

Kingston and Arthur's Vale Historic Area (KAVHA) – Cultural Landscape Management Plan (CLMP): Consultation Outcomes Report

1.0 Introduction

In accordance with the project brief for *Community Consultation for the Kingston and Arthur's Vale Historic Area Cultural Landscape Management Plan*, this document reports on the outcomes of recent consultation activities associated with selected projects being considered for the KAVHA site.

The projects being considered for the KAVHA site have come out of the draft KAVHA Cultural Landscape Management Plan (CLMP) and KAVHA Safety Hazards Scoping Study (SHSS).

This report also makes recommendations for changes to the CLMP based on the feedback received on the draft KAVHA CLMP.

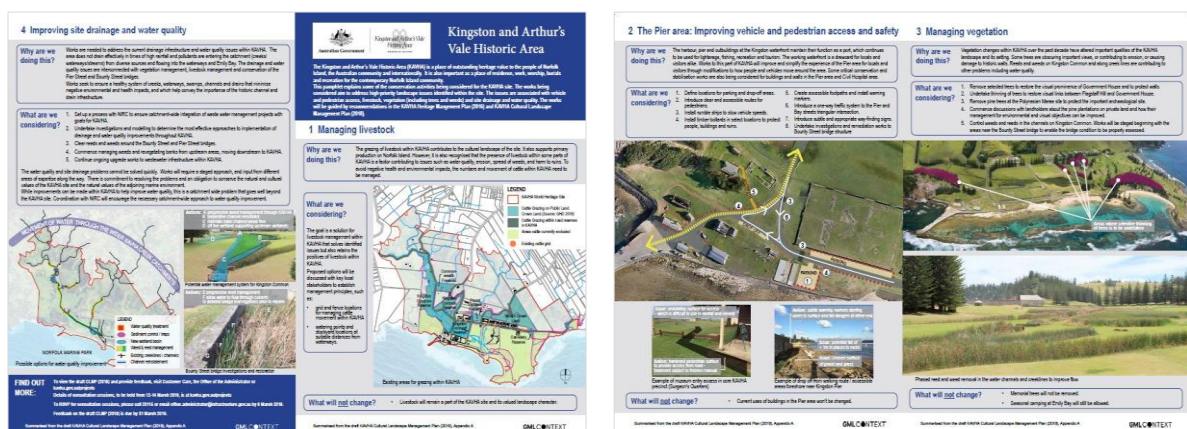
2.0 Background

2.1 Consultation on Specific Projects

Consultation activities were undertaken on Norfolk Island during the week of 11–15 March 2019. Consultation focused on a selection of specific projects that were recommended in the Draft KAVHA Cultural Landscape Management Plan.

Selection of the specific projects being considered was made at the KAVHA Advisory Committee meeting in August 2018. Selection was made from the suite of projects proposed in the Draft KAVHA CLMP (Appendix A) for addressing specific high priority cultural landscape issues, and from the KAVHA SHSS for addressing specific safety issues.

Summary information on the projects being considered was provided to all Norfolk Island residents in a double-sided A3 pamphlet distributed via letter box drop in late February 2019. The pamphlet was developed by GML Context with Environmental Partnerships (EP) and reviewed by the department. The A3 pamphlet is included at Appendix A.



The A3 pamphlet distributed to all Norfolk Island residents informing them of projects being considered for the KAVHA site in order to address high priority cultural landscape issues and of consultation sessions planned to discuss the projects being considered.

The projects being considered were some of the proposals developed in the KAVHA CLMP to address the identified four high priority cultural landscape issues.

A departmental media release about the consultation sessions was prepared for distribution in late February 2019 in advance of the delivery of the pamphlets. A copy of the media release is included at Appendix B.

Four consultation sessions were scheduled, with each session focusing on one of the four high priority cultural landscape topics, but taking into account that many of the issues are interconnected.

The consultation sessions were open for all members of the Norfolk Island community to attend. Details of the session dates and how to RSVP were included in the media release and on the A3 pamphlet with further details available on the KAVHA website (kavha.gov.au/projects).

Selected individuals or groups were also specifically invited to attend based on the relevance of their interest to the proposals being considered.

Consultation was undertaken in accordance with the Consultation and Communications Plan (the Plan), dated February 2019, approved by the department. Consultation also included additional activities:

- interviews with four individual community members on Thursday 14 March at No. 11 Quality Row; and
- an on-site meeting with around 10 members of the Norfolk Island Cattle Association (NICA) to discuss specific matters raised in the Livestock Management consultation session in situ, on Thursday 14 March, commencing at No. 11 Quality Row.

The schedule for the consultation sessions was as follows:

- Managing Livestock — Governor's Lodge, 12 March 2019 at 10–11.30am
- Improving Site Drainage and Water Quality — Governor's Lodge, 12 March 2019 at 11.45am–1.15pm
- The Pier Area: Improving Vehicle and Pedestrian Access and Safety — Paradise Hotel, 13 March 2019 at 5.30–7pm
- Vegetation Management — Paradise Hotel, 14 March 2019 at 5.30–7pm.

Venues and catering for each session were arranged by the department.

The consultation sessions were facilitated by GML Context (Dr Christina Dyson). Each session was introduced by Mr Eric Hutchinson, Chair of the KAVHA Advisory Committee and Administrator, Norfolk Island. The KAVHA Heritage Manager attended each of the consultation sessions, and the walk-around with the NICA. Detailed notes were taken by GML Context (John Dyke) at all sessions.

At the request of the department, five additional activities (some planned, others proposed) for the KAVHA site were also noted in the consultation sessions:

1. planned removal of trees within the Government House grounds (already approved);
2. planned surface upgrade for the elbow-shaped road between the Crank Mill and the Lions Club (Old Surgeon's Quarters);
3. planned safety barriers for the Emily Bay road and carpark, Arthur's Vale retaining wall, the southern side of the road between the Crank Mill and Lions Club;
4. planned modification of the existing barrier between the Pier Store and Guard House to improve accessibility; and
5. proposed closure of the Bounty Street Bridge.

In advance of the consultation sessions, there was a media release in local newspaper, the *Norfolk Islander*, informing the community about the above capital works projects 1–4.

Outcomes from the consultation are provided in Section 3.0 below.

2.2 Public Review of the Draft KAVHA CLMP

The Draft KAVHA CLMP was exhibited for public review during March 2019 and feedback was invited. The Draft CLMP was distributed in advance to the NICA on 18 January 2019 as requested by NICA. Otherwise, the Draft KAVHA CLMP was available for public review online and in hardcopy from the week of 11–15 March 2019.

An online feedback form was developed as a way of providing a structure for the review and provision of feedback. The feedback form is included as Appendix C. Other written feedback was also received via email.

The closing date for feedback was 31 March 2019. Feedback was also accepted after this date from a number of stakeholders.

Recommended changes to the KAVHA CLMP arising from the public review of the CLMP are made in Section 5.0 below.

3.0 Consultation Outcomes

The consultation outcomes report refers to feedback on projects being considered that was received during the four consultation sessions, the walk-around, and at the interviews. The outcomes will be reported under four main headings that correspond with each of the sessions:

- Managing Livestock.
- Improving Site Drainage and Water Quality.
- The Pier Area: Improving Vehicle and Pedestrian Access and Safety.
- Vegetation Management.

Each subsection is then generally structured according to the list of projects presented, explained and discussed during the session. Because the Managing Livestock session was intended to discuss the options proposed in the KAVHA CLMP, the outcomes are reported according to the issues raised.

The reporting endeavours to capture the diverse and sometimes contradictory views expressed, and views expressed that were more nuanced than a straightforward expression of support or lack of support.

Some sessions also produced constructive feedback related to the projects being considered. This is also reported, in some cases as recommendations for the department to consider.

Other feedback was also received that was not directly relevant to the projects being considered. This feedback is also reported.

3.1 Managing Livestock

The Managing Livestock consultation session focused on the options proposed in the KAVHA CLMP for discussion (Options A–D), associated with the following:

- Options A and B, for control of cattle movement on Quality Row (refer to KAVHA CLMP Appendix A, p. xxix); and
- Options C and D, for control of cattle numbers and movement KAVHA-wide (refer to KAVHA CLMP Appendix A, p. xxx).

Some of the concerns and resistance to change appeared to stem from a suspicion of incremental loss of grazing land within KAVHA. Fixed viewpoints shifted slightly by the end of the second NICA group session on site (Thursday 14 March). At the end of the walk-around and discussion on site NICA expressed appreciation for the time given to listening to and discussing their concerns.

3.1.1 Control of Cattle Movement on Quality Row and Kingston Common – Options A and B

Options A and B propose different scenarios involving fencing and cattle grid locations to address issues of erosion of creek edges, water pollution, protection of physical fabric of built elements, for example.

In general, Option B had some support, but with reservations. Option A was not supported largely on account of the fact that it presented a large area of exclusion along Quality Row, and exclusion from Kingston Common between Pier and Bounty streets.

Concern was expressed in the consultation session about exclusion of cattle from Quality Row (as shown in Options A and B) on the basis that a significant area of grazing would be lost. The area of land that would be lost as a result of Options A and B has not been calculated.

Concern was expressed that closure of Quality Row would restrict cattle access to water by the herd that comes into KAVHA from Steels Point / Bloody Bridge.

Damage by cattle to physical fabric (walls and verges along north side of Quality Row) was questioned, citing a lack of evidence to support proposed exclusion on these grounds. Photographic evidence is not included in the CLMP.

Response: It was explained during the site visit that reports of damage to verges have come to the project team from the KAVHA works crew, who are responsible for repairing the damaged sections of the low retaining wall, reattaching loosened stones, for example.

A comment was made in the consultation session that some trees are causing more damage to the walls than cattle.

Response: It was explained that some trees that are causing damage to walls on Quality Row (Government House side) will be coming out in the coming weeks.

Concern was expressed about the noise of cattle grids and their effectiveness at excluding cattle.

At the consultation session and on site, concern was expressed about a lack of follow-through by KAVHA management in the past. The following specific management-related concerns associated with the options for discussion were expressed:

- In relation to exclusion of cattle from areas currently grazed (Quality Row, part of Kingston Common, areas within fenced creeklines): who would manage the grass and proliferation of woody weeds?
- Fire danger, if grass not managed.
- Weed management along waterways: concern about effective management and use of glyphosate to kill off Kikuyu entering waterways.
- Past mechanical excavation of the drainage channels on Kingston Common was said to be responsible for the widening of the creeks, exacerbating the erosion of creek edges and weed spread along edges of the drainage channels in Kingston Common. Mechanical excavation. This apparently occurred from the 1970s (one source) or 2014 (another source).



Prior to mechanical clearing of the channels, the channels were manually cleared and significantly narrower. Image to the left shows the channel (and workers) in the lower section of Watermill Valley, with Pier Street bridge visible in the background, far right. (Image undated but possibly Depression-era work? Courtesy Robin Adams)

- Erosion around new watering points if hard stand not provided.

The following concerns about the distance of fencing from the creeklines were expressed, both related to loss of grazing land:

- The **distance of the fence from the drainage channel** was a concern expressed at the on-site meeting with NICA. If five metres from the edge then the loss of grazing land would be too great; 2 metres preferred.

- The matter of **compensation** for any land taken away ‘as happened in the past’ was raised at the NICA walk-around.
- **NB Compensatory land** was suggested at the consultation for the targeted consultation for the CLMP with NICA, in March 2018. Compensatory land was included in an early draft of the CLMP but was deleted on request of the Heritage Manager, on the basis that the compensation would only benefit a very small group.

Support was expressed for the following:

- The acknowledgement in the KAVHA CLMP, KAVHA HMP, and A3 pamphlet, of the positive contribution of livestock to the landscape character, living traditions and transmission of the history of primary production at KAVHA.
- Fencing of the creeks. Explicit support was expressed by some participants at the consultation session, and the support was not disagreed with by the wider group.
- Excluding cattle from the **Quality Row verges** on the **north side of Quality Row only**.
- Exploration of **virtual fencing** to provide more focused exclusion zones, such as one side of Quality Row but not the other.
- **Moving the stock yards** from their present location in Pound Paddock, currently in the northwest corner of the paddock in close proximity to Town Creek (former parade ground), to a location further east within Pound Paddock. There is apparently a plan (forthcoming) to upgrade the stockyard. (Heritage Manager to follow up.)
- **Provision of watering points** (three watering points was considered appropriate). Provision of clean/unpolluted drinking water for animals was noted as a benefit/potential opportunity to come out of proposed changes. Three watering points were mentioned (existing?) located opposite main roads down to the Common. Presently, many cattle drink at the Dam.
- Forms of unobtrusive **soft engineering along creek and drainage channel edges** to assist with stabilising and managing erosion of creek/drainage channel edges.
- The use of **electric fencing** during works to remove weeds from the creeks/drainage channels was suggested during the site visit by a NICA member.

Proposals that were not rejected, but also not overwhelmingly supported:

- If cattle were excluded from Quality Row (between Rooty Hill Road and about the cemetery entrance), the possible alternative movement of cattle through the area of public land (Crown Land) behind the Quality Row houses was not discounted, but not overwhelmingly supported, possibly on account of a preference to trial virtual fencing as a mechanism for keeping cattle off the northern verge to Quality Row.

Recommendation: *Establish appropriate resources for managing land (grass, clearance of weeds, proliferation of weeds, remedying erosion of creek edges) within fenced areas or grazing exclusion zones (along creeklines or steep slopes, for example). Past management of areas where grazing was excluded was reported as introducing or compounding problems, rather than resolving.*

Recommendation: *Three watering points (with hard stand area) would be required on public land to supplement lost access to creek water resulting from fencing watermill creek in Arthur's Vale and on Kingston Common. Watering points need to be located in a hard stand area/concrete pads to avoid introducing erosion problem. For protection of the animals, open and clear access around watering points is required.*

Recommendation: *Consider in the CLMP appropriate locations for three watering points with hard stand area. One of the three watering points would be needed east of the Quality Row houses for cattle that come into KAVHA from Steels Point / Bloody Bridge.*

Recommendation: *CLMP to note the need for gravity fed or pumped water to watering points.*

Recommendation: *Undertake further discussions with NICA and the institutions trialling virtual fencing about virtual fencing for KAVHA as an alternative to barriers.*

3.1.2 Control of Cattle Numbers and Movement KAVHA-wide – Options C and D

There were two proposed options for discussion (Options C and D): C) proposed cattle grids (or cattle stops) at the tops of the four roads that flow into KAVHA (Country Road, Taylors Road, Middlegate Road, and Driver Christian Road); D) proposed cattle grids (or stops) at the points where these four roads meet the KAVHA site boundary.

Neither of the proposed options (Options C nor D) was supported.

The CLMP's evidence-based assumptions informing the proposals to control **KAVHA-wide cattle movement** were questioned. As background, the proposals were informed by targeted consultation for the CLMP with NICA in March 2018, and analysis of technical reports provided to the CLMP project team by the department. One particular report prepared by GHD which formulated stocking rate quotas per land carrying capacity was used to inform development of the proposals.

Based on the GHD report and earlier consultation with NICA, it was understood that a single herd (or a definable herd) grazed within KAVHA (or had grazing rights within the KAVHA common lands) and that the numbers could therefore be controlled within the KAVHA area in accordance with the recommended carrying capacity of the KAVHA lands.

The stocking rate that estimates the carrying capacity of KAVHA lands therefore needs to be considered in this context of the flow of cattle (from four herds).

The issue of flow of the herds into and out of KAVHA was raised. It was reported that there would be around 100 cattle that come down to KAVHA to drink (from four herds). The cattle flow in and flow out of the KAVHA site, apparently via the different access roads, mostly to get access to water but also feed. The total herd roams the whole island. There is not a single herd of cattle that belongs to/grazes in KAVHA. One interviewee noted that some herds don't go down to KAVHA, for example the Cascade cattle.

Recommendation: *KAVHA Heritage Manager to follow up on understanding of cattle ownership, herds: which herds move where? Prepare a cattle management plan?*

The grids, or cattle stops, proposed in Options C and D, were an issue, in either location, as these would prevent the flow in and out of KAVHA by the cattle. Grids for the wider area is not a good idea because it's too restrictive and may lead to more issues of erosion if cattle can't leave the KAVHA site.

Concern was expressed about the noise of cattle grids and their effectiveness at excluding cattle.

Control of grazing on public reserves with steeper slopes needs to be reviewed to establish an understanding of how this arrangement works on the ground. Anecdotally (at the consultation session) it was suggested that the cattle owners manage control grazing on steeper slopes; that it is self-regulated. Under normal circumstances, steeper slopes are apparently grazed on a rotational cycle for one week per month. Gates are opened or closed accordingly.

The later session on site explained that KAVHA management is responsible for control grazing of steeper slopes, but that sometimes cattle owners will open or close the gates. Locking of gates and placing sole responsibility on whether they are opened and closed with KAVHA management was not supported.

Recommendation: *Do not pursue the options for the use of cattle stops to control cattle numbers and cattle movement KAVHA-wide.*

Recommendation: *Delete the options for the use of cattle stops to control cattle numbers and cattle movement KAVHA-wide from the KAVHA CLMP.*

Recommendation: *Include the flow of cattle into and out of the KAVHA site in the observations and issues text at Appendix A Section 2.3 and in the map that summarises the observations and issues (Appendix A, p. xxvi).*

Recommendation: *Clearly establish the arrangements for control grazing on steeper sloped public land within KAVHA between cattle owners and KAVHA management. This may include agreement on a preferred system or protocol for communication between cattle owners and KAVHA management about the exclusion of cattle from steeper slopes to ensure effective management of erosion.*

3.1.3 Other Comments

- The island relies on the cattle and KAVHA has the best grazing land (NICA walk-around).
- The cattle are self-regulating, meaning the land won't be over-grazed (NICA walk-around).
- Access to water (lack of water) was stated as a bigger issue than availability of feed (which could be brought in) (NICA walk-around).

3.2 Improving Site Drainage and Water Quality

The consultation session for Improving Site Drainage and Water Quality primarily focused on consideration of five actions to begin to address the current drainage infrastructure and water quality issues within KAVHA. These five actions were listed in the A3 pamphlet:

1. Setting up a process with NIRC to ensure catchment-wide integration of water and wastewater management project with goals for KAVHA.
2. Undertake investigations and modelling to determine the most effective approaches to implementing drainage and water quality improvements.
3. Clear the reeds and weeds around the Bounty Street and Pier Street bridges.
4. Commence managing weeds and revegetating banks from upstream areas, moving progressively downstream to KAVHA.
5. Continue upgrade works to wastewater infrastructure within KAVHA.

The consultation session also sought the community's views on the Water Management Principles in the draft KAVHA CLMP (Appendix A, Section 4, p. liv).

Comments relevant to water quality and site drainage that were received during other consultation sessions or interviews are also reported.

3.2.1 Setting Up a Process with NIRC to Ensure Catchment-wide Integration of Water and Wastewater Management Project with Goals for KAVHA

General support was expressed for setting something up. There was no further discussion about how this might happen. No issues were raised. Seemed like a no-brainer to the group (Water Quality consultation session).

Sewage system was reported anecdotally to have been installed in 1990s, with a 20-year life span (Interview 3). This means it is due for renewal.

Recommendation: *Follow up Norfolk Island Sewage Infrastructure and Water Management (2014) report, referred to by PJ Wilson (NIRC). PJ Wilson offered to provide a copy.*

3.2.2 Undertake Investigations and Modelling to Determine the Most Effective Approaches to Implementing Drainage and Water Quality Improvements

Supported. Group added some additional background and local insight into what's out there – on the ground and in reports. A report by Don Taylor was noted, and said to contain data about levels. Brian Prince had also mentioned similar about levels during the CLMP project. Report not sighted. Levels were noted as an issue for drainage. Near Bounty Street Bridge the levels are lower than at Emily Bay end, compounding the problem of flow.

Recommendation: *KAVHA management to locate report by Don Taylor for data about levels.*

The question of how the wetland or leaky weir system would work in sections of deep and steep channels, for example those on the land at Toptee, was asked. This is not noted in the CLMP but should be.

Recommendation: *Add note to Summary of KAVHA specific observations and issues (CLMP Appendix A, p. lii) indicating deeper and steeper sections of the creeks.*

Recommendation: Add note to Water Management Principles plan (CLMP Appendix A, p. liv) about the need for a potentially different response/design for the wetland and leaky weir system at deeper and steeper sections of the creeks.

It was noted that erosion of hillsides contributes to silt sediment getting into the system. This is noted in the CLMP. Suggestion to cut trees (as part of thinning) and leave lying down to help slow runoff with soil content was noted.

Suggestion in the consultation session that water in high rainfall is channelling down the roads and that this also needed to be addressed. Provision of more stormwater outlets was suggested. Could it be moved to side to lessen the channelling.

Recommendation: Add note to Summary of KAVHA specific observations and issues (CLMP Appendix A, p. lii) about water channelling down the roads into KAVHA, and in high rainfall, the roads acting as large drains, meaning pollutants from roads are also entering the waterways.

Recommendation: Add note to Water Management Principle 1 (CLMP Appendix A, p. liv) about pollutants from roads entering the KAVHA catchment.

3.2.3 Clear the Reeds and Weeds around the Bounty Street and Pier Street Bridges

Supported at the Water Quality and Drainage consultation session. Additional local insight into Bounty Street Bridge was shared: it is suspected anecdotally that Bounty Street Bridge foundations at the southern end are on calcaranite whereas the north end is on softer silted ground, or peat (deep layers of peat below swamp mentioned), which may be contributing to the problem.

3.2.4 Commence Managing Weeds and Revegetating Banks from Upstream Areas, Moving Progressively Downstream to KAVHA

Supported at the Water Quality and Drainage consultation session. Local insight was given to past practices of mechanical clearing from the 1970s to 2014. The mechanical clearance process was a major concern, understood to have widened the creek corridor significantly on the Kingston Common.

Management of vegetation in the channels (clearance of weeds and restoration of a more diverse, manageable vegetation community along stream/drainage channel edges) in 5m sections was **supported** in the consultation session. The process was supported on the grounds that it would best ensure that clearing didn't introduce other problems, ie the plants could still slow and filter the water as works progressed.

From the perspective of flora and fauna protection, management of the vegetation in sections (5–10m sections) was also supported, on the grounds that this would reduce adverse impacts on habitat (Interview 4).

There was support for a diversity of vegetation along creek lines (per natural vegetation communities per different elevations and topographic variation) rather than just grass on the banks. Over shadowing of canopies in upper sections may assist weed control (through light exclusion). Roots could assist with bank stabilisation.

No support for clear channels with hard edges at the Water Quality consultation session.

Recommendation: *Ensure the KAVHA CLMP (Table A3.1, Objective 1) addresses the issue of weed management further upstream. Consider adding a sentence to this effect in the Specific Actions for Objective 6 Weed management, such as: ‘Consider commencing weed management of upstream areas further upstream (outside of KAVHA). Look for opportunities to support landholders in this work on private land.’*

3.2.5 Continue Upgrade Works to Wastewater Infrastructure within KAVHA

Supported at the Water Quality consultation session.

Supported in Interview 3. Interview 3 also noted that the sewage system must be fixed further upstream, which is consistent with other views expressed generally about needing to deal with the full source of the problems. (Refer to 3.2.1 above.)

(See section below on Water Management Principle 7 Sustainability and Future proofing.)

3.2.6 Water Management Principles

At the consultation sessions, **general support** was expressed for the Water Management Principles as presented in the Draft KAVHA CLMP (Appendix A, Section 4, p. liv).

Concern was expressed that the wetlands mentioned in the Water Management Principles would reduce picnic areas (Interview 2). It was explained that the intent for the wetlands is not to reduce picnic areas.

Concerns were expressed, however, that the proposals didn’t go far enough, further upstream for example. Flow into KAVHA from Country Road Creek was mentioned, which comes down from the airport, washing down toxicants and silt. This issue is acknowledged in the KAVHA CLMP (Summary of Catchment Wide observations and issues, p. li). It could be better addressed in the Specific Proposals and Actions in Table A4.1 at Objective 1.

Concern about pollutants from runoff from the airport (jet fuel and other chemical pollutants) and carwash pollutants was also raised in Interview 3.

Recommendation: *Ensure the KAVHA CLMP (Table A4.1, Objective 1) addresses the catchment-wide issues of the toxicants, pollutants and silt flowing into the KAVHA waterway system from the wider catchment. For example, from the airport, Country Road creek, and further upstream.*

Recommendation: *Amend Water Management Principle No. 1 ‘Treat and Trap pollutants’ to ensure the entry of pollutants into the KAVHA system from further upstream and the wider catchment is considered, not just at the entry points into KAVHA.*

In relation to Water Management Principle 1 (Treat and trap pollutants at entry points into KAVHA), the question was asked about how coliforms would be treated, noting that a large area of UV would potentially be required. This level of detail would be addressed in future, with input from relevant expertise in wastewater management. The schematic plan in the KAVHA CLMP notes the need for such a mechanism in the system to treat and trap pollutants. But the potential scale that might be

required has not been acknowledged in the CLMP. A pollutant treatment system requiring a large area of UV access could have adverse visual and physical impacts.

Recommendation: *Additional sentence recommended for the Water Management Principles Introductory text. It should note the need for the heritage impacts of any new infrastructure to be assessed.*

In relation to Water Management Principle 3 (Control speed of water flow in Kingston lowland area), the issue of reverse flow, ie the potential for salt water to enter the swamps and drainage systems in times of high waves or tides, was noted.

Recommendation: *Add note to Summary of KAVHA Specific observations and issues (p. lii) about reverse flow and potential for salt water entering the lowland areas at time of high waves or tides.*

Water Management Principle 4 (Reduce volume of freshwater entering Emily Bay) was supported. It was re-emphasised that freshwater, no matter how clean, will still have an impact on the balance of the marine environment at Emily Bay.

In relation to Water Management Principle 6 (Heritage Interpretation), prioritising interpretation of the Serpentine was questioned. Response: The KAVHA CLMP includes interpretation of significant infrastructure in the Management Principles, but does not prioritise interpretation of the Serpentine.

In relation to Water Management Principle 7 (Sustainability and Future Proofing), the idea of **diverting water through the golf course to Cemetery Bay** was generally **not supported** at the Consultation Session. Doubt was expressed about whether the natural levels would allow water to reach Cemetery Bay, and concern that if it did it could harm the existing pristine coral ecosystem at Cemetery Bay. Support for draining water through the golf course to Cemetery Bay received support at the Managing Livestock consultation session. Interview 4 expressed **support** for water draining across the Golf Course into Cemetery Bay because it would enter a more turbid environment and therefore be more quickly dispersed. This view is consistent with the conclusions in the PJ Wilson report on Water Quality in the KAVHA Catchment (2017). Interview 4 explicitly endorsed the conclusions in the 2017 Wilson report.

Installation of rainwater tanks at Quality Row houses and a dual reticulation system for future use (at the same time as the next water infrastructure upgrade) was suggested (Water Quality consultation). Support for harvesting rainwater was also expressed in Interview 2.

Recommendation: *Add sentence to the third Specific Proposal/Action against Objective 2 (Tale A4.1): 'Explore feasibility of installing a dual reticulation system at Government House and Quality Row houses at the same time as the infrastructure upgrade.'*

Discussion at the Consultation Session also covered bore water. It was reported in the consultation that there are 230 bores on the island, with three bores mentioned in KAVHA. The location of the Community Bore is recorded in the CLMP, but not the others (at Government House and Golf Course – to be confirmed). It was noted at the consultation session that the usage is recorded (and is very high) but it does not appear to be regulated. The sustainability of bore water usage within KAVHA and island-wide is of concern (Water Quality consultation; Interview 2).

Recommendation: Confirm locations for bores within KAVHA and note locations in the CLMP, on the Summary of KAVHA specific observations and issues plan (at Appendix A, Section 4, p. lii). (The Community Bore and bore for Quality Row Houses are already recorded in the CLMP.)

3.2.7 Other Comments Relevant to Site Drainage and Water Quality

At the Water Management consultation session, the issue of high acidity of the water in Town Creek and harm to the physical structure of the drainage channel under the parade ground/Pound Paddock (visible at the Officers' Baths) was raised. One participant suggested the structure was 'in danger of collapse'. A visual inspection of the Officers' Baths suggested some corrosion/damage to the stone and water seepage under the stone and sideways.

Recommendation: Add note to the Summary of KAVHA specific observations and issues plan in the CLMP (at p. lii) about the reported high acidity in the water, harm to physical fabric, possible structural issues, and seepage.

Recommendation: Add note to Table A4.1 Objective 3 about investigating the structural condition of the drainage channel under the parade ground and stone at the Officers' Baths.

Additional comments:

- Over-engineered solutions to the drainage channels on Kingston Common **not supported**: ie concrete/cement and gabions **not supported**.
- Drainage channels should be vegetated. This was a common view expressed in other consultation sessions and in interviews.
- Water Quality: Pollution of Town Creek from adjacent New Military Barracks is apparently a problem for Town Creek water quality (tiny tank, needs improvement).

Recommendation: Note this on observations and issues plan in CLMP.

- The dam at the top of Town Creek (not sighted), water used for emergencies such as fires down at KAVHA.

Recommendation: Add note to the Summary of KAVHA specific observations and issues plan in the CLMP (at p. lii) about the dam and its use for fire emergencies.

The dam needs to be de-silted, thought to need large resources to carry this out (Interview 3).

3.3 The Pier Area: Improving Vehicle and Pedestrian Access and Safety

The consultation session for the Pier area primarily focused on consideration of eight actions to improve vehicle and pedestrian access and safety. These eight actions were listed in the A3 pamphlet:

1. Define locations for parking and drop-off areas.
2. Introduce clear and accessible routes for pedestrians.
3. Install rumble strips to slow vehicle speeds.
4. Install timber bollards in select locations to protect buildings and ruins.

5. Create accessible footpaths and install warning markers.
6. Introduce a one-way traffic system to the Pier and Bay Street triangular intersection.
7. Introduce subtle and appropriate wayfinding signs.
8. Undertake investigation and remediation works to the Bounty Street Bridge, requiring vehicle access restrictions.

The consultation session also sought the community's views on the installation of **Safety barriers**, per capital works proposals arising from recommendations in the KAVHA SHSS.

Comments relevant to the Pier Area that were received during other consultation sessions or interviews are also reported.

3.3.1 Define Locations for Parking and Drop-off Areas

At the Pier area consultation session, the defined locations for parking and drop-off areas were not universally well received. Some of the concern appeared to relate to how the proposal would not work for ship, cruise, and other event days. It was clarified at the session that the proposal being considered would not apply to the exceptional days, when it was recognised that parking across wider areas was required. Interview 1 and 3 also stressed the need for access arrangements to be different for ship days.

Part of the resistance to the changes being considered for everyday parking also related to not wanting to change current expedient parking practices. Museum staff expressed the view that it would be impractical to not park next to their place of work on a daily basis (Pier Area consultation).

Recommendation: *In terms of making deliveries to museums and Lions Club, access for loading/unloading would be needed close to the buildings. Add a note to this effect in the CLMP (Appendix A).*

Contrasting views were also expressed, with introduction of the concept of 'a shared space' within the Pier area suggested, where the cars and vehicles did not take precedence but had equal right of way with pedestrians (Interview 1).

Concern was expressed at the session about distances needed to be walked by less mobile people (older demographic, not very fit or mobile).

Recommendation: *This could be resolved by the following:*

- 1) *Improving pathways from designated parking areas to the Pier area, in particular around the northwest corner of the REO building, which currently has a very narrow space between the building and the roadway. The barriers defining the space behind the Double Boat Shed and the REO would need suitable openings for pedestrians.*
- 2) *Allowing for different drop-off arrangements for less mobile visitors.*

Concerns were expressed by local people who worked there about not being able to park next to their place of work (Pier area consultation session).

Concern was raised about whether the parking areas as indicated in the A3 pamphlet would provide enough space for say museum staff, 37 board riders, buses, the standard flow of visitors, and Lions Club members.

Recommendation: *This level of detail would need to be investigated as the proposal is further developed, in a Traffic Management Plan.*

In relation to the above, it was noted that the board riders prefer to park on the south side of Bay Street opposite the New Prison. Currently they park within the area that is proposed to be fenced off. There was a preference expressed for the ruins to be individually isolated by barriers/fencing, rather than restricting access to the entire area (Pier Area consultation).

The parking area on the Slaughter Bay side of Bay Street is 'very sensitive for the board riders'. Getting the board riders on side for proposed changes was recommended (Interview 3). Interview 4 noted the need for changes to parking to take into account 'traditional zones / activities', such as the board surfers (Interview 4).

Recommendation: *Further engagement with the Board Riders Association is recommended, to resolve an appropriate option that also has buy-in from this stakeholder group.*

It was noted that there is a Norfolk Island Cultural Group who run a lot of cultural events in the KAVHA area, and that there be engagement with this stakeholder group in development of proposals for parking (Interview 3).

Recommendation: *Further engagement with the Norfolk Island Cultural Group is recommended, to resolve an option that works for and has buy-in from this stakeholder group.*

Concern was expressed that Norfolk Island Elders would not be able to park at First Settlement landing place, which was identified in the session as a daily practice/tradition; to sit in their cars to watch the view, the sea and action on the Pier. It was noted as a safe and out-of-the-way spot for them to do this (Pier Area consultation).

A contrasting view was expressed, that parking by the Elders in random locations should be discouraged (Interview 1).

Recommendation: *As this seems to be a respected island tradition, could this use be continued for the current Elders? The Archaeological Zoning Plan to provide direction on how this use could be continued while ensuring the subsurface archaeology can be appropriately protected and interpreted.*

Concern expressed that First Settlement landing place and the slope in front of Old Surgeon's Quarters were needed for parking on high-use and event days. On fishing days, locals also park up there; it was reported that there might be up to 40 cars.

Recommendation: *The Archaeological Zoning Plan to provide direction on how this use could be continued while ensuring the subsurface archaeology can be appropriately protected and interpreted.*

Interview 1 and Interview 4 suggested introducing parking at the side of No. 9 Quality Row, and to introduce an accessible path at the rear into 9 Quality Row. Interview 1 also raised the need to consider AS standard pathway surface treatments for museum building access (Interview 1).

Response: The CLMP notes the area between the Old Military Barracks and No. 10 Quality Row as a possible location for a demarcated and reinforced parking area (refer to Appendix A, Short, Medium and Long term recommendations plans, pp. xiv–xvi).

Recommendation: *Review the CLMP Policy and Appendix A to ensure accessibility from defined parking areas to key locations (all museums as a minimum, Old Surgeon’s Quarters) is addressed.*

The drop-off area did not raise explicit concern. However, its location was not supported by one participant at the Pier area consultation, related to its location, being too far away for most visitors, and archaeological impacts. Access around the corner of REO (for pedestrians from Drop-off to Pier area) was noted as very tight, dangerous. If people walked the other way (over lawn from Drop-off area, past toilets and between REO and Double Boat Shed), the surface is uneven, existing barriers block the route.

Interview 1 was supportive of the drop-off zone and its location. As a solution to the narrow pathway past the north corner of the REO building, the widening of the pathway into the road corridor and levelling were suggested.

Recommendation: *Drop-off location could be further considered, in tandem with developing a traffic management system for the triangular intersection and Archaeological Zoning Plan.*

3.3.2 Introduce Clear and Accessible Routes for Pedestrians

The idea of classified trails throughout the wider Kingston area seemed generally supported.

Concern was expressed in relation to a proposal within the draft KAVHA CLMP (2018) about active travel; that the proposal for active travel to replace the current tag-along tours lacked relevance to the predominant visitor demographic (Pier Area consultation). That pathways and routes needed to consider the needs of less agile local people was noted in Interview 3.

Support was received for an improved, accessible pathway to the Lions Club, as this would be positive for Lions Club members. Could they have lighting?

As noted above, a need for better accessible pathways from a proposed drop-off zone and defined parking areas was identified.

Recommendation: *The proposal being considered may need to be developed further, to include wayfinding or intelligently designed pedestrian routes within the Pier Area, for locals and visitors. Level areas could use granitic sand, no asphalt, stabilised with 5% lime or cement component, on grade areas a stable, non-slip surface in accordance with the relevant Australian Standard.*

3.3.3 Install Rumble Strips to Slow Vehicle Speeds

This proposal was not supported. The existing speed limit was considered sufficient. Similarly, installation of speed humps (a proposal that is not being considered) was not supported because of issues identified in relation to cargo (Pier area consultation).

Interview 1 expressed the view that rumble strips were not essential.

Recommendation: Add note to Table A1.1, Objective 2: ‘A traffic study should be prepared to inform changes to vehicle movements within KAVHA.’

Confirm if the current speed limit is widely known and adhered to. Confirm if the current speed limit is appropriate for proposed Pier area as a hub.

3.3.4 Install Timber Bollards in Select Locations to Protect Buildings and Ruins

Concern was expressed about barriers going in everywhere. In relation to the Pier Store, one participant felt a barrier was not justified, as the building apparently had never been damaged in the past. Questioned if introducing there, why not barriers around all buildings (Pier Area consultation).

Little support for additional barriers across the site. Concern too heavy handed (Pier Area consultation).

In terms of design, bollards were not supported, but barriers in style of existing timber barriers were generally supported (Pier Area consultation).

Concern expressed at use of bollards. This is what was written on the pamphlet. It was explained that the barriers would be designed to match existing barriers, and this was favourably received (Pier area consultation).

Interview 3 expressed the view that barriers are unsightly.

3.3.5 Create Accessible Footpaths and Install Warning Markers

In terms of accessible footpaths, this was covered under Point 2 (above).

Signage: Concern was expressed about additional signage. Generally additional signage was not desired.

In a one-on-one session the use of intelligent design as a way to minimise signage was suggested.

Recommendation: Would showing good examples of subtle signage and waymarking, and intelligent design help in getting more support for this proposal?

3.3.6 Introduce a One-way Traffic System to the Pier and Bay Street Triangular Intersection

This was a big issue, and **100% not supported** (Pier area consultation; interviews; submissions on the CLMP). The KAVHA Community Advisory Group (CAG) was unanimous in being against the imposition of a one-way traffic flow at the pier area triangle.

Concern was foreshadowed in advance of the consultation session in a letter expressing a lack of support in the local newspaper.

At the Pier area consultation, the dominant view was that the existing system is fine as it is, and because there was no data to justify the change. In the targeted consultation for the CLMP this intersection was raised as a concern. Anecdotal evidence was also provided of some near misses at this intersection (Interview 1).

Concern: Implications for ship days was a concern. The proposal would also be impractical for turning a vehicle with a trailer (boats, canoes). Potentially tricky for a small bus.

Concern: That the proposal would require more signage.

In the Pier area session and in one interview, retention of a two-way system and introduction of give way signage or line markings (to meet traffic management standards but avoid signage) was suggested. Signage to indicate vehicles were entering a shared traffic/pedestrian zone at cattle stop entry at Pier Street plus appropriate line markings could negate the need for additional give way signs?

Recommendation: Add note to Table A1.1, Objective 2: 'A traffic study should be prepared to inform changes to vehicle movements within KAVHA.'

Recommendation: Delete the proposal in the CLMP for a one-way traffic system. Note that recommendations for improving the safety of the intersection should be informed by a traffic management study.

Recommendation: Review policy and notes in the CLMP Appendix for a place to emphasise intuitive and intelligent design as a way of avoiding signage.

Recommendation: Jodie Brown (NIRC) suggested consultation with Les Quintal (Burnt Pine Travel) about traffic and logistics on ship days. Les arranges transport (buses on cruise ship days).

3.3.7 Introduce Subtle and Appropriate Wayfinding Signs

In terms of signage, this is covered under Point 5 (above).

The signage at the Pier (identifying safety hazards, the slippery surface at the end of the Pier) was presented as an example of what the community does not wish to see more of.

3.3.8 Undertake Investigation and Remediation Works to the Bounty Street Bridge, Requiring Vehicle Access Restrictions

Generally supported. Detailed comments are included in the Bounty Street Bridge section below.

3.3.9 Safety Barriers

Accepted for safety reasons, for the projects presented.

Attendees were notified about safety barriers going in at the Crank Mill and Civil Hospital, the widening of the opening of the existing barrier between the Pier Store and Guardhouse, and drainage works to the retaining wall behind the Civil Hospital. Some discussion followed but in general well received.

3.3.10 Other Comments

Some general comments were also made that do not fit within the topics discussed:

- Feedback from tourists was reported: 'Don't want to be like Port Arthur' – comment given to a business centre by tourist. Like coming to KAVHA, didn't like Port Arthur (Pier Area consultation session).

Positive reception of the **new road surface around the Crank Mill** (Interview 3). Interview 3 suggested the system needs to be two-way, that a one-way system would not work.

3.4 Vegetation Management

The consultation session for Managing Vegetation primarily focused on five actions being considered to make improvements to important qualities of the KAVHA landscape and its setting, including views and visual relationships, works to address issues of erosion, weeds, and site drainage and water quality. These five actions were listed in the A3 pamphlet:

1. Remove selected trees to restore the visual prominence of Government House and to protect walls.
2. Undertake thinning of trees to restore visual links between Flagstaff Hill and Government House.
3. Remove pine trees at the Polynesian Marae site to protect the important archaeological site.
4. Commence discussion with landowners about the pine plantations on private land and how their management for environmental and visual objectives can be improved.
5. Control reeds and weeds in the channels on Kingston Common. Works will be staged beginning with the areas near the Bounty Street Bridge to enable the bridge to be properly assessed.

Comments relevant to Managing Vegetation that were received during other consultation sessions or interviews are also reported.

3.4.1 Remove Selected Trees to Restore the Visual Prominence of Government House and to Protect Walls

In the consultation session (Managing Vegetation, 14 March 2019), this proposal was generally supported. Tree removal at Government House was not a concern for Interviewee 2.

One critical issue was identified and discussed at length, related to *Phellinus noxius*, a fungus that causes disease (brown rot) in trees. It is apparently present in some of the diseased trees on Government House grounds, and elsewhere on the island. The risk associated with removal is spread of the disease. Local observations were that the risk of spreading is increased when stumps are exposed to oxygen (Managing Vegetation consultation).

The need to research the disease *Phellinus noxius* so that the disease is not spread was noted in a hand-written submission (received 14 March 2019).

The following question was asked: 'Have arboricultural measures been considered rather than tree removal? For example, root barriers, root pruning.'

Recommendation: Add Policy to CLMP: For tree removal, guidelines for good hygiene and for how to manage the disease *Phellinus noxius* should be followed. Refer to https://www.daf.qld.gov.au/data/assets/pdf_file/0010/51211/phellinus_noxius_web.pdf Arboriculture Australia may also have relevant guidelines.

Recommendation: *To the CLMP, add a triage of considerations for diseased trees with the final step being removal, after consideration of arboricultural measures. This affects Policy 26, Policy 27 (possibly), and Conservation Actions for Objective 3, Table A3.1, Appendix A, p. xxxvi.*

3.4.2 Undertake Thinning of Trees to Restore Visual Links between Flagstaff Hill and Government House

The proposal was supported, but the risks raised above (Section 3.4.1) were also noted in relation to this proposal. A suggestion to selectively top the trees, rather than them cutting down, was made (Managing Vegetation consultation session).

Removal of some pines was considered ‘okay’ and thinning ‘okay’ (Interview 3). Such actions at the Marae site were more overtly supported (Interview 3).

Recommendation: *Topping individual pines, rows of trees, or specimen pines within KAVHA is **not recommended**, on the basis that it deforms the characteristic form of the tree, is not a medium or long-term solution (grows back in a relatively short period), and the tree with regrown top also appears malformed.*

NB Lopping carried out on the pine trees in front of the Old Surgeon’s Quarters (date unknown). The uncharacteristic shape – multiple leaders – was observed in March 2018 and again in March 2019. It is not desirable for trees with landscape value. The resultant malformation may be less problematic within a forest or plantation, but still it is not a long-term solution.

Recommendation: *If thinning is carried out, it should be undertaken in a staged way and under close supervision by the heritage manager. On-site assessment should occur throughout the process, seeking to carefully reveal a narrow vista only, from the two lookouts on Flagstaff Hill, while also ensuring erosion is not exacerbated.*

Where the forest is opened up by clearing, works will be required to ensure reestablishment and ongoing management of appropriate low-growing understorey species.

Related to selective removal of trees to restore visual prominence of certain features within KAVHA, concern was expressed at the proposal in the CLMP to remove some Norfolk Island pines on Salt House Point. The CLMP recommended that some of the trees be removed for visual reasons, to restore the prominence of the Salt House ruins and reduce overcrowding by Norfolk Island pines. Apparently the younger trees were deliberately planted as part of a succession plan for replacing the bigger trees there (Managing Vegetation consultation session).

Recommendation: *Succession planting needs to be carried out in accordance with the CLMP policy for Replacement of Significant Vegetation (Policy 27), when significant trees become senescent. Revisit the CLMP policy for replacement trees, taking into consideration trees with amenity value, and the tree population within the KAVHA site as a whole.*

Lone Pine on Point Hunter – a Lone Pine has been at Point Hunter promontory since early drawings. The original Lone Pine may not be the current Lone Pine at Point Hunter, nor is there certainly that the current Lone Pine is in the exact same location. The issue of succession planting for the Lone Pine was raised (Managing Vegetation consultation session).

3.4.3 Remove Pine Trees at the Polynesian Marae Site to Protect the Important Archaeological Site

Supported (Managing Vegetation consultation session).

Supported (Interview 3).

Concern expressed about disturbance of archaeological evidence if it is proposed to remove the roots. If roots are to remain, then the issue of root rot is relevant to this proposal.

There was concern about how many trees might be removed. There was support for only removing an inner ring of trees, largely the smaller trees that appear to be self-sown or more recently planted. There was discussion about further archaeological work in the area as a future project, with such work that might assist in better telling the Polynesian story of the island supported.

One participant did not support thinning of the pine trees at Emily Bay, but wants to see the plantation managed.

Recommendation: *See recommendation above about root rot.*

Recommendation: *The proposal should be reassessed and methodology developed in accordance with the findings of the Archaeological Zoning Plan.*

3.4.4 Commence Discussion with Landowners about the Pine Plantations on Private Land and How Their Management for Environmental and Visual Objectives Can Be Improved

The opening up of dialogue/engagement with landholders and KAVHA management was welcomed and supported. The idea of commencing management of the plantations with the idea of moving towards more sustainable and diverse vegetation communities in these areas was supported (Managing Vegetation consultation session). Interview 3 also stressed the importance of consulting with freeholders and leaseholders.

There was discussion of coordinating a regeneration project with Norfolk Island National Park (Nigel Greenup) and other local knowledge ('Snowy' or Neil Tavener), as a way towards improving management of the pine plantations and/or for improving other eroded/weedy land on private land. Apparently, Norfolk Island National Park is moving towards a position where they could provide plants for revegetation across the island, or would like to.

One factor informing this proposal in the CLMP was the assumption that the pine plantations are now contributing to the environmental problem of erosion. According to the landowners present, the pine plantations on their land are effectively managing erosion. Even where the pines are not looking great (for example, the pines on the north side of Rooty Hill Road near the Queen Elizabeth lookout), the roots are still holding the soil. Woody weeds and erosion on steep slopes was raised as an issue.

It was reported that other areas with pine plantations within KAVHA appear to be showing signs of erosion; for example, the commemorative planting on Middlegate Road, and the land beside the Panorama Apartments.

A recent report prepared by SMEC (could the organisation name be confirmed?), an island-wide environmental assessment, was mentioned during consultation. The report has apparently made a recommendation that owners plant pines on unproductive land. This would not be a desirable outcome for KAVHA.

The need to look at current land management practices that are causing erosion was raised in a handwritten submission (received 14 March 2019). Any removal/planting needs to be done carefully and in companion with an approved replanting/regeneration plan.

Recommendation: Review CLMP policy to ensure the following views are adequately captured:

- Best practice for replanting regeneration work should be followed.
- Any removal/planting needs to be done carefully and in companion with an approved replanting/regeneration plan.
- The regeneration plan should be informed by established codes of practice.
- For an established code of practice, guidelines, and a manual for undertaking ecological restoration, refer to Chenoweth EPLA and Bushland Regeneration Services (2012), South East Queensland Ecological Restoration Framework: Code of Practice, prepared on behalf of SEQ Catchments and South East Queensland Local Governments, Brisbane (recommended by Nigel Greenup, Norfolk Island National Park).
- For recent data on Norfolk Island vegetation communities and their compositions, refer to Naomi Christian's lists of Norfolk Island vegetation (cite this article as a reference in the relevant sections of the CLMP).
- That regeneration or replanting projects be carried out as a combined project with Norfolk Island National Park, KAVHA management, landowners within KAVHA, and local knowledge.

Recommendation: Check the SMEC environmental report for any conflicts between recommendations in that report and policy in the KAVHA HMP (2016) and KAVHA CLMP (2018).

3.4.5 Control Reeds and Weeds in the Channels on Kingston Common (works will be staged beginning with the areas near the Bounty Street Bridge to enable the Bridge to be properly assessed)

It was mentioned that the KAVHA crew is currently working at the back of Watermill Dam to remove woody weeds. The scale of the task was noted as enormous, with the comment that tackling other areas will need more resources (Managing Vegetation consultation session).

It was noted that the reeds on Kingston Common are native reeds, and that they should be restricted rather than removed (Interview 4).

It was noted that the Kingston Wetlands are good for migratory birds and form a significant component of a global community of habitats for migratory birds.

Recommendation: Establish ongoing resources sufficient to tackling the weed problem. Scope projects according to availability of ongoing resources.

Refer to Recommendations in Section 4.5, Flora and Fauna, in this report.

3.4.6 Other Comments

Cyclical maintenance is critical, and it needs to be carried out by experienced works staff (Interview 3).

Water hyacinth receives mixed views: for some it has aesthetic value (NICA site visit). It is acknowledged as valuable for cleaning the water, useful in sucking up nutrients in KAVHA Common (NICA site visit; Interview 4). But that on KAVHA Common it is a problem if not properly managed (Interview 4).

Woody weeds on the slopes were mentioned as a big issue in Interview 3, and requiring large resources, but that it is important removal be carried out (Interview 3). **Fleabane** in the fields is a problem (Managing Vegetation consultation session; Interview 1). Some woody weeds were introduced with the idea that woody weeds help stabilisation of heavily eroded slopes, for example the Pohutukawa (New Zealand Christmas Tree).

Recommendation: *Check notes in the relevant plans in the CLMP to ensure woody weeds are adequately noted as an issue.*

At the Water Management consultation session, the following issues was raised: Care needed in cutting down pine trees, because of **root rot (*Phelerus noxis*)** present on Flagstaff Hill and observed in Government House grounds. Believed if present, an oxygen exposed stump seems to increase the problem. Transferred via interconnected root systems/soil. May be spread by infected chainsaw.

Pines at Emily Bay – concern expressed that the roots are really exposed due to heavy foot traffic. Might a boardwalk over the dunes? (Interview 2.)

Recommendation: *Add words to text box (shown red) in Specific Proposals map (Appendix A, p. xxxviii): ‘Protect dunal vegetation and fauna through provision of demarcated access tracks and/or boardwalk to beach.’*

Add arrow from text box to Emily Bay dune areas.

3.5 Bounty Street Bridge

The project team was asked by the department at the pre-consultation briefing meeting to seek the community’s views on the proposal being considered to close the Bounty Street Bridge to vehicle traffic. While the other cultural landscape issues discussed in this report have a bearing on the issues related to the Bounty Street Bridge, the community’s views on the proposed closure are reported separately as the project falls outside of the original consultation scope.

At the Water Management consultation session, the following views were expressed:

- Most of the roads are an issue in terms of safety, why separately consider Bounty Street Bridge specifically (comment).
- On the closure of the bridge to vehicle traffic – ‘if it’s falling down then makes sense to close it’ (support).
- One participant recalled a former route around the back of Emily Bay around the back of the quarry, as a suggestion for an alternative additional route to Emily Bay (comment).

Related concerns were raised at the Water Management consultation session about the **Pier Street bridge**: is it also vulnerable? Will it become more vulnerable as a result of increased traffic volume with closure? It was suggested that the condition and carrying capacity of the Pier Street Bridge be tested, because Pier Street provides an essential route to maintain the Pier as a functioning pier. 80 tonne needed vs 40 tonne crane limit...?

Interview 1 mentioned there is a report that addressed an engineering solution for the Pier Street Bridge that is by, or was commissioned by, Bill Woodruffe.

Interview 1 requested that the Bounty Street Bridge be investigated first, before closure.

Interview 3 supported restriction of vehicular traffic until the bridge is fixed, with vehicle access then returned — ‘just get on with it’.

At the Pier Area consultation session, the following views were gathered:

- Some discussion ensued about whether there were already reports on the loading for the Bridge. A report prepared by Trueman (April 2010). The issue didn’t spark further conversation or debate. But it spurred questions about the Pier Street bridge condition and loading. Pier Street Bridge: needs to carry a 60 tonne crane.
- Martin later reported that, according to Bill Woodruff, there is an engineering report on the Pier Street Bridge.

4.0 Other Comments

4.1 Labour / Works Crew

Jimmy Quintal reported that in 2003 the works crew consisted of 23 people. Current numbers are 7 (Water Quality consultation session).

4.2 Cemetery Reserve

Ensure the Cemetery remains as a specific reserve (Interview 3).

4.3 Polynesian and Pitcairn Stories

Polynesian evidence is important, banana plantations, tools as well as the Marae site (and don’t forget the Pitcairn settlement story) (Interview 3).

4.4 Lighting

Interview 4 noted lighting and impacts on the natural environment (night sky and fauna) as an issue that needs consideration in the KAVHA CLMP.

Detailed points were:

- Rare sea bird – little shearwater – breeds on Nepean Island. Each year in October the birds are attracted to Kingston Common by the lights and crash into walls and fall into cattle grids. (Flora and Fauna Society and others go around the cattle grids and pull out the birds each

October/November. The number of birds mentioned that get caught in grids was very high, anecdotally, around 70 birds/week.)

- If the lights are lowered during this period, it would make a big difference. Apparently, the Council is responsive to this idea.
- Heavy duty floodlighting is also a problem if wanting to walk around at night and enjoy the night sky. A lighting strategy is required (heritage manager to follow up). Introduce downlighting and look to establish KAVHA as a 'dark sky park'. Good for tourism, promotion etc.
- Note: Kelly Pendolly (?), a local conservationist, has devised a light detection device to help pinpoint lights that may distract the local turtles entering beaches.

Recommendation: Review Policy 14 in the CLMP to address impacts from lighting on natural environment and obligations under the migratory bird protection agreement. Refer to <https://www.environment.gov.au/biodiversity/migratory-species/migratory-birds>

4.5 Flora and Fauna

- Mutton bird breeding in Emily Bay was noted – concern over management of the grassland area at the back of the dunes and also potential conflicts with visitors (people and dogs) during the breeding season as they nest in the grass (Interview 4).
- Norfolk Island is a signatory to the migratory bird protection agreement (Interview 4).
- Problem with feral animals was noted (feral cats, etc) and their impact on migratory birds (Interview 3).

Recommendation: Review Policy 14 in the CLMP to ensure migratory birds are appropriately covered. Refer to <https://www.environment.gov.au/biodiversity/migratory-species/migratory-birds>

Recommendation: Review Policy 14 and Policy 30 in the CLMP that relate to natural values and grassland management, and ensure policy addresses the need for protection of ground nesting migratory birds at Emily Bay.

4.6 Design Guidelines

Frustration of landowners over the extent of the KAVHA boundary, particularly up behind Quality Row and Town Creek valley. Strongly desire guidelines to assist them with appropriate development on their land (Interview 2).

The frustration of leasehold owners was also conveyed. (Interview 2)

4.7 Café

The desire for a café within KAVHA was expressed (Interview 2). It was acknowledged that the Golf Club has a café, but there was a desire for something at the Pier.

5.0 Public Review of the Draft KAVHA CLMP

This section of the report is focused on feedback received in relation to the CLMP. It comprises three subsections:

- Specific CLMP feedback received during consultation (Section 5.1).
- KAVHA Community Advisory Group feedback (Section 5.2).
- Feedback on the CLMP from the public review.

Where relevant, changes to the CLMP are recommended.

5.1 Specific CLMP Feedback Received During Consultation

Recommendations arising from feedback on the KAVHA CLMP was received during consultation sessions:

- Recommendation: Remove two photographs in Appendix A (Section 2, Livestock) Figure A2.7 and A2.8 that are attempting to illustrate erosion of road verge or steep slope by livestock. It was pointed out in the Managing Livestock consultation session that this location is not one where cattle go. It was not clear if the comment was referring to Figure A2.7 or A2.8. Recommend both figures be removed.

5.2 KAVHA Community Advisory Group Feedback

This feedback (received via email on 8 April 2019) is reported separately as it primarily relates to process. The feedback from the KAVHA CAG was conveyed by KAVHA Heritage Manager. It is reported directly below.

The key request was that CAG were given an opportunity to read the revised document before it becomes finalised. This was driven by concerns by those that attended consultation sessions that the traffic issues and some other issues around cattle and vegetation were not fully resolved. There was significant concern about the lack of data and empirical evidence around proposals for the vehicle turning and parking recommendations.

The following points are specific and general process feedback from CAG on the CLMP – several CAG members submitted their own comments, including some extensive submission work, which was welcomed by the group.

- There was a significant lack of evidence / empirical data backing up a number of CLMP assumptions – this was generally felt by the wider community – eg around vehicle movements in the pier area, cattle damage etc.
- Community does not want this to be their last chance to comment before the document is adopted.
- Suggestion that CAG be given an opportunity to read through the final draft before it is adopted – opportunity for a community read-through by our Committee with any errors / issues noted before adoption in May.

- CAG was unanimous in being against the imposition of a one-way traffic flow at the Pier area triangle. (This lack of support is noted in Section 3.3.6 above.)
- Comment that the online form ‘had errors in it’, that it couldn’t be filled in if you wanted to skip sections for example and focus on specific areas of interest or knowledge.
- Call for a second round of consultation due to the pushback on the Pier area and lack of empirical data particularly, to ‘secure community buy in’.
- Need for a wider ‘traffic plan’ in KAVHA that the Pier Area plan is fed into – a wider, more holistic plan is needed for the whole site, covering all of the interdependent traffic movements and activity, including parking.
- Some concern about the flyer not getting out – need to be aware that it was blocked as junk mail in some mailboxes – need to be aware in future that this sort of flyer may need to be in an envelope to avoid this.
- Suggestion that future flyers could be inserted in the paper.

Suggestion that dealing with the CLMP and other plans has raised the need for a stronger and more overarching communications strategy at KAVHA.

5.3 Feedback on CLMP from the Public Review

The feedback on the Draft KAVHA CLMP is included in the tables below. The feedback is included in the ‘Comments’ column. Responses and/or commentary from the team is included in the ‘Response’ column. Recommended changes to the CLMP are in red font.

Names (including anonymous) for each of the comments alongside the respective comments have been collated in a separate document (Excel), stored in a secure file by the consultants.

Section 2.0 of the CLMP provides a brief historic context of KAVHA. It is a summary of previous historical research prepared by others. Is there any important information missing that you feel should be included in the summary history?

Page	Part	Comment	Response
11	2.1	First and Second Settlements should be changed to First and Second British Settlements to recognise the Polynesian Settlement as the first recorded settlement on Norfolk Island. It is not conclusive what years the Polynesian Settlement existed on Norfolk Island. What period ended in 1805?? The First British Settlement ended in 1814. The Second British Settlement ended in 1855. The Pitcairn Islanders arrived in 1856.	<p>Check CLMP for clarity of expression. Appropriate sources will be consulted to confirm the dates in the text are accurate. It is not possible to provide conclusive dates for the Polynesian settlement. This is consistent with the KAVHA HMP 2016.</p> <p>Suggestion of 'British' noted to distinguish European settlement from the earlier Polynesian. A change to the established terminology that defines the four phases is not recommended. The use of text in brackets (per the HMP) – ie (Colonial), (Penal) and (Pitcairn) to distinguish the First, Second and Third settlement from the earlier Polynesian settlement is appropriate.</p>
12	2.2.2	<p>Philip Gidley King landed at Norfolk Island on 6 March 1788. They arrived several days earlier but couldn't land.</p> <p>The list of people who first landed with Gidley King were:</p> <ul style="list-style-type: none"> • seven free persons; • six female convicts; and • nine male convicts. 	Check relevant section of the CLMP and edit to reflect the suggestion, if these details can be confirmed in an appropriate secondary source.
13	2.2.3	The Pier Store was the original Commissariat Store (built 1825). The site of the Crank Mill was originally the Back Store which held the commissariat granary (built 1827), then used as married quarters for soldiers and their families. The Crank Mill was installed in 1837. The Commissariat Store was built in 1835 after a flood inundated the Pier Store in 1834.	Check relevant section of the CLMP and edit to reflect the suggestion, if these details can be confirmed in an appropriate secondary source.
14-16	2.2.4	<p>The Pitcairn Islanders had petitioned Queen Victoria to find a suitable new home. The move to Norfolk Island was a negotiation between the British Home Office and the Pitcairn people themselves, and it wasn't until 1855 that the final decision to move them to Norfolk Island was made.</p> <p>The paragraph which starts 'On 20 September 1854 Sir William Denison...' should be split in two as the decision for Norfolk Island to be placed under the jurisdiction of NSW in 1854, and the vote by the Pitcairn Islanders to move to Norfolk Island are two separate events.</p> <p>The Pitcairn Islanders were also allocated houses on Quality Row – eg George Hunn Nobbs and Sarah Christian lived in No. 9 Quality Row.</p>	<p>Check relevant section of the CLMP and edit to reflect the suggestion, if these details can be confirmed in an appropriate secondary source.</p> <p>Edit CLMP text to reflect the editorial suggestion.</p>
16	2.3.1	The highest point of Norfolk Island is Mt Bates (321m), not Mt Pitt.	Edit CLMP text to reflect the correction.
33	2.5	<p>The photographs included in the report are on special days (eg Bounty Day, cruise ships and unloading days) and do not represent the norm.</p> <p>Wear tracks – the track recently established behind the Crank Mill was created using rollers which vibrated the neighbouring buildings significantly. It is this kind of work that creates damage, not vehicles parking or driving on the site.</p>	<p>Parked cars were observed over a week on island. The issue was also informed by discussions with the KAVHA Heritage Manager, the KAVHA Advisory Committee and the department.</p> <p>The photographs in the report are included at Appendix A. The images were selected to show maximum capacity scenarios, on different event days. Images from 'standard' days should also be included.</p>

		<p>There is a 30km/hr speed limit for the site.</p> <p>Unsure why 'Large grassed areas of mechanically mown lawn' was included here.</p>	<p>Reports of the level of vibration experienced during works associated with the Crank Mill road are concerning. Also concerning is if the issue was not communicated immediately to KAVHA Management so appropriate measures could be taken to resolve the issue on the spot.</p> <p>The current speed limit should be checked to ensure it meets current safety standards for a shared pedestrian and vehicle zone. It was understood that the 30km/h zone was the fenced area, whereas elsewhere within KAVHA, including Quality Row, is 50km/h.</p> <p>Reference to the mechanically mown lawn is included here to reflect the current issue of over-dominance of green lawn which detracts from the transmission of the history of the place as an industrial and rural landscape.</p> <p>Amend CLMP (Appendix A) to include images of parked cars on standard days.</p> <p>Amend CLMP to include a clear process or protocol (a 'hotline' for eg) for directly notifying KAVHA Management about building or landscape condition concerns. The protocol should be clearly communicated and adhered to.</p> <p>Ensure CLMP includes policy or action to check that the 30km/h speed limit in the fenced area of KAVHA and 50km/h speed limit elsewhere in KAVHA to ensure it meets current safety standards for a shared pedestrian and vehicle zone.</p>
33-35	2.5	<p>These toilets are a practical necessity for the activities which occur at Slaughter Bay and on the Common (eg sports carnivals etc.).</p>	<p>It is acknowledged that the toilets are a practical necessity. But they are visually intrusive, and could be more sensitively positioned within the site, or screened. There is no change proposed to remove these toilets presently. If they were to be removed, toilets more sensitively sited would need to be provided.</p> <p>No change.</p>
33-35	2.5	<p>The commemorative plantings and structures represent the living nature of the site, and the continued importance of the area to Norfolk Island residents. They are not intrusive elements! To remove these is to remove aspects of cultural significance to the site and to the people who live here.</p> <p>The trees that are listed here as 'intrusive' are commemorative of Norfolk Island veterans, elders and descendants.</p> <p>The World Heritage listing for the KAVHA site comprises the whole history of the four settlements and this includes contemporary uses.</p>	<p>Inclusion of the commemorative plantings in the first bullet point (page 35) was to demonstrate the different types of plantings throughout the site that add to the mix of overly dominant pine trees. Not all the types are intrusive, rather the cumulative effect. Agree that it is misleading.</p> <p>Commemorative plantings to be deleted from this grouping.</p> <p>Review the section sub-titled <i>Commemorative Plantings and Structures</i> (p 35). The complexity of the layered meanings embodied in commemorative plantings and structures needs to more appropriately address current community values and the four layers of settlement.</p>
33-35	2.5	<p>The conversion of old roads and pathways into walking trails is a good idea, with some sort of interpretation to show their original use and evolution of the site.</p>	<p>Noted.</p> <p>Check text and include a note about interpretation in association with walking tracks, if not already included.</p>
33.35	2.5	<p>The cemetery contains remains of people from three of the four settlements – First British Settlement, Second British Settlement and Pitcairn Settlement (still in use) – not just the Second British Settlement.</p> <p>The Pitcairn Settlement (>1856 not >1855) covers the whole of the KAVHA site as the land has been used for a variety of uses since the arrival of the Pitcairn Islanders in 1856.</p>	<p>Edit the CLMP text to reflect these corrections and clarifications.</p>

		Flagstaff Hill was used as a signalling area during the Second British Settlement, not just the First.	
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Section 3.0 of the CLMP provides a summary of existing statutory heritage listings for the KAVHA site. Are there any errors in this section?

Page	Part	Comment	Response
51	3.2	Norfolk Island is not in Australia; it is an External Territory. There are no confirmed surviving structures from the First British Settlement, only remains eg footings etc.	No change recommended. In accordance with the Australian Government department of Infrastructure, Regional Development, and Cities, Norfolk Island is an external Australian territory. Therefore the existing wording is appropriate (https://regional.gov.au/territories/norfolk_island/). The wording in the table (Table 3.2 Attributes) is taken directly from the KAVHA HMP (2016). No change recommended to the use of: '...in Australia' or 'Surviving structures from the First (Colonial) Settlement...'
59-60	4.1.2	Table 4.2 – 2.1: to which settlement is the report referring? The site is a living one, and the lawn maintenance is in keeping with the site's current uses.	No change recommended. Managing the grass across the whole Government House Reserve to the standard of a golf course fairway would be anachronistic and inappropriate. The CLMP seeks to achieve a landscape character that better transmits the different uses and hierarchies of use across the site, both historically (Colonial, Penal and Pitcairn) and currently. This can be achieved through differential mowing – such as shorter, more frequently cut grass within gardens, longer cut in parklands, differentially cut in picnic and passive recreation areas, finely managed grass for sporting grounds, grazed for other areas, for example. Within Government House grounds, the grass should be managed differentially to achieve different landscape character for its different parts: garden, parkland, pastoral/rural. (This is explained graphically in Appendix A, p. xi.)
61	4.2.1	The Research Centre was brought under the management of NIRC in 2016 and is now part of the Museums. It is a dedicated research centre, and has not been used as a visitor interpretation centre. The Royal Engineers Office contains the museum's bookshop and acts as an unofficial visitor information centre for the site. A dedicated visitor information centre is required, and it has been suggested by the NI Museums that the Settlement Guard House would be a good facility temporarily as there are existing didactic panels which could be utilised in the short term and it would not require staff. Formerly, the KAVHA works crew was comprised of over 20 staff who undertook a cyclical maintenance schedule.	Review paragraphs 3 and 4 in 4.2.1 (p. 61). Seek input from the department, to ensure these sections reflect the current situation, which is understood to have changed since the December 2018 draft was produced. Paragraph 6 in 4.2.1 (p. 61): consider adding sentence about past KAVHA works crew numbers and cyclical maintenance schedule. Paragraph 2 (p. 63): review with input from the department, to ensure it reflects the current situation. Add new sub-heading before last paragraph on p. 63 – Freehold and Leasehold land.
64	4.2.2	The museums employ 15 casual staff and three permanent staff to run the museums. This includes museum attending, collection management, education programs, research, exhibition curation, general administrative tasks etc over six venues. Regular training has been implemented since December 2018 to ensure all staff are contributing to the smooth running of the museums and maintaining best practice. Work experience and internship programs are being rolled out in 2019 also, and there is an existing volunteer program in place.	This is useful updated detail regarding the Norfolk Island museums within KAVHA. Consider a new sub-section in 4.2.2 on the Museums. Update the text in 4.2.2 related to the Museums and resources.

		Revenue is derived from the sale of entry tickets (both single entry and museum pass options are available), cemetery tour passes, merchandise sales, group tours, venue hire (No. 9 Quality Row) and grant funding.	
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Sections 5.0 and 6.0 of the CLMP provides conservation policy and recommended actions. Do you support the Policy and Actions? If not, which ones don't you support (add the number), and why?

Page	Part	Comment	Response
69-70	Policy 2	It must be understood that the site's heritage significance does not end with the cessation of the Second British Settlement in 1855, and that activities occurring on the site currently are also of heritage significance ie KAVHA is a living heritage site and all periods are of equal importance. The word 'authenticity' is confusing as to what period is it referring?	The Conservation Actions in Policy 2 acknowledge that the significance of KAVHA includes all the settlement periods, including Pitcairn and current community connections: <i>'Conserve and manage the KAVHA site's cultural landscape to transmit its values, recognising its authenticity as evolved and as part of the life of the community (Refer HMP Policy 8.2).'</i> Revise the rationale for Policy 2 to clarify significance and that authenticity means the evolved landscape, that is, all the settlement periods, including Pitcairn and current community connections.
71	Policy 4	Again, the site is more than a simple representation of the Second British Settlement, and interpretation and management of the site should not be solely focused on promoting a settlement that comprised only 30 years of the 231 years of European settlement, compared to the 163-year Pitcairn settlement. The current landscape is indicative and supportive of its current use by the residents of Norfolk Island, which is also of significant heritage value.	Revise rationale for Policy 4, to clarify that the current landscape (mown lawn) overwhelms the ability to understand the site's <u>layered</u> past: as a landscape of self-sufficiency/food production (Colonial); as a place of harsh brutality and punishment, industry, etc (Penal); as a grazing landscape that also shifted away from the austere appearance of the pre-Pitcairn landscape (Pitcairn); c1930s demolition and re-use of building material elsewhere on the island, some Depression-era work; modifications of buildings for community uses (postwar); restoration era from 1970s, beginnings of tourism, row plantings, community use for special events and days; longstanding and continuing spiritual connections to place for Norfolk Island community (present generations).
72	Policy 6	As above – by taking the site back to the Second British Settlement, over 160 years of history is being erased, and future heritage significance is minimised. This is against the Burra Charter and all best heritage practice. It is imperative that the significant tree/commemorative plantings register is completed prior to the removal of any trees (although this is too late, with the removal of several pines planted on 8.8.88 to mark the bicentenary in the week beginning 25 March 2019).	The intent of the policy is not erasure of large parts of the past. It is appropriate that Policy 6 to refer to the Penal settlement. A landscape that embodies the hierarchy and regime of power is an important part of the site's World Heritage values. The restoration of key views is intended to help the transmission of this value. Revise rationale to include mention of the importance of the visibility of the Flagstaff for signalling in association with ship days in recent history (source is included in notes from Targeted Engagement). Rewording other sections (Policy 4) will ideally remedy the perception of exclusion of other settlement periods and values.
73	Policy 7	Why is the Second British Settlement being specifically targeted in this report, to the detriment of the Pitcairn (current) Settlement which purports to support the entire heritage landscape?	It is appropriate for Policy 7 to refer to the Second Settlement period, as this was when the layout of the site was established, based on particular ideas of surveillance, power and associated with penology – a layout that survives to the present day defining the present-day patterns of use. This layout is also an important part of the site's World Heritage values. Reword rationale: 'The design and layout of KAVHA provide important physical evidence of how the settlements functioned historically (in particular the Second Settlement), based on a hierarchy and regime of power, and which survives into the present day embodied in the landscape.'
74	Policy 10	I do not agree with what has been identified as 'Intrusive' and believe that this policy is overly generalised – specific 'intrusive elements' should be individually identified and	How the site transmits significance is the primary factor informing intrusive elements.

		prior to their removal checked for their importance to local culture and heritage significance. These should not be judged on aesthetics alone.	Review list of intrusive elements in Section 2.5 (refer also to note above related to 2.5)
75	Policy 11	Kingston is not the only landing site used on the island, both historically and currently. There is an established pier at Cascade, fuel is pumped to the island via Ball Bay, and sites such as Headstone and Anson Bay were used for unloading ships when both Kingston and Cascade were unsafe.	Revise second sentence in policy rationale: 'The unusual landform of the KAVHA site, the only coastal plain on Norfolk Island, enabled <u>provided an important</u> a landing place not possible distinguished from elsewhere on the island where steep cliffs define the land/sea interface.'
75	Policy 12	As in the other points above – there needs to be equitable representation of all four settlements, not just a selected one. The removal of trees should not be undertaken before a significant tree/commemorative plantings register has been agreed upon.	Revise policy to include mention of continued presence of cleared areas of land used for grazing during Third (Pitcairn) settlement. The landform for surveillance and security remains primarily relevant to the First and Second British Settlements. Revise Conservation Action to include mention of the need to interpret the areas of native vegetation that were cleared during First and Second British settlements and continued to be associated with food production (including grazing) in the Third (Pitcairn) settlement period.
76	Policy 13	The swampy land has become more so due to poor drainage. Photographs taken in 1991 and 1992 show the drain width as the same as the arch for both the Pier and Bounty Street bridges. It was in 1993 that the drain was widened and photographs show significant amounts of weeds starting to infest the area. There should be a careful balance between removing problem weeds and ensuring sufficient numbers remain to filter the water washing into Emily Bay after heavy rain events.	Noted. No change needed to Policy 13. Include additional information about 1990s changes to the drains in 2.4.3 and consider if reference to these changes is needed in Policy 19. Agree there needs to be balance between removal of problem weeds, managing escalating vegetation and ensuring sufficient vegetation for adequate filtration and slowing of high volumes of water. Water Management Principles in Appendix A address this.
76	Policy 14	Norfolk Island pines are not indigenous to the site, as mentioned previously.	Norfolk Island pines are indigenous to Norfolk Island, occurring naturally from coastal footslopes to higher elevations. The Policy 14 does not refer to cultural plantings of Norfolk Island pines. No change.
79	Policy 19	As above regarding Policy 13.	Refer to response for Policy 13.
80-81	Policy 21	The Lions Club of Norfolk Island uses the Surgeons Quarters as its headquarters. Access for the club is required on a fortnightly basis for meetings and on event weekends such as Australia Day and the Biggest Barbeque in April.	Delete paragraph that follows Conservation Actions on p. 81. With construction to formalise the access track carried out, the paragraph is redundant.
81	Policy 22	There are already speed limits in place around the site ie 50km in the general KAVHA area and 30km inside the fenced area. Consideration needs to be made regarding ground surface textures as to what vehicles are using the roads – some are not appropriate for the trucks etc which are used for unloading the cargo ship.	Noted. Add a note to the 4 th Conservation Action about taking into consideration the different vehicles that use certain sections of road.
83	Policy 25	Assessments of the conditions of trees should be undertaken before making a wide sweeping statement such as 'retain and conserve mature Norfolk Island pines and white oaks that date from pre-European settlement or First and Second Settlement periods...'	No change. It is not agreed that the statement is sweeping. The full Conservation Action is: <i>'Retain and conserve mature Norfolk Island pines (Araucaria heterophylla) and white oaks (Lagunaria patersonii) that date from pre-European settlement or First and Second Settlement periods, and commemorative plantings with local Norfolk Island community values.'</i>

			<p><i>Significant trees and commemorative and memorial plantings should be regularly maintained, conserved and managed to extend their safe and useful life expectancy (SULE), in accordance with Policy 5 of this CLMP.'</i></p> <p>The words 'conservation' and 'maintenance' are used in accordance with the Burra Charter definitions, to mean 'all the processes of looking after a place so as to retain its cultural significance', and 'the continuous protective care of a place and its setting' (Articles 1.4 and 1.5). For a tree, this would include assessments of health and condition.</p>
84	Policy 27	I agree with most of the Conservation Actions, except that which states that memorial trees should not be replanted when they become senescent or die – who determines that they are senescent, and why would they not be replaced when the conservation actions call for other 'trees significant for their design, historic or aesthetic values, or as landmark plantings when they become senescent or die' to be replaced. These memorial trees are important to Norfolk Island residents and represent a stage of the sites history and is significant culturally.	<p>Assessment of condition and senescence should be carried out by an arborist with experience in historic trees with identified heritage values.</p> <p>Policy for Memorial trees and Commemorative plantings could be revised as follows.</p> <p>Delete the two 'Do not replace...' Conservation Actions for Memorial trees and Commemorative plantings (p. 85).</p> <p>Revise first Conservation Action as follows:</p> <p>'Replace trees that are significant for their design, historic or aesthetic values, or as landmark plantings, or for their demonstrated social value, when they become senescent or die.'</p>
91	Policy 40	Except for the KAVHA works team and museum staff there is no long term parking, and this is generally between 8am–3pm. It is essential that museum staff continue to park at the museums, and that visitors are able to park near the museums due to the demographic who visit. Not parking on site will create access issues for a large percentage of the elderly visitors and deter them from visiting the site. It was admitted at the consultation for this CLMP that the report was written with aesthetics solely in mind. For much of the day at Kingston there are minimal cars on the site and people are able to take photos unimpaired. Permanent bollards will be more of a negative visual and physical impact than vehicles. They are also not in keeping with the area. At the moment tourists mostly park on the bitumen on the side of the road. If bollards are put in, this will cause traffic congestion as tourists will opt to park on the road. It would be more beneficial to create parking at the sites already used for parking including three spots outside the Pier Store. Precinct E still has not been determined – where will staff be expected to park if not in KAVHA? There are a number of staff for whom 'active travel' is not a practical or safe option. Who will pay for the shuttle bus for the tag-along tours? At the moment costs are able to be kept to a minimum using the self-driving option. Entry fees cannot be increased without the consent of the Norfolk Island Regional Council, and this then has serious implications for the wider wholesale tourism companies who will have already quoted on existing prices. Permit parking goes against Policy 33 as it limits who can access the site, and is an intrusion on the rights of local people who like to sit and watch the jetty on a daily basis from the landing area. This doesn't just happen on event/ship days. Who would administer the permits and how would this be monitored/policed?	<p>These issues are further considered in Section 3.3 of this report.</p> <p>The area defined for parking has been located to be near the Museums, between the Pier Store and the HMS Sirius museum.</p> <p>Access close to the building for loading/unloading would still be allowed for the museum.</p> <p>Special access for people who have difficulties with mobility would still be allowed.</p> <p>The report does not refer to 'long term parking', but parking for extended periods. This would include parking from 8am–3pm. Further justification should be requested as to why staff parking is essential.</p> <p>The report was not written solely with aesthetics in mind. It was discussed at the consultation session, and explained in the CLMP (refer Policy 40), that actual risks of physical impacts of vehicles on building fabric and archaeological ruins are also key factors.</p> <p>Barriers would be a part of a suite of intelligent design solutions for defining areas for parking and visitor movement, ground surface treatments or marking, for example. It would be undesirable to have barriers everywhere.</p> <p>Costs and entry fees are beyond the scope of the CLMP.</p>

Sections 5.0 and 6.0 of the CLMP provides conservation policy and recommended actions. Do you support the policy and actions? If yes, which policies and/or actions (add the number) do you particularly support, and why?

Page	Part	Comment	Response
71-72	Policy 4	Control over plantings is important to ensure the visual qualities and setting of the KAVHA site.	Policy supported. No change.
72	Policy 5	Work has already been undertaken to establish a register of significant trees, and this should be finalised with public consultation and agreement by Council of Elders, NIRC and KAVHA stakeholders. Manage and maintain significant trees according to specialist arboriculture advice on their health and condition. In previous years the Forestry team aided in the maintenance of trees, and re-establishing this type of management is a short-term necessity.	Policy supported. No change.
73	Policy 8	Establish an annual budget that provides adequate resources for ongoing and skilled cyclical and responsive maintenance and conservation works. This is essential, as are the other two conservation actions mentioned under this policy.	Policy supported. No change.
73-74	Policy 9	The introduction of new landscape elements or other new development in the landscape should generally be avoided, and where it is essential that it follow best heritage principles as outlined in the Burra Charter.	Policy supported. No change.
76	Policy 13	Survey the natural hydrology of the coastal plain of the Kingston area and use this survey to undertake works to improve drainage and water quality.	Policy supported. No change.
76-77	Policy 14	Identify, record and map remnant and indigenous vegetation, endemic fauna and key habitat sites, make sure this is readily available and use it to develop appropriate water, vegetation and livestock management principles. This is essential to understand how any proposed works will impact on different natural and cultural environs in the KAVHA site.	Noted. No change.
80-81	Policy 21	Interpreting former routes and pathways to provide an understanding of historic circulation patterns, particularly as interpretive walks and trails.	Policy supported. No change.
81	Policy 22	Retain and enhance the landscape character of the curved roads, grassed verges, and soft road edges of the approach roads into Kingston and Arthur's Vale.	Policy supported. No change.
81-82	Policy 23	Restoration of the Bounty Street Bridge, restoration of the channel and flow beneath Bounty Street Bridge, and undertake measures to remedy soil saturation around footing of the bridges on Kingston Common. This does not mean close the bridge to vehicles – it is an access point for locals to Emily and Slaughter Bays, as well as tourists to the wider Kingston area.	Policy supported. No change.
82-83	Policy 24	Conserve and maintain the walls, buildings, ruins and standing structures in the landscape so that they contribute to transmission of the heritage values of the KAVHA	Policy supported. No change.

		site, particularly the cessation of using acrylic paints in favour of lime-based render/products.	
86-87	Policy 32	Continuing use of the Cemetery as a burial ground, All Saints Church for religious worship and spiritual practices, and the Pier for fishing, lighterage, and associated maritime activities. This is important, as is the continued unimpaired access to the site of locals and tourists.	Policy supported. No change.
87	Policy 33	'Continue to allow access to the coastal areas of the site...' – this is essential, however the words 'where they do not adversely impact upon environmental (natural and historic) values or areas of archaeological sensitivity' are concerning, as who determines this?	Policy supported. No change.

Section 5.0 and Appendix A of the CLMP define four identified ‘high priority’ cultural landscape issues. These have been identified in response to previous heritage management and landscape reports, through community consultation and by the KAVHA Advisory Committee. The four high priority cultural landscape issues are:

Vehicle and pedestrian access and parking

Page	Part	Comment	Response
Appendix A			
I	1.1	<p>It was noted at the consultation session that no formal traffic studies have been undertaken, merely visual assessment over three days. Before any traffic controls are put in place proper studies should be undertaken.</p> <p>None of the reasons put forward for changes to this area address concrete identified problems. Has a real world on site evaluation concluded that these measures are necessary?</p>	<p>Traffic hazards are discussed in the KAVHA Safety Hazards Scoping Study (2018), having been raised as a concern by the KAVHA Advisory Committee.</p> <p>A traffic study was not part of the brief for or scope of the CLMP. The Worley Parsons Norfolk Island Roads Audit and Strategy Report (2015) was provided to the consultants and was reviewed as part of the literature review. This report is cited in the CLMP (p. i).</p> <p>It was noted at the consultation session that observations on traffic were made during the project team’s time on the island and informed by literature provided by the department, targeted engagement, and from information provided by the Commonwealth Heritage manager. This is also clearly articulated in the CLMP (p. i).</p> <p>Add note to Table A1.1, Objective 2: ‘A traffic study should be prepared to inform changes to vehicle movements within KAVHA.’</p>
ii	1.3	<p>The museums are designed that way to avoid museum fatigue in visitors, and to enable the social context between the museums and the items to be married together. Feedback received by the museums inform visitor satisfaction with the layout of the museums throughout KAVHA. The tag-along tours are a personalised snapshot of the museums for visitors and a popular option for most visitors to KAVHA. The limited mobility of current visitors is the exact reason why parking needs to be available near the buildings and pier. It is not practical for shuttle buses to bring people on site from the car park, and limits the interaction between visitors and the site.</p>	<p>Comments noted.</p> <p>Consistent with feedback received in the consultation session, and addressed in the Consultation Outcomes Report.</p>
iii	1.3	<p>The photographs included in this report are not a true representation of the normal traffic use on the site, rather have been taken on event and shipping days. These occur very irregularly and are dependent on weather.</p>	<p>Refer to response addressing comment re 2.5 above.</p>
ix	1.5	<p>The Royal Engineers Office (not REO Museum) is the museum’s bookshop and information centre. It also contains a temporary exhibition space in the front two rooms, and is where the tag-along tours leave from. There is limited conflict of fast moving cars and pedestrians on Quality Row – the official speed limit is 50km/hr which is policed by local law enforcement.</p>	<p>Edit text in text box for REO, per correction. Map ‘Summary of access specific observations and issues’ (p. ix).</p>
xi	Table A1.1 – 2.	<p>‘Retain and define small low-key areas of parking within KAVHA’ – does this include Slaughter and Emily Bays? Access to these areas should not be restricted in any way. Parking can be better demarcated in the areas already used ie outside the marae, along Slaughter Bay, the area around Emily Bay etc.</p>	<p>Restrictions to these areas is not proposed. The objective of the action highlighted by the responder specifically recognises that general access to KAVHA is important for recreation, work, worship and cultural traditions on a daily basis.</p>

xi	Table A1.1 – 4	Who will pay for this shuttle bus? See response in table above to Policy 40.	Cost considerations are outside of the scope of the CLMP. Items outside the scope of the CLMP will be referred to the Department for further consideration.
xiii	Appendix A.1	The one-way suggestion for the triangle is not a practical solution due to the needs of boats/trucks etc to the site. This was spoken about extensively at the consultation session relating to traffic management	This is consistent with feedback received during community consultation. The matter is addressed in the Consultation Outcomes Report. In summary, the one-way traffic system is not supported and will be deleted from the proposals.
xiv	Appendix A.1	The note which states that the area between Old Military Barracks and No. 10 Quality Row should be allowed for temporary parking, followed by a note that buildings may be repurposed in the long term confirms long-standing suspicions about the intent towards existing uses of the KAVHA area. No consultations have been held with the Norfolk Island Museums and Research Centre regarding the repurposing of buildings which are currently being used as museum venues.	The authors of the CLMP are not aware of proposals for buildings within KAVHA nor of so-called 'long-standing suspicions'. The note is meant to reflect that while there are no short-term intentions to change building use in the Pier Area as a result of the CLMP, we do not want to preclude future opportunities that may arise. For example, interpretive opportunities in the Settlement Guard House or the Flag houses, or future commercial opportunities for local businesses. The CLMP also raises options for the adaptive re-use of buildings in the Pier area such as the boatsheds and the Blacksmith's Compound. These are suggestions for potential adaptive re-use opportunities, not proposals.
xvi	Appendix A.1	There are numerous proposed locations for a visitor centre, but lots of unused buildings within KAVHA – would a heritage building such as No. 11 not be better? That would catch traffic from Rooty Hill and Driver Christian Roads. The proposed shuttle bus could also be a deterrent for people coming to the site due to time delays. The current system is much more user friendly.	The CLMP was required to consider possible locations for a hypothetical future visitor's centre in locations that would be unobtrusive, would not harm the heritage significance of the place, etc. No decision has been made regarding the location of a visitor's centre. Visitor parking/drop-off outside important heritage sites is current practice for many World Heritage sites, including cities. Some examples are Stonehenge, Segesta (Sicily), Florence, San Gimignano, with special arrangements for local residents, businesses and universal access, which show that this kind of arrangement can be successful.
xxii	2.2	Following the consultation sessions regarding livestock management at KAVHA, I feel that the Cattle Association and other stakeholders have put forward all the arguments that I have towards the impracticality of the proposed cattle grids and stock quotas. I support the arguments and decisions put forward by the Cattle Association.	The arguments of the NICA from the consultation session and subsequent site walk-around are addressed in the Consultation Outcomes Report.
xxix	3.0	Following the consultation sessions regarding vegetation management at KAVHA, I feel that the stakeholders, particularly Neil 'Snowy' Tavener, have put forward all the arguments that I have towards the proposed changes, and addressed all my concerns. Notes taken during the consultation session should highlight the danger of fungal infection to healthy trees, and concerns regarding runoff into Emily Bay and Slaughter Bay. My comments in the previous section also highlight my concerns with the proposed policies.	View is consistent with feedback received in the consultation session, and addressed in the Consultation Outcomes Report.

Pier Area

Comment			Response
Appendix A.1	It needs to address disability parking and access too.		Section 1.3 Dot Point 6 notes limited mobility of current visitor demographic. Check CLMP policy and Appendix A.1 will be to ensure appropriate consideration is given to disability parking and access.
Appendix A.1	Comment: Absolutely HATE these plans for vehicle access and parking. Do NOT want more signage, or fence posts, or railings. HATE rumble strips idea, please do not install them! Where is the data that speed is an issue? Slowing down traffic that already drives slow, gov red tape and 'fixing' things that do not need fixing. NO more warning markers – we've lived pretty damn successfully without warning markers so far, how on earth did we manage for so long without signs? Let people walk, let people drive, let people move freely, no more signs, no more paths, no more fences.		Noted. Not supported, generally.
Appendix A.3	If Norfolk pines are being removed for reasons such as returning the 'look' of the area to the convict era then in no way do I support the installation of unsightly concrete footpaths and parking bays		Not supported. Reasons for removing pines do not include returning the area to the 'look' (presume the comment refers to the degraded landscape) of the convict era. Trees were removed because they were diseased or dying, considered dangerous, or causing damage to historic walls.
General	Leave it the way it is		Not supported.
General	Comment: Let the current use continue as is. Stop trying to over regegate [regulate] the place like Australia is. Kavha should be a place for the people		Not supported.
Appendix A.1	I do not support that this is a 'high priority' issue nor is the community consultation extensive or fair. The decades of vehicular use have not wreaked much havoc. The hillside under the surgeons quarters has a rutted dirt track on an otherwise green and lovely slope. This hill and very short length of degradation requires common sense monitoring and maintenance. Considering the high vehicular useage of many types and classes of vehicles over the past 160 years, there is relatively little damage to this hill and none to the entire area. The indicated triangular roundabout mooted in your mail-out flyer is completely irrelevant and unnecessary. There is no record of this being a 'danger zone' to drivers. It will create a hazard for the haulage trucks going to and coming from the wharf, will be unwieldy for tour buses and generally confusing due to its non-essential placement.		Not supported, generally. Not supported: One-way traffic. This is a consistent view. Delete one-way traffic proposal from Proposals.
Appendix A.1	This does not support Policy 32 – retain and interpret the cultural importance of the pier to the community and visitors. Traditional and everyday uses have not been considered. It does not reflect the demographic and cultural gatherings. Speed enforcement measures should be completed before there are any changes to the road. One speed limit should not be enforced in KAVHA. This will not reduce confusion.		Noted. Disagree that proposal is inconsistent with Policy 32. No change. Review Appendix to ensure appropriate consideration is given to respecting traditional and everyday uses, cultural gatherings, demographic – Section 1.3 of Appendix (dot point 1) acknowledges importance of community connections: <ul style="list-style-type: none"> 'the need to balance conservation of the cultural landscape to transmit its heritage values, while recognising and respecting KAVHA as a living landscape, and the traditional and everyday uses of KAVHA by the Norfolk Island community;'

		<p>1.4 should give priority to cultural and heritage places and practical use without detracting from the natural beauty.</p> <p>Parking should not be removed from B – Pier Area. It is not practical for everyday recreational use.</p> <p>D should not be allocated to short term parking.</p> <p>J a pedestrian gate is not required for both sides of a cattle grid.</p> <p>Clockwise driving will create confusion and is not required and will require additional signage.</p> <p>Pier access should be for everyone at all times. Access is part of the traditional use.</p> <p>Access to creeks for traditional activities should be included.</p>	<p>Add note to Table A1.1, Objective 2: ‘A traffic study should be prepared to inform changes to vehicle movements within KAVHA.’ (Repeats above.)</p> <p>Review 1.4 (Appendix A) and edit to ensure combined priorities of cultural significance, practical use, and natural beauty (see paragraph 2, Section 1.2 Appendix A)</p> <p>Not supported – removal of parking from area between Pier Store and Settlement Guard House. Team to consider this Area B as location for accessible parking.</p> <p>Team to consider Area D for overflow parking on high-use days (as opposed to short term).</p> <p>J – need for gate arose during targeted engagement. Traffic study and risk assessment should be undertaken to inform whether pedestrian gate is required on both sides of grid. Add a note to this effect to Pier area proposals map (Appendix A, p. xiii).</p> <p>Access for traditional use is intended to be retained.</p> <p>Consider adding note to plan about access to creeks for traditional activities, in an appropriate location in the CLMP.</p>
Appendix A.1	<p>Parking</p> <p>I strongly object to the proposed formalisation of parking. This area has been utilized in its current manner for decades and works perfectly well. A big part of Norfolk’s appeal is the relaxed lifestyle and the more of this ‘formalisation’ and signage that is introduced the more we lose our way of life and become more like the mainland.</p> <p>Timber Bollards</p> <p>I understand the need to protect the convict ruins, but I think the amount of timber bollards proposed will be an eyesore, mostly unnecessary and total overkill. For example: instead of running timber bollards along Slaughter Bay Rd, why not erect small fences around the smaller remains on the foreshore area closest to the beach, leaving partial vehicular access. The foreshore area where the proposed bollards will block off is used by locals to sit in their cars to have their lunch, when taking the elderly for a drive or in winter to watch the wild seas. If there is concern that cars may roll onto the rocks or beach, then please just fix down old logs (like we have always used in the area) at the sea wall edge.</p> <p>I also think bollards all along the seaside of the Old Gaol is complete overkill and will impact negatively on the appearance of the ruins – on Bounty Day, Festivals and other times of congregation in the area, the public have always parked alongside ruins and to my knowledge no major damage has been done. The same can be said for the proposed bollards on the pier side of the Pier Store.</p> <p>One-way traffic system</p> <p>This plan is ridiculous. Whoever thought this up clearly hasn’t ever towed a boat on a trailer. I strongly disagree with the proposed one-way system, it is completely unnecessary and will only create problems. Instead, to improve safety, give-way signs could be placed on the two roads exiting the beach area where they meet Pier Street. ie.</p>	<p>Not supported.</p> <p>Not supported.</p> <p>Amend text in CLMP to capture the idea of using intelligent design in combination with timber barriers and signage to define parking areas, routes, etc, to help reduce clutter of too many signs, barriers, fences...</p> <p>Seek KAVHA Advisory Committee views on the erection of small fences around ruins. It seems undesirable.</p> <p>Check KAVHA Advisory Committee views on logs. Field observations and targeted engagement for the CLMP suggested that logs tend to be moved.</p> <p>Amend text that says bollards, to be ‘barriers to a design to match existing’.</p> <p>Not supported.</p> <p>Consistent with other views expressed by the community (noted in Section 3.3 of this report).</p> <p>Delete from proposals.</p>	

		the road that goes from Slaughter Bay past Munnas and straight towards the pier and the road that curves to the right towards the old Hospital.	Consider give-way signs in strategic locations. This is consistent with some other views expressed in consultation and Interview 1.
Appendix A.1	<p>Item 1 Parking</p> <p>I acknowledge that KAVHA want to protect the ruins on the foreshore area closest to the beach, but instead of putting timber bollards all along the Bay Street road edge, the individual areas of ruins on the beach side should be individually fenced so that more parking areas are left available. Particularly the area closest to the beach access as it is the only area where you can park to be able to see down onto the sand area and along the full length of the beach. This area is often used to bring older residents down to see the beach, this practice should be able to continue.</p> <p>Item 4 Bollards</p> <p>This plan has far too many bollards and would forever change the visual amenity of the most popular area of Pier Street. This area is wonderful because it is still possible to see the street or photograph it as it would have appeared in it's earlier days without modern intervention, please leave it alone. People have been parking in these areas for a long time without damaging walls.</p> <p>In busy times, eg Anniversary Day or cruise ship days it allows people to move about freely.</p> <p>If you want to stop people driving on the grass, then what about a couple of rocks as has been done near the creek at Emily Bay, people can also use them as a seat then.</p> <p>Item 5 Paths</p> <p>Do we have to have warning markers in this area? Every modern addition like that further detracts from the visual amenity of an untouched heritage area.</p> <p>Please consider making the footpath from the Lions Club a curving one around the treed area so that it has a gentler slope. As shown on the plan it is too steep for people who have difficulty walking or need wheelchair access. At that slope it be would be dangerous. A curved path would also be safer as it would take the footpath into a parking area instead of straight down onto the main road.</p> <p>Item 6 One way traffic system</p> <p>This plan is ridiculous, the current roads work perfectly well. The proposed plan will create more nuisance than it could solve, requiring hairpin turns to get back down to the pier.</p> <p>In closing, I ask that intervention of signage and parking and fencing be as minimal as possible, so that the visual amenity of this important area is retained without turning it into an area in a city.</p>	<p>Seek KAVHA Advisory Committee views on the erection of small fences around ruins. It seems undesirable.</p> <p>Once AZP is completed, reconsider locations for a defined area of parking, taking into consideration the community desire/traditional practice to park near the beach access point to sit and see the full length of the beach.</p> <p>Bollards/barriers not supported.</p> <p>Amend text in CLMP to capture the idea of using intelligent design in combination with timber barriers and signage to define parking areas, routes, etc, to help reduce clutter of too many signs, barriers, fences... (repeats above).</p> <p>Check KAVHA Advisory Committee views on rocks. Similar to comment above about logs. Consider calcarenite blocks...?</p> <p>Check text in Appendix A.1 and Policy to ensure text reflects the concern about the visual impacts of warning markers, and about using ways other than signs to indicate hazards or convey warnings (such as intelligent design).</p> <p>Add note to this effect (curved path to Lions Club) to ensure at standard grade for accessibility. Curve would be appropriate.</p> <p>Not supported.</p> <p>Delete from proposals.</p> <p>Noted and agreed.</p> <p>Check CLMP text (Policy and Appendix) to ensure the report reflects this.</p>	

			 <p>Example of simple pedestals in the landscape and (right) the top of warning information for trail systems (KAVHA Safety Hazards Scoping Study, 2018, p. 56)</p>
Appendix A.1	<p>The provision of bollards will spoil the visual amenity of the site. Post-holing for the installation of bollards risks undermining building foundations and disturbing an area of archaeological significance.</p> <p>The “one way triangle” addresses a problem that is not there, and will create other problems. Have there been any accidents caused by the present arrangement? The necessary signage will detract from visual amenity.</p> <p>The safety and convenience of trucks working the ship will be affected by the necessary deviations. The sharp corners of the triangle will make matters worse.</p> <p>Remember, there will be cars towing fishing boats; tour buses, cranes, lighter transport etc. using this stretch of road.</p>	<p>Consistent with other views expressed by the community.</p> <p>One-way traffic proposal not supported. Consistent with other views expressed in feedback and consultation.</p> <p>Delete from proposals.</p>	
Appendix A.1	<p>This area is a busy area for locals and visitors. restricting movement changes the way Norfolk Island Kingston is used by the local community and visitors who like the way it is.</p> <p>Too many road and parking signage would be unsightly changes a few years ago by the Pier Store are unsafe. the ground is uneven.</p> <p>No thought was put in for pedestrians with disability.</p> <p>restricting parking will effect staff who work in the area, would restrict the area from those without the ability to walk long distances and Norfolk Island is known to be a place where older people holiday The road design to make a roundabout is at the Kingston Gaol area is not a good design. Large vehicles would find the turns impossible. It appears the design has not taken into consideration the logistics of working in the area parking areas detailed on page 2 are not large enough for Kingston on a busy day or when events are held.</p> <p>bollards cause hazards and may limit access for emergency vehicles.</p> <p>signage and bollards are unsightly for photography</p>	<p>Consistent with other views expressed by the community.</p> <p>One-way traffic proposal not supported. Consistent with other views expressed in feedback and consultation. Delete from proposals.</p> <p>Bollards/barriers not supported.</p> <p>Amend text in CLMP to capture the idea of using intelligent design in combination with timber barriers and signage to define parking areas, routes, etc, to help reduce clutter of too many signs, barriers, fences... (repeats above).</p> <p>Add note to Table A1.1, Objective 2: ‘A traffic study should be prepared to inform changes to vehicle movements within KAVHA.’ (Repeats above.)</p> <p>Note to include reference to people with restricted mobility</p>	

	<p>Appendix A.1 Section 1.3 (App A)</p>	<p>Following discussion at our meeting on the 4 April 2019 it was considered that the proposed concept was not practical and that the traffic in the area was slow anyway. It also considered that there was no benefit in making the one-way traffic area and that the drop off area for the buses was not suitable. Another issue of concern was when the cargo ship and or cruise ship was working as there were a considerable number of vehicles using the area. In that respect the need for defined parking was highlighted as an issue and it was suggested that the location of the bollards to be placed to protect the buildings to allow for adequate parking for the area especially near the Crank Mill site. It was suggested that if the bollards were located near the building to protect them that some of them could also be made removable as required. As there is a large number of work vehicles and tourists that require parking and access during the time of the ships working then the need for easy and close access to the area is required especially for those persons who are elderly or have mobility issues. This is especially highlighted when there is a cruise ship working due to the considerable increase in pedestrian movements when the cruise ship has a potential 1,500 to 2,000 passengers to tender by barge to the island in a space of 12 hours. It was also noted that the proposed access to the Lions Club which consists of elderly members would be difficult for some of them should they be required to walk from pier Street to the premises.</p>	<p>Consistent with views expressed in consultation and other feedback received. Other actions address the concerns.</p> <p>Amend observations and issues section to include additional factual data.</p>
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Livestock Management

Page	Part	Comment	Response
Appendix A			
xxii	2.2	Following the consultation sessions regarding livestock management at KAVHA, I feel that the Cattle Association and other stakeholders have put forward all the arguments that I have towards the impracticality of the proposed cattle grids and stock quotas. I support the arguments and decisions put forward by the Cattle Association.	The arguments of the NICA from the consultation session and subsequent site walk-around are addressed in the Consultation Outcomes Report.
xxii	2.3 (App A.2)	[Extract] The cattle must continue to have freedom to roam as they have done forever.' The feedback also covers historical connections of local people with cattle in Kingston. Notes range of introduced species. Notes varied sources of water pollution.	Not supported, fencing. Add dot point about historical connections (refer TG#1 feedback) to 2.3 Observations and issues. Add dot point about range of introduced species (animals and plants) The CLMP recognises there are multiple sources contributing to water pollution. Revise third last dot point in 2.3to include recognition of other pollutants. Erosion, reeds and weeds, and water quality need to be addressed as a priority, necessitating some fencing of waterways, and walls.
	General	It is fine.	Not supported, generally. Noted.
	Appendix A.2	Need more details. Where are the fences going to be exactly? What about the cattle grids? Locations? Generally I do not want to see cattle in paddocks, they need to be allowed to roam freely.	Not supported, fencing. Noted. Fence locations were further discussed with NICA. It appears that fencing will primarily be restricted to a corridor along the creeklines, as a measure to prevent erosion of creekbanks, and impacts on water quality, and to allow works on weed reed removal, and revegetation of banks. Alternative measures for protecting significant fabric from physical damage are being explored.
	Appendix A.2	Livestock have always grazed and watered in the area and I believe the current exclusion zone is adequate.	Not supported, fencing. Erosion, reeds and weeds, and water quality need to be addressed as a priority, necessitating some fencing of waterways, and walls.
		Nothing wrong now	Not supported, generally. Noted.
	Appendix A.2	The foreshores are fenced off. Leave the cattle and live stock how they are. Stop trying to get involved in stuffing everything up.	Not supported, generally, and fencing. Noted.

Appendix A.2	Let the current use continue as is. Stop trying to over regulate the place like Australia is. Kavha should be a place for the people	Not supported, generally. Noted.
Appendix A.2	<p>I am not qualified to comment on this. Visually I can see no damage and stock management appears to be competent. With regard to water management and quality I would think scientific evidence would determine action if any, such scientific evidence to be independent of Australia and trustworthy (taking in to account the Oakey and other RAAF contaminations and Murray River, and other instances). Use of this area for livestock is as much about available grazing as it is cultural.</p> <p>Not a high priority if it is shown there is no water contamination and that biosecurity standards with regard to livestock health, is maintained.</p>	<p>Supported, if evidence demonstrated.</p> <p>A locally prepared report does provide compelling evidence of issues associated with water quality (Wilson 2017), and was used and cited in the CLMP.</p>
Appendix A.2	<p>Further consultation with the cattle association and an impact assessment study should be completed before finalising this plan. Determining the actual negative impact of the cattle on KAHVA land should be conducted before cattle are reduced. This could include monitoring the movement and numbers of grazing cattle. Natural and traditional measures for managing grazing cattle should be implemented and monitored before introducing cattle stops.</p> <p>Changes to the pound paddock should be conducted in consultation with the Cattle Association and consideration given for the practical implications.</p> <p>The pound paddock is used more than for muster once a year.</p> <p>Event overflow parking is not practical.</p> <p>There were limitations with the sticking rate calculation which should be specified.</p> <p>Other measures than cattle stops can be used to change cattle impact on the erosion of verges eg bollards to redirect cattle tracks.</p> <p>Explain the safety concerns of cattle movement on Quality Row.</p> <p>Investigate if the control of cattle movements can be managed by practices without introducing cattle stops.</p>	<p>Further consultation with NICA was undertaken on site.</p> <p>The Department may wish to consider seeking independent evidence.</p> <p>Consultation Outcomes Report recommends exploration of other options (instead of cattle stops), in line with what was discussed on site with NICA.</p> <p>KAVHA works staff reported damage to retaining walls and walls along Quality Row. When stones dislodge they are repaired by works staff, meaning the evidence of damage is no longer visible.</p> <p>Add recommendation to CLMP that proposals continue to be developed in consultation with NICA.</p> <p>Review GHD report (stocking rates) to check limitations, and make a note of these in the CLMP.</p>
Appendix A.2	<p>Removing access to livestock would increase the cost to maintenance the grassed areas of the historic ruins. The grass would need to be moved.</p> <p>The owners pay grazing fees to be in the area, revenue is important for the NIRC when stock food is low, such as the recent drought the grazing areas is an essential part of farming on Norfolk Island. Removing the livestock, maybe be good for pollution control of the waterway in the wetlands.</p>	<p>Department will consider cost implications of changes (increased maintenance, for example).</p> <p>Removal of livestock from wetlands for water pollution control supported.</p>
	<p>I am very pleased to see that livestock are to remain in the KAVHA area, a great relief. I urge you to please listen to those involved in the industry. It is such an important part of our way of life.</p>	<p>Retention of livestock in KAVHA lowlands area supported.</p> <p>Additional consultation was conducted with NICA, on site, with productive discussions and a level of agreement on particular points reached. Agreed and disagreed points are noted in the Consultation Outcomes Report.</p>

Vegetation Management

Page	Part	Comment	Response
Appendix A			
xxix	3.0	Following the consultation sessions regarding vegetation management at KAVHA, I feel that the stakeholders, particularly Neil 'Snowy' Tavener, have put forward all the arguments that I have towards the proposed changes, and addressed all my concerns. Notes taken during the consultation session should highlight the danger of fungal infection to healthy trees, and concerns regarding run-off into Emily Bay and Slaughter Bay. My comments in the previous section also highlight my concerns with the proposed policies.	Consistent with feedback received in the consultation session, and addressed in the Consultation Outcomes Report.
	3.0	Comment: We need more trees, not less. I do not especially want to restore the prominence of gov house. The trees are beautiful and ADD to the charm and history, they do not detract from it. regarding weeds/reeds - how do you propose 'control', what measures? The reeds are a natural filter for the water are they not?	Selected tree removal to restore prominence of Government House not supported. Noted. Water Quality section of CLMP and the Water Management Principles address comment reed/weed removal. No change.
	3.0	I support only the removal of trees that are diseased or causing significant damage to prominent structures. The removal or thinning of trees for 'restoring important views' or 'restoring the prominence of gov house' etc are ridiculous	Support for removal of diseased trees and those causing damage to physical fabric. Restoration of the prominence of Government House in the landscape is recommended to be achieved while removing selected trees only. No change needed.
	3.0	Cause they are trees that have been planted for a purpose that are getting cut down so the administrator can have a view. Thanks for the support aussie	No support, generally.
	3.0	Stop removing the pines that have been planted just because the administrator wants a better view. Who gives a shit about some stone walls that aren't being maintained anyway. If the convict ruins were so important why do they let the ones elsewhere rot	No support, generally.
	3.0	This is necessary everywhere. I have no problem with removal of diseased trees or where the tree has become a problem to the preservation of site of historic importance. Also weed and pest vegetation management. I do oppose removal of trees so as to replicate the denuded hills of the convict settlements; I also oppose the removal of trees to enhance landscape views.	General support. Check CLMP (Policy and Appendix) to ensure tree removal does not unintentionally suggest a return to the denuded, degraded landscape of the Penal era. Enhancing the views is intended to assist with interpretation of the use of landscape to convey a hierarchy and regime of power, not for amenity reasons. No change.
	3.0	The development of crop gardens need to include considering grub, rats and wind. The recreational impact has not been considered including the need for shade, especially on walking tracks.	Add these considerations to notes in CLMP about potential to introduce crop gardens. Check amenity value of trees (shade) is appropriately considered in tree removal actions.

		<p>The importance of wind protection is mentioned, however, needs to be emphasised in terms of recreational activities.</p> <p>Complete an impact assessment before anything is implemented. Consider a phased approach and trialling.</p> <p>'Consult with the community about requirements and rationale for removal' is informing not consulting.</p> <p>Seek community advice on culture and heritage and lessons learnt from past practices.</p> <p>The importance of the golf course and tourism needs to be acknowledged.</p> <p>The removal of the pines at the salt house does not consider the importance of shade for recreational activities and traditional gathering areas and family picnics.</p>	<p>Check CLMP text that mentions wind, and consider adding note about impacts of wind on recreational activities within KAVHA.</p> <p>Impact assessments are already required, and are the responsibility of the department. No change needed.</p> <p>Check CLMP text for phased/staged works and trialling; include if not already covered.</p> <p>The process to date has sought community advice on lessons learnt from past practices. Check HMP and CLMP for existing policy on this. If not there, consider including in Policy and Appendix A Conservation/Actions.</p> <p>Add note to Appendix A (Table A3.1, Objective 3) about importance of shade to recreational activities.</p>
	3.0	<p>Before removing trees, details of when they were planted and who planted the trees should be documented.</p> <p>Tree Registers are a must!!!</p> <p>Heritage management of the vegetation should also include recent history.</p> <p>Removing coast trees would cause erosion Global warming, the focus is on retaining trees, not cutting down trees, and many of the recent trees removed appeared to be healthy trees.</p> <p>Invasive species weeds should be removed, but if sprays are used, great care must be taken not to damage surrounding areas or the coast water ecosystems. Better Public Notices when large areas are cleared, as the March 2019 has been distressing for many community members. There are important historic buildings and structures which are in risk of damage, consideration to the age and heritage value of the trees must also be taken into account. It is also important to consider when the first settlers arrived the vegetation, bush, trees, creepers where to the waters edge.</p> <p>The Norfolk Island Pine tree is very significant. It is one our flag, when communities around the world have planted historic avenues of pines. Care must be taken when planning to remove the trees. They are part of Norfolk Island history, it is the reason Capt Cook recommended settling Norfolk Island.</p>	<p>Significant Tree Register – supported.</p> <p>Noted, and agreed. Changes to policy on memorial/commemorative trees recommended elsewhere will address this.</p> <p>Trees were removed because they were diseased or dying, considered dangerous, or causing damage to historic walls.</p> <p>Make note of better public notices in Conservation Action about weed removal (Table A.3.1 Objective 6).</p> <p>Otherwise, weed objective and conservation actions as they stand address concerns raised. No change.</p> <p>Check Policy section is consistent with Appendix A, Table A3.1, Objective 6.</p>
xxxviii xli	Appendix A.3	<p>It is a good idea to remove trees around the Polynesian Marae – how will this be done whilst protecting the site?</p>	<p>The note on the plan (p. xxxviii) specifies a detailed management plan to guide tree removal.</p> <p>Amend note on plan 'Detailed Area C – Emily Bay' to read:</p> <p>Selectively remove pine trees at the Polynesian Marae site, to protect the important archaeological site. The methodology for tree removal should be developed in accordance with the Archaeological Zoning Plan. Removal of trees must not disturb archaeological evidence.</p>

Site drainage and water quality

Page	Part	Comment	Response
Appendix A			
	Appendix A.4	Water quality is important for the island.	General support. No change.
	Appendix A.4	Comment: Yes and No. Sight drainage needs to be looked at as the idiot Hardgrave caused destruction of molluscs in Emily Bay by his terrible 'oversight'. Scientists had been studying them for decades. Now they are GONE. If you want to clean the water the best way to do it is through Mycofiltration. It cleans water in India, Im sure it will work for Norfolk. Otherwise, chemical weed control I vehemently oppose. Good luck.	Consider adding 'microfiltration' as a suggested method to consider in the Water Management Principles. Ensure Policy, Conservation Actions and Water Management Principles specify that chemical control of weeds in channels and creeks would not be appropriate.
	Appendix A.4	Why does it need to be cleaner?	No support, generally.
	Appendix A.4	A drain was filled in for no good reason. The current management isn't adequate but neither are any new proposals that the board or Australia would put forward. Take a step back and stop buffering everything up.	No support, generally.
	Appendix A.4	Definitely a high priority. To date community consultation has been sadly deficient and the KAVHA Advisory Committee relevant bureaucracies and politicians have not informed the community of any reports, recommendations or problems. It can only be presumed that as there is no information to the contrary (the only information being public notices that the lagoon 'may be' unfit to swim in following heavy rain where it is evident that silt or mud or creek overflows (and all that these things may contain) have appeared in Emily Bay).	Consider a conservation action in the CLMP that addresses the need to inform the community about issues with access provided to relevant technical reports which set out evidence of the issues that KAVHA management and department are trying to address. Some resistance to proposals seemed to stem from a supposed lack of evidence. (This may already be adequately covered in the HMP, and/or it may already happen.) It could be a process worthy of further consideration.
	Appendix A.4	Consider water catchment and modern use for the community. Investigation of options for water harvesting should be medium term instead of the future and considered with the upgrade of toilets and sewage systems. Consider phased approaches and lessons learnt from past practices. Upgrade to environmentally sustainable toilets. Weed control should be considered at the dam. The golf course and community should be consulted about the direction of storm water and an impact assessment should be completed.	The need for a catchment-wide approach is supported. No change. Consider upgrading water harvesting to a higher priority (from future to medium, with the upgrade of toilets/sewage systems), in consultation with department. Add note about exploring options for environmentally sustainable toilets (this fits with feedback in consultation about installing dual reticulation systems with infrastructure upgrade). Comment about phased approaches and learning lessons from the past addressed above. Add note on Water Management Principles page about consultation with relevant stakeholders during the development of options stage (p.liv).

Appendix A.4	<p>Before the British arrived, this area was a wetland, not a drain. The British destroyed many wetlands as they settle new lands. The pre-convict settlement is also important when managing this fragile environment.</p> <p>Great care of removing plants from the wetlands.</p> <p>Invasive weeds need removing.</p> <p>Filter plants, such as reeds are good at filtering the water, not all wetland plants are a problem. If sprays are used, this may damage other important plants or effect stock.</p> <p>Care of the surrounding ecosystems</p> <p>The Ocean, the Lagoon, our reef has many unique fish and coral, this area is so important as our marine reserve. The lagoon water and ecosystem must also be monitored</p>	<p>CLMP Policy and Water Management Principles acknowledge these points.</p> <p>Add note to Table A4.1 Objective 4 about need for care and an informed approach to removal of weeds and reeds in channels. The approach is to do this in strips, which was supported from the perspective of mitigating potential adverse impacts on Flora and Fauna in Interview 4. Check that this approach is clearly articulated in CLMP.</p> <p>Conservation Actions could be more specific about removal in 10m strips. At the moment it just says 'staged' (Appendix A, p. liii).</p>
Appendix A.4	<p>Please remember that the pines in the area are providing a valuable seabird nesting environment which may be a more important consideration than "view corridors".</p> <p>It should be noted that the ponds and reed beds in the area provide valuable habitats and a necessary retention basin which should assist filtration for run-off water.</p>	<p>Add note about fauna and natural values (pines as valuable habitat for nesting birds) in Appendix A, 3.3.</p> <p>Add note to Table A3.1, point 3 and 4 – to ensure habitat/natural value of trees is a factor considered in tree removal proposals.</p> <p>Second comment consistent with views expressed in line above.</p> <p>Same action.</p>
Appendix A.4	<p>On no account should water be fast-tracked through this area. This may result in pollution of Emily bay, and sediment plumes suffocating the coral in the bay. It may be worthwhile undertaking a staged clean-out of the basins and re-planting appropriate varieties of reeds.</p>	<p>Agree. Policy and Water Management Principles consistent with this view.</p> <p>Comment about phased approaches and learning lessons from the past addressed above.</p>

Do you have any other thoughts or comments about the draft KAVHA CLMP?

Page	Part	Comment	Response
5	1.2.1	The highest point of Norfolk Island is Mt Bates (321m), not Mt Pitt.	Noted. Correct error in CLMP text (Section 1.2.1, p. 1).
8	1.2.2	It is more correct to refer to the First British Settlement and the Second British Settlement, rather than the First Settlement and Second Settlement, as the Polynesian Settlement is the first recorded settlement on Norfolk Island.	Comment is repeated. Already addressed above.
12	1.7	Does this mean that there was no input from any of the senior Norfolk Island-based staff?	The limitations on the project are clearly stated. Considerable input was received from the Commonwealth Heritage Manager via phone and email in the final weeks of the preparation of the CLMP. Other staff were consulted, some of whom were senior Norfolk Island based staff, and they are noted in 1.9.
	General	Overall, I hate it.	Noted.
	General	There is not enough emphasis on/given towards the cultural significance of the KAVHA area to Norfolk Islanders of Pitcairn decent. Ever since the Federal Government took over the Island the general view of the KAVHA area that has been promoted by them, and by bodies/committees created by them, has been heavily skewed towards the convict occupation of the area. The site as it is today, and majority of the buildings in it, are approaching 200yrs old (with most being built during the 2nd penal settlement of 1825–1855). Of this 200yrs the convict occupation of the area was a mere 30yrs. However, for more then 160yrs (and still ongoing to this day) the Pitcairn/Norfolk Island people have occupied and maintained the area. It was the site of their first homes, their first places of worship and the place of their democratically elected governments. It is, and always will be, their'a. There is no where near enough emphasis placed on this fact (there isn't even an option to tick for 'Norfolk Islander of Pitcairn decent' in this feedback form) and it should be of the utmost importance to have it rectified	Responses to HB feedback should remedy this issue to an extent. Review the CLMP, in particular Section 2 and Policy, seeking ways to reduce the perception of bias, and to acknowledge the long (160+ years) and continuing connection to the place by Norfolk Islanders of Pitcairn descent.
	General	Doing things like this is terrible. Why don't you listen to what the community want and not what the so called 'leaders' want	Noted.
	General	Pre 2014 Norfolk enjoyed a workable, co-operative long standing joint partnership arrangement with the Commonwealth Government in their shared management and funding of KAVHA. This partnership was re-enforced in 2008 when the Norfolk Island and Commonsense needs to be introduced into the 'Intrusive elements' section eg. 'visual intrusion and bulk of parked vehicles throughout the site, at vantage points and close to historic buildings'. Is KAVHA not 'a living site'? Commonwealth Governments were united in successfully securing the trust of a reluctant community with assurances	Noted. The tradition of grazing in KAVHA is to be retained. Further discussions with NICA were held on site (Kingston Common) seeking to find a workable solution to resolving water quality issues while retaining cattle on site. The outcomes of this session are included in the Consultation Outcomes Report.

		that the undertakings given would be honoured following a successful nomination for World Heritage Listing. A previous attempt to gain the trust of the community failed in 1998 when at referendum the community gave a resounding NO response to the World Heritage listing proposal. Honouring these undertakings is slowly, and in some cases, quickly being eroded away as a consequence of more and more Australian tax payer funded consultancies being undertaken. As a consequence more and more of the culture and traditions of the Norfolk Island people in KAVHA are passing into oblivion. The culture and traditions relating to cattle in KAVHA that have existed since 1856 and prior to that are continually under threat and the cattle industry is having to continually fight to maintain the traditional rights to graze cattle in KAVHA. To suggest that commemorative plantings eg 100 pines in commemoration of Aunt Jemima's 100th birthday is an intrusive element is insulting to the Norfolk Island People who regard Norfolk Island as their homeland 'gifted' to them by Queen Victoria in 1856.	Changes already suggested above, in response to other comments, should address the comment about memorial and commemorative plantings. Removal from the intrusive list (Section 2.5) is recommended (refer to recommended change above). Revision of policy on replacement is recommended (refer to recommended change above).
	General	Try making it more readily available and give people more than a weekend to view it and comment. More terrible consulting by Australia.	Feedback on review period (too short) noted. The issue about consultation process is addressed in Section 2 of this report.
	General	Having lived (Old Military Barracks) and spent many of my early years (private residence) in Kingston and having lovely and happy tales of early Pitcairn ancestor family times in the various dwelling and buildings in Kingston where they lived, I feel that the 160 years of their occupation is perhaps the most significant historical event of the area. I would not like to see this become a replica of Port Arthur as it now is. Whilst it is appropriate for the site and its access by passenger ship, for the KAVH area to become unused and a show place only would detract from the full significance of the entire area. Whilst this feedback form does not recognize or give distinction to the Norfolk Islander as a person being of Bounty/Pitcairn descent (it only recognizes a person who may reside in the Island or 'other'), it is the Pitcairner era which has made the KAVH area a living, beautiful area. Albeit the buildings were left by the British, but for most of the past 163 years it is the Pitcairner people who have created and maintained this living, sustainable quality. This is an area for genuine care, and I sincerely hope the CLMP, all advisors from wherever they come and contemporary Australians can know this. Which aren't supported - While there are elements which appear to be sound guidelines the wording leaves these too open to provide assurance. I base this on recent activity in Australia with regard to Australian Indigenous and early Sydney (Anglo) sites; one of these ignored a post-excavation report, prepared by consultants GML Heritage. I agree the Kingston area includes 'places of outstanding heritage value'. However, the brief convict era is given by Australia, higher heritage value and importance. This Australian interpretation with all its capacity for far-reaching contacts, influences guidelines and beliefs that this is the more important and in some instances leads, both nationally and internationally, to the thinking that there is no other historic inhabitant of any part of Norfolk Island. Many visitors, even those who claim to have had convict ancestors spend time at Norfolk Island, are surprised to find there had been early Polynesian settlement and that the Bounty mutineers were not part of the convict	Noted that making KAVHA like Port Arthur is not supported. Concern expressed that some wording is too open to provide assurance. Change to the quoted HMP objects not recommended. Re insufficient recognition of Pitcairn heritage: Responses above to HB feedback should remedy this issue to an extent. Review the CLMP, in particular Section 2 and Policy, seeking ways to reduce the perception of bias, and to acknowledge the long (160+ years) and continuing connection to the place by Norfolk Islanders of Pitcairn descent. Review policy section (objectives, policy and actions) for ways to make these clearer, less ambiguous, less open to mis-interpretation.

		<p>settlement – this was knowledge not mentioned or was not clear in the information easily accessible to these contemporary visitors.</p> <p>The key objectives (point # 5.1.3) of the 2016 HMP I cannot support in their entirety. Conservation does not appear to be given much credence with the HPM guideline ‘to ensure that the KAVHA site continues to respect, reflect, celebrate and support the evolving cultural practices and recreational life of the community of Norfolk Island and the wider Australian community’. Evolving practices are not always ethical and for the immenseness of the ‘wider Australian community’ to influence a tiny fragment of this tiny remote and isolated Island is, frankly, terrifying.</p> <p>While there are elements which appear to be sound guidelines within the objectives, policies and actions, these are all left too open to provide assurance.</p>	
General Consultation process Section 1 Section 6	<p>Many community members did not receive the flyer and were not aware of the plan despite it being in the paper and radio. The information session for cattle was only available during work time which is inappropriate.</p> <p>Although the community may be experiencing consultation exhaustion, large consultation as well as targeted should be offered.</p> <p>The flyer did not have the details of the community information sessions. Many people were not aware there were information sessions and assumed the flyer was to inform them of the changes rather than offering them the opportunity to provide comment.</p> <p>There are also limitations to providing feedback based on the error in skip logic and required fields for this feedback form which has reduced the public response. Which aren't supported – All policies should include the specific items in the agenda.</p> <p>Policy 3 – should include engagement with the Cattle Association as well as landowners and engagement during the implementation phase as well as the development phase.</p> <p>Policy 3 should include development of a communication strategy.</p> <p>Policy 10 should include consulting with the community. Toilets at Slaughter Bay should not be removed and should be updated.</p> <p>Policy 13 should consider the practical everyday use of recreational activities. This should also include the appendix reference to Water Management Principles.</p> <p>Policy 18 use of buildings could consider utilisation for visiting cruise ships.</p> <p>Policy 22 should include Third Settlement input in signage including cultural needs. Enforce and manage speed limits without changing the road and surrounds.</p> <p>Policy 24 should list the recommendations to be implemented.</p> <p>Policy 25 should include respecting and honouring existing commemorations and memorial plantings. Guidelines for commemoration and memorial plantings should be developed instead of avoiding planting.</p> <p>Policy 26 should include considering the implications on recreational activities.</p> <p>Policy 27 should include a communication strategy.</p>	<p>Noted.</p> <p>Noted, that both large sessions and targeted should be offered.</p> <p>Noted.</p> <p>Revise Section 1.6 to take account of this current stage of consultation and review.</p> <p>Update Acknowledgements section of the CLMP to mention the community consultation, interviews, and feedback.</p> <p>Update Limitations: Flyer delivery was not 100% successful; timing of sessions meant some people weren't able to attend; short timeframe for review and comments was noted by one participant.</p> <p>Review policy in light of detailed feedback provided. The suggestions are generally supported.</p> <p>In relation to comment re 6.10 – integrate the findings of the Varman report. This report was recommended to the team by the KAVHA Advisory Committee. It has not been found.</p> <p>Re comment: ‘Parking should be permitted for traditional uses, but should not be allocated to a clearly defined, designated area.’</p> <p>Seek KAVHA Advisory Committee views about continuing ad hoc parking practices by locals as a part of continuing traditions.</p> <p>Consider re-statement of limitations in relevant policy sections. This change is supported.</p>	

		<p>Policy 30 should include some tracks that are not marked or mowed and kept natural. Instead the development of a walking track map should be considered if one doesn't already exist. Would dredging of the pier be included here?</p> <p>The limitations listed in the front should be included with each policy. e.g. scope did not include the cemetery.</p> <p>Policy 33 should include the grazing of cattle.</p> <p>Policy 34 should include the tourism activities such as the glass bottom boat.</p> <p>Policy 34 should include culture and heritage of Third – Pitcairn – Settlers in regards to self-sufficiency practices.</p> <p>Policy 34 the controlled quota should first be reviewed by conducting a study of cattle movement in and out of the area and develop an impact assessment on the land and buildings.</p> <p>Policy 34 should include the positive contribution cattle make in regards to weed control and tourism.</p> <p>Policy 35 should include community and recreational conservation actions. This should include investing in maintaining and developing new recreational facilities, such as picnic tables etc.</p> <p>Policy 36 should list the components of the Archaeological Zoning Plan items.</p> <p>Policy 36 should respect traditional areas of gathering and Norfolk culture and heritage.</p> <p>Monitoring of cows grazing around ruins should be conducted before exclusion is implemented.</p> <p>Policy 40 and Policy 36 should be linked.</p> <p>Policy 40 should consider the demographic of visitors, traditional meeting places and cultural activities by Third – Pitcairn – Settlers, and everyday use.</p> <p>Policy 40 should not include the installation of bollards.</p> <p>Parking should be permitted for traditional uses, but should not be allocated to a clearly defined, designated area.</p> <p>6.10 includes the following recommendation – Review and integrate important insights continued in the report 'Survey Study of the First, Second, and Third Settlements on Norfolk Island'. This should be done before the draft was completed. The integration of Third – Pitcairn – Settlers traditions and cultures including recreational activities should be included in this plan. List the cultural and traditional activities of Pitcairn Settlers in the plan and include these things in the policies.</p>	
	General Section 6.0 (Policy)	<p>Local input is so important. The area may be World Heritage, but is also our home and the place we relax, BBQ, walk or ride bikes with friends and family.</p> <p>It is the place we work... NOT Change - SHORT TERM??? This is our future, what are the long term plans for the buildings. The Museums take great care of these Convict Buildings. It is a concern to see the future is uncertain.</p>	Noted.

		Please do not add lighting to the area. Norfolk Island has magical starry nights we are a Dark Sky Community. Lighting would threaten marine life and birds. NIRC has been asked to consider only Eco lights if new lights are introduced around Norfolk Island. Extra lighting would impact on energy resources and cost for Norfolk Island.	Point about lighting was also made during interviews. Add to Policy 41, to include policy/actions about lighting which addresses the threats it poses to particular fauna and the Dark Sky Community.
	Appendix A.1	Which aren't supported? Extensive – The draft KAVHA Cultural Landscape Management Plan appears to have been completed without necessary studies into traffic, livestock and vegetation management being done, or without proper consideration to basic heritage principles which states that any changes must be obvious and reversible. To focus solely on one historic period, which sees the activities of the last 163 years ignored or made redundant, is also poor heritage practice. KAVHA is a living site, the current activities of which continue to be of cultural and historical significance.	Noted. Comments reiterate above. Concerns are addressed in the above responses.
	Process	The small amount of public consultation and the lack of any information on the reality and impact of the current round of KAVHA CLMP does not allow in the short space of time full and informed comment on this. This is the error – lack of shared knowledge that can be considered easily understood or is trustworthy.	Noted. This view is concerning and underscores the imperative for regular and transparent community engagement that is articulated in the HMP.
	General	It makes the assumption that the convict penal settlements is all that matters and it should be important to the Norfolk Island people. It should not be classed as having world heritage.	Responses above to other feedback should remedy this issue to an extent. Review the CLMP, in particular Section 2 and Policy, seeking ways to reduce bias/perception of bias, and to acknowledge the long (160+ years) and continuing connection to the place by Norfolk Islanders of Pitcairn descent.
	Section 2.0	Government initiated Referendum 14 May 1998 Do you wish the Kingston and Arthur's Vale Historic Area of Norfolk Island to be nominated for World Heritage Listing? YES 276 NO 626 INFORMAL 72	Noted. Add historical event (referendum) to 2.2.4, noting source as pers comm if date not found.
	Section 2.0	It gives little to no recognition of the 2 different Polynesian settlements. The settlement predating the British penal settlements and the current Polynesian settlement of the Pitcairn people. It is obvious that Australia and Kavha don't care about either one with how the pine trees have recently been cut down for no good genuine reason aside from the Administrator wanting people to think he is important and be able to look at government house all the time and him wanting an improved view of the area. Additionally, the way the drain was just filled in near Emily Bay with no thought or consultation was disgusting. There is nothing highlighting how the Pitcairn people had homes in the area and were evicted. There is not enough to acknowledge the areas continued use of the area and how it should continue unchanged, uninterrupted.	Missing history. Noted. Please note that an interpretation plan incorporating all settlement periods (Pitcairn included) is currently being developed. Review history and amend where relevant.
	Section 2.0	The Polynesian settlement description is very brief and considering the long length of time of this era and what is visible and known despite little academic and archaeological, it would seem to be the most significant. The Pitcairn settlement stanza dwells heavily on the ruination of the convict buildings and it reads as though it was Pitcairner neglect. There is no mention of the 1930's era dismantling of the buildings during Australian administrator Captain Pinney, when the buildings were 'mined' and the blocks and	Missing history. Noted. Review history and amend where relevant, noting it may not be possible to achieve equal proportions of text for each era because of available resources.

		<p>pavings sold to the Pitcairners. I am not sure the two unsuccessful convict settlement attempts by Britain really are of enough historic importance as to have such a significant impact on the appearance of the area, nor can I see why it is so crucial to dwell on this.</p> <p>So what is missing is (1). that the three eras (Polynesian, British, Pitcairner) do not have equal representation, and I feel they deserve this; and (2). it is nowhere pointed out the extreme degradation of the environment and natural ecology of the Island by the short lived convict settlements and no credence given to the longevity of the Polynesian and Pitcairner settlements with virtually no impact on the ecology.</p>	
	Section 2.0	<p>The explanation of cultural landscape (page 11) should include 3rd Settlement uses and cultural traditions using the KAVHA land.</p> <p>Include reference to 2.2.4 and ensure accuracy.</p> <p>2.2.4 is written in a way which does not emphasise the importance of KAVHA to the Third Settlement in regards to historical cultural and traditional activities. This needs to be included.</p>	<p>Missing history.</p> <p>Noted.</p> <p>Amend 2.1 to include Third settlement (p. 11).</p> <p>Add cross reference to 2.2.4 in last paragraph (p. 11).</p> <p>Review and revise 2.2.4 to ensure this issue is addressed (pp.14-16)</p>

Appendix A

4 Improving site drainage and water quality

Why are we doing this?

Works are needed to address the current drainage infrastructure and water quality issues within KAVHA. The area does not drain effectively in times of high rainfall and pollutants are entering the catchment (creeks/ waterways/streams) from diverse sources and flowing into the waterways and Emily Bay. The drainage and water quality issues are interconnected with vegetation management, livestock management and conservation of the Pier Street and Bounty Street bridges.

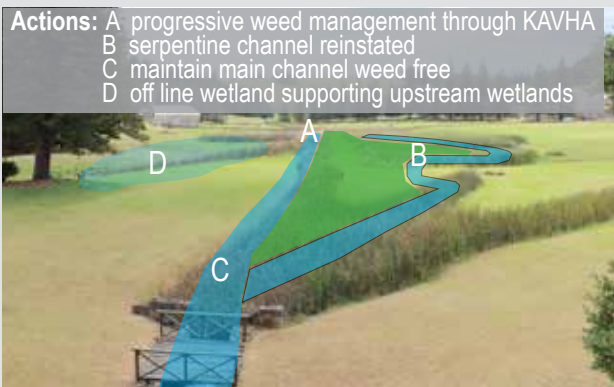
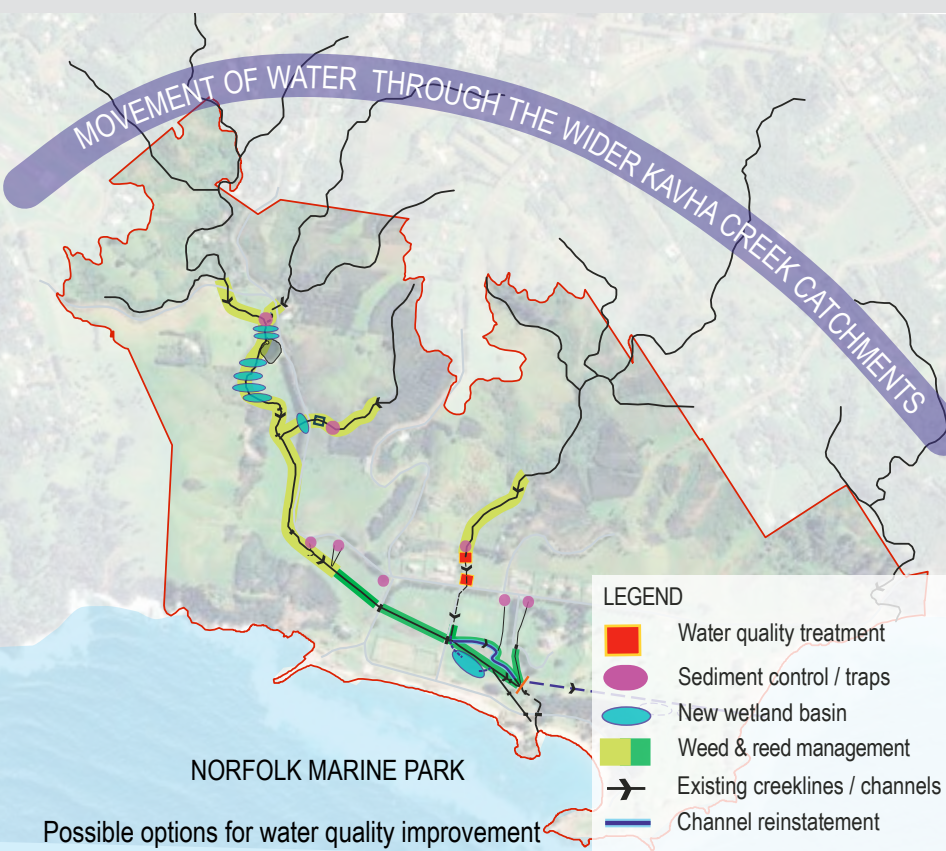
Works seek to ensure a healthy system of creeks, waterways, swamps, channels and drains that minimise negative environmental and health impacts, and which help convey the importance of the historic channel and drain infrastructure.

What are we considering?

1. Set up a process with NIRC to ensure catchment-wide integration of waste water management projects with goals for KAVHA.
2. Undertake investigations and modelling to determine the most effective approaches to implementation of drainage and water quality improvements throughout KAVHA.
3. Clear reeds and weeds around the Bounty Street and Pier Street bridges.
4. Commence managing weeds and revegetating banks from upstream areas, moving downstream to KAVHA.
5. Continue ongoing upgrade works to wastewater infrastructure within KAVHA.

The water quality and site drainage problems cannot be solved quickly. Works will require a staged approach, and input from different areas of expertise along the way. There is commitment to resolving the problems and an obligation to conserve the natural and cultural values of the KAVHA site and the natural values of the adjoining marine environment.

While improvements can be made within KAVHA to help improve water quality, this is a catchment wide problem that goes well beyond the KAVHA site. Co-ordination with NIRC will encourage the necessary catchment-wide approach to water quality improvement.



FIND OUT MORE:

To view the draft CLMP (2018) and provide feedback, visit Customer Care, the Office of the Administrator or kavha.gov.au/projects

Details of consultation sessions, to be held from 12-14 March 2019, is at kavha.gov.au/projects

To RSVP for consultation sessions, please call 23115 or email office.administrator@infrastructure.gov.au by 6 March 2019.

Feedback on the draft CLMP (2018) is due by 31 March 2019.



Kingston and Arthur's Vale Historic Area

The Kingston and Arthur's Vale Historic Area (KAVHA) is a place of outstanding heritage value to the people of Norfolk Island, the Australian community and internationally. It is also important as a place of residence, work, worship, burials and recreation for the contemporary Norfolk Island community.

This pamphlet explains some of the conservation activities being considered for the KAVHA site. The works being considered aim to address high-priority landscape issues identified within the site. The issues are associated with vehicle and pedestrian access, livestock, vegetation (including trees and weeds) and site drainage and water quality. The works will be guided by recommendations in the KAVHA Heritage Mangement Plan (2016) and KAVHA Cultural Landscape Management Plan (2018).

1 Managing livestock

Why are we doing this?

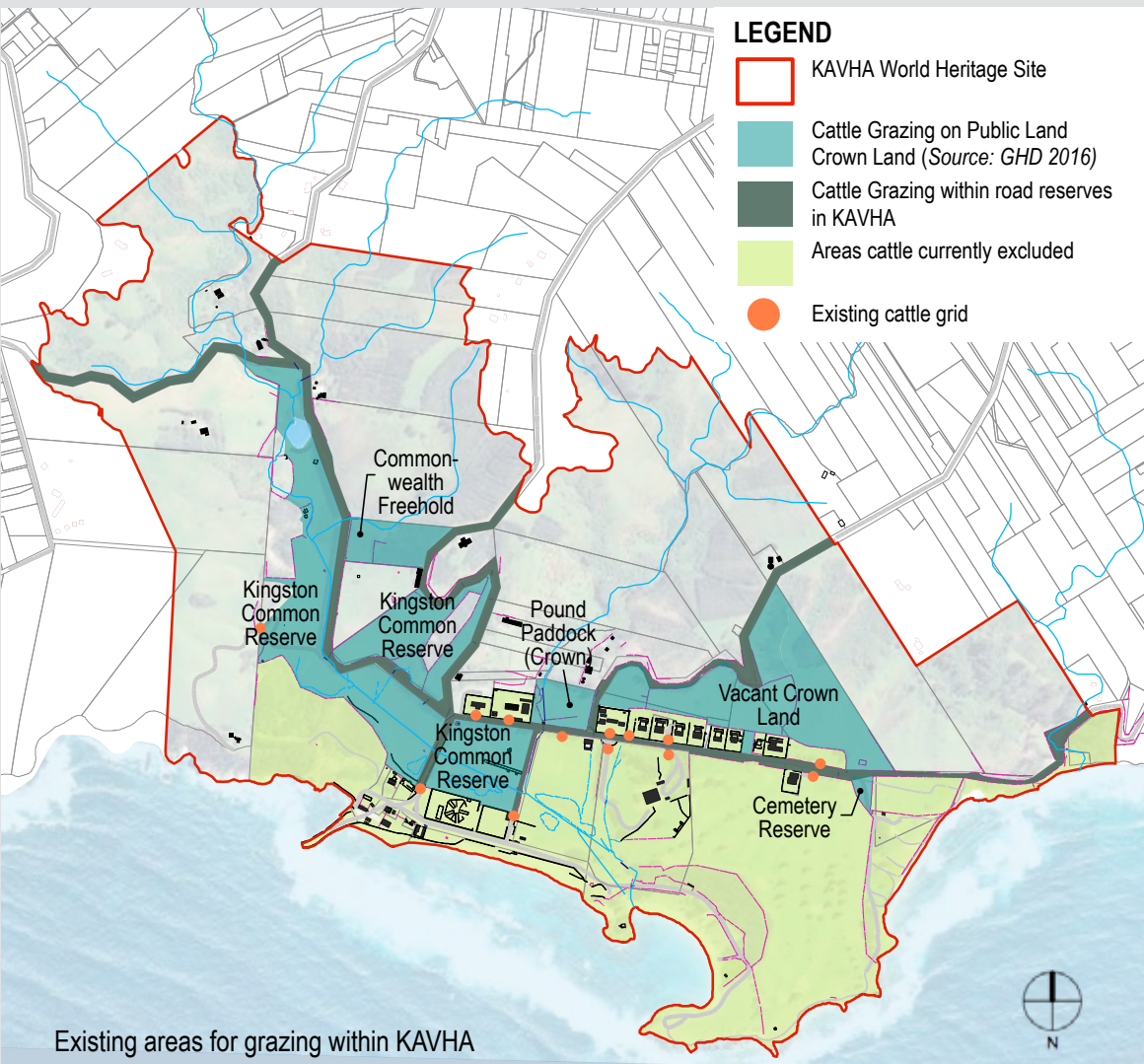
The grazing of livestock within KAVHA contributes to the cultural landscape of the site. It also supports primary production on Norfolk Island. However, it is also recognised that the presence of livestock within some parts of KAVHA is a factor contributing to issues such as water quality, erosion, spread of weeds, and harm to ruins. To avoid negative health and environmental impacts, the numbers and movement of cattle within KAVHA need to be managed.

What are we considering?

The goal is a solution for livestock management within KAVHA that solves identified issues but also retains the positives of livestock within KAVHA.

Proposed options will be discussed with key local stakeholders to establish management principles, such as:

- grid and fence locations for managing cattle movement within KAVHA
- watering points and stockyard locations at suitable distances from waterways.



What will not change?

- Livestock will remain a part of the KAVHA site and its valued landscape character.

2 The Pier area: Improving vehicle and pedestrian access and safety

Why are we doing this? The harbour, pier and outbuildings at the Kingston waterfront maintain their function as a port, which continues to be used for lighterage, fishing, recreation and tourism. The working waterfront is a drawcard for locals and visitors alike. Works to this part of KAVHA will improve and simplify the experience of the Pier area for locals and visitors through modifications to how people and vehicles move around the area. Some critical conservation and stabilisation works are also being considered for buildings and walls in the Pier area and Civil Hospital area.

- What are we considering?**
1. Define locations for parking and drop-off areas.

2. Introduce clear and accessible routes for pedestrians.

3. Install rumble strips to slow vehicle speeds.

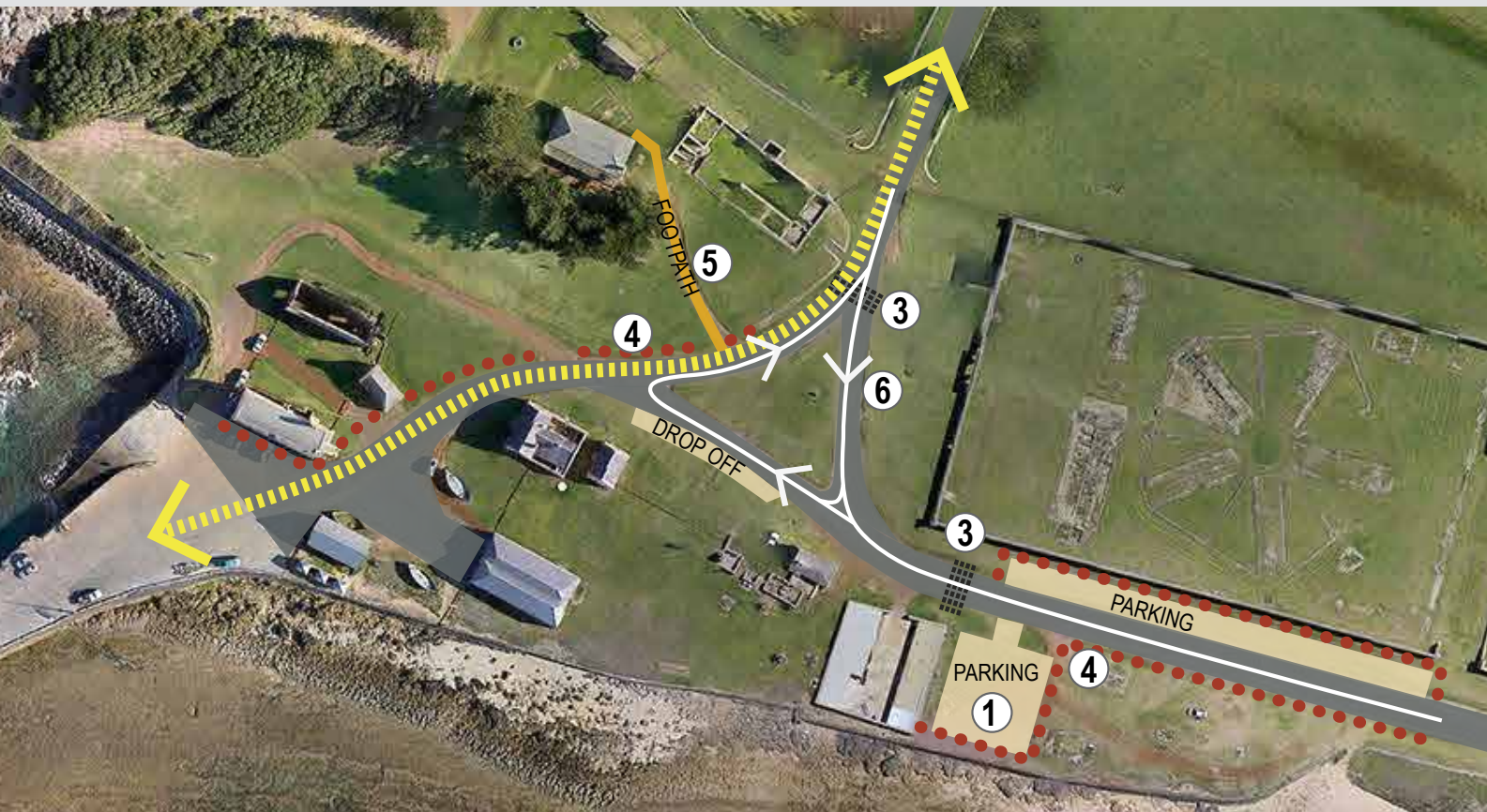
4. Install timber bollards in select locations to protect people, buildings and ruins.

5. Create accessible footpaths and install warning markers.

6. Introduce a one-way traffic system to the Pier and Bay streets triangular intersection.

7. Introduce subtle and appropriate way-finding signs.

8. Undertake investigations and remediation works to Bounty Street bridge structure



Issue: undulating surface for access - which is difficult to use in rainfall and eroded

Action: hardened pedestrian surface to provide access from road - treatment subject to finishes manual

Example of museum entry access in core KAVHA precinct (Surgeon's Quarters)

Action: subtle warning markers alerting users to surface and fall dangers at either end

Issue: potential fall of > 1m in places to rocks

Issue: Uneven surface of gravel and grass

Example of drop off from walking route / accessible areas foreshore near Kingston Pier

What will not change?

- Current uses of buildings in the Pier area won't be changed.

3 Managing vegetation

Why are we doing this? Vegetation changes within KAVHA over the past decade have altered important qualities of the KAVHA landscape and its setting. Some trees are obscuring important views, or contributing to erosion, or causing damage to historic walls. Reeds and weeds on Kingston Common and along creek lines are contributing to other problems including water quality.

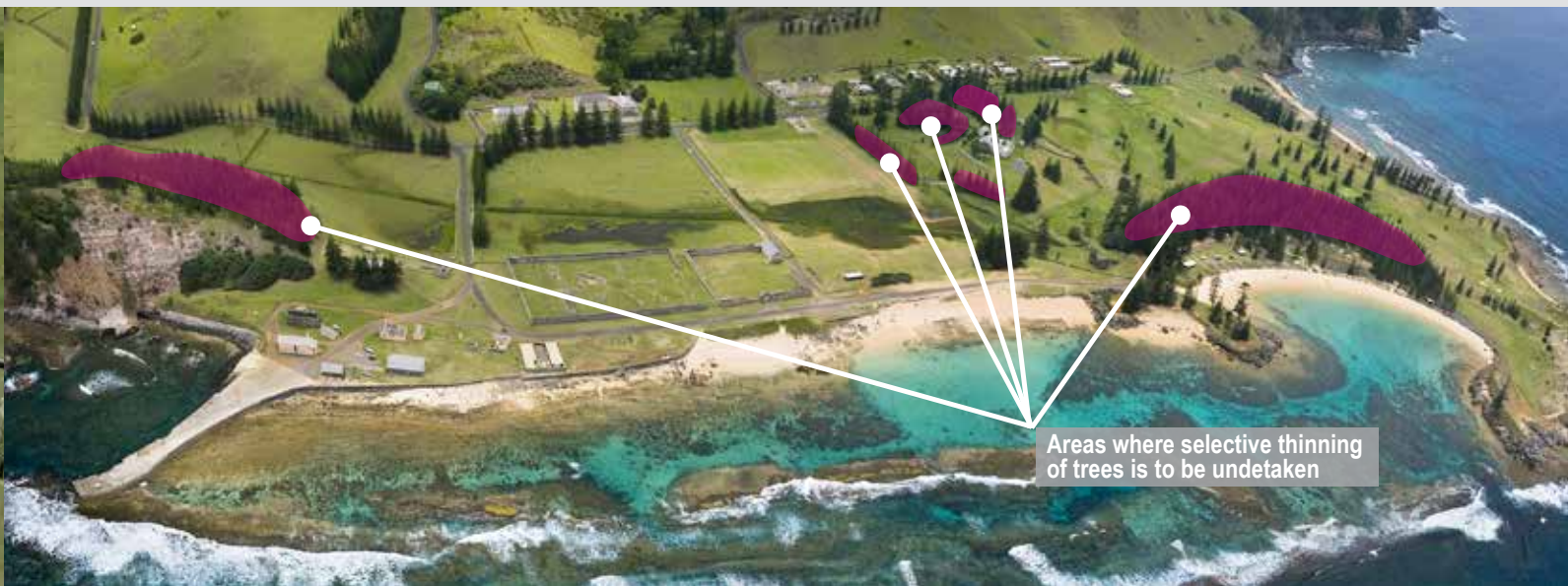
- What are we considering?**
1. Remove selected trees to restore the visual prominence of Government House and to protect walls.

2. Undertake thinning of trees to restore visual links between Flagstaff Hill and Government House.

3. Remove pine trees at the Polynesian Marae site to protect the important archaeological site.

4. Commence discussions with landholders about the pine plantations on private land and how their management for environmental and visual objectives can be improved.

5. Control weeds and reeds in the channels on Kingston Common. Works will be staged beginning with the areas near the Bounty Street bridge to enable the bridge condition to be properly assessed.



Phased reed and weed removal in the water channels and creeklines to improve flow

What will not change?

- Memorial trees will not be removed.
- Seasonal camping at Emily Bay will still be allowed.

Appendix B

DRAFT ONLY

KAVHA Cultural Landscape Management Plan

On-Island Stakeholder Consultation

The conservation, protection and presentation of KAVHA's rich and interwoven natural and cultural landscape is a key part of preserving the site's heritage values and its place in the everyday lives of the community.

The recent completion of a draft Cultural Landscape Management Plan (CLMP) by GML Heritage + Context (GML) is an important step towards ensuring this ongoing protection. It will also assist with implementing priority policies and recommendations contained in the KAVHA Heritage Management Plan (2016).

The draft CLMP includes specific proposals to address four high priority areas relating to KAVHA's cultural landscape – vehicle and pedestrian access; livestock management; vegetation management; and water management and site drainage.

The Norfolk Island community will be able to meet with the GML Heritage Project Team in the week of 11 March 2019. While on Island, GML will seek feedback from key stakeholders and interested community members on these themes through a series of meetings.

Livestock Management

Date: 12 March 2019

Time: 10.00 – 11.30am

Location: Governor's Lodge

Water Management/

Weed and Reed Removal

Date: 12 March 2019

Time: 11.45am – 1.15pm

Location: Governor's Lodge

The Pier Area/Traffic Management

Date: 13 March 2019

Time: 5.30 – 7.00pm

Location: Paradise Hotel

Vegetation Management

Date: 14 March 2019

Time: 5.30 – 7.00pm

Location: Paradise Hotel

A summary on each of these issues will be distributed to members of the Norfolk Island community through a letterbox drop to inform community consultation.

The draft CLMP is available for viewing at kavha.gov.au/projects and in hard copy at Customer Care and the Office of the Administrator.

Part of



United Nations
Educational, Scientific and
Cultural Organization



Australian Convict Sites
inscribed on the World
Heritage List in 2010



Community members can also have their say through a feedback form available online and in hard copy at these same locations. Feedback forms must be submitted online or to the Office of the Administrator by 31 March 2019.

To register for any of the meetings, please contact the Office of the Administrator on 23115 or office.administrator@infrastructure.gov.au by 6 March 2019.

The final CLMP will be informed by the outcomes of the consultations and is expected to be provided to the Department of Infrastructure, Regional Development and Cities in May 2019.

Ends.

Eric Hutchinson
February 2019

Appendix C

Kingston and Arthurs Vale Historic Area (KAVHA) – Cultural Landscape Management Plan (CLMP): Feedback Form

The draft KAVHA Cultural Landscape Management Plan (KAVHA CLMP) prepared by GML Heritage + Context (GML) in 2018 for the Department of Infrastructure, Regional Development and Cities (the Department) is now open for public review.

The full draft KAVHA CLMP is available to read at kavha.gov.au/projects and in hard copy at Customer Care and the Office of the Administrator on Norfolk Island.

Your feedback on the draft CLMP is important. We are seeking your views on a number of key questions about managing KAVHA's cultural landscape. There is also space at the end if you would like to make additional comments.

Responses received via this feedback form prior to 31 March 2019 will be considered as part of finalising the KAVHA CLMP.

Filling in the Feedback Form

The feedback form will take 5–10 minutes to complete.

Your response is anonymous unless you choose to include your name at the end of this form.

The GML project team will analyse the responses. We are committed to protecting your personal information by complying with the relevant privacy principles set out in the *Privacy and Data Protection Act 2014*.

Questions

1. Have you attended, or are you planning to attend, one of the consultation sessions (on 12, 13 and 14 March 2019) on the four priority landscape issues identified in the KAVHA CLMP? Y/N
2. Section 2.0 of the CLMP provides a brief historic context of KAVHA. It is a summary of previous historical research prepared by others. Is there any important information missing that you feel should be included in the summary history? Y/N

Please provide additional information in the box below.
[Comment box]

3. Section 3.0 of the CLMP provides a summary of existing statutory heritage listings for the KAVHA site. Are there any errors in this section? Y/N

Please provide additional information in the box below.
[Comment box]

4. Sections 5.0 and 6.0 of the CLMP provides conservation policy and recommended actions. Do you support the Policy and Actions ? Y/N
If not, which ones don't you support (add the number), and why?
[Comment box]
If yes, which Policies and/or Actions (add the number) do you particularly support, and why?
[Comment box]
5. Section 5.0 and Appendix A of the CLMP define four identified 'high priority' cultural landscape issues. These have been identified in response to previous heritage management and landscape reports, through community consultation and by the KAVHA Advisory Committee. The four high priority cultural landscape issues are:
 - a. vehicle and pedestrian access and parking;
 - b. livestock management;
 - c. vegetation management; and
 - d. site drainage and water quality.

Which specific proposals and actions recommended for resolving the high priority issues do you support, and why?
[Comment box]

☐ vehicle and pedestrian access and parking
Why?
[Comment box]

☐ livestock management
Why?
[Comment box]

☐ vegetation management
Why?
[Comment box]

☐ site drainage and water quality
Why?
[Comment box]

Which specific proposals and actions recommended for resolving the high priority issues do you not support, and why?[Comment box]

☐ vehicle and pedestrian access and parking
Why?
[Comment box]

☐ livestock management
Why?
[Comment box]

☐ vegetation management
Why?

[Comment box]

☐ site drainage and water quality

Why?

[Comment box]

6. Do you have any other thoughts or comments about the draft KAVHA CLMP? Y/N

[Comment box]

7. About you.

To make sure we're hearing from a wide cross section of people in the Norfolk Island community, it would be helpful if you could provide the following information:

- What is your connection to the area? [Tick boxes. Can do multiple selections]
 - Norfolk Island Resident
 - Reside off-island
 - Business owner
 - Work in the area
 - Visitor
 - Other [Comment box]
- Gender
 - Male
 - Female
 - Other/prefer not to say
- Age
 - Under 25
 - 25-39
 - 40-59
 - 60-79
 - 80+
 - Prefer not to say
- Please provide your contact details if you'd be happy for a member of the project team to contact you if they need to clarify any of the responses in the feedback form.
[Comment box]

KAVHA Cultural Landscape Management Plan (CLMP) consultation – Privacy Notice

The Department of Infrastructure, Regional Development and Cities (the Department) is collecting personal information (name, email address and or phone number), as part of consultation on the draft CLMP, in accordance with the *Privacy Act 1988*. The Department will disclose this information to GML Heritage for the purposes of contacting you regarding your submission if clarification is needed. The Department will otherwise store this information securely. If you do not provide the information

requested neither the department nor GML Heritage will be able to contact you regarding your submission.

The Department's [privacy policy](#) contains information regarding complaint handling processes and how to access and/or seek correction of personal information held by the Department. The [Privacy Officer](#) can be contacted on (02) 6274 6495.
