

Planning Review of 100 Skyline Drive

Visual Values Assessment

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INTRODUCTION

This report gives evidence and arguments supporting the “Response to Clarence Local Area Provisions” by Howrah Hill Landcare Group, 17 March 2-020.

This visual analysis reviews the change of zoning for single dwelling to multiple dwellings of the proposed and existing subdivision of Lots 1-8, 144-146 and 60a, 60b, 60c, 46 Skyline Drive as well as one unlabelled triangular shaped lot at the north-west. This rezoning area is located above and the existing neighbouring residential area on lower to mid-slopes of Knopwood Hill. The lots rise on their upper level to the 120m contour.

Mornington Hill, Knopwood Hill, Glebe Hill and Rokeby Hills to the south, together form part of the significant natural backdrop of rolling wooded hills and bushlands seen from the local Howrah residential area and are as well as from further afield on the western side of the Derwent River valley, in particular from Mount Nelson Lookout at about 7km distance. This analysis reviews the potential visual effects of this subdivision extending the boundary of dense residential development up on to the mid-slopes of the natural bushland backdrop.

This hillside is immediately behind Howrah and forms the native bushland backdrop and is critical to the character of the local precinct. The rezoning area largely encompasses these slopes with the upper boundary running across the top of the local hills and part of the skyline at the western end.

As viewed by the public in surrounding residential regions, the existing houses on the larger northern most properties, Lots 144, 145 and 146, are seen within the lower edge of the bushland and form a transition to the vegetated slopes above. This inherent part-natural and developed appearance provides a guideline to a desirable visual character on these visually exposed mid-slopes.

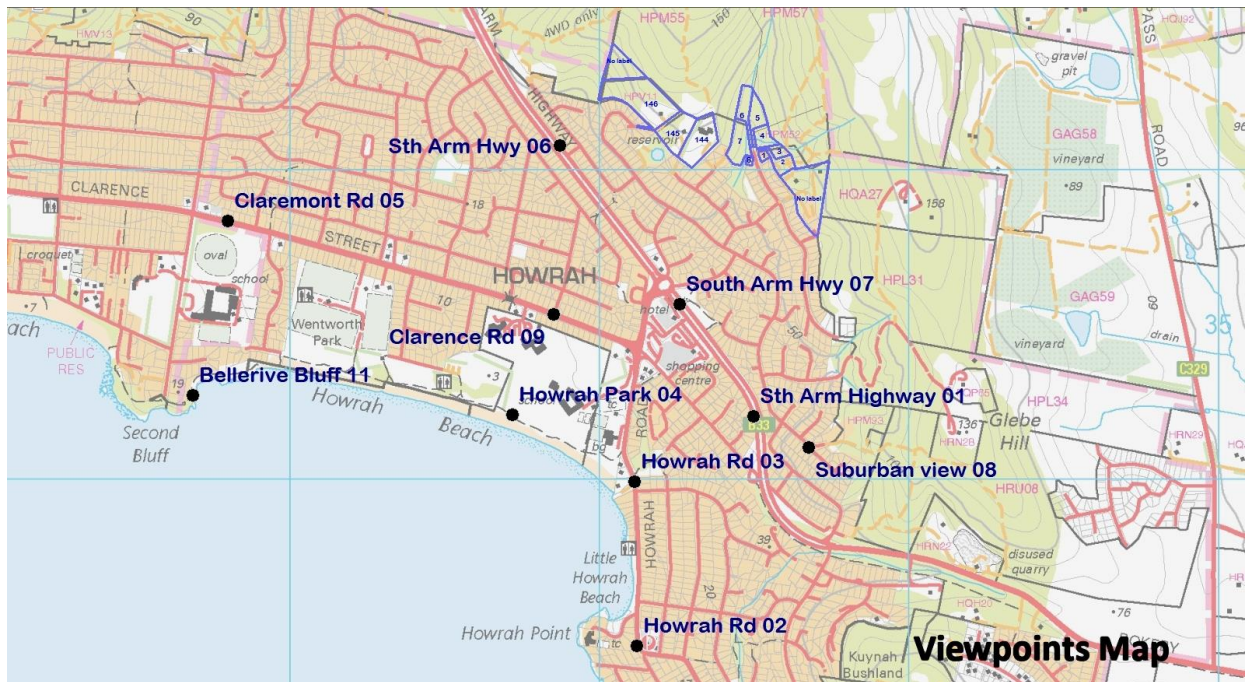
A zoning which allows for “multiple dwelling” of a nominal 1500m² block size would result in a much greater density of development and a likely increased residential dominance within the present semi-natural transition area. With this size residential block on these hill slopes clearing of part or all native vegetation for construction of house, services and access would likely occur. This is discussed below for the recently completed Rokeby Hills subdivision.

The objective of this review is to predict or envisage the level of visual change of future residential development in this location under the changed zoning.

ANALYSIS

Viewing Opportunities

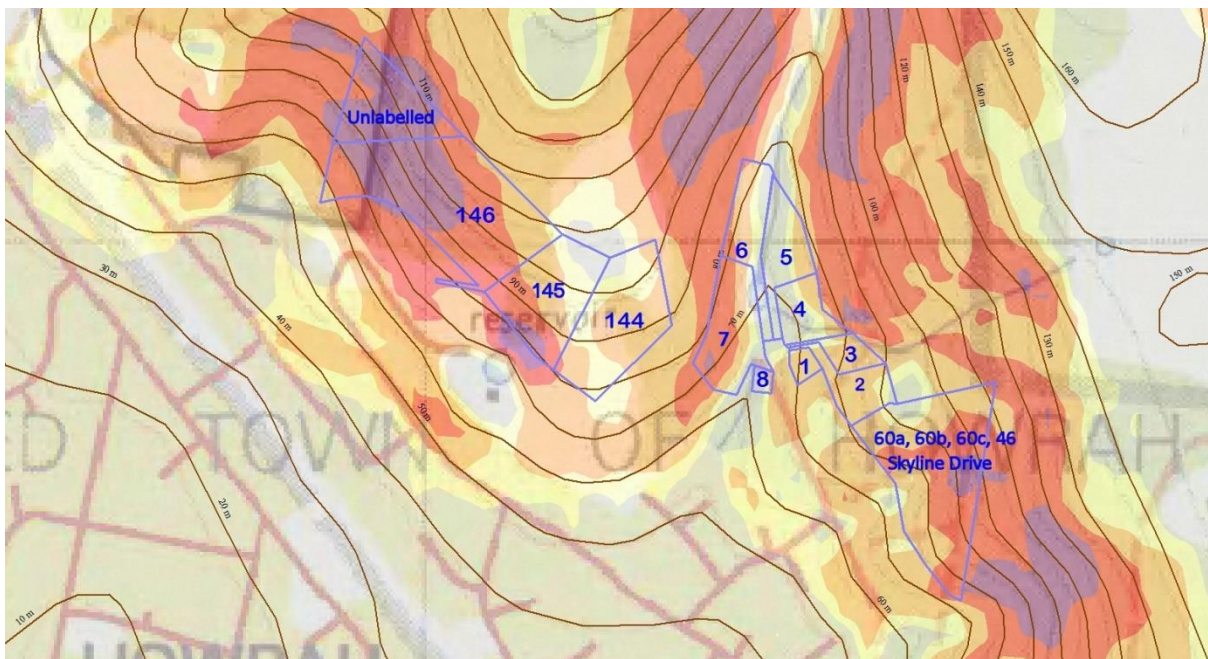
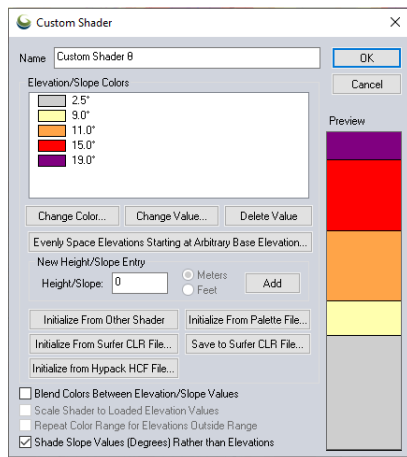
For analysis purposes, numerous viewpoints were identified from where the subdivision may be seen. Together these as representative of public the viewing experience for residents to the hill slopes. Viewing is mostly from a wide area of suburban Howrah to the west and from the South Arm Highway from the north and south, as well as from Howrah Road and the Shoreline Shopping Centre. The subdivision is also viewed from the western side of the river, as represented by the Mount Nelson Lookout. (See Viewpoints Map).



In this analysis, Visible Areas have been plotted for selected viewpoints, as well as 3D graphics showing the layout of the lots in within the scene. These are accompanied by field photos.

Slope

Analysis of hill slopes across the allotments is shown in Figure 01. This identifies that on the three larger properties, lots 144, 145 and 146 the single dwelling on each are positioned on the least steep land and part of the native vegetation is retained. Dwellings on lots 145 and 144 are located on lesser slopes of 9° to 11° . The buildings remain mostly screened from outside views. On lot 146, slopes are steeper and even though the large multistorey residence protrudes above screening vegetation running along the lower side it is located centrally on the lot and avoids the steepest western native bushland section. Altogether the three buildings on these lots through placement on shallower slopes of between 11° to 15° remain partly screened and the effective overall bushland character has been retained. (See below- *Slopes Table and Map*).



Aspect is an additional factor of slope. This is the direction of the slope facet outwards to the landscape. Each part of the hill slopes have an aspect out to residential Howrah and to the greater landscape beyond. This affects the visual scale of the slope from most prominent of directly face-on to least prominent where side-on to the view.

The western two-thirds of Lot 146 and the unlabelled triangular lot adjoining are the steepest (20° and more) parts and face out to the west. This section is prominent from Bellerive Bluff and residential areas of the western shore of the Derwent. Similarly the unlabelled lot at the eastern edge of the subdivision is mostly very steep land. These areas have high visual impact potential and are readily viewed from around the Derwent and are considered visually unsuited to multiple-residential development.

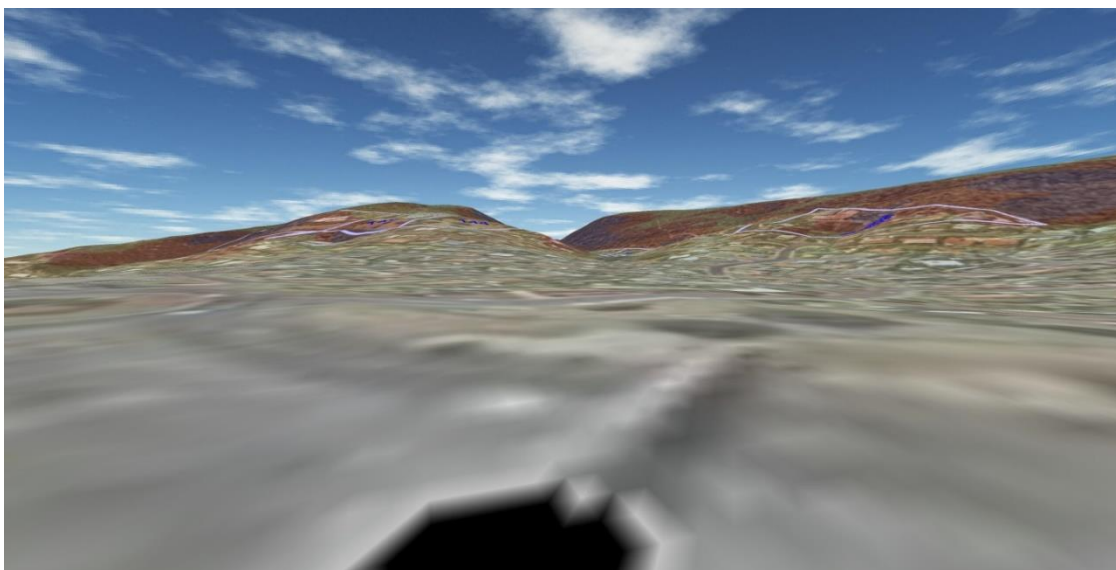
Elevation of Subdivision on hillsides

The height of a subdivision up a slope and its proportion of the height of the hill have an influence on their viewing prominence. In the case of Skyline Drive, the subdivision rises from 80m to mid-height of around 120m - with the top of Knopwoods Hill at 210m. In viewing from the surrounding residential area, the subdivision boundaries rise up across a major portion of the hillside and if

cleared of vegetation for multiple-dwellings, the residential development would present a commanding presence to viewing. Currently the same boundaries of these single dwelling developments on Lots 146, 145 and 144 are submerged in the landscape and not visible.

The photos and matching plotted 3D graphics below are from locations where viewing to the proposed subdivision can be readily seen by large numbers of the public. The first location is at the South Arm Highway beside the Shoreline Hotel. The second is on the Howrah Road where the subdivision is targeted ahead in the view; thus providing viewers greater exposure to any visual changes on the slopes of the hills.

South Arm Hwy 07 Photo and 3D - This graphic omits existing tall trees in the valley in the c of the view



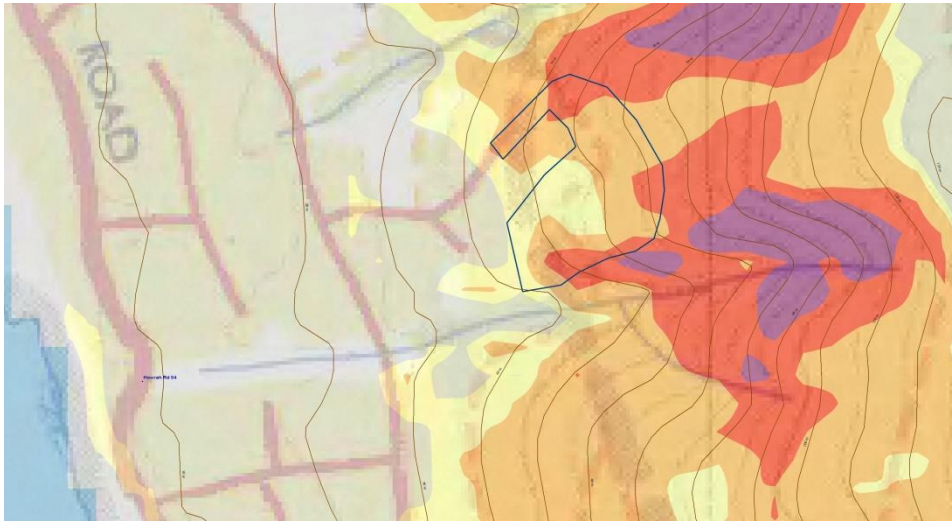
Howrah Road 02 photo and 3D



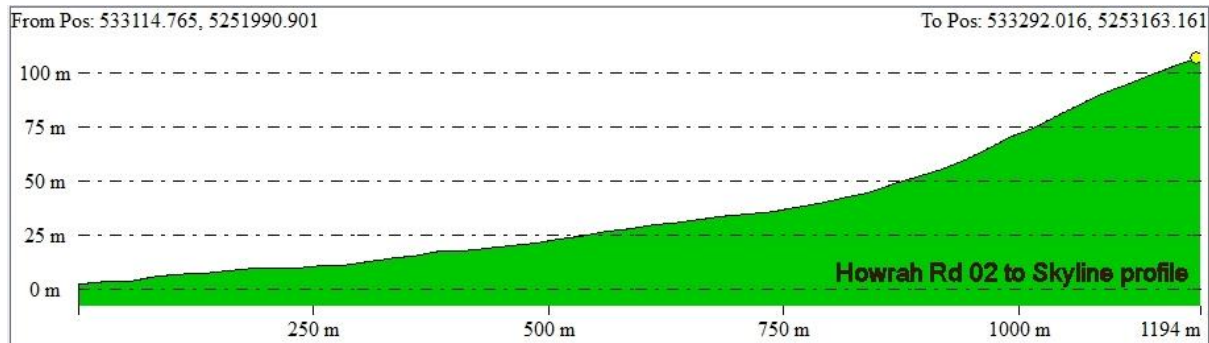
Comparison with the recent Rokeby Hills subdivision

A recent multi-dwelling subdivision exists in the nearby landscape on Rokeby Hills, 2 km further south of Skyline Drive. This may be reviewed as a convenient guide to the potential visual exposure and prominence of Skyline Drive subdivision under the new multi-dwelling provisions.

The Rokeby Hills subdivision has resulted in a dominant visual deviation from the generally landscape character of the region. This has occurred on the mid-slopes and is a similar extension of the suburban area up slope into native bushland. The subdivision is on west facing slopes of 11° to 15° and its top edge has an elevation of 75m on the slope of a 120m high hill. This change in the landscape is visually dominant at this stage, notwithstanding the raw new clearing for development. (See Slope Map and photo from Bellerive Bluff 12)



Factors contributing to this visual outcome of the Rokeby Hills subdivision are the steepness of the slopes (especially at the upper section), total clearance of vegetation, complete scarification of the ground and access roads design directly up and down the slope. The subdivision lots range from approximately 900m² to 1500m² and are most easily seen from Kangaroo Bluff in Bellerive at 4 km and from across the river in Mount Nelson and Sandy Bay at 7 km. Limited viewing from the local area is possible due to the even slope profile and short setback from the coastline and Tranmere Road. For the Skyline Drive subdivision however, this is not the case as the profile is concave and slope increases towards the top of the lots. (See profile below from Howrah Road 02 to the Skyline Drive area).



Graphic of the landform showing the concave profile and increasing steepness and thus visibility of the upper slopes targeted for the rezoning.

CONCLUSIONS and RECOMENDATIONS

A change to allow multiple dwelling in the rezoning of this area has the potential to strongly affect the remaining native bushland on the prominent slopes and hills backdrop to Howrah and thus strongly impact on its present visual character.

In deliberation on the rezoning, allotments with a majority slope of 11° and steeper should remain outside of the multiple-dwelling zone. Only single dwelling should be allowed on slopes less than 11° to 8° to provide opportunity for retention of native vegetation within them.

Analysis of landscape values based on exposure to public viewing, elevational position, and prominence to viewing due to steeper slopes (greater than 19 degree) and directional aspect, shows that significant portions of the western lots are highly prominent to viewing to the surrounding suburban region and to distant viewing from the west.

Driveways and access tracks should where possible be shared to provide access for emergency vehicles and constructed in accordance with the requirements in force from time to time of the Tasmania Fire Service, and to reduce their visual impact. They should follow the contours of the land so as to reduce visual impact and the potential for erosion from water runoff, and should be surfaced with materials of natural colours such as found in the immediate environment.⁽¹⁾

The area should be zoned to not allow subdivision that would create further fragmentation of both the local and wider landscape.

(1) Section (j) 100 Skyline Drive Howrah - Subdivision - Skyline Protection Conditions - Consent Order
Craig B Rogerson obo MF Cas Pty Ltd v Clarence City Council [1999] TASRMPAT 237 (16 December 99)
38 & 50/98 S J237/99

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Appendix - *PHOTOGRAPHS FROM OTHER VIEWPOINTS*





Suburban view 08



Clarence Rd 09



Bellerive Bluff 11



Mt Nelson urban view



Mt Nelson viewpoint



Mt Nelson viewpoint
- wide view