draft Environmental Impact Assessment

RAA #3854

for DARKLAB PTY LTD

Destination Public Artwork and Visitor Welcome Centre

328 Lune River Road, Ida Bay, TAS 7109

IDA BAY STATE RESERVE

May 2021

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4. Unless stated otherwise estimates are exclusive of GST, engineering fees, market escalation, associated builder's works, builder's margins, design contingency, project contingency.
5. As project scope becomes better defined it is strongly recommended that estimates are updated.

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Executive Summary

The Ida Bay Reserve has been selected for the installation of a major land-based artwork as part of a State and Federal funding initiative to reinvigorate visitation to the Huon Valley after the 2019 summer fires. The Ida Bay Railway, also located on this site, has a long history of drawing visitors to the state's far south. The proposal comprises the art installation and a visitors centre near Lune River Road with the two connected by a walking track some 450m long. There are also a number of supporting works including a 33 space car park, landscaping and a new shed for the Ida Bay Railway Preservation Society.

The business plan anticipates attracting 30,000 people to the site each year, with likely peak daily visitations of 200 people per day. The proposed hours of operation are: 10am-5pm (October - March) and 10am-4pm (April-September) pm, seven days a week (Closed – Christmas Day). It is anticipated that two permanent staff will be required to manage the operational activities on a regular basis with additional staff engaged based on seasonal demand. Once normal operations have commenced the business plan envisages the total staff required on-site as 7 Full Time Equivalents (FTE). The establishment cost of the proposed development is estimated to be $7.1M.

The 18.6Ha subject site comprises land at 328 Lune River Road, Ida Bay. The site is classified as a Visitor Services Zone in the Southport Lagoon Conservation Area Management Plan 2006. The subject site also has a Public Land Classification of "State Reserve" and Parks and Wildlife Service have identified the proposal's Reserve Area Assessment as No. 3854 and categorised the proposal as a Level 4 Activity.

The key impacts of the proposal involve the impacts on the state heritage items associated with the Ida Bay Railway, site disturbance created by the building works, and the potential bird strike. The impacts on the existing heritage items have been considered through a Conservation Management Plan for the site and ameliorated through siting and design. The impacts of site disturbance are minimised through site selection, reuse of existing structures, revegetation and construction management (access rehabilitation, micro-siting etc.). Bird strike has been minimised through flight path analysis and siting/design of structures.

A social impact assessment of the project determined that the positive factors were increased economic benefits due to visitation numbers and population growth, a cultural shift towards arts tourism, an increase in property values and increased access to the environment. Negative factors were identified as increased traffic, impact on residential amenity and construction activities. The expected traffic generation by the development will be around 180 vehicles/day (90 vehicles/day entering and 90 vehicles/day exiting the site), based on all visitors arriving by car. The use of buses will reduce this traffic activity. A Traffic Impact Assessment for the proposal concluded that additional traffic volume along Lune River Road will not create any operational traffic issues.

This report addresses the "*Reserve activity assessment Level 3 and 4 General Document Guidelines"* prepared for the project by the Parks and Wildlife Service.

Glossary and abbreviations

The abbreviations and acronyms used in this RAA are shown in the glossary below.

Acronym/Abbreviation/Term	Description/Meaning
AWTS	Aerated wastewater treatment system
BOH	Back of house
CMP	Conservation Management Plan
CASA	Civil Aviation Safety Authority
DarkLab	DarkLab Pty Ltd
DDA	*Disability Discrimination Act 1992*
DPIPWE	Department of Primary Industry Parks Water and Environment
EIS	Environmental Impact Statement
HVC	Huon Valley Council
HWR	Huon Waste Removal
IBRPS	Ida Bay Railway Preservation Society
LUPAA	*Land Use Planning and Approvals Act 1993*
NCC	National Construction Code
NPRM	*National Parks and Reserves Management Act 2002*
OWMS	On-Site Wastewater Management System
PWS	Parks & Wildlife Service
RAA	Reserve Area Assessment
TFS	Tasmanian Fire Service
The Scheme	*Huon Valley Interim Planning Scheme 2015*
TWWHA	Tasmanian Wilderness World Heritage Area

1. Introduction

1.1 Project overview

During the summer of 2019 dry lightning strikes ignited bushfires in southern Tasmania, threatening communities in the Huon Valley, creating major disruption and causing considerable damage across many remote wilderness areas. The aftermath of the fires impacted significantly on tourism and visitation numbers in the region, triggering enduring damage to local businesses in the valley. The proposed Doug Aitken art installation is an integral element of Project X, a DarkLab initiative supported by State and Federal funding to reinvigorate visitations to the Huon Valley (Southern Trove) region after the devastating impact of the 2019 summer fires.

Parks and Wildlife Service (PWS) identify the proposal's Reserve Area Assessment (RAA) as No. 3854 and have categorised the proposal as a Level 4 environmental impact assessment process.

This draft RAA report places the proposal at Step 3 of the Level 4 environmental impact assessment process, namely:

> *Proponent prepares the draft RAA documentation with assistance from an environmental planner and/or specialists.*

The proposed development in the Ida Bay State Reserve includes:

- demolition of some existing buildings on the eastern part of the site (relocation of three small station huts and partial demolition of the existing central workshop building);
- a visitor welcome centre addition to the existing workshop shed, which will be refurbished internally;
- provision of a new workshop building (to be sited on the existing old concrete tennis court) and to be built by others with construction to be staged at a separate time to the remainder of the proposal. The new workshop building is associated with the existing use for the Ida Bay Railway which is a wholly independent entity separate from this proposal;
- the construction of a permanent installation artwork in the south western area of the lot;
- connecting path between the visitor welcome centre and the art installation;
- on-site car parking (33 including 2 all ability car parking spaces);
- on-site motorcycle parking (2);
- on-site parking for 2 recreational vehicles;
- a bus set down area on-site and 2 longer-term bus parking spaces, partially within the Lune River Road Reserve;
- landscaping including removal/planting of vegetation, and associated lighting; and
- partial change of use to Tourist Operation with associated and subservient Residential Use in the Quarry Managers House, and Food Services Use in the proposed Visitor Welcome Centre.

The subject site comprises land at 328 Lune River Road, Ida Bay (CT 238040/1), as shown below in Figure 1, and is classified as a Visitor Services Zone, in the Southport Lagoon Conservation Area Management Plan 2006 (SLCA Management Plan). The subject site has an area of 18.6Ha, with the majority of this associated with PID 5267994, a smaller section (in the southeast corner) of approximately 1000m^2 is associated with PID 1651358 and delineates the Quarry Masters House site within the lot. The adjoining triangular parcel of land at the north east corner of the site is identified as Parks and Wildlife Service land but is not identified with a Title or PID reference. It is noted that the Folio for 308 Lune River Road (CT 245028/1) shows the land as part of the Lune River Road Reserve (see Appendix A). The approximate location of the proposal elements is shown in Figure 2.

Figure 1: Subject site outlined in blue (Source LISTmap)

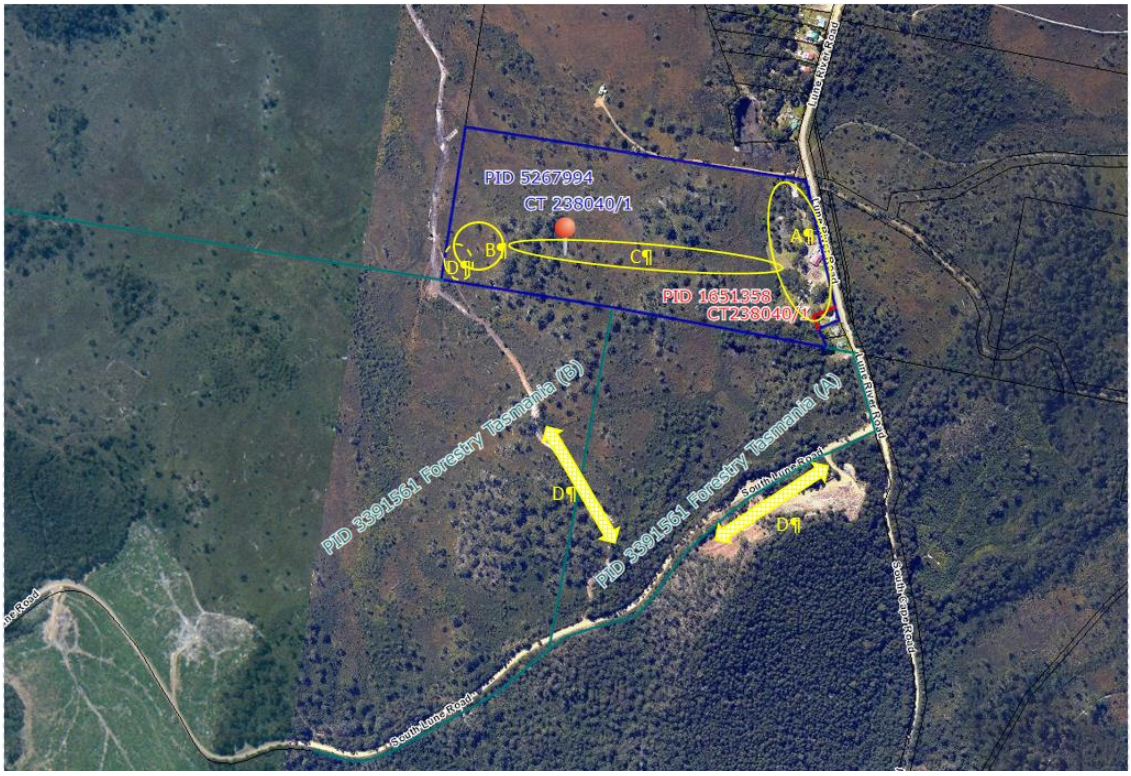

Figure 2 Subject land with the indicative location of development and works; A = Visitor Welcome Centre etc.; B= Art Installation.; C = Path connecting A to B; D = temporary construction access path and vehicle sweep path works area

The establishment cost of the proposed development is estimated to be $7.1M. More financial details are available in the Business Plan, refer Appendix B.

The proposal will deliver a major international artwork in a natural setting only 90 minutes' drive from Hobart. It is anticipated to generate strong demand and is anticipated to generate an annual 2% growth in visitations to the artwork.

1.2 Project objectives and outcomes

The project vision is for the artwork to be regarded as a work of international significance, a symbol of regeneration to Tasmania by 2025. To achieve this the project has two goals:

1. Deliver and maintain an artwork of exceptional quality and international significance; and
2. Attract 30,000 people each year, with 60% of attendees spending money with local businesses in Southern Tasmania.

The Ida Bay Reserve has been selected for the installation of this major land-based artwork due to its natural beauty and proximity to pristine waterways and Tasmanian Wilderness World Heritage Areas. Ida Bay is a small settlement 100km south of Hobart. It is at the end of the southernmost sealed road in the country.

The Ida Bay Railway, also located on this site, has a long history as a heritage eco-tourism venture drawing visitors to the state's far south. During the past decade, the Ida Bay Railway has faced regulatory and financial hurdles, challenges familiar to heritage railway businesses across the world. These challenges have, so far, proved insurmountable to the ongoing viability of the Ida Bay Railway venture.

It is important to recognize that any potential Ida Bay Railway Depot tourism operation is a separate entity that has no relationship to the proposed artwork installation and associated infrastructure. A shed for the purposes of a Railway Workshop has been included in the application for the convenience of consolidating approvals.

DarkLab sees a unique opportunity for a sensitive development within the Ida Bay State Reserve facilitating a controlled adaptation of usage of the site to create a viable tourist offering for the 21st century. The proposed artwork will immerse its audience in the landscape, enhancing the viewer's experience of the natural values of the reserve. It promotes the seemingly infinite southern Tasmanian wilderness which lies beyond. All new development lies within the designated visitor services zone of the reserve and either meets or exceeds standards for comfort, safety, accessibility and financial management set out in the Reserve Standards Framework, which also specifies this area as being appropriate for the development of a visitor centre.

Built alongside the artwork, a Visitor Welcome Centre located within the heritage precinct will sensitively conserve the industrial heritage values of the site, ensuring conservation and communication of the site's heritage values to a global audience for decades to come.

These new, high-quality visitor services will enable a better interpretation and visitor experience of the natural and cultural values of the reserve and the wider southern Tasmanian region.

The sculpture would be sited at the end of the road in the Huon Valley and function both as a spectacular destination and a starting point for the visitor to discover the natural landscape of the region. The visitors make a journey to the valley to see the artwork and are inspired to further their own experience as they experience the natural beauty that surrounds the artwork.

The Visitor Welcome Centre supports the artwork by hosting a café, ticket sales facilities and toilets. The Visitor Welcome Centre will operate sustainably; reducing, reusing and recycling, with a strong focus on reducing waste to landfill.

Although not located within a Tasmanian Wilderness World Heritage Area (TWWHA) the precinct does neighbour TWWHA land. With this in mind, the project will deliver a sensitive,

low-impact commercial tourism activity that respects and elevates the environmental and cultural significance of the natural environment.

It is designed to have minimal impact on the surrounding flora and fauna. The development will use sustainable building and adaptable re-use practices. The venture is committed to measure and offset its carbon footprint and reduce unnecessary emissions.

The project respects the heritage significance of the Ida Bay area.

The Ida Bay Railway, located on the State reserve, is noted on the Tasmanian Heritage Register. The statement of significance held on the Register states: "*The Ida Bay Railway is the last original bush tram in Australia with the outer terminus being the southernmost railway station in the country.*"

The project's development and operations will comply with the:

- Southport Lagoon Conservation Area, George III Monument Historic Site and Ida Bay State Reserve Management Plan 2006;
- *Historic Cultural Heritage Act 1995;*
- *National Parks and Reserves Management Act 2002;*
- *Land Use Planning and Approvals Act 1993;*
- *Huon Valley Interim Planning Scheme 2015;*

and other legislation relevant to the site's development.

1.3 Proponent details and background

Proponent details:

Name (legal entity)	DarkLab Pty Ltd (Private Company)
Trading name	DarkLab
Registered address	Level 2, 110 Murray St, Hobart TAS 7000
Postal address	as above
ABN number	51 615 687 566

Contact person	Kate Gould
Telephone	0412 751 169
Email	kate@darklab.net.au
Position	Executive Director

The Transformer venture will be owned and operated by DarkLab Pty Ltd, a private company owned by David Walsh. DarkLab Pty Ltd employs 25 FTEs to deliver various projects including 'Dark Mofo' and operates year-round venues including the 'Odeon Theatre' and 'In the Hanging Garden'.

Project X is a DarkLab initiative established through the support of combined State and Federal funding. Project X comprises a series of immersive artworks from high profile artists designed to bring visitors back into the region, connecting them to the unique natural values of the region's environment.

Visitor Welcome Centre, café operator details will be confirmed once a commercial tenancy has been finalised.

1.4 Alternatives

In November 2019, DarkLab and Doug Aitken Studio explored a number of locations across the Huon Valley to find an appropriate site for a permanent installation artwork. This site at 328 Lune River Rd was decided, by the artist, Doug Aitken, to be perfect on grounds of views, topography and other surrounding natural features.

This decision was further supported by DarkLab after an analysis of the site in regard to constructability, with there already being a preformed fire trail that could be used to access the site, and proximity of the potential location to develop visitor services infrastructure, at the Ida Bay Railway (refer Site Analysis Plan in Appendix C).

Following the decision being made on the location of the art installation, an analysis for the visitor services area of the site was completed to determine the best location for various elements. An example of this analysis can be found on page 6 of the Design Strategy Report (Appendix D).

The visitor welcome centre location was chosen to minimise the impact on significant heritage features whilst maximising the ability for the development to facilitate interpretation of the sites historical use to visitors of the site. The visitor welcome centre engages with significantly deteriorating structures on the site to initiate a level of preservation/restoration of the heritage assets.

The car park location was chosen to minimise impacts on mature trees across the site as well as minimising the viewshed of the car park when approaching the site from Hobart, from the north.

The visitor welcome centre and car park design have been developed in tandem to ensure compliance with the *Disability Discrimination Act 1992* (*DDA*) can be achieved throughout all areas with no need for additional infrastructure.

DarkLab has undertaken a Visitor Risk Assessment and Control Plan (Appendix E) and prepared a draft operational plan (Transformer Operations Plan) that considers ongoing site operations' impacts (Appendix F) and a draft Construction Environmental Management Plan (CEMP) which brings the environmental mitigation actions together for assessment and identifies the authorities to be considered (Appendix Q).

1.5 Current status of the proposal

The artwork and visitor welcome centre proposal requires the following approvals:

Planning Phase:

- Parks and Wildlife Services to enable a licence for the use of the subject site;
- Approval from Heritage Tasmania;
- Huon Valley Council as planning authority, discretionary Planning Permit approval, for the proposed development and use;
- Crown Land (landowner) consent for the lodgement of the planning permit application, as per s52 (1B) of *Land Use Planning and Approval Act 1993 (LUPAA)*;
- Ministerial approval for lodging the planning permit application to enable the parallel assessment process; and
- Huon Valley Council as the road authority, for the lodgement of the planning permit application, as per s52 (1B) of *Land Use Planning and Approval Act 1993;*

Construction Phase:

- Building Permit (associated Certificates) as per *Building Act 2016 (via Private Building Surveyors);*
- Plumbing Permit as per *Building Act 2016 (via Huon Valley Council);*
- Landowner consent from Sustainable Timbers Tasmania (STT) for construction access over STT land; and

- Site access road works, Works Permit via Huon Valley Council.

Operational Phase:

- Liquor Licence (via Tasmanian Liquor and Gaming Commission);
- Registration as a Food Business (with Huon Valley Council, as per *Food Act 2003*); and
- Civil Aviation Safety Authority (CASA) for existing helipad operations.

The proposal is at the planning stage with this report representing Step 3 of the Level 4 environmental impact assessment process. It is anticipated that the RAA process and the *LUPAA* process will run in parallel (subject to Ministerial approval). To that end, an application for Crown Land and Council consent for the making of the application have been submitted on 18 December 2020 These submissions included an assessment of the proposal against the provisions of the *Huon Valley Interim Planning Scheme 2015* (the Scheme).

A combination of a National Parks and Reserves Management (NPRM) Act lease, occupation licence and business licence would be considered for authorising the DarkLab proposal, pending completion of the Assessment process and approval from the Crown.

Any approvals and/or planning permits issued for the project will contain more specific conditions that will need to be incorporated into the subsequent project phases.

The level 4 environmental impact assessment process purpose is to ensure that the proposal is consistent with the *Southport Lagoon Conservation Area, George III Monument Historic Site and Ida Bay State Reserve Management Plan 2006* and able to satisfy applicable statutory planning requirements.

2. Proposal Description

The proposal includes:

- Demolition of some existing buildings on the eastern part of the site (relocation of three small station huts and partial demolition of the existing central workshop building);
- A visitor welcome centre addition to the existing workshop shed, which will be refurbished internally;
- Provision of a new Ida Bay Railway Preservation Society (IBRPS) workshop building (to be sited on the existing old concrete tennis court) to be built by others with construction to be staged at a separate time to the remainder of the proposal. The new workshop building is associated with the existing use for the Ida Bay Railway;
- The construction of a permanent installation artwork in the southwestern area of the lot;
- Connecting path between the visitor welcome centre and the art installation (550m approximately);
- On-site car parking (33 including 2 all ability car parking spaces);
- On-site motorcycle parking (2);
- On-site parking for 2 recreational vehicles;
- A bus set down area on-site and 2 longer-term bus parking spaces, partially within the Lune River Road Reserve; and
- Landscaping removal/planting and associated lighting.

It is proposed to submit a separate application for signage once detailed sign designs are completed.

Proposal Plans (Visitor Welcome Centre and Art Installation) are included in Appendix G.

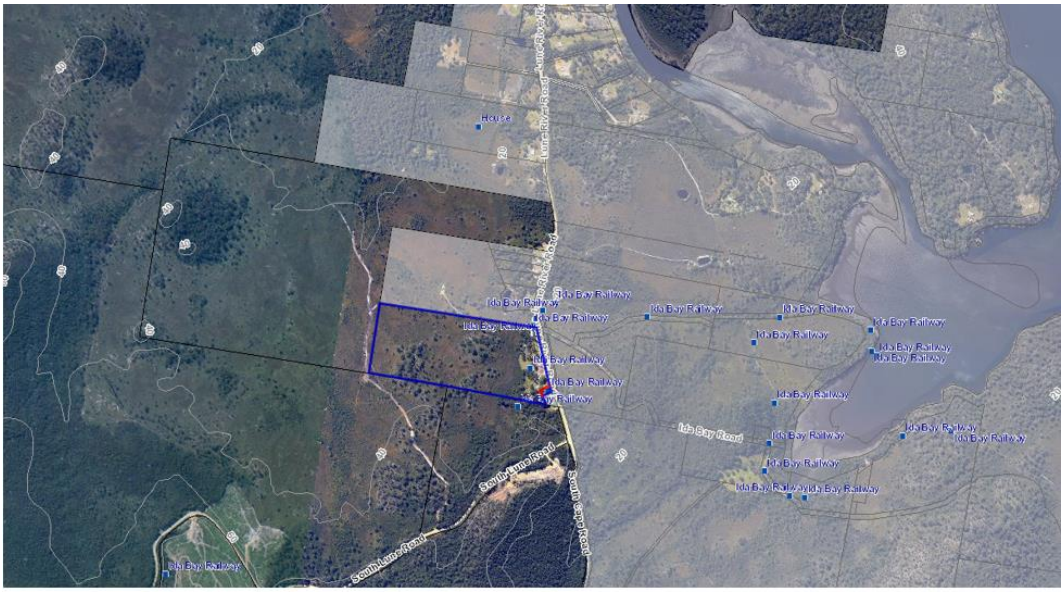

Figure 3 Subject site and surrounding area excluded from PPU project mapping (Source LISTmap)

2.1 Location

The subject site (refer to Figure 3, the Subject site is outlined in blue) is located within the southernmost area of the Huon Valley, 9.5km south-west of Southport and 6.7km south-east of the Hastings Caves (both distances measured by road). The property (PID: 5267994, title ref: 238040/1, 328 Lune River Road, Ida Bay, Tasmania) comprises part of the Ida Bay State Reserve, being the only part of the reserve west of Lune River Road. The property is in the Tasmanian Southern Ranges bioregion and the jurisdiction of the Huon Valley Council.

The adjoining triangular parcel of land at the northeast corner of the site is identified as Parks and Wildlife Service land but is not identified with a Title or PID reference. It is noted that the Folio for 308 Lune River Road (CT 245028/1) shows the land as part of the Lune River Road Reserve (see Appendix A).

The site has a 231m frontage onto Lune River Road.

Surrounding land immediately to the south includes two privately-owned residential lots, with land further south administered by Sustainable Timbers Tasmania (PID 3391561), which is proposed to be used to provide temporary access to the Artwork construction site.

The subject site was excluded from the Planning Policy Unit (PPU) project considering 'Land Potentially Suitable For Agriculture' as shown in Figure 3, which also shows the extent of the sites that have been listed with Heritage Tasmania.

The subject site has a Public Land Classification of "State Reserve"; hence the proposal requires assessment in accordance with the Reserve Activity Assessment (RAA) process.

The surrounding land to the west and south is classified as "Permanent Timber Production Zone Land" (see Figure 4). Land to the north and east, within 2km of the subject site, is zoned Environmental Living and contains residential development predominantly fronting onto Lune River Road.

The land is not serviced by TasWater infrastructure (neither potable water nor reticulated sewage).

Lune River Road is sealed until 65m south of the subject site where it becomes a gravel road. The site has access to telecommunications and electricity networks.

2.2 Need, demand

Project X is a DarkLab initiative established through the support of combined State and Federal funding to address the need to reinvigorate visitation to the Huon Valley (Southern Trove) region after the devastating impact of the 2019 summer fires. The aftermath of the fires impacted significantly on tourism and visitation numbers in the region, triggering enduring damage to local businesses in the Valley. Tourism in the Huon Valley and in Tasmania more broadly has been further heavily affected by COVID which increases the need for invigoration projects such as this to bring people to the area.

DarkLab sees a unique opportunity for a sensitive development within the Ida Bay State Reserve facilitating a controlled adaptation of usage of the site to create a viable tourist offering for the 21st century. The increased visitation to the region generated by Project X is intended to bolster bushfire recovery, using art as a vehicle for creative, social and economic regeneration in the Huon Valley.

Project X seeks to encourage ways for visitors to deepen their experience within the region and will facilitate simultaneous activities that add value, open up, enrich understanding of and connection to Project X artworks and the Valley for the community and visitors. This includes the Ida Bay Railway, also located on this site, which has a long history as a heritage eco-tourism venture drawing visitors to the State's far south. During the past decade, the Ida Bay Railway has faced regulatory and financial hurdles, challenges familiar to heritage railway businesses across the world. These challenges have, so far, proved insurmountable to the ongoing viability of the Ida Bay Railway venture. Built alongside the artwork, a visitor welcome centre located within the heritage precinct will sensitively conserve the industrial heritage values of the site, ensuring conservation and communication of the site's heritage values to a global audience for decades to come.

The goal of the project is to attract 30,000 visitors per annum, leveraging off the current performance of other local business and attractions. This figure has been determined through analysis of the current annual attendance at Hastings Caves and Thermal Springs (30,000 people pa) and the Tahune AirWalk (80,000 people pa).

Figure 4 Public land classification of the subject site and surrounding area (Source LISTmap)

2.3 Site identified for development

2.3.1 Site analysis plan

Appendix C provides an overview of the subject site and adjacent land that will be impacted by the proposal. The site plan includes information on existing natural features, including geology, vegetation communities and wetlands, as well as existing man-made features. A more detailed plan of the existing developments along the eastern section of the site is provided in Figure 5.

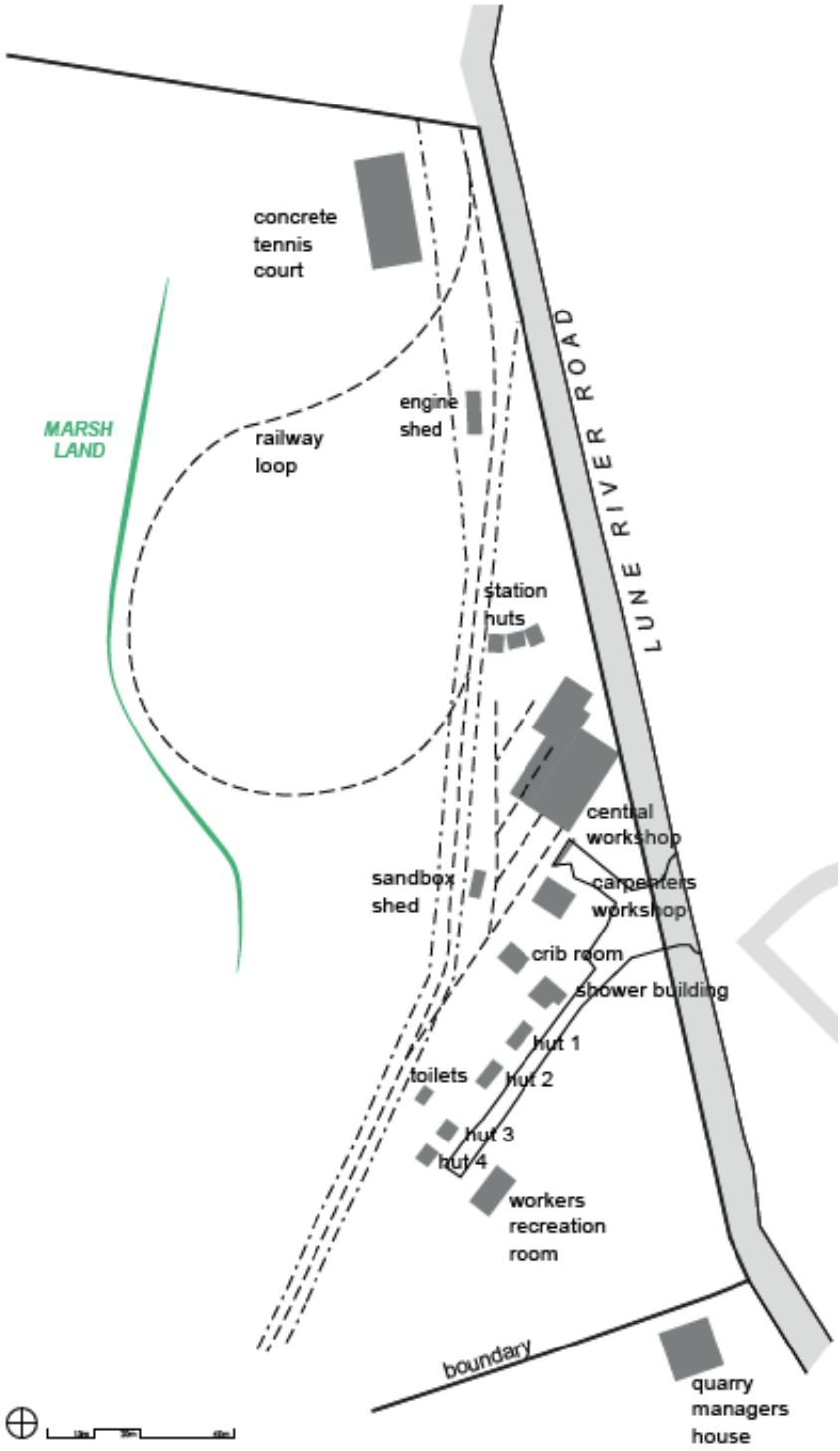

Figure 5 Existing Site plan showing the location of historic buildings

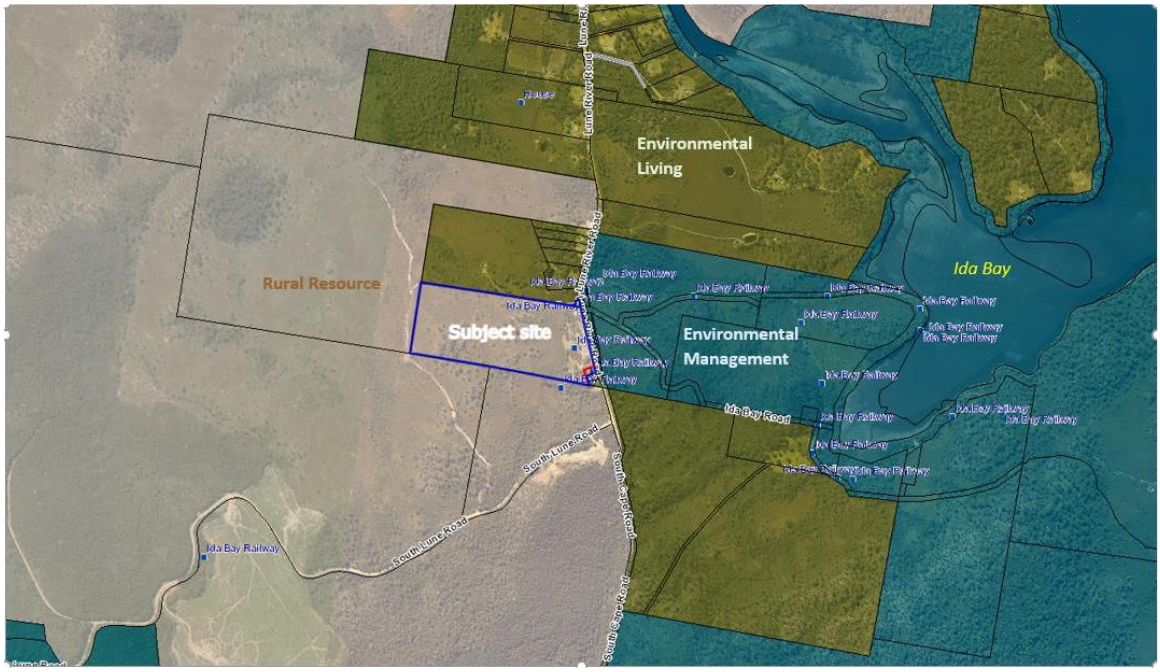

Figure 6 Zoning of the subject site and surrounding area

2.3.2 Site plan

Appendix H includes the site survey plan and a detailed proposal site plan. As previously mentioned, Appendix C provides the site survey analysis plan, which should be referenced in conjunction with the environmental and engineering site constraints mapped in the various technical reports.

The site is zoned 'Rural Resource' (see Figure 6) and largely surrounded by land used for rural and/or environmental purposes in each direction; excepting:

- The land immediately adjoining the site's northern boundary (zoned 'Environmental Living') which is developed with an existing residential dwelling; and
- The land required for access to the site (west and west); B99 vehicle and bus parking areas; and upgrade works to the roadside open stormwater drain, is located within land zoned Environmental Management.

It is anticipated that the work on the Parks and Wildlife land to the north, which is to provide access to the proposed new workshop, will be approved and undertaken via approval of the Environmental Impact Assessment.

Soils throughout the property consist of undifferentiated Quaternary sediments. The property falls within the mapped extent of two listed geo-conservation values: Lune River Area Jurassic Basalts and Gemfield Association, and Western Tasmania Blanket Bogs.

The property is relatively flat, with a slight northwest-facing slope around an altitude of 30 m as shown in the survey plan of Appendix H.

The property has been subject to some degree of clearance and development along the frontage of the Lune River Road, where a collection of buildings are present, some of which were used in the past as part of a train ride tourism operation along the Ida Bay railway line.

The most significant natural value is the swift parrot nesting habitat and the proposed buildings have been designed to minimise the risk of collision-induced mortalities.

Figure 7 Overview of development in the eastern area of the subject site

A number of plans provide details on the existing site, the proposed development and specific detailed plans pertaining to the proposed buildings, infrastructure and landscape including:

- A site survey plan showing contour details was prepared (refer to Appendix H) which provided the basis of all future detailed plans;
- The indicative site plans (Figure 7) provide an overview of the proposed development in the context of existing structures;
- The detailed proposal plans are included in Appendices G, H, I, K, N and S, and include the plan and elevation views for the Art Installation, the Visitor Welcome Centre, proposed new work shed, as well as the car parking and drainage plans; and
- The proposed landscape plan is provided in Appendix G and includes details for both areas of the site in addition to details of the proposed site revegetation post-construction of the Art Installation.

2.3.3 Design criteria and building details (design statement)

The Conservation Management Plan (refer to Appendix J) has informed the design of all developments and infrastructure to ensure that development is sympathetic to the natural and cultural values of the site.

The design statement (Appendix D) for both the Art Installation and Visitor Welcome Centre states:

> *Several potential sites were explored to determine the best location in terms of visitor experience yet keeping in mind the heritage values of the site.*
>
> *The proposed siting for the project creates an opportunity for visitors to appreciate the site values while addressing visitor experience & access issues.*
>
> *The Visitor Centre is envisaged as a contemporary extension to the existing workshop building.*
>
> *The new extension is located to the north of the workshop and touches the shed lightly with both ends peeling away to allow both forms to be clearly understood and articulated.*
>
> *While contemporary in approach, form and materials, the new Visitor Centre extension has responded to the heritage values of the site.*
>
> *The form of the new building is intended to be subservient to the existing workshop shed to which it is attached.*

2.3.4 Walking tracks

The location of the Ida Bay Heritage Railway Buildings and Railway line, and the existing tracks and paths which are mostly informal dirt tracks are within Area A (refer to Figure 7) of the Site Plan, Appendix H.

The proposed location of access paths and pedestrian circulation proposed for Area A is shown in the site plan (available in Site Survey & Site Plan, Appendix H).

The Landscape Plan (Appendix I) provides details of the proposed surface finishes, including existing gravel paths, new concrete paths and ramps, and the formed path from the Visitor Welcome Centre to the Art Installation.

The paths are considered to align with W1 of the PWS Tasmanian track classification scheme and meet the *DDA* Disability Access requirements for path width. Procedures for monitoring and maintaining the condition of this track are included in the Operations plan.

The Transformer Operations Plan (Appendix F) includes procedures for patrons with accessibility issues/concerns whereby they can also call ahead and book transportation via buggy down to the art installation (complying with *DDA* Disability Access requirements).

2.3.5 Emergency Site Access (Air)

There is an existing area within the Ida Bay Railway loop, within Area A of the site, that has been used for emergency helicopter landings and departures. This area is indicated in Figure 8.

It is anticipated that the helicopter landing site may be utilised as a staging post for search and rescue operations in the greater southwest wilderness. DarkLab will work with emergency services to develop a protocol for this usage.

The Draft Operations Plan retains this access as an option for emergencies and The Transformer proposal will in no way impede this informal use.

There are no plans for regular flights to and from the site using helicopters and this mode of transport will not be required during the construction stage.

The granting of a lease/license to DarkLab under the NPRM Act will not include any authority for helicopter use except for emergencies.

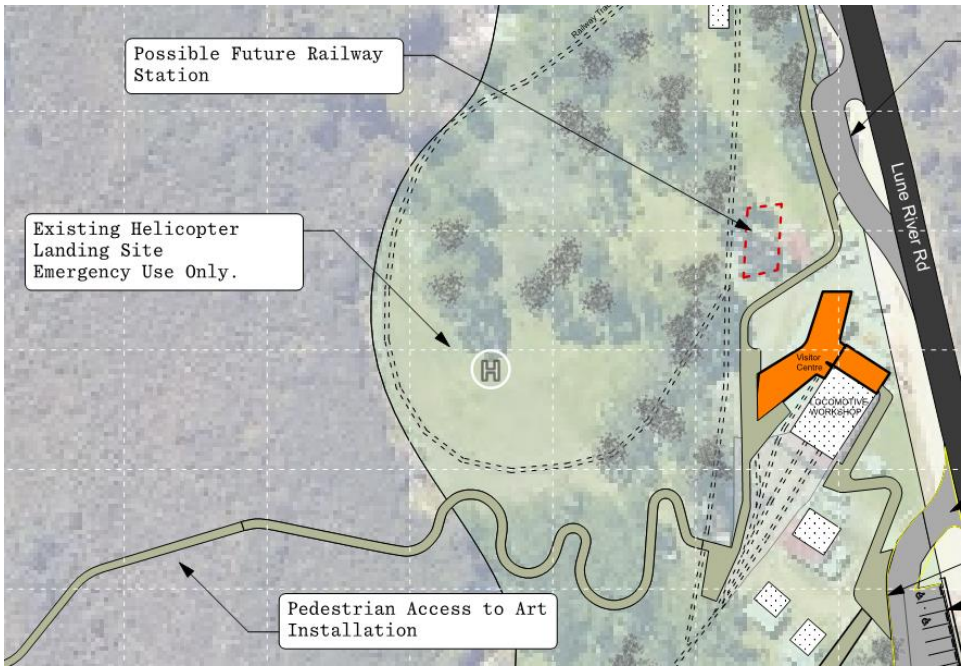

Figure 8: Indicative location of the existing emergency helicopter landing area "H", in Area A of the subject site shown in Figure 2 (source: extract from DarkLab Operational Plan).

2.3.6 Gateways

The purpose of the Visitor Welcome Centre is to support the Art Installation by hosting a café, ticket sales facility and toilets. It is not proposed to act as a PWS gateway to the Southwest Wilderness.

2.3.7 Transport

The Art Installation is anticipated to attract visitors from origins similar to those identified in the Tahune operations' visitor origins analysis, namely:

- Mainland Australia 65%;
- International 15% and
- Tasmanian 20%.

The predominant mode of travel will be by car and bus, with the proposed vehicle access and parking plan designed to cater for both. The proposed 33 car parking spaces, 2 motorcycle

spaces and two bus parking spaces will meet the expected parking demand (refer to Appendix K).

The Traffic Impact Assessment (Appendix L) provides an analysis of the likely vehicle movements, based on the projected daily visitor numbers.

The expected traffic generation by the development will be around 180 vehicles/day (90 vehicles/day entering and 90 vehicles/day exiting the site), based on all visitors arriving by car. The use of buses will reduce this traffic activity. The additional traffic volume along Lune River Road will not create any operational traffic issues. The total traffic conflict at the access driveways to the parking areas will be less than 100 vehicles/hour.

The likely traffic volume during the construction phase is yet to be determined; although a request letter to Sustainable Timbers Tasmania (STT) has projected an average of 10 to 20 heavy vehicle movements per week.

2.3.8 Services

The site has access to the distributed electricity network and mobile phone telecommunications networks.

The proposal includes the provision of toilets in the Visitor Welcome Centre with grey and black water being diverted to the existing On-Site Wastewater Management System (OWMS) located to the west of the existing Ida Bay Railway buildings. The existing aerated wastewater treatment system (AWTS) has been assessed as currently underutilised and with sufficient existing capacity to handle 300 people per day), details are provided in Appendix M.

No toilet facilities are proposed at the Art Installation.

The site is not located within a TasWater potable water service area. Free, filtered, water will be available to patrons all the time. Patrons are able to refill their own vessels or purchase a specially designed Transformer water bottle in the visitor welcome centre.

Rainwater tanks will capture roof runoff, which will be used to flush toilets any rainwater tank overflow will be diverted into suitable drainage channels before dispersal over the site.

The proposed stormwater management infrastructure plans are shown in Appendix N.

2.3.9 Waste management

The draft operations plan (Transformer Operations Plan) in Appendix F provides a proposed Waste Management Plan for the site. The information is based on data from Hastings Caves, which has a similar operational model.

Waste from the operation of the site will be separated into 3 waste streams; general waste, combined recycling and green waste (excluding food waste). The expected waste produced by the Transformer operation will be roughly $1m^3$/week of general waste and $2m^3$/week of commingled recycling throughout most of the year. Appropriate waste storage containers will be provided at Back of House (BOH) and general waste and recycling will be removed by Huon Waste Removal (HWR). All waste will be disposed of at a waste transfer station operated by Huon Valley Council. The Ida Bay area is serviced by HWR fortnightly, however extra pickups can be arranged during busy times of the year.

A seasonal variation up to about double these amounts is expected over the summer holiday period.

Waste pickup for the site will be conducted in the driveway of the quarry masters residence.

The site will be operated so as to reduce waste and support reuse and recycling. No single-use print material, in relation to the art installation, will be available to patrons on the site. Where possible soft plastics will be captured for recycling.

The likely waste during the construction phase is yet to be determined. A methodology for its disposal and recycling will be provided in the Construction Management Plan.

2.3.10 Construction and operation

The site is proposed to be operated 5 days per week (Thursday – Monday) excluding Christmas Day or due to Hazardous weather (tbc).

Operating hours are:

- Summer Season - October – March 10:00 am – 5:00 pm (Thurs-Mon)
- Winter Season - April – September 10:00 am – 4:00 pm (Thurs-Mon)

The site will not operate during hazardous weather.

It is hoped that the venue can operate for additional hours to cater for special events as such permit application hours are 9am-7pm, 7 days a week (tbc).

Staff numbers on-site are anticipated to vary reflecting seasonal demand as shown below in Table 1. It is anticipated that two permanent staff will be required to manage the operational activities on a regular basis with additional casual staff engaged based on seasonal demand. Once normal operations have commenced the business plan envisages total staff required as 7 Full Time Equivalents (FTE) including 1 marketing person at the DarkLab office.

It is envisaged that two permanent staff will reside in the old Quarry Masters House on PID 1651358.

A (draft) Construction Environmental Management Plan (CEMP) has been provided which brings the required environmental mitigation actions together for assessment and identifies the authorities to be considered (Appendix Q). The (draft) CEMP, along with planning and building regulations and requirements, will inform the contractor's final CEMP once they are selected.

Table 1: Anticipated staff numbers (source: DarkLab draft Operational Plan)

Season	Weekdays	Weekends
October to March (high season)	3 staff	4 staff
April to September (low season)	3 staff	3 staff
Summer Holidays	5 staff	5 staff

2.4 Ida Bay Railway Preservation Society

DarkLab is engaged in an ongoing conversation with the Ida Bay Railway Preservation Society (IBRPS) to ensure that the goals of both organisations can be achieved on the site i.e. that this proposal does not impact their future goals. DarkLab is not affiliated with IBRPS now nor does it intend to be in the future.

The proposal is wholly independent of IBRPS however DarkLab has made all research and planning documentation for the development available to the IBRPS as part of this dialogue between the two organisations.

The Transformer development is not designed to impede the potential future operation of a tourist railway on the site. The IBRPS stakeholders are fully aware that there is no dependency between the two operations within the same site.

For the purpose of this assessment, the workshop is included within the application remit, however, the future railway station is not dependant on the outcome of this proposal and will be subject to a separate planning application. It is shown on the plans for information only.

Importantly it should be noted that the future IBRPS workshop and railway station shown on the proposed plans will be constructed by others (entirely independent of DarkLab).

3. (existing) Legislative, Policy & Planning Environment

This section provides an overview of the planning (including legislative, policy and planning) environmental and heritage, social (including recreational) and economic aspects of the proposal, including areas associated with all ancillary activities.

3.1 Planning Overview

3.1.1 Title

Table 2 provides a summary of the subject site and surrounding land impacted by the proposal.

Table 2 Land impacted by the proposed development

Property	Title Reference (Volume /Folio)	Title Reference PID	Elements of Proposal	Owner
328 Lune River Road	238040/1	5267994	Partial demolition, Art Installation, Visitor Welcome Centre, connecting pathway, on-site car parking, rearrangement of site access and associated infrastructure.	Parks and Wildlife Services **(The Crown)**
328 Lune River Road	238040/1	1651358	Staff accommodation and associated OWMS works	Parks and Wildlife Services **(The Crown)**
N/A	N/A	N/A	Access from Lune River Road to proposed new workshop shed to be constructed on the old concrete tennis court.	Parks and Wildlife Services **(The Crown)**
308 Lune River Road	245028/1	7428595	Property access appears to partly share the same road access and cross over – as the above proposed access from Lune River Road for the new workshop shed.	Mr Maxwell R. Wellstead
Lune River Road	N/A Reserved Road	N/A	Cross over works, bus parking and associated stormwater works.	Huon Valley Council (as Road Authority)
South Lune Road	N/A	3391561	Future temporary access to subject site during Art Installation construction phase only. Arrangements via Private Forestry Agreement to be negotiated.	Forestry Tasmania (Sustainable Timber Tasmania) (The Crown)

A copy of the titles is provided in Appendix A.

3.1.2 Legislation

Applicable Acts and Regulations	Compliant	Potentially Compliant	Not Compliant	Act not Applicable	Permit Required	Details *(note relevant sections/s of the Act and explain why the activity complies, potentially complies, or does not comply with the Act/Regulation. If it is potentially compliant, state what is required (approval, permits, authorities are required) to make it compliant.*
National Parks and Reserves Management Act 2002		X			X	Assessment as Level 4 Reserve Activity.
Crown Lands Act 1976	X					Application for lodgement of the planning permit and ongoing use licence being undertaken.
Nature Conservation Act 2002				X		See comments below against EPBCA.
Threatened Species Protection Act 1995				X		See comments below against EPBCA.
Aboriginal Relics Act 1975	X					Desktop Aboriginal Heritage Tasmania Assessment found the site does not contain any known relic sites (refer to Appendix O). The construction management plan to be developed will include an "Unanticipated Discovery Plan" (from Appendix O) and contractors will be briefed accordingly
Historic Cultural Heritage Act 1995		X			X	(a) Conservation Management Plan (Appendix J) and Heritage Impact Assessment (Appendix P) have been prepared and found the proposal to be compliant. Heritage Tasmania will be a referral authority as part of the planning permit.
Land Use Planning and Approvals Act 1993		X			X	A planning report considering the proposal against the applicable provisions of the Huon Valley Interim Planning Scheme has been prepared and is considered to demonstrate that the proposal complies with or is able to satisfy all applicable Scheme criteria. *Status - Pending Planning Authority Review and decision.*
Environment Protection and Biodiversity Conservation Act 1999	X					Natural Values Assessment (NVA) (Appendix R) only identified the swift parrot as threatened fauna but concluded that potential direct impacts of the proposal to the swift parrot will be relatively minor and poses only a low level of risk in relation to collision-induces mortalities. The NVA did not identify any vegetation listed as threatened under the EPBCA or the NCA. Accordingly, it is considered that the proposal will not require assessment under the EPBCA Act.
Work Health and Safety Act 2012	X					Transformer Operations Plan (Appendix F) provides details of compliance.
Environmental Management and Pollution Control Act 1994				X		Once operational the proposed use is not considered likely to cause an environmental nuisance. A Construction Plan will be prepared prior to works commencing to ensure that traffic, noise and dust are appropriately managed.

Applicable Acts and Regulations	Compliant	Potentially Compliant	Not Compliant	Act not Applicable	Permit Required	Details *(note relevant sections/s of the Act and explain why the activity complies, potentially complies, or does not comply with the Act/Regulation. If it is potentially compliant, state what is required (approval, permits, authorities are required) to make it compliant.*
Water Management Act 1999 / State Policy on Water Quality Management 1997		X				Planning permit application manages stormwater and considers the impact on waterways to ensure compliance with water quality targets. Any works undertaken will include precautionary measures in line with 'Wetlands and Waterways Works Manual' (DPIWE, 2003). See also Soil and Water Management Plan in Appendix S.
Fire Service Act 1979		X		X		The proposal does not require a Bushfire Hazard Management Plan (BHMP). To assist with forming emergency and operational procedures that consider bushfire risk a *Bushfire Emergency Plan* was prepared by a suitably qualified person as certified by TFS (Appendix Y).
Forest Practices Act 1985		X				Access to the site for the construction phase will be negotiated with Sustainable Timbers Tasmania. Preliminary discussions indicate that a Private Forest Practices Agreement may be entered into, to allow access to the site across the Forestry land to the south (refer to Appendix S).
Living Marine Resources Management Act 1995				X		
Mineral Resources Development Act 1995				X		
Building Act 2016 and Regulations.					X	Once planning approval has been granted, the proposed development will require Building and Plumbing permits to be issued.
State Coastal Policy 1996		X				The subject site is setback more than 1km from the coastline of Ida Bay, with the exception of the Quarry Master's Residence eastern boundary, which is within 948m to 958m of the coast. The planning permit application considers the impact on waterways and coastal values, to ensure compliance with water quality targets. Any works undertaken will include precautionary measures in line with 'Wetlands and Waterways Works Manual' (DPIWE, 2003).

3.1.2.1 Land Use Planning and Approvals Act 1993

The relevant planning scheme under the Land Use Planning Approvals Act is the *Huon Valley Interim Planning Scheme 2015* ('the Scheme'). The development is to be assessed under the Scheme and is located on land zoned 'Rural Resource' with access and some stormwater infrastructure located on land zoned 'Environmental Management'. The proposed land use is classified as a 'Tourist Operation' which is a discretionary use within the 'Rural Resource' zone.

The site is also subject to a number of overlays including Bushfire Hazard, Biodiversity Protection, Waterway and Coastal Protection and Scenic Landscape Corridor. In addition to overlays, the site also contains and is in proximity to a number of items listed on the

Tasmanian Heritage Register but not locally listed and thus do not trigger the Historic Heritage Code. In addition to the overlays, the application also requires consideration against the following codes:

- E5.0 Road and Railway Assets Code as the proposal will involve new vehicle crossings; and the mandatory codes of:
- E6.0 Parking and Access Code; and
- E7.0 Stormwater Management Code.

The proposal relies on the following Performance Criteria:

- *26.3.3 Discretionary Use – Performance Criteria P1;*
- *26.4.2 Setback – Performance Criteria P1, P2 and P4;*
- *26.4.3 Design – Performance Criteria P1, P2 and P3;*
- *29.4.2 Setbacks – Performance Criteria P3;*
- *E5.5.1 Existing road accesses and junctions P3;*
- *E5.6.2 Road Accesses and junctions P2;*
- *E6.6.1 Number of Car Parking Spaces P1;*
- *E6.7.1 Number of Vehicular Accesses P1;*
- *E6.7.3 Vehicular Passing Areas Along an Access P1;*
- *E6.7.9 Design of Motorcycle Parking Areas P1;*
- *E6.7.13 Facilities for Commercial Vehicles P1;*
- *E7.7.1 Stormwater Drainage and Disposal P1 and P2;*
- *E10.7.1 Buildings and Works – Performance Criteria P1*
- *E11.7.1 Buildings and Works- Performance Criteria P1;*
- *E14.7.3 Removal of Bushland and Exotic Vegetation within Scenic Landscape Corridors – Performance Criteria P1;*
- *E14.7.4 Appearance of Buildings and Works within Scenic Landscape Corridors – Performance Criteria P1*

The proposal has been considered against relevant planning scheme provisions and found to be either compliant with Acceptable Solutions or able to satisfy Performance Criteria.

3.1.2.2 Environmental Protection and Biodiversity Conservation Act 1999

The Natural Values Assessment (Appendix R) undertaken identified four native TASVEG vegetation units, none of which are listed as threatened under the EPBCA.

The property and the broader Ida Bay area contains potential foraging and nesting habitat for the swift parrot, including habitat patches and elements (such as hollow-bearing trees) around the proposed footprint.

NVA concludes,

> *In terms of natural values, potential direct impacts (e.g. habitat clearance) due to works from the present proposal will be relatively minor on account of the footprint being relatively small and having limited intersection with conservation significant values. The most significant value associated with the site is potential foraging and nesting habitat for the swift parrot. Our assessment has however shown that the proposal will require negligible levels of impact to potential swift parrot habitat and poses only a low level of risk in relation to collision-induced mortalities*

Accordingly, referral to the Commonwealth Government is considered as not applicable.

3.1.3 Policies and plans

Southport Lagoon Conservation Area Management Plan 2006, requires that any use and development within the area provide details on the following:

- Historic cultural heritage Conservation Management Plan (Appendix J);
- Natural values assessment (i.e. flora, fauna, geomorphology and geo-heritage) for the development area (Appendix R);
- Aboriginal Heritage Tasmania Assessment (Appendix O);
- Social Impact Assessment, including the Community Profile Reports (Appendix T);
- Visual Impact Assessment (Appendix U);
- On-site wastewater management system report and geotechnical assessment, if a new, or substantially modified system is required (Appendix M);
- Bushfire Hazard Management Plan (if required by the Huon Valley Council); and
- A detailed business and a financial plan showing at least a three-year projection of operations (in accordance with section 4.3.6 of the Southport Lagoon Conservation Area Management Plan 2006), (Appendix B).

The scheme does not trigger the requirement for a Bushfire Hazard Management Plan (BHMP) as the proposal is not for a subdivision or a vulnerable or hazardous use. To assist with forming emergency and operational procedures that consider the bushfire risk to the site and visitors a *Bushfire Emergency Plan* was prepared by a suitably qualified person as certified by TFS (Appendix Y).

The conclusions and recommendations from the expert reports indicate that the proposed use and development is consistent with the plan objectives for the Tourist zone and are considered to contribute to the conservation of the reserve values.

3.1.3.1 TWWHA Management Plan 2016

Not Applicable – not in a TWWHA

3.2 PWS Legislative Advice

Parks and Wildlife advice during the review process, concerning legislative compliance, is as follows.

Applicable Acts and Regulations	Details
National Parks and Reserves Management Act 2002	Leases/licences will be required in accordance with this Act for the Ida Bay State Reserve. The proposal should be shown to be consistent with the requirements of the *Southport Lagoon Conservation Area, George III Monument Historic Site and Ida Bay State Reserve Management Plan 2006*. This plan is administered under this legislation. DarkLab Pty Ltd & IBRPS and PWS will need to coordinate to determine the future (IBRPS) possible proposed reuse of the heritage site (by IBRPS) independent of DarkLab and this proposal and how it may be authorised along with the management of responsibilities.
Crown Lands Act 1976	Authority for the proposal on South Lune Road (temporary access) would be required. Any lease or licence would also be provided under the *National Parks and Reserves Management Act 2002* for the Ida Bay State Reserve.
Threatened Species Protection Act 1995	The Swift Parrot is listed as an endangered species under this Act. The natural values assessment at Appendix R advises that the proposal will result in negligible levels of impact to potential swift parrot habitat and poses a low level of risk in relation to collision-induced mortalities. Section 8 and a draft CEMP should describe the commitments to ensure minimal impacts to conservation significant values.
Historic Cultural Heritage Act 1995	Heritage Tasmania should be consulted for advice.

Applicable Acts and Regulations	Details
	The SLCA Management Plan for the reserve (p.28) states that the historic site and the Ida Bay Railway within the State reserve are both listed on the Tasmanian Heritage Register and are therefore subject to provisions of the *Historic Cultural Heritage Act 1995*. The SLCA Management Plan (p.38) also states that all works, as defined under the *Historic Cultural Heritage Act 1995,* at the historic site or on the Ida Bay Railway require the approval of the Tasmanian Heritage Council.
Environment Protection and Biodiversity Conservation Act 1999	The Swift Parrot is listed as a critically endangered species under this Act. The Natural Values Assessment (Appendix R) shows that the proposal would impose negligible levels of impact on potential swift parrot habitat and poses a low level of risk from collision-induced mortalities. (specialists) Have made a number of recommendations to ensure minimal impacts to conservation significant values. It is agreed that there is not a likely significant impact from the proposal as described by the draft Assessment Report.

3.3 SCLA Management Plan Compliance Summary

Presented here is compliance statements for the (identified by PWS) relevant policy statements/prescriptions outlined in the *4.4.2* (SCLA) Management Plan include Section 2 (Conservation Assets), Section 3 (Protections) and Section 4 (4.3 - Development & 4.4 - Visitor Service Zone).

For tourism proposals the SLCA Management Plan requires that providers of tourism and recreational facilities will:

- Base their operations on features and values of the reserves;
- Operate in a manner compatible with the protection of features and values;
- Explain the principles of minimal impact on natural and cultural values to clients;
- Avoid impact on the legitimate enjoyment and experience of other visitors; and
- Contribute to the external costs resulting from the proposal.

Relevant Section 2 (Conservation Assets) requirements are specifically addressed as follows:

Policy Number	Response
2.8.2	DarkLab is engaged in an ongoing conversation with the IBRPS to ensure that the goals of both organisations can be achieved on the site i.e. that this proposal does not impact their future goals. The proposal is wholly independent of IBRPS however DarkLab has made all research and planning documentation for the development available to the IBRPS as part of this dialogue between the two organisations.
2.8.3	This proposal seeks to adapt and develop the site under prescription 4.1.3 (without negating the working railway possibility) and as such does not need to comply with 2.8.3 (prepare a strategic asset management plan of the Ida Bay Railway as a working railway). The Transformer development is not designed to impede the potential future operation of a tourist railway on the site.
2.8.4	DarkLab will not impede nor interfere with catch-up and cyclic maintenance works necessary to maintain the essential integrity of the railway assets is undertaken. A shed for the purposes of a Railway Workshop will assist maintenance activities.
2.8.7	Should PWS require surveys and assessments they would be conducted under the direction of PWS and form part of the Transformer Operations Plan (Appendix F).
2.8.8	DarkLab has adhered to the Burra Charter, its associated guidelines and the commentary on the charter in Kerr (2000) in all conservation and management works during construction and operations (Appendix F and Q) and has undertaken a Heritage Impact Assessment (Appendix P) and an Aboriginal Heritage Tasmania

Policy Number	Response
	Assessment (Appendix O) which provide guidance for construction phase (Appendix Q). Aboriginal Heritage Tasmania (AHT) was engaged with and a desktop report was completed by Tony Brown which determined that no sites of cultural significance are recorded within or nearby the proposed development area.
2.8.9	In addition to the response to 2.8.8, DarkLab has a conservation policy detailed in a Construction Environmental Management Plan (Appendix Q)
2.8.10	The Transformer Operations Plan (Appendix F) includes the procedures to mitigate fire risk and protect historic assets. A landscape Plan (I) and Conservation Management Plan (J) have been articulated which are instruments to reduce the fire risk.
2.8.11	As required cooperation with the Tasmanian Aboriginal Land Council about any determination on development proposals that may have potential impacts on Aboriginal cultural heritage or values has been obtained. Community groups, particularly the IBRPS, have been consulted as they have a stake in the development on the site and management changes (Appendix V).
2.8.12	The Ida Bay Reserve has been selected for the Transformer Art Installation (development) as part of a State and Federal funding initiative to reinvigorate visitation to the Huon Valley after the 2019 summer fires. The proposal intends to highlight the natural and heritage values of the site.

Relevant Section 3 (Protection) prescriptions are concerned with fire, weeds and diseases, rehabilitation, Reserve boundaries, and Reserve status. How the proposal meets this requirement are expounded upon in Section 6 (Environmental Impact and Management) and demonstrated in the commitments (Section 8).

The proposal is required to meet the prescriptions of Section 4.3 (Other Development within the Reserve) that aims to ensure:

- decisions related to proposed developments or activities reflect the management objectives of the (SCLA) Plan;
- that sound processes exist for the assessment or potential impacts of proposed developments and activities (including scientific and management activities); and
- particularly sensitive areas are not disturbed.

Prescriptions will be met during the Assessment process (and identified in Section 3.1.3) by the following:

a) approval will be sought from the Tasmanian Heritage Council as part of this (PWS) Assessment process;
b) the development is to be assessed under the relevant planning scheme under the Land Use Planning Approvals Act which is the *Huon Valley Interim Planning Scheme 2015* ('the Scheme') and will therefore meet all expected standards;
c) cooperation with the Tasmanian Aboriginal Land Council has been sought concerning the proposed development;
d) a Business Plan (Appendix B) has been provided to PWS for the purpose of meeting Assessment requirements concerning viability and funding.
e) the Transformer development is intended to highlight the natural and heritage values of the site and will operate in a manner compatible with the protection of the features and values of the site (Appendix D, Appendix F and Appendix Q);
f) a draft CEMP has been prepared which ensures "best practice" methods are employed and hygiene measures are complied with in the selected contractors final CEMP; and
g) appropriate assurances have been given that costs for foreseeable environmental protection or remedial measures can be met by the proponent.

The proposal falls within the SLCA Management Plan Visitor Services Zone (VSZ) that has the general aims to:

- provide visitor services and facilities where visitation is highest and accessible, consistent with reserve objectives; and
- maintain as far as possible, a natural setting and cultural integrity and minimise impacts of facilities and visitor use.

Relevant Section 4.4 (Visitor Service Zone) prescriptions that the proponent needs to demonstrate are specifically addressed as follows:

4.4.2	The Conservation Management Plan (Appendix J) has informed the design of all developments and infrastructure to ensure that development is sympathetic to the natural and cultural values of the site. A design statement is provided in Section 2.3.3 for both the Art Installation and Visitor Welcome Centre
4.4.3	The Transformer development will not impact further commercial development of the Ida Bay Railway. See Section 2 (Proposal Description) for full details.
4.4.4	The proposed development will be assessed under the Huon Valley Interim Planning Scheme 2015 ('the Scheme').
4.4.5	The Transformer development is consistent with the Visitor Service Zone which applies to the balance of the conservation area, all of the historic site and the balance of the State reserve. Compliance is evidenced by the Design Strategy (Appendix D), Landscape Plan (Appendix I), Conservation Management Plan (Appendix J) and the Heritage and Natural Values Assessments which have informed the design process.
4.4.6	A BHMP was not required however a *Bushfire Emergency Plan* was prepared by a suitably qualified person as certified by TFS (Appendix Y) to assist in forming emergency protocols and procedures for the operation of the Site (Appendix F & X). Procedures have been formed to mitigate fire risk and protect historic assets (Appendix I & J).
4.4.7	The provision of educational and interpretive material and activities will be with Area A of the visitor services zone as shown in Figure 2 and the Site Analysis Plan (Appendix C). Built alongside the artwork, a Visitor Welcome Centre located within the heritage precinct will sensitively conserve the industrial heritage values of the site, ensuring conservation and communication of the site's heritage values.
4.4.8	A separate application for signage will be made to the relevant authority once detailed sign designs are completed which will keep in mind the zoning requirement to limit the number of signs.
4.4.9	The draft operations plan (Transformer Operations Plan) in Appendix F provides a proposed Waste Management Plan for the site

4. Engagement

Since the announcement of the project and through an open, ongoing process, the DarkLab team have identified and engaged with a number of stakeholders across the region. DarkLab is actively engaging and responding to social and other project impacts that were raised.

DarkLab has a commitment to ensure they minimise and/or mitigate any potential social impact risks and maximise social impact opportunities the project presents to the community. The positive and negative social impact assessment report provides the basis for this commitment and guides discussion with the various stakeholder groups across the community.

A Stakeholder Engagement and Management Plan by the consultancy 3P Advisory has been provided in Appendix V. The stakeholder engagement and management approach is inclusive and aims to exercise collaboration in decision making on any major impacts that may be raised by stakeholders.

The Stakeholder Engagement and Management Plan builds on the scale and scope of engagement through to the construction and operation stages. Key stakeholders have been engaged through this process with feedback on the design proposal being incorporated into the draft Assessment Report and fed back into the design process.

The topics raised from the engagement process were addressed in the design responses, management plans and determining communications with stakeholders.

Key stakeholders, communities and individuals engaged during the design and assessment process:

- Federal Government
- State Government
    - Department of State Growth
    - Department of Premier & Cabinet
    - Office of the Co-ordinator General
    - Tasmania Parks and Wildlife Service (DPIPWE)
    - Tourism Tasmania
    - Sustainable Timber Tasmania
- Aboriginal Land Council & Local Aboriginal Groups
- The Huon Valley Council
- Tourism Entities
    - Tourism Industry Council Tasmania
    - Ida Bay Railway Preservation Society
    - Hastings Caves & Thermal Springs
    - Tahune Airwalk
    - Destination Tourism Tasmania
    - Far South Tasmania
    - Far South Future Inc
- Community, Arts & History Groups
    - Dover and South Action Group
    - Geeveston Progress Association
    - Geeveston History + Archive Society
    - Huon Valley Residents and Ratepayers Association
    - Huon Valley Arts Network
    - Huon Valley Arts and Culture Committee
- Environmental groups
    - Bob Brown Foundation
    - Wilderness Society
    - Birdlife Tasmania
    - Tasmania Land Conservancy
    - Environment Tasmania
- Additional sources

- Brand Tasmania
- Heritage Council
- Tasmanian Hospitality Association
- Neighbours, residents and local businesses

provided feedback (refer to Appendix V):

In addition to the high-level capture of stakeholder views which are contained within the attached Community and Stakeholder Engagement Plan (Appendix V), the following further information gathering opportunities were provided.

Meeting 1 - Southport Community Centre

This community meeting held on Monday 1st of March was open to the whole community and promoted broadly through social media and local networks. It was coordinated specifically for the far south community to hear directly from DarkLab about the development proposal and ask questions. The meeting agenda consisted of delivering a presentation about the development and then we opened up the floor to questions from the over 40 attendees.

Meeting 2 - Organised by Destination Southern Tasmania, the Regional Tourism Organisation for the southern community and held at River Run lodge.

The event on Monday 1st of March was predominantly attended by tourism operators from the area. There were no concerns raised at this meeting and no stakeholder follow up required.

An overview of the engagement process and feedback inclusion undertake so far:

- During Dec 2020 DarkLab undertook a community notification process to inform business, community and tourism groups as well as local residents of the far south of the project's progress;
- The information supplied, provided an overview of the development proposal and also provided information informing that the development application was soon to be lodged with Huon Valley Council. A few different versions of the information were sent to different categories of stakeholders. The information pack sent to local residents is attached in Appendix V; and
- Information was also provided to approximately 50 organisations across the Huon Valley as well as all residents (around 40) of the Lune River Ida Bay area, south of Hastings Caves Rd. Information was also placed on a notice board at the Southport Store/Post office and on a notice board at the Ida Bay Railway site itself.

A Summary of the engagement results and commitment to action can be found in the Community and Stakeholder Engagement Plan (Appendix V).

The same Plan contains a schedule of engagement and key messages for lodgement of the RAA and DA. DarkLab considers stakeholder engagement to be an ongoing process and this Report captures the engagement to date. DarkLab will continue to meet and engage across the host community and the broader communities of the Huon Valley and respond to issues of impact as required.

4.1 Specific feedback from the engagement process

Parks and Wildlife Service (PWS) provided advice concerning the relevant policy statements/prescriptions outlined in the *Southport Lagoon Conservation Area* (SCLA) Management Plan (Section 3.3).

3P Advisory has developed a framework to ensure DarkLab are undertaking a transparent process for informing all stakeholders equally and fairly throughout all stages of the project.

To date, the dominant theme relating to social impact has been associated with the social impact opportunities and specifically increased employment opportunities and increased tourism resulting in economic stimulus. The social impact themes that relate to a negative

social impact also relate to the increase in visitors to the region resulting in an impact on the local way of life.

Some stakeholders had individual social impact issues and these are summarised in the Stakeholder Engagement and Management Plan (Appendix V).

The *Information Pack* recipients have provided a handful of responses so far, all of which have been positive. These Stakeholders indicated that the proposal would:

- Increase tourism visitors;
- Drive population growth;
- Create (a) Cultural shift toward tourism and the arts; and
- growth attracting tourists and/or tourist ventures as a result of a population increase.

Tourism was seen as:

- A major contributor to the economy; and
- a growing employment sector (for the area).

There were concerns that:

- There would be a negative effect from increased visitors to the area;
- That the IBRPS could be hindered by the proposed intensification of activity on the site (workshop shed and railway sidings);
- Traffic would impact wildlife (particularly those not requiring assessment);
- Traffic commute times would increase; and
- There would be an impact due to an intensification of Use of existing infrastructure.

DarkLab has met with Aboriginal Heritage Tasmania (AHT) and aboriginal representatives from PWS and DPIPWE on the site. This meeting involved a walk-through of the proposed development site for both the art installation and visitor services infrastructure. The formative discussion also took place about the potential for a cool burn to be conducted as a means of landscape rehabilitation, but also as a contextual link to the fires, out of which this project was born, and recognition of traditional land management practice. Communication with Jason Williams (DPIPWE) and Anthony King (AHT) is ongoing as DarkLab move towards a plan for a cool burn on the site.

DarkLab has made contact with Rodney Dillon at the Aboriginal Heritage Council and provided a basic outline of the project as well as extending an invite to a walk-through of the proposed development site. Feedback to date has been positive however further conversation with Rodney and the Heritage Council is required to ensure a fuller understanding of the scope of the project and intended works.

A project summary has been provided to the Tasmanian Aboriginal Land Council, DarkLab is yet to receive feedback from this submission.

4.2 Exhibition of Environmental Impact Statement

As part of the RAA assessment process for a level 3 / 4 RAA, the application must be exhibited for public comment and feedback. In addition, in finalizing the assessment of the Environmental Impact Statement (EIS), consideration must be given to:

- Feedback received during the public exhibition undertaken by PWS;
- Any Council advertising process and feedback received;
- Any relevant Council permits;
- Any other feedback provided through the PWS process.

Whomever is selected as the construction firm will be instructed to reflect the requirements from the Assessment and Engagement processes in their final CEMP which reflects the requirements outlined in the draft CEMP in Appendix Q. In addition, the contractor management actions will abide by the Aboriginal Heritage Tasmania's unanticipated discovery plan requirements.

5. Economic & Funding Rationale

The detailed Project Construction Budget and ongoing operational budgets for the Café and Visitors centre have been provided in Transformer Business Plan (Appendix B). These documents offer detailed profit and loss forecasts for the businesses. The ongoing viability of the proposal is supported by 10-year attendance and ticket revenue projections. Visitor growth projections to the site have been budgeted at 2% per annum with assumptions based on the growth of Tahune AirWalk and data from Tourism Tasmania.

The Transformer venture will be owned and operated by DarkLab Pty Ltd, a private company owned by David Walsh. DarkLab Pty Ltd will underwrite the venture's financial risk.

The project construction budget details the project expenditure and funding arrangement (Table 3).

As part of the project's original Expression of Interest Application process to the Office of the Co-ordinator-General (OCG), the OCG engaged Deloitte in March 2020 to review Transformer's Business Plan. Based on feedback by Deloitte some minor adjustments were made to the Plan. The OCG subsequently approved the project's EOI.

According to economic impact analysis, the project is anticipated to create 28 new jobs during construction and 28 FTE on-site ongoing once the proposal is operational. It is projected to deliver a $4.8 million economic impact to the region ongoing.

Table 3 Project Construction Budget

expenditure		**status**
Construction of the Artwork	$3.6m	
Visitor's Centre + Infrastructure	$3.5m	
construction subtotal expenditure	**$7.1m**	
Design, documentation, marketing, project management and admin	$1.6m	
project total expenditure	**$8.7m**	
income		
Australian + Tasmanian Government (Project X)	$1.0m	Secured 2019
David Walsh	$1.5m	Secured 2021
Tasmanian Government	$2.7m	Secured 2021
Australian Government	$3.5m	Tentative 2021* **David Walsh to cash flow until final confirmation*
total income	**$8.7m**	

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6. Environmental Impact and Management

A range of surveys, expert reports and plans have been completed to thoroughly assess the existing conditions, identify potential impacts and ensure the proposal meets all relevant guidelines and standards.

All reports have been created by expert professionals to the required Australian Standards. A full copy of each of these documents is contained within the Appendices.

The following text provides a high-level summary of the existing conditions, impact of proposal and control actions that apply to the proposal, in line with the recommendations made within the expert reports contained within the Appendices.

Biodiversity: Flora & Fauna

The Natural Values, Flora and Fauna Habitat Assessment report by North Barker Ecosystem Services (Appendix R) has determined that the potential direct environmental impacts due to works from the present proposal will be relatively minor on account of the small footprint and having limited intersection with conservation significant values.

The most significant value associated with the site is potential foraging and nesting habitat for the swift parrot. However, the assessment has shown that the proposal will have negligible levels of impact on potential swift parrot habitat and poses only a low level of risk in relation to collision-induced mortalities.

Recommendations have been made regarding the management of the proposal area and to ensure minimal impacts to native vegetation, threatened fauna and from introduced plants and pathogens.

The detailed recommendations for the management of these areas are provided in the Natural Values Assessment report in Appendix R. A summary of recommended control actions includes.

Native Vegetation

- Concentrate direct and irreversible clearance within areas of non-native vegetation (modified land) as much as possible.
- A micro siting approach for the final building footprint to be adjusted with an ecologist by selecting localised areas with less important values
- Designated exclusion zones for native flora and fauna outside the impact area to be clearly demarcated on all site plans and to contractors.
- A revegetation plan incorporated into the post-construction requirements
- A construction environmental management plan setting out requirements for the contractor to undertake eradication of blackberry and Spanish heath infestations.

Introduced Plants and Pathogens

- Installation of a shoe wash station at the start of the path consistent with those used in national parks and reserves
- At least three months after construction is completed a weed and pathogen inspection of the site
- Users should be directed to stay on paths/tracks and other formed surfaces with signage.
- At least one staff member should be trained in basic identification of weeds (including blackberry and Spanish heath, identified Appendix R) and symptomatic evidence of *Phytophthora cinnamomi*, supported by an action plan that outlines what to do if weeds or disease symptoms are observed.
- Blackberry and Spanish heath will be eradicated from the site prior to construction.
- The proponent should arrange biennial spring/summer weed and disease inspections of the site

Native Fauna

- Annual pre-season checks on foraging trees and the likelihood of flowering food plants within the vicinity of the development.
- Regular systematic patrols around the development buildings to document bird collision mortalities.
- Mitigation strategies for if mortalities occur in relation to design elements or habitat variables

Tasmanian Devil

The Tasmanian Devil (*Sarcophilus harrisii*) denning habitat may not be present on the site however there are likely to be devils traversing the property, foraging for food. Additionally, Roadkill threats are an issue for Tasmanian devils when developments increase the level of traffic travelling to and from areas frequently utilised by devils.

In response:

- The construction phase will factor devil's foraging for food into disturbance activities (Appendix Q).
- Late opening hours will be modified as needed to mitigate this impact (Appendix B and Appendix F).
- Appropriate road signage will be provided to make people aware of Devils and the potential impacts from human-animal interaction (as per Parks and Wildlife).
- There will be appropriate public education at the Ida Bay site to increase awareness of the potential for increased roadkill risks on connecting roads (not yet formalised).

Swift Parrot

The Ida Bay area around the proposed development site supports numerous stands of Eucalyptus ovata (in conjunction with stands of Eucalyptus globulus around nearby Southport) making it an important foraging area for the Swift Parrot (*Lathamus discolor*), listed as endangered under the *Threatened Species Protection Act 1995* (TSPA) and Critically Endangered under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA).

In addition, the location is within a swift parrot important breeding area (SPIBA).

In response:

- A collision risk assessment has been included with the natural values assessment report (Appendix R) in order to assist with determining and mitigating the risk to the Swift Parrot from a collision with the proposed art installation buildings (which is low).
- Mortalities will be avoided through building design elements, façade design & flight paths which account for flowering events (Appendix D).
- Planting will prioritise planting native species, including swift parrot habitat to offset any potential disturbance effect from the proposal; rehabilitated habitat has been designed to also avoid collision risk in the long term (Appendix I).

Landscape

The proposed landscaping plans for the site provide a rehabilitation methodology to re-vegetate, retain and/or protect areas of the site. Detailed design and further information are included within the site landscaping plans, contained within Appendix I. The methodology for rehabilitation involves the salvaging of site soil, direct vegetation sod transplanting, direct seeding and planting with tube stock.

It is proposed that, where possible, planting will use site sourced seeds and be propagated by Wildseed Tasmania. The method of direct vegetation sod transplanting will enable the salvaging of any vegetation disturbed by excavation and construction works. Carefully scraped

sod will be removed using a large excavator bucket from the construction footprint and replanted directly over site soil.

The proposed planting palette is based upon species identified in the Natural Values Assessment prepared by North Barker Ecosystem Services. Additional species are identified in Appendix B of the NVA report (Appendix R). It is intended that additional species will be selected following further review of species by native plant specialists.

Water Quality

Stormwater from new impervious surfaces will be collected in rainwater tanks or diverted via swales into appropriate infrastructure before being dispersed into the low lying areas of the site.

All wastewater will be treated onsite using an aerated wastewater treatment system (AWTS). An On-site Wastewater Assessment has been undertaken by Geo-Environmental Solutions. The full report can be found in Appendix M. The suitability of the existing commercial wastewater system has been evaluated to ensure environmental values are maintained. This system has a capacity of 5000L a day, which is considered ample to support the proposed updated site facilities and projected peak visitor numbers. Therefore, the impact risk level of the proposed is considered low. As stated in the Transformer Operations Plan, the AWTS will be serviced quarterly by an accredited service contractor in line with conditions set out in the plumbing permit provided by Huon Valley Council.

Geology

As per the Geotechnical site Assessment undertaken by Geo-Environmental Solutions (Appendix W) the area is mapped as having geo-conservation significance due to the Lune River Area Jurassic Basalts and Gemstone Association deposits. However, the proposal is deemed to be of low impact and considered highly unlikely to impact upon the underlying deposits. Limited shallow excavation for the foundations of the sculpture is not anticipated to have a significant effect upon the underlying rock. The works do not involve large bulk excavation and there will be no significant change to site hydrology.

The soils in the proposed sculpture site are shallow soils on Jurassic dolerite/Basalt and are not classified as Organosols according to the Australian Soil Classification (CSIRO 2016). It is concluded that the sculpture site is not located on Organosols of conservation significance. Control actions recommended by the report include:

All site Earthworks must comply with AS3798-2012. Attention should be paid to the preparation of a consistent footing surface, and appropriate backfilling in accordance with recommendations in AS2870-2011 for reactive clay sites. In addition, adequate drainage must be installed surrounding the construction areas to ensure soil strength is not compromised by excessive soil moisture. During construction, GES will need to be notified of any major variation to the foundation conditions as outlined in this report.

Aboriginal Heritage

The traditional owners of the land are the Aboriginal Tasmanians (palawa), specifically the mellukerdee and/or lyluequonny people. The Southport Lagoon Conservation Area Management Plan requires cooperation with the Tasmanian Aboriginal Land Council about any determination on development proposals that may have potential impacts on Aboriginal cultural heritage or values.

The Aboriginal Heritage Tasmania Assessment (Appendix O) has not identified any registered Aboriginal relics or apparent risk of impacting Aboriginal relics on the site.

An environmental impact on the Aboriginal Heritage of the site is considered low risk.

In alignment with the recommendation of Aboriginal Heritage Tasmania, during any ground disturbance or excavation activities an Unanticipated Discovery Plan will be provided to the

contractor on-site to ensure all activities meet the requirements under the *Aboriginal Heritage Act 1975* should Aboriginal relics be uncovered.

The National Parks & Wildlife Advisory Council (NPWAC) highlight that more emphasis should be placed on the Aboriginal cultural values, history and heritage of the area, as the mining and timber-milling industries form only a very small part of the history in the area.

Conversations with the Tasmanian Aboriginal Community are ongoing on how best to incorporate indigenous history, stories and cultural practice into the development and associated interpretive material.

Historic Heritage

Heritage Consultants have been engaged to provide a Heritage Impact Assessment and Heritage Conservation Management Plan for the proposal. The full reports are provided in Appendix J & Appendix P.

The heritage study focuses on the Ida Bay Railyard Depot site, which is the site for the future location for the visitor welcome centre and car park.

The conservation management plan objective is to allow for the continued use of the railyard depot for tourism purposes and ensure that the heritage fabric is maintained. It will also allow for ongoing community use of the place.

Importantly, development on the site is to be restricted sufficiently to allow for the continued operation of the site for railways. This allows for both uses of the site to co-exist and that heritage values are maintained and enhanced.

Under the plan, the (proposal) site has been separated into Conservation, Development and Redevelopment zones. The decision was made to locate the visitor centre in a redevelopment zone next to the central workshop to minimise the impact on significant heritage features whilst maximising the ability for the development to facilitate interpretation of the site's historical use.

The car park location was chosen to minimise the impact on existing mature eucalypts and other vegetation, as well as reduce its visual impact on the site.

Specific interventions in the heritage fabric of the site is managed through the recommendations of the plan and the design ensures disturbance is minimised. In summary, the project provides an opportunity for restoration allowing for the place to continue to retain its ability to demonstrate its heritage.

Recommendations for control actions from the Heritage Impact Assessment include:

- The production of a detailed Asset Management Plan, to be undertaken in conjunction with PWS and IBRPS;
- Further fabric investigation on-site should be undertaken prior to any demolition and as the fabric is revealed during demolition;
- Consideration of the feasibility of incorporating early fabric into the works should be undertaken should the fabric be significant in understanding the development and operation of the railway;
- Further design should be undertaken to determine the feasibility of retention of existing windows proposed for removal; and
- A photographic extant recording should be undertaken of the site and specifically all items for demolition or removal, prior to demolition works.

Social Aspects

To address the social aspects of the proposal 3P Advisory have been engaged to provide a Social Impact Assessment Report including a Huon Valley Community Profile (Appendix T). Some key findings are summarised below:

- The 2019 Estimated Resident Population for Huon Valley Council area is 17,561 (3.29% of the Tasmania population), with a population density of 0.03 persons per hectare. Land area 581,923 hectares (5,819 Km2) (8.41% of the Tasmanian land area).
- Analysis of the qualifications of the population in Huon Valley Council area in 2016 shows that overall, 46.4% of the population aged 15 and over held educational qualifications, and 42.3% had no qualifications, compared with 48.8% and 41.4% respectively for Greater Hobart.
- The size of Huon Valley Council area's labour force in 2016 was 6,846, of which 2,802 were employed part-time and 3,445 were full-time workers.
- An analysis of the jobs held by the resident population in Huon Valley Council area in 2016 shows the three most popular industry sectors were: Agriculture, Forestry and Fishing (922 people or 14.5%); Health Care and Social Assistance (725 people or 11.4%); and Retail Trade (578 people or 9.1%). According to the Huon Valley Community profile, tourism and hospitality are less of an industry in the Huon Valley than in other parts of Tasmania (employment accounts for 5.5% of persons employed compared to 7.8% in greater Hobart).

The Social Impact Assessment concludes that the project is expected to have likely positive social impacts on the area including increased tourism visitors, increased population growth, a cultural shift towards tourism and the arts, and increased population enhancing tourism to the area.

Tourism is seen as having the potential to be a major contributor to the economy and growing sector of employment.

Perceived negative impacts of the project are predominantly related to the effects of increased visitors to the area and include increased traffic, increased commute times and higher use of existing infrastructure.

Natural Hazard - Hazardous Weather

There will be a weather station installed on-site to monitor wind conditions. Site management will monitor weather conditions and BOM weather warnings to prevent patrons from being in areas of risk during hazardous weather events. The site will be closed in the event of hazardous weather conditions such as high fire risk, flooding, wind and severe storms. Signage is to be erected to inform patrons of incoming severe weather.

Further details can be referenced in the draft Emergency Management Plan in Appendix X.

Natural Hazard – Bushfire

Bushfires in the Huon Valley are a risk to the site, particularly in the summer bushfire season.

The proposal does not trigger the requirement for a Bushfire Hazard Management Plan (BHMP). To assist with forming emergency and operational procedures that consider the bushfire risk to the site and visitors a *Bushfire Emergency Plan* was prepared by a suitably qualified person as certified by TFS (Appendix Y).

The Transformer Operations Plan (Appendix F) includes emergency information and procedures to be followed within the wider context of operating the Site once it has been developed and is fully functioning.

A (draft) Emergency Management Plan has been generated (Appendix X) which considers the *Bushfire Management Plan* and the Visitor Risk Assessment and Control Plan (Appendix E). This emergency plan, under the expert advice offered, will become a 'living' document which is updated as required with details such as the employee register, a Bushfire Action Plan and off-Site refuge map.

It is known that the evacuation procedures primary action to follow under normal bushfire conditions will be to evacuate to a designated off-site refuge at Southport Jetty. Post evacuation procedure will be further detailed in the Emergency Management Plan once it is finalised.

The *Southport Lagoon Conservation Area Management Plan* Section 3.1 (Fire) prescribes priority actions on fuel reduction management. PWS is responsible for fuel reduction in conservation areas.

Bushfire risk mitigation includes the maintenance of the hazards, checking provision of onsite water for firefighting and ensuring the property access is kept clear. The Transformer Operations Plan (Appendix F) will include such measures.

Natural Hazard - Tree fall

Element Tree Services have been engaged to conduct a tree risk assessment and ongoing management plan to control any risk to patrons of the site from falling tree limbs. The risk of tree fall is currently considered acceptable as usage of the site will be reduced during strong wind events, when trees have an increased probability of failure. Further details of the report can be found in Appendix Z.

End-of-Life Statement

Written authority to operate in the reserves contains adequate provisions to cover the costs of foreseeable environmental protection or remedial measures. The Business Plan (Appendix B, Page 39) details the plan for the end-of-life of the facility and outlines the plan for demolition or “mothballing” should that happen at some time in the future and ensure costs are not the responsibility of PWS.

7. Monitoring & Review

The monitoring and review of all commitments and control actions listed in Section 8 below will be the responsibility of the site operator (DarkLab) and its on-site staff.

The implementation of these obligations is detailed in the Transformer Operations Plan (refer to Appendix F).

8. Commitments

The following table (Table 4) provides a high-level summary of the control actions the proposal is committed to that apply to the proposal, in line with the recommendations made within the expert reports contained within the Appendices.

Table 4 Summary of proposal environmental commitments

Environmental Matter 1	Expert Report/Plan
Weed and Pathogen Control to reduce the risk of invasive weeds and disease, *Phytophthora cinnamomi* (PC) impacting the site	• Natural Values Report by North Barker Ecosystem Services • Transformer Operations Plan • Construction Environmental Management Plan
1. Biosecurity controls during construction will include products brought to site that will be from approved Pc-free quarries (if they are bringing gravel to the site) and trucks/equipment treated for seeds and *Phytophthora* before entering. 2. Blackberry and Spanish heath will be eradicated from the site prior to construction. 3. Users will be directed to stay on tracks and other formed surfaces with signage during the operation of the site. 4. The proposed use will maintain a shoe wash station at the start of the track consistent with those used in national parks and reserves. 5. At least one staff member will be trained in basic identification of weeds (including blackberry and Spanish heath) and symptomatic evidence of PC, supported by an action plan that outlines what to do if weeds or pathogen symptoms are observed. 6. Biennial spring/summer weed and pathogen inspections of the site will occur with scope for subsequent control actions if required.	
Environmental Matter 2	Expert Report/Plan
Bird Collision Management	• Natural Values Report by North Barker Ecosystem Services • Design Strategy Report • Transformer Operations Plan
7. Swift parrot management commitments detail a zero loss goal therefore mortalities will be avoided through building design elements, façade design & bird flight paths which account for flowering events (Appendix D). 8. Annual pre-season checks on foraging trees and the likelihood of flowering food plants within the vicinity of the development; 9. Utilisation surveys within seasons where food plants on site are flowering and/or the Southern Forests swift parrot important breeding areas (SPIBA) is known to be host to significant numbers of breeding pairs; 10. Regular systematic patrols around the development buildings to document bird collision mortalities in line with Hager, S.B and Cosentino, B. J. (2014); 11. Surveying for bird carcasses resulting from window collisions: a standardized protocol; 12. Mitigation strategies for if mortalities occur in relation to particular design elements or habitat variables (e.g. flowering events) – mitigation options may include alterations to the building designs or facades to the degree necessary.	

Environmental Matter 3	Expert Report/Plan
Fauna Protection Measures	• Design Strategy Report • Transformer Operations Plan • Construction Environmental Management Plan • Natural Values Report by North Barker Ecosystem Services • Landscape Plan

13. The CEMP (Appendix Q) will include construction hours to minimise disturbance activities which could impact Tasmanian Devil food foraging behaviour.
14. Should it be identified as a significant issue, Transformer operating hours can be modified to mitigate any potential mortality increase on feeder roads external to the site (Appendix B and Appendix F)
15. Ensure that appropriate road signage is provided by the relevant Authority.
16. Install appropriate public education at the Ida Bay site to increase awareness of the potential for an increase in animal mortality on connecting roads (not yet formalised).
17. Planting will prioritise planting native species, including swift parrot habitat, to offset any potential disturbance effect on native species from the proposal (Appendix I).
18. The proponent will report to PWS within 12mths of operation commencement outlining the results of the proposed swift parrot monitoring and controls, habitat restoration/enhancement, and performance of the design elements.

Environmental Matter 4	Expert Report/Plan
Maintenance of works in proximity to Heritage Buildings	• Conservation Management Plan • Construction Environmental Management Plan

19. The production of a detailed Asset Management Plan.
20. Further fabric investigation on-site will be undertaken prior to any demolition and as the fabric is revealed during demolition.
21. A photographic extant recording should be undertaken of the site and specifically all items for demolition or removal, prior to demolition works.
22. Photographic recording of all items for demolition & removal prior to works commencing.

Environmental Matter 5	Expert Report/Plan
Disturbance of archaeological artefacts and/or relics during excavation and site clearing	• Conservation Management Plan • Aboriginal Heritage Tasmania Assessment • Construction Environmental Management Plan

23. An *Unanticipated Discovery Plan* has been obtained which provides procedures for the management of unanticipated discoveries of Aboriginal relics in Tasmania (Appendix O) which forms part of the CEMP.
24. Any unexpected archaeological features and/or deposits revealed during excavation should be recorded and artefacts retained as part of the collections policy for the place.
25. Cooperation with the Tasmanian Aboriginal Land Council has been sought concerning any determination on development that may have potential impacts on Aboriginal cultural heritage or values.

Environmental Matter 6	Expert Report/Plan
Landscape Rehabilitation	• Landscape Plan by Play St • Natural Values Report by North Barker Ecosystem Services
26. Salvaging of site soil. 27. Direct vegetation sod transplanting. 28. Direct seeding and planting with tube stock. 29. Where possible, planting will use site sourced seeds and be propagated by Wildseed Tasmania.	
Environmental Matter 7	Expert Report/Plan
Natural Hazards	• Transformer Operations Plan • Conservation Management Plan • Landscape Plan • (draft) Emergency Management Plan • *Bushfire Emergency Plan* (Appendix Y)
30. The proponent is committed to implementing a bushfire risk mitigation strategy for the site which will detail key preparations for the site prior to a bushfire season to reduce and manage bushfire risk. 31. Any bushfire mitigation strategy will include the maintenance activities, checking provision of onsite water for firefighting and ensuring the property access is kept clear. 32. A weather station will be installed on-site to monitor wind conditions. Site management will monitor weather conditions and BOM weather warnings to prevent patrons from being in areas of risk during hazardous weather events. 33. A tree risk assessment has been undertaken and there is a commitment to an ongoing risk assessment to patrons of the site from possible falling tree limbs (outside extreme weather events). 34. To minimize the risk during strong wind events the site will not operate. 35. The Emergency Management Plan will be revised from a “draft” plan to an “active” plan by providing operational emergency management information as identified in the *Bushfire Emergency Plan* (Appendix Y).	
Environmental Matter 8	Expert Report/Plan
Stakeholder Participation During Proposal Lifetime	• Transformer Operations Plan • Transformer Business Plan • Stakeholder Engagement & Management Plan
36. 3P Advisory has developed a framework to ensure DarkLab are undertaking a transparent process for informing all stakeholders equally and fairly throughout all stages of the project (Appendix V).	

Conclusion

The proposal to construct an art installation and a visitors centre at 328 Lune River Road, including a walking track, car park, landscaping and a new shed for the Lune River Railway, is intended to economically reinvigorate the Huon Valley as part of the recovery from the 2019 bushfires and more recently the impacts of COVID. The existing helipad area for emergency purposes is retained. The 18.6Ha site has some key heritage and environmental values and is on the doorstep of the World Heritage Conservation Area.

The key impacts of the proposal involve the impacts on the state heritage items associated with the Ida Bay Railway, site disturbance created by the building works and potential bird strike. The impacts on the existing heritage items have been considered through a Conservation Management Plan for the site and ameliorated through siting and design. The impacts of site disturbance are minimised through site selection, reuse of existing structures, revegetation and construction management (access rehabilitation, micro-siting etc). Bird strike has been minimised through flight path analysis and siting/design of structures.

Whilst there may be some community concerns regarding traffic implications, there is also support for the economic stimulus the project would bring. The traffic implications are considered through a Traffic Impact Assessment and were found to be reasonable.

The proposal is based on a considered business plan which leverages existing tourism drawcards (Hastings Caves and the Tahune Air Walk), the MONA and Dark Mofo marketing campaigns and the Dark Mofo event.

The proposal has been assessed against Commonwealth, State and the Huon Valley Interim Planning Scheme. The proposal is considered compliant with both Commonwealth and State legislation, however, there are some ongoing obligations during the construction stage (such as the Unanticipated Discovery Plan for Aboriginal Heritage and the construction review required under the Conservation Management Plan). There are a number of technical discretions triggered under the planning scheme which have been catered for in the design but will also manifest themselves in the planning permit conditions and flow into the detailed design/construction considerations.

References

Department of Primary Industries, Parks, Water and Environment (2003) Wetlands and Waterworks Works Manual. https://dpipwe.tas.gov.au/conservation/flora-of-tasmania/tasmanias-wetlands/wetlands-waterways-works-manual

Tasmanian Parks and Wildlife Services (2006) “Southport Lagoon Conservation Area, George III Monument Historic Site and Ida Bay State Reserve Management Plan”. https://parks.tas.gov.au/Documents/Southport%20Lagoon%20Conservation%20Area.pdf

Tasmanian Parks and Wildlife Services (2019) “RAA Level 3 & 4 – General Document Guidelines”.

Hager SB, Cosentino BJ. 2014. Surveying for bird carcasses resulting from window collisions: a standardized protocol. *PeerJ PrePrints* 2:e406v1 https://doi.org/10.7287/peerj.preprints.406v1

Appendices

Appendix A	Title Information
Appendix B	Business Plan
Appendix C	Site Analysis Plan
Appendix D	Design Strategy Report
Appendix E	Visitor Risk Assessment and Control Plan
Appendix F	Transformer Operations Plan
Appendix G	Proposal Plans (Visitor Welcome Centre and Art Installation)
Appendix H	Site Survey & Site Plan
Appendix I	Landscape Plan
Appendix J	Conservation Management Plan
Appendix K	Car Parking, Vehicle Sweep Paths & Drainage Layout
Appendix L	Traffic Impact Assessment
Appendix M	Onsite Wastewater Management System Report
Appendix N	Drainage Plans
Appendix O	Aboriginal Heritage Tasmania Assessment
Appendix P	Heritage Impact Assessment
Appendix Q	draft Construction Environmental Management Plan
Appendix R	Natural Value Assessment
Appendix S	Soil and Water Management Plan
Appendix T	Social Impact Assessment & Community Profile Report
Appendix U	Visual Impact Assessment
Appendix V	Stakeholder Engagement & Management Plan
Appendix W	Geotechnical Assessment
Appendix X	draft Emergency Management Plan
Appendix Y	Bushfire Emergency Plan
Appendix Z	Tree Risk Assessment

APPENDIX A

Title Information

APPENDIX B

Business Plan

APPENDIX C

Site Analysis Plan

APPENDIX D

Design Strategy Report

APPENDIX E

Visitor Risk Assessment and Control Plan

APPENDIX F

Transformer Operations Plan

APPENDIX G

Proposal Plans
Visitor Welcome Centre and Art Installation

APPENDIX H

Site Survey & Site Plan

APPENDIX I

Landscape Plan

APPENDIX J

Conservation Management Plan

APPENDIX K

Car Parking, Vehicle Sweep Paths & Drainage Layout

APPENDIX L

Traffic Impact Assessment

APPENDIX M

Onsite Wastewater Management System Report

APPENDIX N

Drainage Plans

APPENDIX O

Aboriginal Heritage Tasmania Assessment

APPENDIX P

Heritage Impact Assessment

APPENDIX Q

(draft) Construction Environmental Management Plan

APPENDIX R

Natural Values Assessment

APPENDIX S

Soil and Water Management Plan

APPENDIX T

Social Impact Assessment & Community Profile Reports

APPENDIX U

Visual Impact Assessment

APPENDIX V

Stakeholder Engagement & Management Plan

APPENDIX W

Geotechnical Assessment

APPENDIX X

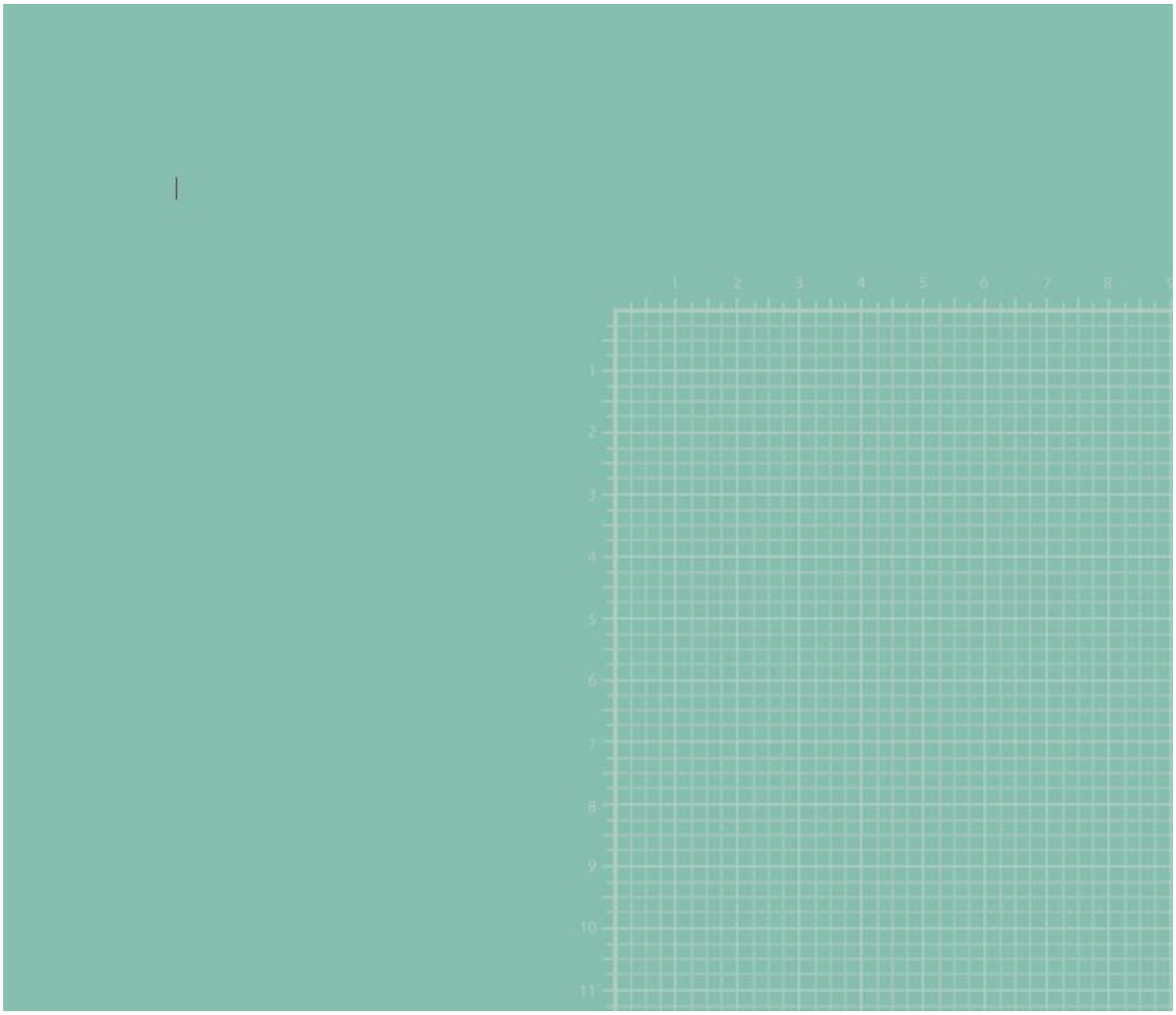
draft Emergency Management Plan

APPENDIX Y

Bushfire Emergency Plan

APPENDIX Z

Tree Risk Assessment



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