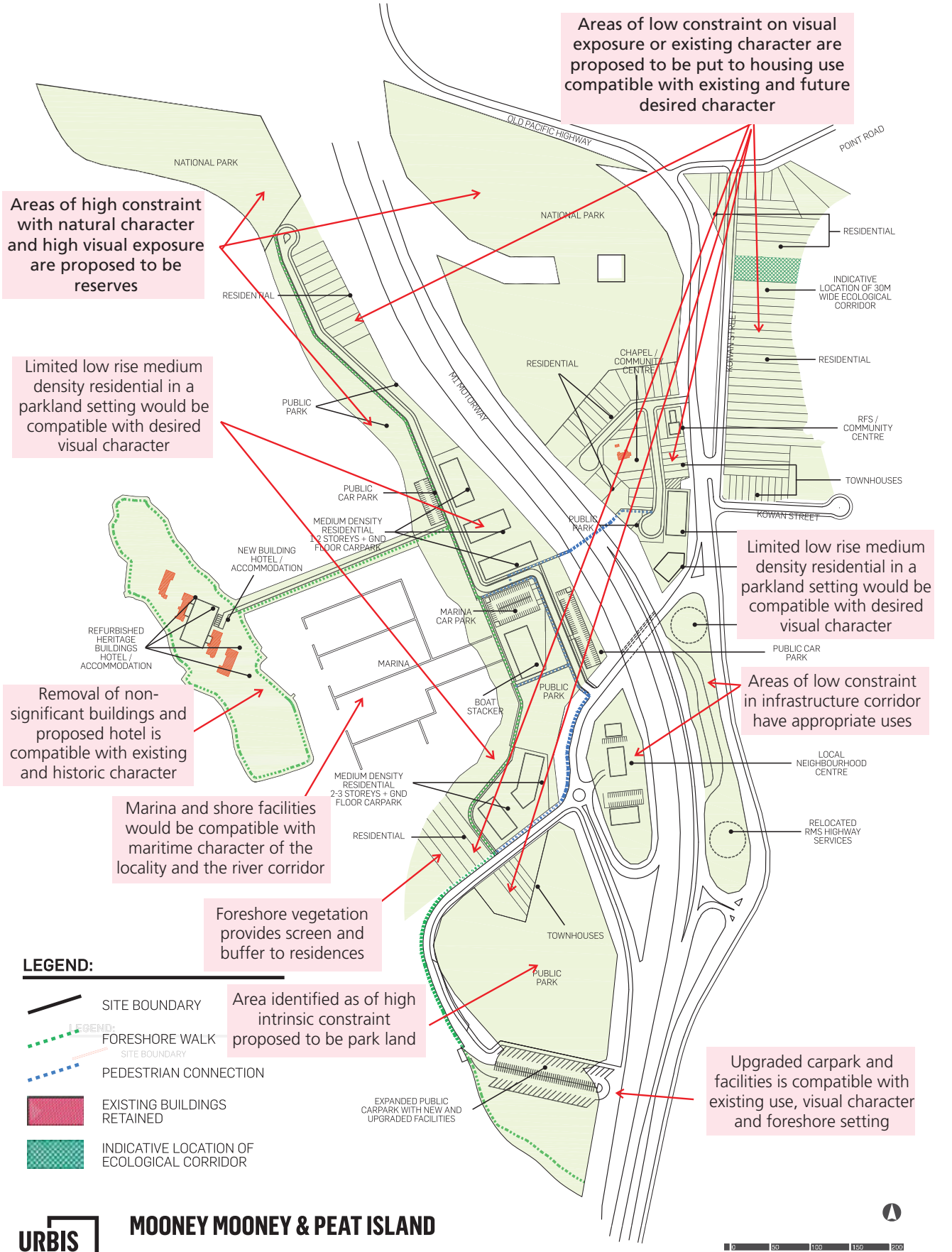

Figure 6
Compatibility with Concept Plan

Visual Assessment

vironment was compatible with existing and future desired character.

Moderate intrinsic visual constraints on Figure 5 apply to one area in pink colour with a dashed boundary south west of the Motorway and between it and the foreshore. The area is partly exposed to view from a section of the Hawkesbury River. It is disturbed and largely land with some buildings present.

5.1.3 High constraints

High intrinsic visual constraints were identified for character areas that exhibit one or more of the following characteristics;

- moderate of high public domain visibility;
- existing natural character with no built form present other than utilities;
- where built form constructed on the land would cause high and unacceptable change to the visual character and quality of view;
- where mitigation measures would not be capable of ensuring that the resulting visual environment was compatible with existing and future desired character.

High intrinsic visual constraints on Figure 5 apply to areas in green colour. High intrinsic constraints apply to the prominent northern and southern hills on the site, parts of the foreshore and land in the north west part of the site that in contiguous with and indistinguishable from the adjacent National Park land to which it abuts.

High intrinsic visual constraints are considered to effectively prohibit the potential for built development on the sites identified in this category.

5.2 Opportunities category

5.2.1 Adaptive reuse

Adaptive reuse opportunities were identified for Peat Island for the following reasons;

- The island is of existing scenic value with distinctive and historic buildings, landscape and causeway and is currently unused and degenerating.
- Adaptive reuse would have the potential of retaining, enhancing and promoting the scenic and heritage values of the place.
- Rationalisation of the number of buildings and removal of some or most of the non-significant buildings.
- Removal or addition of buildings would need to be consistent with a Conservation Management Plan with appropriate policies for the conservation and promotion of the values of the place.

5.2.2 Water-based recreation

Opportunities for future water-based recreation uses were identified for the waterway and the existing boat ramp and associated parking areas, for the following reasons;

- The natural protection afforded by the causeway and Island to the waterway in its vicinity appear favourable to water-based recreational use of the foreshore and waterway.
- High demand for water recreation use appears to be characteristic of the locality as evident in adjacent Brooklyn area and intensity of use of adjacent boat ramp.
- The absence of established existing residential use is a benefit of future use for water recreation as it tends to minimise conflicts between land uses and impacts such as view loss and view blocking.

5.2.3 Foreshore park link

The area identified with a dashed blue line on Figure 5 is identified as presenting opportunity for a relevant mixture of uses for the following reasons:

- The land is part of a continuous area of foreshore along the western side of the site;
- The foreshore potentially links and provides foreshore access to the public along the longest section locally available;
- Existing local subdivision and development pattern in Mooney Mooney prevents public access to the foreshore.

5.2.4 Limited residential development

The area identified in pink with a dashed boundary on Figure 5 is identified as of moderate constraints but presenting opportunity for limited residential uses for the following reasons:

- The land provides an outstanding level of amenity and views, is undeveloped and of favourable slopes;
- The land is small part of a continuous area of foreshore along the western side of the site;
- Limited residential development could be consistent with adjacent development on the foreshores of Mooney Mooney and Brooklyn as local precedents.

6.0 Response of the Concept Plan to RLA Visual Analysis

A summary of our key findings is represented graphically on our consolidated map of Visual Constraints and Opportunities (Figure 5). Figure 5 can be compared for consistency with the Mooney Mooney Concept Plan (appended). Figure 6 is an analysis of the compatibility of the Concept Plan with the RLA VA. The figure shows that the visual analysis has closely informed the proposed land use distribution shown in the Concept Plan at Appendix 3.

The areas identified by RLA as of low intrinsic visual constraints are all proposed to be zoned to facilitate appropriate forms of development (see Concept Plan).

Among these, two areas are proposed for R2 Low Density Residential, one small area west of the Motorway and a larger area east of the alignment of the Highway reserve corridor in Mooney Mooney.

The larger area was assessed as of low visibility both from the Highway and Mooney Mooney Creek. The site is significantly screened from both by vegetation, with forest on the west side and mangrove forest beyond the back boundaries of lots on the east side. Likely future visibility of development on a subdivision along the lines indicated on the Concept Plan, from off site, would be minimal. Subject to existing development controls, the development of this area for low density residential development would be compatible with existing landscape values and views and the existing streetscapes of Point Road and Kowan Road.

The smaller area on the west side of the site proposed for R2 Low Density Residential use occupies a site currently partly occupied by low scale buildings. The proposed rezoned land indicates placing the buildings further back to the northeast from the waterfront compared to the existing situation and extending RE1 Public Recreation land to link with a continuous area of the same zone along the whole length of the foreshore on the west side of the site. This link was identified as a high level opportunity in the VA.

Other areas of low constraints with indicative housing use are proposed to be zoned R1 General Residential. This zone permits a range of residential densities and those indicated on the plans are specifically responsive to the VA, as follows.

The former Mooney Mooney Centre site has indicative low density residential development shown for the centre and north western interface of the site with the naturally vegetated and steep Tank Hill behind. This built form distribution would retain the existing scenic character of the hill, which is locally prominent. Townhouse development and two medium density apartment buildings are proposed for part of the boundary with the Highway, which would be a relevant built form and one assisting in retaining the amenity of the interior of the site, which also proposes retention of the existing chapel/community centre. Townhouse development is also proposed to face part of Kowan Road in the immediate vicinity. In our opinion, the zoning proposed for this site would make appropriate use of the potential of this under-used site without significant visual impacts.

Another area of land of low visual constrains proposed to be rezoned to R1 General Residential straddles the road accessing the Parsley Bay boat ramp, parking area and facilities. The indicative built form includes town houses on the south side of the road which would not be of significant visibility, two apartment buildings on the north side and a small area of low density residential, the views of

both of which would be heavily screened in views from the waterway by foreshore mangrove forest identified as of high constraint in the RLA VA.

A third area proposed to be rezoned to R1 general residential occupies part of the area identified as moderate constraints on Figure 5. Indicative development proposed is of three 1-2 storey apartment buildings opposite the causeway to Peat Island. This development would be of minimal visibility to the Motorway and Highway corridors and significantly screened in views from the Hawkesbury River by Peat Island. The buildings would be seen in a parkland setting and at 1-2 storeys in height would be within the character of adjacent built form and that of buildings on Peat Island. Potential future residential buildings would be widely separated from water recreation uses associated with a proposed marina and boat stacker building. The design of the 1-2-storey residential apartment development would potentially be subject to a site-specific DCP as part of a design competition. Controls over building height and form, articulation, setbacks, footprints, materials, and landscape, consistent with the scenic qualities of the setting, would be required.

An RE1 Private Recreation zone is proposed for part of the land west of the existing Motorway/ Highway interchange to facilitate a proposed marina on the waterway, with a boat stacker building and car park indicated.

A marina would be a new feature visible from the Hawkesbury River. A marina has a high potential to be compatible with the character of adjacent urban foreshore and waterways development, such as is evident in the nearby Brooklyn area. Maritime uses of the waterway for a marina and adjacent foreshore for ancillary building development such as boat stacker building indicated on the plans are considered compatible proposed uses with respect to the provision of SREP 20 and the accompanying Visual Quality Study. The design of the marina is only indicative, as the feasibility and market demand factors would determine its final layout.

The boat stacker building indicated should be subject to a design excellence process such as a design competition. It must demonstrate design excellence and compatibility of the building with its setting by appropriate design, materials, finishes and colours. Local precedents such as the Akuna Bay facility in Cowan Creek, which is also within the area to which SREP 20 applies, demonstrates that a high compatibility of such a building is possible, with a landscape that is of significantly greater scenic and visual quality than the Mooney Mooney location.

An SP3 Tourist zone is proposed for Peat Island, an indicative design response to which on the Concept Plan is demolition of a number of non-significant buildings and a proposed Hotel/tourist accommodation building. Both of these outcomes are considered to be of high compatibility with the RLA VA and acceptable outcomes in relation to the requirements of SREP 20 and the Visual Quality Study.

7.0 Conclusion

Our findings have been considered by Urbis along with other technical studies prepared for this project and priorities may have been give to factors other than visual, as the VA is only one of the inputs into the planning process leading to the Concept Plan and proposed Zoning Plan. For example, while we have identified scenic natural landscapes and green fingers, a significant feature of both of which is vegetation, it is not within our expertise to assess this vegetation for biodiversity, wildlife corridor values, etc.

Overall it is considered that the mix of uses proposed in the Concept Plan as would be implemented by the indicative development shown on the Zoning Plan, is compatible with the findings of the RLA VA.

Given that the Concept Plan if implemented would conserve the high scenic quality features of Tank Hill, adjacent natural land on the river to its west and the un-named hill at the south end of the site, the remaining visual issues apply to three areas: development within the infrastructure corridors of the Motorway and Highway, development in Mooney Mooney east of the corridors and development including the foreshore and Peat Island west of the corridors.

Development of the two areas isolated within the infrastructure corridor for a local neighbourhood centre and relocation of RMS and Ambulance Service facilities is considered of high compatibility with the existing settings and subject to appropriate design controls and impact mitigation would be visually satisfactory. Residential development proposed east of the corridors in Mooney Mooney is also considered to be satisfactory, as it would be compatible with existing and acceptable future character and would not cause significant visual impacts on views in the public domain.

Development west of the infrastructure corridor as indicated in the Concept Plan, is dominated by land for public recreation both active and passive, which would be compatible with the overall visual character and quality of views, which are predominantly from the waterway. The setting includes features of high natural scenic quality and these are proposed to be retained and protected. It also contains Peat Island with its predominantly built character and heritage values and adjacent foreshore, significantly disturbed by past use and practices.

The proposed rezoning would facilitate minimal new built form that is visible from the waterway and subject to appropriate relevant controls, the adaptive reuse and rehabilitation of existing significant buildings on Peat Island.

The proposed marina and shore facilities would be the most evident change to existing character of the setting as visible from the waterway. It is considered that a marina would be well within reasonable expectations of increased demand for use of the waterway and not out of character, when considered in relation to adjacent rive settlements such as Brooklyn.

There is a close match overall between our findings at the general and specific character area level with the uses proposed in the Concept Plan.

In relation to the statutory instrument which applies to the entire catchment of the Hawkesbury-Nepean River, SREP 20, the river visual catchment in the vicinity is considered to be of significance beyond the region. The overall scenic values are associated with the largely natural character of the surrounding landscape which is predominantly protected in national parks and reserves and the steep to precipitous topography of the ria coast landform of drowned valleys.

There are minimal locations in this part of the river visual catchment for urban development to occur. The proposal is logically located adjacent to land already developed, infrastructure corridors that have massively modified the existing natural setting and existing residential areas. The physical interventions into the visual landscape that would occur if the Concept Plan is accepted are minimal in the context of the extent and quality of views from the river's visual catchment.

Development along the lines indicated on the Concept Plan would be consistent with the Suggested Response for the visual catchment in the Scenic Quality Study. Development is not large scale or high density, and would not situated on ridge tops or conspicuous slopes. The scenic values of these are protected by appropriate zoning, consistent with the suggested response. Development would be restricted to an existing settlement as recommended and subject to appropriate development controls, would be broken up into smaller elements rather than simple prismatic shapes.

In our opinion the implementation of rezoning and development along the lines in the Concept Plan, would not be inconsistent with the provisions of SREP 20 and the recommendations of the Scenic Quality Study.

Dr Richard Lamb
Richard Lamb & Associates

URBIS

MOONEY MOONEY & PEAT ISLAND

No Scale

1 Approximate locations of photographs

Site boundary

Appendix 1
Key to plate locations

Visual Assessment

rla
richard lamb & associates

Plate 1

South end of site showing existing recreation area, parking area associated with boat ramp and prominent small hill of natural character

Plate 2

South end of site showing view of Motorway bridge, looking south, from existing parking area associated with boat ramp

Plate 3
View toward Peat Island across disturbed land in foreground

Plate 4
View south east of disturbed land proposed for residential use

Plate 5
View from Highway of part of site

Plate 6
View along alignment of Highway to overpass of Motorway with Mooney Mooney beyond

Plate 7
View toward part of former Mooney Mooney Centre site with Tank Hill behind

Plate 8
Existing streetscape of area on right proposed for future low density residential use

Plate 9
View east of area proposed for low density residential use

Plate 10
View east on Point Road with area proposed for low density residential use on the right

Plate 11
View of existing school site in Point Road

Plate 12
View south from vantage point on brow of hill proposed for future public recreation use at south end of site

Plate 13

View from Mooney Mooney Creek toward site of proposed low density residential use, with Tank Hill behind. The site is significantly screened by mangrove and woodland vegetation.

Plate 14

Typical view in the Brooklyn inlet

Plate 15

View from the Hawkesbury River toward the proposed marina and boat stacker location with Tank Hill in the centre of the view

Plate 16

Detail view of Peat Island with road bridges in the background on the right

Summary Curriculum Vitae: Dr Richard Lamb

Summary

- Qualifications
  - Bachelor of Science - First Class Honours, University of New England
  - Doctor of Philosophy, University of New England in 1975

- Employment history
  - Tutor and teaching fellow – University of New England School of Botany 1969-1974
  - Lecturer, School of Life Sciences, NSW Institute of Technology (UTS) 1975-1979
  - Senior lecturer in Landscape Architecture, Architecture and Heritage Conservation in the Faculty of Architecture, Design and Planning at the University of Sydney 1980-2009
  - Director of Master of Heritage Conservation Program, University of Sydney, 1998-2006
  - Principal and Director, Richard Lamb and Associates,1989-2016

- Teaching and research experience
  - visual perception and cognition
  - aesthetic assessment and landscape assessment
  - interpretation of heritage items and places
  - cultural transformations of environments
  - conservation methods and practices

- Academic supervision
  - Undergraduate honours, dissertations and research reports
  - Master and PhD candidates: heritage conservation and environment/behaviour studies

- Professional capability
  - Consultant specialising in visual and heritage impacts assessment
  - 30 year's experinence in teaching and research in environmental impact, heritage and visual impact assessment.
  - Provides professional services, expert advice and landscape and aesthetic assessments in many different contexts
  - Specialist in documentation and analysis of view loss and view sharing
  - Provides expert advice, testimony and evidence to the Land and Environment Court of NSW and Planning and Environment Court of Queensland in visual and heritage contentions in various classes of litigation.
  - Secondary specialisation in mattes of landscape heritage, heritage impacts and heritage view studies
  - Appearances in over 230 Land and Environment Court of New South Wales cases, submissions to Commissions of Inquiry and the principal consultant for over 800 individula consultancies.

A full Cv can be viewed on the Richard Lamb and Associates website at www.richardlamb.com.au