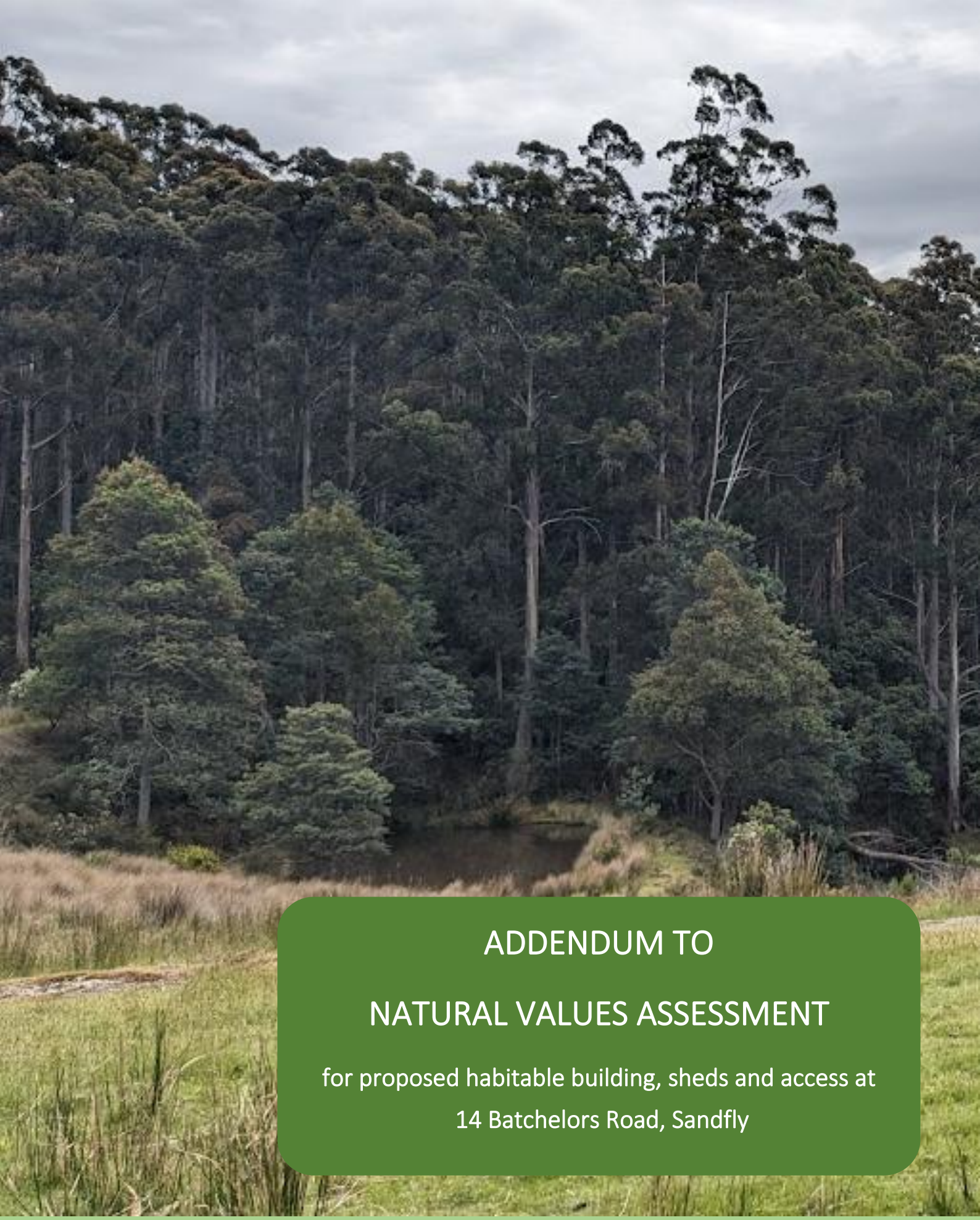

ADDENDUM TO

NATURAL VALUES ASSESSMENT

for proposed habitable building, sheds and access at
14 Batchelors Road, Sandfly

Prepared By: Dr Laura Williams (PhD, BSc Hons – Ecology and Botany)

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Contents

Property Details	
Address	14 Batchelors Road, Sandfly, TAS 7150
PID	2000354
Volume/Folio	134464/1
Tasmanian Planning Scheme	
Current Zone (Kingborough Interim Planning Scheme 2015)	26.0 Rural Resource
New Zoning Proposed New Planning Scheme	20.0 Rural Zone
Applicable Overlays	Bushfire Prone Area Relevant Code – Bushfire Prone Areas E1
	Landslide Hazard Area – Low, Medium Relevant Code – Landslide E3
	Biodiversity Protection Area Relevant Code - Biodiversity E10
	Waterways and Coastal Protection Area Relevant Code – Waterway and Coastal Protection E11
	Scenic Landscape Area Relevant Code – Scenic Landscapes E14
Proposal	Construction of a class 1a habitable building and shed, retrospective approval of 2 sheds, access track and shipping container.
Threatened flora	None
Impact	*None*
Threatened fauna and habitat	12 High Conservation Value trees, 16 Very High Conservation Value Trees Potential foraging habitat for swift parrots Various habitats, potential foraging for tasmanian devil, eastern-barred bandicoot, eastern quoll, wedge-tailed eagle, grey goshawk
Impact	Retrospective clearance of 0.3 ha of *Acacia dealbata* forest (NAD) potential foraging habitat for threatened fauna and retrospective clearance of approximately 18 mature trees (none of high conservation value). Proposed removal of 9 trees – 3 high conservation value *Eucalyptus globulus*, 4 dead stags, 1 *Acacia dealbata,* 1 *Eucalyptus globulus.* New vegetation clearance of approximately 0.012 ha of *Acacia dealbata* forest (NAD) for alterations to access track.
Threatened vegetation	None
Impact	*None*
Native vegetation	• *Eucalyptus pulchella* dry forest and woodland (DPU) – 4.5 ha • *Acacia dealbata* forest (NAD) – 9.5 ha • *Eucalyptus obliqua* wet forest with broad-leaf shrubs (WOB) – 3 ha • *Eucalyptus globulus* wet forest (WGL) – 0.3 ha • *Pteridium esculentum* fernland (FPF) – 1.5 ha
Impact	Retrospective clearance and disturbance to 0.3 ha of *Acacia dealbata* forest (NAD) and clearance of approximately 18 mature trees (none of high conservation value). Proposed removal of 9 trees - 3 high conservation value *Eucalyptus globulus*, 4 dead stags, 1 *Acacia dealbata,* 1 *Eucalyptus globulus.* New vegetation clearance of approximately 0.012 ha of *Acacia dealbata* forest (NAD) for alterations to access track.
Natural Assets Code	N/A
EPBC Act	No significant impact to MNES
TSP Act	No significant impact
NCA Act	No significant impact
Weed Management Act	Declared weeds present in the project area including: Zone A • Viper's bugloss - *Echium vulgare* Zone B • Blackberry - *Rubus fruticosus;* Californian thistle - *Cersium arvense;* Elisha's tears - *Leycesteria Formosa;* Montpellier broom - *Genista monspessulana;* Slender thistle - *Carduus tenuiflorus;* Spanish heath - *Erica lusitanica;* Willow - *Salix* sp.

A.1.0 INTRODUCTION

A Natural Values Assessment was undertaken for the property at 14 Batchelor's Road, Sandfly, in May 2024. Following submission of the Development Application to Kingborough Council, an informal request for further information was issued in October 2024. This request advised for the existing, but unapproved access track, studio, shed and shipping container, to be added to the DA with a Natural Values Assessment, including Tree Report, to be conducted and provided as an addendum. The addendum is provided below. Only sections of the original NVA requiring updating are provided below, and section numbers are prefixed with an A.

A.2.0 BACKGROUND

A.2.1 SITE DESCRIPTION

The original NVA gives a detailed description of the site. Relevant information for this addendum is provided below.

An existing access track is located on the property (Figure A1). This track runs from the end of Batchelors Road, roughly follows the Crown Land Road Reserve for 500 m and then continues to two existing unapproved sheds at the top of the property. An unapproved shipping container is located next to the start of the access track off Batchelors Road.

The first approx. 340 m of track has been deemed by Kingborough Council to have existed historically on the site (hereafter referred to as 'historical track'). We suggest however, that the historical track was slightly longer (~400m) than that suggested by the council, extending up to the first sharp, right-hand bend (Figure A1, Figure A2). We make this suggestion as there is a very old, built-up access to a paddock on the left hand side of the track which includes an old gate which has been in place for so long that the tree has grown around it (Figure A1). The historical track would have provided access to this gate. As such, we will from hereon in refer to the 'historical track' as extending up to this corner, and the 'existing unapproved track' from this corner onward.

The remainder of the track, extending to the unapproved sheds, was constructed by the previous owner of the property, c. 2020-2022 and is unapproved (hereafter referred to as 'existing unapproved track'. Our DA includes retrospective approval of the existing access track, as well as a short extension to this track, referred here as 'proposed new track' and minor amendments to the existing access track to ensure it meets BAL standards.

The beginning of the access track (approximately 500 m from the property access) runs through a Crown Land Reserve for which an access license has been granted by the Crown.

Figure A2.1 - 1 Evidence suggesting that the historical access track extends up to the first bend in the track. (L) a gateway has been present for a long time, the tree has grown around the gate; (R) the tree that has grown around the gate, and the built up access to the paddock which is likely historical.

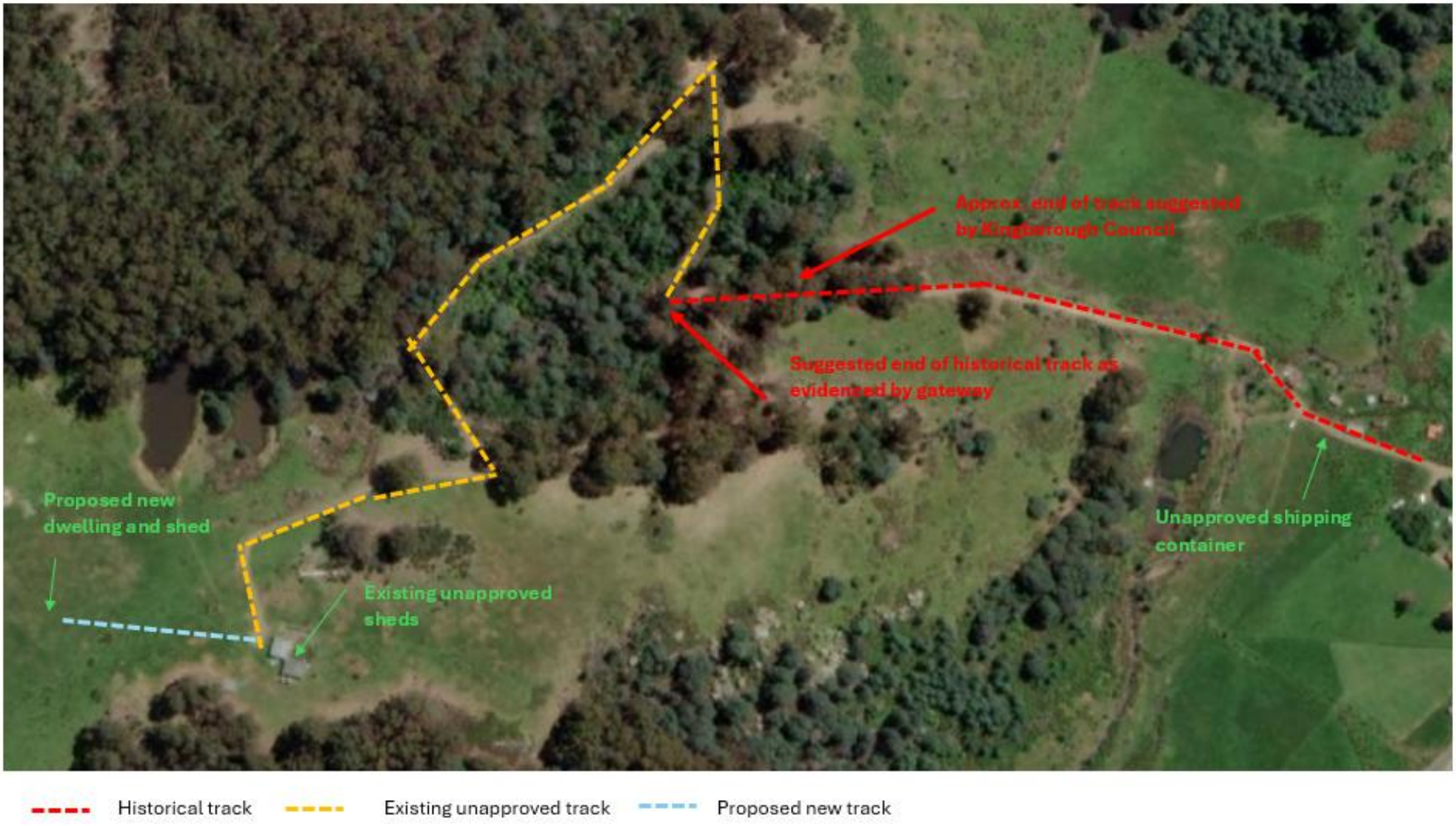


Figure A2.1 - 2 The sections of the track, and features, mentioned in this addendum.

A.2.2 DEVELOPMENT PROPOSAL

The revised development application includes:

- retrospective approval of the existing unapproved access track
- retrospective approval for the unapproved sheds (2)
- retrospective approval for a shipping container moved to the property in 2024
- proposed new class 1a habitable building and shed (covered in initial NVA)
- amendments to the historical and existing unapproved access track to ensure the track meets BAL requirements (this includes widening of several corners, possible replacement of 2 culverts across a winter creek, sealing several sections of the track and construction of a ford across Cooke's Rivulet)
- Extension of the existing access track to the proposed new dwelling (~100m) (covered in initial NVA).

A.3.0 METHODS

An extensive field survey was conducted on the property for the original NVA. Some additional survey work was carried out for this addendum for the Tree Plan and assessment of the Waterways and Coastal Protection area in October-December 2024 and August 2025.

A.4.0 NATURAL VALUES ASSESSMENT

A.4.1 VEGETATION COMMUNITIES

A full description of the vegetation communities present on the property was provided in the original NVA. Additional detail particularly pertinent to the historical track, existing unapproved track, unapproved sheds, and shipping container is provided below. Mapping of vegetation communities is depicted in Figure A4.1 – 1.

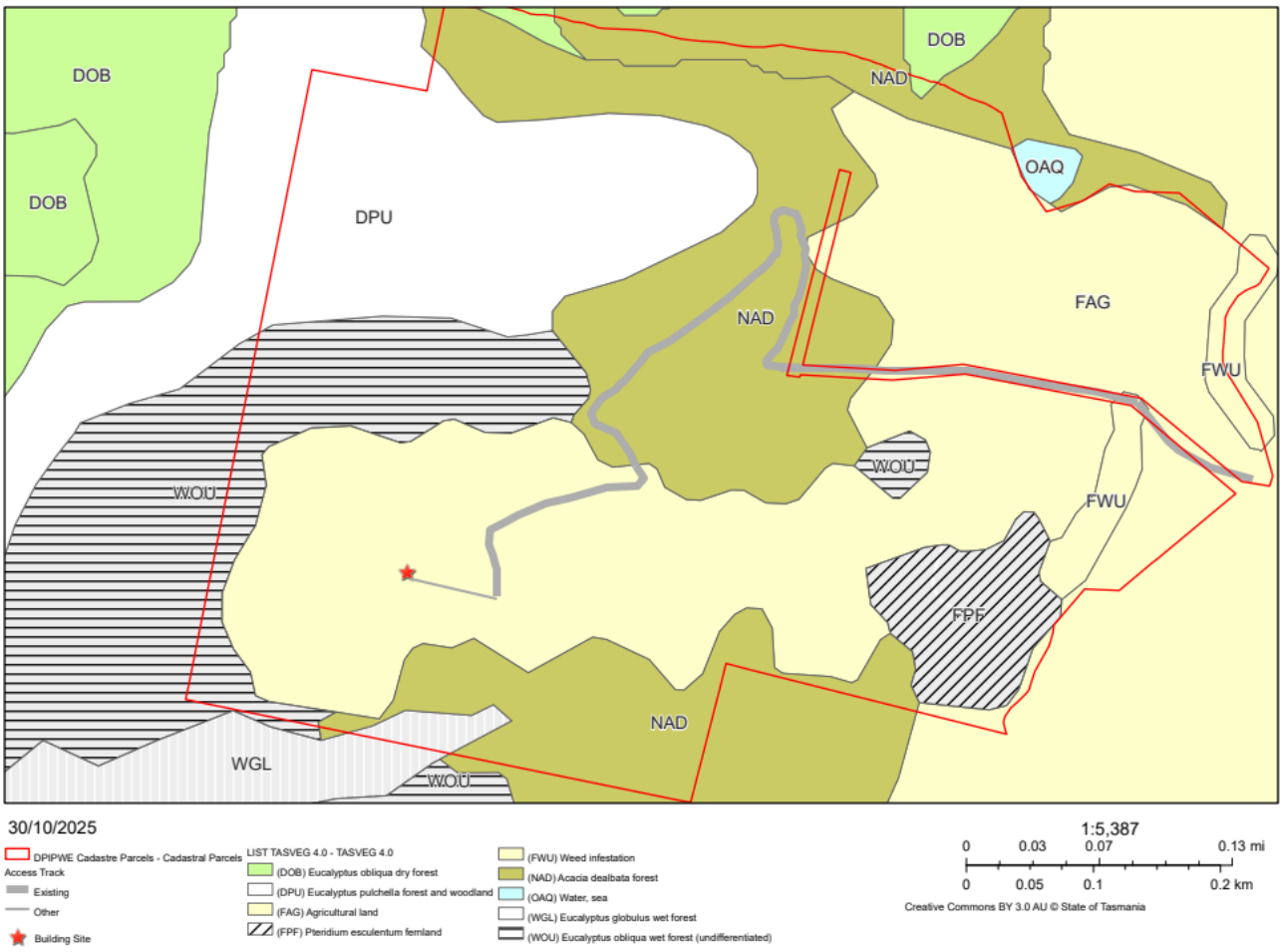


Figure A4.1-1 Vegetation communities according to TASVEG 4.0 – red polygon indicates the title at 14 Batchelors Road, Sandfly (Source: the LIST @ State of Tasmania). Access track is designated by grey line.

Historical track

The first 400m of the access track has been deemed by Kingborough Council to be a historical track and so the track itself does not require retrospective approval or detail on the historical impact on the vegetation when this track was constructed. However, upgrades to the track will be required to ensure it meets BAL requirements and these are included in this document.

The first 300 m or so of the historical track is located in an area mapped as agricultural land (FAG), partially following an ephemeral creek line. This holds true on the ground (Figure A3). Where the track crosses Cooke's Rivulet, this is mapped as weed infestation (FWU). This was true in the past, with a significant infestation of blackberry and montpellier broom, however significant weed control and revegetation efforts have been undertaken by the current landholders and so there is regenerating native riparian vegetation present (*Acacia dealbata, Bedfordia salicina, Cassinia aculeata, Pteridium esculentum, Senecio linearifolius*) (Figure A4.1-3). The ephemeral creek line is also transitioning from weed infestation to regenerating native riparian vegetation. The top of the historical track extends into an area mapped as *Acacia dealbata* (NAD) forest. In practice, this area would now be classed as *Acacia dealbata* (NAD) forest transitioning into *Eucalyptus obliqua* wet forest (WOB) as the acacias senesce.

Figure A3.1-2 The beginning of the historical track passes through agricultural land (FAG) (L) before passing into Acacia dealbata forest (NAD) transitioning into Eucalyptus obliqua wet forest (WOB) as the acacias senesce (R).

Figure A4.1-3 Cookes Rivulet is transitioning from weed infestation (FWU) to native riparian vegetation.

Existing unapproved track

Approximately 400 m of the existing unapproved track has been constructed in an area mapped as *Acacia dealbata* forest (NAD). In practice, this section has pockets of NAD although the acacias are senescing, transitioning to areas of *Eucalyptus obliqua wet* forest (WOB) with a number of large *Eucalyptus globulus* also present. The understory appears to have been burnt within the last five years and consists mostly of very dense *Beyeria viscosa, Coprosma quadrifida, Bedfordia salicina*, *Notolaea ligustrina* and *Pittosporum bicolor.* The track twice crosses an ephemeral creek line which is dominated by *Callistemon pallidus, Leptospermum scoparium* and *Dickinsonia antarctica.*

The last approximately 100 m of the existing unapproved track is located in modified agricultural land (FAG) (Figure 4.1-5).

Figure 4.1-4 most of the existing unapproved access track was constructed in Acacia dealbata forest (NAD) with a thick native understory and large Eucalyptus obliqua and E. globulus.

Figure 4.1-5 The last approximate 100m of the existing unapproved access track is constructed through modified agricultural land (FAG).

Existing unapproved sheds

The existing unapproved sheds were both constructed in an area of degraded modified agricultural land (FAG). These buildings are located over 15 m from the existing native vegetation and so had no impact on native vegetation.

Figure 4.1-6 The existing unapproved sheds were constructed in an area of degraded modified agricultural land (FAG).

Shipping Container

The current owners moved a shipping container to the property in 2024. The shipping container is located in modified agricultural land (FAG) adjacent to the historical track and so had no impact on native vegetation communities.

Figure 4.1-7 The shipping container is located in an area of modified agricultural land (FAG).

A.4.2 FLORA

A detailed description of the flora (including threatened flora) across the whole of the property is described in the original NVA.

No threatened flora is likely to have been present in the areas in which the unapproved access track, unapproved sheds, or shipping container are located given no threatened flora habitat is located nearby. No threatened flora is present in the areas which will be impacted by the access track amendments.

Introduced plants were also detailed in the original NVA.

A.4.3 FAUNA

A detailed description of the fauna (including threatened fauna) across the whole of the property is described in the original NVA.

A.4.3.1. Threatened Fauna

The original NVA detailed the presence and likely presence of threatened fauna across the entirety of the property.

In regard to the access track specifically, three Tasmanian wedge-tailed eagle were observed perched in a tree near the entrance to the property, within 50 m of the existing access track (this tree will not be impacted by the upgrades to the access track). Eastern barred bandicoot have been observed on the property by the landholders, and eastern quoll and grey goshawk have been observed within the footprint of the existing access track.

A.4.3.2. Threatened Fauna Habitat

The historical track and existing unapproved track are located in senescing *Acacia dealbata* forest (NAD) which may provide some foraging habitat for threatened fauna such as eastern barred bandicoot, eastern quoll and Tasmanian devil.

The existing unapproved shed and dwelling, and the shipping container, are both located in agricultural land (FAG) which is unlikely to provide any significant habitat for threatened fauna species.

There are 12 High Conservation Value trees and 16 Very High Conservation Value trees within 15 m of the existing access track (see Tree Plan, section A4.5) and dozens more within this large patch of native vegetation. Many of these large trees are mature blue gums (*Eucalyptus globulus*) which are the main food source for the critically endangered swift parrot (*Lathamus discolor).* Swift parrots have not been sited on the property by the current owners over the past 3 years, despite a good blue gum flowering year in 2023.

A.4.4 HIGH CONSERVATION VALUE TREES

The original NVA provided information on the high conservation value trees around the proposed building site (there are none), however further detail was required as to any high conservation trees near other components of the proposal (solar panels, waste water system). These components will be located at least 15 m from any large trees (Figure A4.5-7).

Further detail was also required into high conservation trees within 15 m of the existing unapproved sheds, historical access track and existing unapproved access track, and shipping container.

All mature trees in proximity (within 15m) to the existing unapproved sheds, proposed extended access and building area were mapped with hand-held GPS. Many others are present in other parts of the property, but these were not surveyed.

The high conservation value trees located in the vicinity of the access track, existing dwelling and shed, and shipping container, and the proposed new development are detailed in the below tree plan.

A.4.5 TREE PLAN

This Tree Plan details native trees (with DBH > 25 cm) in the vicinity (within 15 m) of the proposed new development and existing (unapproved) sheds and access track. Tree Protection Zones (TPZs) are shown and calculated in accordance with The Australian Standard Protection of Trees on Development Sites AS 4970-2009.

The original NVA included 10 high conservation value trees which were near the proposed development. While these trees are near the development, there are none within 15 m of the proposed new dwelling and shed, septic system, solar panels, access track extension or the existing (unapproved) sheds, so they have not been included in this tree plan.

In regard to the existing (unapproved) access track, Kingborough Council representatives requested that all high conservation trees within 15 m of the entire access track (irrespective of whether new driveway works will occur) be mapped and included in the tree plan. In addition, all native trees with a DBH > 25 cm within 15 m of new driveway works (sealing, widening etc) be mapped and included in the tree plan. As works will occur to most of the driveway, all native trees with a DBH > 25 cm within 15 m of the driveway have been mapped.

There are 104 native trees with DBH > 25 cm included in this tree plan (this includes 8 dead stags). Of these trees, 12 meet the criteria of High Conservation Value and 16 meet the criteria of Very High Conservation Value as per the Kingborough Council's working definition of High Conservation Value Trees (A4.5-1) (see Table A4.5-2). An arborist assessment was requested by Kingsborough Council for any High or Very High Conservation Value Trees requiring removal or with a tpz impacted by > 10 %. Therefore, 21 trees require assessment by an arborist (see Table A4.5-2).

Table A4.5-1 *Kingborough Council's working definition of High Conservation Value Trees (taken from Kingborough Council Trees on Private Property By-Law).*

Description	**Characteristics**	**Rationale**	**Conservation Value**
Eucalyptus globulus or *E. ovata*	DBH >70cm	Significant or potential swift parrot foraging habitat	Very high
E. viminalis	DBH >25cm and within or directly adjacent to significant forty-spotted pardalote habitat	Significant forty-spotted pardalote habitat	Very high
Native trees with known or potential nesting hollows	Hollows present; and/or, DBH > 70cm in dry forests or cleared settings; or, DBH >100cm in wet forests	Potential or significant habitat for hollow dependent species	Very high
Eucalyptus globulus or *E. ovata*	DBH >40cm and <70cm	Potential swift parrot foraging habitat	High
E. viminalis[2]	DBH >25cm and: • on Bruny Island; or • within 5,000m of significant forty-spotted pardalote habitat or within potential forty-spotted pardalote habitat	Potential forty-spotted pardalote habitat	High
A species that is listed in the *Threatened Species Protection Act 1995* or the *Environment Protection and Biodiversity Conservation Act 1999 (C'th)*	N/A	Listed threatened species	High

Nine trees are proposed for removal due to the driveway requiring widening on several corners. Four of the trees proposed for removal are dead stags, 4 are High Conservation *Eucalyptus globulus* and 1 is a low conservation value *Acacia dealbata*. An additional 4 of the Very High Conservation Value trees appear structurally unsound, and while retention is preferred, they require an arborist assessment to determine whether they need removal from a safety perspective.

An assessment was undertaken to estimate the number of trees removed (unauthorised) by the previous owner when this access track was constructed. Given fill has been moved, and not all stumps or tree remains are visible, this can only be estimated, but we estimate approximately 2 *Eucalyptus obliqua*, 1 *Eucalyptus globulus* and 15 *Acacia dealbata* were removed. Stumps have been removed or covered with fill, so it is difficult to estimate the size of these trees, but the tree remains indicate they were unlikely to be large enough to be of High Conservation Value.

Table A4.5-2 Existing native trees >25 cm DBH which are located within 15 m of the proposed development. Note there are no trees within 15 m of the proposed new dwelling, shed, driveway extension, wastewater system or solar panels or within 15 m of the existing (unapproved) sheds. All High Conservation Trees are mapped within 15 m of new and existing driveway works.

OBJECTID	Tree Species	DBH (cm)	TPZ (m)	TPZ encroachment	Likely Impact	Conservation Value	Retain/remove	Arborist report required?	Comments
11	***Eucalyptus globulus***	**141#**	**17.0**	**30%**	**Existing access track constructed within tpz. Impact has been present for many years and tree remains in reasonable health. While the corner requires widening here, the engineer has suggested it occur on the outside radius away from this tree. The culvert under the road may need to be replaced which could have minor impact to the root zone.**	**VHC**	**Retain**	**Yes**	**#multistemmed**
12	*Eucalyptus obliqua*	47	5.6	30%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in good health. **No new impact is expected from new driveway works.**	Low	Retain		
13	***Eucalyptus globulus***	**66**	**7.9**	**40%**	**Existing access track constructed within tpz. Impact has been present for many years and tree remains in good health. This section of driveway will require sealing as part of new works, however no new impact is expected as the tree (and most of the root zone) is downhill from the driveway.**	**HCV**	**Retain**	**Yes**	
14	***Eucalyptus obliqua***	**146**	**17.6**	**25%**	**Existing access track constructed within tpz and small amount of fill placed within root zone. Impact has been present for several years and tree remains in very good health. No new impact is expected from new driveway works.**	**VHC**	**Retain**	**Yes**	
15	***Eucalyptus globulus***	**134.6*#**	**16.2**	**15%**	**Existing access track constructed within tpz. Impact has been present for many years and tree remains in good health. This section of driveway will require sealing as part of new works. This is unlikely to impact this tree as compaction has already been present for many years and drainage is unlikely to be altered.**	**VHC**	**Retain**	**Yes**	***smaller trunk diameter estimated as too dangerous to measure trunk #multistemmed**
16	*Eucalyptus globulus*	33	4.0	none	None. No new impact is expected from new driveway works.	Low	Retain		
17	*Eucalyptus globulus*	28	3.4	<10%	Existing access track constructed within very small area of tpz No new impact is expected from new driveway works.	Low	Retain		
18	***Eucalyptus globulus***	**56**	**6.7**	**<10%**	**Existing access track constructed within very small area of tpz with some bank cut. No new impact is expected from new driveway works as tree is on a bank uphill from driveway.**	**HCV**	**Retain**	**No**	
19	*Eucalyptus obliqua*	60	7.3	none	None. No new impact is expected from new driveway works.	Low	Retain		
20	***Eucalyptus globulus***	**69**	**8.3**	**30%**	**Existing access track constructed within tpz, however tree is downhill from access track so no damage to root zone other than some fill on uphill side and minor drainage alterations. No new impact is expected from new driveway works as tree (and most of the root zone) are located downhill from driveway)**	**HCV**	**Retain**	**Yes**	
21	***Eucalyptus globulus***	**66**	**7.9**	**<10%**	**Existing access track constructed within small area of tpz. Some fill placed within root zone. No new impact is expected from new driveway works as tree (and most of the root zone) are located downhill from driveway)**	**HCV**	**Retain**	**No**	

22	***Eucalyptus globulus***	**76**	**9.2**	**<20%**	**Existing access track constructed within small area of tpz. Some fill placed within root zone. No new impact is expected from new driveway works as tree (and most of the root zone) is located downhill from driveway)**	**VHC**	**Retain**	**Yes**	
23	*Acacia dealbata*	56	6.7	<10%	Some fill placed within root zone. No new impact is expected from new driveway works.	Low	Retain		
24	*Eucalyptus globulus*	35	4.2	<10%	Some fill placed within root zone. No new impact is expected from new driveway works.	Low	Retain		
25	***Eucalyptus globulus***	**90**	**10.8**	**none**	**None. No new impact is expected from new driveway works. Corner is required to be widened, however this will occur on the upper radius of the corner.**	**VHC**	**Retain**	**No**	
26	***Eucalyptus globulus***	**84**	**10.0**	**none**	**None. No new impact is expected from new driveway works. Corner is required to be widened, however this will occur on the upper radius of the corner.**	**VHC**	**Retain**	**No**	
27	***dead Eucalyptus globulus***	**47**	**5.7**	**n/a**	**None. Dead.**	**HCV**	**Retain**	**No**	
28	***Eucalyptus globulus***	**141[#]**	**16.9**	**25%**	**Existing access track constructed within tpz with fill placed on ~50% of root zone. Impact has been present for many years and tree remains in good health. This section of driveway will be sealed as part of new driveway works. However no new impact is expected as tree (and most of root zone) is located downhill from new driveway works.**	**VHC**	**Retain**	**Yes**	**[#]multistemmed**
29	*Eucalyptus globulus*	32	3.8	<10%	Existing access track constructed within very small area of tpz This section of driveway will be sealed as part of new driveway works. However no new impact is expected as tree (and most of root zone) is located downhill from new driveway works.	Low	Retain		
30	*Acacia dealbata*	31	3.7	none	None. No new impact is expected from new driveway works.	Low	Retain		
31	*Acacia dealbata*	26	3.2	none	None. No new impact is expected from new driveway works.	Low	Retain		
32	*Eucalyptus globulus*	31	3.7	< 10%	Existing access track constructed within very small area of tpz No new impact is expected from new driveway works.	Low	Retain		
33	*dead Acacia dealbata*	50	6.0	n/a	None. Dead	Low	Retain		
34	*Acacia dealbata*	32	3.8	none	None. No new impact is expected from new driveway works.	Low	Retain		
35	*Acacia dealbata*	32	3.8	none	None. No new impact is expected from new driveway works.	Low	Retain		
36	*Acacia dealbata*	42	5.0	30%	Existing access track constructed within tpz. This section of driveway will be sealed as part of new driveway works. However tree is located uphill from track so further impacts from new driveway works are unlikely.	Low	Retain		
37	*Eucalyptus obliqua*	62	7.5	45%	Existing access track constructed within tpz. This section of driveway will be sealed as part of new driveway works. However tree is located uphill from track so further impacts from new driveway works are unlikely.	Low	Retain		
38	*Eucalyptus polychelid*	77	9.2	15%	Existing access track constructed within tpz. This section of driveway will be sealed as part of new driveway works. However tree is located uphill from track so further impacts from new driveway works are unlikely.	Low	Retain		
39	***dead Eucalyptus globulus***	**106**	**12.8**	**n/a**	**None. Dead.**	**VHC**	**Retain, unless unsafe**	**Maybe safety?**	**Died in dry conditions**

40	*Acacia dealbata*	30	3.6	80%	Existing access track constructed within tpz, but tree is located within the waterway, well below the level of the track, so no real impact to tpz. No new impact is expected from new driveway works.	Low	Retain		
41	*Acacia dealbata*	28	3.3	40%	None. No new impact is expected from new driveway works.	Low	Retain		
42	*Eucalyptus globulus*	37	4.5	none	None. No new impact is expected from new driveway works. The inside of the corner may need to be built up here and the culvert replaced, however this should not impact this tree as it is uphill from the creek.	Low	Retain		
43	*Acacia dealbata*	33	4.0	none	None. No new impact is expected from new driveway works. The inside of the corner may need to be built up here and the culvert replaced, however this should not impact this tree as it is uphill from the creek.	Low	Retain		
44	***Eucalyptus globulus***	**141**	**17.0**	**30%**	**Existing access track constructed within tpz with significant historic bank cut exposing tree roots. Impact has been present for many years and tree remains in good health although its positioning may be precarious.** **This section of driveway will be sealed as part of new driveway works. However this tree is on a bank uphill from the driveway so no new impact is expected.**	**VHC**	**Retain, unless unsafe**	**Maybe safety?**	***one trunk diameter estimated as too dangerous to measure trunk** **#multistemmed**
46	*Eucalyptus obliqua*	23	2.8	none	None. No new impact is expected from new driveway works.	Low	Retain		
47	*Acacia dealbata*	28	3.3	<10%	Existing access track constructed within very small area of tpz No new impact is expected from new driveway works.	Low	Retain		
48	*Acacia dealbata*	40	4.8	<10%	Existing access track constructed within very small area of tpz No new impact is expected from new driveway works as tree is uphill of driveway and so root zone would not be impacted.	Low	Retain		
49	*Eucalyptus obliqua*	43	5.1	20%	Existing access track constructed within small area of tpz No new impact is expected from new driveway works as tree is uphill of driveway and so root zone would not be impacted.	Low	Retain		
50	***Eucalyptus globulus***	**85**	**10.2**	**<10%**	**Existing access track constructed within small area of tpz.** **No new impact is expected from new driveway works as tree is uphill from driveway and so root zone would not be impacted.**	**VHC**	**Retain**	**No**	
51	***Eucalyptus obliqua***	**104**	**12.5**	**30%**	**Existing access track constructed within tpz with significant historic bank cut exposing tree roots. Impact has been present for many years and tree remains in moderate health although its positioning may be precarious.** **This section of driveway will be sealed as part of new driveway works. However this tree is on a bank uphill from the driveway so root zone would not be impacted.**	**VHC**	**Retain, unless unsafe**	**Maybe safety**	***one trunk diameter estimated as too dangerous to measure trunk** **#multistemmed**
84	***Eucalyptus globulus***	**80**	**9.5**	**25%**	**Existing access track constructed within tpz with significant historic bank cut exposing tree roots. Impact has been present for many years and tree remains in moderate health although its positioning may be precarious.** **This section of driveway will be sealed as part of new driveway works. However this tree is on a bank uphill from the driveway so root zone would not be impacted.**	**VHC**	**Retain, unless unsafe**	**Maybe safety**	***trunk diameter estimated as too dangerous to measure trunk** **#multistemmed**
52	***Eucalyptus globulus***	**73**	**8.7**	**<10%**	**Existing access track constructed within small area of tpz.** **No new impact is expected from new driveway works.**	**VHC**	**Retain**	**No**	
53	***Eucalyptus globulus***	**57**	**6.8**	**none**	**None.** **No new impact is expected from new driveway works.**	**HCV**	**Retain**	**No**	
54	*Eucalyptus obliqua*	80	9.5	<10%	Existing access track constructed within very small area of tpz. Tree is in very poor health. No new impact is expected from new driveway works.	Low	Retain		
55	*dead*	0	0.0	n/a		Low	Retain		

56	***Eucalyptus pulchella***	**170**	**20.4**	**25%**	**Existing access track constructed within tpz. Impact has been present for many years and tree remains in good health.** **This section of driveway will be sealed as part of new driveway works. However this tree is on a bank uphill from the driveway so little impact is expected.**	**VHC**	**Retain**	**Yes**	
57	*Acacia dealbata*	32	3.9	20%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in good health. No new impact is expected from new driveway works.	Low	Retain		
58	*Eucalyptus obliqua*	54	6.5	15%	Existing access track constructed within tpz with fill placed within the root zone. Impact has been present for many years and tree remains in good health. This section of driveway will be sealed as part of new driveway works. However, this tree is downhill from the driveway with its roots in the creek, little impact is expected.	Low	Retain		
59	*Eucalyptus obliqua*	60	7.1	15%	Existing access track constructed within tpz with fill placed within the root zone. Impact has been present for many years and tree remains in good health. This section of driveway will be sealed as part of new driveway works. However, this tree is downhill from the driveway with its roots in the creek, little impact is expected.	Low	Retain		
60	*Eucalyptus obliqua*	85	10.2	<10%	Existing access track constructed within very small area of tpz with fill placed within the root zone. Impact has been present for many years and tree remains in good health. This section of driveway will be sealed as part of new driveway works. However, this tree is downhill from the driveway with its roots in the creek, little impact is expected.	Low	Retain		
61	***Eucalyptus globulus***	**64**	**7.6**	**45%**	**Existing access track constructed within tpz. Impact has been present for many years and tree remains in good health.** **This section of driveway will be sealed as part of new driveway works and runoff may be altered. However this tree has its roots in the creek with access to sufficient water, so little impact is expected.**	**HCV**	**Retain**	**Yes**	
62	*Eucalyptus obliqua*	27	3.2	10%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health. This section of driveway will be sealed as part of new driveway works. However, this tree is downhill from the driveway with its roots in the creek, little impact is expected.	Low	Retain		
63	*Eucalyptus obliqua*	65#	7.8	25%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health. This section of driveway will be sealed as part of new driveway works. However, this tree is downhill from the driveway with its roots in the creek, little impact is expected.	Low	Retain		**#multistemmed**
64	*Eucalyptus obliqua*	61	7.3	20%	Existing access track constructed within small area of tpz This section of driveway will be sealed as part of new driveway works. However, this tree is downhill from the driveway with its roots in the creek, little impact is expected.	Low	Retain		
65	*Eucalyptus obliqua*	24	2.9	<10%	Existing access track constructed within very small area of tpz No new impact is expected from new driveway works.	Low	Retain		
66	*Eucalyptus obliqua*	27	3.2	none	None. No new impact is expected from new driveway works.	Low	Retain		
67	*Eucalyptus obliqua*	36	4.3	none	None. No new impact is expected from new driveway works.	Low	Retain		
68	*Eucalyptus obliqua*	71	8.5	15%	Existing access track constructed within tpz. Impact has been present for many years. Tree is in poor health, it has been previously burnt resulting in a hollow base. This section of driveway will be sealed as part of new driveway works and runoff may be altered. However this tree has its roots in the creek with access to sufficient water, so little impact is expected.	Low	Retain		
69	*Eucalyptus obliqua*	65	7.8	<15%	Existing access track constructed within tpz. Impact has been present for many years.	Low	Retain		

					This section of driveway will be sealed as part of new driveway works and runoff may be altered. However this tree has its roots in the creek with access to sufficient water, so little impact is expected.				
70	***Eucalyptus globulus***	**143**	**17.1**	**20%**	**Existing access track constructed within tpz. Impact has been present for many years and tree remains in good health.** **This section of driveway will be sealed as part of new driveway works and runoff may be altered. However this tree has its roots in the creek with access to sufficient water, so little impact is expected.**	**VHC**	**Retain**	**Yes**	
71	*Acacia dealbata*	37	4.4	30%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in good health. This section of driveway will be sealed as part of new driveway works and runoff may be altered. However this tree has its roots in the creek with access to sufficient water, so little impact is expected.	Low	Retain		
72	*Acacia dealbata*	31	3.7	40%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in good health. This section of driveway will be sealed as part of new driveway works and runoff may be altered. However this tree has its roots in the creek with access to sufficient water, so little impact is expected.	Low	Retain		
73	*Eucalyptus obliqua*	58	7.0	<10%	Existing access track constructed within very small area of tpz No new impact is expected from new driveway works.	Low	Retain		
74	***Eucalyptus globulus***	**119**	**14.2**	**25%**	**Existing access track constructed within small area of tpz and some fill placed within tpz. Impact has been present for many years and tree remains in good health.** **This section of driveway will be sealed as part of new driveway works and runoff may be altered. However this tree has its roots in the creek with access to sufficient water, so little impact is expected.**	**VHC**	**Retain**	**Yes**	
75	***Eucalyptus obliqua***	**86**	**10**	**20%**	**Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health.** **This section of driveway will be sealed as part of new driveway works and runoff may be altered. However this tree has its roots in the creek with access to sufficient water, so little impact is expected.**	**HCV**	**Retain**	**Yes**	
76	***Eucalyptus globulus***	**107**	**12.9**	**20%**	**Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health.** **This section of driveway will be sealed as part of new driveway works and runoff may be altered. However this tree has its roots in the creek with access to sufficient water, so little impact is expected.**	**VHC**	**Retain**	**Yes**	
77	*Eucalyptus obliqua*	43	5.1	none	None. No new impact is expected from new driveway works.	Low	Retain		
78	*Eucalyptus obliqua*	33	4.0	none	None. No new impact is expected from new driveway works.	Low	Retain		
79	*Eucalyptus obliqua*	64	7.6	none	None. No new impact is expected from new driveway works.	Low	Retain		
80	*Eucalyptus obliqua*	65	7.8	none	None. No new impact is expected from new driveway works.	Low	Retain		
81	***Eucalyptus obliqua***	**115**	**13.8**	**none**	**None.** **No new impact is expected from new driveway works.**	**VHC**	**Retain**		
82	*Eucalyptus obliqua*	28	3.4	<10%	Existing access track constructed within very small area of tpz No new impact is expected from new driveway works.	Low	Retain		
83	*Eucalyptus obliqua*	41	5.0	<10%	Existing access track constructed within very small area of tpz No new impact is expected from new driveway works.	Low	Retain		

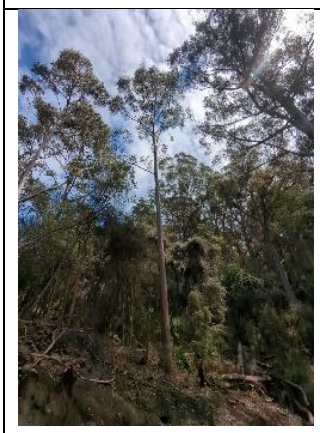
122	dead *Eucalyptus obliqua*	30	3.6	n/a	Access track needs to be widened at this corner and so this dead stag will need to be removed.	Low	Remove (dead)		
123	dead *Eucalyptus globulus*	34	4.1	n/a	Access track needs to be widened at this corner and so this dead stag will need to be removed.	Low	Remove (dead)		
124	dead Eucalyptus obliqua	29	3.5	n/a	Access track needs to be widened at this corner and so this dead stag will need to be removed.	Low	Remove (dead)		
125	**Eucalyptus globulus**	**59**	**7.1**	**>30% estimated**	**Access track needs to be widened at this corner which may encroach on tpz and tree may potentially need to be removed.**	**HCV**	**Possibly Remove**	**Yes**	
126	Eucalyptus globulus	36	4.3	none	None. No new impact is expected from new driveway works.	Low	Retain		
127	Eucalyptus globulus	37	4.5	>30% estimated	Access track needs to be widened at this corner which may encroach on tpz and tree may potentially need to be removed.	Low	Possibly Remove	Yes	
128	dead Eucalyptus obliqua	40	(4.8)	n/a	Access track needs to be widened at this corner and so this dead stag will need to be removed.	Low	Remove (dead)		
129	**Eucalyptus globulus**	**65#**	**7.8**	**100%**	**Access track needs to be widened at this corner into the area where this tree is located, and so it will need to be removed.**	**HCV**	**Remove**	**Yes**	# Two trunks are fused, giving an overestimation of DBH.
130	**Eucalyptus globulus**	**59**	**7.0**	**100%**	**Access track needs to be widened at this corner into the area where this tree is located, and so it will need to be removed.**	**HCV**	**Remove**	**Yes**	
131	**Eucalyptus globulus**	**67**	**8.0**	**none**	**None. Access track needs to be widened at this corner but it should avoid the tpz of this tree.**	**HCV**	**Hopefully retain**		
132	Eucalyptus obliqua	41	5.0	none	None. Access track needs to be widened at this corner but it should avoid the tpz of this tree.	Low	Retain		
133	Eucalyptus obliqua	41	5.0	none	None. No new impact is expected from new driveway works.	Low	Retain		
134	Eucalyptus obliqua	31	3.7	none	None. No new impact is expected from new driveway works.	Low	Retain		
135	Eucalyptus obliqua	54	6.5	none	None. No new impact is expected from new driveway works.	Low	Retain		
136	Eucalyptus obliqua	35	4.2	25%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health. No new impact is expected from new driveway works.	Low	Retain		
137	Acacia dealbata	28	3.4	30%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health. No new impact is expected from new driveway works.	Low	Retain		
138	Acacia dealbata	31	3.7	50%	Existing access track constructed within tpz with fill placed on ~50% of root zone. Impact has been present for many years and tree remains in good health. No new impact is expected from new driveway works.	Low	Retain		
139	Acacia dealbata	30	3.6	50%	Existing access track constructed within tpz with fill placed on ~50% of root zone. Impact has been present for many years and tree remains in good health. No new impact is expected from new driveway works.	Low	Retain		
140	Acacia dealbata	33*	4.0	50%	Existing access track constructed within tpz with fill placed on ~50% of root zone. Impact has been present for many years and tree remains in good health. No new impact is expected from new driveway works.	Low	Retain		*trunk diameter estimated as tree not accessible
141	Acacia dealbata	33*	4.0	30%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health. No new impact is expected from new driveway works.	Low	Retain		*trunk diameter estimated as tree not accessible
142	Acacia dealbata	33	4.0	30%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health.	Low	Retain		

					No new impact is expected from new driveway works.				
143	Acacia dealbata	46	5.6	30%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health. No new impact is expected from new driveway works.	Low	Retain		
144	Acacia dealbata	31	3.8	100%	Existing access track constructed within tpz. The access track needs to be widened at this corner and this tree will likely need to be removed.	Low	Remove		
145	Eucalyptus obliqua	66	7.9	50%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health. No new impact is expected from new driveway works.	Low	Retain		
146	Eucalyptus obliqua	48	5.7	none	None. No new impact is expected from new driveway works.	Low	Retain		
147	Acacia dealbata	41	4.9	none	None. No new impact is expected from new driveway works.	Low	Retain		
148	Acacia dealbata	38	4.6	60%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health. No new impact is expected from new driveway works.	Low	Retain		
149	Acacia dealbata	29	3.4	none	None. No new impact is expected from new driveway works.	Low	Retain		
150	Eucalyptus obliqua	95	3.6	20%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health. No new impact is expected from new driveway works.	Low	Retain		*trunk diameter estimated as too dangerous to measure trunk #multistemmed
151	Acacia dealbata	30	2.0	none	None. No new impact is expected from new driveway works.	Low	Retain		
152	Acacia dealbata	46	2.0	15%	Existing access track constructed within tpz. Impact has been present for many years and tree remains in moderate health. No new impact is expected from new driveway works.	Low	Retain		

Table A4.5-3 Estimate of the native trees >25 cm DBH which were removed by the previous owner (unauthorised) within 15 m of existing (unapproved) access track.

OBJECTID	Tree Species	DBH (cm)	TPZ (m)	TPZ encroachment	Likely Impact	Conservation Value	Retain/remove	Arborist report required?	Comments
94	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
95	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
96	*Eucalyptus obliqua*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown although likely of small to moderate size based on tree remains.	Likely Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
97	*Eucalyptus obliqua*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown although likely of small to moderate size based on tree remains.	Likely Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
98	*Eucalyptus globulus*	25 est.		100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown although likely of small to moderate size based on tree remains.	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
99	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
100	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
101	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
102	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
103	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
104	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
105	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
106	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
107	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
108	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
109	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
110	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track
111	*Acacia dealbata*			100%	Removed (unauthorised) by previous owner –size of tree and exact location tree was growing is unknown	Low	Removed		Tree removed (unauthorised) by previous owner as within footprint of access track

Figure A4.5-1 Photographs of the high conservation trees with a TPZ impacted by the existing or new driveway works.

11	13	14	15
			
18	**20**	**21**	**22**
			
28	**39**	**44**	**50**
			
51	**52**	**53**	**56**



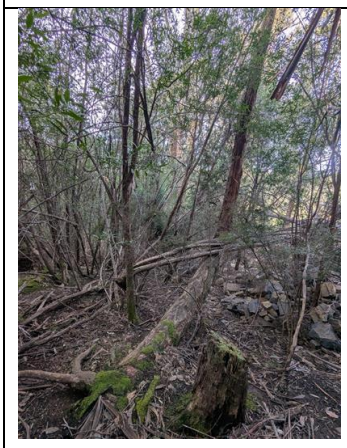
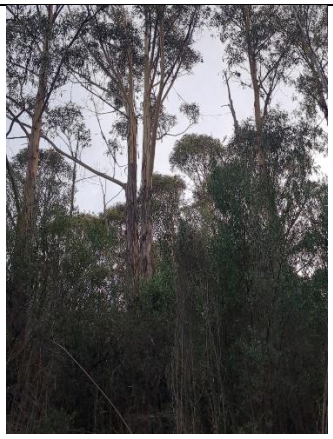

61	70	76	84
			
125	**129**	**130**	**131**
			

Figure A4.5-2

Tree Map - 14 Bachelors Rd Sandfly
Whole Area

Figure A4.5-3

Tree Map - 14 Bachelors Rd Sandfly
Page #1

Figure A4.5-4

Tree Map - 14 Bachelors Rd Sandfly
Page #2

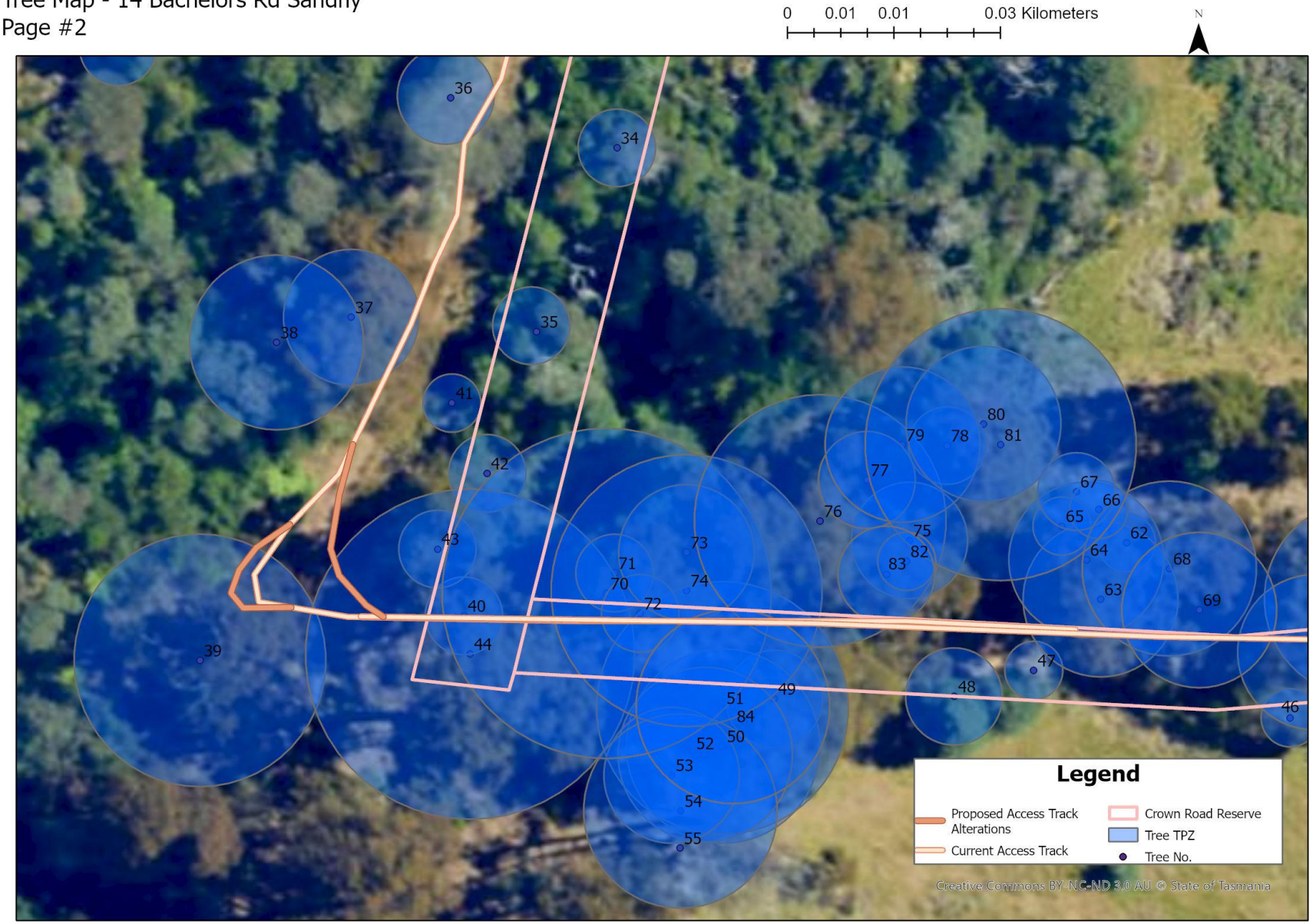


Figure A4.5-5

Tree Map - 14 Bachelors Rd Sandfly
Page #3

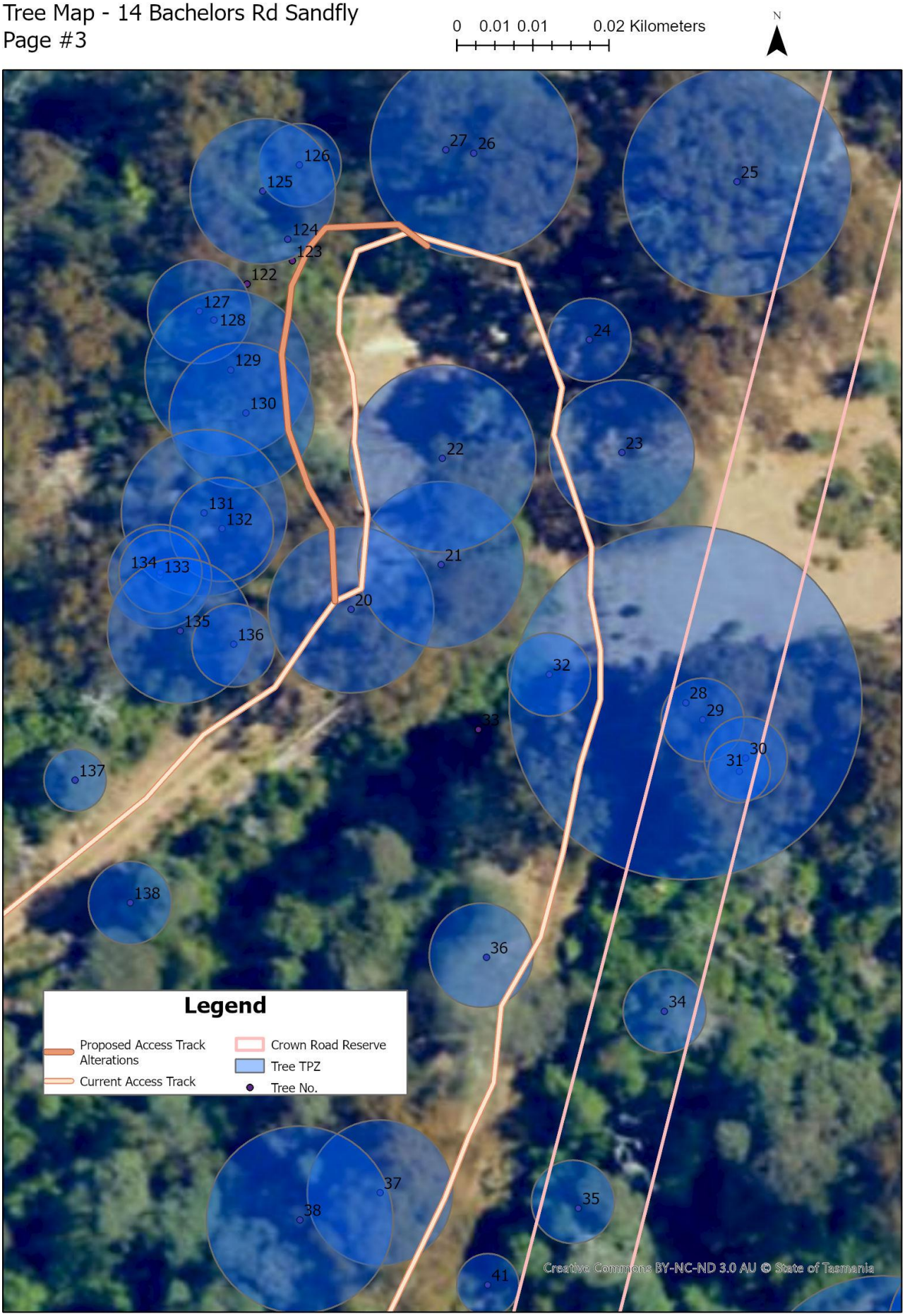


Figure A4.5-6

Tree Map - 14 Bachelors Rd Sandfly
Page #4

Figure A4.5-7

Tree Map - 14 Bachelors Rd Sandfly
Page #5

A.4.6 Cookes Rivulet Waterway and Coastal Protection Area

Cookes Rivulet Waterway and Coastal Protection Area.

Cookes Rivulet and the associated small ephemeral creek that runs into it from the north west, are both covered by the Code E.11.0 Waterways and Coastal Protection Area (see Figure 4.6-1). Cooke's Rivulet is a Class 2 stream, while the ephemeral creek is a class 4 stream. The existing historical access track traverses this zone, by way of an old timber bridge across Cooke's Rivulet. After the bridge, the historical access track continues parallel to the ephemeral creek for approximately 270 m. The existing unapproved access track crosses this ephemeral creek (and associated Waterway and Coastal Protection Area) twice.

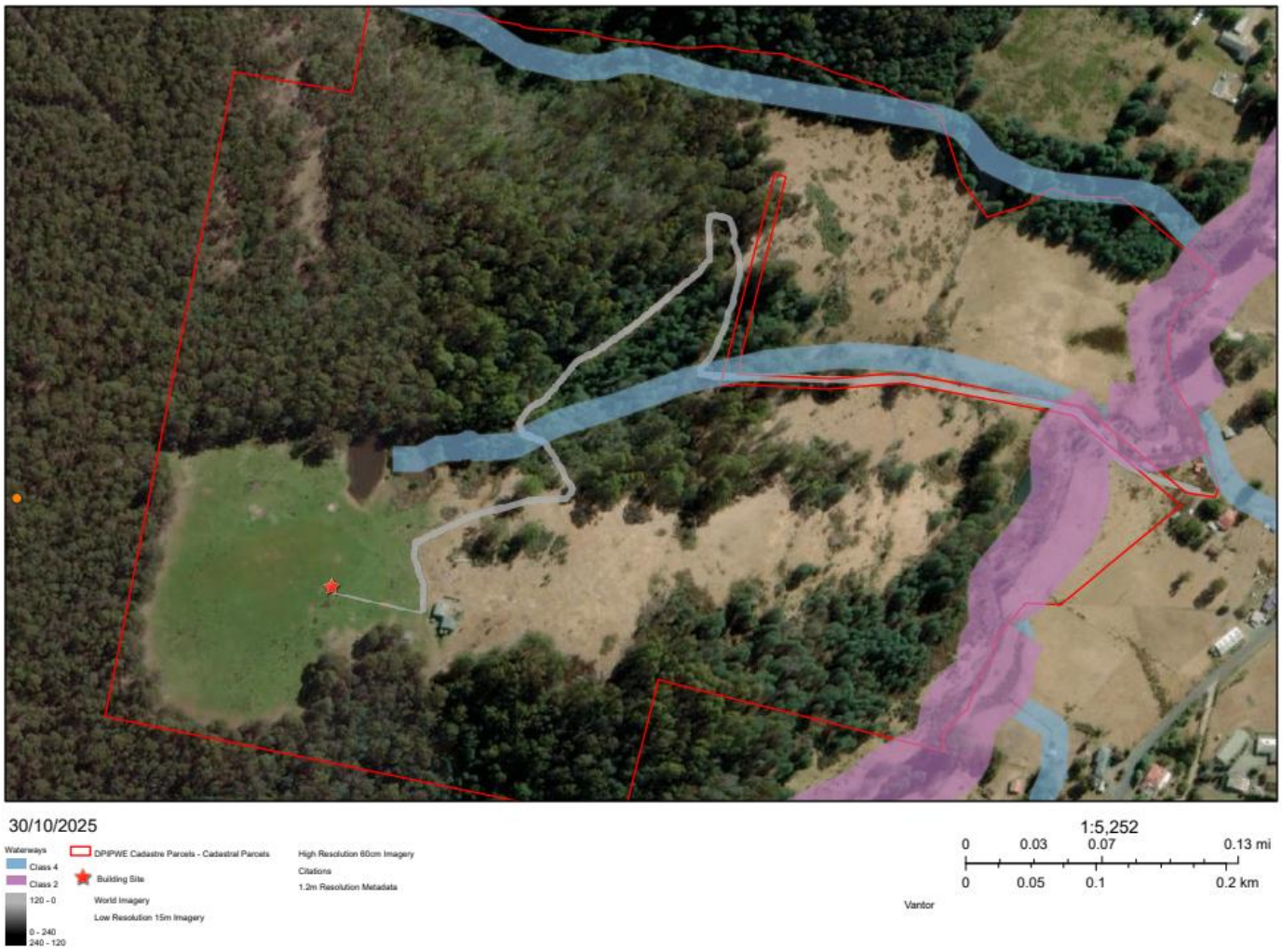


Figure 4.6-1 Map showing the Waterway and Coastal Protection Area at 14 Batchelors Rd, Sandfly). The access track (grey) crosses this zone in 3 locations.

Cooke's Rivulet is a Class 2 stream. Observations over the past 3 years suggest the rivulet runs for the majority of the year, but over summer is reduced to a very small trickle (< 5 cm deep). In August 2022, during a period of unusually high rainfall in a short period of time, the creek received significant flow (> 1m deep) although this is highly unusual and didn't last for longer than a few days. The section of Cooke's Rivulet which is on the property, has a relatively stable base comprised of rounded pebbles with deposits of fine silts and sands. There is minimal aquatic vegetation present, although significant amounts of algae at certain times of the year. Depending on the water level, there is some semi-emergent vegetation present in some areas consisting mostly of native juncus species and the exotic cumbungi *(Typha latifolia*). Where the track crosses Cooke's Rivulet, this is mapped as weed infestation (FWU). This was true in the past, with a significant infestation of blackberry and montpellier broom, however significant weed control and revegetation efforts have been undertaken by the current landholders and so there is regenerating native riparian vegetation present (*Acacia dealbata,*

Bedfordia salicina, Cassinia aculeata, Pteridium esculentum, Senecio linearifolius) although there are still large areas comprised of mainly exotic grasses (Figure A4.1-3, Figure 4.6-2). The ephemeral creek line is also transitioning from weed infestation to regenerating native riparian vegetation (Figure A4.6-3).

The Rivulet itself appears to contain no fish and very few aquatic invertebrates, likely as there is not sufficient water levels or habitat structures to maintain them. Further down the Rivulet there is a more stagnant area with greater vegetation cover which may provide habitat for frogs but there is no such habitat within the vicinity of the current bridge and proposed ford. The Rivulet would provide a drinking supply for many native birds and mammals with sufficient areas above and below the bridge area for them to access this. The riparian vegetation would provide foraging and nesting habitat for native birds and mammals, however there is minimal vegetation cover in the vicinity of the bridge and proposed ford. The existing bridge has been constructed from large timber pylons driven into the creek bank, with some historical earthmoving to create a track up to the bridge. Native vegetation has been recovering around the disturbed area, although the creek banks experience erosion during high flows and so the vegetation is not particularly stable in this location.

The ephemeral creek is a Class 4 stream. It is partly mapped as agricultural land and partly *Acacia dealbata* forest (NAD). In practice, the lower part of the stream is transitioning from weed infestation to regenerating native riparian vegetation. The top of the stream is intact *Acacia dealbata* (NAD) forest grading into *Eucalyptus obliqua* wet forest (WOB) as the acacias senesce with minimal weed infestations. The riparian vegetation along this stream provides important habitat connectivity between the large patches of forest on the property and Cookes Rivulet. Due to the ephemeral nature of the stream, it does not provide habitat for any fish and few invertebrates but may provide seasonal habitat for frogs and seasonal drinking water for native birds and mammals

When the property was purchased by the current owners in 2022, the rivulet and associated ephemeral creek line was significantly weed infested (blackberry, montpellier broom, willow). Considerable weed management has reduced the weed infestation and there is natural regeneration of *Acacia dealbata* and understory species. In 2023/24 the owners received a Landcare grant which has enabled them to remove the old degraded fence line, undertake weed control, fence out the creek and plant 300 native trees and shrubs which will result in a considerable improvement to this important riparian corridor (Figure 4.6-4).

Figure A4.6-2 Cooke's Rivulet in the vicinity of the current bridge, has very little native aquatic or riparian vegetation

Figure A4.6-3 The ephemeral creek has very little waterflow for much of the year, and is transitioning from being infested with weeds to regenerating Acacia dealbata forest and Eucalyptus obliqua wet forest.

Figure A4.6-4 Significant weed control and revegetation has been undertaken along Cooke's Rivulet and the associated ephemeral creek.

A.5.0 IMPACT OF THE PROPOSAL

The impact of the proposed new class 1A building, shed and access track extension has been detailed in the original NVA. Retrospective impacts associated with the unapproved infrastructure, and new impacts associated with upgrading the existing track to BAL standards, are provided below.

A.5.1 HISTORICAL ACCESS TRACK

Retrospective Impacts

This track was deemed historical by the Kingborough Council and so retrospective impacts do not need to be covered in this NVA for this section of track. This track traverses the Crown Road Reserve for which the owners have an agreement to use and maintain.

Future Impacts of Proposed Development

Some amendments are required to the historical access track to ensure it complies with BAL standards (see Figure A4.5-2):

- Construction of a concrete ford crossing Cooke's Rivulet in a location approximately 30 m upstream from the existing timber bridge.
- Sealing of the steepest section of the track

Impacts as a result of these amendments include:

- Minimal vegetation disturbance is required to construct the ford across Cooke's Rivulet and widen the existing rough track to meet BAL standards. The location proposed for the ford is already devoid of riparian vegetation as it was used as a crossing by the previous owner. There is an existing track leading into and out of the proposed ford. Vegetation comprises exotic blackberry and thistles, *Senecio linearis,* and regenerating sapling *Acacia dealbata.* Approximately 10 sapling *A. dealbata* would require removal to widen the existing track (Figure 5.0-1).
- Construction of a concrete ford within Cooke's Rivulet itself which would replace the natural pebbly/silty base of the rivulet with concrete. There is no aquatic or semi aquatic vegetation in this location to be impacted and the rivulet provides little habitat for aquatic species (no fish are present). There will be no impact to animals accessing the water here, animals likely drink from the rivulet downstream where there is greater vegetation cover. Construction of the ford may result in a temporary impediment to the flow of the water and possible sedimentation, however mitigations should be put in place to reduce this impact (see Section 6.5).
- Sealing of the access track and installation of further drainage is required. Twenty trees (11 High or Very High Conservation Value) with a dbh > 25cm have more than 10% of their tpz within the footprint of the existing historical access track. This impact includes compaction, clearance of surface vegetation and leaf litter, some altered drainage and placement of fill. The Arboriculture impact Assessment Report summarised that "the driveway/track onsite between the entrance and the dwelling is pre-existing. This access feature has been present for some time and the trees onsite appear to have acclimated to its presence." The report indicates that no significant tree protection measures are required, although dirt and debris should be removed from around the base of trees and the track should be sealed with a semi-permeable substance.
- Sealing and drainage improvements are unlikely to change the volume or flow of stormwater into the winter creek (and ultimately Cooke's Rivulet) as this section of track has been present for many years with storm runoff draining into the winter creek.
- The vegetation surrounding this area of historical track is Weed infestation (FWU), Agricultural Land (FAG) and Acacia dealbata forest (NAD) grading into Eucalyptus obliqua wet forest (WOU). These vegetation types are considered well reserved in Tasmania. High Conservation Value Trees are located within the vicinity of the track access track and the vegetation may provide potential habitat for threatened species listed under the Threatened Species Protection Act 1995 or the Environment Protection and Biodiversity Conservation Act 1999. Therefore the

environmental values for this section are of moderate biodiversity value under Table E10.1 of the scheme. There will be minimal impact to these biodiversity values.

Figure 5.1-1 Location of proposed ford across Cooke's Rivulet (L) and existing rough track requiring widening and clearance of approx. 10 sapling Acacia dealbata

Figure 5.1-2 Trees are generally located on the slopes above (Left) and below the access track (Right).

A.5.2 EXISTING UNAPPROVED TRACK

Retrospective Impacts

- Estimated clearance of up to 0.3 ha of the native vegetation community, *Acacia dealbata* forest (NAD). This includes direct clearance of vegetation to create the track, as well as the placement of excess cut and fill created from constructing the track into the hillside, which was placed downhill of the track and thus smothered additional native understory plants. Understory species impacted include *Beyeria viscosa, Coprosma quadrifida, Bedfordia salicina*, *Notolaea ligustrina* and *Pittosporum bicolor.* This vegetation community is considered well reserved in Tasmania and is of low priority biodiversity value under Table E10.1 of the Scheme. The cleared area is a very small proportion of that found on the property and regeneration of native species is occurring in the disturbed area.
- Estimated removal of 15 mature *Acacia dealbata*, 2 moderate sized *Eucalyptus obliqua* and 1 moderate size (low conservation value) *Eucalyptus globulus*. Given the placement of the existing track close to, and steering around, some very large, high conservation value trees, it appears efforts were made by the previous owner to avoid significant trees when creating the access track.
- No threatened flora is likely to have been present in the location where the access track was constructed.
- The cleared understory vegetation and trees would have likely provided habitat for small birds and mammals, possibly including threatened fauna species such as eastern barred bandicoot, eastern quoll and Tasmanian devil, although the cleared area is a small proportion of the vegetation patch remaining and so impacts on the threatened fauna habitat would have been minimal.
- In construction of the access track, steep batters have been created above and below the access track. This may have impeded the movement of some ground dwelling native animals (echidnas, lizards etc) however marsupials have been observed to easily navigate the steep better and it is unlikely the movement of threatened species would have been impacted.
- During construction of the access track, 2 culverts were installed across a winter creek which is a Waterway and Coastal Protection Area. Depending on the time of year these were installed, the flow of the winter creek may have been impeded and there may have been sedimentation impacts down-stream. Several m^2 of riparian habitat may have been impacted, with native such as *Callistemon pallidus, Leptospermum scoparium* and *Dickinsonia antarctica.*
- The culverts may have altered the flow rate and direction of the winter creek slightly; however the soil and vegetation have now equalised and they do not appear to impede the flow.

Future Impacts of Proposed Development

Some amendments are required to the historical access track to ensure it complies with BAL standards. These include:

- Widening of 4 corners of the access track (see maps, Figure A4.5-4,5,6,7).
- Sealing of the steepest sections of the track (approximately 210 m)
- Possible replacement of 2 culverts across the winter creek (see 'Proposed Access' Report)

Impacts as a result of these amendments include:

- Additional clearance of up to 0.012 ha of *Acacia dealbata* forest (NAD), mostly of understory vegetation comprised of *Beyeria viscosa, Coprosma quadrifida, Bedfordia salicina* and *Acacia leprosa* to widen the first, second and third corners (the 4^{th} corner is located within Agricultural Land (FAG). The cleared area is a very small proportion of that found on the property and regeneration of native species is occurring in the disturbed area.
- Likely retention off all trees (potential removal of 2 High Conservation Value *E. globulus).* The Arboriculture Impact Assessment Report states that: "These trees are up the bank from the track and so may remain viable."

- Sealing of the steepest sections of the access track and installation of further drainage is required. Twenty three trees (6 High or Very High Conservation Value) with a dbh > 25cm have more than 10% of their tpz within the footprint of the existing unapproved access track. This impact includes compaction, clearance of surface vegetation and leaf litter, some altered drainage and placement of fill. The Arboriculture impact Assessment Report summarised that "the driveway/track onsite between the entrance and the dwelling is pre-existing. This access feature has been present for some time and the trees onsite appear to have acclimated to its presence." The report indicates that no significant tree protection measures are required, although dirt and debris should be removed from around the base of trees and the track should be sealed with a semi-permeable substance.
- No threatened flora will be impacted by amendments to the access track.
- The additional clearing of understory vegetation and trees likely provide habitat for small birds and mammals, possibly including threatened fauna species such as eastern barred bandicoot, eastern quoll and Tasmanian devil, although the cleared area is a small proportion of the vegetation patch remaining and so impacts on the threatened fauna habitat will be very minimal.
- Up to four *E. globulus* (3 High Conservation Value) may require removal (see Tree Plan, section A4.5). Trees of this size can provide foraging habitat for the threatened swift parrot. Given the number of High and Very High Conservation Value trees within this patch of native vegetation, removal of three High Conservation Value trees would have minimal impact on swift parrot habitat.
- Possible replacement of the 2 culverts crossing the winter creek which is a Waterway and Coastal Protection Area and widening of the first corner of the access track which is likely to involve 'filling in' the inside of the corner with clean fill (taken from the site), which is also within the Waterways and Coastal Protection Area (Figures 5.2-1,2). No native species will be impacted as the ground surface has been covered by previously cleared dead vegetation which is preventing native species regenerating. Fill will be placed within the tpz of one *A. dealbata* but none of the nearby High Conservation Value trees will be impacted. This may result in temporary alterations to the flow, depending on the time of year of replacement, and temporary sedimentation impacts down-stream. This winter creek does not provide habitat for any aquatic flora or fish, although frogs are likely to be present and may be negatively impacted by culvert replacement. One Very High Conservation Value tree (#11) is located adjacent to one of the culverts that may require replacement. The Arboriculture Impact Assessment Report recommends that "Work replacing the culvert inside Tree 11 TPZ is to be supervised by the site arborist".
- The fourth corner also required widening however this is within modified agricultural land (FAG) (Figure 5.2-4) and will have no impact to native flora or fauna.
- The vegetation surrounding this area of track is Agricultural Land (FAG) and Acacia dealbata forest (NAD) grading into Eucalyptus obliqua wet forest (WOU). These vegetation types are considered well reserved in Tasmania. High Conservation Value Trees are located within the vicinity of the track access track and the vegetation may provide potential habitat for threatened species listed under the Threatened Species Protection Act 1995 or the Environment Protection and Biodiversity Conservation Act 1999. Therefore the environmental values for this section are of moderate biodiversity value under Table E10.1 of the scheme. There will be minimal impact to these biodiversity values.

Figure 5.2-1 Widening of the second corner of the access track will require clearance of understory vegetation (Beyeria viscosa and Acacia leprosa) and removal of up to 4 Eucalyptus globulus (3 of High Conservation Value).

Figure 5.2-2 The first corner of the access track will require widening to meet BAL requirements, likely by 'filling in' the inside of the corner which is within the Waterways and Coastal Protection Zone. The existing culvert may also need replacement.

Figure 5.2-3 The third corner of the access track will require widening to meet BAL requirements, by clearing a small amount of vegetation on the outside of the corner. The culvert under the track may also need replacing which is within a Waterways and Coastal Protection Area and close to the base of a Very High Conservation Value Eucalyptus globulus.

Figure 5.2-4 The fourth corner of the access track will require widening to meet BAL requirements, no vegetation clearance is required.

A.5.3 UNAPPROVED SHEDS

Retrospective Impacts

The construction of the two unapproved sheds did not have a significant impact on the natural values of the site, as outlined below:

- Clearing and disturbance of native vegetation was not required for construction as these buildings are located within an area that is classified as modified agricultural land (FAG) and has been cleared/disturbed for many decades. The environmental values are classified as low priority under Table E10.1 of the Scheme. No alterations are required to meet BAL standards and so there will be no further impacts to native vegetation.
- The vegetation closest to the building site - *Eucalyptus obliqua* wet forest (WOB) to the west and *Eucalyptus globulus* wet forest (WGL) to the south, are both considered well reserved in Tasmania and are low priority biodiversity value under Table E10.1 of the Scheme. There has been no impact to these communities.
- No trees, of high conservation value or otherwise were impacted by the construction of these buildings and there are no trees within 15 m.

Future Impacts of Proposed Development

No alterations are required to meet BAL standards and so there will be no further impacts to native vegetation.

A.5.4 UNAPPROVED SHIPPING CONTAINER

Retrospective Impacts

The placement of the shipping container did not have a significant impact on the natural values of the site, as outlined below:

- Clearing and disturbance of native vegetation was not required as the container is located within an area that is classified as agricultural land and has been cleared/disturbed for many decades. The environmental values are classified as low priority under Table E10.1 of the Scheme. No alterations are required to meet BAL standards and so there will be no further impacts to native vegetation.
- No trees, of high conservation value or otherwise, were impacted by the placement of this container.

Future Impacts of Proposed Development

No alterations are required to meet BAL standards and so there will be no further impacts to native vegetation.

A.6.0 LEGISLATION

The following section outlines the impacts of the proposed development on natural values and provides an assessment of the proposal against the relevant legislation.

6.1. COMMONWEALTH ENVIRONMENT PROTECTION AND BIODIVERSITY CONSERVATION ACT 1999

Foraging habitat for the swift parrot has been identified (*Eucalyptus globulus* trees) within the area through which the access track has been constructed. Eastern quoll have been observed on the access track and the vegetation around the track may is likely to provide foraging habitat for Eastern barred bandicoot and Tasmanian devils.

Approximately 0.3 ha of native vegetation, some of which may have been potential foraging habitat for swift parrots and other threatened mammals, was impacted by the construction of the unapproved access track. It is unlikely any significant *E. globulus* trees were removed in the past. An additional estimated 0.012 ha will need to be cleared for further amendments to the access track to enable it to meet BAL requirements. Given this is a relatively small proportion of the potential habitat available on the property, the scale of loss is not likely to constitute a significant impact.

6.2. TASMANIAN THREATENED SPECIES PROTECTION ACT 1995

Foraging habitat for the swift parrot has been identified (*Eucalyptus globulus* trees) within the area through which the access track has been constructed. Possibly two High Conservation Value *E. globulus* will need to be removed for further amendments to the access track to enable it to meet BAL requirements. Given this is a relatively small proportion of the potential habitat available on the property, the scale of loss is not likely to constitute a significant impact. Other threatened fauna species may utilize the site, however the scale of the vegetation clearance is unlikely to have impacted any threatened species in a significantly negative way.

6.3 NATURE CONSERVATION ACT 2002

No vegetation listed as threatened under the Nature Conservation Act are present on the site.

Eight declared weeds were recorded on site. Blackberry, Californian thistle, elisha's tears, montpellier broom, slender thistle, spanish heath and willow are all Zone B species within the Kingborough Council. Zone B classifications are those which have infestations that are not deemed eradicable, and the objective for these species is to contain them and prevent the spread to neighbouring properties. One Zone A species was present, viper's bugloss, which is not previously recorded for the Kingborough region. Zone A species are deemed eradicable, and the objective for the species is eradication.

These weeds will need to be managed in accordance with the Act following the best practice prescriptions as laid out by the Department of Natural Resources and Environment Tasmania's Invasive Weed Control Guides. Efforts are already being made to control all the aforementioned declared weeds on the site.

A.6.5 KINGBOROUGH INTERIM PLANNING SCHEME

The proposed dwelling has been addressed in the original NVA. A response to the criteria related to the additional aspects of the development approval is provided below.

<u>Requirements of Rural Resource Zone (26)</u>

The site is zoned as Rural Resource. Development within this zone must meet the following objectives:

26.4.3. The location of buildings and works most comply with:

(a) Be located on a skyline or ridgeline only if:

> *(i) there are no sites clear of native vegetation and clear of other significant site constraints such as access difficulties or excessive slope, or the location is necessary for the functional requirements of infrastructure*

(ii) significant impacts on the rural landscape are minimized through the height of the structure, landscaping and use of colours with a light reflectance value not greater than 40 percent for all exterior building surfaces

(b) be consistent with any Desired Future Character Statements provided for the area;

(c) be located in an area not requiring the clearing of native vegetation and not on a skyline or ridgeline

Response: The proposed new dwelling, shed and associated infrastructure, existing unapproved sheds and the shipping container are located in suitable areas of cleared land and set back from the skyline and ridgeline.

Requirements of the Biodiversity Code (E10.0)

The proposed new dwelling, shed and associated infrastructure, existing unapproved sheds, shipping container and access track are all within an area covered by the Biodiversity Code. The proposed new dwelling and shed and extension to the access track have been addressed in the original NVA. Development within this code must meet the following (relevant) objectives:

E10.7.1 To ensure that development for buildings and works that involves clearance and conversion or disturbance within a Biodiversity Protection Area does not result in unnecessary or unacceptable loss of priority biodiversity values.

Clearance and conversion or disturbance must be within a Building Area on a plan of subdivision approved under this planning scheme.

Response: There is no Building Area specified for this property, so the Performance Criteria must be addressed:

Clearance and conversion or disturbance must satisfy the following:

b) if moderate priority biodiversity values:

i) development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the development, and

ii) impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings; and

iii) remaining moderate priority biodiversity values on the site are retained and improved through implementation of current best practice mitigation strategies and ongoing management measures designed to protect the integrity of these values; and

iv) residual adverse impacts on moderate priority biodiversity values not able to be avoided or satisfactorily mitigated are offset in accordance with the Guidelines for the use of Biodiversity Offsets in the local planning approval process, Southern Tasmanian Councils Authority, April 2013 and Kingborough Biodiversity Offset Policy 6.10, November 2023

i) The existing unapproved access track was constructed by the previous owner so it is difficult to determine whether the development was designed to minimise impacts. However, given the path of the historical access track, and the topography of the land, it is likely the location of the unapproved access track takes the most practicable route (other routes such as through the existing cleared land would have been too steep), and so impacts to biodiversity values would have been unavoidable (with any route) in constructing an access. The positioning of large trees close to the access track suggests that these High Conservation Value trees were avoided during construction of the driveway, although there is impact to the tree protection zone of many trees (see Tree Plan). Additional driveway amendments will require additional vegetation clearance (0.012ha of understory vegetation) and removal of 3 High Conservation Value Trees. This is unavoidable in order to meet BAL requirements as an alternative route can not be used.

ii) Bushfire hazard management measures are required to ensure the access track meets BAL standards. This includes additional vegetation clearance (0.012ha of understory vegetation) and removal of up to 3 High Conservation Value Trees. This is unavoidable in order to meet BAL requirements as an alternative route can not be used.

iii) The remaining moderate priority biodiversity values (potential threatened species habitat, high conservation value trees) will be retained and improved. The surface of the track should be semi-permeable to protect the tpz of these trees. The current owners are working to improve the biodiversity values of the entire property (including the area where works are proposed) through removing stock from native vegetation and waterways, removing weeds, allowing natural regeneration and revegetating degraded areas, thereby improving habitat value for threatened species.

iv) The construction of the unapproved access track by the previous owner of the property had an impact on the biodiversity values of the property. This included clearance and disturbance of up to 0.3 ha of native vegetation which is potential habitat for several threatened fauna species and clearance of an estimated 18 mature trees (none of which appear to have been high or very high conservation value). Proposed upgrades to the access track to meet BAL requirements may require the removal of 2 High Conservation Value Trees.

The following offsets proposed for this retrospective and future impact are:

- **The current owners will exclude stock from remnant native vegetation (19 ha) (stock previously had access to these areas), enabling natural regeneration, particularly of *Eucalyptus globulus* (there is already evidence of this occurring) thereby improving the habitat value for threatened species.**
- **The current owners will exclude stock from the Waterway and Coastal Protection Areas (stock previously had access to these areas), thereby reducing erosion and sedimentation and improving riparian habitat value.**
- **The current owners have undertaken 3 ha of riparian revegetation and weed control, thereby improving habitat value of riparian areas and creating potential vegetation corridors for threatened species.**
- **The current owners have undertaken weed control across almost the entire property (focusing on sweet pittosporum, spanish heath, montpellier broom and blackberry and willow in waterways) and will continue to control priority weed species across the entirety of the property, thereby improving habitat value for threatened species).**

Requirements of Waterway and Coastal Protection Code (E11.0)

The existing unapproved access track was constructed within an area that twice crosses a winter creek covered by the Waterway and Coastal Protection Code. Future amendments to the access track to meet BAL requirements will include construction of a concrete ford across Cooke's Rivulet and possible replacement of two culverts in the winter creek, all of which is located within the Waterway and Coastal Protection Zone. Development within this code must meet the following (relevant) objectives:

E11.7.1 To ensure that buildings and works in proximity to a waterway, the coast, identified climate change refugia and potable water supply areas will not have an unnecessary or unacceptable impact on natural values.

A1 Buildings and works within a Waterway and Coastal Protection Area must be within a building area on a plan of subdivision approved under this planning scheme.

Response: A building area is not provided for this property, therefore the performance criteria must be addressed:

Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:
a) avoid or mitigate impact on natural values;
b) mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;
c) avoid or mitigate impacts on riparian or littoral vegetation;
d) maintain natural streambank and streambed condition, (where it exists);
e) maintain in-stream natural habitat such as fallen logs, bank overhangs, rocks and trailing vegetation;
f) avoid significantly impeding natural flow and drainage;
g) maintain fish passage (where applicable);

h) avoid landfilling of wetlands;
i) works are undertaken generally in accordance with Waterways and Wetlands Works Manual (DPIWE, 2003) and Tasmanian Coastal Works Manual (DPIPWE, December, 2010) and the unnecessary use of machinery within watercourses or wetlands is avoided.

The existing historical access track traverses the Waterway and Coastal Protection Code by way of an old timber bridge across Cookes Rivulet. This development application proposes replacing the bridge with a concrete ford to ensure the access track meets BAL requirements 'filling in' a corner of the access track within the Code and possible replacement of two culverts across the winter creek. This work will have some impact to the natural values of the waterway however these will be minimised by:

a) Placing the new ford in an area of Cooke's Rivulet which is already disturbed, with minimal habitat values. No clearance of riparian vegetation will therefore be required, although approximately 10 sapling *A. dealbata* will require removal to widen the existing rough track adjacent to the ford. No vegetation will be impacted by the 'filling in' of the corner, as the ground surface is only covered in dead, previously cleared vegetation. Possible replacement of the culverts will require next to no clearing, although care will need to be taken to minimise disturbance to the roots of a Very High Conservation Value tree located adjacent to one culvert.

b) The waterways in question, Cookes Rivulet and a winter creek, have minimal flow for most of the year. Construction of the ford, 'filling in' of the corner and possible culvert replacement will require some disturbance to banks and base of the rivulet and winter creek. This will be undertaken when the flow is low and completed quickly, to reduce the risk of erosion, sedimentation and runoff impacts on natural values. Works will be stopped if conditions are unsuitable, such as during and after heavy rain. Where excavation of material is required, material will be placed well away from the waterway to minimize erosion back into the stream. Fill will not be pushed into the waterway or stored in flood-prone areas. Damage to the ground cover will be minimised and confined to the works site (heavy machinery will work from the existing disturbed areas). Just below the works site, the flow passes through a vegetated area which will assist in preventing the sediment from moving down the waterway. In 'filling in' the corner, fill will be required to be placed adjacent to the waterway, however it will not be placed such as to block the flow of the waterway or be prone to erosion. The placed fill will be stabilised as required through replacement of the nearby dead vegetation on the soil surface and planting.

c) Placement of the new ford in the proposed location and culvert replacement will have no impact on riparian or littoral vegetation as there is none present.

d) The streambed and streambank have historically been modified at the location of the proposed ford as it was historically used as a crossing for machinery. During construction of the ford, the natural streambed and streambank will be mirrored where possible.

e) The section of the waterway proposed for the construction of the ford contains minimal natural habitat features other than rocks. When replacing the culverts, habitat values such as fallen vegetation, logs and rocks will be replaced.

f) The new ford will excavated into the base of the stream to mirror the stream bank as far as practicable and so will not impede natural flow and drainage. The culverts will be adequately sized to not impede natural flow and drainage.

g) To the best of our knowledge, fish are not present in these waterways, but the ford will maintain any potential fish passage

h) n/a

i) Works will be undertaken in accordance with the above mentioned manuals, paying particular attention to:

- **The heavy machinery used will be as small as practicable and kept out of the waterway, working on dry and stable areas (existing track).**
- **A historical crossing site exists, machinery will be walked across the stream here to minimise further disturbance (there is a pad of clean rock on the base of the waterway here).**
- **Given the low flow of the rivulet, excavation of the channel should be able to be done without diverting the flow (the flow can be temporarily dammed with sandbags and rock if required).**
- **Boulders, rock, shingle, gravel, soil and vegetation will not be removed from the streambank or will be replaced if this is required.**
- **Geo-textile sediment fences will be used to stop sediment entering the water, if required.**
- **The site will be rehabilitated once the works have finished. This will include planting native vegetation on exposed soil surfaces. Temporary seeding with fast growing annual grasses will also be used**.

A4 Developments must involve no new stormwater point discharge into a watercourse, wetland or lake.

Response: The design of the access track to meet BAL requirements will mean there will be 'new' points at which runoff from the driveway enters the watercourse through constructed drains, therefore the performance criteria must be addressed:

Development involving a new stormwater point discharge into a watercourse, wetland or lake must satisfy all of the following:

a) risk of erosion and sedimentation is minimised;
b) any impacts on natural values likely to arise from erosion, sedimentation and runoff are mitigated and managed;
c) potential for significant adverse impact on natural values is avoided.

Table drains will discharge runoff from the driveway into the ephemeral waterway which ultimately runs into Cookes Rivulet. Given the topography of the site and location of the access track, no additional waterflow will be directed into the waterway (it originally ran into this waterway naturally) but the flow will be directed to certain discharge points via the drains, and so the waterflow at these specific points will be of greater volume and velocity. Drains should be directed, where possible, to areas with a hardened surface (rocky base) to minimise erosion and sedimentation. There are some existing 'ponds' at the bottom of this ephemeral waterway which act as a sediment trap. Drains will be constructed in areas that avoid any clearance or disturbance to existing native vegetation.

<u>Requirements of Scenic Landscapes Code (E14.0)</u>

The existing unapproved access track was constructed within an area covered by the Scenic Landscapes Code. Development within this code must meet the following objectives:
E14.7.1 To ensure that removal or disturbance of bushland does not cause an unreasonable change to, or have an unreasonable adverse impact on, the scenic landscape value of Scenic Landscape Areas.

Removal or disturbance of bushland must comply with both of the following:
a) be on land no less than 50 m (in elevation) from a skyline;
b) be no more than 500 m2 in extent.

Response: The proposed new dwelling, existing unapproved sheds and shipping container are not located below the skyline and no bushland was or will be removed or disturbed, therefore this component of the application meets E14.7.1.

The existing unapproved access track is located below the skyline, and so meets E14.7.1 a). However, an acceptable solution for b cannot be met, as more than 500 m^2 of bushland was disturbed or cleared in its construction (0.3 ha) and a further 0.012 ha may require clearance to enable the access track to meet BAL requirements. Therefore, the Performance criteria must be addressed:

Removal or disturbance of bushland must be minimised and must satisfy both of the following:
a) Result in only negligible changes to the silhouette of skylines;
b) maintain scenic landscape value.

Response: The unapproved access track is located below the skyline, so satisfies criteria a. In regards to b, 'Scenic landscape value' is defined in the code as 'the specific characteristics or features of a landscape that collectively contribute to its value'. A description for these features for the specific scenic landscape area at 14 Batchelors Road is not provided in Table 14.1. Therefore we must assume the definition for a 'scenic landscape area' which is 'an area of scientific value retaining a predominantly natural appearance, including prominent skylines and hill faces that contribute to the background of important vistas, as recognised and shown on the planning scheme maps…'.

The existing unapproved access track is located below the skyline so does not impact the skyline. Parts of the track can be seen from Pelverata and Batchelors Roads and so does, in some way, impact the natural appearance of the hill face. However, the most prominent part of the track is historical, having been in place for many years (likely decades) and so is not a new alteration to the scenic landscape value. A further part of the access track (which is not historical) can currently be seen from Pelverata Road if looking carefully, and so is a new alteration to the scenic landscape value, however planting of native trees and shrubs by the current owners and recovery of native vegetation will ensure the scenic landscape value will improve overtime.

E14.7.2 To ensure that buildings and works do not cause an unreasonable change to, or have an unreasonable adverse impact on, the scenic landscape value of Scenic Landscape Areas.

A1 Buildings must comply with one of the following:
a) not be visible from public spaces;
b) be an addition or alternation to an existing building that;
i) increases the gross floor area by no more than 25%;
ii) does not increase the building height;
iii) provides external finishes the same or similar to existing.

A2 Works must not be visible from public spaces.

Response: Given the definition of 'public space' is not provided here or in part 4.0 of the Planning Scheme, we must assume the definition for 'public open space' is meant which is 'means land for public recreation or public gardens or for similar purposes'. None of the buildings or works in this application can be seen from a public open space.

A.7.0 CONCLUSIONS AND RECOMMENDATIONS

The natural values at 14 Batchelors Road, Sandfly were assessed as part of the development application for the proposed class 1a building and shed (presented in the original Natural Values Assessment). This addendum assessed the natural values for the additions to the development application - the existing unapproved access track, the two existing unapproved sheds and a shipping container. Part of the access track and the sheds were constructed by the previous owner of the property, without council approval, and so a retrospective assessment of the natural values impacts was required. Additional works will need to be undertaken in order for the access track to meet BAL requirements.

Access Track

Approximately 400 m of the access track is historical and so the retrospective biodiversity impacts were not considered.

Approximately 600 m of access track was constructed by the previous owner. Of this, around 200 m was constructed within modified agricultural land (FAG) with low biodiversity value and had minimal biodiversity impact. Approximately 400 m of access track was constructed within *Acacia dealbata* forest (NAD) and involved clearing or disturbance of an estimated 0.3 ha of this vegetation community and the removal of approximately 18 mature trees (none of High Conservation Value). This area is of moderate biodiversity value under Table E10 of the Scheme, being potential habitat for threatened fauna species and containing High and Very High Conservation trees (no threatened flora present).

In addition to the retrospective works, additional future work will need to be undertaken to the entirety of the access track to ensure it meets BAL requirements, and the biodiversity impacts of this new work were considered. The access track passes through 500 m of NAD in total and there are 28 trees of high or very high conservation value within 15 m of the access track. An additional 0.012 ha of Acacia dealbata forest will need be cleared to ensure all corners of the access track are wide enough to meet BAL standards. Up to 4 High Conservation Value trees may require removal and the tpz of one additional Very High Conservation Tree will be impacted if a culvert requires replacement.

Track works will cause some impact within the Waterway and Coastal Protection Area. A concrete ford will need to be constructed within the Class 2 Stream and 2 culverts may require replacement in the Class 4 stream. This work will have minimal impact to biodiversity value if appropriate precautions are followed during construction.

Existing sheds

Two sheds were constructed by the previous owner without council approval. These were constructed in an area of modified agricultural land (FAG) and no clearance of any native vegetation was required. This area is of low biodiversity value under Table E10. There are no trees (of conservation significance or otherwise) within 15 m.

Shipping container

A shipping container was placed on the property by the current owners. It is located within an area of modified agricultural land (FAG) and no clearance of any native vegetation was required. This area is of low biodiversity value under Table E10. There are no trees (of conservation significance or otherwise) within 15 m.

Recommendations

- Minimise vegetation clearance and disturbance outside the building footprint
- Any further clearance and disturbance to vegetation surrounding the access track must be minimised and the minimum required to meet BAL requirements.
- If the culverts in the winter creek require replacing, the On-Site Arborist is required to monitor this work to ensure it does not adversely impact the Very High Conservation Value *Eucalyptus globulus.*
- Excess fill has been placed on the side of the access track, including around the base of a number of trees. This fill should be relocated to a more appropriate location (for example, used as fill or landscaping around the building

site) and removed from the base of trees where this disturbance will not cause further adverse impacts to the trees.

- Any soil or gravel imported to the site for construction or landscaping purposes should be from a weed free source to prevent establishment of further introduced species on the site and any plant and equipment should be cleaned before accessing the site
- The material used to seal the access track should be semi-permeable to enable the infiltration of water and nutrients.
- Works undertaken within the Waterways and Coastal Protection Area must be undertaken in accordance with *Waterways and Wetlands Works Manual (DPIWE, 2003) and Tasmanian Coastal Works Manual (DPIPWE, December, 2010).*
- All declared weeds and environmental weeds should be controlled.

It is my conclusion that the retrospective works undertaken by the previous owner to construct the access track did have some adverse impacts to the biodiversity values of the property, although there was no significant impact to any threatened flora, threatened fauna, threatened vegetation community or High Conservation Value trees. Some additional biodiversity impact will occur through works to the access track; however this is unavoidable if the development is to align with BAL standards.

Native vegetation on the property is in good condition, provides habitat for a range of native flora and fauna species (including potential habitat for several threatened species) and has low levels of weeds outside the area classified as modified land. Given the large tracts of good quality habitat (including many High Conservation Value Trees) remaining on the property, this development will have minimal impact to the biodiversity value of the entire property.