



**ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

9 August 2021

Tiffany Heath
Property & Development NSW
4 Parramatta Square, 12 Darcy Street
PARRAMATTA NSW 2150

MOONEY MOONEY AND PEAT ISLAND PLANNING PROPOSAL

VISUAL ASSESSMENT - ADDENDUM LETTER

PURPOSE

This purpose of this letter is to provide an updated assessment of the potential visual effects of the proposed development as shown in the Final Concept Plan (Revision K, 2021) (the Final Concept Plan).

The likely extent of visual effects in relation to this Final Concept Plan has been determined by a desktop review, analysis of its inclusions and careful consideration of the detailed investigative Visual Assessment report prepared by Richard Lamb and Associates in 2016 (the RLA report).

I provide this update as a specialist in the assessment of visual effects and impacts on views and scenic resources having worked with Dr Richard Lamb at RLA for the last 8 years.

This addendum letter includes a summary comparison of the location, massing, floorplates and additional detail shown in the Final Concept Plan to that included in the previous 2016 Concept Plan which was informed by the RLA report.

BACKGROUND

The RLA report provided detailed analysis of the existing visual catchment, particular visual features for example green fingers of vegetation, distinctive visual character areas across the subject site and external visibility of parts of the site in relation to public domain views. I note that the 2016 Concept Plan developed by Urbis was informed by and closely followed the principles and recommendations included in the RLA report, relevant to visual and scenic resource protection and visual impact mitigation.

The forward sections of the report which detail the existing baseline characteristics of the subject site and surrounding visual context remain valid and as such none of the baseline information has been revisited in relation to the Final Concept Plan.

I comment that the existing visual context, character and external visibility of the site has not changed significantly in the intervening years and in my opinion as such the existing baseline factors remain the same or similar as those identified in the RLA report.

PREVIOUS FINDINGS

Previous findings included in the RLA report remain valid. Beyond the baseline information, this report acknowledged that the built form proposed in 2016 was located in appropriate parts of the site for example in areas of low external visibility or in areas which were already characterised by residential or institutional development.

The RLA concluded that;

- *High constraints were determined to apply to scenic natural landscape areas and isolated parts of the foreshore of the Hawkesbury River.*
- *Moderate constraints were determined for an existing disturbed area south west of the Motorway, fronting the Hawkesbury River. This area is significantly screened from views from the River by Peat Island and its buildings and landscape.*
- *Low constraints were determined for other disturbed areas, areas of existing urban character and areas isolated in the infrastructure corridor.*
- *Opportunities for future uses were also determined for specific areas of the site, based on existing character and intrinsic visual constraints.*
- *Peat Island was identified as an area that presents the opportunity for adaptive reuse.*

The RLA report found that;

There is a high compatibility between the land uses proposed in the Concept Plan and Zoning Plan and the RLA Visual Assessment.

- *All areas assessed by RLA as of high visual constraints, with natural scenic character and high visual exposure, are proposed to be either national parks and nature reserves or reserved for public recreation.*
- *Areas assessed by RLA to be of low visual constraint or to be of existing urban and disturbed character proposed to be zoned R1 or R2. Indicative locations for appropriate forms of housing are shown in each proposed zone.*

In other words the location, massing and height of built forms proposed in the 2016 Concept Plan responded favourably to the visual constraints and opportunities of the subject site and were in keeping with the intrinsic scenic character and quality of surrounding visual context.

VISUAL EFFECTS OF THE FINAL CONCEPT PLAN (REVISION K 2021)

This analysis relates to the features of the Final Concept Plan that will be most visible such as buildings and Asset Protections Zones (APZ) where the clearing of vegetation may be noticeable. Overall the extent of visual effects and potential visual impacts caused by the subsequent construction of built forms proposed in the Final Concept Plan will be reduced and are likely to be less than those generated in relation to the previous 2016 Concept Plan.

Overall less visual effects will be generated because;

- The number and location of the built forms proposed has been reduced.
- The Hotel at Peat Island has been reduced in height from three storeys to two. The water based marina has been removed from the planning proposal and both the land-based marina and indicative location for the Marine Rescue NSW facility shown on the Indicative Concept Plan are excluded and subject to separate proposal.

- Peat Island also includes the retention of a number of existing cottages and trees of significance, retaining such features reduces the extent of change in visual character and retains a level of vegetative screen particularly in easterly views to the Island from the water.
- The number of medium density residential flat buildings west side of the M1 has been reduced from three to two buildings. The floorplates of these buildings have been reorientated and reduced in length. Therefore the shorter north-west and south-east facing elevations will be less visible in potential views from the M1 and waterway.
- Notwithstanding carparking associated these two residential flat buildings is aligned with and adjacent to the M1 it is condensed and will be partly screened by vegetation to the south along the M1 and would largely be perceived as an open area and would not be characterised by built forms.
- Residential flat buildings located east of the M1 adjacent to the Old Pacific Highway although 3 storeys in height as previously proposed, have been repositioned and separated by narrower setbacks. These buildings also present shorter elevations to the Old Pacific Highway and as such will generate a lesser extent of visual effects in views from the south and south-east as well as in moving, viewing locations from the M1.
- The retention of existing vegetation associated with all residential lots is now clearly defined as are the lot sizes. The definition of the extent of retained vegetation and allocation of built upon areas in lots, will contribute to minimising the visual effects of residential development.
- The massing and extent of built form proposed for the Chapel Precinct is not dissimilar to the previous scheme and does not include any significant additional extent of residential development. I note that a short section of townhouse development is include adjacent to the old Pacific Highway where the Community facility has been located within retained, ornamental gardens. A new low rise community facility building is proposed and is set into the landscape adjacent to the Chapel building. In addition a number of trees of significance are retained in this precinct which reduces the change in visual character across the subject site.
- The east edge of the Mooney Mooney Village retains a significant band of vegetation which will limit any likely increase in external visibility to the proposed development including in respect of higher density town houses in views from the east. Further, the inclusion of a public park at the northern end of the village precinct will allow for the retention of significant existing vegetation and limit the extent of visibility from the north and north-east towards the proposed residential development.



SUMMARY

The visual context and character of the subject site has not changed significantly subsequent to the previous Planning Proposal prepared in 2016. Therefore the areas of low, medium and high visual constraints across the subject site as analysed and determined in the RLA report remain valid and relevant to this assessment.

The massing and location of built forms proposed in the Final Concept Plan is consistent with areas previously identified as opportunities for development including for adaptive reuse and limited residential uses.

The massing and location of built forms, carpark areas and the additional retention of existing vegetation is compatible with the guidance provided in the RLA report and as such is likely to create a low level of visual effects and a low level of visual impacts on the existing visual character of parts of the subject site.

I note that subsequent to the approval of the Planning Proposal the visual effects and potential visual impacts for parts of the site would be assessed in more detail during the DA process. In this regard and based on the information available, in my opinion the likely visual effects and impacts that would be generated by the approval of the Planning Proposal and subsequent construction of the built forms proposed, are reasonable and can be supported on visual impacts grounds.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jane Maze-Riley".

Jane Maze-Riley
Associate Director National Design



Mooney Mooney and Peat Island

Planning Proposal and Concept Plan

Visual Assessment - Review



Prepared by: Richard Lamb and Associates

September, 2016

Table of Contents

	EXECUTIVE SUMMARY	3
1.0	PURPOSE OF THIS REPORT	8
2.0	STUDY AREA AND PHYSICAL SETTING	10
3.0	VISUAL CATCHMENT	10
4.0	PROCESS OF VISUAL ANALYSIS	10
4.1	ENTRIES, NODES AND VISUAL CORRIDORS	12
4.2	EXPOSURE TO THE PUBLIC DOMAIN	12
4.3	SCENIC NATURAL LANDSCAPES AND GREEN FINGERS OF VEGETATION	14
4.4	EXISTING CHARACTER AREAS	14
5.0	VISUAL CHARACTER AREAS, OPPORTUNITIES AND CONSTRAINTS	16
5.1	INTRINSIC VISUAL CONSTRAINTS CATEGORY	16
5.1.1	Low constraints	16
5.1.2	Moderate constraints	16
5.1.3	High constraints	18
5.2	OPPORTUNITIES CATEGORY	18
5.2.1	Adaptive reuse	18
5.2.2	Water-based recreation	19
5.2.3	Foreshore park link	19
5.2.4	Limited residential development	19
6.0	RESPONSE OF THE CONCEPT PLAN TO RLA VISUAL ANALYSIS	20
7.0	CONCLUSION	22
	APPENDIX 1: PHOTOGRAPHIC PLATES	24
	APPENDIX 2: CURRICULUM VITAE	33
	APPENDIX 3: PROPOSED CONCEPT PLAN	34

Executive Summary

- Richard Lamb and Associates (RLA) were engaged by Government Property NSW (GPNSW) to prepare the Visual Assessment for the strategic planning process which has led to the proposed Mooney Mooney and Peat Island Concept Plan (the Concept Plan).
- RLA provided base-line analysis and preliminary assessment of the visual exposure, visual character and visual constraints and opportunities to be taken into account in planning for the area covered by the Concept Plan (the site).
- RLA worked closely in association with the principal urban design consultants, Urbis, in formulating the principles that underpin the Concept Plan.
- The site is on the north side of the Hawkesbury River at Mooney Mooney and partially bounded on the east by Mooney Mooney Creek (Figure 1).
- The maximum visual catchment includes part of the waterways of both the Hawkesbury River and Mooney Mooney Creek (Figure 2).
- The site is of low visibility from Mooney Mooney Creek and of high visibility to a short section of the Hawkesbury River north of the road bridges of the M1 Pacific Motorway (the Motorway) and the Pacific Highway (the Highway)(Figure 3).
- The site is visible to various degrees from the Motorway and Highway. In both contexts, the views are dominated by the infrastructure corridors which are of low intrinsic scenic quality.
- Views from the Motorway are confined by topography, vegetation and the alignment of the carriageway. Other than in the vicinity of the Mooney Mooney/Brooklyn interchange, the site is of minimal visibility.
- The areas proposed to be rezoned east and west of the Motorway corridor are of low visibility from the Motorway.
- The site is not visible, other than for two prominent hills, from the Hawkesbury River east of the road bridges and is not visible from the Brooklyn locality.
- The part of the site visible from the immediately adjacent part of the Hawkesbury River includes Peat Island, with a significant number of existing buildings, significant areas of cleared, disturbed land and mangrove forest.
- The scenic features with highest visibility from roads and waterways are prominent hills with steep, rocky, naturally vegetated appearance. No urban uses are proposed on these areas.
- Other than for these areas, the site, where visible from the public domain, is dominated by land of urban, urban/institutional or disturbed character. The existing character areas are

identified on Figure 4.

- The Key Attributes for each character area, its opportunities for development and the response of the Concept Plan are summarised in this report.
- The intrinsic visual constraints on potential land uses including built form were assessed for all parts of the site and are shown on Figure 5.
- High constraints were determined to apply to scenic natural landscape areas and isolated parts of the foreshore of the Hawkesbury River.
- Moderate constraints were determined for an existing disturbed area south west of the Motorway, fronting the Hawkesbury River. This area is significantly screened from views from the River by Peat Island and its buildings and landscape.
- Low constraints were determined for other disturbed areas, areas of existing urban character and areas isolated in the infrastructure corridor (refer to Figure 4).
- Opportunities for future uses were also determined for specific areas of the site, based on existing character and intrinsic visual constraints (Figure 5).
- Peat Island was identified as an area that presents the opportunity for adaptive reuse.
- Three areas were identified as having potential for future water-based recreation uses.
- The adjacent land south west of the Motorway was identified as presenting opportunities for an appropriate mix of compatible uses, including public recreation, water-based recreation and limited residential use.
- The intrinsic constraints and opportunities were then assessed against the likely visual character of the areas shown for proposed rezoning in the Concept Plan (Figure 6).
- There is a high compatibility between the land uses proposed in the Concept Plan and Zoning Plan and the RLA Visual Assessment.
- All areas assessed by RLA as of high visual constraints, with natural scenic character and high visual exposure, are proposed to be either national parks and nature reserves or reserved for public recreation.
- Areas assessed by RLA to be of low visual constraint or to be of existing urban and disturbed character are proposed to be zoned R1 or R2. Indicative locations for appropriate forms of housing are shown in each proposed zone.
- The forms of housing indicated reflect the RLA Visual Assessment and recommendations made in formulating the Concept Plan, as follows:
- R1 General Residential zoning includes the potential for detached, attached and medium density residential uses. Locations indicated for each in the proposed zoned areas are varied and are appropriately responsive to visual exposure, existing and desired future character as constraints and opportunities.

-
- Attached residential development the form of townhouses indicated in the R1 zone is confined to areas of existing disturbed land of low visibility, or to existing residential streets.
 - Medium density 2-3-storey residential and townhouse development is indicated in an area of existing institutional character on part of the former Mooney Mooney Centre site, one nearby street and in one confined area that is of low visibility on disturbed land that is highly screened in views from the Hawkesbury River.
 - Medium density 1-2-storey residential development is indicated, restricted to a confined area proposed to be zoned R1 on land between the Motorway and the Hawkesbury River.
 - This area is surrounded by land that is proposed to be public recreation (parkland), stretching along the foreshore from adjacent to the Motorway to the north boundary of the site.
 - 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 excellence process such as 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.
 - R2 low density residential zoning is proposed to be generally restricted to areas of low visibility from the waterways, or in areas of existing urban character.
 - Two small areas of low density residential development west of the Motorway are indicated (one in R1 zone and the other in R2) both of which are significantly screened by existing vegetation and have potential low visibility from the Hawkesbury River.
 - The larger area of proposed R2 zoning east of the Highway in Mooney Mooney occupies existing residential and former school land and is low visibility from the Highway and Mooney Moony Creek.
 - Development of this area subject to appropriate development controls would be within the existing urban visual character of adjacent streetscapes.
 - Appropriate land uses are proposed for the two areas of the site isolated within the Motorway and Highway interchange corridor (B2 neighbourhood centre and SP3 tourist zone with relocated RMS and Ambulance Service facilities).
 - 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 are considered compatible proposed uses with respect to the provision of SREP
-

20, Hawkesbury Nepean River Catchment (SREP 20) and the recommendations of the accompanying Visual Quality Study.

- The boat stacker building indicated could be subject to a design excellence process such as design competition with a brief that it must demonstrate design excellence and compatibility of the building with its setting by appropriate design, materials, finishes and colours.
- 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, adaptive re-use of existing heritage structures and a proposed Hotel/tourist accommodation building.
- This proposed use is considered to be compatible with the existing and desired future character of views from the waterway and with the provisions of SREP 20 and the Visual Quality Study.



LEGEND:
SITE BOUNDARY



MOONEY MOONEY & PEAT ISLAND



Figure 1
Study area boundary

Visual Assessment



1.0 Purpose of this report

Richard Lamb and Associates (RLA) have been engaged by Government Property NSW (GPNSW) to prepare a preliminary Visual Assessment (VA) for the strategic planning process which has led to the preparation of the Concept Plan and Zoning Plan for Mooney Mooney and Peat Island. The author of this report, Dr Richard Lamb, was principal consultant to the team that prepared deemed State Environmental Planning Policy (SEPP) Sydney Regional Environmental Plan No. 20, Hawkesbury-Nepean River Catchment and is the principal author of the Visual Quality Study that contains recommendations for implementation of the policies in the instrument.

RLA are specialist consultants in visual analysis and assessment. We were one of several consultancies providing technical advice at various stages of development of the Concept Plan. We do not have expertise in strategic and statutory planning and accordingly have not proposed specific development controls.

Various other constraints have been taken into account in the land uses proposed in the Concept Plan and Zoning Plan other than visual assessment, including requirements for fauna corridors, biodiversity, bushfire, flooding, non-indigenous heritage, servicing restrictions and practical considerations of development feasibility and delivery. The VA has been one input balanced against others in the Concept Plan.

RLA developed and followed a methodology designed to ensure that the visual and landscape character and qualities of the subject land were identified, analysed, and assessed. A summary of the application of the methodology follows, along with a series of figures which we used to illustrate our findings.

We have now been requested to provide a review of the VA in relation to the Concept Plan (appended). This report is that review.

Our assessment identified opportunities and constraints for urban development of the land primarily for residential and associated purposes, based on the existing visual character of areas of the subject land, their external and internal visibility and the potential visual effects and impacts that would be likely to occur with the range of indicative forms of future development in each character area.

Our methodology, field work and analysis provided a level of base information which was provided to the principal urban design consultants, Urbis, at the early stages of development of the Concept Plan. The analytical work was reviewed and further refined prior to finalisation of the Concept Plan shown on Figure 6.

This report is a review of the findings of our VA work in relation to the Mooney Mooney Concept Plan. We have reviewed our process of assessment, principles and recommendations and prepared a summary of the findings.



LEGEND:

 SITE BOUNDARY



MOONEY MOONEY & PEAT ISLAND


No Scale

-  Maximum visual catchment (visibility of any part of site)
-  Visual catchment of proposed land uses in Master Plan (approximate)

Figure 2
Visual catchments

Visual Assessment



2.0 Study area and physical setting

Figure 1 shows the study area (the site) outlined in red over an aerial image. The site is complex in shape and is dissected by two infrastructure corridors (Motorway and Highway). The site is bounded on the west and south by water of the Hawkesbury River. It includes Peat Island and the causeway linking it to the land. It includes existing urban land in Mooney Mooney east of the Motorway, areas of scenic natural landscape on both sides of the Motorway and an extensive area of river foreshore. The north boundary is partly on the alignment of the Highway.

Figure 2 shows the site in relation to the river and road and rail transport infrastructure corridors. The landscape surrounding the site and dominating the aerial image is predominantly National Parks and Nature Reserves with isolated settlements at Brooklyn (to the south), Mooney Mooney (immediately adjacent) and Milson Island (north west).

The underlying geology is a significant influence on the visual environment. Geologically, the study area is part of the Hornsby Plateau land system and the surface geology consists of the Triassic Hawkesbury Sandstone series of sediments. The softer underlying Narrabeen series sandstones and shales are exposed in the road corridor cuttings and lower slopes in the south of the site.

Naturally vegetated steep, rocky topography is characteristic of undeveloped areas in the south and north of the site, shown in green on Figure 4.

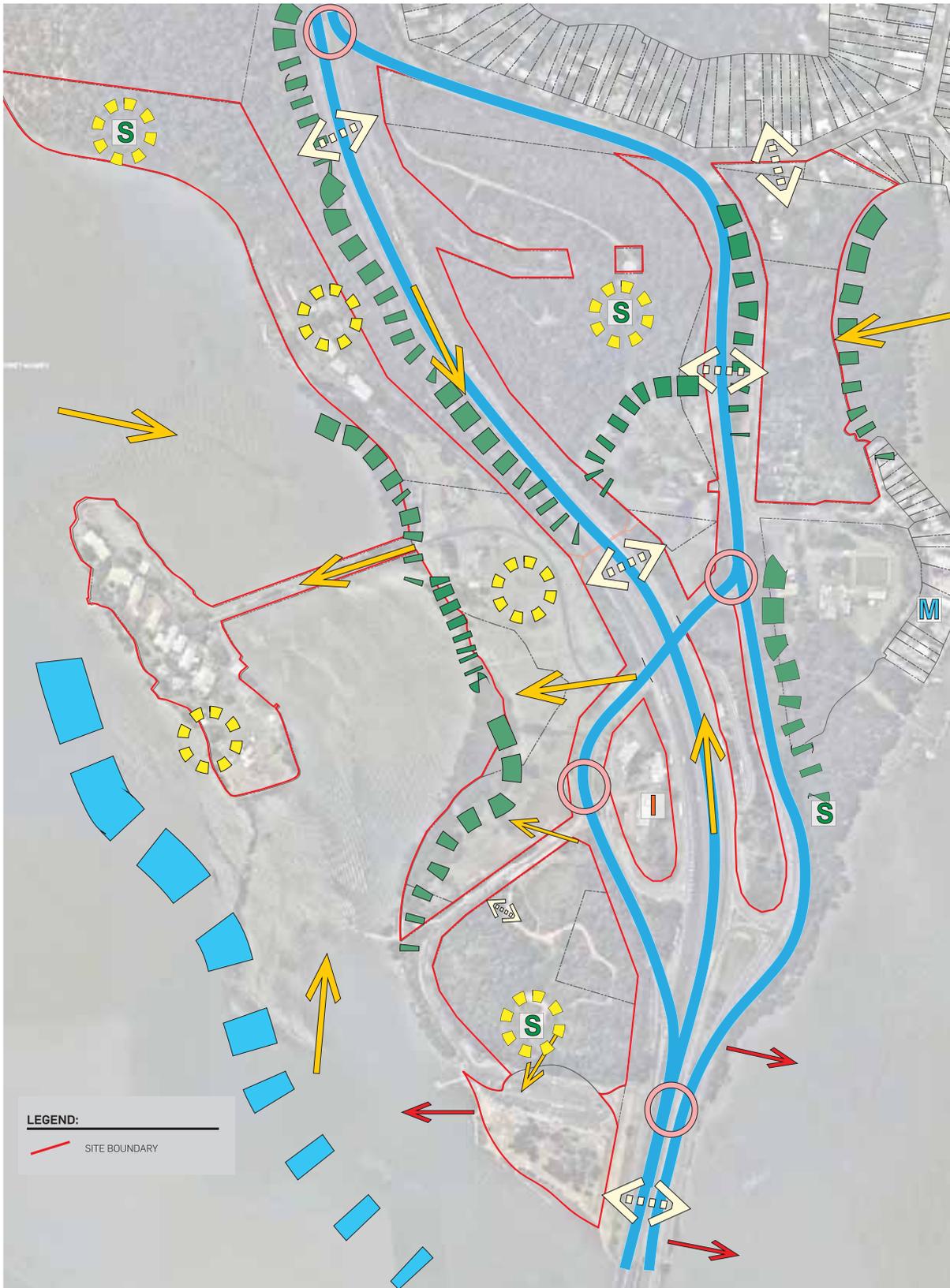
3.0 Visual catchment

The maximum visual catchment of the site is shown with an approximate boundary on Figure 2. The boundary shows the maximum area over which there would be likely to be visibility of any part of the existing site. It contains a much smaller area over which there would be likely visibility of proposed future land uses. For example, the naturally wooded, steep feature locally described as “Tank Hill” is the most prominent feature of the site and would be visible from the waterways east, north and west of the site. At the south of the site is a smaller but locally prominent naturally vegetated small hill that is also visible from the waterways east of the road corridors and road bridges. The hills are predominantly proposed to be preserved in their existing character as national parks and nature reserves, or public recreation areas and would remain visible, but unchanged.

Factors that condition visibility of the site and likely effects of future land uses proposed in the Concept Plan are shown on Figure 3.

4.0 Process of visual analysis

The visual analysis is undertaken at two levels, firstly across the whole study area at a broad level and then at a more detailed level in relation to individual landscape character areas which were identified during the refinement of the process of assessment. Base-line assessments across the entire study area are summarised in Figures 2 and 3, below. The base-line attributes of entries, nodes and visual corridors, visual exposure, scenic natural landscapes and green fingers of vegetation were applied to define



LEGEND:
 — SITE BOUNDARY

URBIS

MOONEY MOONEY & PEAT ISLAND

-  Significant entries/ nodes
-  Scenic corridors
-  Filtered corridor views
-  Inward views
-  Exposed to external views
-  Green screens of vegetation
-  Scenic natural landscape
-  Maritime industrial landscape
-  Outward views
-  Infrastructure and services



Figure 3
 Visual Exposure

Visual Assessment



character area. Consideration of the findings of these initial analysis steps led to the initial identification of individual character areas that include those with a consistent mix of individual attributes (Figure 4). Special consideration was to be given to transitions between areas, edges and existing or required future buffers, as although the areas have internal consistency, in the visual environment they merge or transition into other areas as one moves through the study area.

A summary analysis is below.

4.1 Entries, nodes and visual corridors

Entries and nodes, places where alternative routes or views can be taken, help to define one significant aspect of the visual experience of the site.

Figure 3 shows identified entries nodes and visual corridors as part of the initial exploration of the visual exposure and visual experience of the site. View corridors are commonly the source of the dynamic experience of moving through an area in which a viewer assembles an image or its overall character, as well as experiencing its diversity. View corridors include roads and the river.

Four road entries/nodes were identified, three of which feature alternative corridor routes between the Motorway and Highway. Lower speed of travel on the Highway and one lane in each direction only, invites a more relaxed viewing experience. One entry node on the Highway adjacent to the existing RMS and Ambulance Service facilities provides a view into part of western side of the site.

4.2 Exposure to the public domain

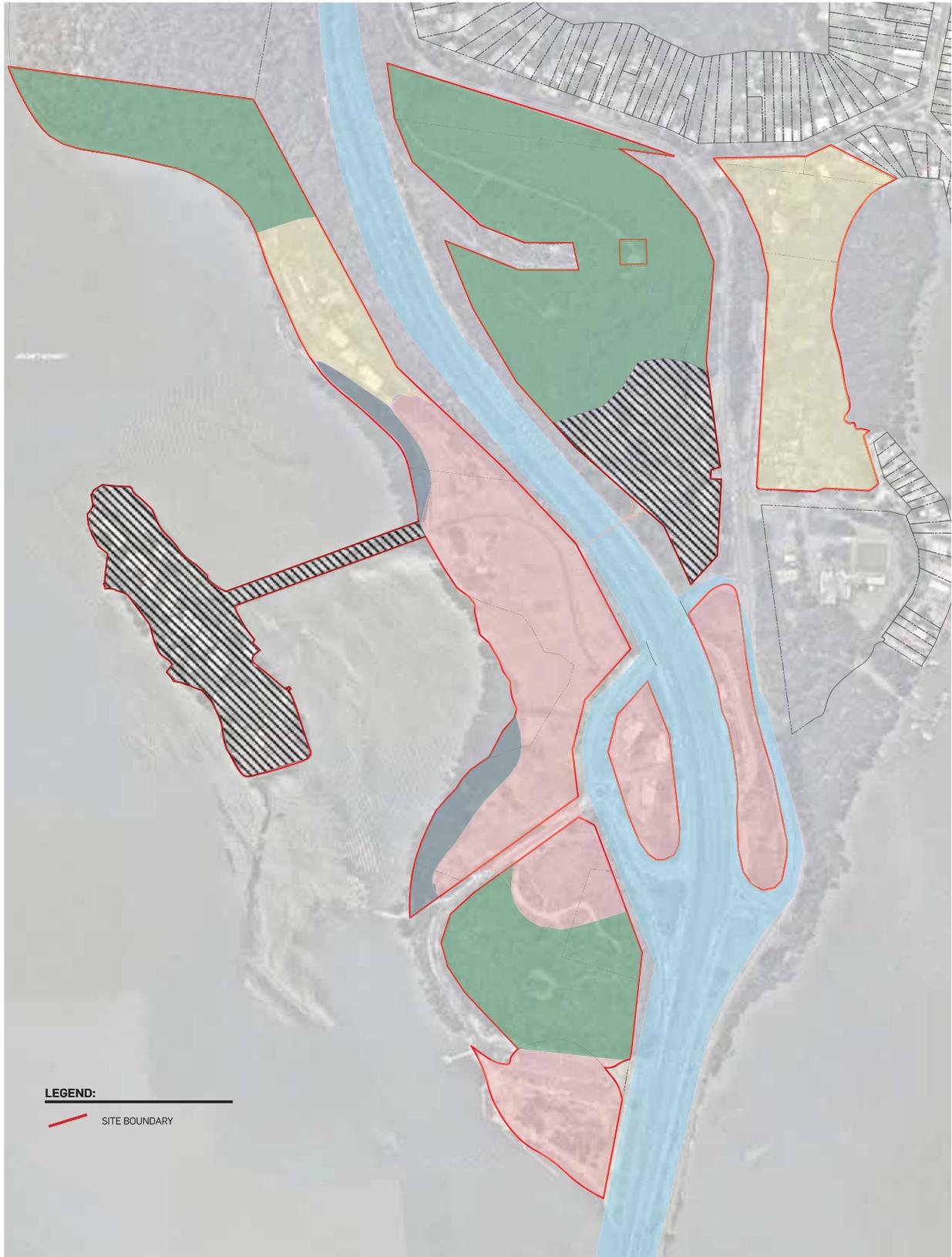
Figure 2 shows a simplified representation of exposure of the site to external views. The least constrained views are from the waterways, however the area over which there could be views of proposed future uses of the site is limited. No development is proposed on the prominent hills or natural or semi-natural landscape features identified on Figure 4.

The main public domain visual access to the site are the Motorway and Highway corridors that coalesce at the road bridges across the Hawkesbury River and also diverge at the Mooney Mooney interchange. Travelling speed, road cuttings, screening vegetation and natural topography focus views along the corridors and limit lateral views.

South-bound viewers on the Motorway have limited opportunities to view the site. North-bound viewers have a partial view to the northwest from the road bridge, including Peat Island and a foreground hill that blocks the view of the remainder. A fleeting, screened, focal view toward Tank Hill is possible from the vicinity of the Highway underpass on the Motorway north of the existing RMS and Ambulance Service facilities area (see Figure 3).

South-bound viewers on the Highway view only steep topography and foreground natural vegetation on the site until almost reaching the entrance to the Mooney Mooney Centre site, after which the view is dominated by road corridor infrastructure. The north eastern part of the site toward Moonee Moonee Creek is not significantly visible over most of its extent.

The eastern side of the site is visible from the Hawkesbury River from immediately north of the road



LEGEND:
 — SITE BOUNDARY



MOONEY MOONEY & PEAT ISLAND

-  Infrastructure corridor
-  Disturbed land
-  Urban
-  Urban-institutional
-  Semi-natural
-  Natural/ scenic



Figure 4
Existing Visual Character



bridges for some distance toward Milson Island. The foreshore is screened from view to varying extents by Peat Island, its vegetation and buildings.

4.3 Scenic natural landscapes and green fingers of vegetation

Figure 3 shows two associated attributes of the landscapes of the study area; scenic natural landscapes and green fingers of vegetation. These are associated, because the scenic natural landscapes are dominated by natural vegetation character and often demonstrate other consistent natural such as steep or rocky topography. The areas we mapped as scenic natural landscapes have high consistency of those attributes.

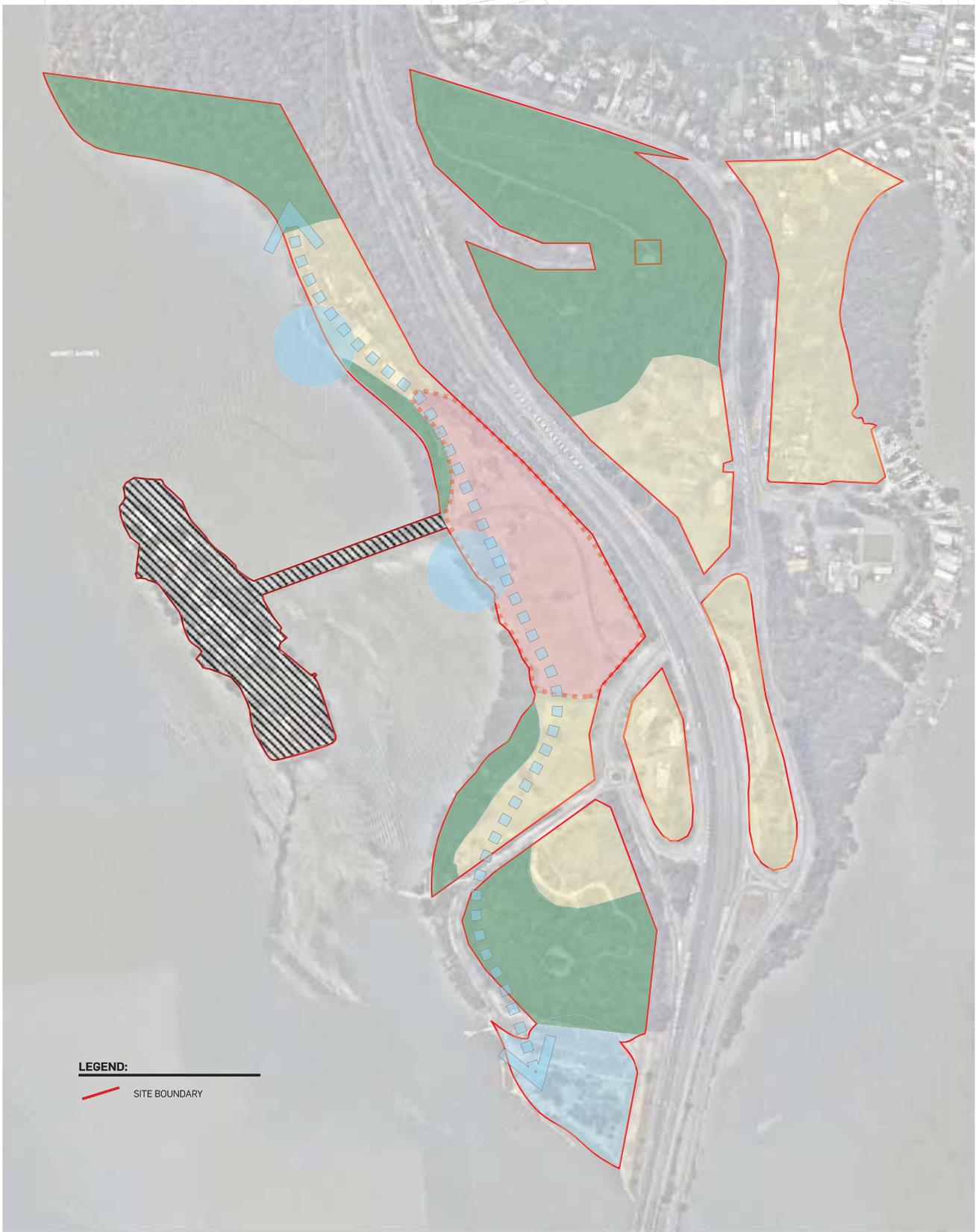
We made a distinction between these areas of coherent high quality scenic landscape and fingers of vegetation, as the latter are more variable, may be less continuous and in some cases are formed of groups rather than discrete bands or blocks of vegetation. Importantly, green fingers often cross boundaries and link to external or adjacent character areas, unifying visual character with areas outside the site.

Green fingers are characteristic of the foreshore on the east side of the site, where a variable but largely continuous mangrove forest lines the shore.

4.4 Existing character areas

Figure 4 shows the result of the visual analysis of consistent or mixed visual character across the site as part of the preliminary stage of identification of individual character areas for closer consideration of appropriate zonings and potential controls.

Areas of scenic natural and semi-natural landscape are shown in green and charcoal shading respectively, disturbed land in pink, urban in chalk and urban/institutional, hatched.



LEGEND:
 SITE BOUNDARY

URBIS

MOONEY MOONEY & PEAT ISLAND

Intrinsic constraints: urban use

-  Low constraints
-  Moderate constraints
-  High Constraints

Opportunities

-  Adaptive reuse
-  Water-based recreation
-  Limited residential uses
-  Foreshore park link

Figure 5
Constraints/ opportunities

Visual Assessment



5.0 Visual character areas, opportunities and constraints

Following the identification and analysis of the attributes of the individual character areas, considering the visual catchments and visual exposure, a resulting overall constraints figure was then generated (Figure 5).

Each character area was assessed on two criteria, ie. whether it presented intrinsic constraints to urban uses such as housing and ancillary development and whether it presented opportunities for uses of specific relevance to the location and character of the area.

5.1 Intrinsic visual constraints category

5.1.1 Low constraints

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

- low public domain visibility;
- existing urban character with low scale development;
- where low scale built form constructed on the land would not significantly and negatively change the visual character and quality of views in the short or long term.

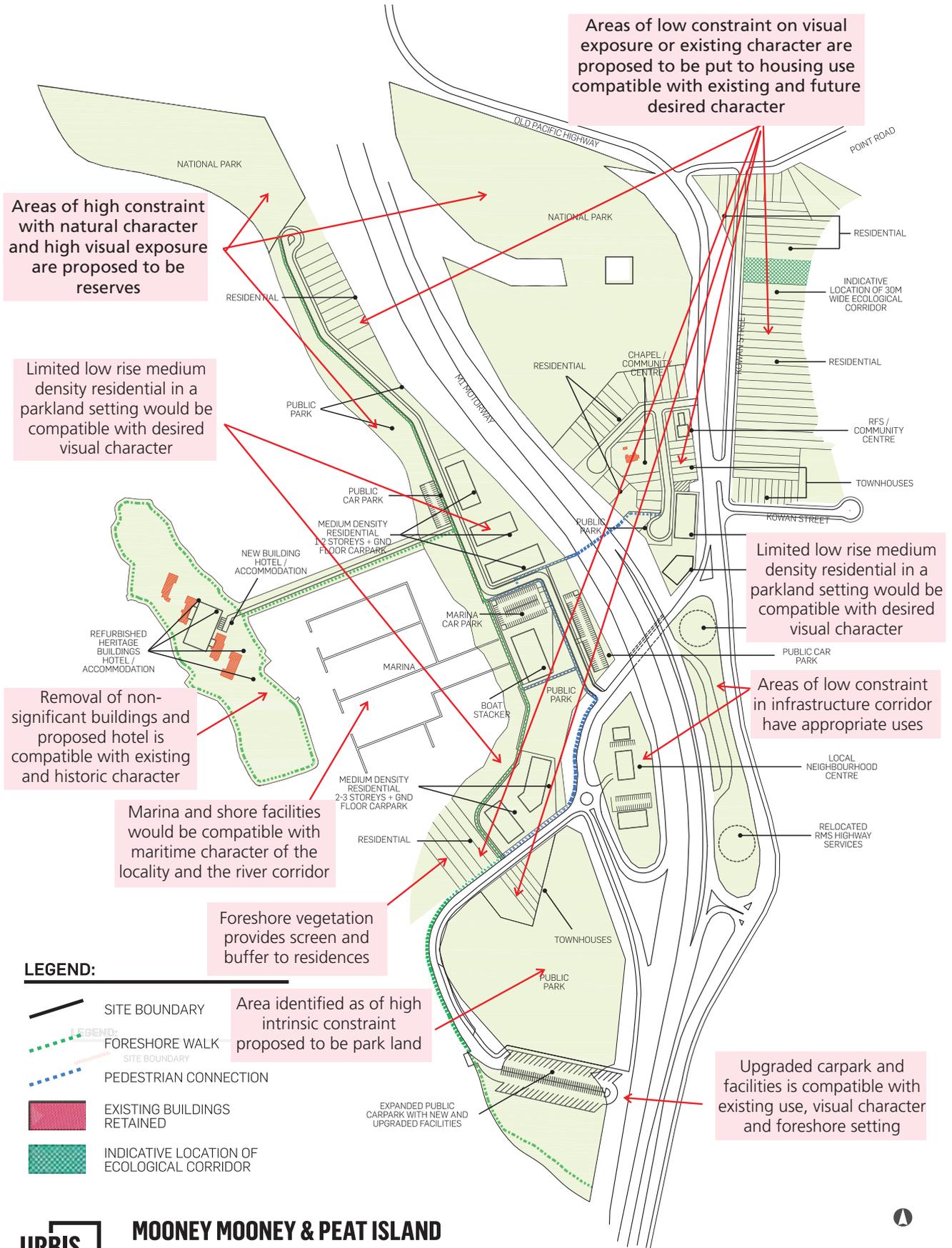
Low scale built form was considered to include detached residential, attached residential and medium density form of up to 3-storeys in height and could include ancillary development of a relevant scale, such as community buildings and utility structures.

Low intrinsic visual constraints on Figure 5 apply to all areas in the chalk or straw colour. The largest overall quantum of land on the site that is considered capable of supporting urban uses on visual grounds falls into the low intrinsic visual constraint category.

5.1.2 Moderate constraints

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

- moderate or high public domain visibility;
 - existing disturbed character with some built form present;
 - where low scale built form constructed on the land would cause moderate change to the visual character and quality of views;
 - where specific mitigation measures may be necessary to ensure that the resulting visual en-
-



MOONEY MOONEY & PEAT ISLAND

Figure 6
Compatibility with
Concept Plan

Visual Assessment



environment 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 is 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 constraints 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 given 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 river 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 be 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



MOONEY MOONEY & PEAT ISLAND

- ① Approximate locations of photographs
- Site boundary

No Scale

Appendix 1
Key to plate locations

Visual Assessment





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 experience 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 matters 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 individual consultancies.

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

Appendix 3: Proposed Concept Plan



**MOONEY MOONEY & PEAT ISLAND
CONCEPT PLAN**

DATE: 06.09.2016
 JOB NO: ND1515
 DWG NO: PP04
 REV: G

1:4000 @ A3