

# Visual Impact Assessment

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## Moss Vale Road North – Urban Release Area



**FOR**

**Moss Vale Road North Joint Venture Owners Group**



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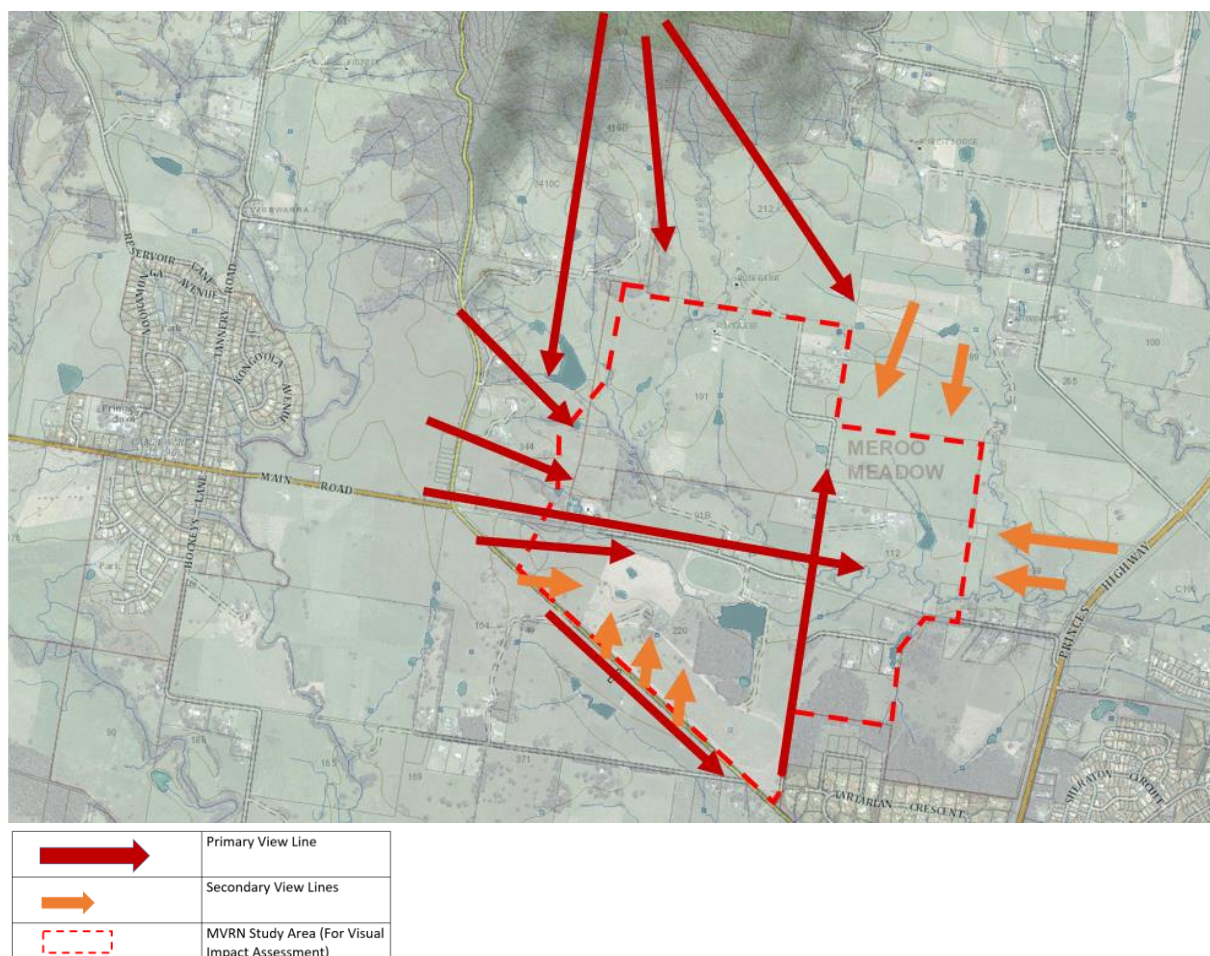




## Executive Summary

The development of MVRN will have a significant impact on foreground views from Mt Cambewarra. Panoramic views from Moss Vale Road in Section A will also be affected. To a lesser degree the views along Moss Vale Road Section B will also be affected (but these views are of a lesser landscape quality and are limited in comparison to the other views identified).

The site contains areas where the views are very impressive across the surrounding landscape and these view lines should be considered and enhanced in future planning of the site. The following map identifies key primary and secondary view lines:



Based on the identification of key view lines and vistas in this report and in earlier visual impact assessments, the following design principles should generally be applied to the development of the URA:

1. Rather than trying to reinforce traditional subdivision patterns on the landscape (as recommended in earlier studies), natural patterns such as water courses should be reinforced through retention and planting (as indicated in the draft Corridor plan). Thereby, the natural patterns are enhanced providing some continuity in the landscape and linkages with major regional open space and the escarpment to the north west. Water courses traversing the site provide natural pathways through the site which then also provide some continuity with rural zoned land to the east (as open space areas). Therefore, whilst dwelling density is increased it is balanced with additional tree planting in riparian corridors and tree lined streets.



2. Tree planting within the riparian corridor should focus on evergreen native species (possibly rainforest species, including tree ferns which are commonly located on Mount Cambewarra and have a lower rating for bushfire assessment). Riparian corridors to provide for a multiple range of uses from drainage, habitat corridor (through enhanced planting), and recreation. Preferably rainforest species or wet sclerophyll species similar to those found in the Cambewarra Reserve.
3. Grid pattern of subdivision is acceptable but should be located in discreet sections (pods) around riparian areas and the principal collector roads through the URA. The grid pattern increases pedestrian connectivity through the new suburb.
4. Perimeter roads around riparian areas to reinforce connections to natural patterns in the topography.
5. The areas of R1 zoned land in the north-western corner of the site that are in the “upper rural hills” should have larger lot sizes on lots above contours of 60 – 70m.
6. Where density is increased, development is to be screened where possible from major viewpoints (especially along the Moss Vale Road frontage within the E3 corridor to a minimum depth of 25m).
7. Views from the site to Mt Coolangatta are to be maintained by allowing 2 storey dwellings only (with the exception of the town centre) and ensuring suitable setbacks for residential land fronting Abernethy’s Creek.
8. Dwellings should be designed to integrate with the landscape where possible using appropriate designs and materials (i.e. non-reflective natural tones).
9. Fencing on the perimeter of the URA should be open style post and wire or post and rail in style. No “Colorbond” or sheet metal fencing is to be permitted. A restriction on the title of future lots benefitting Shoalhaven City Council could ensure that a consistent fencing style is implemented.
10. A coordinated landscape plan for E3 zoned land needs to be implemented reinforcing the stands of spotted gums along Moss Vale Road (Section B) to a depth of 25m as per the plan prepared by Taylor Brammer below.

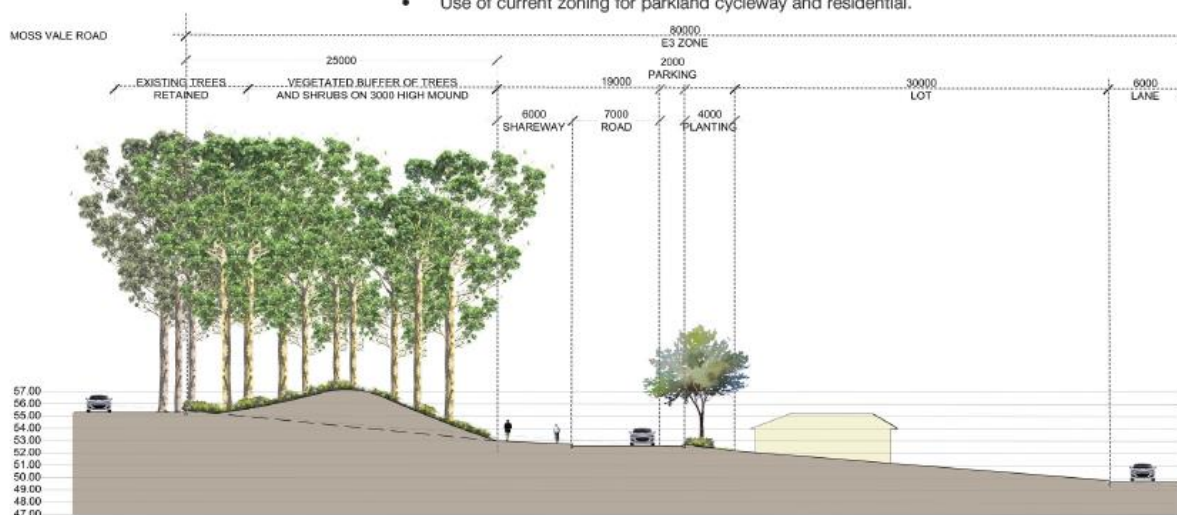




Figure 7 Plan of Moss Vale Road Frontage

### Moss Vale Road

- Retention of existing vegetation.
- Reinforce existing vegetation with planted mound.
- Use of current zoning for parkland cycleway and residential.



11. Consideration of coordinated landscaping of road intersections between MVRN and MVRN URAs (avoid gated situations that look incongruous between the entries to the two new areas).



12. Street tree planting along Bells Lane and Abernethy's Lane of larger tree species (exotics) in order to reinforce historic pattern of rural development in the urban release area. Areas of contrast with exotic species to reinforce view lines through the site along traditional access routes and to emphasise view lines to Mt Coolangatta and to Meroo Meadow.
13. The scenic protection layer associated with Clause 7.8 of SLEP 2014 should be amended to exclude the area zoned B7 – Business Park at the intersection of Bells Lane and Moss Vale Road.
14. The width of the E3 zone corridor running parallel with Moss Vale Road should be reconsidered for the following reasons:
  - a) The corridor is wider than the area required to provide dense landscape screen planting.
  - b) The E3 zone is problematic in terms of long term management of this area, it is a section of "no man's land" between the road reserve and the residential area. The E3 zoning would suggest that Council does not intend to purchase or be dedicated the land, however, the minimum allotment size for the E3 zone is AB4 – 40ha. Creating one long lot even with a single dwelling entitlement does not seem to be a logical form of land management for this area.
  - c) A width of 25m to be intensively landscaped and shown in the cross section prepared by Taylor Brammer is considered to be a preferable approach with the remaining width to be rezoned to R1.
  - d) A landscaped mound that assists with noise reduction and visual impact between the new residential area and Moss Vale Rd is proposed which will have a significant impact in separating the busy road and the residential living area;
  - e) There is an equity argument for the owner of the land fronting Moss Vale Rd regarding loss of usable land from widening of Bells Lane increases in the extent of E2 zone along riparian corridors and width of the RU1 zone for the services corridor;
  - f) This land is proposed to be embellished with cycleways/footpaths
  - g) It is principally excellent development land;

In conclusion, the R1 Residential zoning will have a significant impact on sensitive foreground views from Mt Cambewarra. As earlier identified in the Visual Management Strategy this locality has high level visual usage ratings as it is visible from:

- The Princes Highway;
- Moss Vale Road and
- Mt Cambewarra.

Former visual impact studies and assessments for the Shoalhaven LGA and region identify the visual importance of the Cambewarra Range as high.

Former studies have focused on pattern repetition in lot design and vegetation plantings in order to retain character (from large rural holdings down to smaller rural holdings), but have not foreshadowed change on the scale proposed by SLEP 2014 and the R1 zoning.

Given the scale of change, reinforcement of natural topographic features and reinforcement of riparian corridors through additional plantings as outlined in the TBLA Landscape Study provides the most obvious approach to reducing the visual impact of higher density housing on views both to and from the Cambewarra Range.

To some extent the Council zoning of riparian areas and significant bushland with the site to E2 results in zone objectives and restrictions that naturally result in the retention of these areas as natural pathways and linkages throughout the site. The draft Corridor plan is consistent with the E2 zonings and riparian lands.



What is more complex is the potential for replanting and use of the land zoned E3 running parallel with Moss Vale Road. The area as currently zoned is wider than the area required to ensure suitable buffering between the busy Moss Vale Rd and the new residential living area. Screen planting and a landscaped earth mound will provide a suitable visual and acoustic buffer providing an opportunity for rezoning some of the E3 corridor to R1, leading to a more efficient use of the land in this area without impacting in any discernible way on the visual quality of the URA as viewed from Moss Vale Road.



## **Introduction and Background**

Allen Price and Scarratts Pty Limited has been engaged to undertake a visual impact assessment of the Moss Vale Road North Urban Release Area (MVRN URA).

The site was first identified in the Nowra Bomaderry Structure Plan (NBSP) and in 2014 was rezoned for residential development under *Shoalhaven Local Environment Plan 2014* (SLEP2014).

SLEP 2014 provides the legal framework for planning decisions made by Council and other parties. Part 6 of SLEP 2014 sets out the conditions that must be met before the MVRN URA will be eligible for development approval, one of these conditions being the preparation of a development control plan (DCP).

Shoalhaven City Council (SCC) considers that the pre-conditions of Part 6 of the SLEP 2014 have or can be met, therefore, the preparation of a DCP is to be commenced. Council is prioritising the release of certain greenfield sites including this site (which is listed as second only to Moss Vale Road South (MVRS) URA). Council has agreed that the owners through Allen Price and Scarratts Pty Limited will engage consultants for the preparation of supporting studies for the DCP. Furthermore, that the DCP can be developed by the owners' subject to ongoing consultation with SCC and ultimately SCC approval.

SCC has recently adopted a DCP for the Moss Vale Road South (MVRS) URA. It is both likely and desirable that there will be some cross over between the two sites in terms of strategic planning and supporting reports.

## **Brief**

The specific brief for the study states:

*Part of the site is identified as being within the scenic protection area identified along a corridor following Moss Vale Road to the west under Shoalhaven Local Environmental Plan 2014 as follows:*

### *7.8 Scenic protection*

*(1) The objective of this clause is to protect the natural environmental and scenic amenity of land that is of high scenic value.*

*(2) This clause applies to land identified as "Scenic Protection" on the [Scenic Protection Area Map](#).*

*(3) In deciding whether to grant development consent for development on land to which this clause applies, the consent authority must:*

*(a) consider the visual impact of the development when viewed from a public place and be satisfied that the development will involve the taking of measures that will minimize any detrimental visual impact, and*

*(b) consider the number, type and location of existing trees and shrubs that are to be retained and the extent of landscaping to be carried out on the site, and*

*(c) consider the siting of the proposed buildings.*





*In addition, the riparian corridors (Clause 7.6 Riparian Land and Watercourses) and terrestrial biodiversity (Clause 7.5 Terrestrial Biodiversity) clauses within Shoalhaven Local Environmental Plan 2014 should be considered as part of the assessment.*

*In order to address the above, a visual impact assessment is to be prepared which:*

- *Reviews available documentation.*
- *Identifies and assesses key view lines/corridors into and out of the site from relevant public vantage points such as along and from Moss Vale Road, and of the Escarpment and Cambewarra Mountain (as well as any other vantage points identified).*
- *Considers the impact of the development on the surrounding rural catchment.*
- *Considers the number, type and location of existing trees and shrubs that are to be retained and the extent of landscaping to be carried out on the site, following consultation with the Flora and Fauna Consultant, Landscape Consultant, Urban Designer and Bushfire Consultant.*
- *Provides a range of design measures/controls to enhance views from within the URA boundary and mitigate the visual impact of proposed development / buildings on key view points and key view corridors in consultation with the urban design consultant, landscape consultant and other relevant consultants. This shall be prepared in a format that can be placed into the DCP.*

## The Site

The land which is the subject of this brief and which is included in the URA (the subject land) is outlined in Table 1 below.

Property Address	Lot/DP	Approx. Area of Affected Landholding	Approx Area of Urban Land of various zones (existing zones)
220 Moss Vale Rd, Cambewarra	Lot 4 DP268209	83.3Ha	33.7Ha – R1 2.3Ha – B1 5.5Ha – B7 2.6Ha – RE1
344 Moss Vale Rd, Cambewarra	Lot 54 DP1024592	23.8Ha	5.0Ha – R1
91A Bells Lane, Cambewarra	Lot 3 DP708356	2.8Ha	0.95Ha – R1
91B Bells Lane, Cambewarra	Lot 4 DP708356	17.9Ha	11.05Ha – R1
125 Bells Lane, Cambewarra	Lot 2 DP630811	2.3Ha	2.3Ha – R1
66A Bells Lane, Meroo Meadow	Lot 3 DP847399	1.0Ha	1.0Ha – R1
66B Bells Lane, Meroo Meadow	Lot 21 DP854369	1.0Ha	1.0Ha – R1
66C Bells Lane, Meroo Meadow	Lot 22 DP854369	1.0Ha	1.0Ha – R1



66D Bells Lane, Meroo Meadow	Lot 1 DP882059	2.6Ha	2.6Ha – R1
91D Bells Lane, Meroo Meadow	Lot 2 DP1191186	4.1Ha	3.44Ha – R1
191 Bells Lane, Meroo Meadow	Lot 1 DP1191186	63.6Ha	55.92Ha – R1
194 Bells Lane, Meroo Meadow	Lot 2 DP582036	2.3Ha	2.3Ha – R1
202 Bells Lane, Meroo Meadow	Lot 5 DP618693	6.3Ha	2.5Ha – R1
132 Bells Lane, Meroo Meadow	Lot 6 DP618693	2.0Ha	2.0Ha – R1
Bells Lane, Meroo Meadow	Lot 7 DP618693	27.32Ha	18.41Ha – R1
50 Abernethy's Lane, Meroo Meadow	Lot 1 DP1134376	3.6Ha	0.61Ha – R1
112 Bells Lane, Meroo Meadow	Lot 2 DP1134376	21.2Ha	15.23Ha – R1
Total Land Holdings		266.1Ha	159.0Ha – R1 2.3Ha – B1 5.5Ha – B7 2.6Ha – RE1

• Table 1 – List of Affected Landholdings

The subject land affected by the URA boundary totals 266.1Ha. This area does not include roads that are zoned with an urban zone that lie within the zone boundary. It is worth noting that not all of the affected landholdings lie within the URA boundary, and that not all of the land within the URA is zoned for an urban use. A number of the allotments that are along the edges of the URA contain land outside the URA that is zoned RU1, SP2 or E3. A reasonable amount of the land within the URA boundary is zoned E2, where there are watercourses that traverse the land.

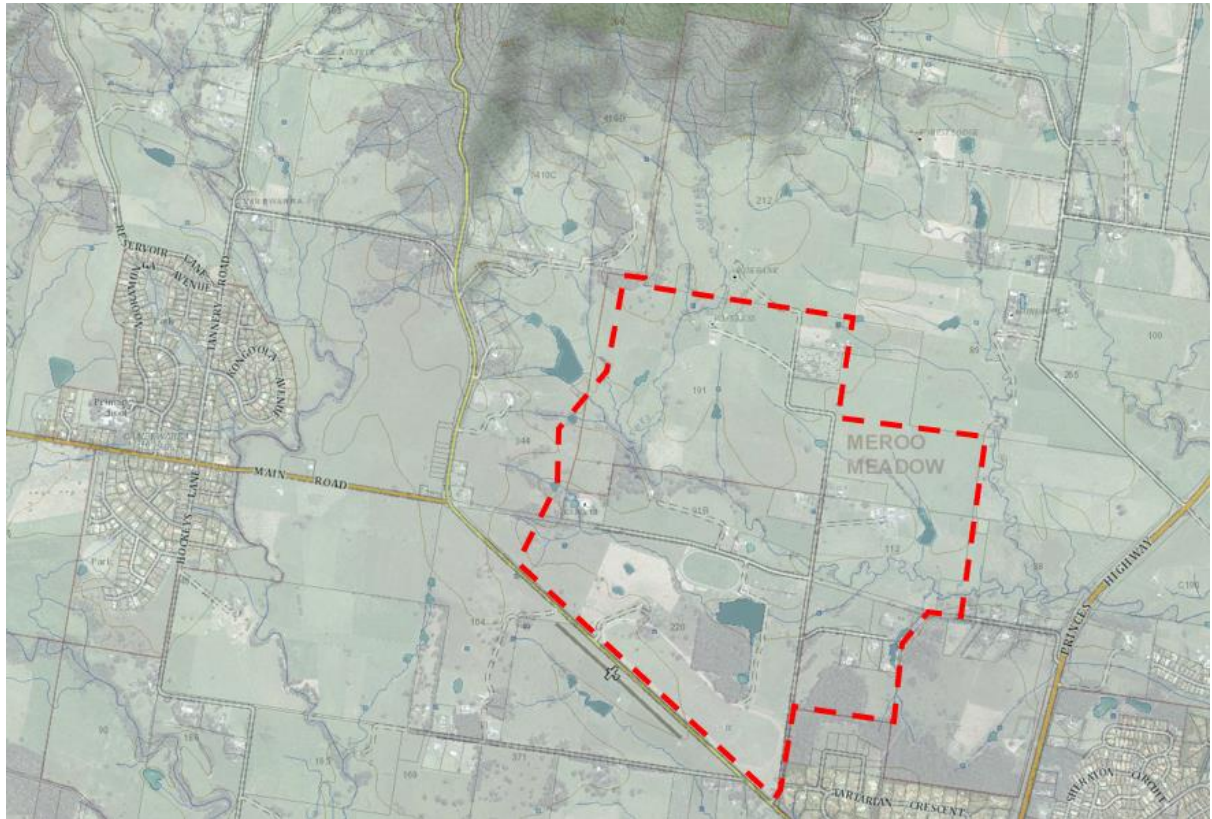
The site is bordered by Moss Vale Rd to the south, Princes Highway to the east, rural lands to the north-east, with Cambewarra Range Nature Reserve to the north west which contains the peak of Cambewarra Mountain only 3.3kms away from the centre of the URA at an impressive RL620m AHD. Abernethy's Lane crosses the subject land from east to west with Bells lane crossing the site from north to south.

The site ranges in elevation from RL20m AHD in the south-east to RL70m in the north-west corner and RL50m in the south near Moss Vale Rd.

The site is traversed by Abernethy's Creek and a smaller tributary which both run from west to east through the central portion of the URA. The subject land generally falls to these watercourses with the northern portion of the site falling to the south with the southern portion of the land falling to the north, creating a unique, subtle amphitheatre. The site is characterized by these primary watercourses but is also impacted by numerous smaller tributaries which drain through the landscape. These watercourses create both a unique challenge and a unique opportunity in the future development of the site. The southern tributary of the watercourse contains an impressive rural dam with an area of approximately 1.8Ha. This waterbody should form a feature of the feature and focal point of the future development.

The map below presents the site of the URA in the context of its watercourses and surrounding land uses.





***MVRN URA showing the watercourses and surrounding land uses, Source: Six Maps***

### **Assessment of Visual Character**

Key visual character components of the URA are:

- The Illawarra Escarpment and in particular Mt Cambewarra and the Mt Cambewarra Reserve dominates the landscape from the north west of the site. A small portion of the north-western section of the site rises at the base of Mount Cambewarra.
- Moss Vale Road forms the southern boundary and is lined with mature stands of spotted gums. Moss Vale Road is generally at higher elevations than most of the URA. Key viewpoints are located on Moss Vale Road to the west of the URA and in the vicinity of the Moss Vale RD/Abernethy's Lane/Main Rd intersection.
- Watercourses starting on Mt Cambewarra feeding into Abernethy's Creek which traverse the URA in an east west direction flowing to the Princes Highway.
- Gently undulating cleared grazing land/pasture through the core of the site and to the north east and eastern parts of the site. This area contains very little native vegetation except for scattered remnant stands of vegetation either located on water courses or along road sides.
- Small sections of remnant bushland.
- View from the URA across to Mt Coolangatta.
- Views along Bells Lane to the north to Meroo Meadow and Mt Cambewarra.
- Intersection Bells Lane and Moss Vale Road.



### **Assessment of Key View Lines**

The following is an assessment of key view lines:

#### **Mt Cambewarra**

Mount Cambewarra has an elevation of 698m and contains a lookout and café. The Mt. Cambewarra Lookout would be considered to be a major regional tourist destination and is located close to Moss Vale Road which is the main east west road between the Southern Highlands and the Illawarra Coast line south of Macquarie Pass.

As assessed in the Illawarra Region Landscape and Environment Study and in the SCC Visual Management Plan, the views to and from Mt Cambewarra are assessed as being of the highest level of significance from both a regional and sub regional context.

The views from Mt Cambewarra are expansive, and the URA as shown in the photos below form the foreground to the panoramic views from the look out. The increase in density identified in SLEP (from 40ha lots down to 350m<sup>2</sup> for multi dwelling housing lots and by potentially allowing lots down to 300m<sup>2</sup> in the Planning Proposal) will have a significant impact on views from the lookout.

The proposed URA was not anticipated by the earlier visual impact studies undertaken by Council and the NSW DPE. However, principles of these earlier studies can be adopted and translated to assist with the recommendations made in this study.



***View from Mt Cambewarra looking towards Moss Vale Road and the intersection with Abernethy's Lane on the western and southern section of the URA.***



***The above photo details the core of the URA bounded by Moss Vale Road to the south, Bell Lane to the east and detailing the two main stands of remnant vegetation, remnant vegetation along Abernethy's Creek and the dominance of gently sloping cleared pasture.***

The URA forms the main foreground for views from the Cambewarra Lookout and will be highly visually prominent from this location.

## Moss Vale Road

### Moss Vale Road (Section A – Mt Cambewarra to Abernethy's Lane)

Moss Vale Road when heading south to Nowra from Mt Cambewarra, is quite elevated in relation to the URA and, at certain points, the road is afforded panoramic views over the URA.

### Moss Vale Road (Section B, Abernethy's Lane to Bell's Lane)

Moss Vale Road in the vicinity of Abernethy's Lane is still elevated above the URA and contains high scenic value cross site views. However, where the road straightens out toward Bomaderry heading south east the road is setback from the ridge line and the dominant view from the road to the north is of the stand of spotted gums that runs parallel with the road until the intersection with Bell's Lane. At this point the dominant view from Moss Vale Road become the area identified as being within the MVRs URA.





***View from Moss Vale Road Section A (Mt Coolangatta in distance)***



***View from Moss Vale Road Section A (Upper Hills above URA below Mt Cambewarra Reserve)***





***Moss Vale Rd at Abernethy's Lane Intersection (view to Mt Cambewarra – north)***



***Moss Vale Rd at Abernethy's Lane Intersection (view north east)***





***Moss Vale Road immediately south of Abernethy's Lane intersection - views across the site to Mt. Coolangatta***



***View along Moss Vale Road Section B***





***Spotted Gums along Moss Vale Road Section B***



***Moss Vale Road Section B looking back at Mt Cambewarra from entrance to Turpentine Park (note URA below ridge not visible).***



### MVRN to Mt. Coolangatta (cross site view).

MVRN slopes from the lower reaches of Mt Cambewarra in the north western portion of the URA following the course of Abernethy's Creek to the low point where the creek passes through the eastern boundary of the URA. Given the slope, cross URA views are available to Mt Coolangatta to the east.



### Bells Lane to Meroo Meadow



***View from Bells Lane to Meroo Meadow***





This view is dominated by the lower slopes and pastures leading into Meroo Meadow to the North. The view is dominated by the pastoral landscape. Abernethy's Creek forms a part of the foreground. Above the creek level the area flattens out to the north when looking along this section.

#### Moss Vale Road and Bells Lane Intersection Area.

The area surrounding the intersection of Moss Vale Road and Bells Lane is also identified in the LEP as a scenic protection area. This area is identified in the aerial photo below.



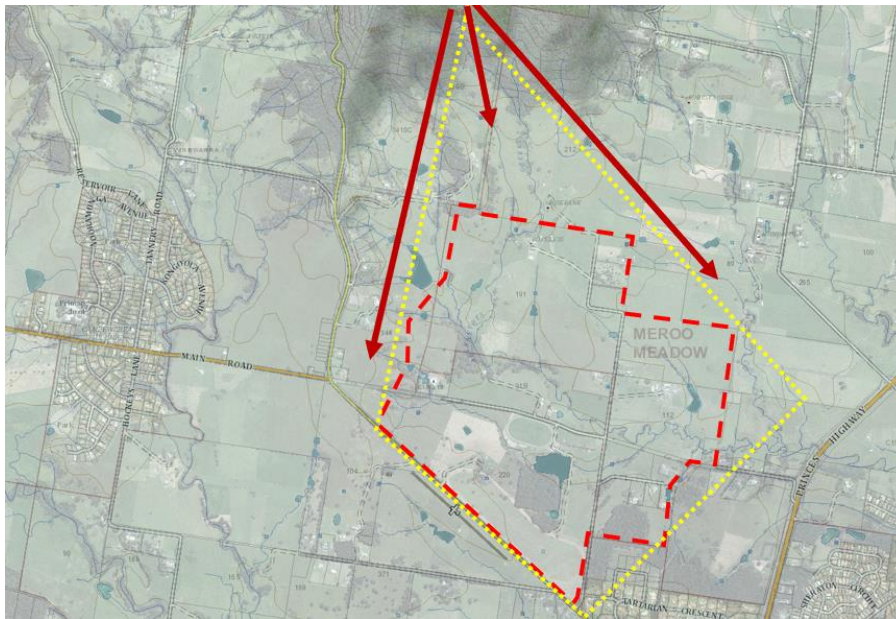
This location is a transitional area between the rural areas to the west and residential to the east as depicted in the above aerial photo. It is separated from the main urban release area by the electrical and gas pipeline easements and by the services corridor. As can be seen from the aerial photo this portion of the urban release area contains a horse racing track (for training purposes only) and is relatively flat.

Stands of spotted gums are located in the road reserve along both sides of Moss Vale Road

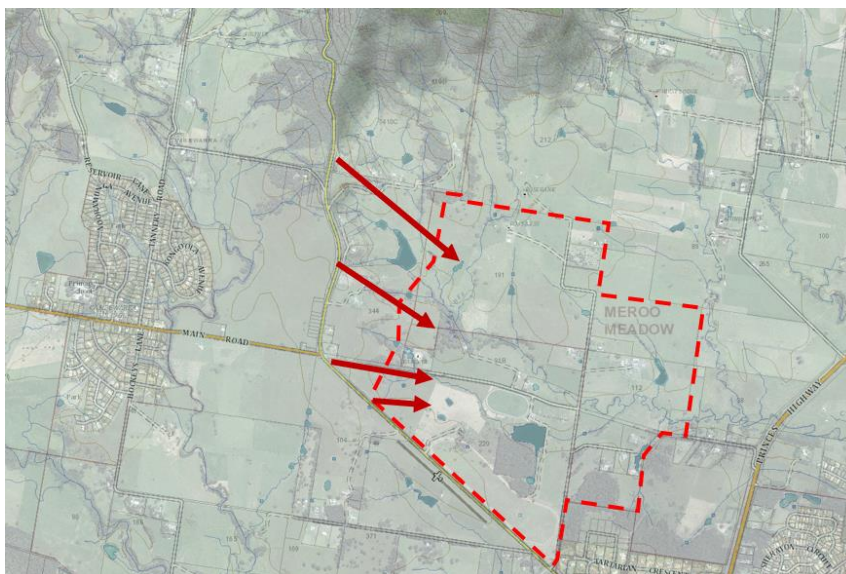


The area is predominantly zoned B7 – Business Park, furthermore, potential road widening associated with the upgrading of Bells Lane and the provision of access to the Princes Highway from Moss Vale Road will significantly change this area including the visual impact.

The following figures detail the key view lines both into the MVRN URA and out from the site.

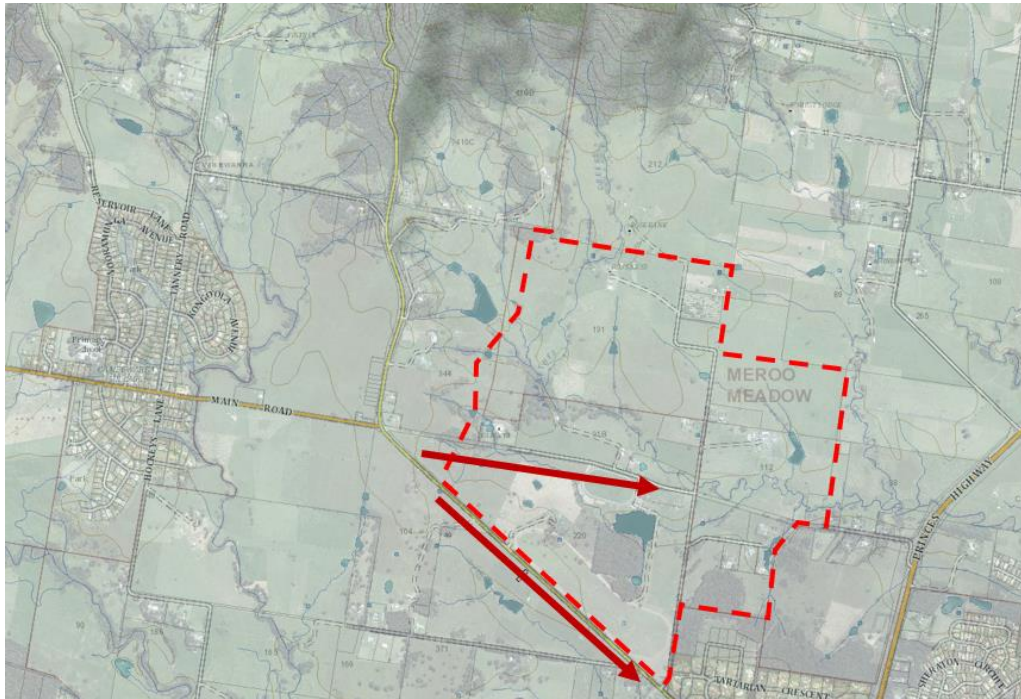


**View Line from Mr Cambewarra Lookout (Key View 1), Source (Base Map Six Maps)**

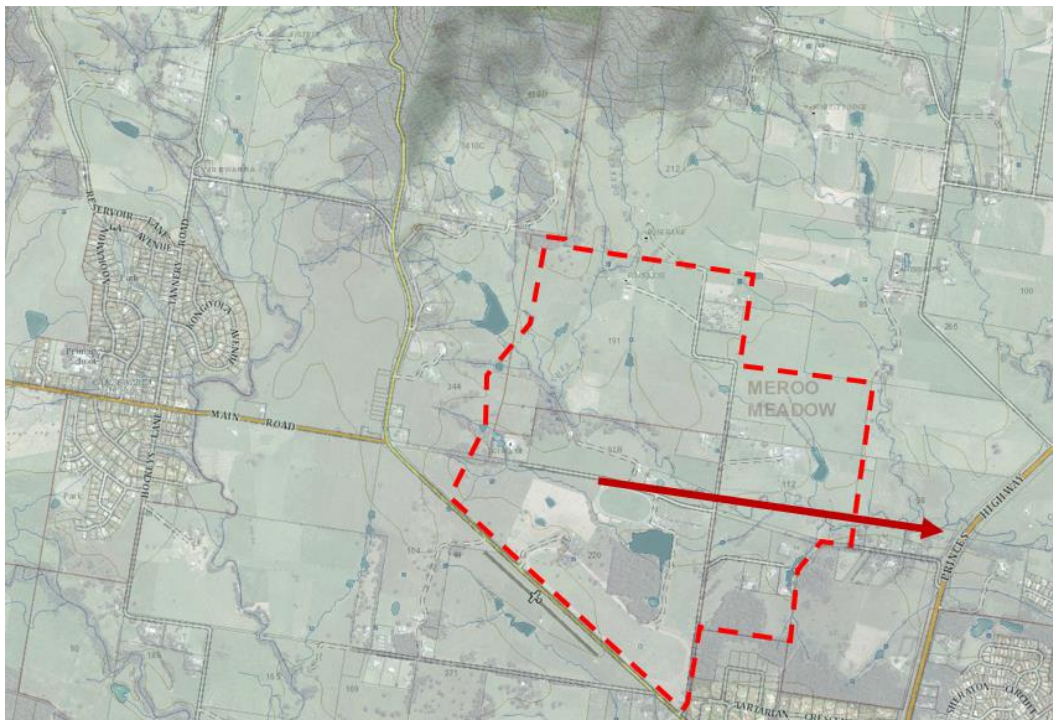


**Moss Vale Road – Section A (Key View Lines - 2), Source: Six Maps (Base Map)**

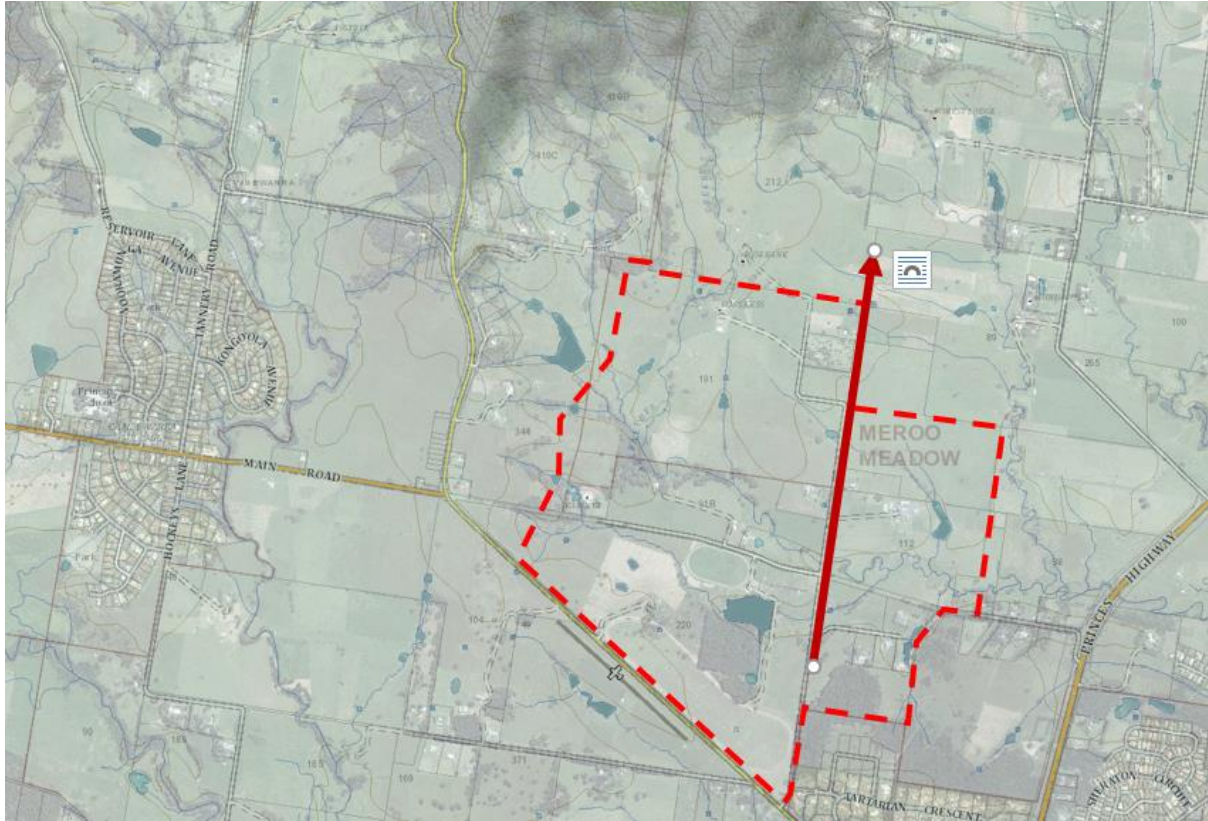




**Moss Vale Road – Section B (Key View Lines - 2), Source: Six Maps (Base Map)**



**Moss Vale Road North from site to Mt Coolangatta (Key View Lines - 3), Source: Six Maps (Base Map)**



*View through site to North (Meroo Meadow) along Bells Lane*





### **Consultation with Shoalhaven City Council**

In consultation with Shoalhaven City Council it has been agreed that the emphasis of this study should be on visual impacts from the surrounding countryside, major lookouts and from Moss Vale Road.

The Meroo Meadow area has been identified in the Nowra Bomaderry Structure Plan as being a potential future urban release area. In consultation with Council, it was advised that this area is not considered a priority in terms of visual impact associated with the development of the MVRN URA.

Furthermore, that visual impact from the Princes Highway is also not considered to be of prime importance due to the setback of this site from that major road (approximately 400 – 500m).

### **Background Studies/Planning History**

The site was first identified in the Nowra Bomaderry Structure Plan (NBSP) and in 2014 was rezoned for residential development under *Shoalhaven Local Environment Plan 2014* (SLEP2014). However, earlier visual impact assessments have been undertaken within the Shoalhaven Local Government Area (LGA).

The following is a summary of relevant studies/planning documents in date order.

#### **Illawarra Region Landscape and Environment Study**

The Illawarra Region Landscape and Environment Study, prepared by NSW Department of Environment and Planning, 1981 was prepared to evaluate submissions relating to scenic and environmental protection and to provide recommendations for appropriate management controls for the Illawarra Regional Environmental Plan.

This study appears to be the only visual assessment that considers the visual impact of development from a regional perspective.

The site is located within Unit 5 of this study (Jamberoo-Cambewarra – Budgong) with the environmental values (scenic quality) of this unit ranked from 1 (being the lowest) to 5 (being the highest). The southern portion of the site is within Category 2 (section of site predominantly zoned B7) whilst the northern portion of the site (being the majority of the site) is in Category 3. Mount Cambewarra falls within Category 4.

The rural area to the north of the site (identified as a potential release area in future in the NBSP) is identified as a Category 3.

Policy recommendations in the plan are as follows:

The recommendation for the site (MVRN URA area) under Unit 5 is (IV) is as follows:

“Requires zoning to ensure preservation and continuation of existing non- urban land uses.  
Further subdivision for small rural holdings could be considered.”

This recommendation was adhered to in the adoption of SLEP 1984, however, has since been superseded with the adoption of SLEP 2014 and the Illawarra Shoalhaven Regional Plan in 2015 which identify the site as a major regional release area.

The policy for the escarpment and Mount Cambewarra (IIa(ii)) – in unit 5 recommends:



*“These are important visual buffer areas subtending sub-regional horizons. Require zoning to protect the visual quality of the fore slopes and to preserve the existing valuable vegetation.”*

This recommendation has been adopted through the zoning and controls in subsequent LEPs and the escarpment area is identified as being of high environmental values in the Illawarra Shoalhaven Regional Plan 2015.

### Illawarra Regional Environmental Plan No. 1

The Illawarra Regional Environmental Plan No. 1 has since been repealed but contained the following provisions for development located on the escarpment:

#### **Illawarra Regional Environmental Plan No 1**

**Repealed** version for 5 April 2013 to 4 August 2016 (accessed 7 March 2018 at 08:48)

#### **Part 12**

*Part 12 Provisions relating to the escarpment*

*Division 1 Objective relating to the escarpment*

#### **101 Objective**

*The objective relating to the escarpment is to protect the natural environmental and scenic amenity of land shown on the map as escarpment area, while promoting its use for recreational purposes and accommodating the needs of the coal industry.*

*Division 2 Development applications—the escarpment*

#### **102 Escarpment area**

*In deciding whether to grant consent to a development application to carry out development of any land shown on the map as escarpment area the consent authority shall:*

*(a) consider the visual impact of the proposed development when viewed from a public place, and take such measures that will, in its opinion, minimize any visual impact,*

*(b) (Repealed)*

*(c) be satisfied that the development will not be subject to slip hazard.*

*Division 3*

*103, 104 (Repealed)*

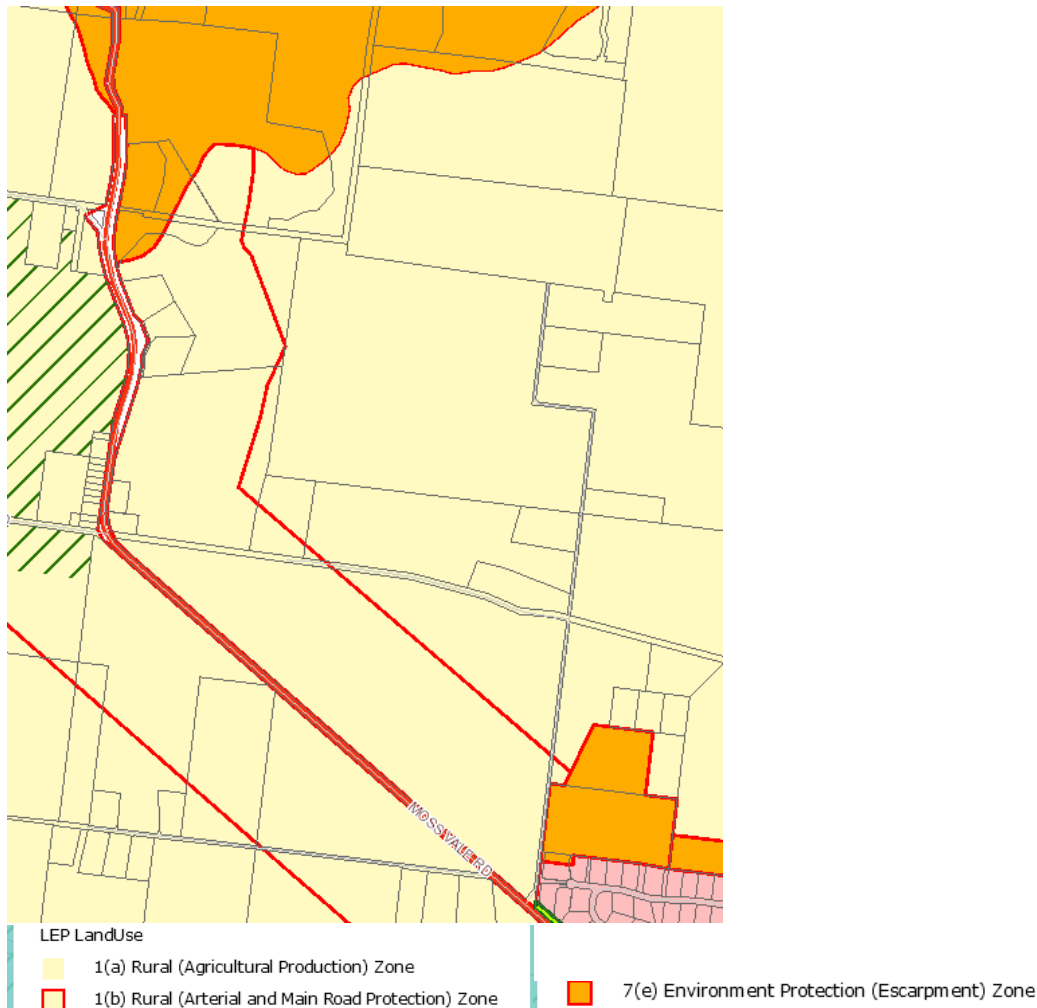
Other clauses within the IREP No. 1 relate to the requirement to undertake a visual impact assessment on development proposed within rural lands of scenic value and with rainforest species etc.

### Shoalhaven Local Environmental Plan 1985

The provisions of this plan relating to the subject URA area have been repealed and superseded by the provisions of SLEP 2014.

Under this Shoalhaven LEP 1985 the subject URA site was zoned 1(b) in a corridor fronting Moss Vale Road and to the north of this Rural 1(a).

The escarpment area identified as orange in the map below was zoned 7(e) Environment Protection (Escarpment) Zone.



**Extract from SLEP 1985 Zone Map, Source: SCC Online Mapping**

The zone objectives for the 1(a) zone were as follows:

**Zone No 1 (a) (Rural “A” (Agricultural Production) Zone)**

1 Objectives of zone

The objectives are:

- (a) to conserve and maintain the productive potential of prime crop and pasture land,
- (b) to ensure that existing or potential agricultural land use is not jeopardized by non-agricultural land uses, and
- (c) to conserve cultural landscapes.

The zone objectives for the 1(b) zone were as follows

**Zone No 1 (b) (Rural “B” (Arterial and Main Road Protection) Zone)**

1 Objectives of zone

The objectives are:



- (a) to minimize the direct and accumulative impact of development on the efficiency and safety of existing or proposed main and arterial roads,*
- (b) to promote a high level of scenic quality adjacent to existing or proposed main or arterial roads, and*
- (c) to encourage, where possible, the use of existing or proposed side roads as an alternative to direct vehicular access to an existing or proposed main or arterial road.*

The zone objectives for the 7(e) zone were as follows:

*Zone No 7 (e) (Environment Protection “E” (Escarpment) Zone*

*1 Objectives of zone*

*The objectives are:*

- (a) to protect scenic, ecological, educational and recreational values of escarpment areas,*
- (b) to conserve and, where appropriate, reinstate the natural vegetation so as to protect steep slopes from erosion and slippage, and*
- (c) to maintain the role of escarpments as habitat links between conservation areas.*

Therefore, visual impact assessment to protect and maintain scenic quality was an objective of each of the relevant zonings to differing extents but with greater focus on the Moss Vale Road frontage and higher-level controls/objectives again for the 7(e) zone for the escarpment area.

## City of Shoalhaven: Visual Management Plan

A Visual Management Plan was prepared by Shoalhaven City Council with EDAW in 1994. This plan was intended to provide SCC with a visual management system for managing the visual or scenic values of the landscape in the following ways:

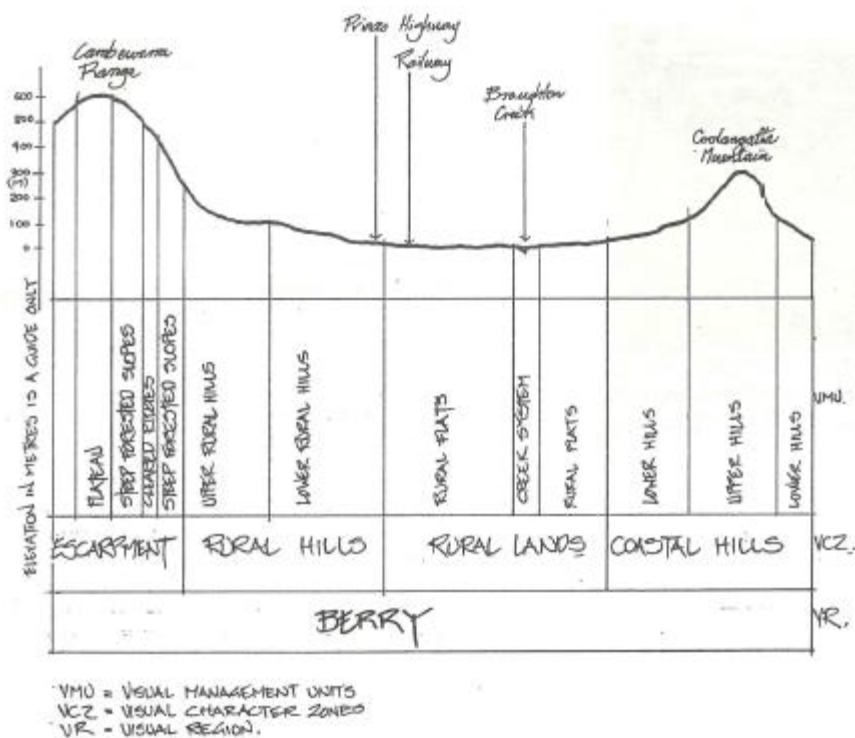
- Providing Council with a qualitative and quantitative record of its visual and scenic resources and in so doing,
- Providing Council with a basis for making development and management decisions when considering land use changes and development applications
- Providing specific visual management goals and guidelines that can be related to such considerations.

The site is located for the purposes of this plan within the Berry Visual Sub Region (Unit 2). Within the LGA as a whole the site is located in an area identified as having Level 2 – high significance, with the area around Mt Cambewarra being Level 1 – Very high significance.

The following is an indicative cross section of the Berry unit which happens to include the subject site area (as it takes a line from Mt Cambewarra through to Mt Coolangatta).



INDICATIVE CROSS-SECTION OF THE BERRY VISUAL REGION  
SHOWING VISUAL MANAGEMENT UNITS AND VISUAL CHARACTER ZONES.  
NOT TO SCALE



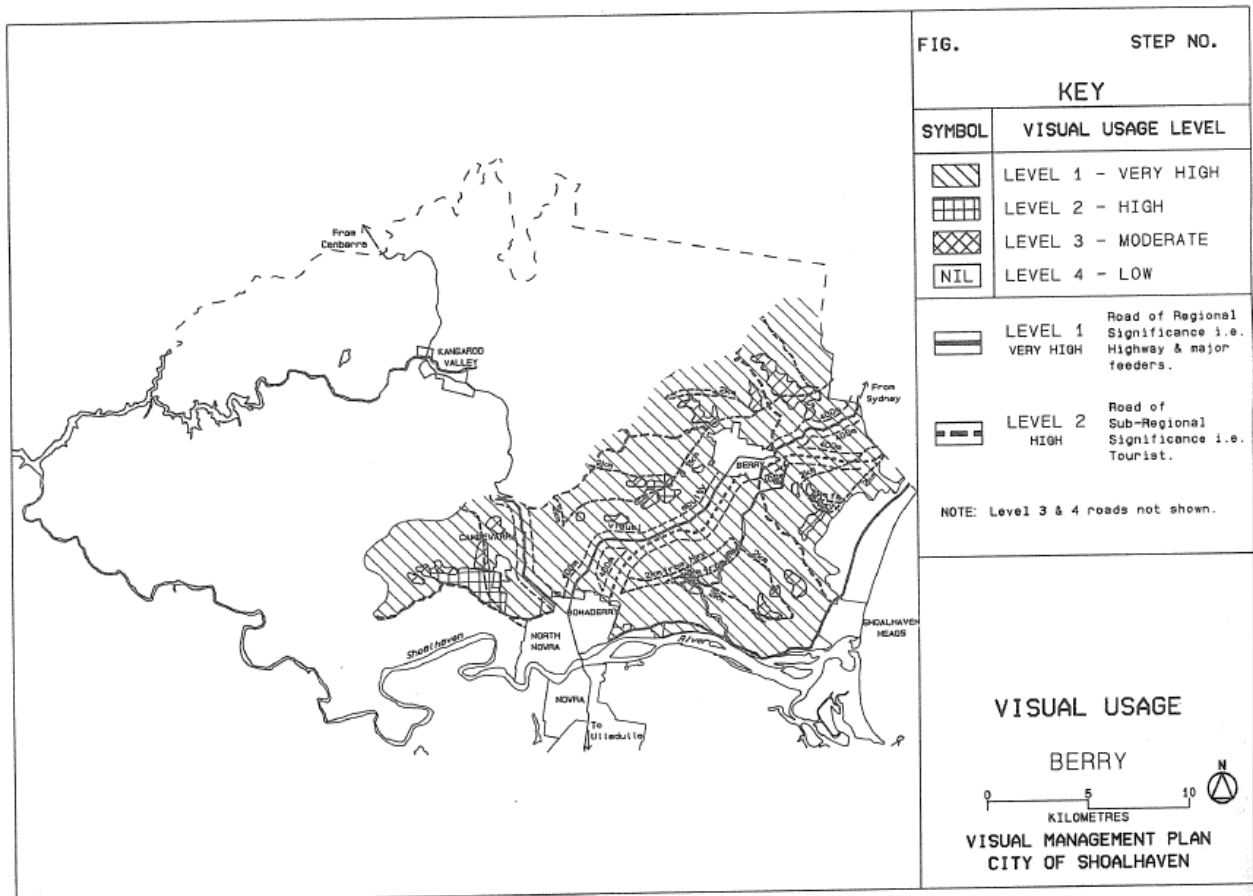
The study identifies the site as being within a rural land character zone which abuts the escarpment character zone.

In the visual management unit, the site is identified as being in the lower rural hill category along Moss Vale Road and to the south, west and northwest. The remainder of the site is within a “rural flats” unit. The escarpment around Mount Cambewarra is identified as upper rural hills and lower rural hills (interestingly the escarpment above the site is not identified in the “escarpment feature” category).

The visual management priority for the Berry sub region is generally Level 1 because of the high visibility from the Princes Highway, major lookouts and walking trails. Areas defined as level 2 were only visible from tourist roads and not the highway. Moss Vale Road and the Princes Highway have a visual management priority in the study of VMP 1 (being the highest).



As shown in the figure below the site has a visual usage level of 1 which is very high given the location between the two major roads for this locality.



Visual sensitivity identified for the site is mostly within the Level 2 – high category with a visual management priority for the site identified as being Level 1 – very high.





An assessment checklist based on this plan would be as follows:

<b>Assessment Checklist</b>	
<b>Visual Sub Region</b>	Berry
<b>Site</b>	MVRN URA
<b>Visual Management Unit</b>	Upper Rural Hills and Lower Rural Hills
<b>Visual Usage</b>	Level 1
<b>Visual Sensitivity</b>	Level 2 – high category
<b>Visual Management Priority</b>	Level 1 – Very high.
<b>Visual Management Goal</b>	<p>Upper Rural Hills</p> <p>Within this unit are very few areas which do not exhibit Current Visual Status 1 in the Berry region. Generally, these areas pertain to subdivisions adjacent to roads, removal of trees for grazing and increased dwelling density from resultant subdivisions. Usually the change in the landscape is not visually apparent, although the removal of trees and additional dwellings are reason enough to lift the score to Visual Status 2.</p> <p>Lower Rural Hills</p> <p>Most of this unit in the Berry region, exhibits a high-quality landscape although a number of areas have been given scores of 2 or 3.</p>
<b>Current Visual Status</b>	Level 1
<b>Visual Management Level</b>	<p>Level 1F (preservation of the landscape is appropriate).</p> <p>The visual management level based on this study is effectively redundant given the change in zoning from Rural to Residential R1 under SLEP 2014. However, some recommendations from the study are of use in the Master Plan/DCP mitigation measures for visual impact from the increased densities proposed for this URA.</p>

The application of visual management goals is detailed in the diagrams below.



## Application of Goals:

VISUAL MANAGEMENT GOALS  
VISUAL MANAGEMENT UNIT

- FOR MODERATE TO LARGE SCALE RURAL HOLDINGS ON DRAPO UNDULATING LAND

VMG R9  
No. 3

VISUAL FEATURE	VMG LEVEL 1	VMG LEVEL 2	VMG LEVEL 3	VMG LEVEL 4
<b>SUBDIVISION AND LANDSCAPE PATTERN</b>				
	GENERALLY MODERATE SCALE OPEN LANDSCAPE WITH RECTILINEAR PATTERNS.	MODERATE SCALE RECTILINEAR PATTERN IS MAINTAINED.	MODERATE SCALE PATTERN HAS BEEN MODIFIED INTO SMALLER PATTERNS.	ORIGINAL LANDSCAPE PATTERN IS LOST.
<b>VEGETATION PATTERN</b>				
	TREE BELTS AND SMALL TREE GROUPS REINFORCE MODERATE SCALE LANDSCAPE PATTERN.	TREE BELTS AND TREE GROUPS MAINTAIN LANDSCAPE PATTERN, BY ADDITIONAL PLANTING OR RETENTION.	BELTS OF PLANTED TREES PRODUCE SMALL PATTERNS.	SMALL PATTERN IS NOT SCREENED OR BROKEN UP BY TREE PLANTING.
<b>BUILDING PATTERN</b>				
	PASTORALS SITED APPROPRIATELY WITHIN EXISTING LANDSCAPE. INTEGRITY IS MAINTAINED.	ADDITIONAL PASTORALS TO BE SITED AT APPROPRIATE DISTANCE TO MAINTAIN LANDSCAPE PATTERN AND SCREENING.	BUILDING DENSITY IS INCREASED BUT DAMAGED WITH VEGETATION GROWTH.	INCREASED DEVELOPMENT IS NOT INTEGRATED WITH VEGETATION.

VISUAL MANAGEMENT GOALS  
VISUAL MANAGEMENT UNIT

- FOR LARGE SCALE RURAL HOLDINGS ON FLAT OR GENTLE SLOPES

VMG R1  
No. 1

VISUAL FEATURE	VMG LEVEL 1	VMG LEVEL 2	VMG LEVEL 3	VMG LEVEL 4
<b>SUBDIVISION AND LANDSCAPE PATTERN.</b> This pattern is created by subdivision and/or field size.				
	THE EXISTING LARGE SCALE RECTILINEAR OPEN PATTERN IS CONSERVED.	LARGE SCALE RECTILINEAR PATTERN IS MAINTAINED, PASTORALS ARE NOT CHANGING PATTERN.	LARGE SCALE PATTERN HAS BEEN MODIFIED INTO SMALLER PATTERNS.	ORIGINAL SUBDIVISION PATTERN IS LOST.
<b>VEGETATION PATTERN.</b> Reinforces the landscape pattern.				
	RECTILINEAR TREE BELTS AND OR CROPS CONTRAST CREATE PLEASING LARGE SCALE PATTERN.	SMALL AND OR GROUPS OF TREES WITH CROPS MAINTAIN EXISTING PATTERN AND SCALE.	GROUPS OF TREES AND OR CROPS CREATE SMALLER SCALE PATTERNS.	ISOLATED TREES OR CROPS CREATE NO CONTRAST.
<b>BUILDING PATTERN</b>				
	ORIGINAL PASTORALS SITED COMFORTABLY WITHIN VISUAL SUBDIVISION.	ADDITIONAL PASTORALS OR BUILDINGS ARE GENERALLY SITED AND MAINTAIN VISUAL PATTERN.	INCREASE IN DWELLING DENSITY MODIFIES ORIGINAL VISUAL PATTERN.	HIGH DWELLING DENSITY CHANGES INITIAL LANDSCAPE PATTERN COMPLETELY.



The current R1 zoning (allowing lots as small as 500m<sup>2</sup> or 350m<sup>2</sup> for multi- dwelling housing) is more in accordance with a visual management level 4 according to this study as the high dwelling density changes the landscape pattern (based on existing lot patterns) completely. However, elements of the visual impact assessment recommendations for mitigating development impact can still be incorporated into the URA. These elements are interpreted for the purpose of this study as being:

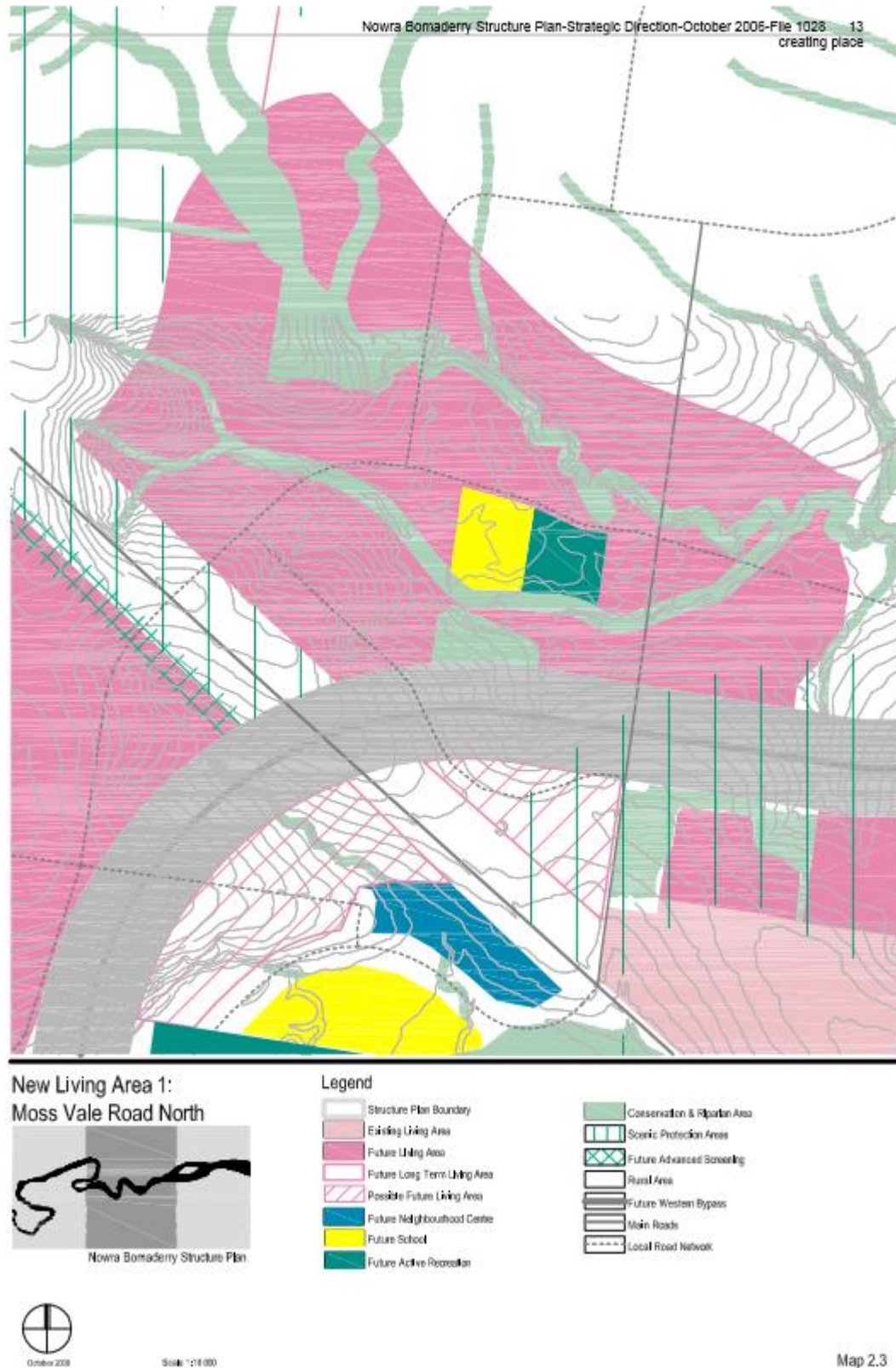
- Rather than trying to reinforce existing residential subdivision patterns on the landscape through tree planting, natural patterns such as water courses should be reinforced through planting. Thereby, the natural patterns are enhanced providing some continuity in the landscape and linkages with major regional open space and the escarpment to the north west, and a transition from existing residential subdivision patterns filtering to the escarpment. Water courses traversing the site provide natural pathways through the site which then also provide some continuity with rural zoned land to the east. Therefore, dwelling density is increased but balanced with additional tree planting in riparian corridors and public streets as per the TBLA landscape masterplan.
- Grid pattern of subdivision is acceptable but should be located in discreet sections around riparian areas and main roads.
- Perimeter roads around riparian areas to reinforce connections to natural patterns in the topography.
- The areas of R1 in the north-western section that are in the “upper rural hills” should potentially have larger lot sizes on lots above contours of 60 – 70m.
- Where density is increased development to be screened where possible from major viewpoints (especially along the Moss Vale Road frontage within the E3 corridor).
- Dwellings should be designed to integrate with the landscape where possible using appropriate design and materials.

### Nowra Bomaderry Structure Plan

The Nowra Bomaderry Structure Plan was adopted by Council in 2006 and endorsed by the NSW Department of Planning in 2008. This document became the main strategic document recommending planning direction for the URA and surrounding locality.

The following figure identifies the MVRN URA as a future living area:







It is noted that the area identified as a part of the MVRN URA in the NBSP is actually less than the area that Council later zones under SLEP 2014.

The NBSP sets out the following design principles for MVRN URA:

*Establish view corridors out of the neighbourhood to the escarpment and pastoral landscape. View corridors will provide views from Moss Vale Road, through the neighbourhood to the escarpment.*

*Medium density housing will consist of villas, units, terraces and town houses, with an emphasis on providing street frontage for a maximum number of dwellings. A finer grain street network and smaller block sizes for medium density development will contribute toward achieving this. Medium density housing will be located adjacent to open spaces.*

*A high standard of environmental performance will be achieved through:*

- ***Exclusion of urban development from areas identified as habitat for threatened species (further studies required to identify these areas).***
- ***Protection of riparian corridors including enhanced vegetation along Abernethy's Creek and associated tributaries.***
- ***A subdivision pattern based on existing topography that maximises the number of north/south facing blocks (promoting energy efficiency).***
- ***Maximising the retention of existing trees, within open space, on road verges or on blocks, where appropriate.***
- ***Plan for and implement current best practice for hazards including bushfire, flood, soil erosion and acid sulphate soil risk.***
- ***Innovative stormwater solutions and reuse of rainwater to minimise detrimental impacts on water flows.***

*The subdivision layout will maximise connectivity and access. A street hierarchy will provide main street access onto Moss Vale Road. A safe and efficient street network will include Bells Lane within the network.*

*The network of open space within Area 1 will connect to that planned for Area 2, south of Moss Vale Road. Pedestrian paths and bicycle routes will connect to adjoining areas including Cambewarra, the neighbourhood centre and high school on the southern side of Moss Vale Road, Area 2, and Good Dog and Bomaderry Creeks.*

The zoning of riparian corridors E2 – Environmental Conservation under SLEP 2014 has facilitated the planning to achieve the highlighted goals listed above.

The Nowra Bomaderry Structure Plan provides an additional list of existing considerations that is listed in the extract below.



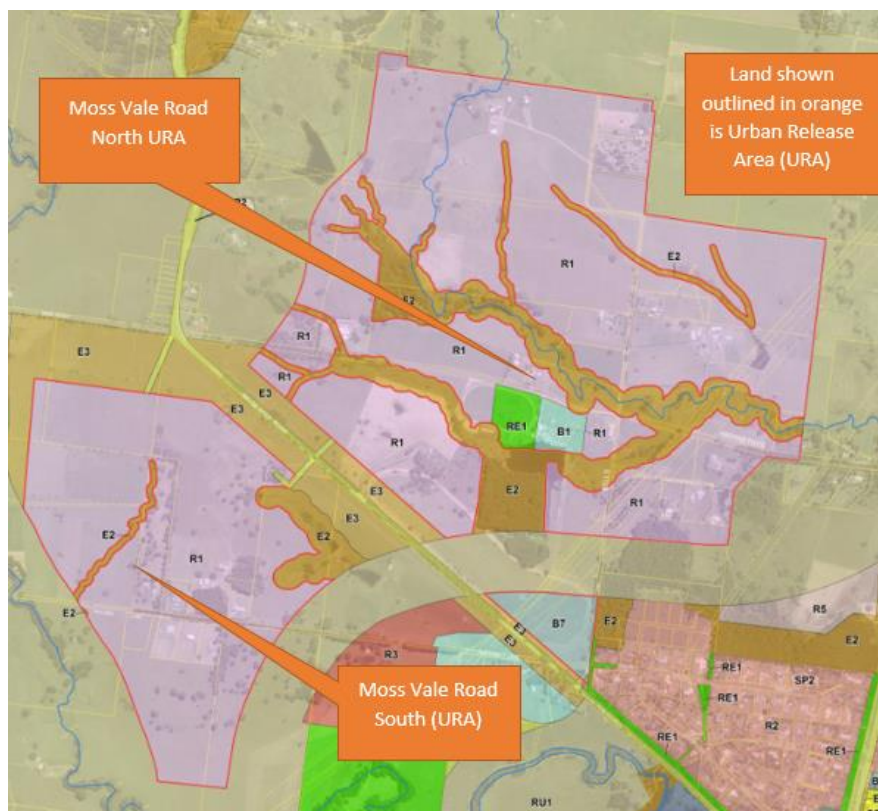
### Existing Considerations

Existing considerations for the future development of Area 1 (Map 2.3) include:

- Undulating topography with steeper gullies in the south western part of the area.
- Abernethys Creek and associated tributaries extend across Area 1, flowing into the Shoalhaven River.
- The area is part of an impressive pastoral landscape that is of high scenic value.
- The area is predominantly cleared for agricultural purposes, with contained areas of Spotted Gum-Grey Ironbark Forest.
- Bells Lane extends through Area 1 connecting to Moss Vale Road.
- The predominant use of adjoining land is agricultural.
- Several large stands of Spotted Gum - Grey Ironbark Forest are located to the south.
- Area 1 is in close proximity to the escarpment.

### Shoalhaven Local Environmental Plan 2014

The site is identified as an urban release area under Division 6 of SLEP 2014 as follows:



The site is zoned part:

R1 – General Residential

E2 – Environmental Conservation

E3 – Environmental Management

B7 – Business Park





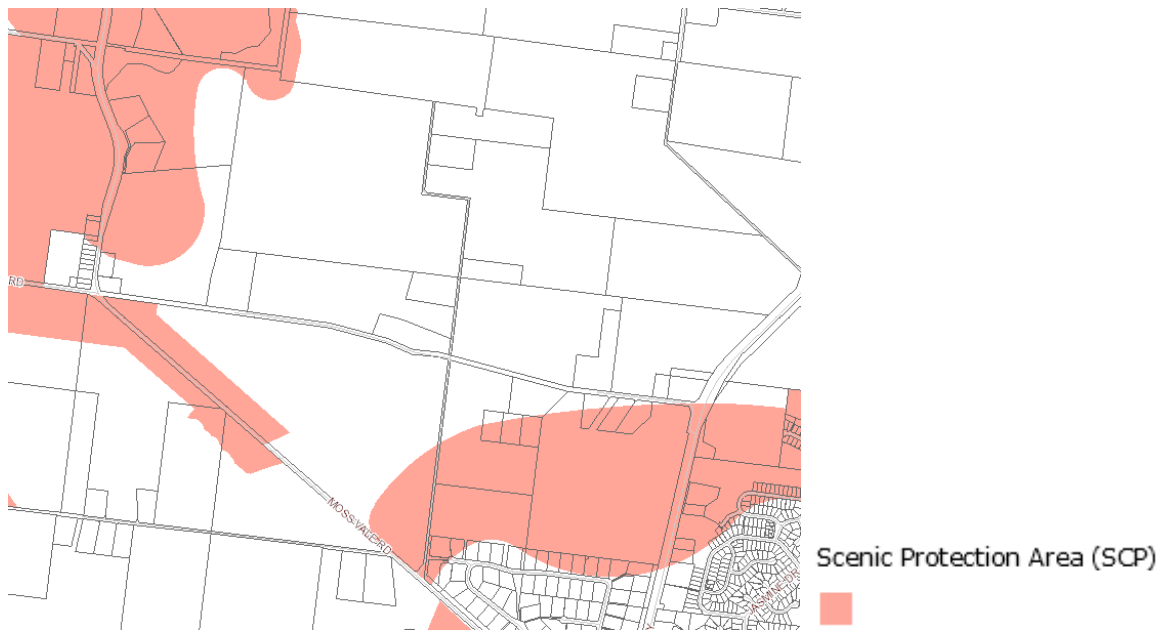
Division 6 of SLEP 2014 provides the requirements for a development control plan (DCP) for the release area as follows:

### **6.3 Development control plan**

- (1) The objective of this clause is to ensure that development on land in an urban release area occurs in a logical and cost-effective manner, in accordance with a staging plan and only after a development control plan that includes specific controls has been prepared for the land.*
- (2) Development consent must not be granted for development on land in an urban release area unless a development control plan that provides for the matters specified in subclause (3) has been prepared for the land.*
- (3) The development control plan must provide for all of the following:*
  - (a) a staging plan for the timely and efficient release of urban land, making provision for necessary infrastructure and sequencing,*
  - (b) an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,*
  - (c) an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,***
  - (d) a network of active and passive recreation areas,*
  - (e) stormwater and water quality management controls,*
  - (f) amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,*
  - (g) detailed urban design controls for significant development sites,*
  - (h) measures to encourage higher density living around transport, open space and service nodes,*
  - (i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,*
  - (j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.*

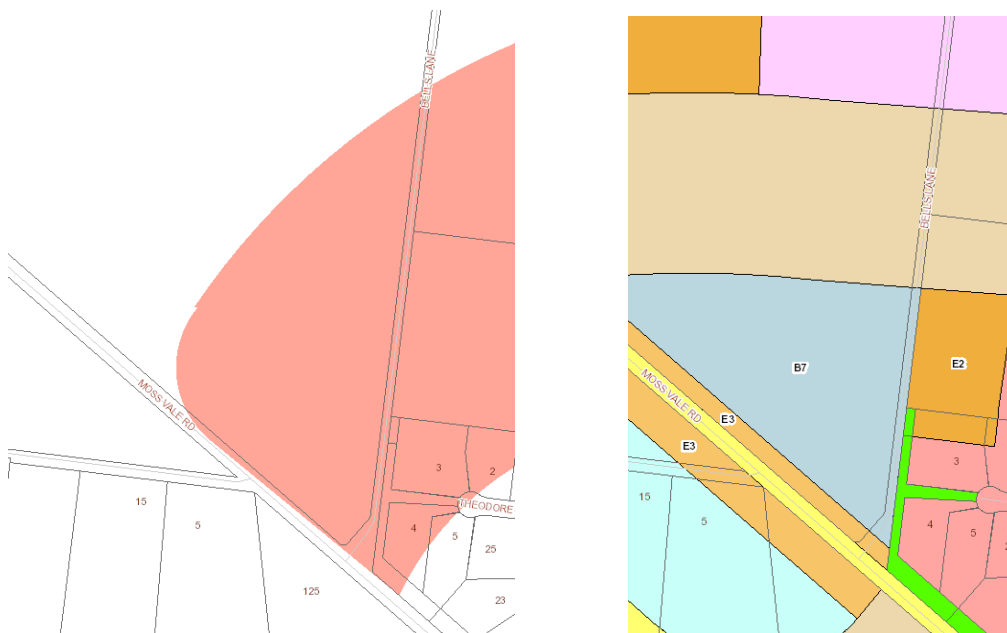
An overall landscape strategy is also being prepared in accordance with Clause 6.3(3)(c) which is to be read in conjunction with the recommendations of this report.

A portion of the site is also identified as being within a scenic protection area as shown on the plan below.



**Scenic Protection Area, Source: Extract from SLEP 2014 Map, SCC Online Mapping**

The main section identified by the scenic protection area mapping is a section of Moss Vale Road south of Abernethy's Lane intersection. Another section is located at the intersection of Bells Lane and Moss Vale Road. The area identified at the intersection Bells Lane would appear to be anomalous given the B7 – Business Park zoning of this section of the URA as shown on the plans below.



**Comparison Between Scenic Protection Area Mapping & Zoning Mapping, Extract from SLEP 2014 Map, SCC Online Mapping**



*Typically, areas identified as scenic protection area would have an Environmental (E) or Rural (RU) zoning and not a business park zoning which allows a range of uses and objectives which are inconsistent with the minimisation of visual impact. The objectives of the B7 zone are as follows:*

- To provide a range of office and light industrial uses.*
- To encourage employment opportunities.*
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*

*The above objectives are notable in so much as they do not contain any scenic consideration of the development. Furthermore, the range of permissible uses associated with the B7 zone are not complementary to scenic objectives.*

Clause 7.8 applies to scenic protection areas as follows:

### **7.8 Scenic protection**

*(1) The objective of this clause is to protect the natural environmental and scenic amenity of land that is of high scenic value.*

*(2) This clause applies to land identified as “Scenic Protection” on the [Scenic Protection Area Map](#).*

*(3) In deciding whether to grant development consent for development on land to which this clause applies, the consent authority must:*

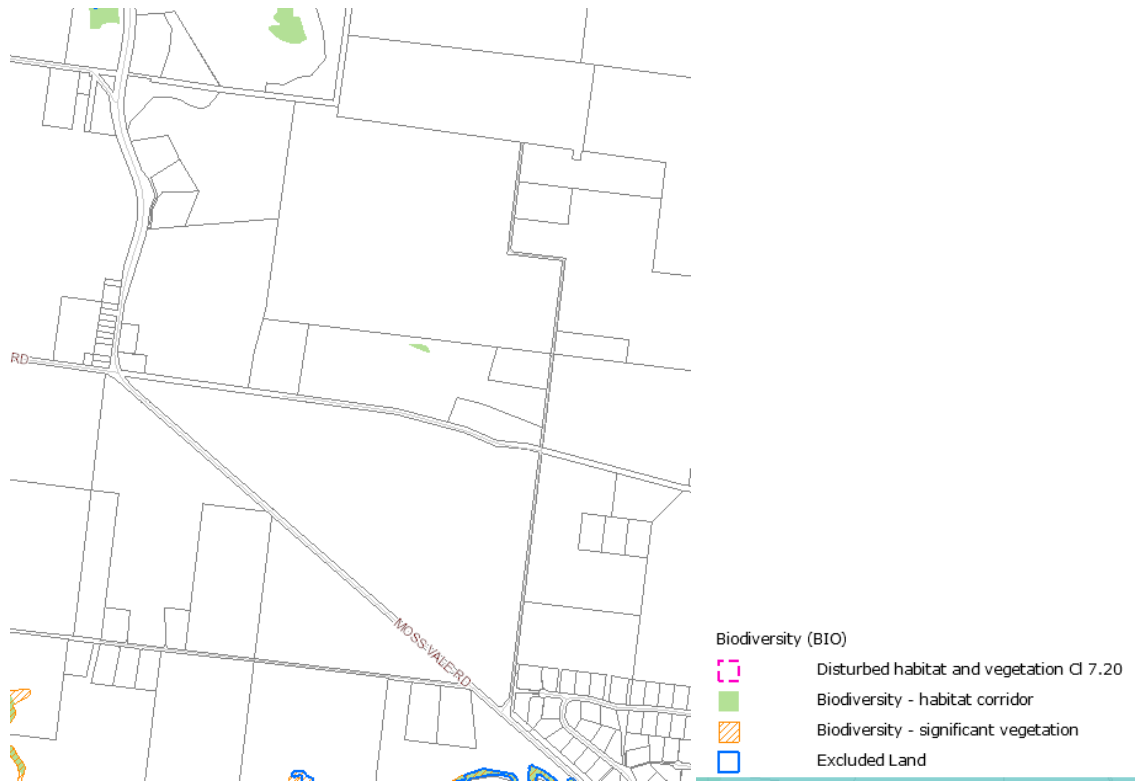
- (a) consider the visual impact of the development when viewed from a public place and be satisfied that the development will involve the taking of measures that will minimize any detrimental visual impact, and*
- (b) consider the number, type and location of existing trees and shrubs that are to be retained and the extent of landscaping to be carried out on the site, and*
- (c) consider the siting of the proposed buildings.*

This document together with the Landscape Study prepared by Taylor Brammer has been prepared in order to address the provisions of Clause 7.8 above.

The minimum allotment size for subdivision for the R1 zone in this locality is identified as being 500m<sup>2</sup>, however the R1 zoning also allows multi dwelling housing to be subdivided to 350m<sup>2</sup>. It is noted that SCC is currently preparing a Planning Proposal with the potential to allow individual lots down to 300m<sup>2</sup>.

The proposed the subdivision of previously rural zoned land to R1 will have a significant visual impact upon the site and surrounding area. Accordingly, the purpose of this report is to provide recommendations for the mitigation of these impacts.

*The site is also identified on Council’s Biodiversity Mapping as shown on the LEP map extract below.*



***Biodiversity Value Land Map, SLEP 2014; Source SCC Online Mapping***

Only a very small area located within Lot 4 DP 708366 is identified as being a biodiversity habitat corridor. The area as mapped is quite isolated and does not connect, thereby making it unclear as to why it has been identified as a corridor. When compared to the aerial photo below of Lot 4, it would appear that the area identified for habitat corridor falls within the E2 riparian area of Abernethy's Creek.







This area has been considered in greater detail in the Flora and Fauna Assessment for MVRN URA undertaken by Ecological.

It is noted that the provisions of Clause 7.5 of SLEP relate to areas identified as containing terrestrial biodiversity as follows:

### **7.5 Terrestrial biodiversity**

- (1) The objective of this clause is to maintain terrestrial biodiversity, by:*
  - (a) protecting native fauna and flora,*
  - (b) protecting the ecological processes necessary for their continued existence, and*
  - (c) encouraging the conservation and recovery of native fauna and flora and their habitats.*
- (2) This clause applies to land:*
  - (a) identified as “Biodiversity – Habitat Corridor” or “Biodiversity - Significant Vegetation” on the Terrestrial Biodiversity Map, and*
  - (b) situated within 40m of the bank (measured horizontally from the top of the bank) of a natural waterbody.*
- (3) Before determining a development application for development on land to which this clause applies, the consent authority must consider:*
  - (a) whether the development is likely to have:*
    - (i) any adverse impact on the condition, ecological value and significance of the fauna and flora on the land, and*
    - (ii) any adverse impact on the importance of the vegetation on the land to the habitat and survival of native fauna, and*
    - (iii) any potential to fragment, disturb or diminish the biodiversity structure, function and composition of the land, and*
    - (iv) any adverse impact on the habitat elements providing connectivity on the land, and*
  - (b) any appropriate measures proposed to avoid, minimize or mitigate the impacts of the development.*
- (4) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that:*
  - (a) the development is designed, sited and will be managed to avoid any significant adverse environmental impact, or*
  - (b) if that impact cannot be reasonably avoided by adopting feasible alternatives—the development is designed, sited and will be managed to minimize that impact, or*
  - (c) if that impact cannot be minimized—the development will be managed to mitigate that impact.*
- (5) For the purpose of this clause:*

*bank means the limit of the bed of a natural waterbody.*

*bed, of a natural waterbody, means the whole of the soil of the channel in which the waterbody flows, including the portion that is alternatively covered and left bare with an increase or diminution in the supply of water and that is adequate to contain the waterbody at*



*its average or mean stage without reference to extraordinary freshets in the time of flood or to extreme droughts.*

The Riparian Corridor Treatment for the Master Plan includes the affected area within the riparian area in accordance with the E2 zone as shown below.



Figure 8 Riparian Corridor Treatment

### **Draft Corridor Layout for Master Plan**

### **Illawarra Shoalhaven Regional Plan**

The Illawarra Shoalhaven Regional Plan was prepared by the NSW Department of Planning and Environment (2015). The vision statement states in opening:



*The vision for the Illawarra-Shoalhaven region is for a sustainable future and a resilient community, adapting to changing economic, social and environmental circumstances.*

*Residents will be able to access a range of lifestyle choices; connect with the stunning landscapes and biodiversity; access well established and emerging work opportunities; enjoy a strong network of centres; and experience high quality education and health facilities.*

A specific goal to achieve this vision is: “a region that protects and enhances the natural environment”.

Figure 1 of the plan identifies the escarpment as being of high environmental value.

Figure 3 of the plan identifies MVRN and MVRs URA's as being regionally significant release areas.

Direction 5 provides for environmental/scenic management are as follows:

DIRECTION	ACTION NUMBER	ACTION	LEAD AGENCY	KEY STAKEHOLDER	TIMING
<b>5.1 Protect the region's environmental value by focusing development in locations with the capacity to absorb development</b>	<b>5.1.1</b>	Avoid, minimise and mitigate the impact of development on significant environmental assets	NSW Office of Environment and Heritage	Councils	Ongoing
	<b>5.1.2</b>	Protect high environmental value land at Seven Mile Beach, Gerroa	NSW Office of Environment and Heritage; Department of Planning and Environment	Kiama Municipal Council	Ongoing
	<b>5.1.3</b>	Protect the region's biodiversity corridors in local planning controls	NSW Office of Environment and Heritage	Councils	Ongoing
	<b>5.1.4</b>	Create a consistent approach to protect important riparian areas in planning and development controls	Department of Planning and Environment	NSW Office of Environment and Heritage; Councils	Short term

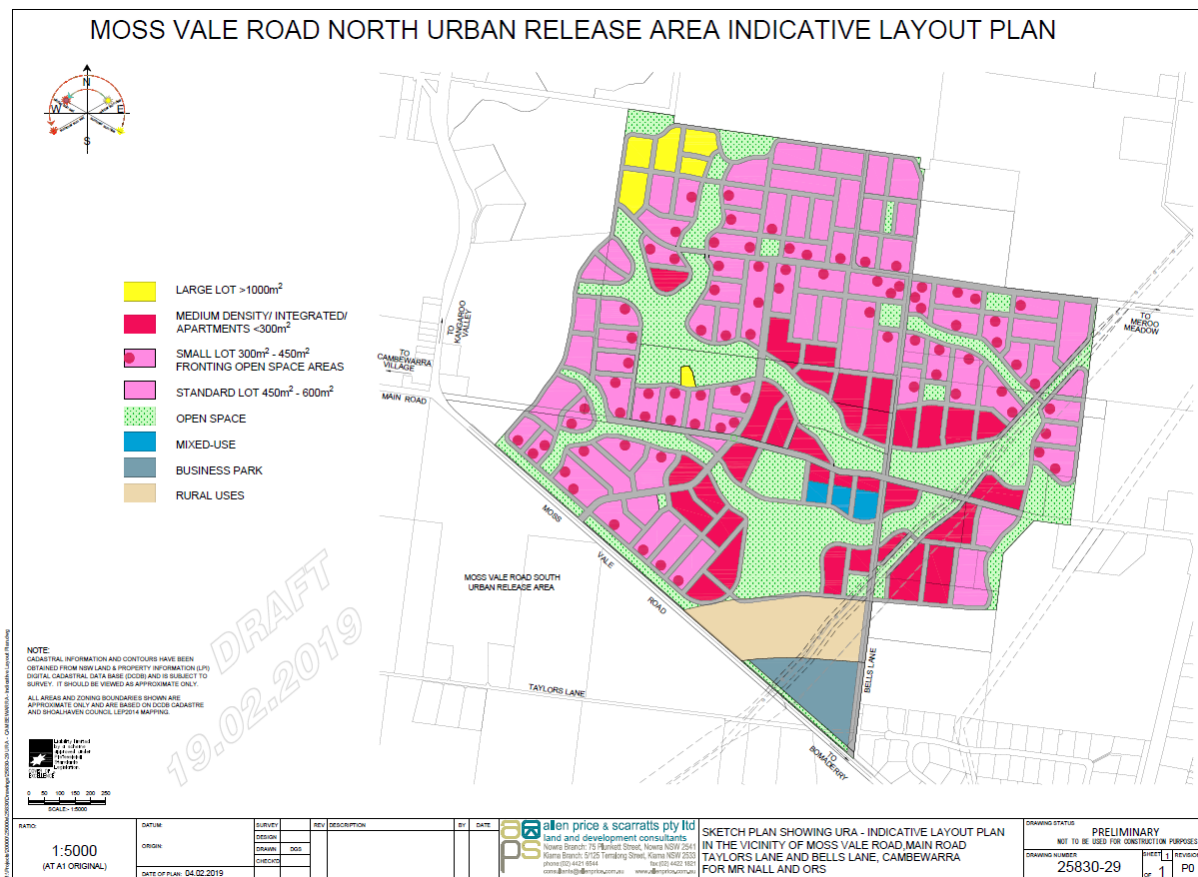
The Regional Plan is largely implemented through Council's Local Environmental Plan.

### ***Indicative Layout Plan in Relation to View Lines***

As a part of the Master Planning and Development Control Plan preparation process a number of draft layouts in relation to the development of the site have been considered.

The proposed Indicative Layout Plan (ILP) as prepared by Peter Annand and Associates identifies corridors which align with the E2 zoned riparian areas and include the extension of the core E2 area around Abernethy's Creek through the North West of the site to the base of Mount Cambewarra.





### Indicative Layout Plan

The draft layout as proposed aligns generally with both the LEP and Nowra Bomaderry Structure Plan.

The draft layout places an emphasis on the natural corridors throughout the site which provide a transitional area between the Cambewarra Mountain Range and the rural landscape.

The strong east west connectivity of the riparian corridors seeks to emphasise views across the site between Mt Cambewarra and Mount Coolangatta. The use of grid pattern road layouts emphasises north south views.

The retention of Bells Lane and Abernethy's Lane serves to reinforce the historic development of the rural area to date but also serves to emphasise view lines through the site.

Given the imposing height of Mt Cambewarra over the site as a whole, and as viewed from Moss Vale Road, there are no impacts as such limiting views from the site to Mount Cambewarra. As previously identified in this study, views from Mount Cambewarra over the site will be impacted as the site does form a foreground to the view from the lookout. It is noted that the R1 zoning decision has already been made, therefore, mitigation of impacts of residential development must be considered.

The draft layout as proposed is considered to be a suitable basis for further urban design and landscaping measures to mitigate visual impacts of the development.



### ***Relationship with Moss Vale Road South***

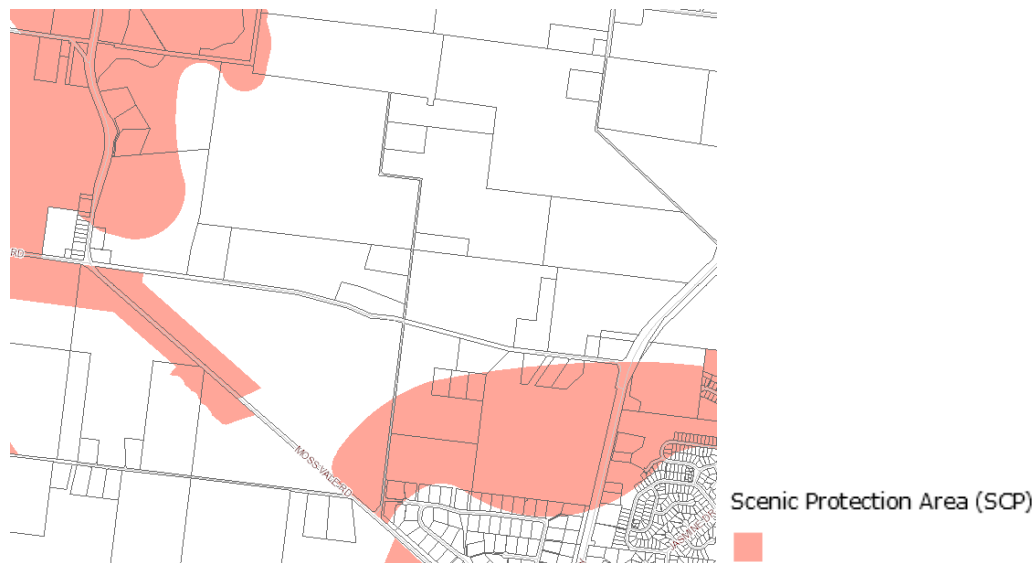
The topography of Section B of Moss Vale Road with a small ridgeline running parallel to the northern side of Moss Vale Road (south of Abernethy's Lane), results in only a small area of developable land which will be viewed from Moss Vale Road (once the E3 area is planted). The site starts to fall towards the north past this section of E3 which will assist in mitigating the impact of new dwellings in this section of the site.

The E3 zone corridor on MVRN is approximately 75m wide and provides a substantial potential visual barrier between development on the MVRN site and development on the MVRS site.

Given the E3 zoned corridor running parallel with Moss Vale Road along the boundary of both MVRN and MVRS, the main recommendation is for a co-ordinated consistent landscape plan between the two sites which places an emphasis on reinforcing the dominant spotted gums which are principally located on the northern side of Moss Vale Rd.

Design emphasis also needs to be made on road intersections between the two sites in order to provide a point of transition which is integrated and attractive to both. Design elements should be common between the entries to both subdivisions so as to avoid a separate "gated" appearance for each one.

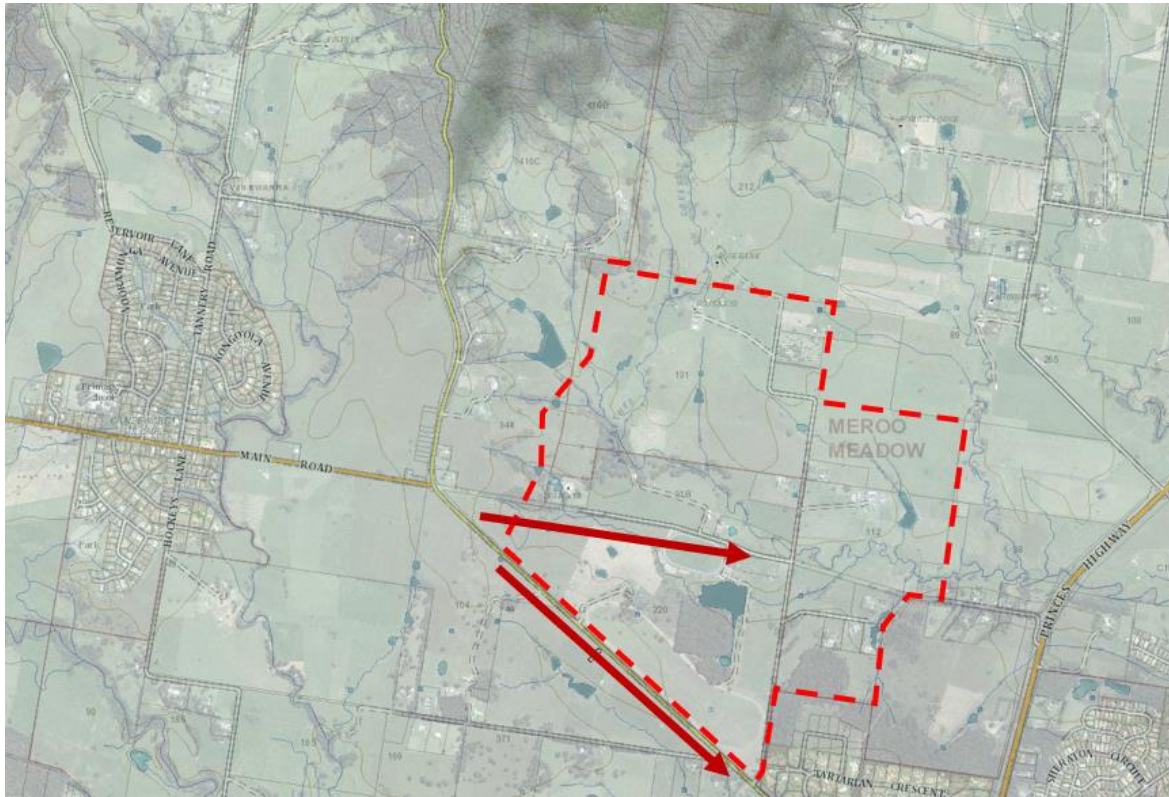
It is noted that the scenic protection area as shown below extends between the two URA's.



#### ***Scenic Protection Area, Source: Extract from SLEP 2014 Map, SCC Online Mapping***

The scenic protection area covers portions of both URAs fronting Moss Vale Road. The area from Main Road through to the east along Moss Vale Road aligns with the E3 zoning.

Views from this portion of Moss Vale Road align with views along Section B as identified in this report.



**Moss Vale Road – Section B (Key View Lines - 2), Source: Six Maps (Base Map)**

It is considered that the 75m width of the E3 zoning along the northern side of Moss Vale Road is in fact more extensive than required in order to screen the development of the URA from Moss Vale Road. The following diagram provided by Taylor Brammer who are engaged to prepare the Landscape Study for MVRN URA details a cross section with a reduced landscape width of 25m (instead of the 75m as zoned). The diagram demonstrates that due to the topography along Moss Vale Road, appropriate screening can be achieved in conjunction with street layouts which allow for development to front an internal road running parallel with Moss Vale Road.

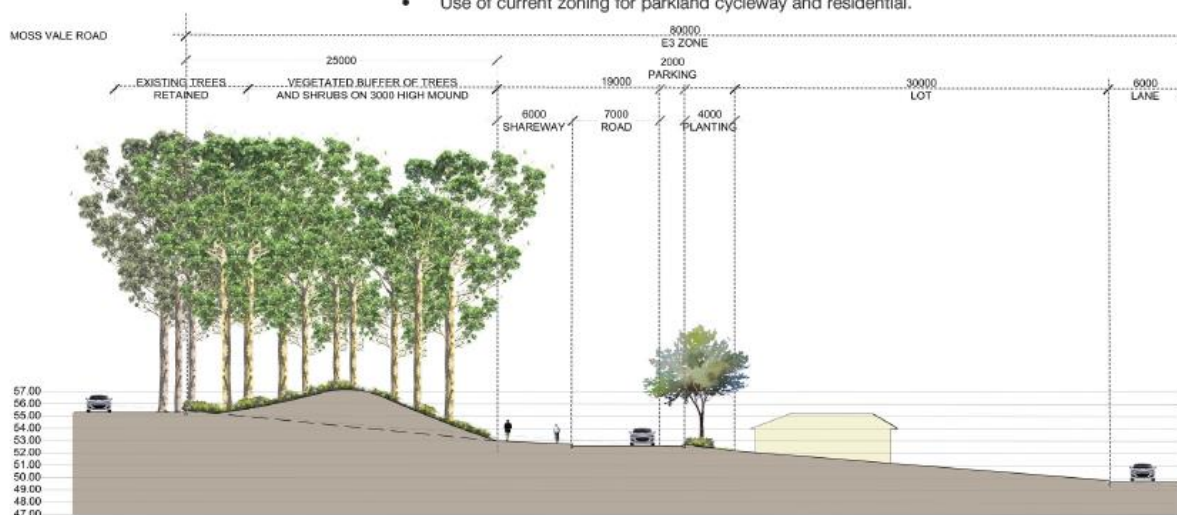




Figure 7 Plan of Moss Vale Road Frontage

#### Moss Vale Road

- Retention of existing vegetation.
- Reinforce existing vegetation with planted mound.
- Use of current zoning for parkland cycleway and residential.



#### Proposed Moss Vale Road Interface: Source Taylor Brammer 2019

It is noted that Council is currently assessing two development applications for subdivision on the Moss Vale Road South URA site being SF 10632 and SF 10633. Attachment 1 contains an extract from the DA submission

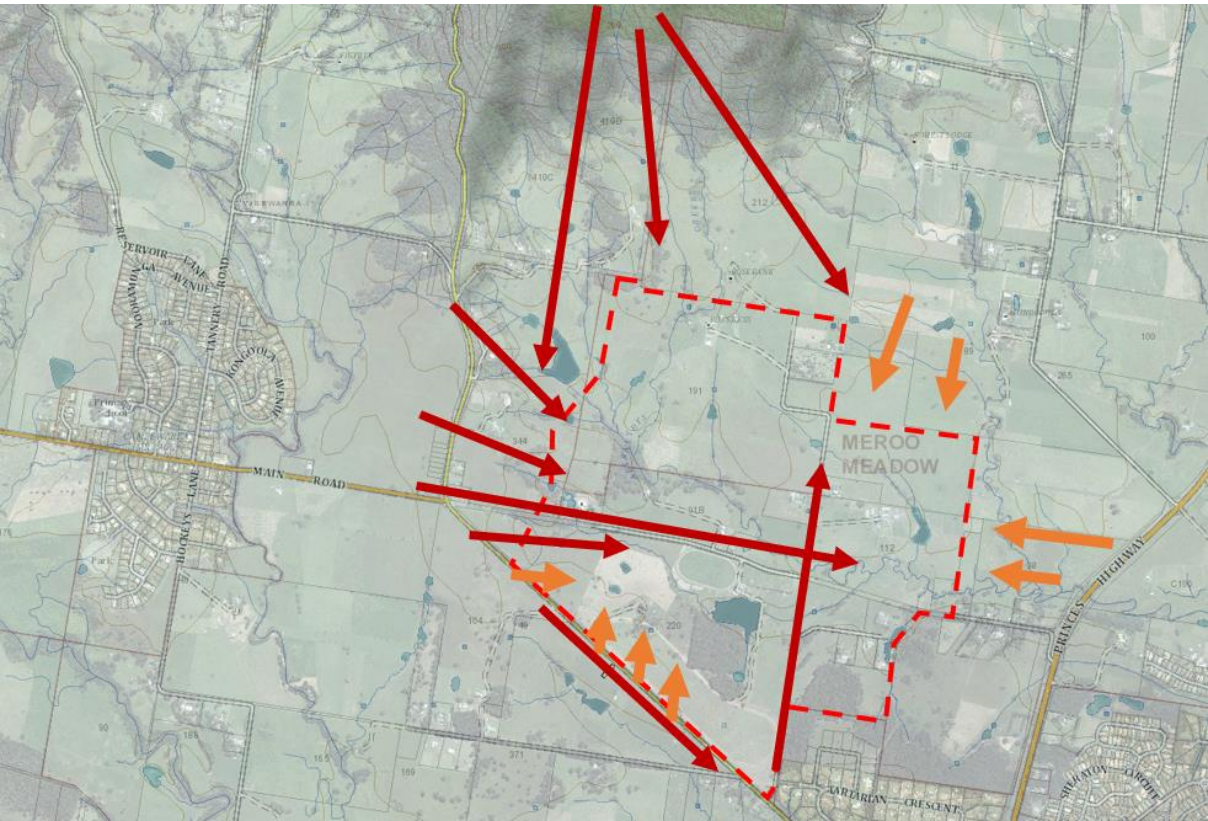





– Draft Landscape Master Plan MVRN (Cardno) and Visual Montage of Landscape Buffer on Moss Vale Road (Cardno), sourced from the SCC DA Tracker. This attachment is provided for context only in relation to the recommendations of this report. It would appear from the application material that only a thin planting strip is proposed along Moss Vale Road. The photo montage and landscape master plan only provide limited detail as to planting in the E3 corridor running parallel to Moss Vale Road on the southern side.

**Development Principles / Recommendations**

The development of MVRN will have a significant impact on foreground views from Mt Cambewarra. Panoramic views from Moss Vale Road in Section A will also be affected. To a lesser degree the views along Moss Vale Road Section B will also be affected (but these views are of a lesser landscape quality and are limited in comparison to the other views identified).

The site contains areas where the views are very impressive across the surrounding landscape and these view lines should be considered and enhanced in future planning of the site. The following map identifies key primary and secondary view lines:



	Primary View Line
	Secondary View Lines
	MVRN Study Area (For Visual Impact Assessment)





Based on the identification of key view lines and vistas in this report and in earlier visual impact assessments, the following design principles should generally be applied to the development of the URA:

1. Rather than trying to reinforce traditional subdivision patterns on the landscape (as recommended in earlier studies), natural patterns such as water courses should be reinforced through retention and planting (as indicated in the draft Corridor plan). Thereby, the natural patterns are enhanced providing some continuity in the landscape and linkages with major regional open space and the escarpment to the north west. Water courses traversing the site provide natural pathways through the site which then also provide some continuity with rural zoned land to the east (as open space areas). Therefore, whilst dwelling density is increased it is balanced with additional tree planting in riparian corridors and tree lined streets.
2. Tree planting within the riparian corridor should focus on evergreen native species (possibly rainforest species, including tree ferns which are commonly located on Mount Cambewarra and have a lower rating for bushfire assessment). Riparian corridors to provide for a multiple range of uses from drainage, habitat corridor (through enhanced planting), and recreation. Preferably rainforest species or wet sclerophyll species similar to those found in the Cambewarra Reserve.
3. Grid pattern of subdivision is acceptable but should be located in discreet sections (pods) around riparian areas and the principal collector roads through the URA. The grid pattern increases pedestrian connectivity through the new suburb.
4. Perimeter roads around riparian areas to reinforce connections to natural patterns in the topography.
5. The areas of R1 zoned land in the north-western corner of the site that are in the “upper rural hills” should have larger lot sizes on lots above contours of 60 – 70m.
6. Where density is increased, development is to be screened where possible from major viewpoints (especially along the Moss Vale Road frontage within the E3 corridor to a minimum depth of 25m).
7. Views from the site to Mt Coolangatta are to be maintained by allowing 2 storey dwellings only (with the exception of the town centre) and ensuring suitable setbacks for residential land fronting Abernethy’s Creek.
8. Dwellings should be designed to integrate with the landscape where possible using appropriate designs and materials (i.e. non-reflective natural tones).
9. Fencing on the perimeter of the URA should be open style post and wire or post and rail in style. No “Colorbond” or sheet metal fencing is to be permitted. A restriction on the title of future lots benefitting Shoalhaven City Council could ensure that a consistent fencing style is implemented.
10. A coordinated landscape plan for E3 zoned land needs to be implemented reinforcing the stands of spotted gums along Moss Vale Road (Section B) to a depth of 25m as per the plan prepared by Taylor Brammer below.

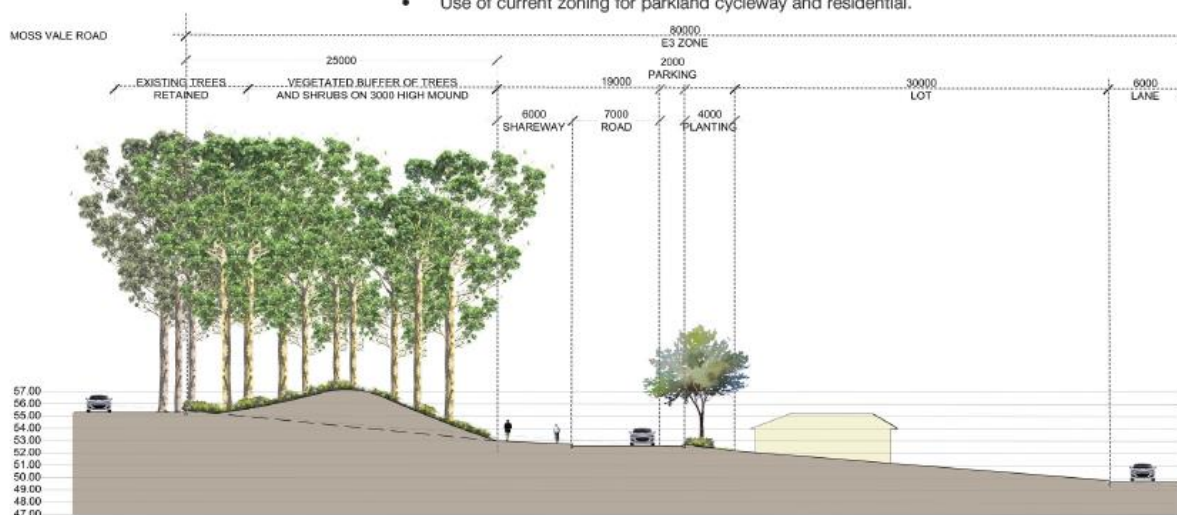




Figure 7 Plan of Moss Vale Road Frontage

### Moss Vale Road

- Retention of existing vegetation.
- Reinforce existing vegetation with planted mound.
- Use of current zoning for parkland cycleway and residential.



11. Consideration of coordinated landscaping of road intersections between MVRN and MVRN URAs (avoid gated situations that look incongruous between the entries to the two new areas).



12. Street tree planting along Bells Lane and Abernethy's Lane of larger tree species (exotics) in order to reinforce historic pattern of rural development in the urban release area. Areas of contrast with exotic species to reinforce view lines through the site along traditional access routes and to emphasise view lines to Mt Coolangatta and to Meroo Meadow.
13. The scenic protection layer associated with Clause 7.8 of SLEP 2014 should be amended to exclude the area zoned B7 – Business Park at the intersection of Bells Lane and Moss Vale Road.
14. The width of the E3 zone corridor running parallel with Moss Vale Road should be reconsidered for the following reasons:
  - a) The corridor is wider than the area required to provide dense landscape screen planting.
  - b) The E3 zone is problematic in terms of long-term management of this area, it is a section of "no man's land" between the road reserve and the residential area. The E3 zoning would suggest that Council does not intend to purchase or be dedicated the land, however, the minimum allotment size for the E3 zone is AB4 – 40ha. Creating one long lot even with a single dwelling entitlement does not seem to be a logical form of land management for this area.
  - c) A width of 25m to be intensively landscaped and shown in the cross section prepared by Taylor Brammer is considered to be a preferable approach with the remaining width to be rezoned to R1.
  - d) A landscaped mound that assists with noise reduction and visual impact between the new residential area and Moss Vale Rd is proposed which will have a significant impact in separating the busy road and the residential living area;
  - e) There is an equity argument for the owner of the land fronting Moss Vale Rd regarding loss of usable land from widening of Bells Lane increases in the extent of E2 zone along riparian corridors and width of the RU1 zone for the services corridor;
  - f) This land is proposed to be embellished with cycleways/footpaths
  - g) It is principally excellent development land;



## **Conclusion**

In conclusion, the R1 Residential zoning will have a significant impact on sensitive foreground views from Mt Cambewarra. As earlier identified in the Visual Management Strategy this locality has high level visual usage ratings as it is visible from:

- The Princes Highway;
- Moss Vale Road and
- Mt Cambewarra.

Former visual impact studies and assessments for the Shoalhaven LGA and region identify the visual importance of the Cambewarra Range as high.

Former studies have focused on pattern repetition in lot design and vegetation plantings in order to retain character (from large rural holdings down to smaller rural holdings), but have not foreshadowed change on the scale proposed by SLEP 2014 and the R1 zoning.

Given the scale of change, reinforcement of natural features and reinforcement of riparian corridors through additional plantings provides the most obvious approach to reducing the visual impact of higher densities on the views both to and from the Cambewarra Range.

To some extent the Council zoning of riparian areas and significant bushland with the site to E2 results in zone objectives and restrictions that naturally result in the retention of these areas as natural pathways and linkages throughout the site. The draft Corridor plan is consistent with the E2 zonings and riparian lands.

What is more complex is the potential for replanting and use of the land zoned E3 running parallel with Moss Vale Road. The area as currently zoned is wider than the area required to ensure suitable screen planting and acoustic buffering without which the views and noise from Moss Vale Rd results in a sub-optimal experience for residents and travellers alike. There is potential for rezoning part of this E3 corridor to R1 without impacting in any discernible way on the visual quality of the URA as viewed from Moss Vale Road.





**Attachment 1 – Draft Landscape Master Plan MVRs (Cardno ©) and Visual Montage of Landscape Buffer on Moss Vale Road (Cardno ©), Source: SCC DA Tracker (Supporting Documentation to SF 10632 & SF 10633 prepared by Cardno ©).**





VISUAL PHOTOMONTAGE OF VEGETATION BUFFER



VEGETATED BUFFER EXTENT