrance, without a design framework or analysis showing a perceptible arrival threshold. It is my assessment that the corridor does not deliver a logical beginning/end or a distinctive change in landscape character that would justify a SAP.
 - A majority of vegetation within the SAP is located on land under Council ownership or Part 5 conservation area control as shown in Figure 13 of Andrew North's evidence.
 - The SAP landscaping standard adds no measurable outcome. KIN-S1.7.5 essentially restates the Commercial Zone landscaping requirement of a 5.5 m landscaped frontage (SPP 17.4.6) and layers qualitative language about "prominent trees," without delivering a distinct gateway form or palette.
 - The prominent tree controls are indiscriminate. KIN-S1.7.6 applies a blanket retention regime to all mature and semi mature trees, duplicating the protective intent of heritage "significant tree" controls but without listing/mapping or demonstrated landscape/heritage significance, thereby creating unnecessary development constraints.
 - The draft SAP controls require offsets that will essentially sterilise the land. KIN-S1.7.7 (Vegetation Linkage) and the EMZ-specific standards require long-term security/transfer of land for environmental management as a condition of works, functioning as an offset regime that would sterilise substantial parts of the site from operational or redevelopment needs.
 - The ecological significance is limited in this context. Andrew North's evidence shows the vegetation on AAD/Lot 2 is fragmented, edge-affected and of low to moderate condition; it does not constitute high-value, intact habitat or an essential linkage when viewed at the municipal/regional scale.
 - The strategic and economic costs outweigh local vegetation benefit. No alternative land has been identified to accommodate comparable commercial/institutional needs in Kingston; constraining approximately 4.5 ha of well-located urban land undermines commercial land supply and the regional/State significance of AAD's operations, contrary to the STRLUS emphasis on the Antarctic and marine research gateway



Frazer Read
19 May 2026

Attachment A

Curriculum Vitae

Frazer Read

Principal Urban Planner



Qualified. Master of Town Planning, Bachelor Environmental Design.

Connected. Corporate Member of Planning Institute of Australia, Registered Planner

Relevance to project. Frazer has 30 years' experience in statutory and strategic planning in Tasmania and the UK. Significant experience includes advice to Local Government, State agencies and private developers throughout Tasmania on statutory and strategic planning issues. Frazer's particular interests are working with private, local and State Government clients and stakeholders to identify, manage and streamline complex statutory approvals processes.

Other related areas of experience

- Intimate knowledge of statutory planning relating to multidisciplinary projects
- Extensive private, commercial, Local Government and State Government experience providing a well-rounded perspective on planning and statutory approvals requirements and processes including land use planning, commercial property and utilities.
- Extensive experience as an expert on complex matters and evidence for the TASCAT and the TPC hearings.

Projects

Various Aquaculture Projects 2010-2024

Planning assistance in relation to multiple aquaculture projects throughout Tasmania including RAS upgrades at Wayatinah, Russel Falls, Hamilton and Rookwood, shore base upgrades, underwater infrastructure lines.

Barwicks - EMPCA Level 2 Activity for In Tunnel Composting Facility , Boyer

Planning assistance to prepare, lodge and support the assessment of a new Level 2 application to Derwent Valley Council. The permit was issued in 2024.

University of Tasmania – Tasmanian Institute of Agriculture Precinct

Planning assistance in relation to the development of a new home for TIA at UTAS's Newnham campus including preliminary review, engagement with CoL and Heritage Tasmania, preparation and lodgement of an application for a planning permit and assistance as required post lodgement.

Bridgewater Bridge replacement –DSG

Principal planning consultant to the Department of State Growth in relation to the New Bridgewater Bridge Major Project including preparation of a Statutory Approvals Plan, author of the Major Project Proposal and co-author of the Major Project Impact Statement addressing the relevant Planning Matters and Assessment Criteria. The project required consideration of a range of multidisciplinary issues including development approvals, heritage, environment, utilities and land owner matters. It was the first project to use the Major Projects Approval Process under Section 60 of the *Land Use Planning and Approvals Act 1993*.

Port Latta Windfarm – Nekon

Principal planning consultant in relation to a proposal for a new windfarm located at Port Latta on the north west coast of Tasmania including representing the proponent in an appeal to the Resource Management and Planning Appeal Tribunal.

Royal Hobart Hospital Redevelopment – DHHS.

Statutory planning advice in relation to the \$550M redevelopment of the RHH in Central Hobart including proactive advice to the multidisciplinary project team on a planning scheme amendment, heritage, utilities, early works development applications, briefings to Council officers, Hobart Inner City Advisory Panel and Aldermen and advice to guide the staged statutory approvals for staged construction.

UTAS Forestry Building Redevelopment

Statutory planning advice in relation to a proposal for the redevelopment of the former Forestry building as part of UTAS's relocation to the Hobart CBD. The project involved complex heritage, contaminated land, urban design and civil engineering considerations and was subject to 119 representations. The proposal was approved by Hobart City Council. An appeal to TASCAT was subsequently lodged by the Save UTAS Sandy Bay Campus group and later withdrawn. TASCAT affirmed the Council's decision in July 2022 and directed the issue of the planning permit.

Parliament Square.

Statutory planning advice to the Citta Group, developer of the \$100M Parliament Square development involving complex multidisciplinary issues, heritage, utilities and appeals.

The Elliott

Principal planning consultant for the Elliott mixed use apartment building at 62-64 Patrick Street from concept to planning and building permits. The project is under construction and is due for completion in May 2023.

Communities Tasmania – Wirksworth House/ Wintringham Proposal, Bellerive

Statutory planning advice in relation to a contentious planning proposal for the provision of integrated care, housing and support services tailored to the elderly. The proposal involved advice on the management of multidisciplinary issues. Despite concerted efforts from a well organised objector group a planning permit was issued for the proposal in 2019.

Section 43A Application to rezone to Light Industrial and associated application for a planning permit for a marine farming shore facility at Triabunna – Spring Bay Seafoods Pty Ltd and Tassal Operations Pty Ltd

Expert planning advice to prepare a combined application to rezone and for development of a marine farming shore facility at Freestone Point Road, Triabunna including expert evidence to the delegated Panel of the Tasmanian Planning Commission. The application was approved with some minor modifications.

UTAS Student Housing Accommodation 40-44 Melville Street, Hobart

Statutory planning advice in relation to a new proposal for a 433 bed, multi storey student accommodation building in central Hobart involving complex multidisciplinary issues including heritage, urban design, contaminated land and engineering. The building was completed in 2021.

Giamious Development – 283-287 Liverpool Street, Hobart

Statutory planning advice in relation to a proposal for infill redevelopment of an inner city light industrial site for 25 multiple dwelling proposal over 6 storeys. The proposal involves early identification of planning constraints, a close working relationship with the client, architect and council officers. The proposal was unanimously supported by Council's Urban Design Advisory Panel and is recommended for approval by Council's officers.

Kingston Park

Statutory Planning advice in relation to a new commercial development at Kingston including supermarket, discount department store, specialty shops, cinema, fast food shop, petrol station and fitness centre.

Paranville

Principal Planner and Project Director in relation to a 150ha, mixed use – commercial, residential, recreational and educational, land development project at Rokeby involving multidisciplinary issues of master planning, statutory planning, traffic, environmental, civil, heritage, stakeholder engagement.

Rockefeller Group

In house advice in relation to all planning matters across the Groups commercial property portfolio including redevelopment of Claremont, Shoreline, Kingston, Sorell and Riverside Plaza Shopping centres, 40 Molle Street, 1 Franklin Wharf, due diligence on \$150M sale of 7 shopping centres to SCA Group in 2013, development and upgrades to Hill Street Grocer stores across Tasmania.

Raadas Property Pty Ltd – 15 storey Mixed Use Development – 36 Argyle Street

Planning services in relation to the development of a 15 storey mixed use building adjacent to the Argyle Street carpark including briefings to HCC offices, Urban Design Advisory Panel and coordinated planning assessment with supporting specialist reporting on traffic, heritage, archaeology and urban design. Early works on this project have commenced.

Fragrance Group – Macquarie Street (Ibis Hotel)

Planning services in relation to the development of a 12 storey residential hotel development in an established heritage area of the CBD of Hobart including briefings to HCC offices, Urban Design Advisory Panel and coordinated planning assessment with supporting specialist reporting on traffic, heritage, archaeology and urban design.

The project was completed in 2017.

Federal Group

Planning advice in relation to submissions for Port Arthur and Saffire site under the Interim Planning Schemes including preparation of draft amendments for agreement with Council, PAHSMA and THC.

Sorell, Claremont, Shoreline and Riverside Plaza Shopping Centre Redevelopments – Nekon Pty Ltd

Project director providing planning, traffic, structural and hydraulic consulting services for the staged development of a new and redeveloped shopping centres in Tasmania including responding to commercial leasing requirements and deadlines.

Attachment B

Planning Basics for Gateway Design, Zoning News, December 1994; cited in *Gateways: Creating Civic Identity*, Planning Commissioners Journal, No. 21, Winter 1996.

Gateways: Creating Civic Identity

by Suzanne Sutro Rhees

What image comes to mind when you think of a “gateway”? It might be a real gate at the entrance to a country estate, a landscaped sign at the entrance to a new development, an arch over a neighborhood street, a park at a highway interchange, or an entrance corridor into a city with its own distinctive sequence of signs, lighting, and landscaping. In each case, the purpose of the gateway is to tell you that you’ve arrived in a new place. This article examines some of the types of gateways that have recently been developed by cities, towns, neighborhoods, and regions.

THE HIGHWAY INTERCHANGE

The approach to a city or town is usually along a highway, often by way of an interchange with a limited-access interstate. The interchange area is susceptible to its own set of problems. It tends to attract commercial travel services — gas stations, fast food, motels — usually in a uniform franchise-architecture style. If an excessive amount of commercially-zoned land is made available, additional strip commercial uses can proliferate, creating a new business district that can eclipse the real downtown and increase traffic congestion. Some municipalities are trying to



Minneapolis' Harrison neighborhood gateway detail

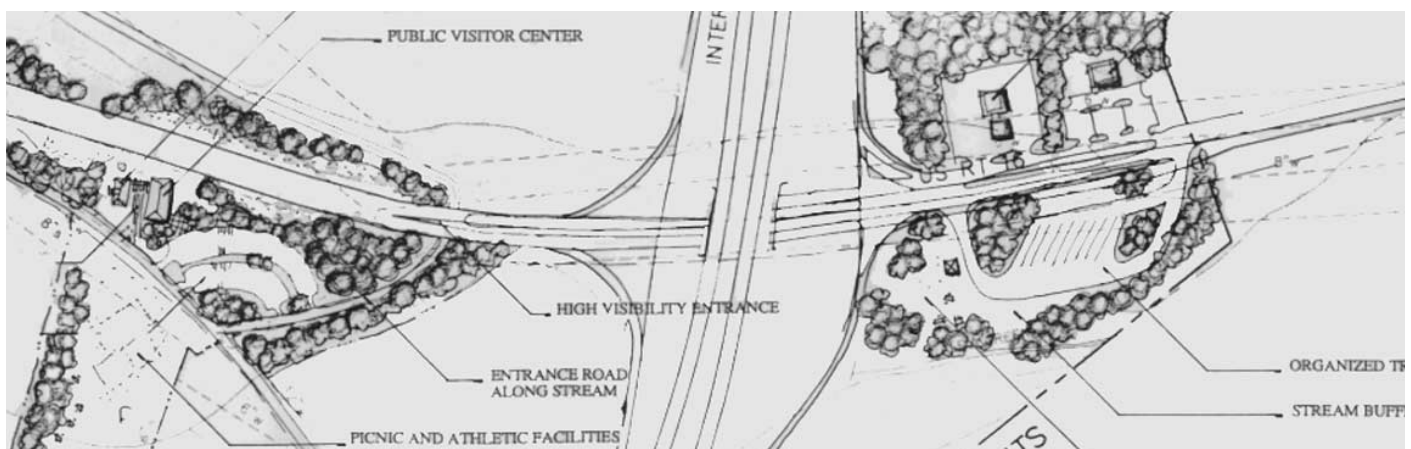
avoid this result by designing the highway interchange as a “front door” to their community.

The city of Chubbuck, a small community near Pocatello, Idaho, recently created

a park on a nine acre parcel at its interchange with I-86. The city used federal ISTEA “enhancement” funds, state transportation funds, and additional tax increment financing revenues to irrigate and landscape the site with trees, grass, and ground cover. Chubbuck developed as a bedroom community for Pocatello, and thus lacks a well-defined center. The interchange project is part of an effort to develop the one-mile highway corridor between the interchange and the city’s existing center as a new “downtown.”

Virginia’s I-81 Corridor Council, established to deal with economic, community development, and environmental issues along the 328-mile highway corridor running between the Blue Ridge and Allegheny Mountains, has developed design guidelines for the corridor’s interchanges. The guidelines resulted from a 1992 planning study prepared by Hill Studios, P.C., of Roanoke, that closely examined four typical interchanges and proposed design standards for each, based upon historical land use patterns, natural and scenic features, and ongoing economic development. The overall goal is for interchanges to serve as entryways to adjacent town and village centers.

For example, the “historic town” gateway



Drawing of interstate gateway for regional center at Marion, Virginia. From Interstate 81 View Planning Project, Hill Studio, P.C.

for New Market, Virginia, centers on a group of small buildings close to the road with parking lots tucked between or behind them. On the other hand, the design for the "regional center" of Marion aims to create a gateway to surrounding parks and recreational areas. The guidelines emphasize the importance of the scenic views by keeping signs and light poles below the mountainous horizon. The "college gateway" guidelines for the town of Dublin call for a landscaped boulevard linking the interchange and the nearby campus, as well as a grid system of new roads parallel to the cross-route to alleviate congestion on the commercial strip.

Since the study was completed, several communities along the corridor have begun developing their own gateways. One example is the small city of Lexington, home to Washington and Lee University. Lexington is working with Rockbridge County, where the I-81 highway interchanges are located, to create a "college gateway" showcasing its historic resources.

THE HIGHWAY CORRIDOR

When one approaches a city or town by car, the sequence of views from the road determines one's first impressions of a place. If we think of a gateway as an entrance corridor, then gateway planning means linking this sequence of views together with common elements that give the corridor its own identity.



Gateway.

The most important and frequently used element is landscaping: a continuous row of shade trees on either side of a road, a planted median, a landscape buffer composed of native plant materials, can all help define the corridor. Landscaping can also provide a sense of enclosure which accentuates the transition between the openness of the sur-



CAPITOL AREA ARCH. & PLANNING BOARD

Bridge over Interstate links downtown St. Paul with the Minnesota State Capitol.

rounding landscape and the density of the town or city center. Placing of utility lines underground, ornamental lighting, sign controls, and sidewalks or parallel paths can also contribute to the overall image of a highway corridor.  Resources.

In Martinsville, Virginia, a small group of business leaders have organized the nonprofit "Gateway Streetscape Foundation" for the purpose of funding gateway and other beautification projects in and around the city. One recently completed project consists of a five-mile landscaped road corridor linking the old city courthouse to a new county courthouse. The foundation, which has received funds from both the city and local corporations, pays for a full-time horticulturist to maintain its projects.

A distinctively urban gateway has been created along Interstate 94 through the city of Saint Paul. The interstate, built like so many others in the 1960s, slices through the urban fabric, severing the downtown from the State Capitol just to the north. Reconstruction of the area

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Gateway

One good definition of "gateway" is: "[A]n entrance corridor that heralds the approach of a new landscape and defines the arrival point as a destination. The goal of gateway planning is to arrange this landscape so that it rewards the viewer with a sense of arrival and a positive image of the place." From Michael Barrette, "Planning Basics for Gateway Design," *Zoning News* (December 1994).



Resources

A good source for information on design and landscaping standards for roadway corridors, including sample local corridor ordinances, is Kirk Bishop's *Designing Urban Corridors* (PAS Report 418, 1989), available from the APA Planners Bookstore, 312-955-9100.

Other useful resources on gateways and highway interchanges include: Suzanne Sutro Rhees' "Zoning the Interchange," *Zoning News* (December 1993) and Michael Barrette's, "Planning Basics for Gateway Design," *Zoning News* (December 1994).

Contacts for the projects cited in this article:

- *Chubbuck, Idaho, gateway park.*
Steven Smart, City Planner, City of Chubbuck, 208-237-2400.
- *Minneapolis neighborhood gateways.*
David Hansen, Minneapolis Arts Commission, 612-673-3006.
- *Philadelphia Chinatown "friendship gate."*
May Yee, Chinatown Development Corp., 215-922-2156.
- *Pima/Salt River, Arizona, highway corridor.*
Charles R. Schiffrer, Architect, 602-954-7442.
- *Radnor, Pennsylvania, gateway.*
Ronald Lee Fleming, President, The Townscape Institute, 617-491-8952.
- *Rock Hill, South Carolina, gateway project.*
Chuck Chorak, City of Rock Hill, 803-329-7080.
- *St. Paul Capitol gateway.*
Paul Mandell, Senior Planner, Capitol Area Architectural & Planning Board, 612-296-7138.
- *Virginia I-81 corridor study.*
David Hill, Architect, Hill Studio, 703-342-5263.

Gateways...

continued from page 7

began in the late 1980s in order to complete an intersecting interstate, I-35E, and untangle a "spaghetti junction" of twisting concrete ramps. The Capitol Area Architectural and Planning Board, working with the state transportation department, the city's planning and public works departments, and a host of other agencies, managed to secure about \$6 million in additional "beautification funds" (a small fraction of the \$80 million project) to create a new and distinctive character for this freeway segment.

Larry Millett, architectural critic for the Saint Paul Pioneer Press, described the project's results in a 1992 column as "the Freeway Beautiful ... a sort of roadside new-Renaissance fantasy [with] rusticated retaining walls, old-style street lamps, decorative iron railings and, most notably, a series of ornate bridges ... that come complete with obelisks, urns, gatehouses and other antique references never seen before on the great American interstate." The Cedar Street bridge in front of the Capitol even features an enclosed, barrel-vaulted walkway, an important pedestrian amenity in this northern climate.

The gateway design signals to the pedestrians and motorists who cross the bridges and to the drivers passing under them on the freeway that they are in a city

with a strong sense of its historical roots and architectural heritage.

A local highway can also be designed as part of a gateway. One such project was undertaken by the city of Rock Hill, South Carolina. In the 1980s, Rock Hill initiated a strategic planning process in response to economic decline caused by the closing of more than a dozen textile mills. One of the results has been a gateway project, consisting of a mile-and-a-half long landscaped corridor leading from the nearby highway interchange to the edge of the historic city center, where a new "gateway structure" has been built.

The structure consists of a large circle of trees and shrubs encompassing all four corners of the intersection, centered on two columns (rescued from the ruins of a famous Masonic temple in nearby Charlotte, North Carolina) and four statues. Each of the statues holds a different symbol of the city: the gears of industry; the flame of knowledge; a cluster of stars to symbolize creativity; and a lightning bolt to symbolize energy and infrastructure. The temple columns symbolize the "historic city," while the surrounding landscaping symbolizes the "garden city."

The project costs, over \$1 million, came largely from bond financing and private donations. While a project on this scale may seem high-priced for a small city, gateway architect Michael Gallis points to its remarkable success as an economic development tool. Forty new businesses, 38 of them international in scope, have located in Rock Hill since the gateway's completion. Gallis also sees a turnaround in the city's image from that of a rundown mill town to a place that's "on the move," and a resurgence of civic pride.

NEIGHBORHOOD GATEWAYS

Urban gateways into districts or neighborhoods are becoming increasingly popular, in conjunction with a renewed emphasis in many cities on neighborhood planning and revitalization.

Sometimes a gateway is literally a gateway. In the early 1980s the Philadelphia Chinatown Development Corporation installed a traditional Chinese entrance gate at the south end of 10th Street, one of



Philadelphia's "China Friendship Gate."

the major entrances to the Chinatown district. Known as the "Friendship Gate," the 40-foot high structure is the product of a cultural exchange between the sister cities of Philadelphia and Tianjin, China. Brightly lacquered in red, yellow, blue, and green, the gate was constructed by a team of master artisans from China. It clearly identifies to pedestrians and passing traffic that they have entered the Chinatown district.

The Minneapolis Arts Commission has a neighborhood gateway program that has developed four gateways since 1993. Funding comes from the city's capital budget under an unofficial "one percent for art" arrangement. Some neighborhoods have also contributed additional funds or raised private contributions. Neighbor-



Statue symbolizing creativity is part of Rock Hill, South Carolina, gateway project.

"Any part of a town — large or small — which is to be identified by its inhabitants as a precinct of some kind, will be reinforced, helped in its distinctness, marked and made more vivid, if the paths which enter it are marked by gateways where they cross the boundary."

"Many parts of a town have boundaries drawn around them. These boundaries are usually in people's minds. They mark the end of one kind of activity, one kind of place, and the beginning of another. In many cases, the activities themselves are made more sharp, more vivid, more alive, if the boundary which exists in people's minds is also present physically in the world."

— From Christopher Alexander, et al., *A Pattern Language: Towns-Buildings-Construction* (New York: Oxford University Press, 1977) 277.

hood associations apply to sponsor a gateway through a competitive process; two neighborhoods are generally selected each year. Once selected, the sponsors organize a steering committee to help select a site and an artist to design the gateway.

Each of the constructed gateways has its own distinctive design and character. For example, the Elliot Park neighborhood gateway is an open frame of stone and brick with a metal sign extending over the street, while the Harrison neighborhood gateway features two cast bronze figures of children atop columns decorated with African-inspired motifs, and the Northeast gateway (developed cooperatively by five neighborhoods) incorporates motifs reflecting the many different ethnic groups residing in Northeast Minneapolis.

DEVELOPING GATEWAYS

How can a region, city, or small town begin the process of creating a gateway? A good starting point is for the planning commission to identify the gateway concept in the comprehensive plan, and then promote its implementation through the zoning ordinance, and reviews of development proposals. For example, where new roads or highway interchanges are planned, zoning districts can be created for adjacent lands, with guidelines and incentives for gateway development.

 **Resources.** Land use regulation is equally important to preserve the integrity of "constructed" gateways. The visual impact of a specific gateway site or corridor, whether it be a gate, a set of columns, or a tree-lined median, can easily be diluted by overly obtrusive signage and commercial development unless suitable regulations are in place.

Looking at the projects profiled in this article, it also becomes clear that highway construction, in which many millions of dollars are routinely expended, offers perhaps the best opportunity to add aesthetic and pedestrian-oriented features at a small percentage of the total costs. The availability of what are known as "enhancement funds" under the federal "ISTEA" legislation is providing an impetus for many such projects.

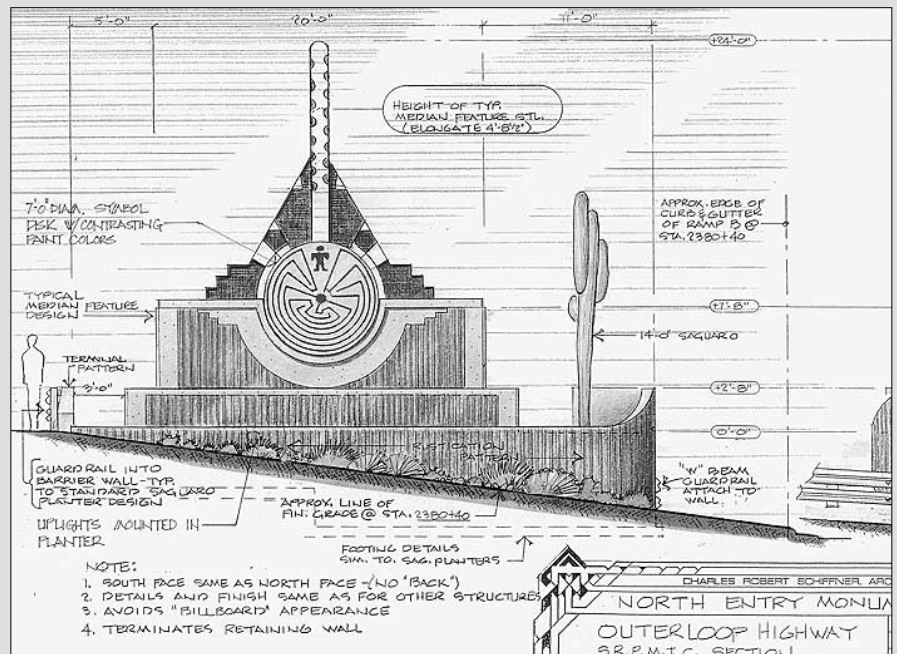
In addition, since most gateways blend

elements of art, architecture, and landscape architecture, the "one percent for art" programs in place in many cities offer another avenue for gateway development. Bear in mind also that the scale and cost of gateway projects can vary greatly, from a major project like the Rock Hill gateway to the much smaller-scale Minneapolis neighborhood gateways, designed and constructed for \$30,000 to \$60,000

SUMMING UP:

In many ways today's gateways can be seen as successors to the monuments of the early 20th century City Beautiful movement, which spurred the creation of innumerable war memorials, plazas, and grand boulevards in an effort to beautify and humanize the American city.

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Drawing of North Entry Monument for the Outerloop Highway, Pima/Salt River, Arizona, by Charles Robert Schiffner, Architect Ltd.



Pima, Arizona

A recent example of how gateway design elements can be integrated into new highway construction is that of the Salt River Pima-Maricopa Indian Community, a small tribal area just outside of Phoenix. After lengthy negotiations, the community and the Arizona Department of Highways came to an agreement to construct a new freeway, part of the city's "Outer Loop," along the community's western edge.

Under the agreement, highway funds were used to design and build a series of esthetic elements designed to identify the tribal community as a unique area. These include noise walls, landscaping, entrance monuments, and ten distinctive bridges that incorporate motifs from tribal legends, Pima

basketry, and Maricopa pottery. The concrete from which the bridges, walls, and planters are constructed is not "freeway beige," but a deep earth red, in keeping with the surrounding landscape. Monuments at either end of the bridges bear the seal of the two tribes, a design based upon an tribal legend of "man in the maze." Design guidelines for an adjacent commercial corridor have been written, according to project architect Charles Schiffner, "to inspire creativity and create images appropriate to the tribe."

Schiffner also reports that his firm is now engaged in a similar project on lands of the Paiute tribe outside Las Vegas using designs based on Paiute astronomy, including a kind of "compass rose" pattern at interchanges.

—S.S.R.



Rocks excavated from the Blue Route in Stonehenge-like circles mark the eastern entry to the township along Rte. 30 on the Lower Merion boundary line.



The Radnor Gateway

by Ronald Lee Fleming

Construction of the new "Blue Route" (I-476) arterial highway through Philadelphia's western suburbs prompted Radnor Township's efforts to enhance the design of the highway corridor. The township's goal was to create a stronger sense of place and a feeling of continuity along the old Lancaster Pike (Route 30), especially where it intersected the new Interstate.



Griffin made of trap rock in a wire mesh casement defines the entry ramp leading from the Blue Route into Radnor Township at Rte. 30

The design strategy for the five mile corridor "reimagined" the Neolithic stone landscape of Wales, home of Radnor's original Quaker settlers, while also recalling the 18th century stone walls and milestones of the Lancaster Pike, America's oldest turnpike. Rocks excavated from the Interstate were grouped in megalithic structures - including a 23 foot high cairn, and a 90 by 100 foot griffin — that marked key entry points along the turnpike.

Community and corporate support allowed for comprehensive tree and flower

plantings at important vistas, as well as changes in the design of service stations along the Lancaster Pike. What was once a stretch of shabbily developed roadway is now a community identifier, conjuring up visions of the township's origins and giving motorists and residents visual indicators of their locations in time and space.

Radnor residents have also benefited. As William H. McCoy II, chairman of the Radnor Township Design Review Commission, notes, "As a stockbroker, I don't know a better investment that we could have made as a community. When the Blue Route went in, everyone thought property values would go down, but with the Radnor Enhancement Community Strategy in place, property values are rising."

Ronald Lee Fleming, AICP, is president of The Townscape Institute in Cambridge, Massachusetts. The Townscape Institute worked with Radnor Township officials, the landscape firm of Coe, Lee, Robinson & Roesch, and artist William Reimann, to develop and implement the Radnor gateway project. A more detailed description of the project can be found in Fleming's report for the American Planning Association, "Saving Face" (PAS Report #452, 1994).



The township seal on sound-barrier panels of two bridges along the Blue Route.

Gateways...

continued from page 9

[Editor's Note: For a short introduction to the City Beautiful movement, see Larry Gercken's "Community Aesthetics & Planning," in PCJ #7].

The new emphasis on gateways and corridors reflects a growing trend toward "place-making" — creating identifying landmarks that, in a national landscape grown increasingly homogeneous, help the traveler to distinguish one place from another, and give residents and businesses a renewed sense of civic pride. ♦

Suzanne Sutro Rhees, AICP, is a community planner with BRW Inc. in Minneapolis. She also edits "Planning Minnesota," the state's APA chapter newsletter, and is the author of "Reinventing the Village," (PAS Report No. 430, 1991) and "Planning for New Downtown Development," (which appeared in PCJ #9). Ms. Rhees would be glad to answer any questions you have about her article; contact her c/o BRW, Inc., 700 Third St. So., Minneapolis, MN 55415; (612) 373-6509.



"The areas around interchanges have also proved to be prime targets for roadside commercial development. Since businesses were prohibited from having direct access to interstates, land around the interchanges became highly sought after and extremely valuable Consequently, the big winners in the interchange land rush were the shopping-mall developers, oil companies, and the national franchise organizations that dominated roadside business by the mid-1950s.

Today the interchange has become both town center and oasis. Once trolley lines from all over the city brought thousands of shoppers downtown. Now the interstate makes it possible to speed out of the city, exit the interchange, veer into a giant parking lot, and then stroll along a climate-controlled, indoor Main Street at the mall."

— From Chester H. Liebs
Main Street to Miracle Mile
(Boston: Bullfinch Press, 1985).

Attachment C

THC Registration

Tasmanian Heritage Register Datasheet



134 Macquarie Street (GPO Box 618)
Hobart Tasmania 7001
Phone: 1300 850 332 (local call cost)
Email: enquiries@heritage.tas.gov.au
Web: www.heritage.tas.gov.au

Name: Australian Antarctic Division Headquarters
Status: Permanently Registered
Tier: State

THR ID Number: 7486
Municipality: Kingborough Council
Boundary: CPR8390

Location Addresses

KINGSTON 7050 TAS

Title References

Property Id



Mawson Building
No copyright on file



Mawson and Davis Buildings
No copyright on file



Hurley Building
No copyright on file

Statement of Significance: (non-statutory summary)

No Data Recorded

Why is it significant?:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

a) The place is important to the course or pattern of Tasmania's history.

The Australian Antarctic Division Headquarters, Kingston, is directly associated with the new arrangements made for scientific and ocean-based research activity in Australia from the mid-1970s to the early 1980s. The establishment of the headquarters in Kingston has had substantial benefit to the Tasmanian economy. The site also demonstrates the national emphasis on Hobart as a focal point of Australia's Antarctic endeavours and as an international centre.

b) The place possesses uncommon or rare aspects of Tasmania's history.

No Data Recorded

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

No Data Recorded

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

The Australian Antarctic Division Headquarters, Kingston, has the ability to demonstrate the principal characteristics of a Late Twentieth Century Modern style building complex. The characteristics seen are the determination of principal masses within the complex by simple geometry, glazed barrel vaults, chamfered corners, aluminium and glass curtain walls, exposed colour-finished steelwork and patent glazing.

e) The place is important in demonstrating a high degree of creative or technical achievement.

The Australian Antarctic Division Headquarters, Kingston, demonstrates significant technological sophistication and advancement in architectural detailing. Such high-finish, metal-clad buildings were uncommon in Australia before the 1980s. Examples that did appear were usually of conventional construction and rarely accompanied by displays of such technological ingenuity. The external cladding system, using wet-jointed anodised aluminium panels, developed the specialised 'metal inert' welding technique that advanced the use of such systems in Australia. The Tasmanian company, Dowell Aluminium, which developed this system was recognised for its achievement by the Royal Australian Institute of Architects, which presented it with a Merit Award.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

The Australian Antarctic Division Headquarters, Kingston, is valued by the Tasmanian community, who associate the place with Australia's Antarctic endeavours. However, it is likely that should the AAD move this value would be transferred to its new headquarters

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

The complex is associated with the activities of the Australian Antarctic Division and the Australian Antarctic Program. There are many expeditioners, scientists and support staff associated with these organisations. The site also houses bronze plaques in memory of each Australian Antarctic expeditioner who has died in the Antarctic or sub-Antarctic.

h) The place is important in exhibiting particular aesthetic characteristics.

No Data Recorded

Heritage approval is required for work that will result in changes to the nature or appearance of the fabric of a Heritage place, both internal and external.

Please refer to the Heritage Council's Works Guidelines (www.heritage.tas.gov.au) for information about the level of approval required and appropriate outcomes.

Heritage Advisors are also available to answer questions and provide guidance on enquiries@heritage.tas.gov.au or Tel 1300850332

This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

Setting:

A complex of three flat-roofed buildings linked with covered walkways set amidst native gardens, trees and lawn. There is a section of car park at the western end of the registered area, across which the registered buildings are visible from the Channel Highway.

Description:

The registration comprises an area of 1.356 hectares in the south-western corner of the AAD complex at Kingston, and is bounded by Algonia Road on the south-west and the Channel Highway on the north-west. It includes the Hurley and Davis buildings, the original (1980) Mawson building and the 'Gondwana' garden on the south side of the Mawson Building. Species in the garden all relate to original Gondwana species. Several sculptures are located around the complex, including a seal and penguin group near the entrance (with adjacent flagpoles), and a husky near the Hurley building. There is a memorial rock to which are attached plaques commemorating Australian expeditioners who have died on Antarctic or sub-Antarctic duty.

The main entrance to the property is through the Hurley Building, which at a mezzanine level contains the functions of offices, reception, theatre and library. Skylights to the Mawson Building are circular, being domed above roof level. The geometrical layout of the group is rectangular, both in plan and form, with strong horizontal expression. Each of the structures has two levels, and is flat-roofed. They are linked by a series of walkways, including open concrete ramps and others which are enclosed yet transparent. The enclosed linkways are suspended at first floor level and their enclosures are supported by tubular steel columns with a half-rounded, arched roof section. The Hurley Building is linked to the Mawson Building, which contains offices of the AAD executive, policy and operations branches.

The construction of the buildings is mainly concrete post and beam or steel, clad with aluminium panels which were specially developed for the project. Large walled areas of glazing are also featured. Almost all interior surfaces throughout the group were originally finished in white. Circular stairwells provide a contrast in bold primary colours, which created a visual 'pull', allowing people to locate themselves in the buildings with reference to the internal vertical and horizontal movement patterns. Connecting spaces inside the buildings are divided by Armorglass doors at planned intervals, providing a continuous 'long view' in those areas. White railing has been used at external approaches and on stairs.

Minor alterations that have been made to the buildings since their erection include the addition of sunshading, designed by Eastman Heffernan, Walch & Button, with Craig Rosevear as the project architect. The internal layout was designed to be flexible, and over the years significant rearrangement of the internal spaces has occurred. Internally, partitions have been added to formerly open areas and new open areas have been created.

History:

From 1947 to 1981 Australia's Antarctic operations were directed from a base in Melbourne. In 1973 the Whitlam Labor Government proposed that Australian scientific and ocean-based research (including Antarctic activity) should be decentralized and relocated to Tasmania, which was experiencing a slow rate of economic growth compared with other states. The Kingston site for the Australian Antarctic Division was purchased in 1974 from the Skeels family who used the land for the Linden Rise poultry farm, established in 1858 (Gardam 1988). However, there was strong opposition to the Whitlam Government's proposal, and it was not until 1977 that the Fraser Government approved it for implementation. A major factor in determining the decision was the ease of access to the port of Hobart for sea transport to Antarctic bases.

The initial concept plan for the Australian Antarctic Division (AAD) Headquarters was the work of the Commonwealth Department of Housing & Construction. The Stage 1 design was undertaken by The Architects Partnership, which was a partnership of several firms (Heffernan, Nation and Viney, Hartley Wilson, Oldmeadow, Eastman & Walch). This partnership designed the Wild, Davis, Hurley and Mawson Buildings, the design in part inspired by Richard Meier's Bronx Developmental Centre in New York. The Hannam Building was designed by Philip Lighton. Construction of the buildings began in December 1978 and was one of the largest building projects undertaken in southern Tasmania for some years. Staff began moving into the complex in December 1980. However, the move was a time of internal upheaval for the AAD, with over half the organisation's permanent staff deciding not to make the transition from Melbourne (Bowden 1997:319-320). Prince Charles officially opened the new complex in 1981. Various other Antarctic and oceanic research bodies also moved to locations in Tasmania following the AAD's move: Hobart gained the CSIRO Marine Laboratories and the CCAMLR secretariat, while Launceston became the home of the Australian

Marine College.

Since 1981 the Kingston AAD complex has grown. New buildings (including demountables) have been added, and in 2000-2007 there was a major construction. Organisationally, the main changes since 1981 have been the departure of the Australian Government Analytical Laboratory (AGAL) in 1997 and the Cosmic Ray Physics Section's move to the site from the University of Tasmania. The complex houses modern scientific research laboratories, workshops, administrative, storage, information and operational facilities, which support the Australian Antarctic Program. AAD is also a centre for the collection and distribution of all its associated memorabilia, photographs, documentary evidence and digital-based data and information. In 2001 the Australian Government sold the AAD Headquarters site to a private company which leases it back to the AAD.

References:

Vincent, Robert, 2001, 'Australian Antarctic Division Headquarters, Channel Highway, Kingston, Tasmania: Cultural Heritage Management Plan', unpublished report for the AAD.

STATEMENT OF EVIDENCE
IN THE
TASMANIAN PLANNING COMMISSION

Reference: **LPS-KIN-TPS – Kingborough Draft Local Provisions Schedule
(Kingston Southern Gateway Specific Area Plan)
(Rezone land from Commercial to Environmental Management)**

Author: Mr Andrew North

Field of Expertise (if any) Ecology – Biodiversity Conservation

Filed on behalf of: **AAD Nominees Pty Ltd (Representation #415)**

Date: 20 October 2025

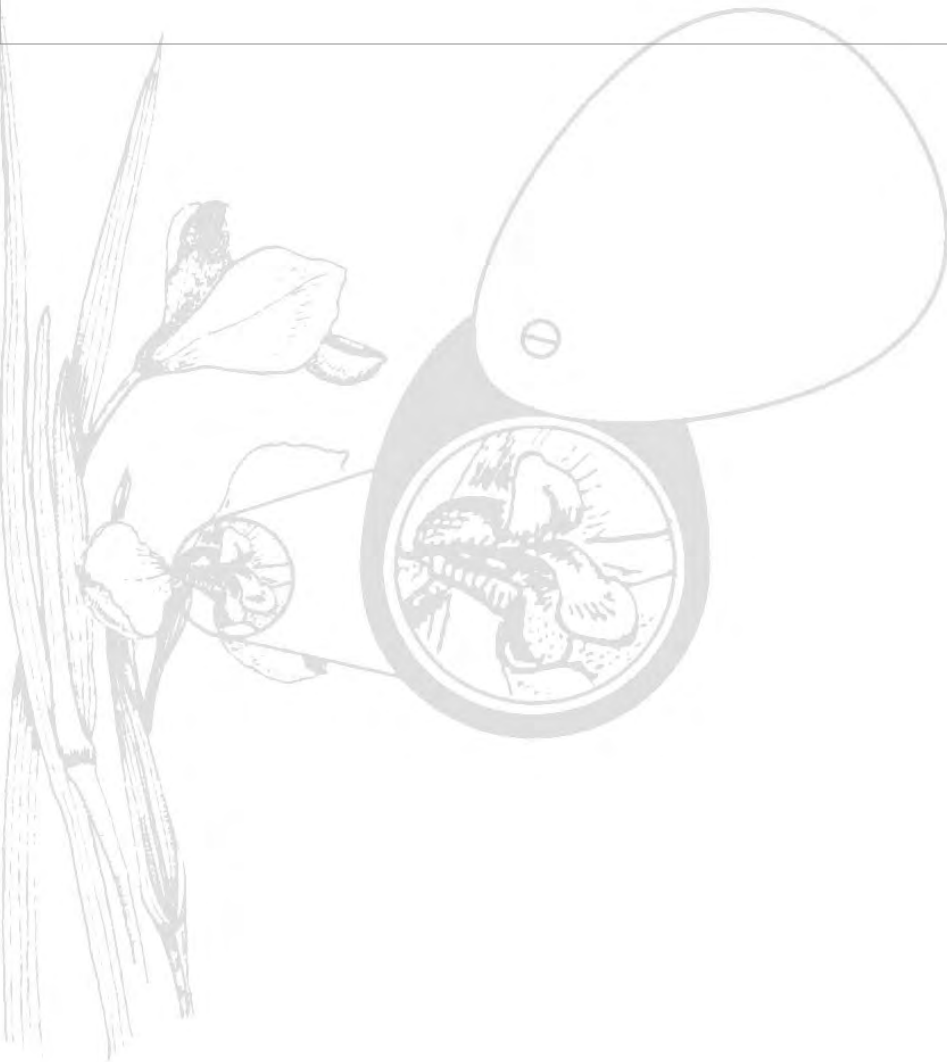
Planning Authority: **Kingborough Council**



Kingborough Draft LPS
LPS-KIN-TPS – Representation #415
Kingston Southern Gateway Specific Area Plan
Rezone Land at [REDACTED] and [REDACTED] to
Environmental Management

Statement of Evidence

20 October 2025



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1 List of Abbreviations and Acronyms

AAD - Australian Antarctic Division

DSH – Diameter at standard height -trunk diameter as per Australian standard

EMZ – Environmental Management Zone

EPBC Act – Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*

FPA - Forest Practices Authority

GPS – Global Positioning System device

LPS – Local Provisions Schedule

LUPAA – Tasmanian *Land Use and Planning Approvals Act 1993* (Tas)

NC Act – Tasmanian *Nature Conservation Act 2002* (Tas)

NBES – North Barker Ecosystem Services

NVA – Natural Values Atlas database (DPIPWE, Tasmania)

TEC – Threatened ecological community listed under the EPBC Act

TSPA – Tasmanian *Threatened Species Protection Act 1995* (Tas)

SAP – Special Area Plan

TPS – Tasmanian Planning Scheme

TASVEG – An Integrated vegetation map for Tasmania

TASVEG mapping codes:

- DAS – *Eucalyptus amygdalina* dry forest and woodland on sandstone
- DGL – *Eucalyptus globulus* dry forest
- DOB – *Eucalyptus obliqua* dry forest
- DOV – *Eucalyptus ovata* dry forest and woodland
- DPU – *Eucalyptus pulchella* dry forest

2 Introduction

2.1 Qualifications

- 1.1.1. This statement of evidence is prepared by Mr Andrew North of North Barker Ecosystem Services, 313 Macquarie Street, Hobart.
- 1.1.2. I have a Bachelor of Science with Honours and 35 years professional experience undertaking ecological impact assessments in Tasmania. I have provided input into the design of numerous applications for planning approval and assessed the environmental values of land to inform proposals to amend planning schemes. A copy of my curriculum vitae is attached.
- 1.1.3. Examples of my experience include:
- a) preparing biodiversity reports for developers;
 - b) appearing as an expert witness in the Tasmanian Planning Commission regarding multiple rezoning applications and planning scheme amendments including matters pertaining to the Tasmanian Planning Scheme.
 - c) appearing as an expert witness in the Resource Management and Planning Appeal Tribunal and the Tasmanian Civil and Administrative Tribunal (Tribunal) regarding the approval of planning applications for developments including several in Kingborough;
 - d) identifying and assessing native flora, fauna habitat and fauna in general;
 - e) managing numerous targeted surveys and providing impact management plans for swift parrot, and other threatened fauna species;
 - f) sitting as a member on the Tasmanian Threatened Species Scientific Advisory Committee as a vascular plant expert; and
 - g) contributing to the development of Tasmania's natural values priorities through membership of Ministerial and other advisory bodies for many years.

2.2 Background

- 2.2.1 I am familiar with land occupied by the Kingston Southern Gateway Specific Area Plan having undertaken multiple ecological surveys of various land holdings within the proposed SAP including:
- a) 159-183 Channel Hwy – 2010-2015 - now Lots 333, 555 and 777 Alfreds Garden, 197 Channel Hwy.
 - b) Lot 555 Channel Hwy – 2022-2024
 - c) 163, 167, 191 & [REDACTED] 2010 (Appeal 186/10P) – now 201 and Lot 2 Channel Hwy.
 - d) [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

2.3 Scope

- 2.3.1 I was engaged by AAD Nominees on 22 July 2025 to undertake an evaluation of the environmental values of the land within the proposed Kingston Southern Gateway Specific Area

Plan (SAP) under the Kingborough Local Provisions Schedule (LPS) of the Tasmanian Planning Scheme (TPS). The purpose of this work is to evaluate the environmental values Council has identified that provide justification for the creation of the SAP.

2.3.2 I have been asked to evaluate the following conclusions Council make regarding the justification for the SAP¹ that:

- a) This vegetation has unique spatial qualities in that it provides a functional linkage connecting existing public and private reserves.
- b) The SAP contains high concentrations of environmental qualities, specifically:
 - i. 11.35 ha of native vegetation including 5.38 ha DOV, 5.97 ha DAS
 - ii. 6.1 ha breeding habitat, 6.81 ha of foraging habitat for swift parrot
 - iii. 5.17 ha of masked owl breeding habitat (>39 trees with DSH>100 cm)
 - iv. 5.38 ha of chaostola skipper habitat

2.3.3 I also consider the further justification provided by Kingborough Council (Appendix A) in their response to the representations that:

- a) The area of land to the rear of the Australian Antarctic Division, proposed to be zoned EMZ contains approximately 4 hectares of *Eucalyptus ovata* forest, listed as endangered under State legislation and critically endangered under Commonwealth legislation. That it also provides habitat for critically endangered swift parrot and forms part of a larger 10 ha of threatened vegetation, extending into Kingston Green to the east.
- b) The Commercial zone will preclude application of the priority vegetation provisions of the Natural Assets Code
- c) A SAP will afford protection to high-priority remnant vegetation.

2.3.4 I understand that my evidence will inform a determination whether the environmental values support the creation of a SAP and the adequacy of alternate provisions as well as the zoning to be applied.

2.4 Declaration

2.4.1 In preparing this statement of evidence I have made all enquiries which I believe to be reasonable and appropriate. No matters of significance have been withheld from the Commission.

2.4.2 I have read the Tasmanian Planning Commission Expert Evidence Practice Note 14 and agree to be bound by it.

2.5 References

2.5.1 The SAP has been mostly thoroughly assessed for ecological values:

- North Barker Ecosystem Services (2011). Kingston Green. Proposed Subdivision, Vegetation Survey and Fauna Habitat Assessment, 7 January 2011.

¹ Kingborough Local Provisions Schedule Supporting Document (Version 2) - Attachment 7 – Kingston Southern Gateway SAP Justification (October 2024)

-
- North Barker Ecosystem Services (2020). Kingston Green, Proposed and Future Subdivisions Stages 4B and 5, Natural Values Assessment, 11 May 2020.
 - North Barker Ecosystem Services (2021). [REDACTED] Kingston, Natural Values Assessment, 3 August 2021.
 - North Barker Ecosystem Services (2024). 182 and 202 Channel Highway, Natural Values Assessment, 13th August 2024.
 - North Barker Ecosystem Services (2025). Alfred's Garden ILUs Natural Values Assessment, 8 August 2025.
 - Australian Antarctic Division, [REDACTED] Kingston, Natural Values Assessment, 8 October 2025.

2.5.2 In preparing this statement of evidence I have had regard to the following information:

- Commonwealth of Australia (1999). Environment Protection and Biodiversity Conservation Act 1999. No. 91, 1999.
- Commonwealth of Australia (2019). Approved Conservation Advice (Incorporating Listing Advice) - Tasmanian Forests and Woodlands dominated by black gum or Brookers gum (*Eucalyptus ovata* / *E. brookeriana*).
- Department of Primary Industries, Parks, Water and Environment. TASVEG 4.0, Released July 2020. Tasmanian Vegetation Monitoring and Mapping Program, Natural and Cultural Heritage Division.
- Department of Primary Industries, Parks, Water, and Environment (2021). Department of Primary Industries, Parks, Water and Environment. TASVEG 4.0 area by VEGCODE. Tasmanian Vegetation Monitoring and Mapping Program, Resource Management and Conservation Division.
- Kingborough Council (2024). Kingborough Local Provisions Schedule Supporting Document (Version 2) - Attachment 7 – Kingston Southern Gateway SAP Justification
- Tasmanian Planning Scheme – State Planning Provisions (TPS).
- Tasmanian State Government (1995). Threatened Species Protection Act 1995. No.83 of 1995. Government Printer, Hobart, Tasmania.

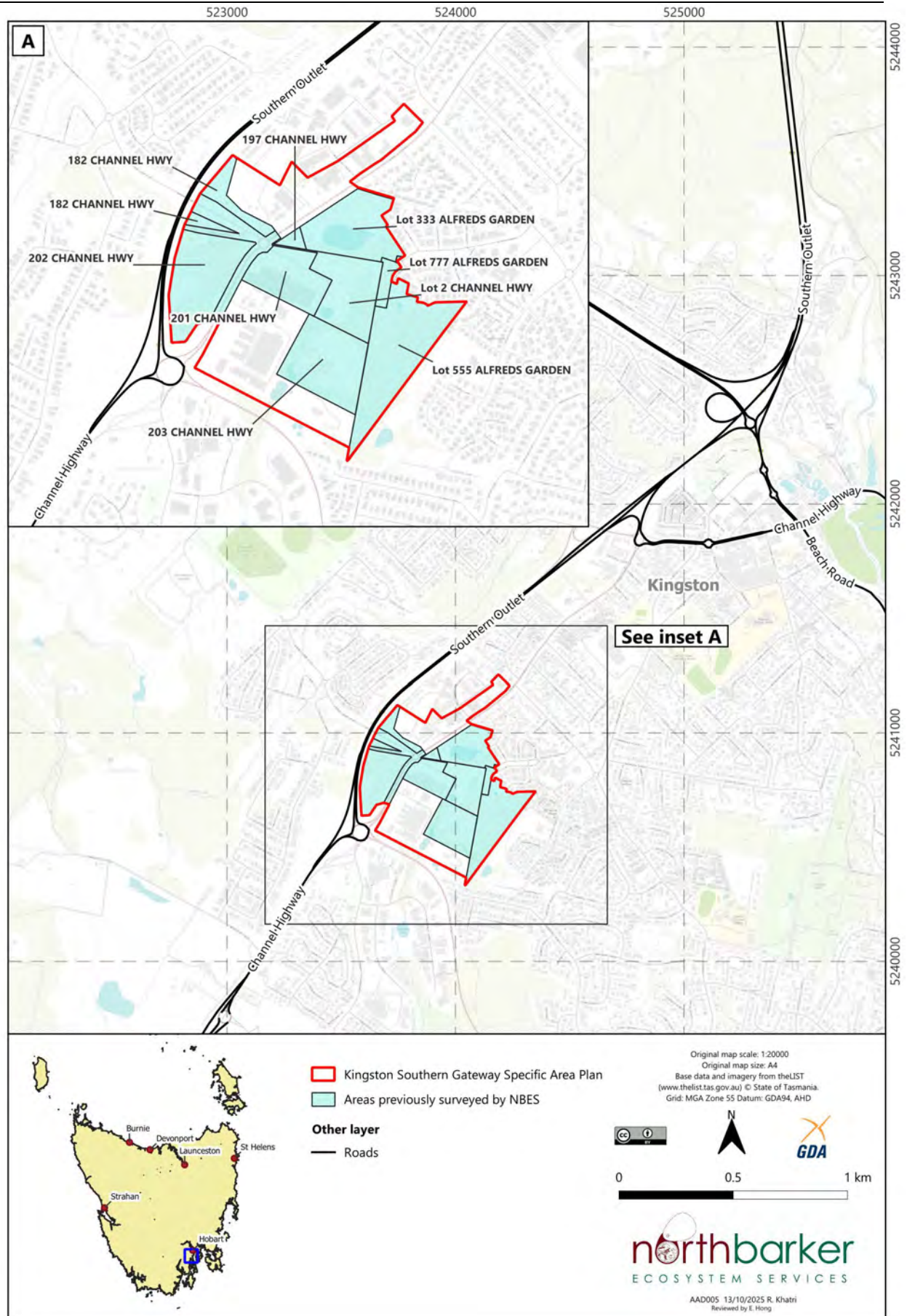


Figure 1: Locality of the Kingston Southern Gateway SAP and area previously surveyed by NBES

3 Biodiversity Values

3.1 Survey

- 3.1.1 The extent of properties subject to natural values assessments within the Kingston Southern Gateway Specific Area Plan (SAP) cover 31.5 ha pf the SAP which is a significant proportion (86 %). (Figure 1). Many additional surveys have also been undertaken in areas directly adjacent to the SAP. These surveys cover native and non-native vegetation types and were mapped across the SAP in accordance with units defined in TASVEG 4.0 and its predecessors. Vascular plant species lists were compiled within each vegetation type using the current census of Tasmanian plants for nomenclature; minimum survey effort was determined by a meandering area search technique, with additional effort applied within potential threatened species' habitats and within threatened native vegetation types.
- 3.1.2 A broader reconnaissance was undertaken for this project involving identification of all habitat trees and remnant native vegetation throughout the SAP.
- 3.1.3 Multiple tree surveys have been undertaken across vegetated areas of the SAP. These include the following:
- a) Lot 2 and 203 Channel Hwy, AAD Nominees properties - A tree survey was undertaken by NBES in 2020 which accurately plotted the majority of trees >25 cm diameter-at-breast-height (DSH) using an Emlid Reach RS2 GNSS which provides 2-3 cm accuracy location. A recent survey (2025) included a reinspection of the trees on 203 Channel Hwy to confirm the currency of the data. Any additional trees >25 cm DSH were surveyed with a handheld GPS (accuracy 3-10m) in accordance with the Kingborough Council Tree Plan Guidelines.
 - b) Kingston Green (lots 333, 555 777 Alfreds Garden) – Surveys have been undertaken by NBES and Lark and Creese Surveyors across this area in 2024. Which update earlier surveys undertaken by NBES in 2010 with Andy Hamilton Surveyors.
 - c) 182 and 202 Channel Highway – Tree survey undertaken by NBES and Tasmanian Arboriculture Consultants between 2023 and 2024.

3.2 Threatened Vegetation

- 3.2.1 There are three native vegetation communities mapped within the SAP (Figure 4)
- d) DAS - *Eucalyptus amygdalina* forest and woodland on sandstone
 - e) DOB – *Eucalyptus obliqua* dry forest
 - f) DOV - *Eucalyptus ovata* forest and woodland
- 3.2.2 DAS and DOV are listed as threatened under Schedule 3A of the Tasmanian *Nature Conservation Act 2002*.
- 3.2.3 The native bushland within the SAP varies between poor to good condition and has variable floristic and structural diversity. There are few mature trees, suggesting that the area has been thinned or clear-felled at some time, but regeneration of canopy trees has resulted in medium-height woodland over a variably dense heathy, sedgy and shrubby understorey.

3.3 *Eucalyptus ovata* forest and woodland (DOV)

- 3.3.1 DOV constitutes 4.66 ha (15 %) of the SAP (Figure 2) This is 63 % of DOV mapped within the immediate vicinity (applying a 500 m buffer) and constitutes 6.7 % of DOV mapped across the broader vicinity (5 km buffer) (Figure 3 Table 1).
- 3.3.2 Across the SAP, higher quality areas of DOV comprise an open canopy dominated by *Eucalyptus ovata* (black gum) with very occasional *E. amygdalina* (black peppermint). Trees vary in age class with a number of mature large trees along the waterways and smaller aged cohorts through the central part of the SAP. For the most part floristic diversity is low, and the structure is heavily modified lacking mid storey and low shrubs as a result of frequent slashing.
- 3.3.3 The extent of DOV in Tasmania has been reduced to less than 10 % compared with its estimated pre-European distribution. It is consequently classified as endangered at a state and bioregional level. DOV can also qualify as the nationally listed (Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* – EPBC Act) threatened ecological community (TEC): ‘Tasmanian Forests and Woodlands dominated by black gum or Brookers gum (*Eucalyptus ovata* / *E. brookeriana*)’. The listing captures areas (or patches) of this community which meet minimum condition thresholds which are “designed to help identify the relatively good quality patches for protection under national environment law”². Significantly not all vegetation that accords to DOV necessarily qualifies as the EPBC listed ecological community. The largest patch identified in the SAP is approximately 1 ha in size, which in itself is above the threshold ‘patch size’ of 0.5 ha. However, the understorey is generally highly modified and of low floristic diversity and fails to meet the minimum of 50 % perennial vegetation cover threshold to qualify.
- 3.3.4 None of the *Eucalyptus ovata* forest and woodland (DOV) within the SAP qualifies as a threatened ecological community under Commonwealth legislation.

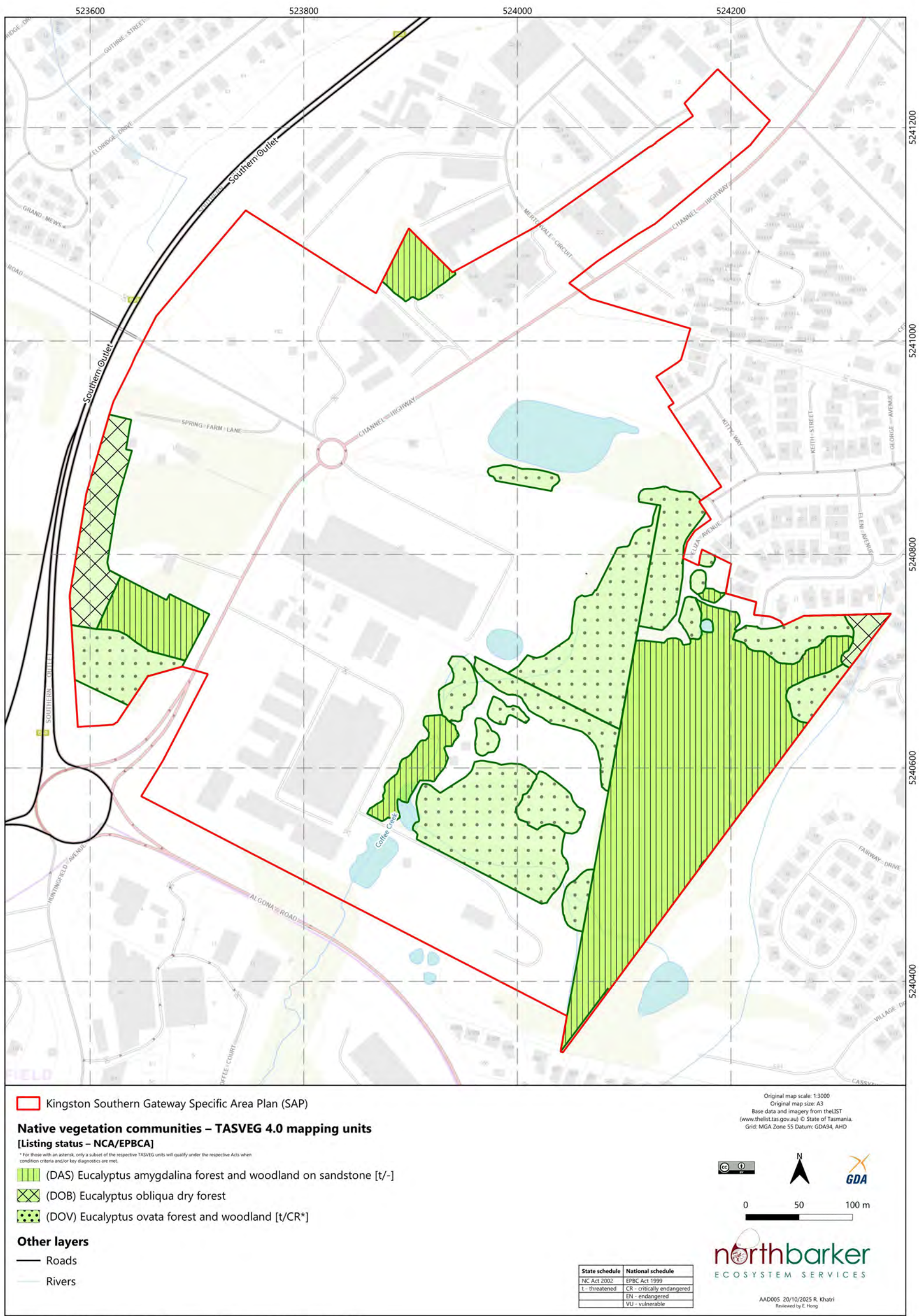
3.4 *Eucalyptus amygdalina* forest and woodland on sandstone (DAS)

- 3.4.1 DAS constitutes 5.1 ha of the SAP (Figure 2). This is 33 % of 15.59ha of this community that is mapped within the immediate vicinity (applying a 500 m buffer) and constitutes <1 % of 522.27 ha that is mapped across the broader vicinity (5 km buffer) (Table 1 Figure 3).
- 3.4.2 The largest patch of DAS, located on the eastern side of the SAP, is in moderate to good condition floristically and structurally, consisting of a mixed-age medium height canopy of *E. amygdalina* with a relatively sparse shrub layer over a diverse heathy and sedgy ground layer.
- 3.4.3 DAS is listed as threatened at a state level under the NC Act and is also identified as a high priority vegetation community under Schedule 10 of the KIPS.

² Commonwealth of Australia (2019)

Table 1: Extent of threatened vegetation communities within the SAP and broader region

Community	Area (ha)		
	Within SAP	500m buffer	5km buffer
(DAS) <i>Eucalyptus amygdalina</i> forest and woodland on sandstone	5.1	15.59	522.27
(DOV) <i>Eucalyptus ovata</i> forest and woodland	4.66	7.37	68.61
Total	9.76	22.96	590.88



The mapping has been undertaken using a hand held GPS and subjective interpretation. Consequently it should be considered indicative only.

Figure 2: Vegetation communities mapped by NBES in the SAP

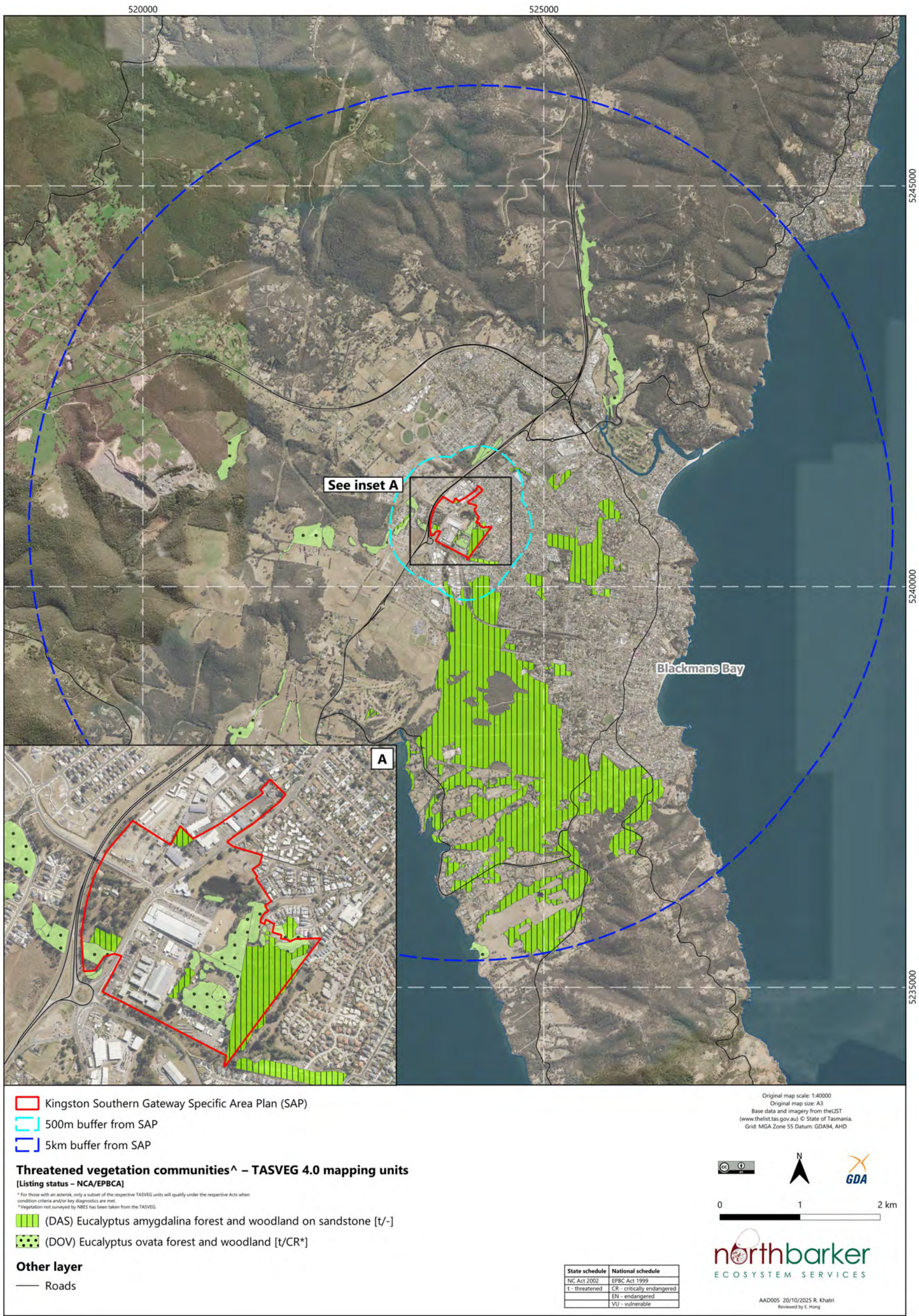


Figure 3: Threatened vegetation communities that are within the SAP and surrounding local area (500 m buffer) and within the broader area (5km buffer)

3.5 Threatened Fauna and habitat

- 3.5.1 Council SAP Justification reference the significance of the SAP for three threatened fauna species: swift parrot, masked owl and chaostola skipper butterfly (Table 2).

Table 2: Threatened Fauna Species

Species	EPBC Act	TSP Act
Swift parrot <i>Lathamus discolor</i>	critically endangered	endangered
Tasmanian masked owl <i>Tyto novaehollandiae castanops</i>	vulnerable	endangered
Tasmanian chaostola skipper butterfly <i>Antipodia chaostola leucophaea</i>	endangered	endangered

3.6 Swift parrot

- 3.6.1 The swift parrot *Lathamus discolor* is a predominantly nectivorous migratory species which breeds in Tasmania during the summer and then migrates to mainland Australia for the winter³. The breeding range of the swift parrot is concentrated along the east and southeast coast of Tasmania and is strongly associated with the distribution of the Tasmanian blue gum (*Eucalyptus globulus*), its primary food resource being the nectar of its large flowers. Black gum (*Eucalyptus ovata*) provides an important secondary foraging resource and is important as its peak flowering coincides with the period when parrots typically return to Tasmania in the spring. The swift parrot nests in hollows in large eucalypt trees, normally within 10 km of foraging habitat⁴.
- 3.6.2 A decline in the area of occupancy of the swift parrot can be inferred from the extent of habitat clearance that has occurred since European settlement. Recent population estimates for the species suggest less than 1000 individuals, with one source suggesting as few as 300 birds remaining⁵.
- 3.6.3 The SAP is situated within the Hobart Swift Parrot Important Breeding Area (SPIBA), an area deemed necessary for breeding in years when local conditions are suitable⁶.
- 3.6.4 There are 143 documented records of swift parrots from within 5 km of the SAP documented on the Natural Values Atlas, of which just 4 were recorded within 500 m.
- 3.6.5 The SAP contains both potential nesting and foraging habitat for the swift parrot with 359 habitat trees recorded across the SAP (Figure 4). Of these, 313 provide foraging habitat (*E. globulus* and *E. ovata* DSH>40 cm) and 136 trees offer potential nesting habitat based on size (DSH>70 cm) (Table 3).

³ Department of Climate Change, Energy, the Environment and Water (2024)

⁴ Department of Climate Change, Energy, the Environment and Water (2024)

⁵ Stojanovic (unpublished data)

⁶ Forest Practices Authority (2010)

Table 3: Number of swift parrot habitat trees within the SAP

Species	40-70 cm	70-100 cm	> 100 cm	Foraging Total
<i>Eucalyptus globulus</i>	5	19	3	22
<i>Eucalyptus ovata</i>	231	53	15	291
<i>Eucalyptus amygdalina</i>	NA	19	2	
<i>Eucalyptus obliqua</i>	NA	17	8	
Nesting Total		108	28	

Habitat	Foraging	Foraging and Nesting	Nesting
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Areas of swift parrot habitat in SAP

- 3.6.6 The SAP Justification identifies 6.81 ha of foraging habitat. Our assessment identifies 4.54 ha of high class foraging habitat⁷ (extent of DOV community). A small proportion of the DAS would qualify as being medium class⁸ due to the presence of *E. ovata* as a subdominant component (cross reference Figure 2 with Figure 4) giving an estimated total of approximately 5 ha of foraging habitat which is below Council's estimate.
- 3.6.7 The SAP Justification identifies 6.1 ha of breeding (presumably potential nesting) habitat. The distribution of potential nesting habitat trees (Figure 4) is unevenly distributed across the SAP and of varying densities with most being either medium nesting habitat class or low nesting class⁹. Overall, there are approximately 6 ha of low and medium density class nesting habitat, similar extent to that suggested by Council.

Swift parrot foraging habitat

- 3.6.8 Foraging habitat can be identified at the landscape level by reviewing vegetation types known to be dominated by foraging habitat trees. These include TASVEG mapping units DGL, WGL and DOV.
- 3.6.9 The SAP also supports a total of 4.5 ha of swift parrot foraging habitat (DOV) (Figure 4). This represents 35 % of foraging habitat within the immediate vicinity (500 m buffer) and 0.95 % within the broader vicinity (5 km radius) (Table 4).
- 3.6.10 Considering the mobility of the swift parrot and the general importance of foraging habitat being recognised as those areas within 5 km of nesting habitat¹⁰, the broader vicinity measure is more applicable when considering the significance of habitat in the SAP.

⁷ High class is >50 % of the stems over 40 cm dbh in any one hectare patch are foraging trees (Forest Practices Authority (2014a))

⁸ Medium class is 20-49 % of the stems over 40 cm dbh in any one hectare patch are foraging trees

⁹ >8 trees per ha in dry forest dbh>70 cm – medium, <8 /ha = low (Forest Practices Authority 2014a)

¹⁰ Department of Climate Change, Energy, the Environment and Water (2024)

- 3.6.11 The importance of the SAP as foraging habitat largely revolves around the role that *E. ovata* contributes with its peak flowering aligning with early arrival of migrating birds. It is less significant as a foraging resource during the breeding season when birds will be targeting *E. globulus*.

Table 4: Extent of swift parrot foraging habitat within the SAP and broader region

Community	Area (ha)		
	Within SAP	500 m buffer	5 km buffer
(DGL) <i>Eucalyptus globulus</i> dry forest and woodland	0	0	245.06
(DOV) <i>Eucalyptus ovata</i> forest and woodland	4.66	7.38	68.6
(WGL) <i>Eucalyptus globulus</i> wet forest	0	0	146.3
Total	4.66	7.38	459.96

Swift parrot potential nesting habitat

- 3.6.12 Potential nesting trees are defined by industry guidelines¹¹ which recognise that larger trees (DSH > 70 cm) tend to be more likely to support hollows for nesting. Many of the larger trees within the SAP are planted blue gums that have grown fast and exceed the threshold but are too young with no likelihood of having hollows.
- 3.6.13 There are 27 nest records within 5 km of the SAP (Figure 5). One of these is located in *Eucalyptus globulus* forest DGL in the Tinderbox Hills near Howden with the remaining nest records all concentrated around Summerleas Road in mapped *E. obliqua* dry forest DOB and *E. pulchella* forest DPU. All nest records on the NVA are concentrated around vegetated rural areas within the broader vicinity of the SAP.
- 3.6.14 Nesting habitat is mostly associated with mature forest where mature hollow bearing trees are most concentrated¹².
- 3.6.15 Table 5 quantifies the availability of mature habitat within 5 km of the SAP¹³, as displayed in Figure 7. An estimated 16,056 trees >70 cm diameter at breast height (DSH)¹⁴ have potential to contain hollows based on their size occur within 5 km¹⁵.
- 3.6.16 The extent of potential nesting habitat (136 trees) in the SAP should be considered in the context of the extent of potential nesting habitat within 5 km vicinity (approximately 16,000).
- 3.6.17 The SAP is embedded within an urban area. The extent of larger tracts of nesting habitat in the broader landscape (Figure 7), and the higher likelihood of competition from species with a

¹¹ Forest Practices Authority (2014a)

¹² Department of Climate Change, Energy, the Environment and Water (2024)

¹³ Forest Practices Authority (2016) Mature Habitat Layer

¹⁴ Forest Practices Authority (2016) Mature Habitat Layer

¹⁵ Forest Practices Authority (2014a)

greater tolerance to urban environments (starlings, musk lorikeets, pink galahs, rainbow lorikeets), suggest the likelihood of swift parrots nesting in the SAP is extremely remote.

- 3.6.18 Swift parrot nesting trees are typically associated with larger tracts of old growth forests and are characterised as containing five or more potential hollows per tree¹⁶. Urban environments and altered habitats pose an array of risks for birds; with evidence of increased predation levels¹⁷, higher collision rate¹⁸, and noise disturbance. Rather than focusing on individual trees within these altered environments, the reservation of suitable forest stands containing old-growth characteristics has been identified as a much more effective way of protecting habitat for this species¹⁸.

Table 5: Mature habitat availability within 5 km of the SAP and predicted estimate of habitat trees

Mature Habitat Availability Class / Potential Nesting Habitat Density	Field-based Assessment Criteria*	Availability within 5 km (ha)	Predicted Number of Trees Within 5 km
High	At least 8 trees per hectare > 100 cm DSH	664	5312 trees > 1m DSH (not withstanding additional trees > 70 cm DSH)
Medium	At least 8 trees per hectare > 70 cm DSH	500	4000 trees > 70 cm DSH (notwithstanding that this could include trees > 1 m DSH)
Low	Trees > 70 cm DSH are present, but less than 8 trees per hectare	1686	Up to 6744 trees > 70 cm DSH (notwithstanding that this could include trees > 1 m DSH) based on an assumed mean of 4 trees > 70 cm DSH per ha
Total (High and Medium Class minimum estimate plus average estimate for Low Class)			Estimated 16,056

¹⁶ Webb et al. (2012)

¹⁷ Stojanovic et al (2014)

¹⁸ Pfennigwerth et al (2008)

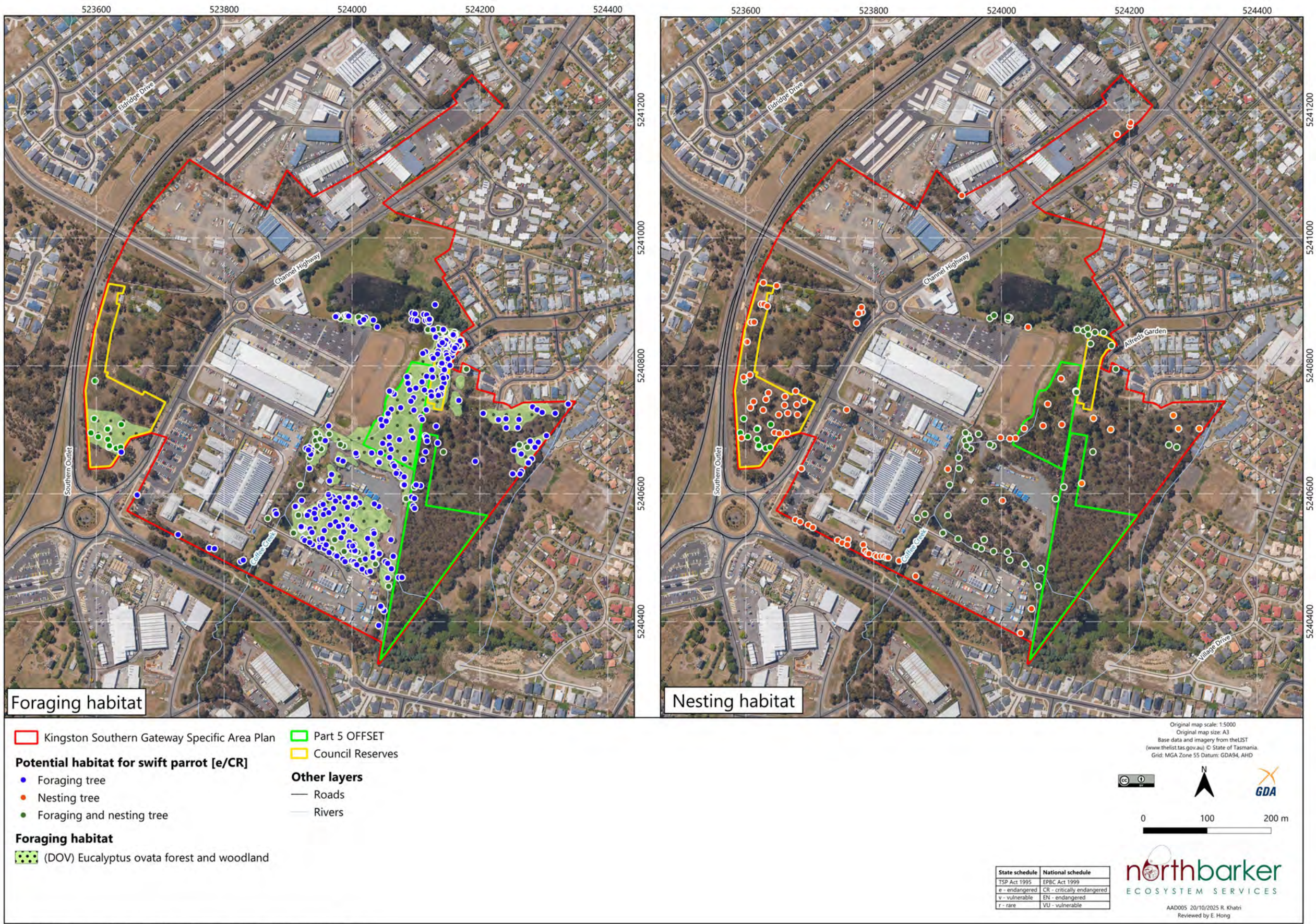


Figure 4: Surveyed foraging and potential nesting trees for the swift parrot within the SAP

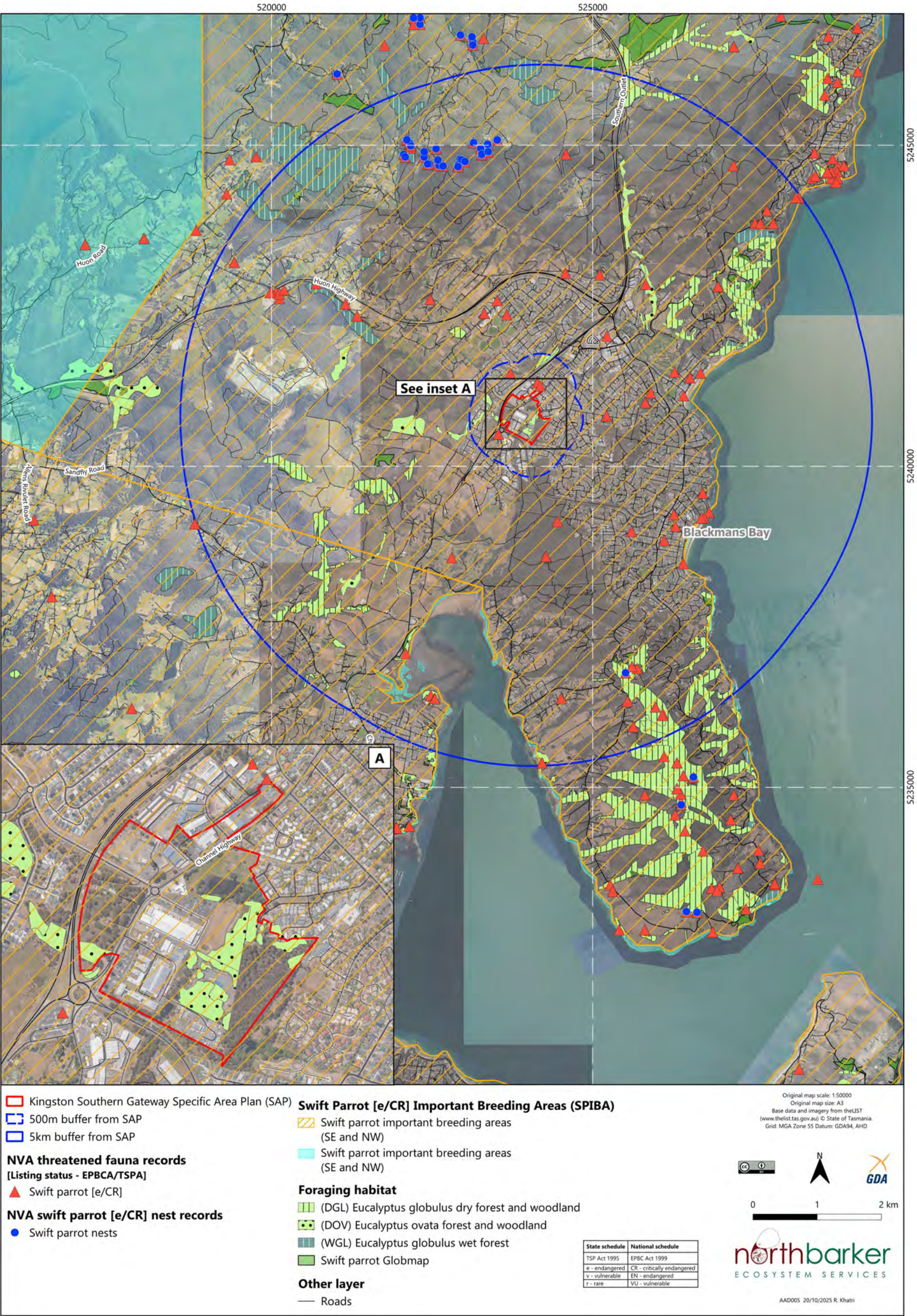


Figure 5: Swift Parrot habitat across the broader vicinity of the SAP

3.7 Tasmanian masked owl

- 3.7.1 The Tasmanian masked owl *Tyto novaehollandiae castanops* is a nocturnal species that favours the edges of dry forests, utilising nearby hollows ≥ 15 cm in diameter for roosting and nesting, with larger chambers necessary for nesting to accommodate the mother and growing chicks¹⁹. Significant habitat for this species is limited to large eucalypts within dry eucalypt forest in their core range. Their core foraging habitat includes mature native forests and woodlands typically below 600 m altitude as well as mosaics of both native vegetation and agricultural patches²⁰.
- 3.7.2 The SAP is within the core range of the masked owl with 25 records from within 5 km of the SAP, of which one was recorded within 500 m (Figure 6). The entire SAP offers suitable foraging habitat for this species with additional large hollow-bearing trees in the broader area (beyond the SAP) providing potential nesting habitat.
- 3.7.3 "Significant habitat for the masked owl is defined as native dry forest areas containing mature trees with large hollows (≥ 15 cm entrance diameter)"²¹. In dry eucalypt forest, mature trees with trunk diameter DSH exceeding 100 mm are considered more likely to support hollows of sufficient size for masked owls²² "Large forest patches with at least eight trees per hectare over 100 cm DSH are considered to generally be high quality potential habitat".²³
- 3.7.4 Assessment was conducted using the FPA 'mature habitat availability map'²⁴. Habitat is assessed using the FPA classifications²⁵, whereby: potential habitat is considered to be all areas with at least 20 % mature eucalypt crown cover unless mapping indicated there is no senescence in the area. Significant habitat has been identified by selecting high class mature habitat in dry forest (Figure 7). Other potential habitat is all mature forest noting that masked owls also can nest in wet forest and some eucalypt forest with occasional very large trees of low density may provide excellent habitat.
- 3.7.5 Of the measured eucalypts within the SAP, 28 trees are plotted with a DSH > 100 cm (Figure 6).
- 3.7.6 Table 5 quantifies the availability of mature habitat within 5 km of the SAP²⁶, as displayed in Figure 7. An estimated 5,312 trees >100 cm diameter at breast height (DSH),¹³ which have potential to contain hollows large enough for masked owls, occur within 5 km²⁷. This is based on 664.43 ha of high quality mature habitat mapped within 5 km. There are additional masked owl nesting habitat trees in medium and low class mature forest not considered in that measure
- 3.7.7 Masked owls are known to utilise fragmented landscapes where different areas of the territory are used for different purposes; for example, forest edges and cleared agricultural land are

¹⁹ Forest Practices Authority (2014b); Koch *et al* (2008)

²⁰ Forest Practices Authority (2014b),

²¹ Forest Practices Authority (2014b), p3

²² Forest Practices Authority (2014b),

²³ Forest Practices Authority (2014b),p3

²⁴ Forest Practices Authority (2016)

²⁵ Forest Practices Authority (2014b); (2016)

²⁶ Forest Practices Authority (2016) Mature Habitat Layer

²⁷ Forest Practices Authority (2014b)

favoured for foraging and larger more continuous patches of old-growth or mature forest for roosting and nesting²⁸. Territories are large with home ranges estimated to extend over 200 ha with core area around breeding habitat of 200-300 ha²⁹.

- 3.7.8 The presence of mature trees which may potentially support hollows of sufficient size and character suitable for masked owl roosting is noted. However, no evidence of large hollows were noted. The fragmented nature of the forest remnants also suggest use of the SAP for nesting is extremely unlikely.

Areas of Tasmanian masked owl habitat in SAP

- 3.7.9 The SAP justification identifies 5.17 ha of breeding (presumably nesting) habitat including 39 trees with DSH > 100 cm. The mature habitat model only maps 0.014 ha of mature forest in the SAP. The distribution of potential nesting habitat trees (Figure 6) suggest they occupy a small proportion of the forested area. The SAP justification says 39 trees with DSH > 100cm however, at least 11 trees with DSH > 100cm were recently removed as part of the development on 182 and 202 Channel Highway.

²⁸ Young *et al.* (2021); Forest Practices Authority (2014b)

²⁹ Young *et al.* (2021)

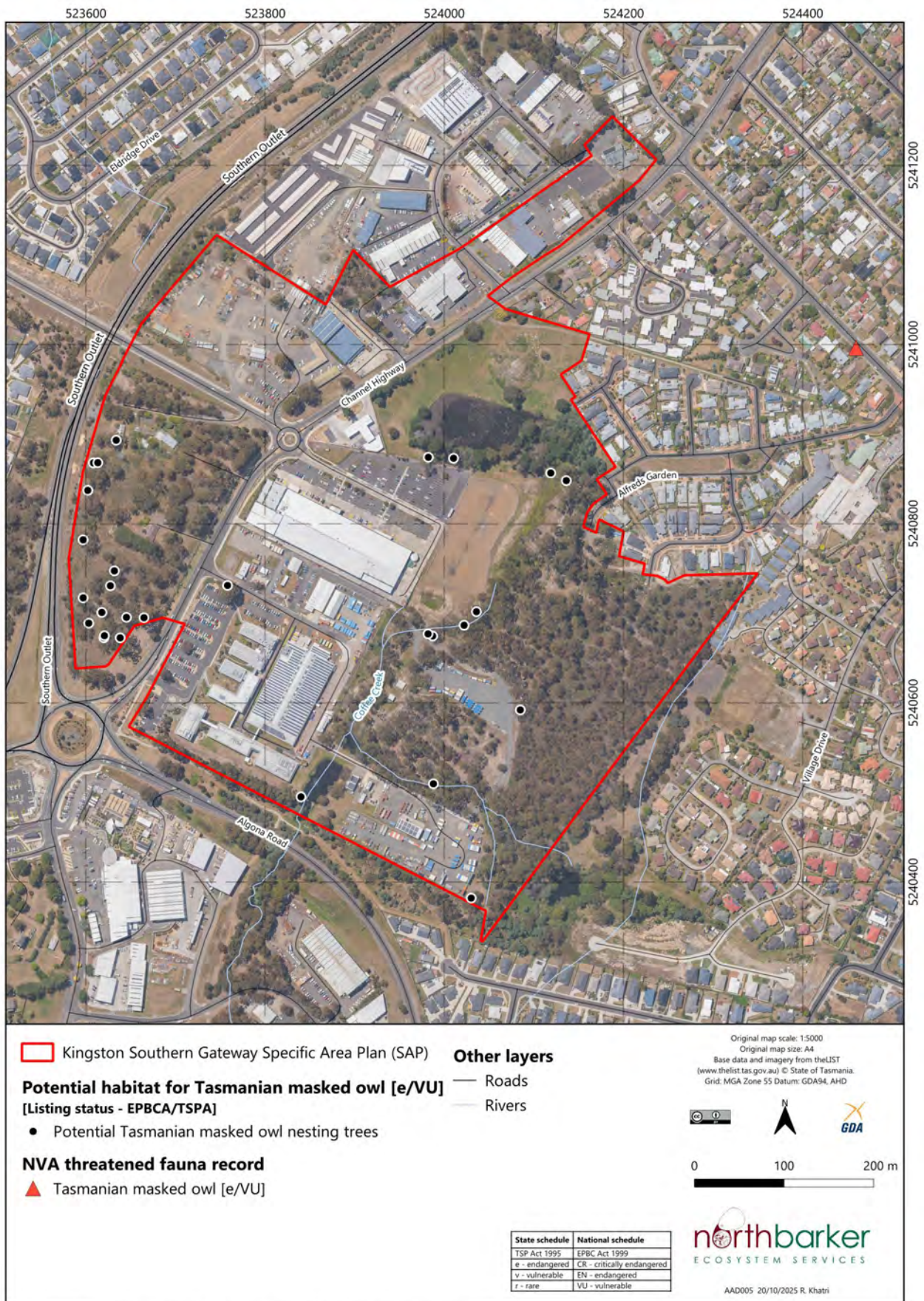


Figure 6: Potential nesting trees for masked owl (DSH>100cm) surveyed in the SAP area

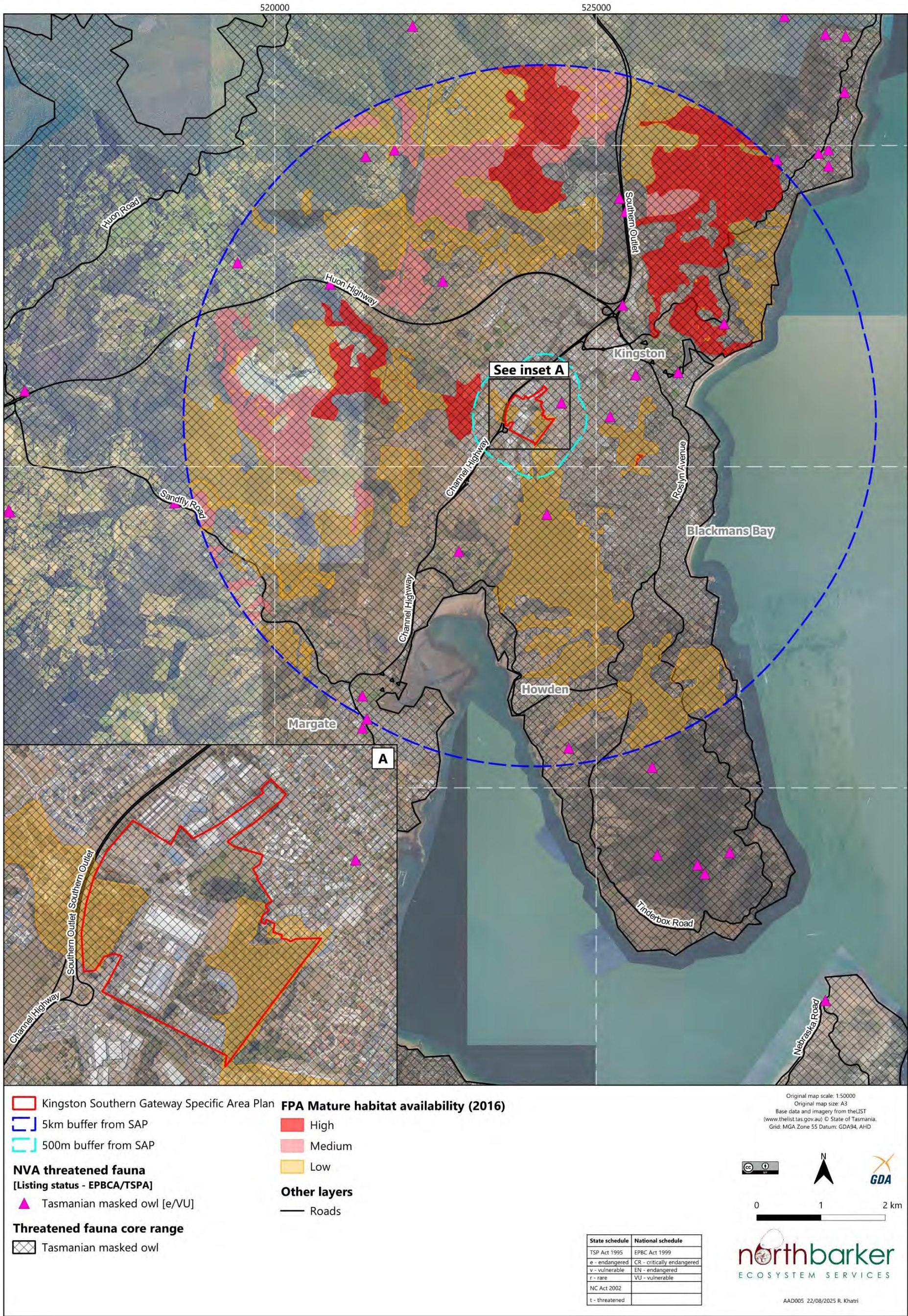


Figure 7: Masked owl observations and Mature habitat within the Kingston Southern Gateway SAP, in the surrounding local area (500 m buffer) and within the broader area (5km buffer)

3.8 Chaostola skipper butterfly

- 3.8.1 In 1992 the chaostola skipper *Antipodia chaostola leucophaea* was recorded from only two sites in Tasmania. In recent years the chaostola skipper has been found to be more widespread with observations from Knocklofty Reserve in Hobart, Freycinet National Park and Peter Murrell Reserve plus other bushland sites in Kingston.
- 3.8.2 The SAP is within the core range of the chaostola skipper with 42 documented observations of larval shelters and adult butterflies within 5 km (largely within the Peter Murrell Reserve). Additionally, the SAP area contains 2.08 ha of chaostola skipper habitat recognised as land supporting the larval foodplant *Gahnia radula*. This habitat occurs as small patches as well as larger polygons, primarily amongst areas of DAS on Triassic sediments (Figure 8). The density of *G. radula* varies across surveyed areas of the SAP from approximately 5 % up to >40 % projected foliage cover. While previous surveys have mapped extensive areas of *Gahnia radula* across much of the SAP area, no evidence of the chaostola skipper has been observed despite numerous targeted surveys.
- 3.8.3 Targeted surveys included a general searching of leaves of plants of *Gahnia radula* for the tell-tale signs of insect herbivory - eaten leaves with clean edges, as distinct from vertebrate browsing marks, or the evidence of larval shelters - where several leaves are brought together with silk out of which a small shelter is constructed with a downward facing entrance. No evidence of herbivory or any shelters of this or other closely related species of skipper that utilise the same foodplant was observed. Despite a negative result from the survey it cannot be conclusively stated that chaostola skipper is not present albeit in low numbers. Experience from other known sites is that the density of shelters is often very low.
- 3.8.4 A study of habitat and records of chaostola skipper in Kingston³⁰ identified four key 'Gahnia regions'. The SAP is included within the Kingston Gahnia region (Figure 8). The area is identified in the document as the Kingston Green site and provides the following details:
- Vegetation: DAS;
 - *Gahnia* cover: medium;
 - shrub diversity: medium;
 - *Gahnia* area: 1.2 ha;
 - chaostola skipper: not found; and
 - site priority: medium.
- 3.8.5 General recommendations for the protection of potential habitat in the chaostola skipper report include:
- *Recommendation 28*: Habitat be retained to ensure that linkages between known Chaostola Skipper sites are maintained. Areas considered to be important linkages between known colonies be targeted for retention as part of property management plans and/or other management agreements.
 - *Recommendation 30*. Where surveys have been conducted and potential habitat identified, but Chaostola Skipper is not detected, retain habitat wherever possible.

³⁰ Threatened Species Section (2012)

- 3.8.6 The most recent sighting within 5 km radius of the SAP is from 2012 of a male butterfly approximately 3.2 km from the SAP at the southeast corner of Peter Murrell Reserve. Although there is currently no literature on the dispersal range and connectivity of metapopulations of chaostola skipper butterflies, expert opinion (Dr Peter McQuillan pers com) suggests this distance may be within their dispersal range.
- 3.8.7 Although there is no evidence of chaostola skipper with the SAP, the patches of *Gahnia radula* provide potential habitat for future utilisation from colony on Peter Murrel Reserve.

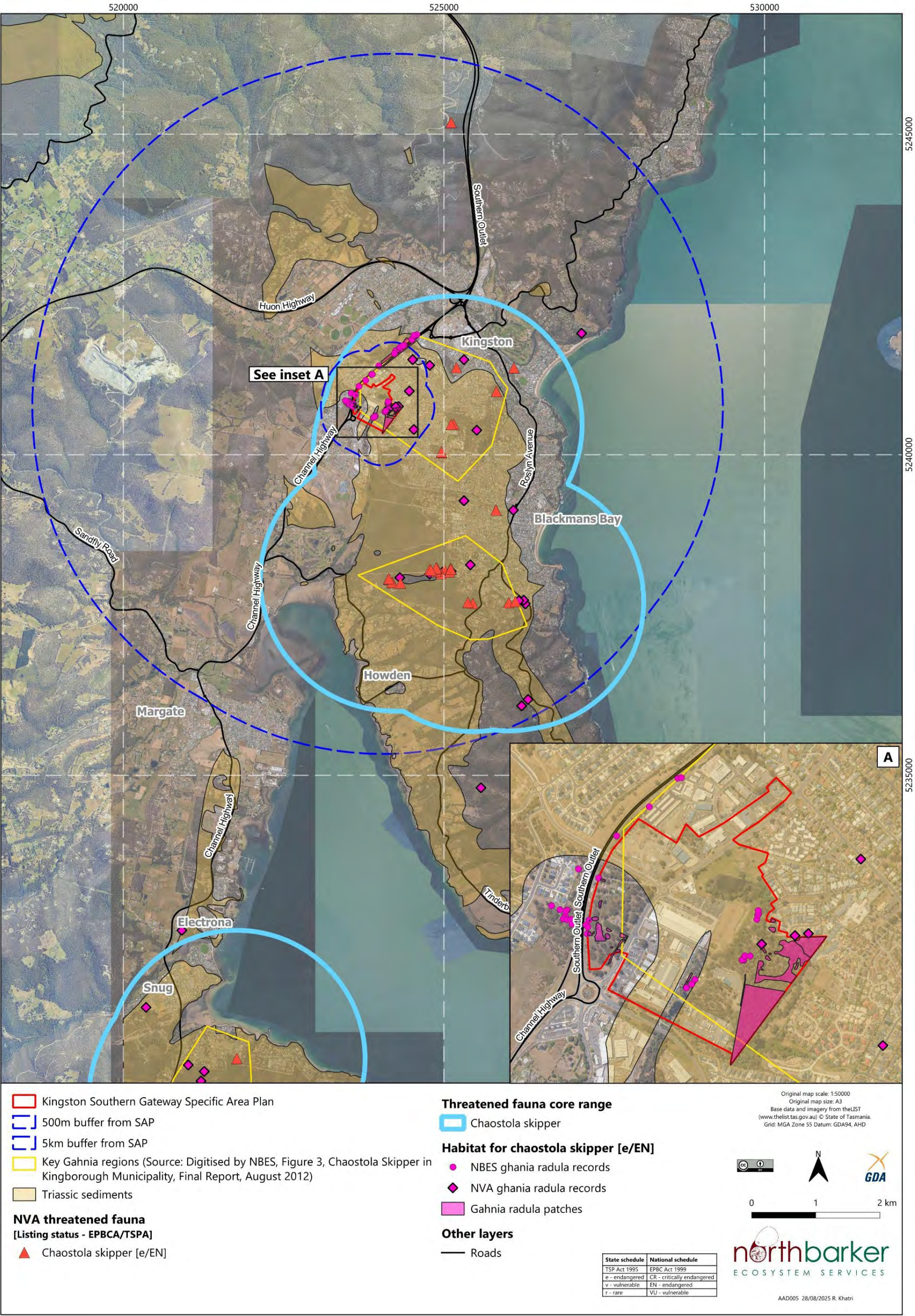


Figure 8: Chaostola skipper observations and important habitat within the SAP, in the surrounding local area (500 m buffer) and within the broader area (5km buffer)

4 Kingston Southern Gateway Specific Area Plan (SAP)

4.1 Kingborough Council Justification

- 4.1.1 Kingborough Council's justification for the Kingston Southern Gateway Specific Area Plan (SAP)³¹. The grounds for applying a SAP are to recognise the 'heavily vegetated' character of the SAP with "particular environmental, economic, social or spatial qualities". The claim is that there are "parcels of land that are either vacant, underdeveloped or anticipated to be redeveloped over time", the development of which risks the loss of significant environmental values supporting threatened vegetation communities and threatened fauna habitat. The Council justification concludes with the statement that "there are unique spatial and environmental qualities that substantiate the need for a SAP".

4.2 Threatened Vegetation and Threatened Fauna Habitat

- 4.2.1 There is a discrepancy in the extent of vegetation within the SAP affecting the areas of both communities presented by Council compared with our assessment. This is largely due to the extent of vegetation that is retained west of Old Channel Highway. The SAP justification (Fig 88) overlooks the area that has been recently cleared for development of 202 Channel Highway (Plate 1). Our figure represents the remnant that is retained on that title which has been converted to Public Open Space and is now owned by Council and small retained patch adjacent to Spring Fram Road Channel Highway junction.

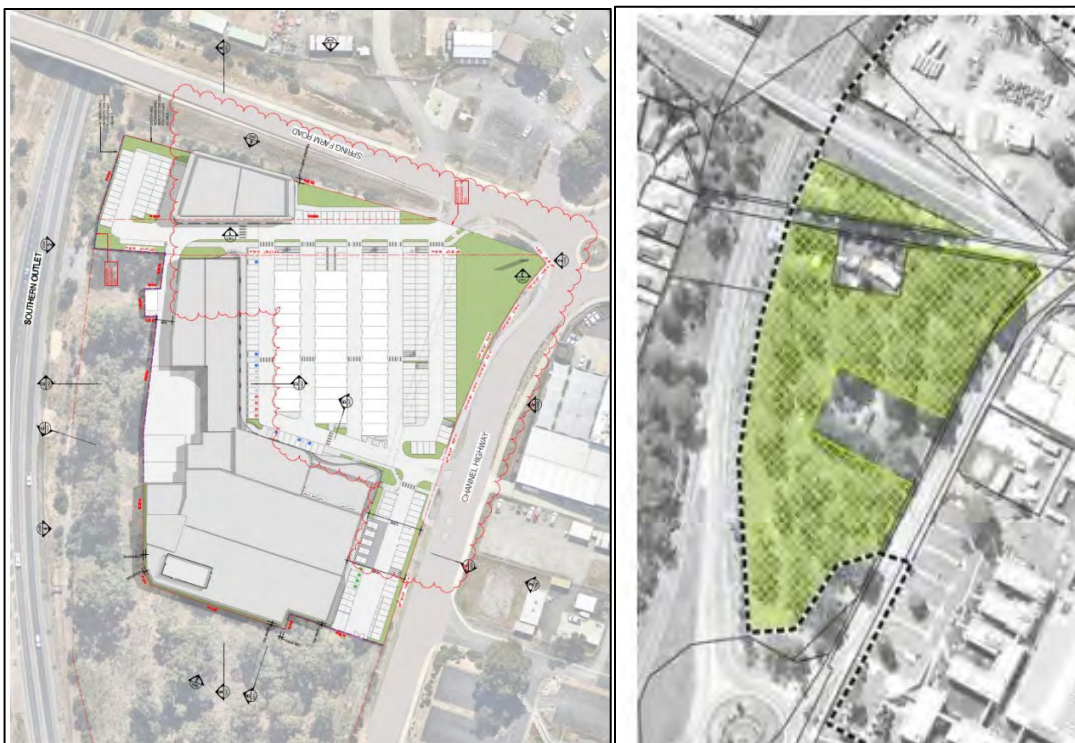


Plate 1: Developed area of 182 and 202 Channel Highway (left) and Figure 88 showing vegetation from SAP justification (right)

³¹ Attachment 7 Kingston Southern Gateway SAP Justification (Kingborough Council 2024)

Table 6: Extent of threatened vegetation communities and threatened fauna habitat within the SAP

Value	Area (ha)	
	Council Justification within SAP	NBES assessment within SAP
(DAS) <i>Eucalyptus amygdalina</i> forest and woodland on sandstone	5.97	5.1
(DOV) <i>Eucalyptus ovata</i> forest and woodland	5.38	4.66
Total Threatened vegetation	11.35	9.76
Swift parrot nesting habitat	6.1	6
Swift parrot foraging habitat	6.81	6.5
Masked owl nesting habitat	5.17 (39 large trees)	None (approx. large 30 trees)
Chaostola skipper butterfly habitat	5.38	2.08

- 4.2.2 The clearance and conversion of threatened vegetation and threatened fauna habitat is regulated through the Tasmanian Panning Scheme with the Natural Assets Code. The Code only applies to land within the Priority Vegetation Area overlay and does not apply even where those values exist outside the overlay which includes all of select zones with a development focus such as Commercial Zone.
- 4.2.3 Constituent priority vegetation identified in the SAP is almost entirely captured within the priority vegetation area overlay across other areas in Kingborough (Table 7).
- 4.2.4 The following analysis is for mainland Kingborough (excluding Bruny Island):
- 98 % of DAS is within the priority vegetation overlay (Figure 9)
 - 92 % of DOV is within the priority vegetation overlay (Figure 9)
 - 99.6 % of swift parrot nesting habitat (high, medium low mature habitat within a SPIBA) is within the priority vegetation overlay (Figure 10)
 - 98 % of swift parrot foraging habitat is within the priority vegetation overlay including 92 % of areas supporting *E. ovata* (Figure 11)
 - 99 % of significant masked owl nesting habitat (high mature habitat) is within the priority vegetation overlay (Figure 12)

Table 7: Extent of SAP values in Kingborough (excl Bruny Island) managed under the TPS

Value	Protected by Priority Veg layer (ha)	Outside Priority Veg layer (ha)	Total area in Kingborough LGA (ha) (excl Bruny island)
Threatened vegetation			
DAS	1097	26	1123
DOV	239	21	260
Mature Habitat (masked owl and swift parrot nesting habitat)			

High	1256	8	1264
Medium	1508	4	1512
Low	5984	30	6014
TOTAL	8748	42	8790
Swift parrot foraging habitat			
DGL	741	14	755
WGL	1417	25	1442
DOV	239	21	260
TOTAL	2397	60	2457

4.2.5 Irrespective of the SAP the constitution priority vegetation is well served under the existing priority vegetation overlay.

Fate of Priority vegetation within the SAP

4.2.6 Part of Council's justification for a SAP is that there are areas of priority vegetation that are undeveloped but at risk of development without any controls.

4.2.7 Much of the undeveloped areas of the SAP that support priority vegetation are protected from future development due to having a Part 5 Agreement between the title owner and Council (Figure 13, Table 8). These protected areas also include much of the swift parrot breeding habitat.

Table 8: Extent of SAP values protected under Part 5 and under Council control

Value	Protected within Part 5 Agreement or POS	Total in SAP	% protected in SAP
Threatened vegetation			
DAS	2.5	5.1	49
DOV	1.75	4.66	37.55
Swift parrot breeding habitat			
Foraging trees	98	309	31.72
Potential nesting and foraging trees	18	60	30
Potential nesting trees	62	160	38.75

4.2.8 The areas that are currently outside the protected umbrella of Part 5 Agreement or Council POS are proportionately small. One of these is at the rear of the AAD site () and another behind Bunnings ().

4.2.9 The largest area supporting a concentration of habitat is at the rear of the AAD site (). The vegetation within this area is significantly modified and of uncertain viability. It is currently used for storage of material and testing of Antarctic bound equipment including vehicles. The ground layer has been largely disturbed and modified by vehicle use and the

storage of topsoil, fill and other material. In the period between 2020 and 2025 seven trees have been removed, possibly through windthrow and ten have died.

- 4.2.10 A second smaller area of bushland is located behind Bunnings ([REDACTED]) This area is in poor condition and largely composed of cleared land supporting just two foraging habitat trees for swift parrot (*Eucalyptus ovata* > 40 cm DSH)
- 4.2.11 Taking into account the small extent and poor condition of the remaining areas of vegetation not currently protected within the SAP the provision of a SAP to specifically regulate clearance of these with specific intent of protection is unwarranted and will have a limited net gain in conserving priority values.



Plate 2: *E. ovata* forest at rear of AAD site - highly modified ground layer conditions throughout



Plate 3: Rear of AAD site - dead eucalypts

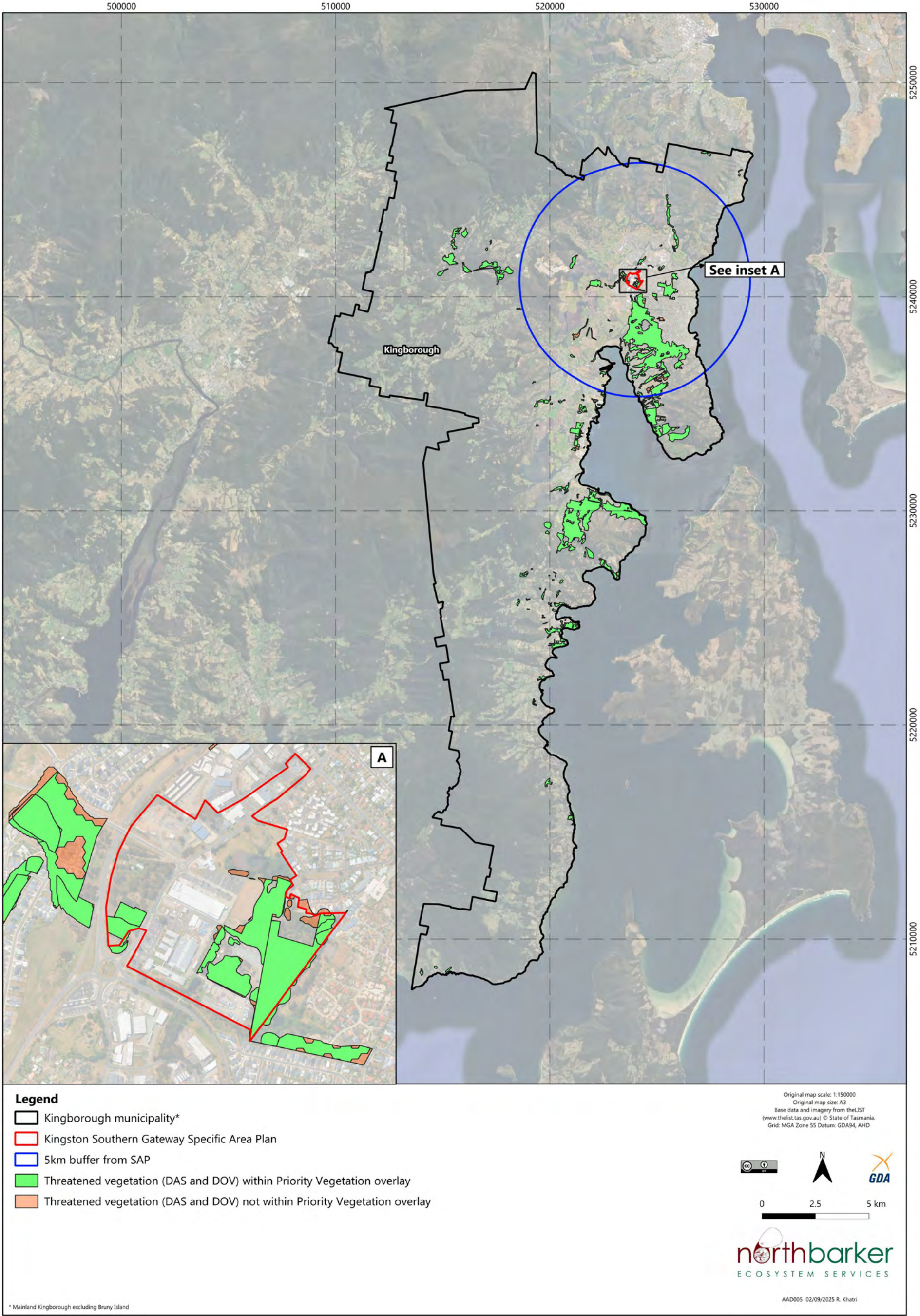


Figure 9: DAS and DOV within priority vegetation area overlay

(Priority vegetation area overlay shown in SAP where located over proposed Environmental Living zone

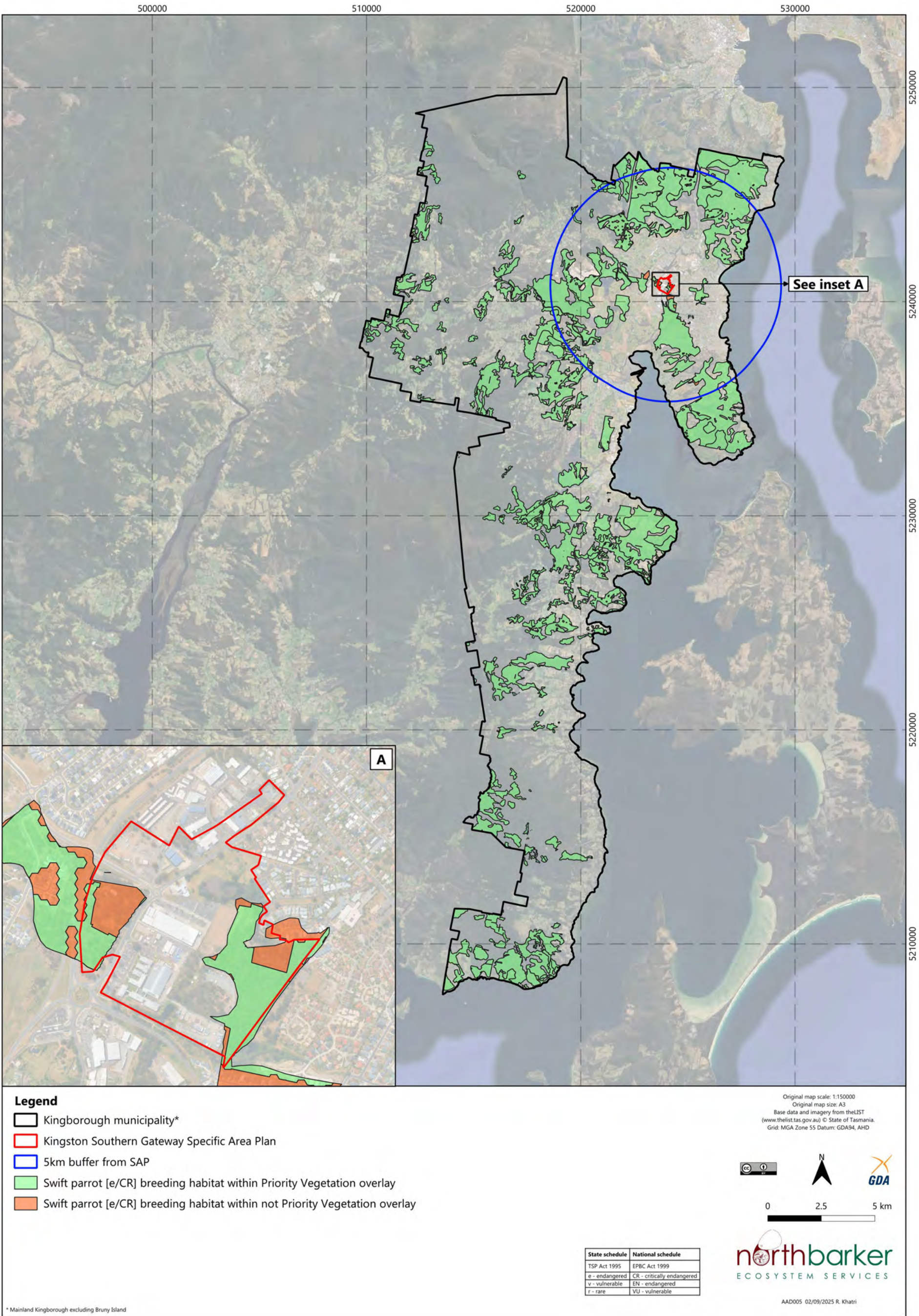


Figure 10: Swift parrot nesting habitat (all classes of mature habitat) within priority vegetation overlay

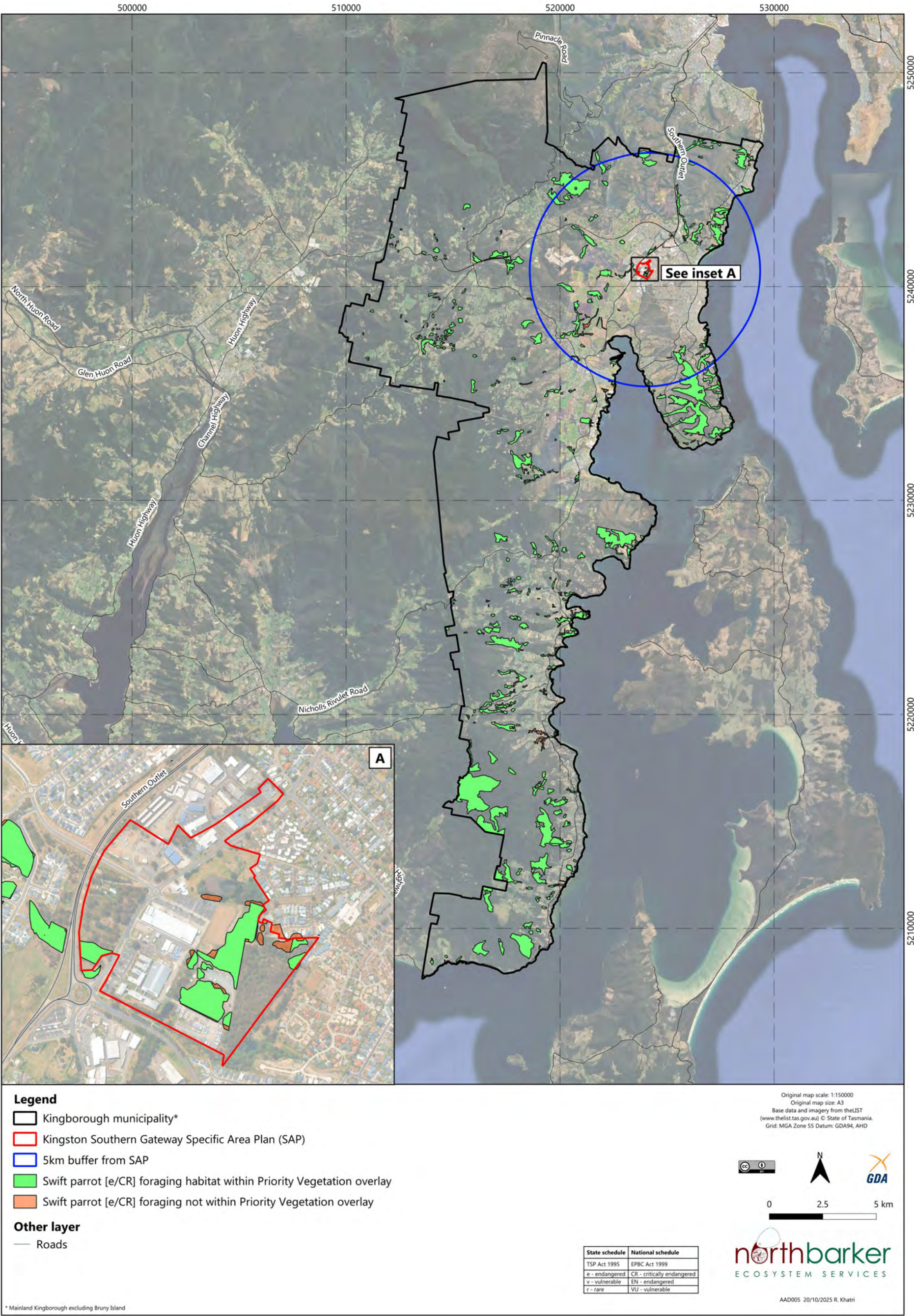


Figure 11: Swift parrot foraging habitat within priority vegetation overlay

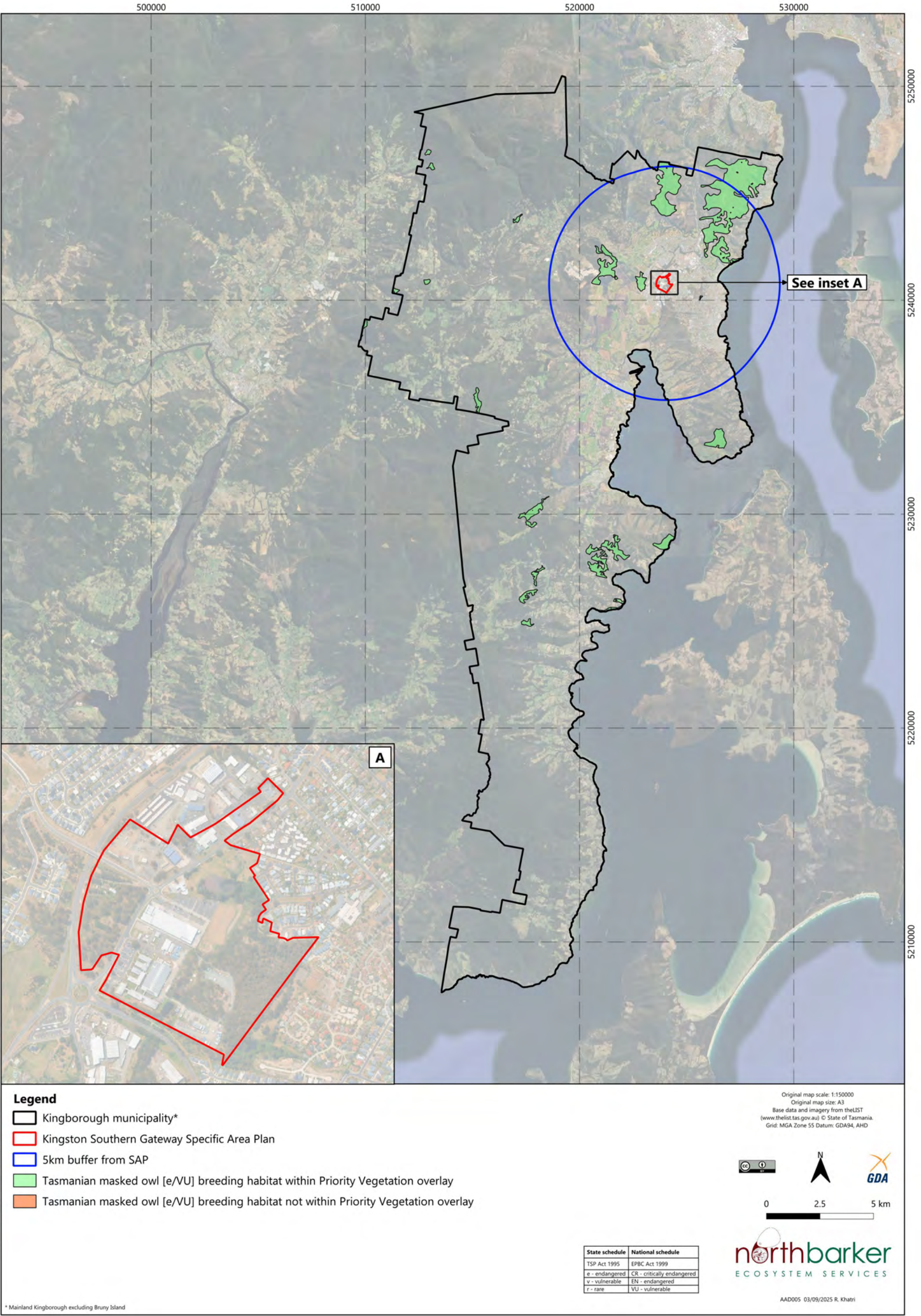
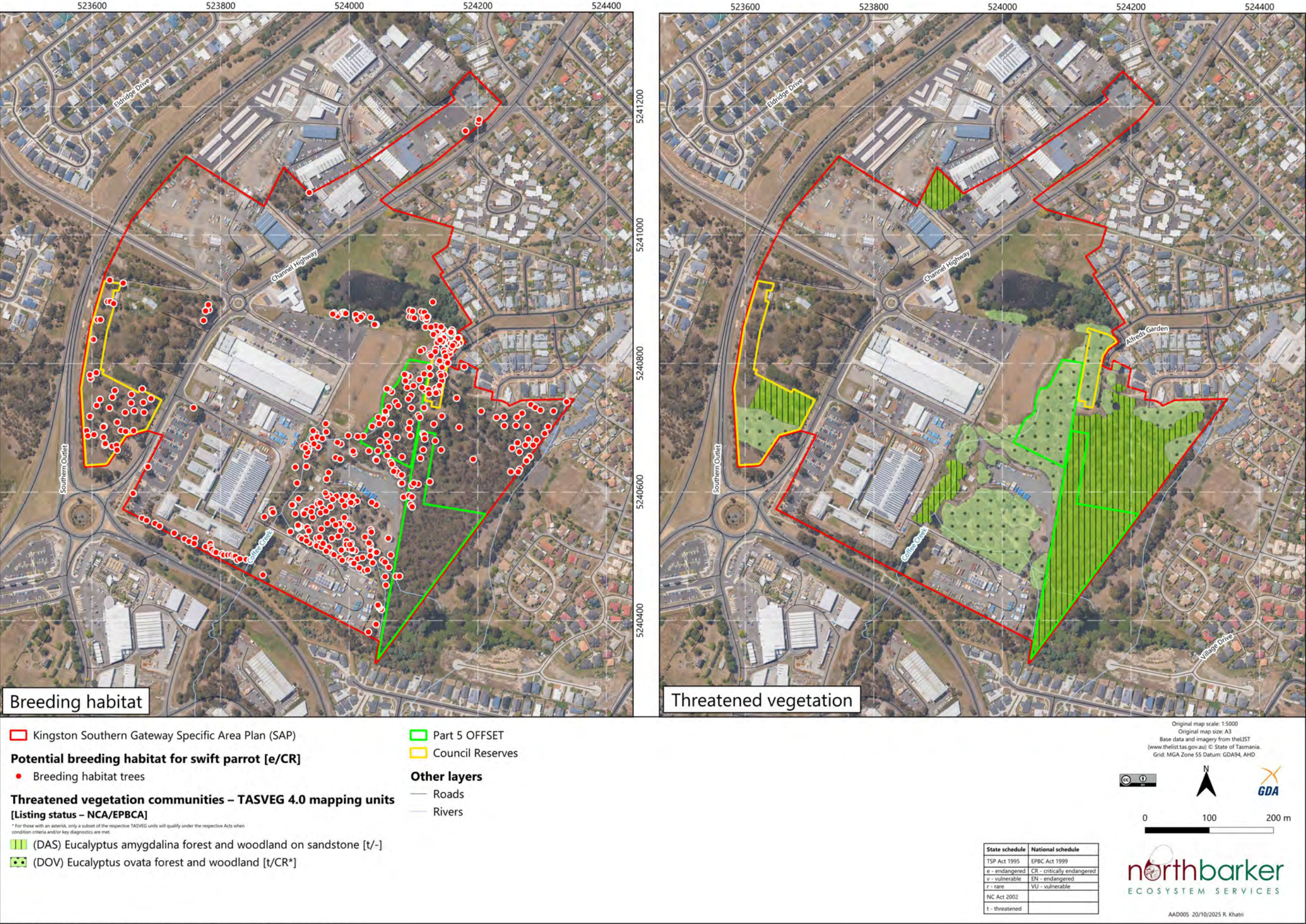


Figure 12: Masked owl breeding habitat within priority vegetation overlay



The mapping has been undertaken using a hand held GPS and subjective interpretation. Consequently it should be considered indicative only.

Figure 13: Protected Areas within the SAP

4.3 Functional Linkage/Wildlife Corridor

- 4.3.1 Councils justification notes that “This vegetation has unique spatial qualities in that it provides a functional linkage connecting existing public and private reserves to the east and south (Boronia Hill, Hawthorn Drive, Algona Reserve, Peter Murrell Reserve, Kingston Green and Celery Top) with reserves and extensive areas of vegetation to the west and north (Whitewater Park and Creek and the rural landscape beyond)”.
- 4.3.2 Figure 14 present the location of each of the named reserves in relation to the SAP.
- 4.3.3 Wildlife movement corridors or landscape linkages form an integral part of an ecosystem by providing wildlife with the capacity for exchange and dispersal between habitats³². By creating networks these natural corridors sustain critical biodiversity while preventing the genetic isolation and extinction of species from human induced habitat fragmentation³³. The International Union for Conservation of Nature (IUCN) has published comprehensive guidelines on conservation including a recommendation to formally recognise ecological corridors and protect these on a global scale³⁴. Riparian corridors along river systems provide various ecological services and are often the last remaining ecological corridors in urbanised regions. Linkages can be connected either temporally or spatially with varying degrees of connection to adjacent corridors³⁵.
- 4.3.4 To properly assess the function of linkages it is necessary to consider existing vegetated land that is likely to be retained through planning controls. Figure 15 shows all Environmental Management Zone land which includes more than just the reserves identified by Council plus vegetated land zoned Landscape Conservation.
- 4.3.5 The SAP is connected via the riparian corridor of Coffee Creek to both the Peter Murrell and Algona reserves (Figure 15). It does not provide a direct linkage to other areas of vegetation.
- 4.3.6 If areas of vegetation protected through the LPS of the TPS are included in any consideration, the SAP will provide a centralised ‘stepping stone’ between reserves to the east and large areas zoned as Environmental Management and Landscape Conservation to the west, connecting to the riparian corridors of Whitewater and Coffee Creek. However, these are not direct linkages and so function for only certain species groups.
- 4.3.7 Functional connectivity varies between species groups. Avian species do not require direct linkages although the distance that can be bridged is dependent on flight strength. Birds can cover large distances, but some weak flying butterflies can be cut off by narrow barriers. Terrestrial species however are more dependent on direct connectivity. Flora species that form part of a vegetation community also vary in the connectivity necessary to maintain genetic flow in the long term.

³² Agnew & Fryirs (2022); Department of Climate Change, Energy, the Environment and Water (2021)

³³ Zellmer & Goto (2022)

³⁴ Agnew & Fryirs (2022)

³⁵ Agnew & Fryirs (2022)

- 4.3.8 The geographic placement of the swift parrot habitat in the SAP is not important as a linkage as swift parrots are strong fliers known to utilise foraging habitat within 5 km of a nesting site.
- 4.3.9 The geographic placement of the potential Tasmanian masked owl habitat in the SAP is not important as a linkage as masked owls are strong fliers known to utilise extensive home ranges.
- 4.3.10 The most recent sighting within 5 km radius of the SAP from 2012 of a male butterfly approximately 3.2 km from the SAP at the southeast corner of Peter Murrell Reserve. Although there is currently no literature on the dispersal range and connectivity of metapopulations of chaostola skipper butterflies, expert opinion (Dr Peter McQuillan pers com) suggests this distance may be within their dispersal range.
- 4.3.11 Although there is no evidence of chaostola skipper with the SAP, the patches of *Gahnia radula* provide potential habitat for future utilisation from colony on Peter Murrell Reserve. However, the SAP does not provide a significant linkage between known or potential habitat patches of chaostola skipper habitat.
- 4.3.12 Further justification provided by Kingborough Council³⁶ in their response to the representations are that:
- The area of land to the rear of the Australian Antarctic Division, proposed to be zoned EMZ contains approximately 4 hectares of *Eucalyptus ovata* forest, listed as endangered under State legislation and critically endangered under Commonwealth legislation. That it also provides habitat for critically endangered swift parrot and forms part of a larger 10 ha of threatened vegetation, extending into Kingston Green to the east.
 - The Commercial zone will preclude application of the priority vegetation provisions of the Natural Assets Code
 - A SAP will afford protection to high-priority remnant vegetation.
- 4.3.13 (a). The area of *Eucalyptus ovata* forest DOV located at the rear of the Australian Antarctic Division is made up of fragmented patches totalling 1.8 ha. The best condition areas are highly modified with all structural elements absent except for ground covers which are dominated by introduced grasses. The whole SAP is heavily infested with a range of environmental weeds. The worst condition areas occupying 0.28 ha almost entirely lack any native component with the ground layer composed of non-native grasses. These areas more closely accord to *Improved pasture with native tree canopy* (FAC) a TASVEG Modified Land classification. FAC was specifically developed "to map exotic grassland pastures where there is a remnant native tree canopy"³⁷.
- 4.3.14 Recent advice from the author of TASVEG (Dr Anne Kitchener, Department of Natural Resources and Environment Tasmania) is pertinent: to this circumstance.

*"Whilst the FAC description currently limits its mapping to agricultural land, the Glossary states 'Paddock trees' (i.e. FAC) can 'also be found along road reserves, in cemeteries, parks and urban areas'.
If these areas meet the Glossary definitions of 'Paddock trees' and/or*

³⁶ Kingborough Council (2025). Kingborough Draft Local Provisions Schedule S35F Report of Representations

³⁷ Kitchener et al 2021 Modified Land (https://nre.tas.gov.au/Documents/f2f_modified_land.pdf)

‘Modified forest’ (i.e. understorey completely removed and without evidence of regeneration in 10-50 yrs), then it should be ok to map these as FAC. Conversely, if there is any evidence of regeneration (or seed sources which could regenerate with proper management), then these areas could be mapped as extremely low condition native forest/woodland

- 4.3.15 Based on the above interpretation of land to the rear of the Australian Antarctic Division, proposed to be zoned EMZ contains approximately 1.5 hectares of *Eucalyptus ovata* forest, not 4 ha.
- 4.3.16 b) Zoning the land commercial will preclude application of the priority vegetation provisions. However, considering the condition of the vegetation this will have minimal consequence as the condition does not justify its retention. Regulation of the removal of habitat trees for swift parrot is exercised through the EPBC Act irrespective of the zoning.
- 4.3.17 c). Much of the high priority vegetation within the SAP is already protected through Part 5 and placement with Council reserves. Where this is not the case the values are of uncertain significance to warrant special measures.

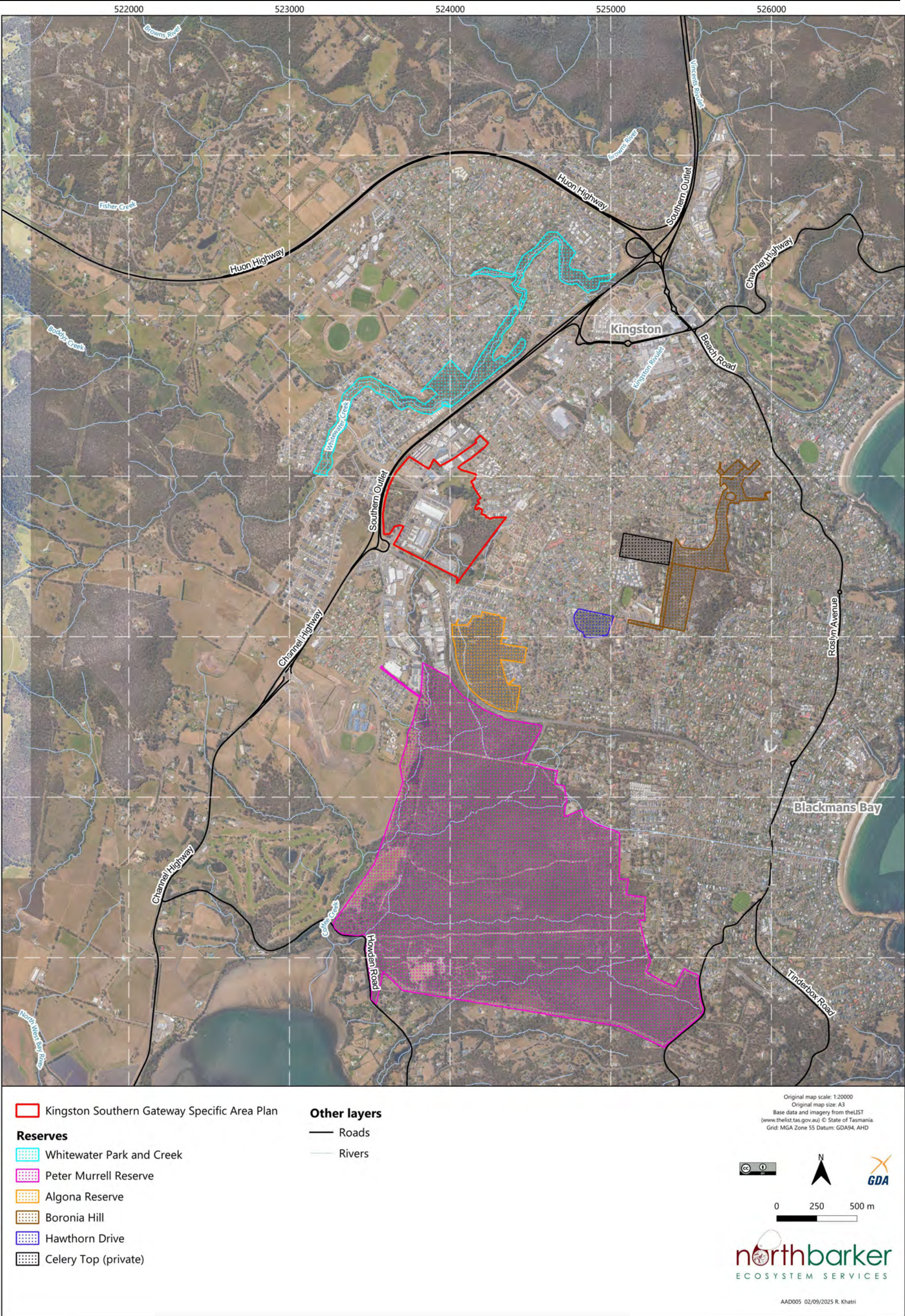


Figure 14: Council reserves

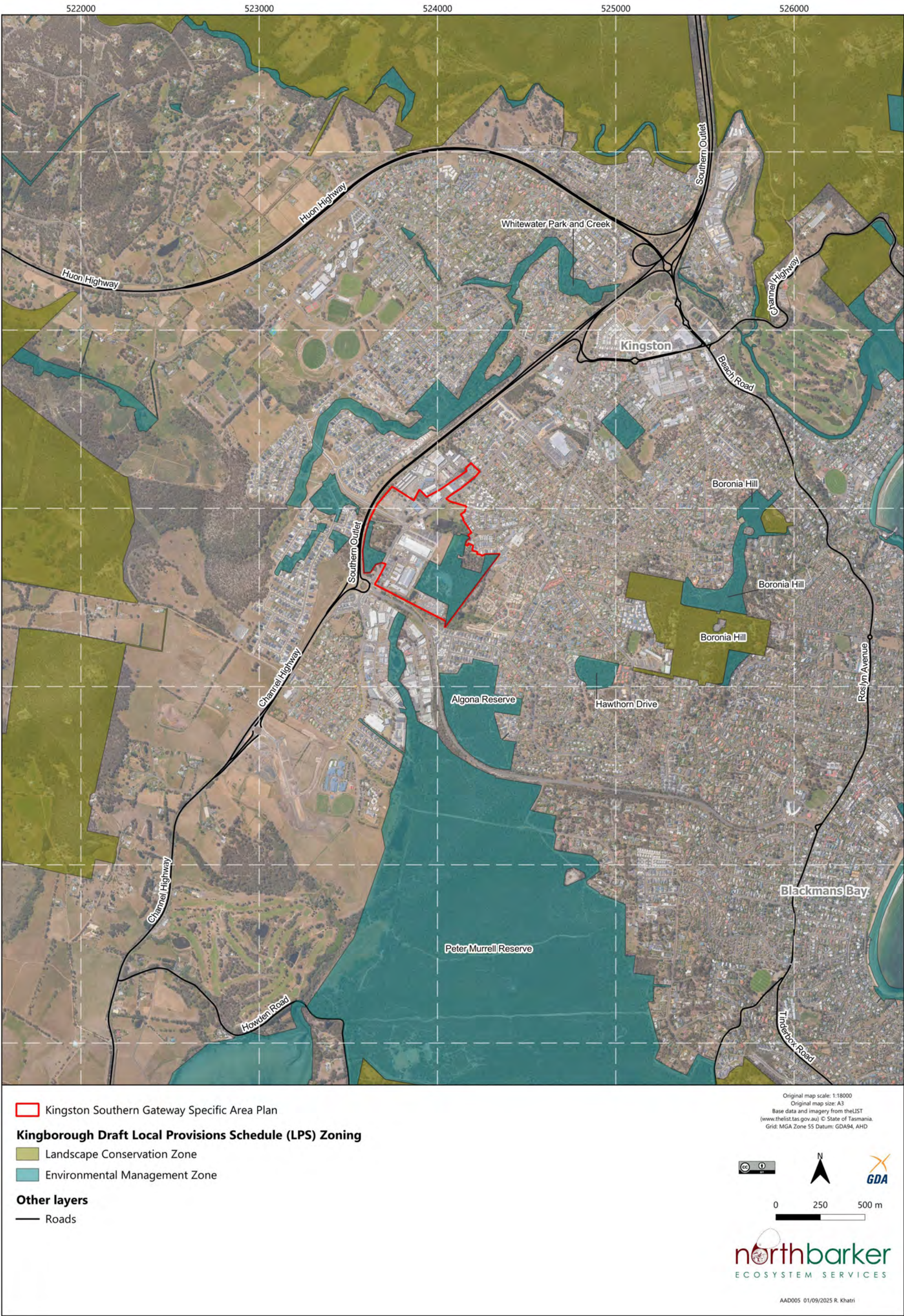


Figure 15: Land protected through planning controls in vicinity of SAP

4.4 Rezoning

- 4.4.1 Land within the SAP under the Kingborough Interim Scheme 2015 (KIPS) is zoned a mixture of:
- 11 Inner Residential
 - 15 Urban Mixed Use
 - 23 Commercial
 - 28 Utilities
 - 29 Environmental Management
- 4.4.2 The Kingborough proposal for the SAP under the Tasmanian Planning Scheme would include:
- 13 Urban Mixed use
 - 17 Commercial
 - 23 Environmental Management
 - 26 Utilities
- 4.4.3 AAD Nominees Pty Ltd owns 3 relevant parcels of land, namely:
- CT 135843/1 Part of 'Australian Antarctic Division HQ' - [REDACTED] Kingston
 - CT 135843/2 Part of 'Australian Antarctic Division HQ' - [REDACTED] Kingston
 - CT 170438/2, [REDACTED] Kingston
- 4.4.4 Currently AAD land is zoned Commercial under KIPS.
- 4.4.5 Under the Kingborough proposal part of the land will be zoned Commercial and the rear of 203 and [REDACTED] will be rezoned to Environmental Management.
- 4.4.6 The Environmental Management Zone extend across other areas of predominantly vegetated land on the adjacent property currently zoned Inner Residential. The distinction with the adjacent land is that it is already protected under Part 5 agreements and within a Council reserve. The land to the rear of Lot [REDACTED] and a tiny area at the rear of Lot 2 are the only areas within the proposed Environmental Management Zone currently not protected. Considering the condition of the SAP (refer 4.2.8) and the uncertain viability of the natural values there is little justification for rezoning these parcels of land to Environmental Management. Rezoning this land will have a limited net gain in conserving priority values.

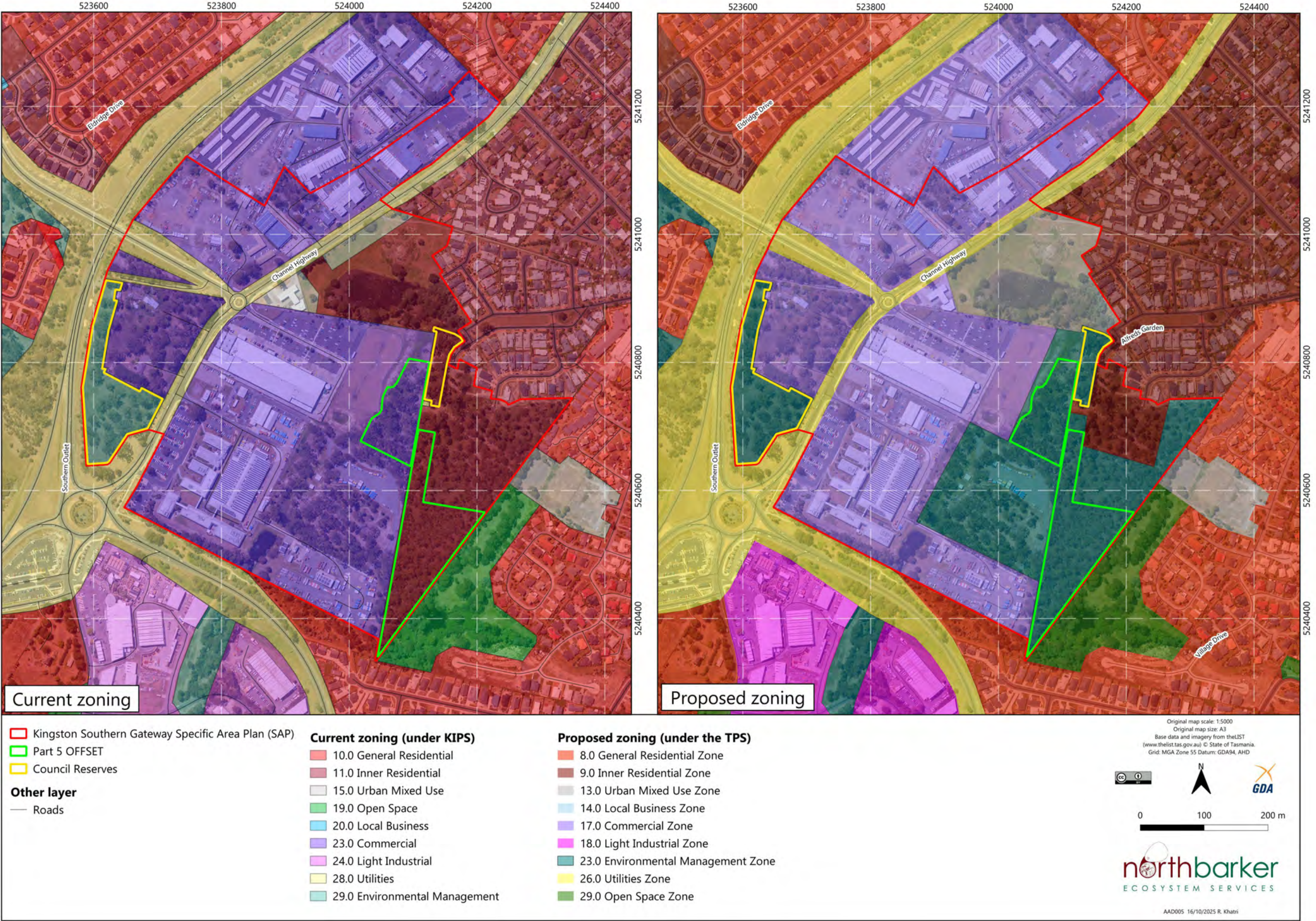


Figure 16: Current and proposed zoning

5 Conclusion

- 5.1.1 The vegetated areas within the area of the proposed Kingston Southern Gateway Specific Area Plan include threatened vegetation communities and habitat for threatened fauna. The most significant and viable areas supporting these habitat values are currently protected under Part 5 Agreement with Council and secured within Council owned Public Open Space. The small proportion currently zoned Commercial at the rear of [REDACTED] and the rear of [REDACTED] is insufficient justification for dedicating a SAP or for rezoning Commercial land to Environmental Management.
- 5.1.2 The Council justification for the proposed provisions (a SAP and rezoning 203 and Lot 2 Channel Highway to Environmental Management) is not supported.
- 5.1.3 The area of the proposed SAP does not support unique spatial qualities, and they do not provide an important function linkage between existing reserve.
- 5.1.4 The area of the proposed SAP supports some threatened vegetation communities albeit less than suggested by Council. These are not of significant quality or importance to justify the proposed provisions. Conservation of these communities is well serviced by planning provisions across the municipality.
- 5.1.5 The area of the proposed SAP supports swift parrot foraging habitat, most of which is secured within PAS and Part 5 Agreements.
- 5.1.6 The area of the proposed SAP supports potential nesting habitat for swift parrot, although the likelihood of this the swift parrot nesting is considered extremely remote.
- 5.1.7 The area of the proposed SAP does not support masked owl breeding habitat.
- 5.1.8 The area of the proposed SAP supports some potential chaostola skipper habitat, most of which is secured within Council reserves and Part 5 Agreements.
- 5.1.9 Much of the vegetated areas are protected under a Part 5 and as Council reserves. Zoning these areas Environmental management is consistent with their management intent.
- 5.1.10 Rezoning of areas of vegetated land not secured under a Part 5 or POS to Environmental Management is not warranted considering the context of their location and condition.

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Appendix A: Council Response to public comments³⁸

Rezoning

Planning Authority response	The area of land to the rear of the Australian Antarctic Division, proposed to be zoned as EMZ, contains approximately 4 hectares of <i>Eucalyptus ovata</i> forest. This forest is a threatened vegetation community, listed as endangered under State legislation and critically endangered under Commonwealth legislation. It also provides habitat for the critically endangered swift parrot. This vegetation is part of a larger patch of over 10 hectares of threatened vegetation, extending into Kingston Green to the east. Under the Code Application Guidelines, the Priority Vegetation Provisions in the Natural Assets Code cannot be applied within the Commercial Zone. This marks a significant departure from the protection that the vegetation received under both KIPS2015 and KPS2000. While existing use rights would remain as per current approvals, the proposed split zoning would ensure that the significant natural values of the site are protected. Leaving the area zoned Commercial would result in the potential; loss of over 4 hectares of some of the highest priority remnant vegetation in Kingston, which would be inconsistent with current requirements and those on the adjacent Kingston Green site. The land will also be subject to the proposed Kingston Southern Gateway SAP, which will allow for research and development activities linked to the Antarctic Division. The Council is open to discussing concerns and potential alternatives with the representor at the public hearings.
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Kingborough gateway Specific Area Plan

Planning Authority response	The land contains approximately 4 hectares of land dominated by <i>Eucalyptus ovata</i>, which provides habitat for the threatened swift parrot and may also meet the thresholds for a threatened vegetation community listed as endangered under State legislation and critically endangered under Commonwealth legislation. The vegetation forms part of a broader area of over 10 hectares of connected habitat, extending into Kingston Green to the east. The rezoning responds to the limitations of the TPS to protect these important environmental values. Under the State Government's LPS Guidelines, the Priority Vegetation provisions of the Natural Assets Code cannot be applied within the Commercial Zone. This represents a significant reduction in protection compared to the provisions of KIPS2015 and KPS2000. The proposed zoning approach allows existing use rights to continue while affording protection to high-priority remnant vegetation. Retaining the existing Commercial zoning would risk the loss of more than 4 hectares of this sensitive vegetation and would be inconsistent with how similar values are treated on sites under the Forest Practices System. The SAP has been written in a manner that supports research and development activities associated with the Antarctic Division to continue. Council is open to discussing the representor's concerns further at the public hearings, including the possibility of retaining the CZ and modifying the SAP to balance the landowner's interests with the broader strategic objective of protecting environmental values and enhancing the visual qualities of Kingston's southern entrance.
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³⁸ Kingborough Council (2025). Kingborough Draft Local Provisions Schedule S35F Report of Representations



Andrew North

Director / Principal Ecologist

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Andrew has been operating as a consultant in Tasmania since 1991, establishing the North Barker business in 2000 in partnership with Phillip Barker, after which a transition was made to a company in 2020. He has reported over many hundreds of studies for various Government Departments and proposals throughout Tasmania. He has extensive experience with surveys of reserves and conservation areas and specialises in assessing botanical conservation values, development proposal impacts upon native vegetation and monitoring of site rehabilitation.

Prior to coming to Tasmania Andrew worked in the UK in habitat management, balancing nature conservation with public use for recreation and education. He compiled, promoted and implemented management plans for Country Parks and Nature Reserves.

Education

- 1985 Open University, UK (certificate by correspondence). Changing Countryside (Land Use Conflict)
- 1984 Honours Biology: University of Sussex, Brighton, UK. [upper second class]
Environmental Plant Physiology, Ecology of Pest Control, Animal Behaviour, Population Biology
- 1981-83 Bachelor of Science Biology. University of Sussex, Brighton, UK

Employment

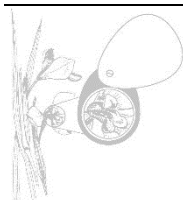
- 2020 – Present Director/ Principal Ecologist in North Barker Ecosystem Services
- 2000 – 2019 Partner/ Principal Ecologist in North Barker Ecosystem Services
- 1991 – 2001 Principal consultant for AJ North & Associates – Biological Consultants
- 1995 – 1997 Project Botanist - Forestry Tasmania – part time
- 1990 – 1991 Project Officer – Tasmanian Parks & Wildlife Service

Present Role and Work Duties

As a principal ecologist for North Barker I engage in all levels of business, including project management, tendering, field work, reporting, mapping and client liaison. The field component of my work involves a substantial amount of botanical surveying, using a variety of methods in diverse habitats from urban roadsides, to wet forests, to coastal heaths, to highland grasslands. In all aspects I am required to operate largely autonomously and to efficiently utilise limited time and resources to deliver projects under budget. My role involves: ecological surveys, assessments of developments, strategic management planning, expert witness in planning tribunals.

Flora and fauna surveys

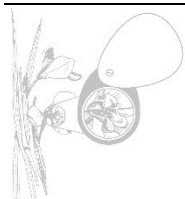
- Threatened species assessments, impact mitigation, permits, monitoring and management
 - o Extensive experience in flora surveys and population censuses – quadrats, transects, timed meander searches, etc.



- o Targeted surveys for various threatened frogs, skinks, beetles, snails, butterflies, *etc.*, including captures and translocations.
 - o Translocation of threatened flora species – e.g. *Dianella amoena* and *Scleranthus brockiei*.
 - o Call-back surveys for owls and spotlight surveys for other nocturnal fauna.
 - o Design advice to avoid impacts to threatened species and critical habitat elements.
- Vegetation mapping and vegetation condition assessments
 - o Extensive experience interpreting aerial imagery for patterns of tone, texture, colour and contrast that indicate patches of vegetation.
 - o Extensive experience ground-truthing TASVEG mapping and aerial signatures determined by image interpretation.
 - o Experience at multiple scales, from less than 1 ha to over 20,000 ha.
 - o Experience across all Tasmanian bioregions and environments.
 - o Experience with NCA and EPBCA listed communities and the application of conditional criteria for the latter.
- Plant identification and collection
 - o High level skills and over 30 years of experience in field observation and discrimination of Tasmanian flora.
 - o Extensive experience in the use and interpretation of stepwise and lucid keys.
 - o Specialist skills in the identification of threatened vascular flora and introduced species.
 - o High level skills in the collection and preservation of samples for future reference and for lodging at herbaria.
- Fauna habitat assessments
 - o Den and hollow surveys.
 - o Habitat mapping.
 - o Remote monitoring: motion-operated cameras, use of Song Meter bio-acoustics recorder and analysis using Song Scope software.
 - o Aerial and ground searches for raptor nests.
- Invasive species and pathogens, including audits of transportable material
 - o Targeted weed mapping and weed surveys.
 - o Weed management plans and strategies.
 - o *Phytophthora cinnamomi* assessments.
- Digital and spatial data treatment/ GIS
 - o MapInfo proficient
 - o Digitisation, map preparation, *etc.*
- Research and monitoring
 - o Biodiversity monitoring.
 - o Audits and management prescriptions, such as in Dept State Growth Roadside Conservation Sites.
 - o Design of research and monitoring programs as part of offset requirements.

Development approvals and planning requirements – some examples

- Infrastructure projects
 - o Extensive involvement with assessment of works within state road network over 30 years eg Tarkine Scenic Drive, SETS, Midland Highway Safety upgrades
- Subdivisions, urban developments and outbuildings
 - o White Water Creek development
 - o St. Virgil's subdivision



- Dam and mine constructions and expansions
 - o Savage River mine expansion
 - o Barnbougle sand mine
 - o Duck River irrigation dam
 - o St. Patrick's Plains trout dam
 - o Flagstaff Gully quarry
 - o Roseberry MMG tailings storage facility
- Industrial and agricultural diversification and expansion
 - o Woolnorth intensification
 - o Self's Point treatment plant redevelopment
 - o Scottsdale Irrigation Scheme
- Local, state and federal government approvals
- Covenant requirements and proposals
 - o Delmore Road irrigation dam
 - o Grant's Lagoon offset variation
- Advice on regulations and legislation

Additional Tasks Undertaken in Previous Roles

Negotiator - RFA Private Reserve Program, DPIWE, Tasmania

- Negotiating with private landowners to achieve covenants on properties supporting high conservation forest communities

Principal Consultant - AJ Norths & Associates, Hobart, Tasmania

- Biological surveys
- Habitat assessments
- Management plans and approvals

Project Botanist – Forestry Tasmania, Tasmania

- Botanical surveys of RAPs and forest reserves throughout Tasmania
- Development of reserves database
- Assessment of forest conservation communities

Botanist - Greening Australia, Northern Midlands, Tasmania

- Roadside survey for database of significant tree and rare plant sites

Project Officer - Department of Parks, Wildlife and Heritage

- Monitoring of vegetation on rehabilitation sites in Franklin-Gordon Wild Rivers National Park

Project Officer - Department of Parks, Wildlife and Heritage

- Survey of *Phytophthora cinnamomi* along the South West track in the World Heritage Area

Consultant Botanist – Self Employed, Tasmania

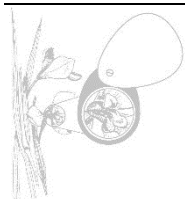
- Botanical surveys
- Management plans
- Database management
- Management of species inventory

Technical Officer - Department of Parks, Wildlife and Heritage

- Cataloguing of Decoda based datasets of existing vegetation surveys from various state agencies

Consultant Biologist – Self Employed

- Botanical surveys for Department of Roads and Transport and for Federal Airports Corporation



Project Officer - Department of Parks, Wildlife and Heritage

- Survey of the Central Plateau Protected Area for weed species to describe their distribution and to determine their relationship with public use of the area

Research Assistant - Department of Geography and Environmental Studies, University of Tasmania

- Project for the Resource Assessment Commission to describe the state of forest reservation in Tasmania and to propose a model for targeting optimum siting for additional reserves
- Collation of existing data and assistance with data analysis

Ranger/Field Officer – Teignbridge District Council, Devon, UK

- Management of a range of sites including woodlands, lakes, commons and long distance footpaths for wildlife conservation and public enjoyment and education
- Control of budgets
- Development of management agreements and plans for all sites
- Biological recording and surveys
- Running a varied interpretation program
- Initiation and implementation of landscaping schemes
- Management and supervision of Manpower Services and volunteer program

Industry Training and Accreditation

- Industry accreditation
 - o Education in the Countryside
 - o Landrover maintenance
 - o Tractor maintenance
 - o Changing Countryside (Land Use Conflict)
 - o Full driver's licence (Car and Motorbike)
- Safety training
 - o First Aid
 - o Use of Pesticides (Chemcert)
 - o Use of Chainsaws
 - o Sports driver's license

Committee Memberships

- 2013 – 2020 Member of the Threatened Species Scientific Advisory Committee (TSPA).
- 2003 – 2018 Member of Tasmanian Vegetation Monitoring and Mapping Program (TASVEG) Scientific Reference Group, responsible for the provision of scientific and technical direction for vegetation mapping in Tasmania.
- 2003 - 2004 RFA CAR Scientific Advisory Group
- 1999 - 2003 Member of the Flora Advisory Network – reviews and nominates listings of plant species on the Tasmanian *Threatened Species Protection Act 1995* -
- 1998 - 2005 Independent Negotiator for the RFA Private Reserve Programme, DPIWE.

Professional References

- Matthew Davis, Senior Environmental Scientist, ERM. Previously worked with Andrew when working at Department of State Growth, GHD and Pitt & Sherry. Matthew.davis@erm.com 0427680861.

